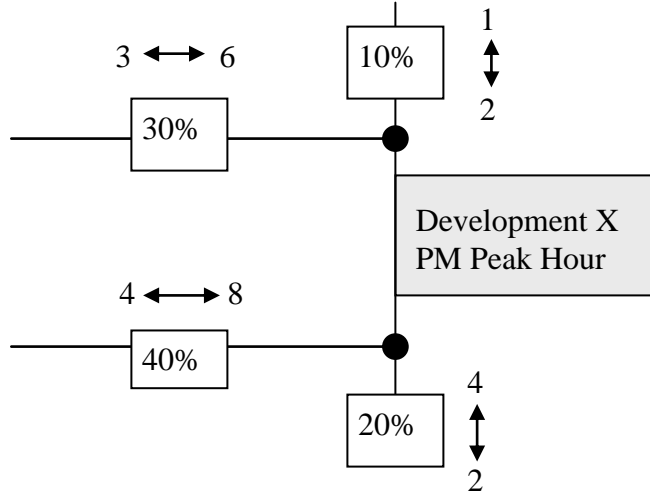


**REQUIRED FORMAT FOR TRIP DISTRIBUTIONS**

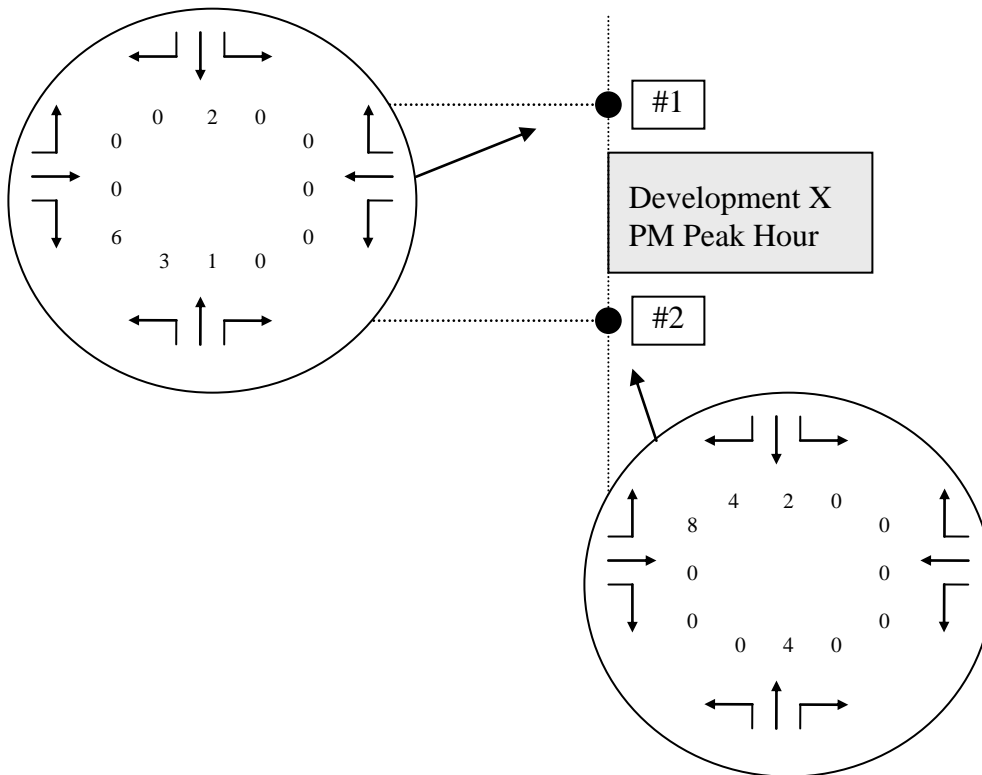
**Developers will be required to do both AM and PM peak-hour distributions.**

**DPW will require three products for each distribution.**

1. Distribution. A schematic map showing the broad distributions of trips in terms of percentages and the number and direction of the Peak Hour Distribution on different roads.



2. Assignment. A schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages.



**3. Tabular Format.** The assignments in prescribed tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

Development X. PM Peak Hour Distribution

Intersection ID#	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#1	0	0	6	0	0	0	3	1	0	0	2	0
#2	8	0	0	0	0	0	0	4	0	0	2	4

**For now, the format of trip distributions will not be a completeness issue.**

**Trips will be distributed onto the road system as it is expected to be in six years.**

DPW maintain an updated list of the road improvements that are expected to be completed within six years. DPW will provide this list to the developers' traffic consultants.

**Key Intersections**

For each arterial unit, DPW will identify the "key" intersections needed to adequately estimate level of service.

*State and City intersections that lie AT the terminus of a county arterial unit WILL be included in the list of key intersections. State and City intersections that lie NEAR the terminus of a county arterial unit MAY be included in the list of key intersections.*

*Through interlocal agreements, the County may require developers to provide distributions to other state or city intersections. The purpose of adding these "other" state or city intersections is to enable the state or city to determine level of service on its facilities.*

**Rules for how far the distribution is carried.**

Within the development's TSA:

*Within the developments TSA the distribution will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips.*

*As required through interlocal agreement, the distribution will be carried out to other state or city intersections impacted by ten or more peak hour trips.*

*Trips assigned to I-5, I-405, and SR-2 west of 88th/92nd ST SE do not have to be distributed back onto county roads or city streets.*

Outside the development's TSA:

*Trips assigned to I-5, I-405, and SR-2 west of 88th/92nd ST SE do not have to be distributed further. Trips assigned to other state highways do not have to be distributed back onto county roads or city streets.*

*The distribution will be carried out to each key intersection at which the approach or departure volumes on any leg have whichever of the following amounts is more:*

- *three (3) or more peak hour trips, or*
- *5% of the development's overall peak hour trips.*

*As required through interlocal agreement, the distribution will be carried out to other state or city intersections impacted by ten or more peak hour trips, except that DPW may allow, on a case-by-case basis and at the request of the developer, to raise this threshold to 5% of the development's overall peak hour trips. Note that the WSDOT threshold of ten trips is determined differently than the County threshold of three trips. Unlike the County method explained above, WSDOT adds up all of the trips at all of the individual movements on a given intersection.*