



APPENDIX F

Traffic Scoping Application



www.atwell.com



June 30, 2026

George Hartman, P.E.
Atwell, LLC
919 Conestoga Rd Building 3, Suite 213
Bryn Mawr, PA 19010

RE: Traffic Analysis

Big beaver Data Center
Borough of Big Beaver, Beaver County, PA
TPD No. ATWL.00002

Dear George:

As requested, Traffic Planning and Design, Inc. (TPD) has completed a PennDOT Scoping Application for the proposed Data Center development in Big Beaver Township, Beaver County, Pennsylvania. The project site is currently occupied by Pittsburgh International Raceway Complex with one (1) full access driveway to Pendale Road, as shown in **Figure 1**. The current proposal for the development consists of a Data Center with three (3) 201,688 square-foot (sf) buildings, as shown in **Figure 2**.

The proposed development will be served by the existing access to Pendale Road and one (1) proposed full access driveway from Fairlane Boulevard (SR 0351).

PRELIMINARY REVIEW/INVESTIGATION

Review of PennDOT Statewide Transportation Improvement Program (STIP)

The PennDOT Statewide Transportation Improvement Program (STIP) outlines planned improvements in four-year increments over a twelve-year period for state roads. Based on TPD's review of the STIP, PennDOT there are no programmed roadway improvements within the study area in the vicinity of the proposed site driveways.

EXISTING TRAFFIC CONDITIONS

The following historic traffic volumes are based on data obtained from PennDOT's Traffic Information Repository (TIRe) website and are included in **Table 1**.

TABLE 1
HISTORIC TRAFFIC VOLUMES

Count Location	Time Period	PennDOT TIRe Data	
		Total Vehicles	Heavy Vehicle %
Fairlane Boulevard (S.R. 0351) Corridor, between Shenango Road and Big Beaver Boulevard	ADT	2,881	13.8
	Weekday A.M. Peak Hour	213	9.9
	Weekday P.M. Peak Hour	278	10.4
Big Beaver Boulevard (S.R. 0018) Corridor, between S.R. 0076 and Eastwood Road	ADT	12,591	9.9
	Weekday A.M. Peak Hour	904	11.8
	Weekday P.M. Peak Hour	1,114	5.7

TRIP GENERATION

The trip generation data was obtained from the manual *Trip Generation*, Twelfth Edition, 2025, an Institute of Transportation Engineers (ITE) Informational Report. For the proposed development, Land Use Code #160 (Data Center) was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday, (2) weekday A.M. peak hour, and (3) weekday P.M. peak hour.

The current proposal for the development consists of a Data Center with three (3) 201,688 square-foot (sf) buildings. Therefore, site traffic generated by the entire Data Center development, as currently proposed, was based on a combined size of 605,064 sf.

Table 3 shows the ITE trip generation data for the analyzed time periods.

TABLE 3
ITE TRIP GENERATION DATA

Land Use (ITE #)	Size	Time Period	Equations/Rates	Entering %	Exiting %
Data Center (ITE #160)	605,064 SF	Average Weekday	$T = 0.73*(X)$	50%	50%
		Weekday A.M. Peak Hour	$T = 0.07*(X)$	71%	29%
		Weekday P.M. Peak Hour	$T = 0.05*(X)$	19%	81%

T = Number of site-generated vehicular trips

X = Independent variable (1,000 Sq. Ft. GFA)

Table 4 summarizes the trip generation of the proposed development during the analyzed time periods.

TABLE 4
TRIP GENERATION SUMMARY

Land Use (ITE #)	Time Period	Site Trips		
		Total	Enter	Exit
Data Center (ITE #160)	Weekday	442	221	221
	Weekday A.M. Peak Hour	42	30	12
	Weekday P.M. Peak Hour	30	6	24

As shown in **Table 4**, the proposed development will generate **42 new vehicle-trips** during the weekday

A.M. peak hour, **30 new vehicle-trips** during the weekday P.M. peak hour, and **442 new vehicle-trips** during a typical Weekday.

If you have any questions or concerns regarding the above, please do not hesitate to contact us.

Sincerely,

TPD

A handwritten signature in blue ink, appearing to read 'P. Spisszak', with a stylized flourish at the end.

Peter Spisszak, AICP
Senior Project Manager

Enclosures: Figure 1
Figure 2



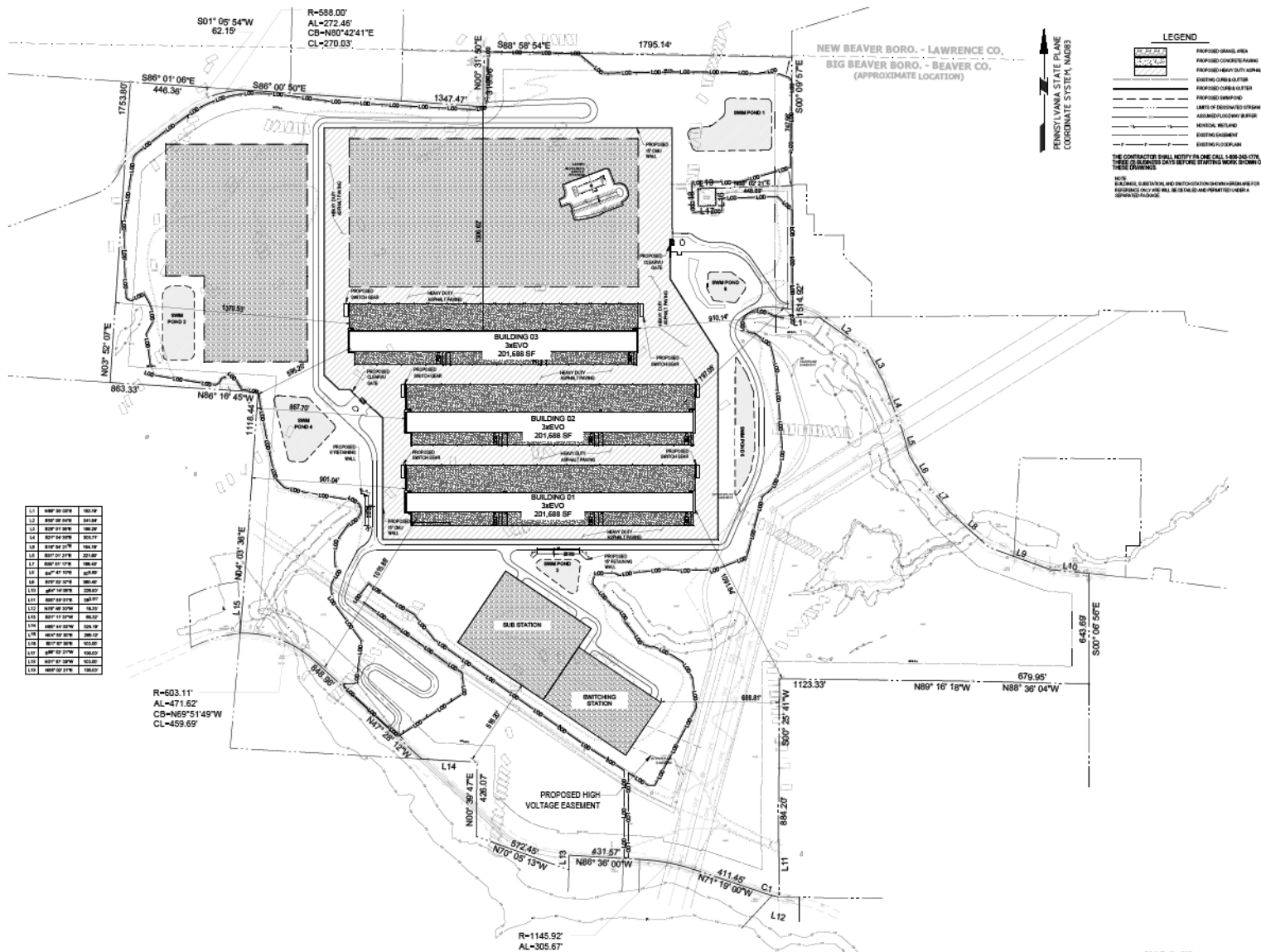
www.TPDinc.com

1.877.873.9739

info@TPDinc.com

FIGURE 1

SITE LOCATION



L1	807' 00" 00"	180.00'
L2	807' 00" 00"	180.00'
L3	807' 00" 00"	180.00'
L4	807' 00" 00"	180.00'
L5	807' 00" 00"	180.00'
L6	807' 00" 00"	180.00'
L7	807' 00" 00"	180.00'
L8	807' 00" 00"	180.00'
L9	807' 00" 00"	180.00'
L10	807' 00" 00"	180.00'
L11	807' 00" 00"	180.00'
L12	807' 00" 00"	180.00'
L13	807' 00" 00"	180.00'
L14	807' 00" 00"	180.00'
L15	807' 00" 00"	180.00'
L16	807' 00" 00"	180.00'
L17	807' 00" 00"	180.00'
L18	807' 00" 00"	180.00'
L19	807' 00" 00"	180.00'
L20	807' 00" 00"	180.00'

R=603.11'
 AL=471.62'
 CB=N69°51'49"W
 CL=459.69'

R=1145.92'
 AL=305.67'



**TRANSPORTATION IMPACT STUDY (TIS)
DETERMINATION & SCOPING MEETING
APPLICATION**

Scoping Meeting Application:

Draft

Scoping Meeting Date: _____ Scoping Number: S1120260026

Tax Parcel Number: _____

Project/Development Name: Big Beaver Data Center

Applicant Information:

Business Partner ID: _____

Applicant Name: SWITCH LTP

Phone: 7024685873 Email 1: sroberts@switch.com

Primary Contact: Steven Roberts Email 2: _____

Additional Engineering Firm Information:

Business Partner ID: _____

Engineering Firm: _____

Phone: _____ Email 1: _____

Primary Contact: _____ Email 2: _____

Creator Information:

Business Partner ID: 000094 Firm Name: Traffic Planning and Design, Inc.

Phone: 610-326-3100 Email 1: amcelroy@tpdinc.com

(1) LOCATION OF PROPOSED DEVELOPMENT:

PennDOT Engineering District: 11 Email: _____

County: Beaver Email: _____

Municipality: BIG BEAVER Email: martoneengineering@gmail.com

RPO/MPO: Southwestern PA Commission MPO

Email: dsmith@spcregion.org

NO.	Road Name	Ownership	SR	Segment	Offset	Latitude, Longitude
1	Fairlane Blvd	State	0351	0010		40.8503136,-80.4344147

NO.	Proposed Activity	Proposed Access Level	Signalized?	Average Daily Trips	Driveway Classification
1	Construct New Driveway	Full Access	N	442	

Describe Existing or Proposed Multimodal Accommodations:

Are there any vehicle weight or size restrictions along any roadway providing direct access to the site in accordance with 75 PA C.S. ss 4902? : null

(2) DEVELOPMENT SCHEDULE AND STAGING:

Multi-Stage Development ? No
 Anticipated Opening Date: 01-01-2028
 Full Buildout Date: 01-01-2030

Describe Proposed Development Schedule/Staging:

(3) TRIP GENERATION:

Land Use & Size	Land Use Code	Were ITE results used?	Daily Trips	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
				Enter	Exit	Enter	Exit	Enter	Exit
Data Center/605,064 sf	160	Yes	442	30	12	6	24	N/A	N/A
		TOTAL:	442	30	12	6	24	0	0

(4) LEVEL OF STUDY REQUIRED?

Level of Study Required? No Study

If Yes, based on:

Additional considerations as described below:

(5) STUDY AREA:

Location Number	Major Street	Minor Street	Signalized?
1	Fairlane Blvd	Driveway Location #1	N

Land use context (Refer to PennDOT Design Manual, Part 1X, Appendix B):

Known Congestion Areas:

N/A

Known Safety Concerns:

N/A

Known Environmental Constraints:

N/A

Pedestrian/Bike Review (Community Centers, Parks, Schools, etc.):

N/A

Transit Review (Current routes/stops):

N/A

(6) STUDY AREA TYPE:

Study Area Type: _____

(7) TIS/TIA ANALYSIS PERIODS AND TIMES:

Opening Year: 2028

Full Buildout Year: 2030

Design Year: N/A

Indicate the analysis times to be included in the TIS/TIA:

1. AM Peak Hour
2. PM Peak Hour
3. Saturday Peak Hour
4. Other:

N/A

Analysis periods to be included in the TIS/TIA:

1. Existing Conditions
2. Design Year Without Development
3. Design Year With Development and Design Year With Mitigation (if necessary)

Additional Analysis Periods (Please Specify):

N/A

(8) TRAFFIC ADJUSTMENT FACTORS:

(a) Seasonal Adjustment (Identify counts requiring adjustment and methodology):

N/A

(b) Annual Base Traffic Growth: N/A %/yr. **Source:** _____

(c) Pass-By Trips (Attach justification where required):

NO.	Land Use	%	Source

(d) Captured Trips for Multi-Use Sites:

N/A

(e) Modal Split Reductions:

N/A

(f) Other Reductions:

N/A

(9) OTHER PROJECTS WITHIN STUDY AREA TO BE ADDED TO BASE TRAFFIC:

Notes:

N/A

(10) TRIP DISTRIBUTION AND ASSIGNMENT:

Trip Distribution Notes:

N/A

(11) DATA COLLECTION ELEMENTS AND CAPACITY ANALYSIS METHODOLOGIES:

NO.	Major Street	Minor Street	Signalized?	Period	Data Collection Method	Capacity Analysis Method
1	Fairlane Blvd	Driveway Location #1	N			

(12) ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED:

Roadway Improvements:

N/A

(13) REQUIRED ANALYSIS:

(a) Analysis Acknowledgement:

(b) Capacity Analysis:

(c) Queue Analysis:

(d) Sight Distance Analysis:

(e) Signal Warrant Analysis:

(f) Turn Lane Warrant Analysis:

(g) Intersection Control Evaluation:

(h) Crash Analysis:

(i) Gap Studies:

(j) Identify any other analysis to be performed or revisions to the sections above:

(14) ADDITIONAL COMMENTS OR RECOMMENDATIONS RELATIVE TO THE SCOPE OF THE TIS:

Additional Comments:

PennDOT Review Comments: (Current Cycle Comments)

After review of the scoping meeting application, the Department will contact the applicant regarding the need for a scoping meeting prior to applying for a highway occupancy permit.

This Electronic Copy Created on: 2026-06-30 11:02:16



STAMP

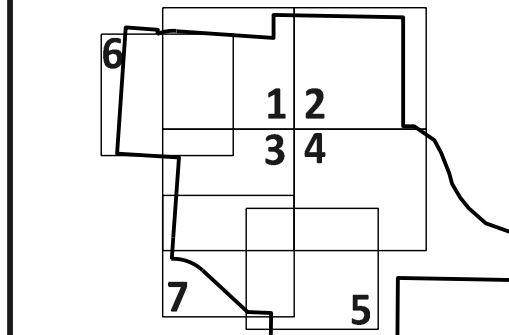
PRELIMINARY
NOT FOR
CONSTRUCTION

DESIGN TEAM DISCIPLINE

PROJECT INFORMATION

SWITCH PIT 01-03
EARLY WORKS
PRELIMINARY PLANS
BIG BEAVER BOROUGH, BEAVER COUNTY, PENNSYLVANIA

KEY PLAN



REV	DESCRIPTION	DATE
01	01/24/2024	01/24/2024
02	02/26/2024	02/26/2024
03	03/26/2024	03/26/2024
04	04/26/2024	04/26/2024
05	05/26/2024	05/26/2024
06	06/26/2024	06/26/2024
07	07/26/2024	07/26/2024
08	08/26/2024	08/26/2024
09	09/26/2024	09/26/2024
10	10/26/2024	10/26/2024
11	11/26/2024	11/26/2024
12	12/26/2024	12/26/2024
13	01/26/2025	01/26/2025
14	02/26/2025	02/26/2025
15	03/26/2025	03/26/2025
16	04/26/2025	04/26/2025
17	05/26/2025	05/26/2025
18	06/26/2025	06/26/2025
19	07/26/2025	07/26/2025
20	08/26/2025	08/26/2025
21	09/26/2025	09/26/2025
22	10/26/2025	10/26/2025
23	11/26/2025	11/26/2025
24	12/26/2025	12/26/2025
25	01/26/2026	01/26/2026
26	02/26/2026	02/26/2026
27	03/26/2026	03/26/2026
28	04/26/2026	04/26/2026
29	05/26/2026	05/26/2026
30	06/26/2026	06/26/2026
31	07/26/2026	07/26/2026
32	08/26/2026	08/26/2026
33	09/26/2026	09/26/2026
34	10/26/2026	10/26/2026
35	11/26/2026	11/26/2026
36	12/26/2026	12/26/2026
37	01/26/2027	01/26/2027
38	02/26/2027	02/26/2027
39	03/26/2027	03/26/2027
40	04/26/2027	04/26/2027
41	05/26/2027	05/26/2027
42	06/26/2027	06/26/2027
43	07/26/2027	07/26/2027
44	08/26/2027	08/26/2027
45	09/26/2027	09/26/2027
46	10/26/2027	10/26/2027
47	11/26/2027	11/26/2027
48	12/26/2027	12/26/2027
49	01/26/2028	01/26/2028
50	02/26/2028	02/26/2028
51	03/26/2028	03/26/2028
52	04/26/2028	04/26/2028
53	05/26/2028	05/26/2028
54	06/26/2028	06/26/2028
55	07/26/2028	07/26/2028
56	08/26/2028	08/26/2028
57	09/26/2028	09/26/2028
58	10/26/2028	10/26/2028
59	11/26/2028	11/26/2028
60	12/26/2028	12/26/2028
61	01/26/2029	01/26/2029
62	02/26/2029	02/26/2029
63	03/26/2029	03/26/2029
64	04/26/2029	04/26/2029
65	05/26/2029	05/26/2029
66	06/26/2029	06/26/2029
67	07/26/2029	07/26/2029
68	08/26/2029	08/26/2029
69	09/26/2029	09/26/2029
70	10/26/2029	10/26/2029
71	11/26/2029	11/26/2029
72	12/26/2029	12/26/2029
73	01/26/2030	01/26/2030
74	02/26/2030	02/26/2030
75	03/26/2030	03/26/2030
76	04/26/2030	04/26/2030
77	05/26/2030	05/26/2030
78	06/26/2030	06/26/2030
79	07/26/2030	07/26/2030
80	08/26/2030	08/26/2030
81	09/26/2030	09/26/2030
82	10/26/2030	10/26/2030
83	11/26/2030	11/26/2030
84	12/26/2030	12/26/2030
85	01/26/2031	01/26/2031
86	02/26/2031	02/26/2031
87	03/26/2031	03/26/2031
88	04/26/2031	04/26/2031
89	05/26/2031	05/26/2031
90	06/26/2031	06/26/2031
91	07/26/2031	07/26/2031
92	08/26/2031	08/26/2031
93	09/26/2031	09/26/2031
94	10/26/2031	10/26/2031
95	11/26/2031	11/26/2031
96	12/26/2031	12/26/2031
97	01/26/2032	01/26/2032
98	02/26/2032	02/26/2032
99	03/26/2032	03/26/2032
100	04/26/2032	04/26/2032
101	05/26/2032	05/26/2032
102	06/26/2032	06/26/2032
103	07/26/2032	07/26/2032
104	08/26/2032	08/26/2032
105	09/26/2032	09/26/2032
106	10/26/2032	10/26/2032
107	11/26/2032	11/26/2032
108	12/26/2032	12/26/2032
109	01/26/2033	01/26/2033
110	02/26/2033	02/26/2033
111	03/26/2033	03/26/2033
112	04/26/2033	04/26/2033
113	05/26/2033	05/26/2033
114	06/26/2033	06/26/2033
115	07/26/2033	07/26/2033
116	08/26/2033	08/26/2033
117	09/26/2033	09/26/2033
118	10/26/2033	10/26/2033
119	11/26/2033	11/26/2033
120	12/26/2033	12/26/2033
121	01/26/2034	01/26/2034
122	02/26/2034	02/26/2034
123	03/26/2034	03/26/2034
124	04/26/2034	04/26/2034
125	05/26/2034	05/26/2034
126	06/26/2034	06/26/2034
127	07/26/2034	07/26/2034
128	08/26/2034	08/26/2034
129	09/26/2034	09/26/2034
130	10/26/2034	10/26/2034
131	11/26/2034	11/26/2034
132	12/26/2034	12/26/2034
133	01/26/2035	01/26/2035
134	02/26/2035	02/26/2035
135	03/26/2035	03/26/2035
136	04/26/2035	04/26/2035
137	05/26/2035	05/26/2035
138	06/26/2035	06/26/2035
139	07/26/2035	07/26/2035
140	08/26/2035	08/26/2035
141	09/26/2035	09/26/2035
142	10/26/2035	10/26/2035
143	11/26/2035	11/26/2035
144	12/26/2035	12/26/2035
145	01/26/2036	01/26/2036
146	02/26/2036	02/26/2036
147	03/26/2036	03/26/2036
148	04/26/2036	04/26/2036
149	05/26/2036	05/26/2036
150	06/26/2036	06/26/2036
151	07/26/2036	07/26/2036
152	08/26/2036	08/26/2036
153	09/26/2036	09/26/2036
154	10/26/2036	10/26/2036
155	11/26/2036	11/26/2036
156	12/26/2036	12/26/2036
157	01/26/2037	01/26/2037
158	02/26/2037	02/26/2037
159	03/26/2037	03/26/2037
160	04/26/2037	04/26/2037
161	05/26/2037	05/26/2037
162	06/26/2037	06/26/2037
163	07/26/2037	07/26/2037
164	08/26/2037	08/26/2037
165	09/26/2037	09/26/2037
166	10/26/2037	10/26/2037
167	11/26/2037	11/26/2037
168	12/26/2037	12/26/2037
169	01/26/2038	01/26/2038
170	02/26/2038	02/26/2038
171	03/26/2038	03/26/2038
172	04/26/2038	04/26/2038
173	05/26/2038	05/26/2038
174	06/26/2038	06/26/2038
175	07/26/2038	07/26/2038
176	08/26/2038	08/26/2038
177	09/26/2038	09/26/2038
178	10/26/2038	10/26/2038
179	11/26/2038	11/26/2038
180	12/26/2038	12/26/2038
181	01/26/2039	01/26/2039
182	02/26/2039	02/26/2039
183	03/26/2039	03/26/2039
184	04/26/2039	04/26/2039
185	05/26/2039	05/26/2039
186	06/26/2039	06/26/2039
187	07/26/2039	07/26/2039
188	08/26/2039	08/26/2039
189	09/26/2039	09/26/2039
190	10/26/2039	10/26/2039
191	11/26/2039	11/26/2039
192	12/26/2039	12/26/2039
193	01/26/2040	01/26/2040
194	02/26/2040	02/26/2040
195	03/26/2040	03/26/2040
196	04/26/2040	04/26/2040
197	05/26/2040	05/26/2040
198	06/26/2040	06/26/2040
199	07/26/2040	07/26/2040
200	08/26/2040	08/26/2040
201	09/26/2040	09/26/2040
202	10/26/2040	10/26/2040
203	11/26/2040	11/26/2040
204	12/26/2040	12/26/2040
205	01/26/2041	01/26/2041
206	02/26/2041	02/26/2041
207	03/26/2041	03/26/2041
208	04/26/2041	04/26/2041
209	05/26/2041	05/26/2041
210	06/26/2041	06/26/2041
211	07/26/2041	07/26/2041
212	08/26/2041	08/26/2041
213	09/26/2041	09/26/2041
214	10/26/2041	10/26/2041
215	11/26/2041	11/26/2041
216	12/26/2041	12/26/2041
217	01/26/2042	01/26/2042
218	02/26/2042	02/26/2042
219	03/26/2042	03/26/2042
220	04/26/2042	04/26/2042
221	05/26/2042	05/26/2042
222	06/26/2042	06/26/2042
223	07/26/2042	07/26/2042
224	08/26/2042	08/26/2042
225	09/26/2042	09/26/2042
226	10/26/2042	10/26/2042
227	11/26/2042	11/26/2042
228	12/26/2042	12/26/2042
229	01/26/2043	01/26/2043
230	02/26/2043	02/26/2043
231	03/26/2043	03/26/2043
232	04/26/2043	04/26/2043
233	05/26/2043	05/26/2043
234	06/26/2043	06/26/2043
235	07/26/2043	07/26/2043
236	08/26/2043	08/26/2043
237	09/26/2043	09/26/2043
238	10/26/2043	10/26/2043
239	11/26/2043	11/26/2043
240	12/26/2043	12/26/2043
241	01/26/2044	01/26/2044
242	02/26/2044	02/26/2044
243	03/26/2044	03/26/2044
244	04/26/2044	04/26/2044
245	05/26/2044	05/26/2044
246	06/26/2044	06/26/2044
247	07/26/2044	07/26/2044
248	08/26/2044	08/26/2044
249	09/26/2044	09/26/2044
250	10/26/2044	10/26/2044
251	11/26/2044	11/26/2044
252	12/26/2044	12/26/2044
253	01/26/2045	01/26/2045
254	02/26/2045	02/26/2045
255	03/26/2045	03/26/2045
256	04/26/2045	04/26/2045
257	05/26/2045	05/26/2045
258	06/26/2045	06/26/2045
259	07/26/2045	07/26/2045
260	08/26/2045	08/26/2045
261	09/26/2045	09/26/2045
262	10/26/2045	10/26/2045
263	11/26/2045	11/26/2045
264	12/26/2045	12/26/2045
265	01/26/2046	01/26/2046
266	02/26/2046	02/26/2046
267	03/26/2046	03/26/2046
268	04/26/2046	04/26/2046
269	05/26/2046	05/26/2046
270	06/26/2046	06/26/2046
271	07/26/2046	07/26/2046
272	08/26/2046	08/26/2046
273	09/26/2046	09/26/2046
274	10/26/2046	10/26/2046
275	11/26/2046	11/26/2046
276	12/26/2046	12/26/2046
277	01/26/2047	01/26/2047
278	02/26/2047	02/26/2047
279	03/26/2047	03/26/2047
280	04/26/2047	04/26/2047
281	05/26/2047	05/26/2047
282	06/26/2047	06/26/2047
283	07/26/2047	07/26/2047
284	08/26/2047	08/26/2047
285	09/26/2047	09/26/2047
286	10/26/2047	10/26/2047