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January 14, 2026

Mr. John M. Barrett  
Township Manager  
South Fayette Township  
100 Township Drive  
South Fayette, PA 15017

***Reference: TIS Addendum for the Proposed Retail Development in South Fayette Township, Allegheny County, PA (ePS No. 323385)***

Dear Mr. Barrett:

David E. Wooster and Associates, LLC (Wooster) prepared a Transportation Impact Study (TIS) dated November 28, 2023 for a proposed retail development located on the northwest corner of the intersection of Millers Run Road (SR 0050) with Newbury Drive / Todd A. Miller Drive in South Fayette Township, Allegheny County, Pennsylvania. By way of correspondence dated December 28, 2023, PennDOT Engineering District 11-0 (PennDOT) approved the TIS, which contemplated the construction of ~45,126 SF of retail space. Access to the site was (and is still) proposed to consist of three (3) site accesses:

- Two (2) right-in / right-out access site drives (Site Drives A and B) along the northern side of Millers Run Road (SR 0050).
- One (1) full access site drive (Site Drive C) along the western side of Newbury Drive.

Since that time, the applicant has modified the plan to include an additional ~13,000 SF of second-story office and warehousing/storage space. The overall building footprint and access to the site has not changed.

As such, the purpose of this correspondence is to demonstrate that the site plan change will not impact the results, findings, or conclusions of the approved TIS.

**APPROVED STUDY CONDITIONS**

The approved daily trips (ADT), morning (AM), evening (PM), and Saturday midday (SAT) peak hour trips associated with the ~45,126 SF of retail space are summarized in **Table 1** below. The data utilized to populate Table 1 is taken directly from Table 2 of the approved *Transportation Impact Study for the Proposed Retail Development* dated November 28, 2023 (2023 TIS) and is based on the Institute of Transportation Engineers’ (ITE’s) *Trip Generation Manual*, 11<sup>th</sup> Edition:

**Table 1**  
**Trip Generation Summary**  
*Approved 2023 TIS Trips*

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
<b>LUC #821 – Shopping Plaza (40-150k) without Supermarket – 45,126 SF</b>			
<b>ADT</b>	<b>1,524</b>	<b>1,524</b>	<b>3,048</b>
AM Peak Hour	48	30	78
PM Peak Hour	115	119	234
SAT Peak Hour	131	120	251

**PROPOSED CONDITIONS**

To evaluate traffic impacts associated with the site plan modification, Wooster utilized the Institute of Transportation Engineers’ (ITE’s) *Trip Generation Manual*, 12<sup>th</sup> Edition to re-evaluate the total trip generation potential of the site, as currently proposed. Specifically, Land Use Codes (LUCs) #821 – *40-150k Shopping Center without Supermarket*, #150 – *Warehouse*, and #710 – *General Office Building* were utilized. These trips are summarized in **Table 2** on the following page.

A copy of the trip generation calculations utilized to populate Table 2 can be found in the enclosures section at the end of this correspondence.

**Table 2**  
**Trip Generation Summary**  
*Current Site Plan (2026)*

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
<b>LUC #821 – Shopping Plaza (40-150k) without Supermarket – 46,046 SF</b>			
<b>ADT</b>	<b>1,506</b>	<b>1,506</b>	<b>3,012</b>
AM Peak Hour	45	28	73
PM Peak Hour	107	112	219
SAT Peak Hour	122	113	235
<b>LUC #150 – Warehouse – 4,000 SF</b>			
<b>ADT</b>	<b>3</b>	<b>3</b>	<b>6</b>
AM Peak Hour	0	0	0
PM Peak Hour	0	1	1
SAT Peak Hour	0	0	0
<b>LUC #710 – General Office Building – 8,374 SF</b>			
<b>ADT</b>	<b>33</b>	<b>33</b>	<b>66</b>
AM Peak Hour	9	1	10
PM Peak Hour	2	8	10
SAT Peak Hour	4	3	7
<b>TOTAL</b>			
<b>ADT</b>	<b>1,542</b>	<b>1,542</b>	<b>3,084</b>
AM Peak Hour	54	29	83
PM Peak Hour	109	121	230
SAT Peak Hour	126	116	242

## TRIP GENERATION COMPARISON

Table 3 below depicts the net change in site-generated trips associated with the proposed site plan change.<sup>1</sup>

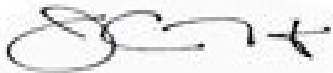
**Table 3**  
**Trip Generation Comparison**

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
ADT	+18	+18	+36
AM Peak Hour	+6	-1	+5
PM Peak Hour	-6	+2	-4
SAT Peak Hour	-5	-4	-9

As demonstrated in the table, the change in projected daily and peak hour trips associated with the site plan change is *de minimis* and will therefore have no impact on the results, findings, or conclusions of the 2023 TIS.<sup>2</sup>

We trust that this correspondence has been submitted in the proper form. If you have any questions or require additional information, please feel free to contact me.

Sincerely,



Joshua A. Haydo, P.E., PTOE  
Senior Traffic Engineer / Deputy COO

Enclosures: ITE Trip Generation Calculations

W:\4392 011426 TIS Addendum

<sup>1</sup> Trips depicted in Table 3 were derived by subtracting the approved TIS trips (Table 1) from the trips associated with the current plan (Table 2).

<sup>2</sup> Despite the increase in overall square footage, some analysis periods experience a *decrease* in projected site-generated trips. This is due to modifications to various trip generation rates in the 12<sup>th</sup> Edition of the ITE *Trip Generation Manual* (the 2023 TIS utilized the 11<sup>th</sup> Edition, which was the current version of the manual at that time).

# Shopping Plaza (40-150k) - Supermarket - No (821)

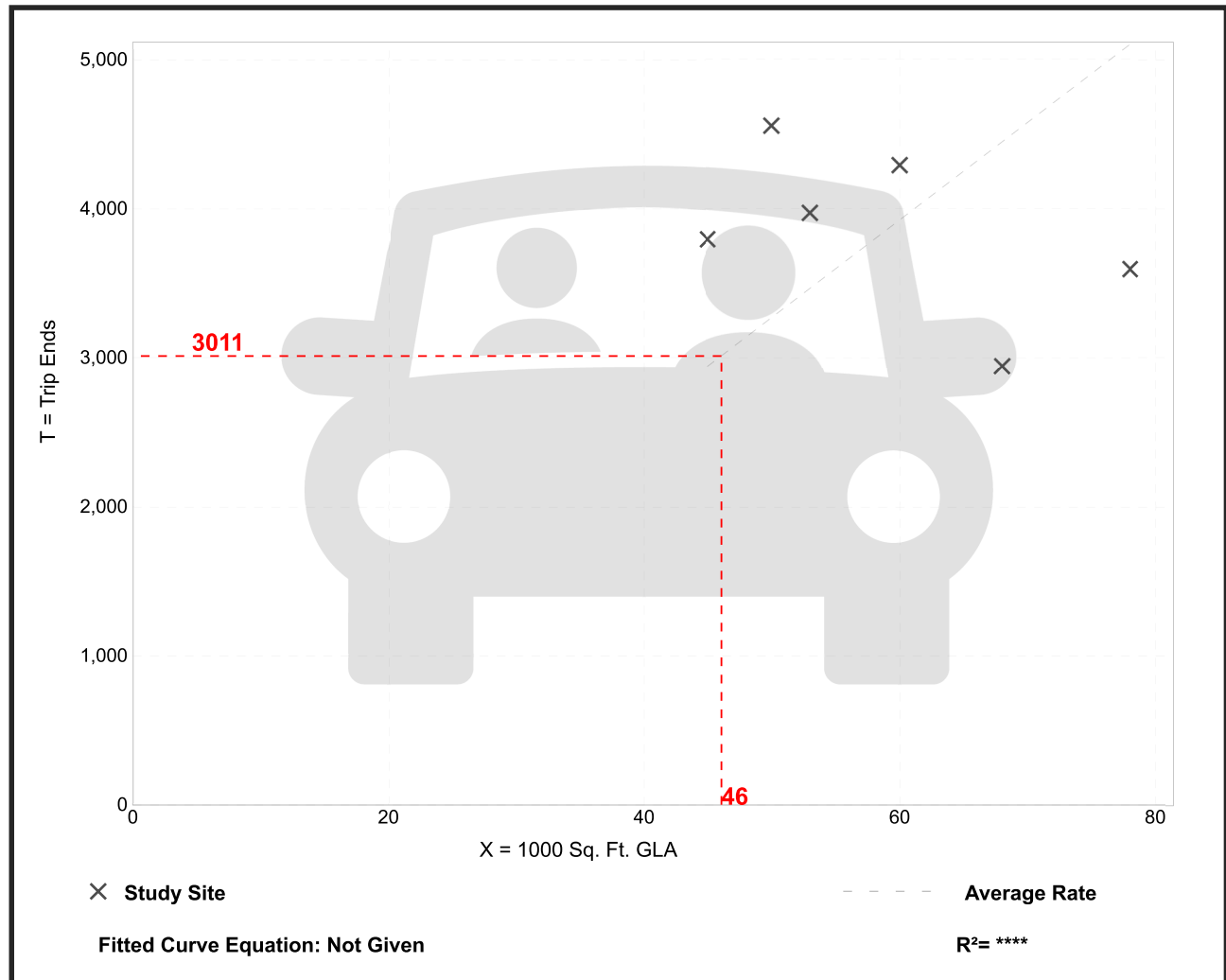
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 6  
Avg. 1000 Sq. Ft. GLA: 59  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
65.38	43.29 - 91.06	20.03

## Data Plot and Equation



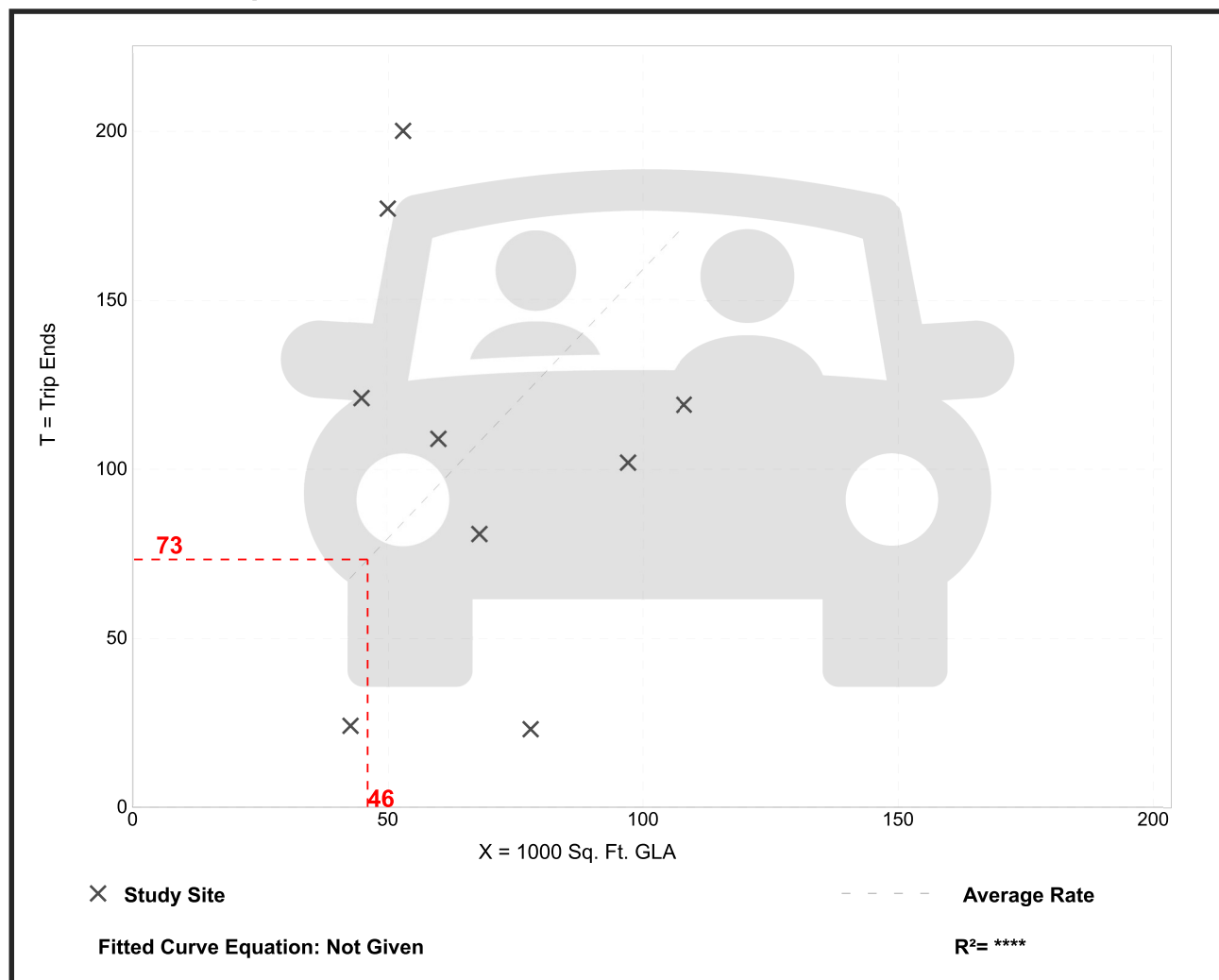
# Shopping Plaza (40-150k) - Supermarket - No (821)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 9  
 Avg. 1000 Sq. Ft. GLA: 67  
 Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.59	0.29 - 3.77	1.18

## Data Plot and Equation



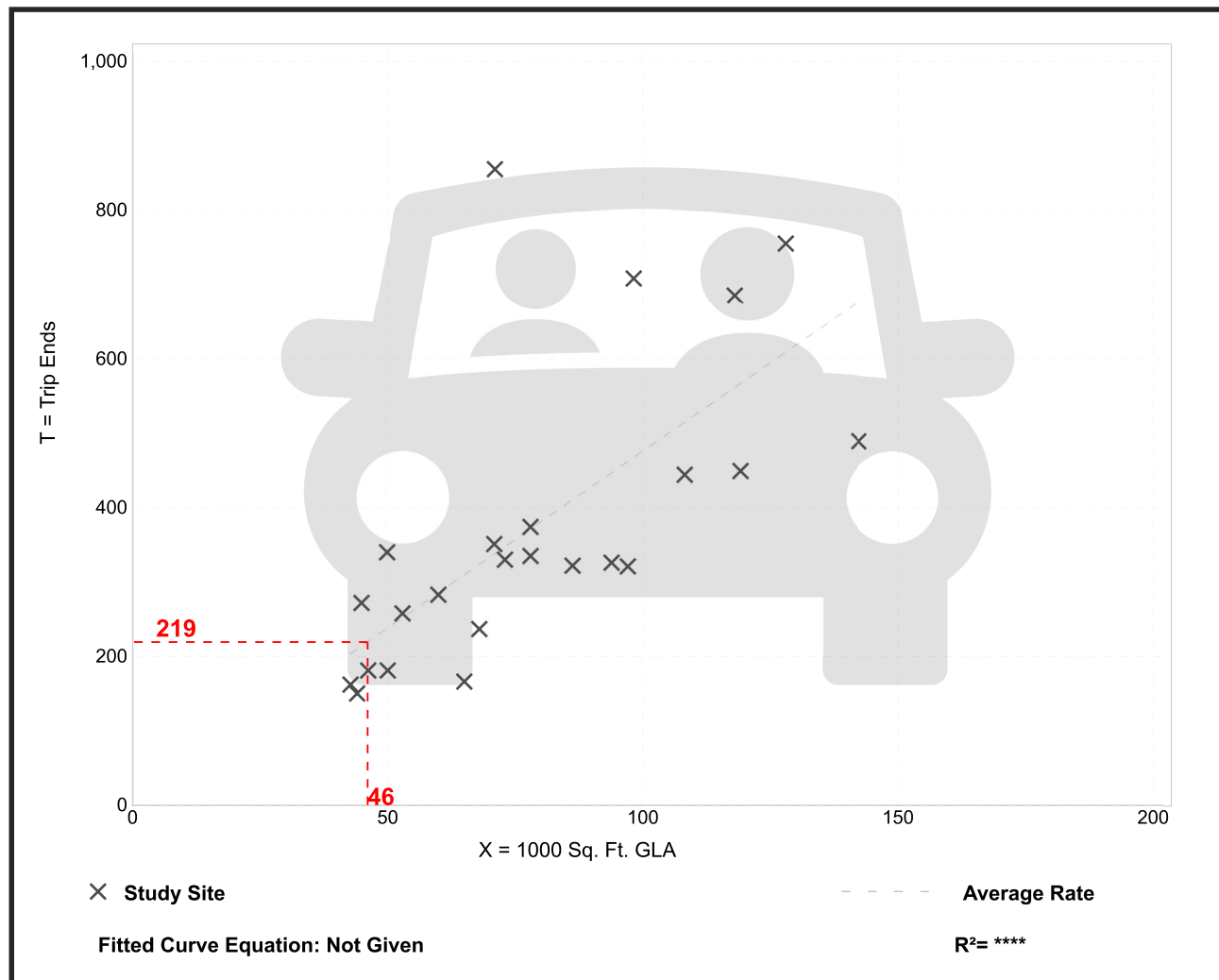
# Shopping Plaza (40-150k) - Supermarket - No (821)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 24  
 Avg. 1000 Sq. Ft. GLA: 79  
 Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.76	2.55 - 12.04	1.89

## Data Plot and Equation



# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Saturday, Peak Hour of Generator

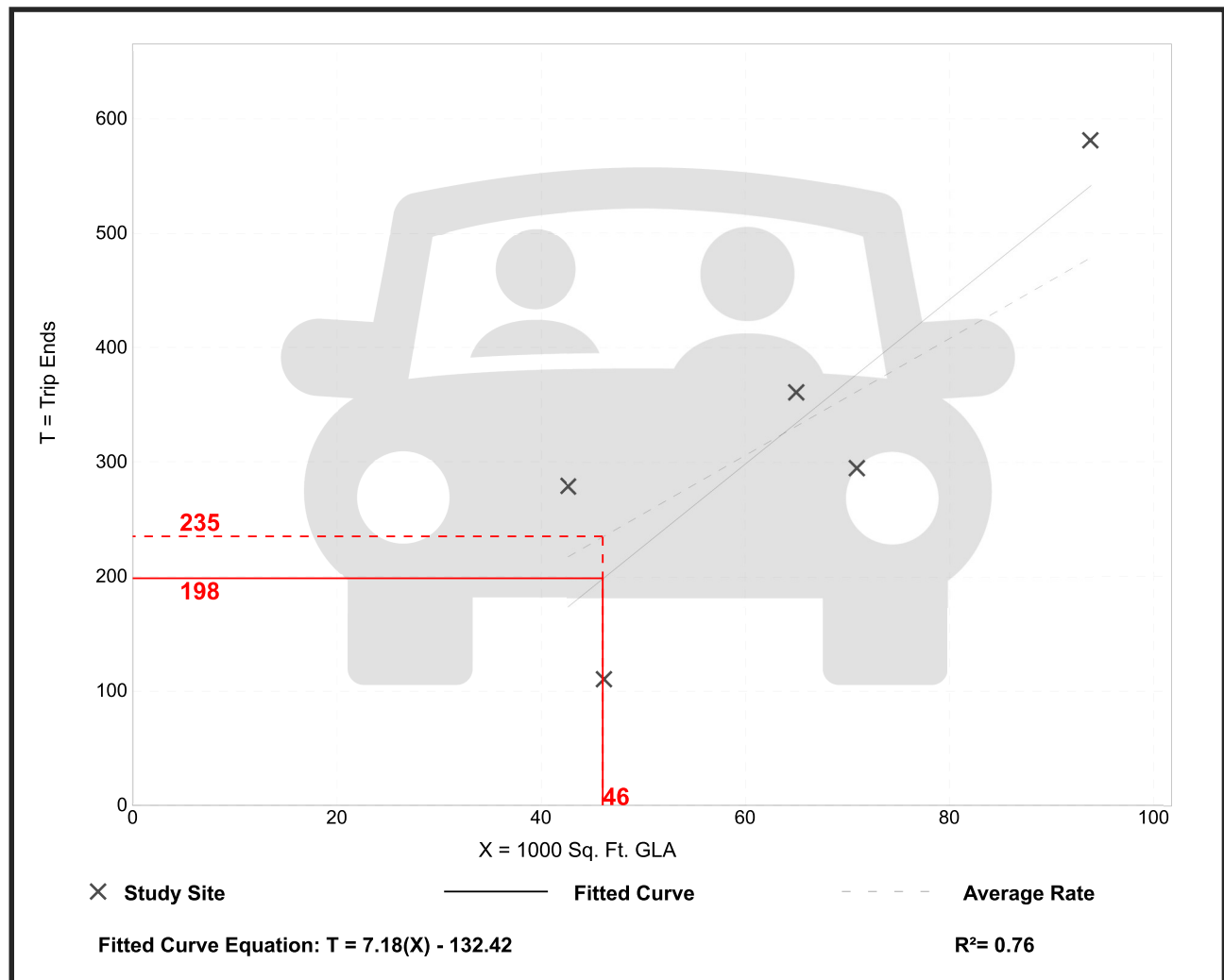
Setting/Location: General Urban/Suburban  
Number of Studies: 5  
Avg. 1000 Sq. Ft. GLA: 64  
Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.10	2.38 - 6.53	1.56

## Data Plot and Equation

Caution – Small Sample Size



# Warehouse (150)

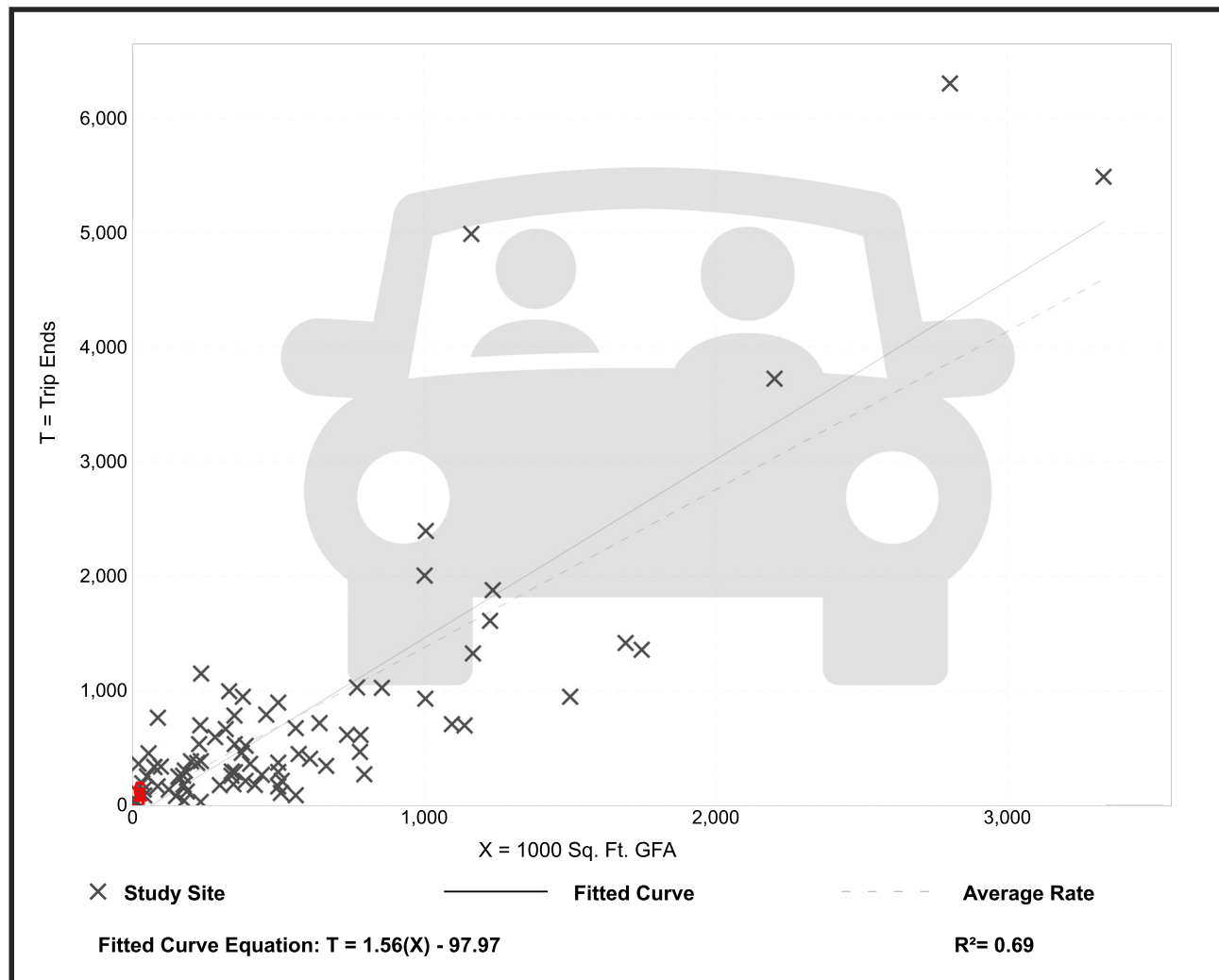
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 81  
Avg. 1000 Sq. Ft. GFA: 554  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

## Data Plot and Equation



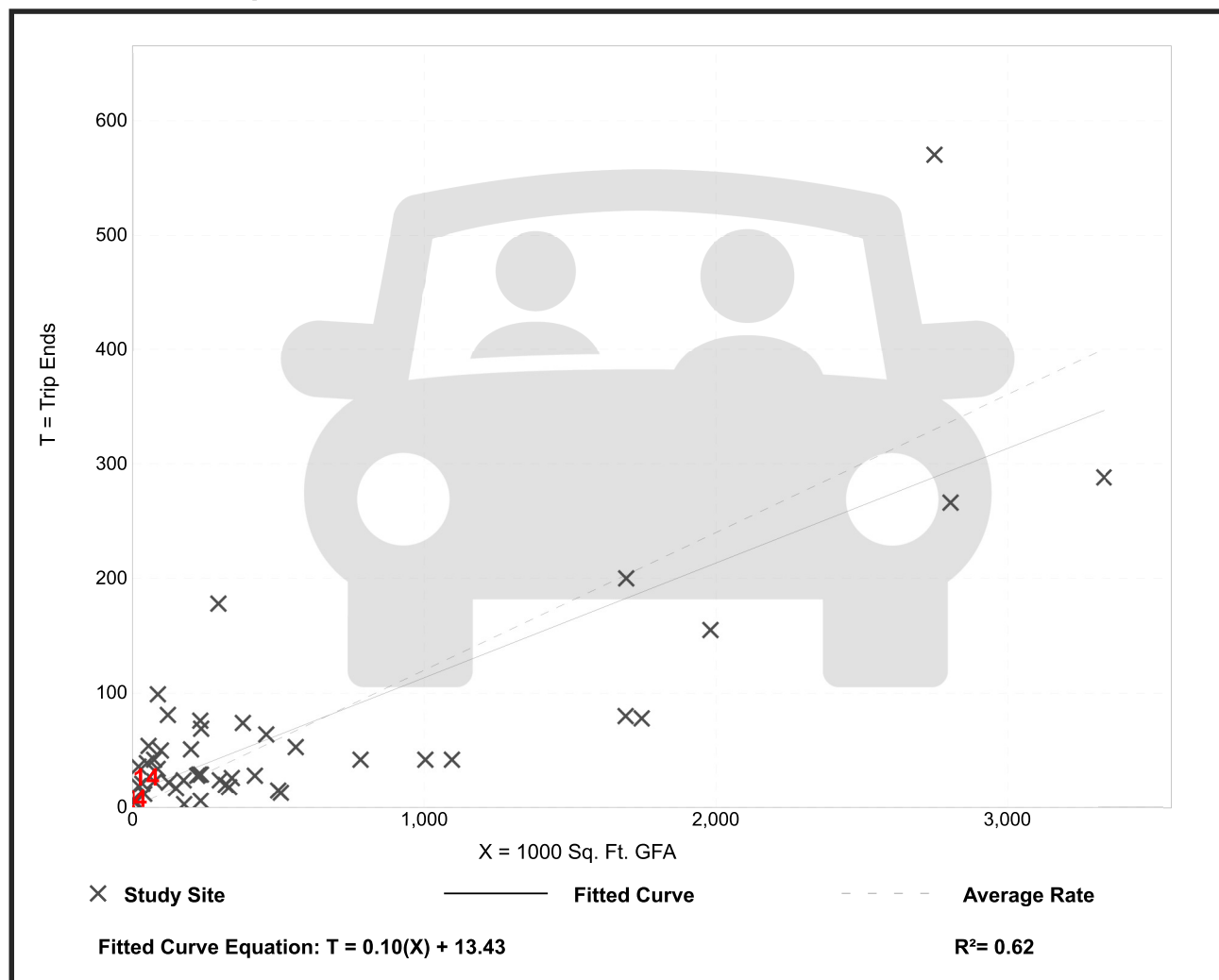
# Warehouse (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 47  
 Avg. 1000 Sq. Ft. GFA: 559  
 Directional Distribution: 77% entering, 23% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 1.80	0.14

## Data Plot and Equation



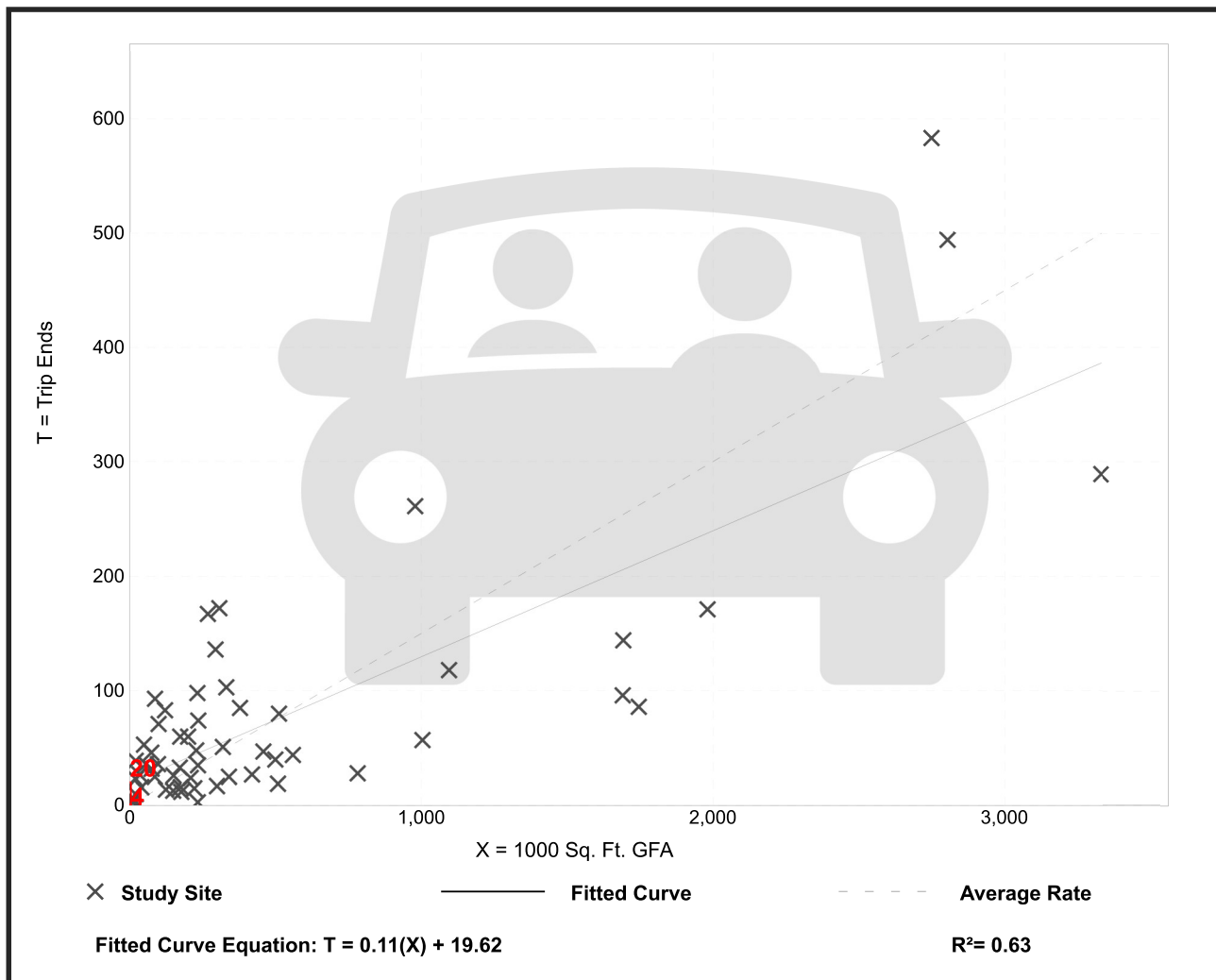
# Warehouse (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 58  
 Avg. 1000 Sq. Ft. GFA: 503  
 Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

## Data Plot and Equation





# General Office Building (710)

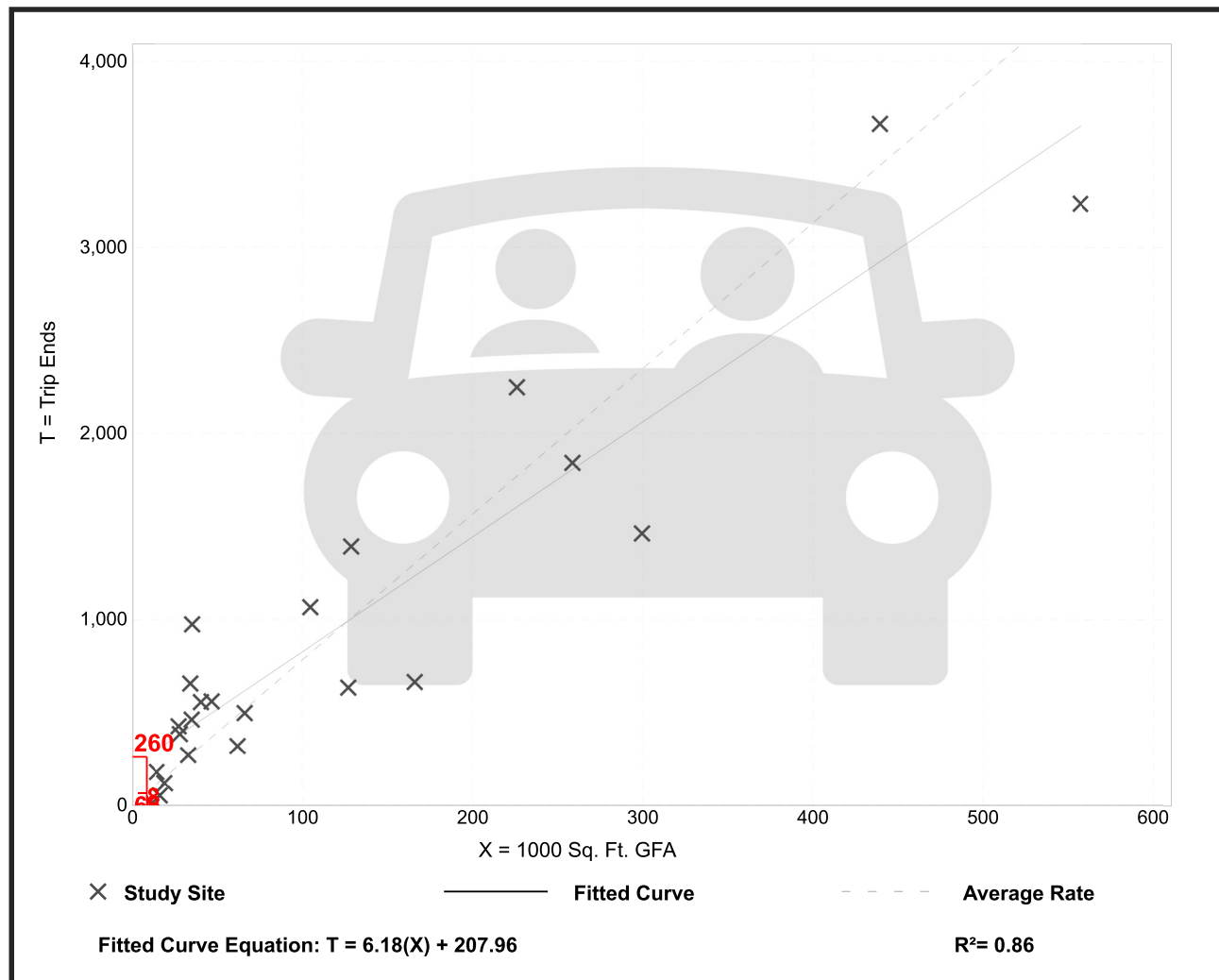
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 22  
Avg. 1000 Sq. Ft. GFA: 126  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

## Data Plot and Equation



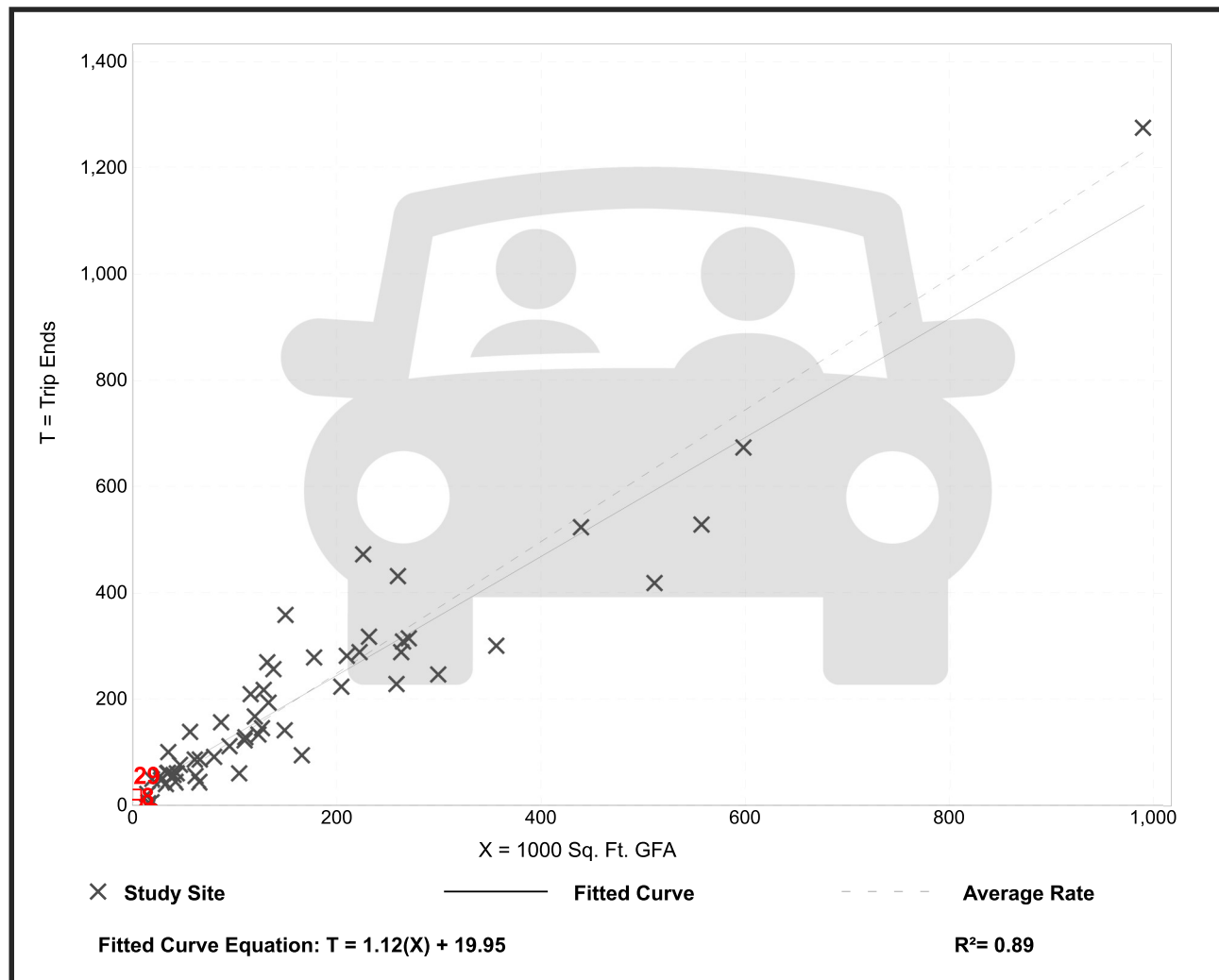
# General Office Building (710)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 54  
 Avg. 1000 Sq. Ft. GFA: 170  
 Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

## Data Plot and Equation



# General Office Building (710)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 53  
 Avg. 1000 Sq. Ft. GFA: 166  
 Directional Distribution: 16% entering, 84% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

## Data Plot and Equation

