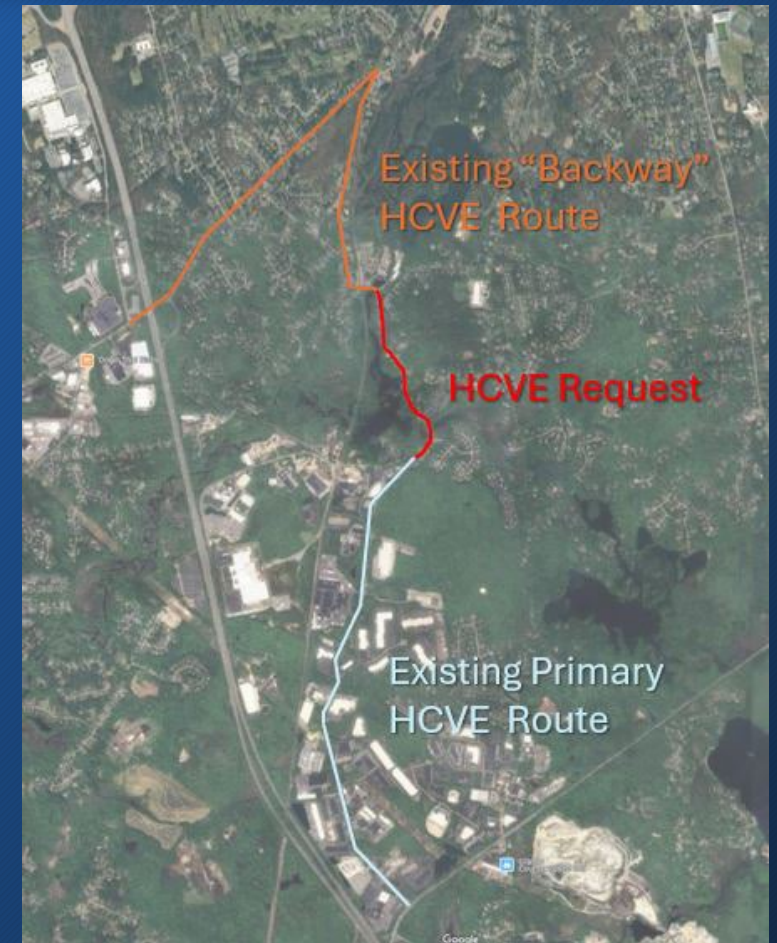


River Street Traffic Attributes



- Weekday Traffic - 5,900 to 6,500 vehicles per day
- 85th Percentile Speed - 30 to 32 mph
(Posted Speed Limit - 25 mph)
- Roadway width - 20 to 22 feet
- Min Safe Stopping Distance is approx. 220 feet based on 32 mph
- Under the former TEC task, the January 2024 counts showed 3.3% to 3.5% trucks daily.
- Under the new TEC task, the February 2025 counts shows 2.1% to 2.6% trucks daily.



Roadway Observations



Typical HCVE Conditional Requirements

- A. Heavy vehicle volume between 5%-8% of daily traffic,
- B. Condition of pavement indicates further repeated heavy wheel loads will result in severe deterioration of roadway.
- C. If land use is primarily residential, a night exclusion may be granted.

Significant Vegetation Overhang and offset from ledge



Narrow Travel Lanes w/ No Shoulders



Abrupt Horizontal and Vertical Curvature

Next Steps



Prepare an engineering study to request an HCVE along River Street between Andover Street and Lowell Junction Road (near the Andover-Wilmington Town Line). To include:

- Documentation of the traffic volume and vehicle classification conditions.
- Document the corridor challenges: lane use nature of the corridor, the horizontal / vertical curvature of the corridor, the limited cross-sectional width of the corridor, and the low clearance of vegetation present along each edge of pavement
- Documentation as to viable alternate truck routes (which exists through the Ballardvale Street outlet of the River Street corridor in Wilmington).
- Acceptance of the HCVE from the Town of Wilmington as the alternative route will traverse a neighboring community.
- A written statement from the Town of Andover as the need and the acceptance of the responsibility for installation and maintenance of appropriate signs and enforcement of the regulation.