AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

M E M O R A N D U M

DATE: October 08, 2025

TO: Kara Anderson, Sabey Data Centers

FROM: Shashad Gujaran, P.E., PTOE, RSP_1, American Structurepoint Inc.
Srihitha Puritipati, American Structurepoint Inc.

RE: Decatur Technology Park Data Center - Trip Generation Comparison

CC: Ross Nixon, P.E., American Structurepoint Inc.

Introduction

A traffic impact study (TIS) was prepared by American Structurepoint, Inc. in January 2020 for the proposed industrial development along SR 67 in Indianapolis, Indiana. The TIS was prepared in accordance with the site plan dated November 19, 2019, that indicated approximately 1.61 million square feet of general industrial, high-cube warehouse and short-term storage type developments spread across seven (7) buildings. Subsequently, an updated site plan dated November 24, 2020, was approved which included six (6) buildings of general industrial, high-cube and short-term warehouse type developments, and a retail/village type development. More recently, the site plan dated October 1, 2025, was updated again and the proposed developments in these parcels are now anticipated to include 2 data centers along with an electrical substation. This memorandum documents a comparison between the base trips generated for the approved site plan dated November 24, 2020, and the base trips generated for the current site plan, dated October 1, 2025. The purpose of this memo is to confirm that the previous recommendations identified in the previously completed Traffic Impact Study remain appropriate and valid for the current site plan.

Trip Generation Comparison

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition was used to estimate the peak hour trips for the previously approved and the current site plan. The developer also provided an estimated number of employees that will be employed at the data centers along with an estimated number of daily vendor deliveries, and daily customer trips. The previously approved site plan along with the trip generation estimates are included in **Attachment A**. The new site plan is included in **Attachment B**.

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Trip generation calculations for the new site plan were done using both the 12th Edition of the ITE Trip Generation Manual and the data provided by the data center operator. The higher trip generation estimate was compared to the previously approved site plan's trip generation estimate to determine if the improvements identified in the TIS would still work for the current site plan. The trip generation estimates derived based on inputs provided by the data center operator were found to be higher than the 12th Edition of *ITE Trip Generation Manual* estimates hence they were used for comparison against the previously approved site plan's trip generation estimate. The trip generation calculations are included in **Attachment C**.

Summary of the trip generation comparison for the AM and PM peak hour is provided in **Table 1.**

Table 1: Trip Generation Comparison

Description	AM Peak			PM Peak		
	Enter	Exit	Total	Enter	Exit	Total
Total Trips per Old Approved Site Plan (dated November 24, 2020) - OLD	433	125	558	165	389	554
Total Trips per Current Site Plan (dated October 1, 2025) - NEW	80	31	111	20	86	106
Change in Number of Trips (NEW - OLD)	**-353**	**-94**	**-447**	**-145**	**-303**	**-448**
Percent Change in Number of Trips	-82%	-75%	-80%	-88%	-78%	-81%

Based on the trip generation comparison above, the revised development program is anticipated to generate approximately 447 fewer trips during the AM peak hour and 448 fewer trips during the PM peak hour compared to the old, approved site plan.

Summary of Findings

As noted in Table 1 above, the new site plan is expected to generate far fewer trips than estimated for the previously approved site plan dated November 24, 2020. The recommendations identified in the 2020 traffic impact study were sized under higher trip generation numbers while the current development is expected to have far fewer trips. The current site plan comprises land uses that have much lower trip generation potential and hence the improvements identified as part of the 2020 TIS study should still be considered acceptable.

Attachment A

Old Trip Gen & Site Plan

DECATUR TECHNOLOGY PARK

SR 67 & CAMBY ROAD
INDIANAPOLIS, IN

0' 150'
SCALE: 1" = 150'

November 24, 2020

HILLWOOD
A PEROT COMPANY®

AMERICAN STRUCTUREPOINT INC.

2019.00709

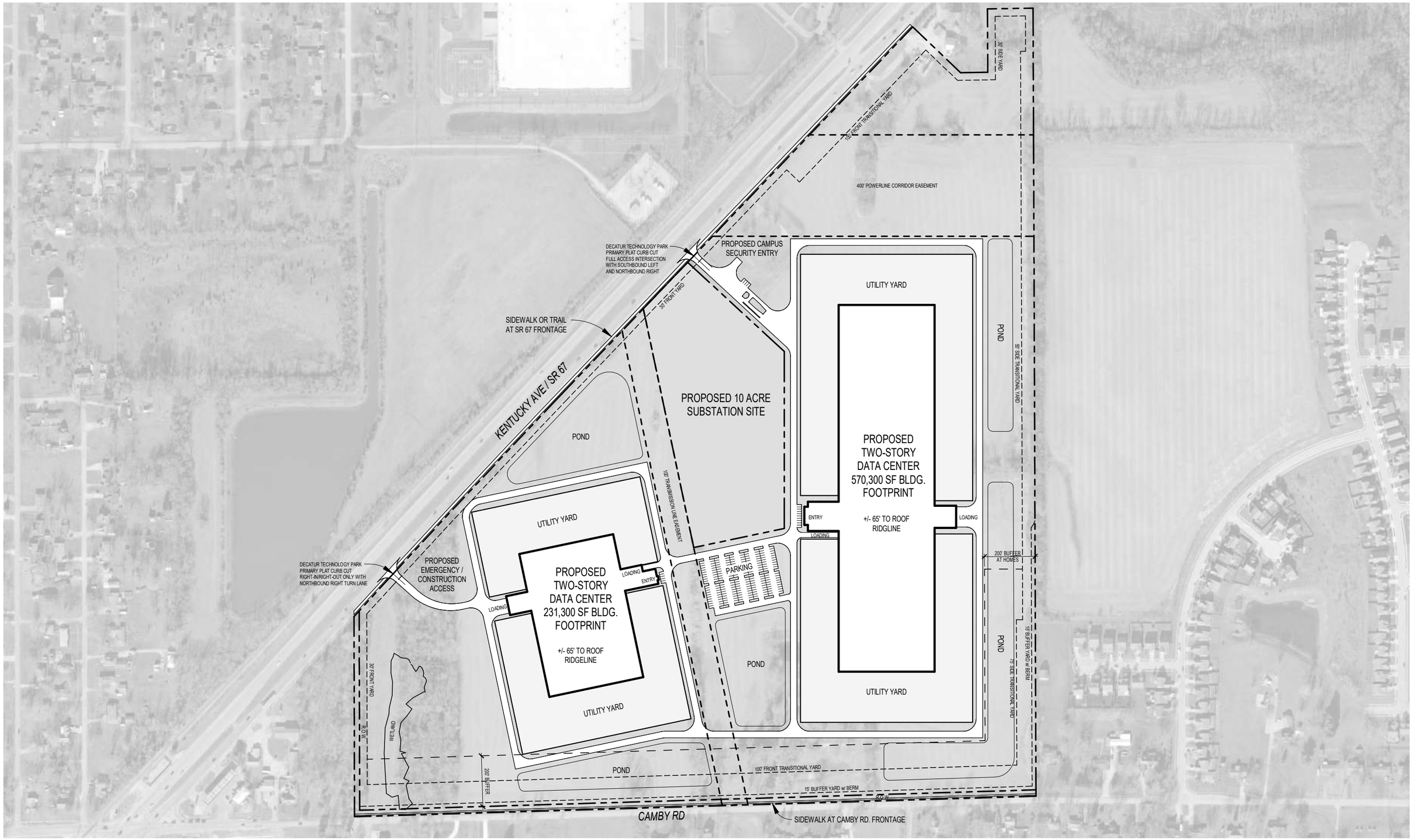
Trip Gen -Old Site Plan

Trip Generation based on ITE Trip Generation Manual (12th Edition)

Building #	ITE Land Use Code	Land Use Description	Size	Independent Variable	Base Vehicle Trips					
					AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
1	110	General Light Industrial	229	KSF	*123*	*20*	143	*35*	*111*	146
2	110	General Light Industrial	157	KSF	*65*	*11*	76	*18*	*58*	76
3	154	High-Cube Transload and Short-Term Storage Warehouse	244	KSF	*15*	*4*	19	*7*	*18*	25
4	154	High-Cube Transload and Short-Term Storage Warehouse	282	KSF	*17*	*5*	22	*8*	*20*	28
5	110	General Light Industrial	190	KSF	*79*	*13*	92	*22*	*71*	93
6A	110	General Light Industrial	70	KSF	*29*	*5*	34	*8*	*26*	34
6B	110	General Light Industrial	70	KSF	*29*	*5*	34	*8*	*26*	34
	822	Strip Retail Plaza (<40k)	40	KSF	*76*	*62*	138	*90*	*90*	180
		Pass-by Trip Reduction			*0*	*0*	0	*-31*	*-31*	-62
			Total		*433*	*125*	**558**	*165*	*389*	**554**

Attachment B

New Site Plan



sabey

DECATUR TECHNOLOGY PARK - DATA CENTER SITE STUDY

CONCEPTUAL PROPOSED CAMPUS BLOCK DIAGRAM

REVISIONS

DATE: 10/01/25
SCALE: 1" = 350'-0"
DRAWN:BH/AK

OPT-2

SABEY ARCHITECTURE 12201 Tukwila Int'l Blvd - 4th Floor, Seattle, WA 98168 T 206.281.8700 F 206.281.8920 W sabey.com

Attachment C

New Trip Generation Calculations

Trip Gen - New Site Plan

Trip Generation based on ITE Trip Generation Manual (12th Edition)

ITE Land Use Code	Land Use Description	Size	Independent Variable	Base Vehicle Trips					
				AM Peak			PM Peak		
				Enter	Exit	Total	Enter	Exit	Total
160	Data Center	570.3	KSF	27	11	38	5	23	28
160	Data Center	231.3	KSF	15	6	21	2	9	11
			Total	42	17	59	7	32	39

Trip Gen - Per Developer Inputs

Trip Generation based on Developer Inputs

Description	Size	Base Vehicle Trips			
		AM Peak		PM Peak	
		Enter	Exit	Enter	Exit
Data Center Operation Metrics					
Number of Full-Time Emloyees	100				
Directional Distribution (from ITE TripGen Manual)	100%	71%	29%	19%	81%
Total Employee Trips per Day	100	71	29	19	81
Deliveries per Week	300				
Delivery Trips per Day (7 days assumed)	43				
Peak Hour Delivery Trips	6	3	1	0	2
Customers per Week	500				
Customer Trips per Day (7 days assumed)	71				
Peak Hour Customer Trips	10	6	1	1	3
Total Full-Build Trips		**80**	**31**	**20**	**86**
		111		**106**	

Data Center Hourly Distribution

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use										
Source: ITE *Trip Generation Manual* , 12th Edition										
Land Use Code	160									
Land Use	Data Center									
Setting	General Urban/Suburban									
Time Period	Weekday									
# Data Sites	14									
% of 24-Hour Vehicle Trips										
Time	**Total**	**Entering**	**Exiting**	**Total Deliveries**	**Entering**	**Exiting**	**Total Customer Trips**	**Entering**	**Exiting**	
				43	*22*	*22*	*71*	*36*	*36*	
12:00 - 1:00 AM	0.4%	0.3%	0.4%	0	0	0	0	0	0	
1:00 - 2:00 AM	0.3%	0.3%	0.4%	0	0	0	0	0	0	
2:00 - 3:00 AM	0.4%	0.4%	0.4%	0	0	0	0	0	0	
3:00 - 4:00 AM	0.4%	0.3%	0.5%	0	0	0	0	0	0	
4:00 - 5:00 AM	0.4%	0.7%	0.2%	0	0	0	0	0	0	
5:00 - 6:00 AM	4.8%	9.0%	0.7%	2	2	0	3	3	0	
6:00 - 7:00 AM	9.9%	15.7%	4.2%	**4**	**3**	**1**	**7**	**6**	**1**	<--- AM Peak Hour
7:00 - 8:00 AM	8.2%	12.5%	4.0%	4	3	1	6	5	1	
8:00 - 9:00 AM	5.7%	8.1%	3.4%	2	2	1	4	3	1	
9:00 - 10:00 AM	5.2%	6.4%	4.1%	2	1	1	4	2	1	
10:00 - 11:00 AM	6.0%	6.9%	5.1%	3	2	1	4	2	2	
11:00 - 12:00 PM	6.5%	6.0%	7.0%	3	1	1	5	2	2	
12:00 - 1:00 PM	8.1%	7.9%	8.2%	3	2	2	6	3	3	
1:00 - 2:00 PM	7.6%	7.1%	8.1%	3	2	2	5	3	3	
2:00 - 3:00 PM	7.5%	4.9%	10.0%	3	1	2	5	2	4	
3:00 - 4:00 PM	6.7%	3.2%	10.1%	3	1	2	5	1	4	
4:00 - 5:00 PM	5.0%	1.4%	8.5%	2	0	2	4	1	3	
5:00 - 6:00 PM	5.5%	1.9%	8.9%	**2**	**0**	**2**	**4**	**1**	**3**	<--- PM Peak Hour
6:00 - 7:00 PM	3.9%	1.3%	6.4%	2	0	1	3	0	2	
7:00 - 8:00 PM	1.8%	0.9%	2.6%	1	0	1	1	0	1	
8:00 - 9:00 PM	1.4%	1.4%	1.4%	1	0	0	1	0	0	
9:00 - 10:00 PM	1.8%	1.7%	1.8%	1	0	0	1	1	1	
10:00 - 11:00 PM	1.9%	1.1%	2.5%	1	0	1	1	0	1	
11:00 - 12:00 AM	0.7%	0.4%	1.0%	0	0	0	0	0	0	
	100.0%	100.0%	100.0%	43	22	21	71	36	35	

Trip Gen Comparison

Trip Gen Comparison Table

Description	AM Peak			PM Peak		
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