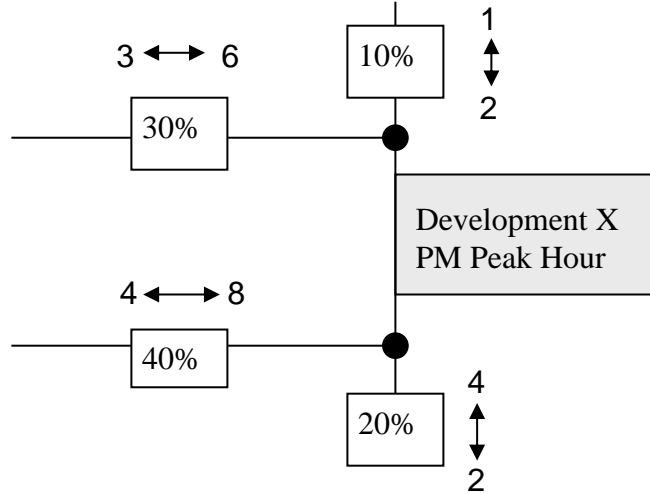


REQUIRED FORMAT FOR TRIP DISTRIBUTIONS

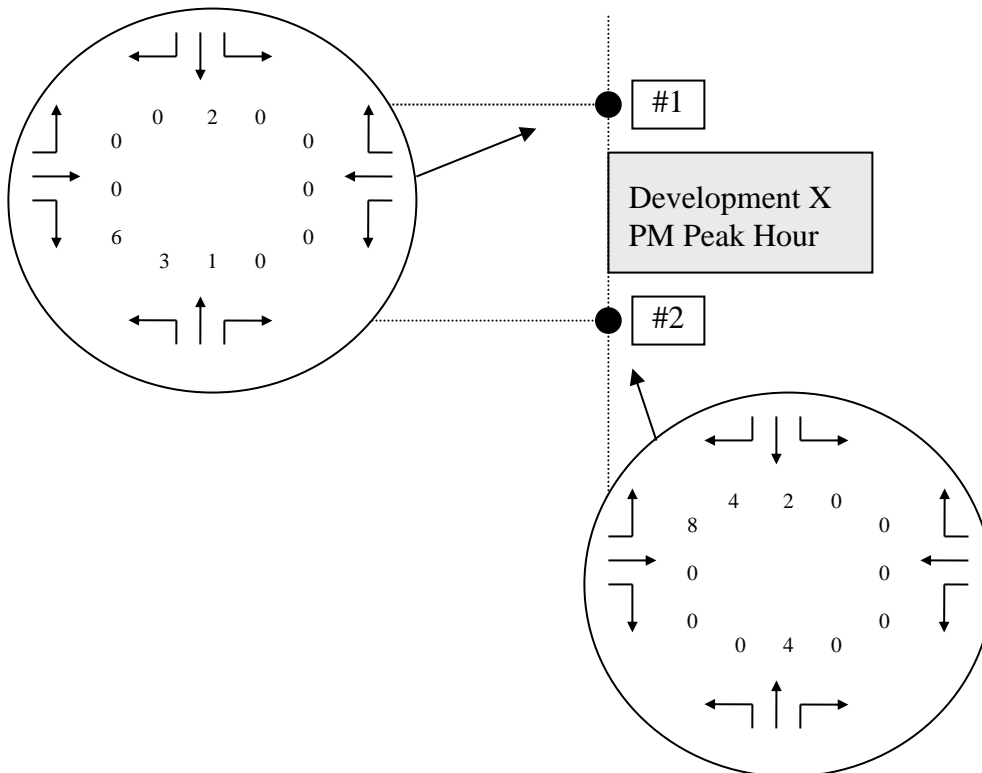
Developers will be required to do both AM and PM peak-hour distributions.

DPW will require three products for each distribution. (Rule 4220.070)

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 developments access points and 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

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

DPW maintains an updated list of the road improvements expected to be completed within six years. DPW will provide this list to the developers' traffic consultants upon request.

Key Intersections. (Rule 4224.040)

For each arterial unit, DPW will identify the "key" intersections needed to estimate the 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. (Rule 4220.070)

Within the development's 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 less 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.
- 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 less:
 - Three (3) or less peak hour trips, or
 - 5% of the development's overall peak hour trips.

As required through Interlocal Agreement (ILA).

The distribution will be carried out to intersections within another jurisdiction as required pursuant to an ILA with the jurisdiction. 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.