

**Planned Improvements from the Traffic Circulation Plan In & Around US 2 Vicinity	Funded	Planned Improvement - Unfunded
1. Mitchell St/US 2 Signal		X
2. Spoko Fuel Entrance/US 2 - Roundabout	X	
3. Craig Rd/US 2 - Roundabout	X	
4. Loeffler St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
5. West St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
6. Ziegler St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
7. Lundstrom St/US 2 - Roundabout		X
8. King St/US 2 - Right In/Right Out Turn Restrictions (Note: NO Lefts allowed off US 2 at this intersection per CoAWH) Corrected 8-16-21		X
10. Lawson St/US 2 - Roundabout		X
11. Campbell St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
12. Russell St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
13. Garfield Rd/US 2 - Roundabout		
14. Lyons Rd/US 2 - Roundabout		X
15. Hayden Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
16. Hazelwood Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
17. Lucas Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
18. Technology Blvd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)		X
19. Campus Dr/US 2 - Roundabout		X
20. New Road City of Spokane/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2 - EB only)		X
21. Spotted Rd/US 2 - Roundabout		X
22. Close Sunset Frontage Rd connection to US 2 (Russell Rd will be joined into Sunset Frontage Rd without access to US2 at this location)		X
23. Sunset Frontage Rd/Grove Rd/Airport Dr Intersection - Roundabout		X
24. US 2 Eastbound off ramp onto Airport Drive - Roundabout		X

NOTES: ALL US 2 Approaches/Driveways - Right In/Right Out Turn Restrictions *Future Left Turns off US 2 to be determined only at certain locations
Right turn restrictions along the US 2 corridor, will be enforced between Rambo Rd and the Sunset Highway connection, determined through the study efforts.
** Also SEE Tab "ListbyPercentage Effectiveness", Question 61, List of Effectiveness #60, for more information
Costs are planning level rough estimates and are subject to change
ALL intersection designs will require a traffic study for approval. ***Amended after the Technical Advisory Team Meeting on 7/21/21

NOTE: ALL emerging strategies have to be evaluated for prioritization within respective jurisdictions including WSDOT prioritization to compete for State, Regional and Local Funding