

July 31, 2025

Alex Walter  
Reframe Systems, Inc.  
30 Lowell Junction Road  
Andover, MA 01810

Dear Mr. Walter:

Subject: Summary of Results of Trip Generation Evaluation  
Proposed Adams Circle Residential Development  
Devens, Massachusetts  
CEC Project 348-019

Civil & Environmental Consultants, Inc. (CEC) has completed a trip generation evaluation for the proposed 6 duplex buildings (12 units) residential development to be located along Adams Circle within Devens Massachusetts. The purpose of this correspondence is to provide you with a summary of the results of this trip generation evaluation.

The forecasted trip generation of the proposed development was calculated based upon data published by the Institute of Transportation Engineers (ITE) in their *Trip Generation*, Eleventh Edition. Land Use Code 215, *Single-Family Attached Housing*, was used to estimate the trip generation. Due to the low number of units, the average trip rate data was chosen for analysis purposes. This methodology allows for the most conservative estimate of site generated trips. Based upon the ITE trip data, the development is projected to generate the following trips:

- Weekday 24-hour - 86 trips
- Weekday A.M. Peak Hour (between 7-9 A.M.)
  - 6 New Primary Trips (1 entering and 5 exiting)
- P.M. Peak Hour (between 4-6 P.M.)
  - 7 New Primary Trips (4 entering and 3 exiting)

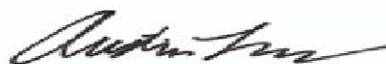
Copies of the trip generation calculations performed for the development plan are attached to this correspondence and summarized in Table 1. The proposed development is anticipated to have a negligible impact on the adjacent street network. The anticipated site trips are within the anticipated daily variation in traffic volumes and would likely be imperceptible to the average motorist. Therefore, no further traffic evaluation would be anticipated to be required. If you have any questions, please do not hesitate to contact us.

Sincerely,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.



Chris A. Droznek II, P.E., PTP  
Senior Project Manager



Austin N. Lucas  
Project Consultant

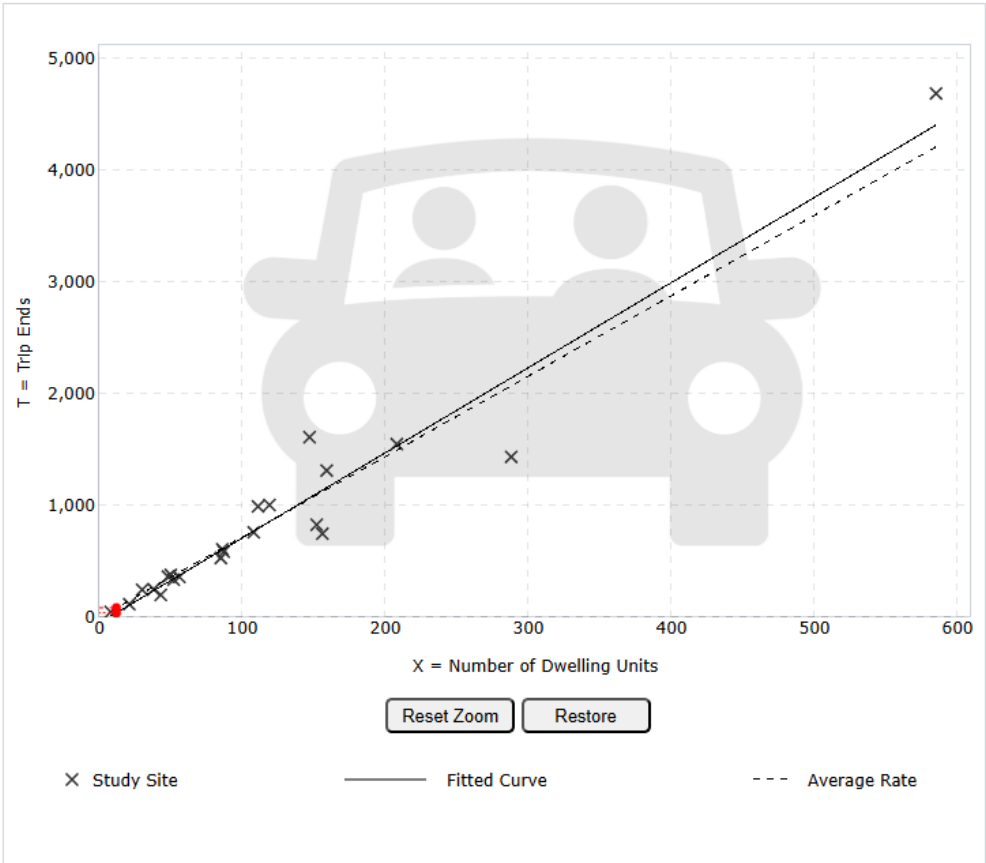
**TABLE 1**  
**ANTICIPATED TRIP GENERATION**  
**Proposed Adams Circle Residential Development**  
**Devens, Massachusetts**

| ITE<br>Land<br>Use | Description                    | Size                   | Time Period          |             |     |       |
|--------------------|--------------------------------|------------------------|----------------------|-------------|-----|-------|
|                    |                                |                        |                      | Total Trips |     |       |
|                    |                                |                        |                      | In          | Out | Total |
| 215                | Single-Family Attached Housing | 12 Units (6 buildings) | Weekday 24-Hour      | 43          | 43  | 86    |
|                    |                                |                        | Weekday AM Peak Hour | 1           | 5   | 6     |
|                    |                                |                        | Weekday PM Peak Hour | 4           | 3   | 7     |

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(1) Anticipated trip generation calculated using the rates and formulae contained within the Institute of Transportation (ITE) publication *Trip Generation*, Eleventh Edition, 2021. Average rates utilized due to the low number of units in order to provide the most conservative estimate.

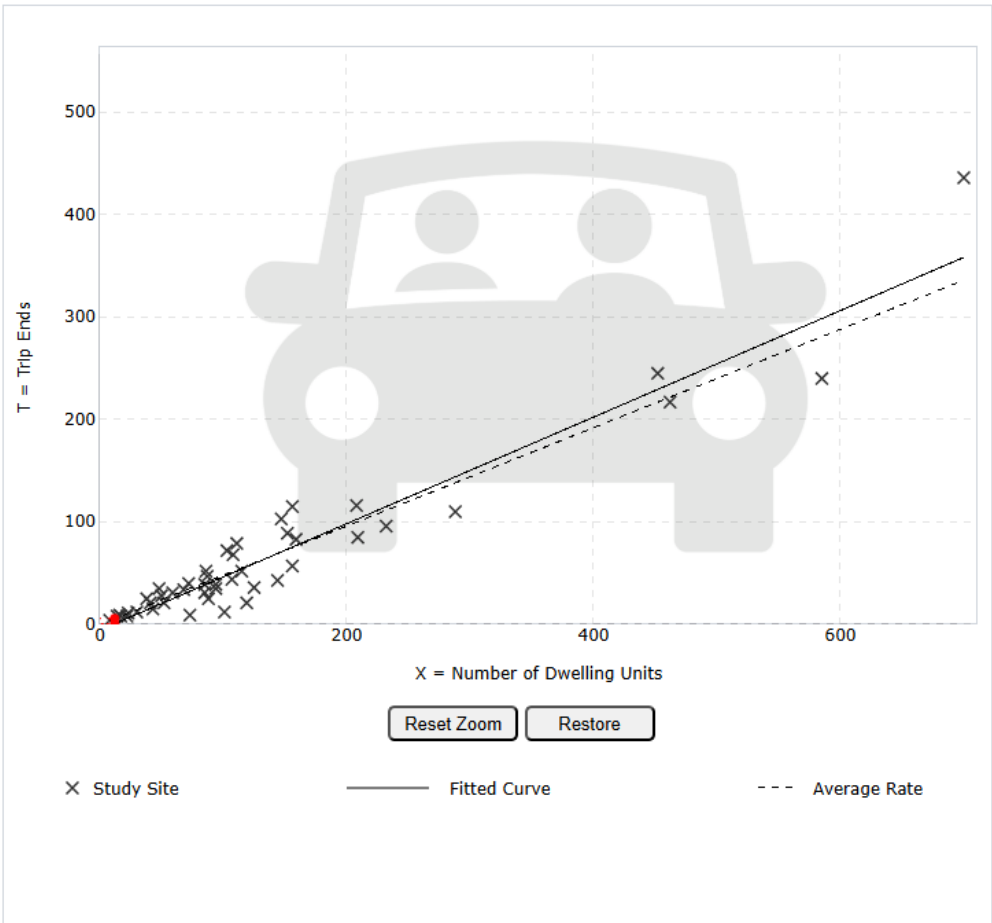
Data Plot and Equation



DATA STATISTICS

|                              |  |
|------------------------------|--|
| Land Use:                    | Single-Family Attached Housing (215) <a href="#">Click for Description and Data Plots</a>          |
| Independent Variable:        | Dwelling Units   |
| Time Period:                 | Weekday  |
| Setting/Location:            | General Urban/Suburban   |
| Trip Type:                   | Vehicle  |
| Number of Studies:           | 22   |
| Avg. Num. of Dwelling Units: | 120  |
| Average Rate:                | 7.20   |
| Range of Rates:              | 4.70 - 10.97   |
| Standard Deviation:          | 1.61   |
| Fitted Curve Equation:       | $T = 7.62(X) - 50.48$  |
| R <sup>2</sup> :             | 0.94   |
| Directional Distribution:    | 50% entering, 50% exiting  |
| Calculated Trip Ends:        | Average Rate: 86 (Total), 43 (Entry), 43 (Exit)<br>Fitted Curve: 41 (Total), 20 (Entry), 21 (Exit) |

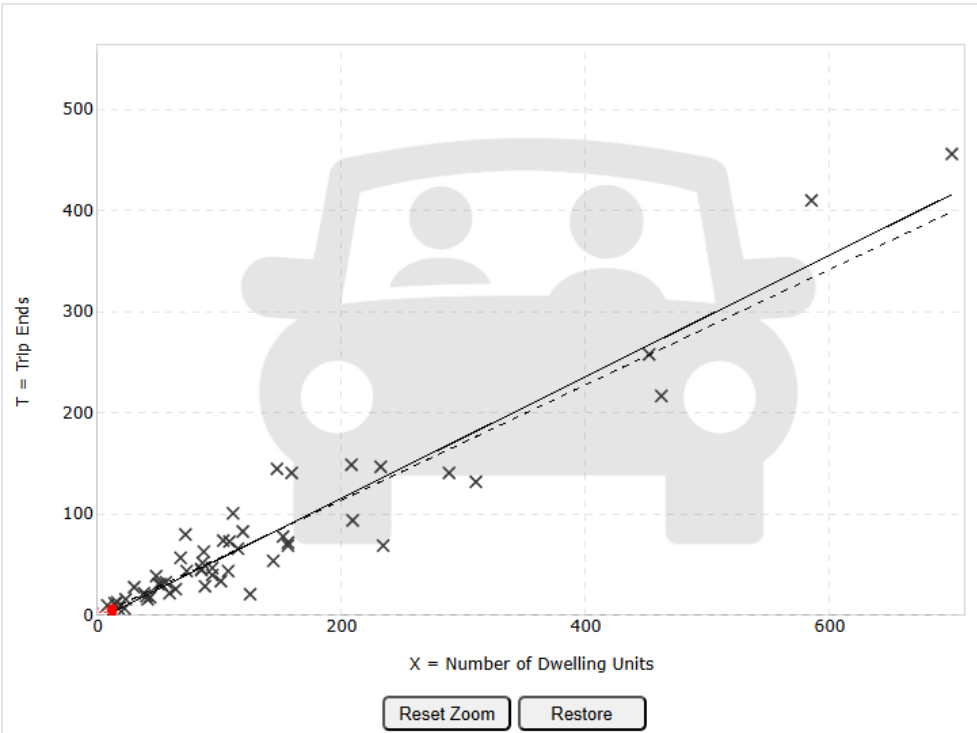
Data Plot and Equation



DATA STATISTICS

|                              |  |
|------------------------------|--|
| Land Use:                    | Single-Family Attached Housing (215) <a href="#">Click for Description and Data Plots</a>    |
| Independent Variable:        | Dwelling Units   |
| Time Period:                 | Weekday<br>Peak Hour of Adjacent Street Traffic<br>One Hour Between 7 and 9 a.m.             |
| Setting/Location:            | General Urban/Suburban   |
| Trip Type:                   | Vehicle  |
| Number of Studies:           | 46   |
| Avg. Num. of Dwelling Units: | 135  |
| Average Rate:                | 0.48   |
| Range of Rates:              | 0.12 - 0.74  |
| Standard Deviation:          | 0.14   |
| Fitted Curve Equation:       | $T = 0.52(X) - 5.70$   |
| R <sup>2</sup> :             | 0.92   |
| Directional Distribution:    | 25% entering, 75% exiting  |
| Calculated Trip Ends:        | Average Rate: 6 (Total), 1 (Entry), 5 (Exit)<br>Fitted Curve: 1 (Total), 0 (Entry), 1 (Exit) |

Data Plot and Equation



DATA STATISTICS

|   |
|---|
| Land Use:   |
| Single-Family Attached Housing (215) <a href="#">Click for Description and Data Plots</a> |
| Independent Variable:   |
| Dwelling Units  |
| Time Period:  |
| Weekday   |
| Peak Hour of Adjacent Street Traffic  |
| One Hour Between 4 and 6 p.m.   |
| Setting/Location:   |
| General Urban/Suburban  |
| Trip Type:  |
| Vehicle   |
| Number of Studies:  |
| 51  |
| Avg. Num. of Dwelling Units:  |
| 136   |
| Average Rate:   |
| 0.57  |
| Range of Rates:   |
| 0.17 - 1.25   |
| Standard Deviation:   |
| 0.18  |
| Fitted Curve Equation:  |
| $T = 0.60(X) - 3.93$  |
| R <sup>2</sup> :  |
| 0.91  |
| Directional Distribution:   |
| 59% entering, 41% exiting   |
| Calculated Trip Ends:   |
| Average Rate: 7 (Total), 4 (Entry), 3 (Exit)  |
| Fitted Curve: 3 (Total), 2 (Entry), 1 (Exit)  |