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**To:** East Vincent Township

**From:** AnnMarie Vigilante, PE & Ryan Lothian, PE, Langan Engineering

**cc:** Project Team

**Date:** Revised March 11, 2026

**Re:** Traffic Statement for Conditional Use Application  
Pennhurst Data Centers  
East Vincent Township, Chester County, Pennsylvania

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Langan Engineering & Environmental Services, LLC (Langan) has prepared this traffic statement in support of the condition use application for the proposed Pennhurst Data Centers development located in East Vincent Township, Chester County, Pennsylvania. The proposed development includes the construction of three, two-story data center buildings totaling approximately 1,886,400 square-feet of net floor area. The development will include an on-site substation, two driveway connections (one to Brown Drive and the other to Dunlap Road), and other associated improvements including stormwater management and utility infrastructure.

We understand that a Transportation Impact Study (dated May 7, 2021) was previously prepared for this site by McMahon Associates, Inc. The study assumed that the Pennhurst site would be redeveloped, and that Phase 1 would include approximately 230,000 square-feet of light industrial space and 94,651 square-feet of office space. We believe that the previous study was prepared in accordance with applicable standards and guidelines and that the information and analyses results provided in the report are still valid.

For purposes of the conditional use application, we believe that the previous Transportation Impact Study shows a comparable representation of the specific traffic impacts that would occur within the study area. In addition, the applicant is agreeable to constructing the recommended intersection improvements that were identified in the previously submitted study.

## **TRIP GENERATION COMPARISON**

The trip generation calculations for the previous study utilized the Institute of Transportation Engineers (ITE) as contained in their publication Trip Generation, 10<sup>th</sup> Edition. Specifically, the calculations utilized 94,651 square feet of office (ITE Land Use Code 710) and 230,000 square feet of light industrial (ITE Land Use Code 110). The following table shows the trip generation calculations that were prepared and utilized for the previous Transportation Impact Study for the site. As shown in the below table, the development was expected to generate 1,936 daily trips, 198 trips (172 enter, 26 exit) during the weekday morning peak hour and 174 trips (26 enter, 148 exit) during the weekday evening peak hour.

**Table 3. Vehicular Trip Generation – Phase 1**

Land Use	Size	Vehicle Type	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Office <sup>(1)</sup>	94,651 square feet	Passenger Vehicles	1,006	99	16	115	17	91	108
Light Industrial <sup>(2)</sup>	230,000 square feet	Passenger Vehicles	930	73	10	83	9	57	66
		Trucks <sup>(3)</sup>	93	7	1	8	1	6	7
<b>Total</b>			<b>1,936</b>	<b>172</b>	<b>26</b>	<b>198</b>	<b>26</b>	<b>148</b>	<b>174</b>

(1) ITE Land Use Code 710 for General Office.

(2) ITE Land Use Code 110 for Light Industrial

(3) Estimated to be ten percent of total peak hour trip generation for industrial land use.

We prepared trip generation estimates for the newly proposed Pennhurst Data Centers development based on data compiled by ITE Trip Generation, 12<sup>th</sup> Edition. The calculations utilized 1,886,400 square feet of data center (ITE Land Use Code 160). The following table presents the trip generation calculations for the proposed development.

**Total Trips for Proposed Development**

Land Use Code 160 – Data Center 1,886,400 square feet					
Time Period	Average Rate	Split	In	Out	Total
Weekday	0.73	50/50	689	688	1,377
Weekday Morning Peak Hour	0.07	71/29	94	38	132
Weekday Evening Peak Hour	0.05	19/81	18	76	94

As shown in the table above, the proposed development is expected to generate 1,377 daily trips, 132 trips (94 enter, 38 exit) during the weekday morning peak hour and 94 trips (18 enter, 76 exit) during the weekday evening peak hour.

The following table provides a comparison of site generated trips between the proposed development and the previously studied development.

**Difference in Trips of Proposed Development vs. Previously Studied Development**

Time Period	In	Out	Total
Daily	-279	-280	-559
Weekday Morning Peak Hour	-78	+12	-66
Weekday Evening Peak Hour	-8	-72	-80

As shown in the above table, when compared to the previously studied development, the proposed development is projected to generate 559 less daily trips, 66 less weekday morning peak hour trips and 80 less weekday evening peak hour trips.

## CONCLUSION

Based on the above ITE trip generation calculations, we anticipate that the change in development program will result in a negligible and insignificant impact when compared to the results in the previously submitted Transportation Impact Study for the site. The proposed Pennhurst Data Centers development is projected to generate slightly less trips during the specific weekday morning and evening peak hours when compared to the previously studied development, therefore, the previous capacity analyses results provide a conservative estimate. As part of the previous study, the following improvements were recommended to mitigate specific traffic impacts:

### Schuylkill Road (SR 0724) and Brown Drive

- Install a traffic signal.
- Provide a southbound Schuylkill Road (SR 0724) advance phase.
- Provide a dedicated 150-foot northbound Schuylkill Road (SR 0724) right-turn lane.
- Provide a dedicated 250-foot southbound Schuylkill Road (SR 0724) left-turn lane.
- Extend Brown Drive from Old Schuylkill Road to Schuylkill Road (SR 0724).
- Modify Brown Drive, Church Street and Pennhurst Road to meet current Township roadway standards.

### Schuylkill Road (SR 0724) and Linfield Road/Bethel Church Road (SR 1035)

- Provide a dedicated 200-foot northbound Schuylkill Road (SR 0724) right-turn lane.
- Modify the traffic signal equipment as needed to accommodate roadway widening.
- Address and impacted pedestrian and trail accommodations.
- In addition to these physical intersection improvements, the proposed Schuylkill Road (SR 0724)/Brown Drive signalized intersection and improved local road network surrounding the redevelopment, traffic currently utilizing Old Schuylkill Road to Linfield Road to PA 724 (and the reverse route) as a cut-through will decrease some existing traffic at this intersection.

For purposes of the conditional use application, we believe that the previous Transportation Impact Study shows a comparable representation of the specific traffic impacts that would occur within the study area. In addition, the applicant is agreeable to constructing the recommended intersection improvements that were identified in previously submitted study.

As part of the Land Development process with East Vincent Township, we anticipate preparing a new Transportation Impact Study associated with the proposed use. In addition, because the proposed improvements identified above are along state routes, the design of the improvements will be subject to review and approval by PennDOT as part of their Highway Occupancy Permit process.