

The City of Concord, New Hampshire

Winter and Inclement Weather Policy and Priorities

Pursuant to RSA 231:92-a (Appendix A), the City of Concord hereby establishes the following policy and procedure for road and sidewalk maintenance during the winter and inclement weather.

Part A: Policy Objectives.

1. Objective. The City of Concord seeks to provide timely, efficient and cost-effective winter maintenance, snow removal, and ice control on the City's public highways, bridges and sidewalks, for the safety and benefit of the City's residents and the general public.

2. Procedure. The objective stated in Section 1 may best be achieved by implementation and execution of the procedures and tasks outlined in Part B of this Policy, the City of Concord's Winter Operations Snow Removal and Ice Control Procedures. Due to the many variables that are inherent in New England weather, each storm or weather event may require slightly different effort or emphasis on any number of maintenance tasks which, together, determine the overall winter maintenance, snow removal or ice control strategy.

3. Level of Service. It is not reasonably possible to maintain snow- and ice-free roads, or sidewalks during a storm or soon thereafter. The City intends to utilize its best efforts, within the means available, to provide practical, safe access to homes, schools, businesses, and other public and private facilities during and after winter storms.

4. General Policy. As a general policy, the City will start to conduct snow removal operations when snow starts falling. The General Services Director, or designee, may, at his or her discretion, based upon weather information reports or prevailing conditions, elect to not remove snow until greater amounts of snow have accumulated.

Notwithstanding any other provision of this policy, snow removal or treatment operations may be suspended at any time when continuing operations would pose a hazard to persons or property.

Pre-treatment and ice control may be implemented prior to, during, or after a storm, as determined to be most effective, noting that salt has a much slower effect on melting snow and ice at temperatures below 20 degrees Fahrenheit; and consequently, may not be applied until it is warmer.

Sidewalk snow removal will only be conducted in the downtown business area during a snow storm. School walking routes will be plowed after all of the streets have been cleared and the snow has stopped. Other sidewalks will be plowed after the Designated School Walking Routes have been cleared. Sidewalk snow removal is subject to availability of personnel, the need to maintain safe roadways will generally take priority. Sidewalks to be cleared are on a map in Appendix H. Property owners may assist the City in sidewalk snow removal by clearing

snow from sidewalks in front of their properties, provided that the snow removed is not placed in the streets.

5. Direction. The City of Concord's General Services Director, or designee, shall direct all road and sidewalk winter maintenance activities for the City's roads and sidewalks

6. Implementation. This policy, including the standard operating procedures set forth in Part B, is intended to serve as the normal procedure for winter maintenance, snow removal, and ice control for the City of Concord. One or more of the following events or circumstances, which may delay or prevent the implementation of this policy, may affect all or any part of normal operating procedures:

- Equipment Breakdown
- Equipment Availability
- Snow Accumulation in Excess of One Inch per Hour
- Freezing Rain or Other Icing Conditions
- Traffic Congestion
- Emergencies
- Personnel Availability
- A pandemic that has caused a reduction in personnel
- Other Events Beyond the Reasonable Control of the City

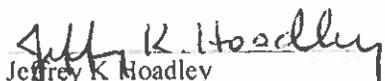
7. Notice. This policy may be posted in appropriate public places in the City including the City's website, www.concordnh.gov, as determined by the City Manager. All residents are encouraged to familiarize themselves with the contents hereof as it describes conditions that one might expect to encounter before, during and after a winter storm event.

8. Adoption. This policy and the accompanying Part B, encompassing standard operating procedures, as well as all Appendices have been adopted by the City of Concord on March 14, 2017.

9. Revisions. This policy has been adopted with revisions by the City of Concord on December 14, 2019, November 19, 2020 and October 7, 2022, September 1, 2025



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Part B:
City of Concord, NH

WINTER OPERATIONS
SNOW REMOVAL AND ICE CONTROL PROCEDURES
(Includes Public Highways, Bridges, Sidewalks)

1. EQUIPMENT and PERSONNEL

The assets available for winter snow removal and ice control are established within the parameters of the annual budget approved by the City Council. In formulating the budget, the City seeks to allocate sufficient funds for this purpose, but variable weather conditions may make budget projections inaccurate. When weather conditions require additional funds beyond those available in the budget, the City Council will undertake such actions as are reasonably necessary to address such conditions, but the City is bound by law to follow certain legal requirements and procedures that may delay the immediate availability of funds for responses. The General Services Department utilizes available assets within the Department and others that may be available outside of the Department, as needed to address snow emergencies. A list of the current rolling stock assets is included in Appendix B. All current rolling stock assets have Automatic Vehicle Locaters (AVL) installed. The General Services Department, Highways and Utilities Division has forty-eight (48) full-time personnel positions and ten (10) temporary personnel positions available for winter maintenance operations as well as using other Divisions and Departments personnel from within the City.

2. PLOW ROUTES

Currently, the City is divided into twenty (20) major plow and/or treatment routes as specified in Appendix C. If there are sufficient personnel available, three (3) plow routes may be split into smaller routes resulting in twenty-three (23) plow routes. The City's available equipment is generally assigned to a plow route as stated in Appendix C

If the predicted snowfall is significant, the General Services Department may hire a rented loader to load trucks as well as plow snow at the Combined Operations Maintenance Facility (COMF) to maintain access.

Plow routes may be altered from time to time for more efficient snow removal or cost efficiencies.

3. MATERIALS

The City's annual budget for snow removal materials is based on, in part, historic consumption of materials. In recent years, the General Services Department has used approximately six thousand (6,000) tons of rock salt mixed with forty two thousand (42,000) gallons of liquid Inhibited Calcium Chloride and five hundred (500) tons of sand each season.

Sand is used as an abrasive and is applied to dirt roads to improve traction. It can also be used during freezing rain storms to improve traction until de-icing and anti-icing efforts can be restored.

Sand is mixed with salt and stockpiled inside the storage building at the COMF.

Salt and inhibited liquid calcium, or inhibited magnesium chloride inhibited with an agricultural by-product, are employed as anti-icing and de-icing agents. Salt is mixed with liquid to improve its effectiveness at lower temperatures. In general salt by itself starts to be ineffective at temperatures below twenty (20) degrees. When mixed with liquid, salt can be used at temperatures as low as five (5) to ten (10) degrees. The application rate is adjusted based on the temperatures and type of moisture during the event.

Rock salt and liquid de-icing materials are purchased as needed, with a quantity of approximately two thousand five hundred (2,500) tons stockpiled inside the storage building at the COMF.

Generally, plow routes are treated with a mixture of salt and liquid at the rates according to the chart in Appendix D. Anti-icing techniques are employed and salt mixed with liquid is applied at the application rate specified after each plowing of a route in order to inhibit bonding of snow and ice to the pavement.

4. COMMUNICATIONS

General Services Department's snow removal equipment has VHF band radios for communication. Each plow and equipment operator is assigned a unique call number. Radios are also maintained at the COMF, and each operator may communicate with the office, supervisors and each other.

All supervisors have cell phones and these are used to communicate with Administration, Police and Fire if necessary.

5. SCHOOLS

The Concord School District is responsible for all snow removal at all of their district schools, buildings and parking lots and internal sidewalks within the City. The Merrimack Valley School District is responsible for all snow removal at all of their district schools, buildings, and parking lots and internal sidewalks within the City. The General Services Department is responsible for plowing all City streets and adjacent sidewalks near the schools. On days when school is in session, winter road maintenance efforts are timed to coincide with bus routing and delivery of students to the extent reasonably practicable.

The School Superintendents, or designees, from either the Concord School District or the Merrimack Valley School District may contact the General Services Director, or designee, to determine the condition of the City's roads and sidewalks. The School Superintendent from each district shall make the decision to cancel or postpone school for their respective district.

6. PARKING

Overnight parking is allowed on all City streets, unless otherwise posted, except during either of three types of winter parking bans when parking is prohibited due to either snow plowing or snow removal activities. They are:

1. Winter Storm Event Parking Bans,
2. Winter Maintenance Parking Bans, and
3. Emergency Parking Bans.

The City has adopted winter parking regulations to provide unobstructed access for effective and efficient snow plowing or removal and ice control efforts.

Winter Storm Event Parking Bans prohibit parking on any City street and are generally put in place during winter storm events during any day of the week when snow accumulation is predicted and parking is prohibited on City streets from midnight to 7:00 AM, the following morning.

Winter Maintenance Parking Bans are generally put in place to remove snow from the metered parking areas of the downtown area following a snow storm. Parking is prohibited in this area between midnight to 7:00 AM, the following morning. This work is completed at night, between Sunday and Thursday nights.

The Winter Maintenance Parking Ban Street List and Map is Appendix E. It is also shown on the City's website under Police and Parking Enforcement.

Emergency Parking Bans prohibit parking on local streets for the purpose of removing snow in order to restore travel ways of sufficient width to accommodate emergency vehicles. These parking bans are generally limited to small areas throughout the City and will vary in size and are limited to weekdays.

The General Services Department shall declare Winter Storm Event Parking Bans and Winter Maintenance Parking Bans no later than 4:00 PM. The declaration shall be made in writing via electronic mail.

Winter Storm Event Parking Bans and **Winter Maintenance Parking Bans** will be advertised on the city website, www.concordnh.gov. The General Service Department will provide notice to the following local media outlets; however, cannot guarantee the ban will be advertised.

Radio

WKXL 1450 AM / 103.9/101.9 FM (Concord News Radio)

WGIR 101.1 FM
WGIR 610 AM
WHEB 100.3 FM
WQSO 96.7 FM
WJYY 105.5 FM
WNHW The Wolf 93.3 FM
WLNH 98.3 Frank FM
WNNH 99.1 FM The Bone
WEMJ 107.3 FM / 1490 AM
WTPL 107.7 FM Talk
WSPS 90.5 FM
WMLL 96.5 FM
WZID 95.7 FM
94.1 FM
103.1 FM
WFEA 1370 AM / 99.9 FM
NHPR 89.1 FM

Television

WMUR, Channel 9
Concord TV, Comcast Channel 16 & Breezeline Channel 2002

Newspapers

Concord Monitor
Union Leader

Online media

Concord Patch
Concord General Services Facebook, Instagram, and X (Twitter)

The City encourages all residents and visitors who park on City streets to subscribe to Notify Me to receive notice of Parking Bans in the [Alert Center](#) on the City's website, www.concordnh.gov.

[Emergency Parking Bans](#) are noticed by placing temporary "Emergency No Parking Signs" in snow banks generally in advance of their effect and are immediately removed upon completing snow removal from local streets

The following City Ordinance prohibits parking in the following instances:

- **18-1-4 - Parking Prohibited in Certain Places.**

(a) A person shall not park any vehicle upon a street or alley in such a manner or under such conditions as to leave available less than twelve (12) feet of the width of the roadway for free movement of vehicular traffic.

(b) A person shall not park any vehicle on the same side of the street as a driveway if it blocks, partially blocks, or is within five (5) feet of the edge of the driveway, unless signs or markings indicate otherwise.

(3-14-77; Ord. No. 2610, § I, 6-13-05; Ord. No. 2931, § I, 7-14-14)

7. PLOW ROUTE PRIORITIES

With approximately two hundred twenty (220) centerline miles of roads and equipment listed in Appendix B, the City assigns priorities for winter maintenance route activity in order to maximize effectiveness of its efforts according to the following:

All City streets are either priority one or two as defined below:

Priorities

Priority One - These are the major arterial streets and access routes as well as collector streets, school areas and bus routes and include selected areas such as intersections, hills, or curves throughout the City. They constitute the minimum required network of the roads connecting hospitals, fire stations, police stations, and rescue units as well as provide reasonable access to the transportation systems of the State and surrounding communities.

Priority Two - These are the remaining collector streets that complete the City road network providing for through movement of the majority of traffic volume. They also include the remaining city streets, including low volume residential streets, cul-de-sacs, lanes and emergency ways that provide limited through-traffic capacity.

Expected Levels of Service for both priorities of streets are below:

Priority One - All available resources necessary to maintain accessibility on these routes will be employed. When conditions require, maintenance of secondary streets will be suspended to reassign equipment required for this effort.

Repeated chemical treatment and plowing will be conducted on these streets throughout the event to inhibit packed and frozen accumulation from adhering to the travel way surface (anti-icing). The actual frequency of plowing, chemical application, and reapplication rates will be determined by the intensity (inches/hour) of the event, the consistency of the snow, and the surface/air temperature. Application rates will be generally based on the chart in Appendix D and reapplied after plowing every two (2) inches of snowfall. In extreme conditions, maximum application rates of anti-icing materials may be

overwhelmed and frozen accumulation can occur. Mechanical removal (plowing and scraping) and sanding will generally replace chemical treatment until conditions improve and effective anti-icing can resume or de-icing can begin.

Since anti-icing efforts are intended to inhibit bonding of snow and ice to the pavement, post-event travel way cleanup should be completed within four (4) to six (6) hours of the cessation of snowfall. After an extreme event where anti-icing has failed, a minimum of six (6) to ten (10) hours will generally be required to de-ice and clear the travel way.

Shelving back, shoulder clearing and other non-travel roadway maintenance will be completed during normal working hours after reasonable accessibility is restored to secondary streets.

Priority Two - Plowing of these streets will be conducted between anti-icing treatments cycles on Priority One streets and by equipment not used for those efforts. Accumulations should not normally preclude cautious use of these streets by experienced operators of appropriately equipped vehicles. Prolonged snowfall rates in excess of approximately one and a half to two (1.5-2) inches per hour will probably cause devotion of continuous anti-icing efforts to Priority One streets. When that situation occurs, plowing to minimize accumulation and provide minimum accessibility will continue. Packed and adhered surfaces will be sanded to improve traction, as equipment is available until effective anti-icing can resume. During an event, chemical de-icing of adhered accumulation will be limited to key intersections and street sections with hazardous road geometry.

Post event cleanup of these streets, consisting of plowing, scraping and sanding of travel way will generally require eight (8) to twelve (12) hours after accumulation stops and Priority One travel ways are complete. After an extreme event where anti-icing has failed, a minimum of twelve (12) to sixteen (16) hours will be required to clear the travel way. Chemical de-icing will not be conducted except where minimum application would significantly accelerate melting and preclude development of increasingly hazardous condition.

Shelving back, shoulder clearing and other non-travel roadway maintenance will be completed during normal working hours, as equipment and personnel are available.

Pandemic Impact - During a pandemic, the Levels of Service could be impacted due to fewer personnel available to perform plowing operations. Staff reductions could result in having one person per vehicle which, in some cases, would require the wing plow to be removed, and consequently the plow truck not able to clear the

full width of the road. More time will be dedicated to Priority One streets therefore affecting plowing efforts on Priority Two streets.

If the Department and other supporting City departments were adversely impacted by a severe outbreak causing personnel to quarantine, sufficient staff may not be available to fill all of the plow routes.

In critical cases the City Manager may declare an Emergency and mandate any personnel from any Department within the City who has a CDL license be directed to perform plowing operations.

8. SNOW REMOVAL FROM CITY STREETS

As parked vehicles are removed from streets, snow removal equipment may swing wider through the street to push back accumulated snow. Any vehicles which violate winter parking regulations are subject to ticketing and towing. Any vehicle which otherwise interferes with the reasonable efforts of the City's winter maintenance is subject to removal. Snow removal operations may be delayed or suspended in areas where vehicles are improperly parked or where they might interfere with snow removal operations. The City is not responsible for damages to such vehicles arising out of winter maintenance operations or as a result of towing.

9. ROADS AND SIDEWALKS NOT RECEIVING WINTER MAINTENANCE

The City of Concord does not maintain a number of roadways, sidewalks and other areas as part of its winter maintenance activities. The areas not maintained by the City include: Class VI roads, private roads that have not been declared an Emergency Lane by City Council (Appendix F), driveways, and sidewalks on private roads, and roads, sidewalks and other areas maintained or within the jurisdiction of State, Federal or other units of government.

10. DAMAGE TO PRIVATE PROPERTY

The descriptions of immunity and potential liability in this section are not intended to waive any immunity or to extend any liability that may exist under law; but are intended solely for convenience.

The City of Concord assumes no responsibility for damage to private property that is located within the public right-of-way easement as such property is deemed an encumbrance that is not permitted to be located in the right-of-way easement. The right-of-way easement is often 50' wide but can vary. In many cases, the right-of-way easement may extend 10' to 20' either side of the paved or graveled surface of a road. Homeowners sometimes may extend lawns, plant trees or shrubbery, place mailboxes, place portable or stationary basketball nets or erect fences or stone walls in these areas, which might be intended to improve appearance, but which may obstruct or interfere with maintenance being conducted on the roadway, including winter maintenance.

In the event of property damage occurring as a result of winter maintenance activities conducted by the City of Concord, the City will not be responsible for the repair or replacement of damaged property that is within the public right-of-way easement which is the result of negligence or fault attributable to others.

The City of Concord will also not be responsible for damage to any vehicle which may be damaged during winter maintenance if the vehicle is parked in violation of any State law or local regulation, including any winter or snow removal parking limitation periods, or is otherwise improperly or imprudently located or operated.

11. MAIL BOX AND POST DAMAGE.

All mailboxes shall be installed according to the guidelines distributed by the United States Postal Service (USPS) included in Appendix G. Newspaper boxes shall also be installed according to these guidelines to prevent damage.

If a mailbox is installed according to the USPS guidelines and has been determined to have been damaged by City plowing operations, the City will repair or replace it with a standard sized mailbox, whichever is most efficient. If a post has been damaged it will be replaced by a wooden post regardless of the type of post. Granite posts will be attempted to be repaired with epoxy in the spring. Any granite post damaged beyond repair will be replaced with a wooden post.

The City will not repair or replace any mailbox or post that may have been damaged that is not installed according to the USPS Guidelines.

12. PLACEMENT OF SNOW IN RIGHT-OF-WAY, ROADS, AND SIDEWALKS

No snow is to be shoveled, blown, plowed or placed, by any means, onto City streets or sidewalks or across roadways to the opposite side snow banks, unless it is immediately cleaned up and removed so as to eliminate any hazard or danger to the public or to City vehicles.

City Ordinance states:

- **5-1-15 - Snow Obstruction on Streets.**

No person shall put or place or cause to be put or placed any snow or ice upon the surface of the traveled portion of any street, nor shall such snow or ice be put or placed on a street so as to block sidewalks and hydrants. Where snow or ice is pushed across the traveled surface of a street for the purpose of snow removal from land adjoining said street it must be pushed from the traveled way so as not to block the street, and any remaining on the surface of the traveled portion of the street shall be cleaned up. Notwithstanding the foregoing, snow may be spread across the traveled way of a street to a depth of not more than three (3) inches for sledding in connection with farm operations.

13. ROADWAY OBSTRUCTIONS

If any pedestrian or vehicle or other item interferes with snow removal operations, City personnel will seek the cooperation of the person or the owner of such item to remove it immediately. If the owner cannot be readily located or if the owner refuses to cooperate, the City personnel shall contact the City Police Department for assistance. City personnel should not attempt to confront owners with regard to such matters.

14. POST STORM OPERATIONS

As determined by the General Services Director, or designee, snow banks resulting from previous accumulations may be pushed back, or shelved, using the plow and wing of suitable equipment to make space for future snow storms.

Snow removal from downtown parking metered areas (Appendix E):

The General Services Director, or designee, will determine those instances to remove snow from the entire parking metered area, or just Main Street, generally based upon the amount of snow that is remaining at the curb from the street and sidewalk plowing efforts. The intent for the snow removal is to make the parking kiosks and meters generally accessible.

Snow will generally be removed from the downtown metered area after significant snow storms on Sunday night through Thursday night beginning at midnight with the intent to complete work by 7:00 AM the following morning. There may be occasions when all snow removal activities are not complete by 7:00 AM from time to time. Snow removal will not be conducted on either Friday or Saturday nights in order to not interfere with evening business activities.

When snow removal is scheduled from the entire metered parking area, City forces will move snow from the curb to make a windrow of snow in the middle of the street, and then use large snow blowers to blow the snow into trucks that haul the snow to the designated snow storage facility on Old Turnpike Road. A front end loader at the snow dump will push the snow into a large pile to make room for snow from future snow removal activities.

Snow removal from other streets throughout the City:

As snow volumes grow, the need to remove snow from narrow streets may develop to permit continued vehicular travel, parking, and emergency vehicular access.

Snow removal on these streets will occur during normal General Services Department hours using only Department needed equipment or when Police and Fire notify the General Services Director, or designee of problematic areas.

15. SIDEWALK SNOW REMOVAL:

The City has nine sidewalk tractors to clear approximately one hundred (100) miles of sidewalks throughout the City. The list of sidewalk tractors is included in Appendix B.

Only priority one sidewalk plowing will occur during a snow storm

Upon completion of plowing city streets, priority two and three sidewalks will be plowed. When sufficient personnel are not available to conduct sidewalk snow removal operations, as well as street clearance, the streets shall take priority.

Sidewalks are plowed on a priority basis similar to the street priorities. Appendix H lists sidewalk plow routes with priorities.

All City sidewalks are divided into three priorities as defined below:

- Priority One - These are the sidewalks that are in the downtown parking metered area, generally from Center Street to Concord Street and from Green Street to Storrs Street and all streets inside these boundaries.
- Priority Two - Designated School Walking routes. These routes have been established by a team of City and School officials in order to maintain the sidewalks that most walking students would use.
- Priority Three - Remaining sidewalk network.

Expected Levels of Service for the three priority sidewalks are below:

- Priority One - Snow plowing and chemical treatment of all parking metered sidewalks will be performed during the storm. Sidewalk areas closest to Main Street store fronts and pedestrian cross walks will be plowed and snow will be placed in the furniture zones during the snow storm. Access to the parking kiosks and meters will be maintained as much as possible.

After the storm, snow in the furniture zone will be moved to the curb area. Snow may then be removed during a following snow removal operation.
- Priority Two – Designated school walking routes will be plowed after the streets have been plowed. During the week the goal is to plow these sidewalks so they are clear by the end of the school day after a snow storm but this will depend on how much snow has fallen. On weekends the goal is to have these sidewalks cleared for the beginning of the school day on Monday morning, but again will depend on how much snow has fallen.
- Priority Three - These sidewalks will be plowed after the Designated School Walking Routes have been completed.

Pandemic Affect -During a pandemic the Levels of Service could be impacted by lack of personnel to perform plowing operations. If a severe outbreak occurs the streets will be the first priority to be cleared. As resources become available, sidewalks will be cleared by the above priority basis.

16. CAPITAL AREA TRANSIT (CAT) BUS STOPS

General Services Department is not responsible for clearing any CAT bus stops of snow.

APPENDIX A

RSA 231:92-a

231:92-a Snow, Ice and Other Weather Hazards. – Notwithstanding RSA 231:90-92, a municipality or school district shall not be held liable for damages arising from insufficiencies or hazards on public highways, bridges, or sidewalks, even if it has actual notice or knowledge of them, when such hazards are caused solely by snow, ice, or other inclement weather, and the municipality's or school district's failure or delay in removing or mitigating such hazards is the result of its implementation, absent gross negligence or reckless disregard of the hazard, of a winter or inclement weather maintenance policy or set of priorities adopted in good faith by the officials responsible for such policy; and all municipal or school district employees and officials shall be presumed to be acting pursuant to such a policy or set of priorities, in the absence of proof to the contrary. Source. 1991, 385:6. 1998, 249:2, eff. Jan. 1, 1999.

APPENDIX B

Equipment List

EQUIPMENT LIST

| Equip # | Description | Class | Year | Manufacturer | Model |
|--|----------------------|--------|------|--------------|----------|
| <u>Supervisor trucks with plows and sanders</u> | | | | | |
| 1113 | 4WD PICKUP | PU4WDD | 2016 | FORD | F550 |
| 1114 | 4WD PICKUP | PU4WDD | 2019 | FORD | F550 |
| 1115 | 4WD PICKUP | PU4WDD | 2019 | FORD | F550 |
| 1116 | 4WD PICKUP | PU4WDD | 2019 | FORD | F550 |
| 1117 | 4WD PICKUP | PU4WDD | 2019 | FORD | F550 |
| 1121 | 4WD PICKUP | PU4WDD | 2024 | FORD | F550 |
| <u>Supervisor trucks with plows only</u> | | | | | |
| 713 | 3/4 TON 4X4 PICKUP | PU4WDD | 2016 | FORD | F250 |
| 716 | 3/4TON 4X4 PICKUP | PU4WDD | 2024 | FORD | F250 |
| 827 | 3/4 TON 4X4 PICKUP | PU4WDD | 2016 | FORD | F250 |
| 829 | 4WD PICKUP | PU4WDD | 2016 | FORD | F550 |
| 835 | 3/4TON 4X4 PICKUP | PU4WDD | 2024 | FORD | F250 |
| 1111 | 4WD PICKUP | PU4WDD | 2015 | FORD | F350 |
| 1118 | 3/4TON 4X4 PICKUP | PU4WDG | 2019 | FORD | F250 |
| 1119 | 3/4TON 4X4 PICKUP | PU4WDD | 2023 | FORD | F250 |
| 1120 | 3/4TON 4X4 PICKUP | PU4WDD | 2023 | FORD | F250 |
| <u>10 Wheel and 6 Wheel Dump Trucks with plows, wings and sanders</u> | | | | | |
| 705 | 6 WHEEL DUMP | 6WLINT | 2020 | INTERNAT. | HV507 |
| 1229 | 6 WHEEL DUMP | 6WLINT | 2008 | INTERNAT. | 7400 SFA |
| 1230 | 10 WHEEL DUMP | 10 WHL | 2009 | INTERNAT. | 7600 |
| 1231 | 6 WHEEL DUMP | 6WLINT | 2012 | INTERNAT. | 7400 SFA |
| 1232 | 6 WHEEL DUMP | 6WLINT | 2012 | INTERNAT. | 7400 SFA |
| 1233 | 6 WHEEL DUMP | 6WLINT | 2012 | INTERNAT. | 7400 SFA |
| 1234 | 6 WHEEL DUMP | 6WLINT | 2012 | INTERNAT. | 7400 SFA |
| 1235 | 10 WHEEL DUMP | 10 WHL | 2014 | FRGT LINER | 1145D |
| 1236 | 10 WHEEL DUMP | 10 WHL | 2014 | FRGT LINER | 1145D |
| 1237 | 10 WHEEL DUMP | 10 WHL | 2014 | FRGT LINER | 1145D |
| 1238 | 6 WHEEL DUMP | 6WLINT | 2017 | INTERNAT. | 7400 SFA |
| 1239 | 6 WHEEL DUMP | 6WLINT | 2017 | INTERNAT. | 7400 SFA |
| 1240 | 6 WHEEL DUMP | 6WLINT | 2017 | INTERNAT. | 7400 SFA |
| 1241 | 6 WHEEL DUMP | 6WLINT | 2017 | INTERNAT. | 7400 SFA |
| 1242 | 6 WHEEL DUMP | 6WLINT | 2020 | INTERNAT. | 7400 SFA |
| 1243 | HOOKLIFT UNIT & PLOW | 6WLINT | 2021 | INTERNAT. | HV507 |
| 1244 | 6 WHEEL DUMP | 6WLINT | 2021 | INTERNAT. | HV507 |
| 1245 | HOOKLIFT UNIT | 6WLINT | 2021 | INTERNAT. | HV507 |
| 1246 | HOOKLIFT UNIT | 6WLINT | 2023 | INTERNAT. | HV507LP |
| 1247 | 6 WHEEL DUMP | 6WLINT | 2024 | INTERNAT. | HV507 |
| 1248 | 6 WHEEL DUMP | 6WLINT | 2024 | INTERNAT. | HV507 |
| 1249 | 6 WHEEL DUMP | 6WLINT | 2024 | INTERNAT. | HV507 |
| 1252 | 10 WHEEL DUMP | 10 WHL | 2024 | INTERNAT. | HV513 |

| Equip # | Description | Class | Year | Manufacture | Model |
|---|-------------------|------------|------|-------------|---------|
| <u>Loaders and Grader with plows and wings</u> | | | | | |
| 1301 | WHEEL LOADER | LOADER | 2009 | VOLVO | L90F |
| 1302 | WHEEL LOADER | LOADER | 2013 | CASE | 721F |
| 1303 | WHEEL LOADER | LOADER | 2020 | CASE | 821G |
| 1306 | WHEEL LOADER | LOADER | 2022 | CASE | 821G |
| 1310 | GRADER | GRADER | 2015 | JOHN DEERE | 672G |
| <u>Snow Blowers that mount to a Loader for Downtown Snow Removal</u> | | | | | |
| 1 | BLOWER 1 YELLOW | SNO BLOW | 1988 | SICARD | 2200M |
| 2 | RPM SNOWBLOWER | SNO BLOW | 2016 | RPM | LM220 |
| 4 | NEW SNO GO BLOWER | SNO BLOW | 2004 | SNO-GO | WK 800 |
| 1375 | BLOWER 1 YELLOW | SNO BLOW | 2009 | SICARD | 2200M |
| <u>Sidewalk Tractors</u> | | | | | |
| 1363 | SKID STEER | SKIDSTEER | 2016 | BOBCAT | S570 |
| 1364 | SKID STEER | SKIDSTEER | 2017 | BOBCAT | S570 |
| 1367 | SIDEWALK TRACTOR | SW TRCTR T | 2015 | TRACKLESS | MT6 |
| 1368 | SIDEWALK TRACTOR | SW TRCTR T | 2015 | TRACKLESS | MT6 |
| 1369 | SKID STEER | SKIDSTEER | 2018 | BOBCAT | TOOLCAT |
| 1370 | SKID STEER | SKIDSTEER | 2015 | BOBCAT | TOOLCAT |
| 1371 | SKID STEER | SKIDSTEER | 2016 | BOBCAT | S450 |
| 1379 | SIDEWALK TRACTOR | SW TRCTR T | 2022 | TRACKLESS | MT7 |
| 1380 | SIDEWALK TRACTOR | SW TRCTR T | 2022 | TRACKLESS | MT7 |
| 1381 | SKIDSTEER | SKIDSTEER | 2022 | CASE | SR160B |
| 1382 | SKIDSTEER | SKIDSTEER | 2022 | CASE | SV185 |
| 1384 | SIDEWALK TRACTOR | SW TRCTR T | 2022 | TRACKLESS | MT7 |
| 1385 | SIDEWALK TRACTOR | SW TRCTR T | 2024 | TRACKLESS | MT7 |
| 1386 | SIDEWALK TRACTOR | SW TRCTR T | 2024 | TRACKLESS | MT7 |
| 1387 | SKIDSTEER | SKIDSTEER | 2025 | BOBCAT | S450 |
| <u>Backhoes</u> | | | | | |
| 726 | LOADER/BACKHOE | BACK HOE | 2021 | CASE | 590SN |
| 1344 | LOADER/BACKHOE | BACK HOE | 2018 | CASE | 590SN |
| 1345 | LOADER/BACKHOE | BACK HOE | 2018 | CASE | 590SN |
| 1346 | LOADER/BACKHOE | BACK HOE | 2018 | CASE | 590SN |
| <u>Excavator</u> | | | | | |
| 831 | Excavator | Excavator | 2021 | Volvo | ECR58F |

APPENDIX C

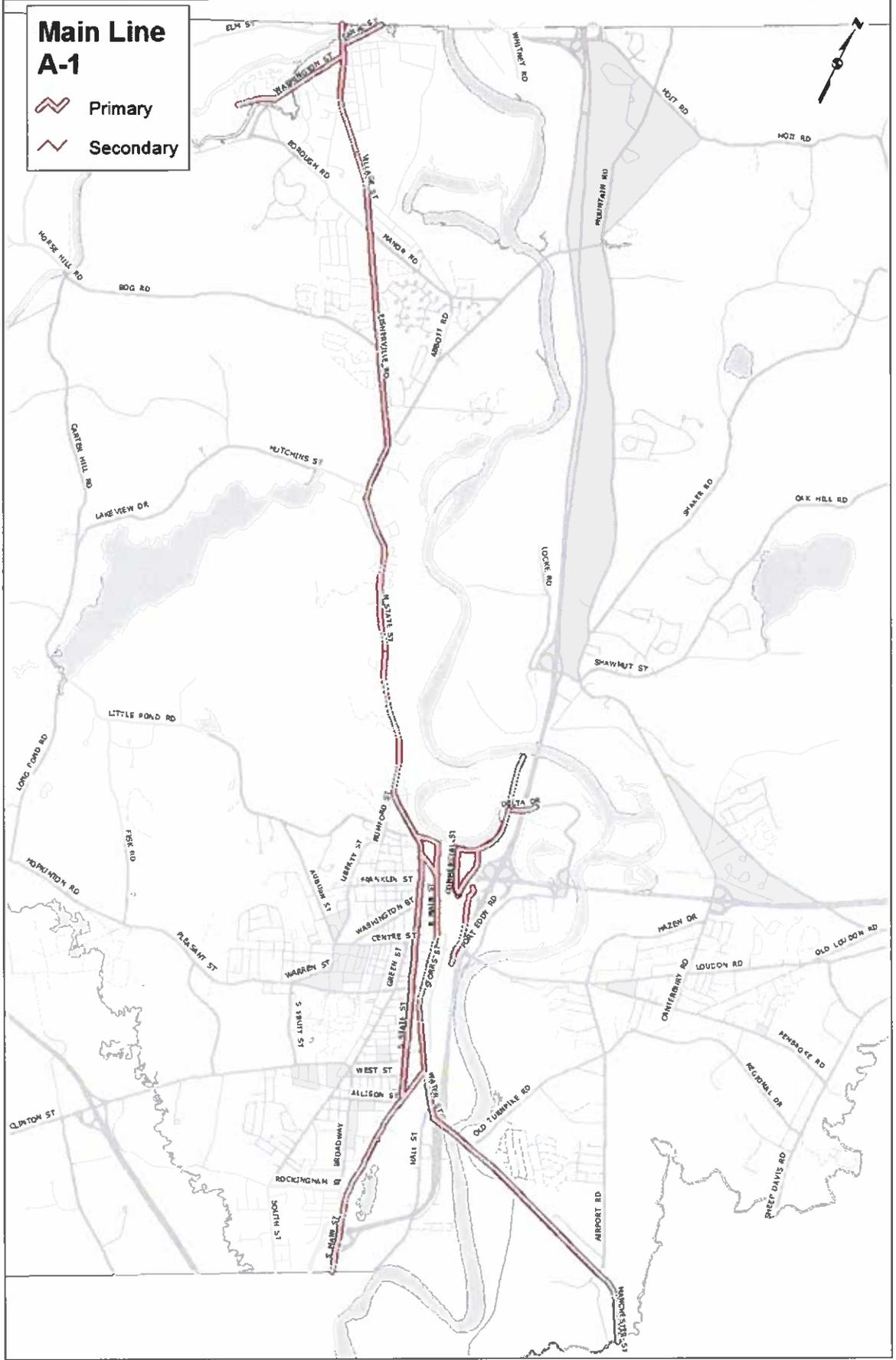
Plow Routes

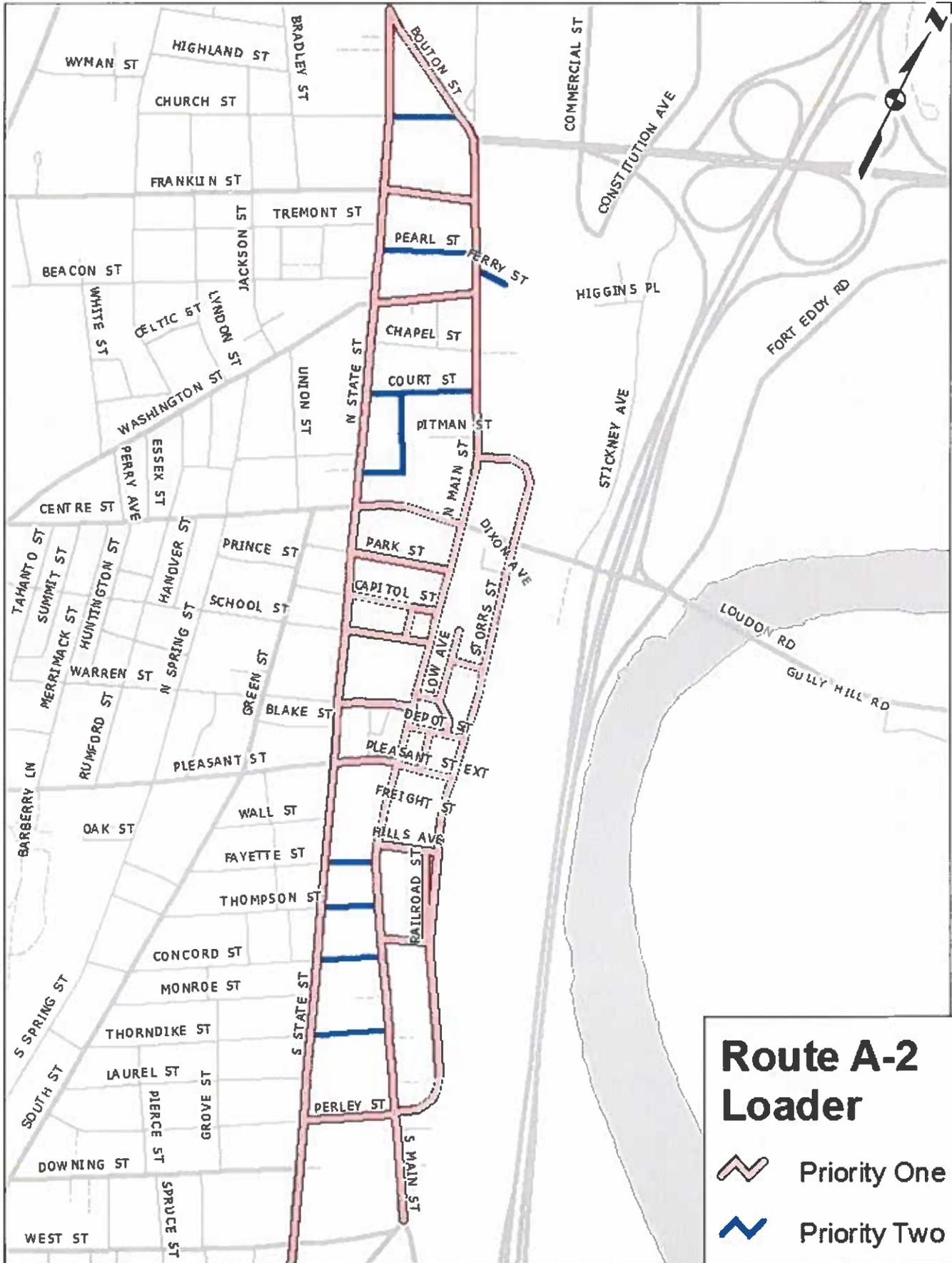
PLOW ROUTES

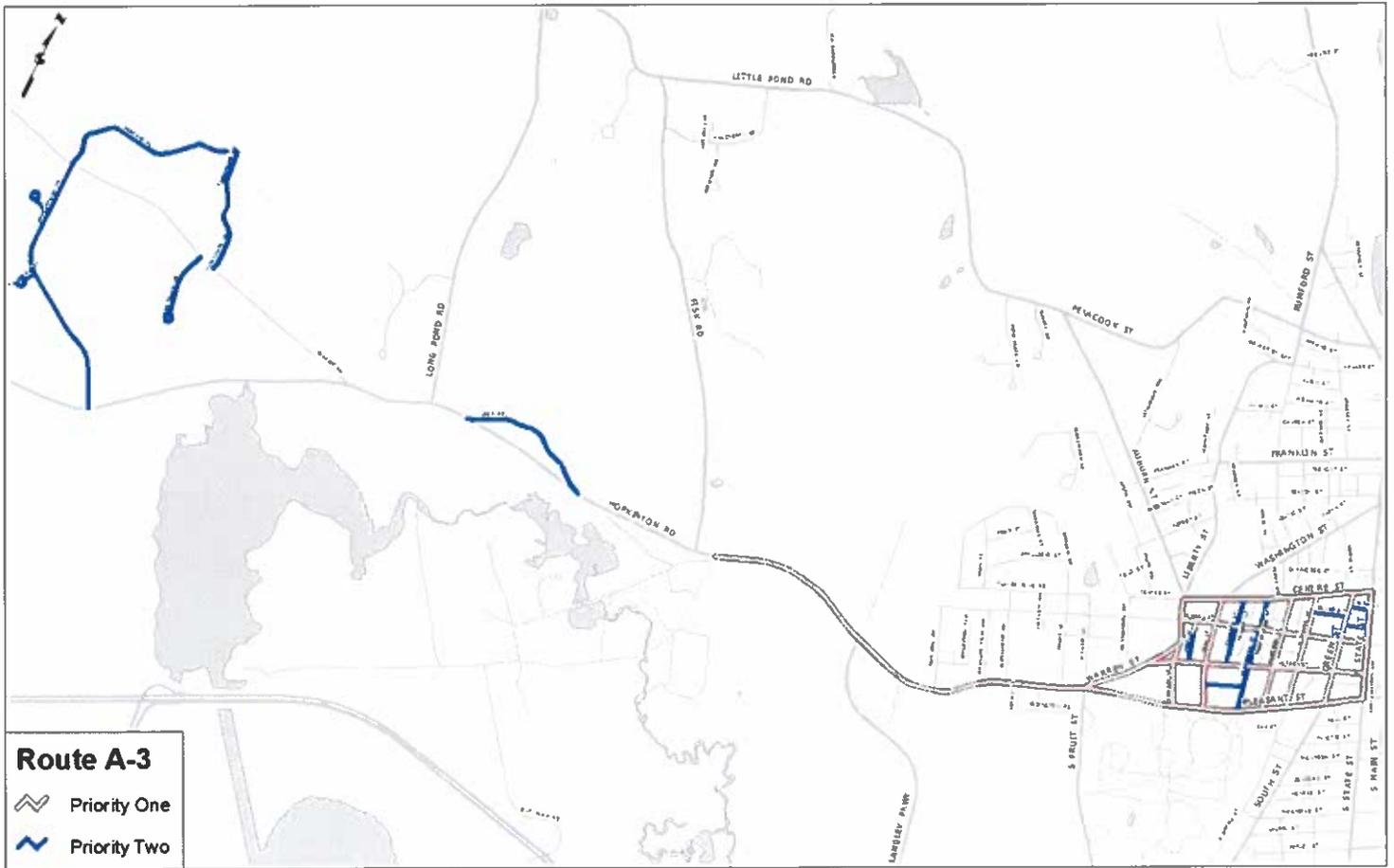
| Plow Route # | Unit # | Equipment Type | |
|--------------------------------------|--------|----------------|---|
| AREA A- CENTRAL | | | |
| Foreman | 1115 | 1 Ton | |
| A-1 | 1235 | 10 wheeler | If there is sufficient personnel and equipment route A-1 is split into two routes |
| A-1A | 1235 | 10 wheeler | |
| A-1B | 1230 | 10 wheeler | |
| A-2 | 1301 | Loader | |
| A-3 | 1247 | 6 wheeler | |
| A-4 | 1248 | 6 wheeler | |
| A-5 | 1310 | Grader | |
| A-8 | 1114 | 1 Ton | |
| Area B- SOUTH-END | | | |
| Foreman | 1116 | 1 Ton | |
| B-9 | 1231 | 6 wheeler | |
| B-10 | 705 | 6 wheeler | |
| B-11 | 1234 | 6 wheeler | |
| AREA C- HEIGHTS | | | |
| Foreman | 1117 | 1 Ton | |
| C-12 | 1241 | 6 wheeler | |
| C-13 | 1252 | 10 wheeler | |
| C-13A | 1303 | Loader | |
| C-14 | 1243 | 6 wheeler | |
| Area D- EAST CONCORD | | | |
| Foreman | 1113 | 1 Ton | |
| D-15 | 1240 | 6 wheeler | |
| D-16 | 1242 | 6 wheeler | |
| D-17 | 1236 | 10 wheeler | If there is sufficient personnel and equipment route D-17 is split into two routes |
| D-17A | 1236 | 10 wheeler | |
| D-17B | 1245 | 6 wheeler | |
| Area E- WEST CONCORD | | | |
| Foreman | 1246 | 6 wheeler LP | |
| E-18 | 1237 | 10 wheeler | If there is sufficient personnel and equipment route E-18 is split into two routes |
| E-18A | 1237 | 10 wheeler | |
| E-18B | 1249 | 6 wheeler | |
| E-19 | 1244 | 6 wheeler | |
| E-20 | 1239 | 6 wheeler | |
| E-21 | 1302 | Loader | |
| Area - Downtown Services Team | | | |
| Foreman | 1121 | 1 Ton | |
| Main St. | 1369 | Toolcat | |
| Sidewalks | 1370 | Toolcat | |
| | 1371 | Bobcat | |

**Main Line
A-1**

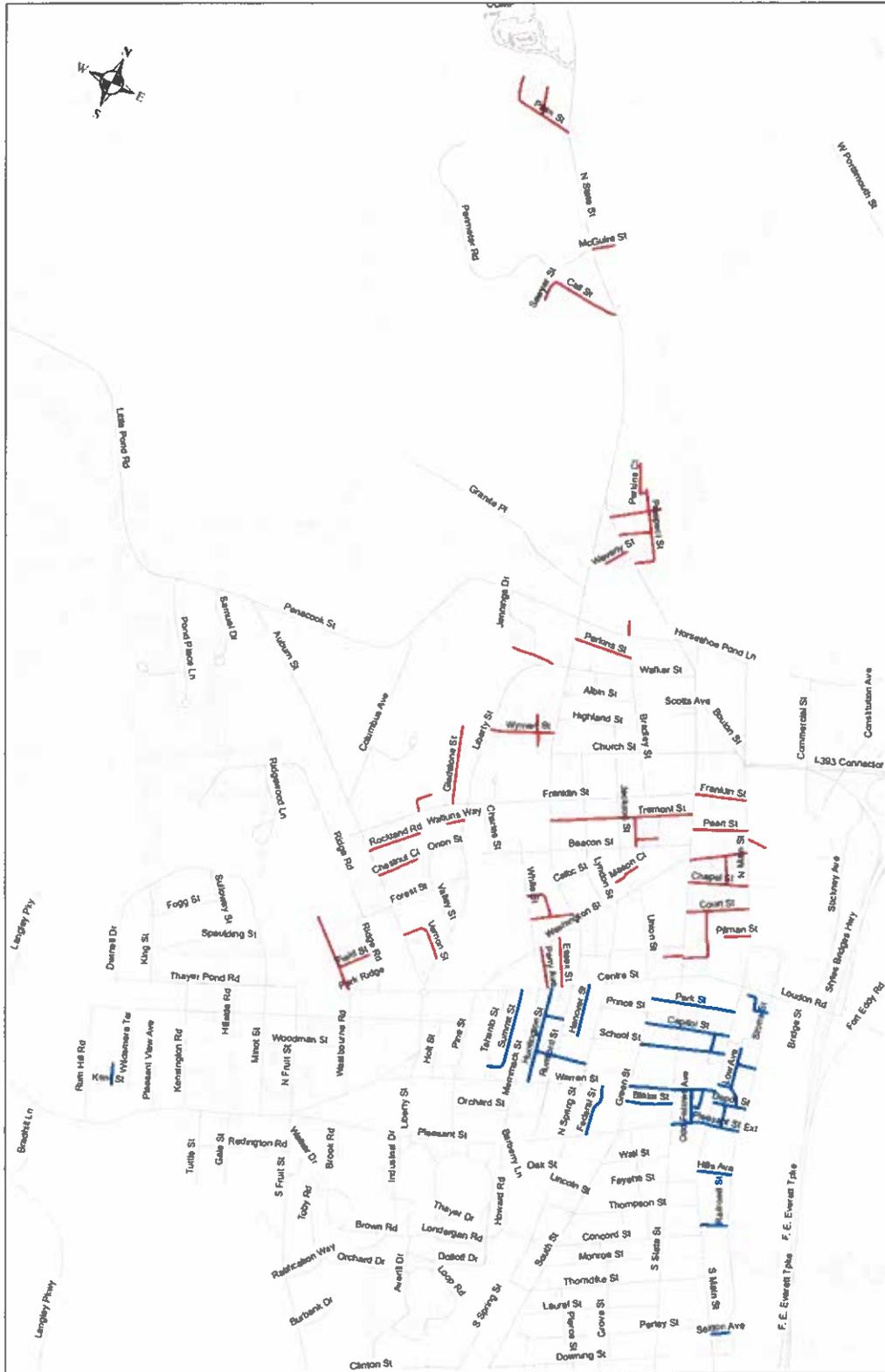
-  Primary
-  Secondary

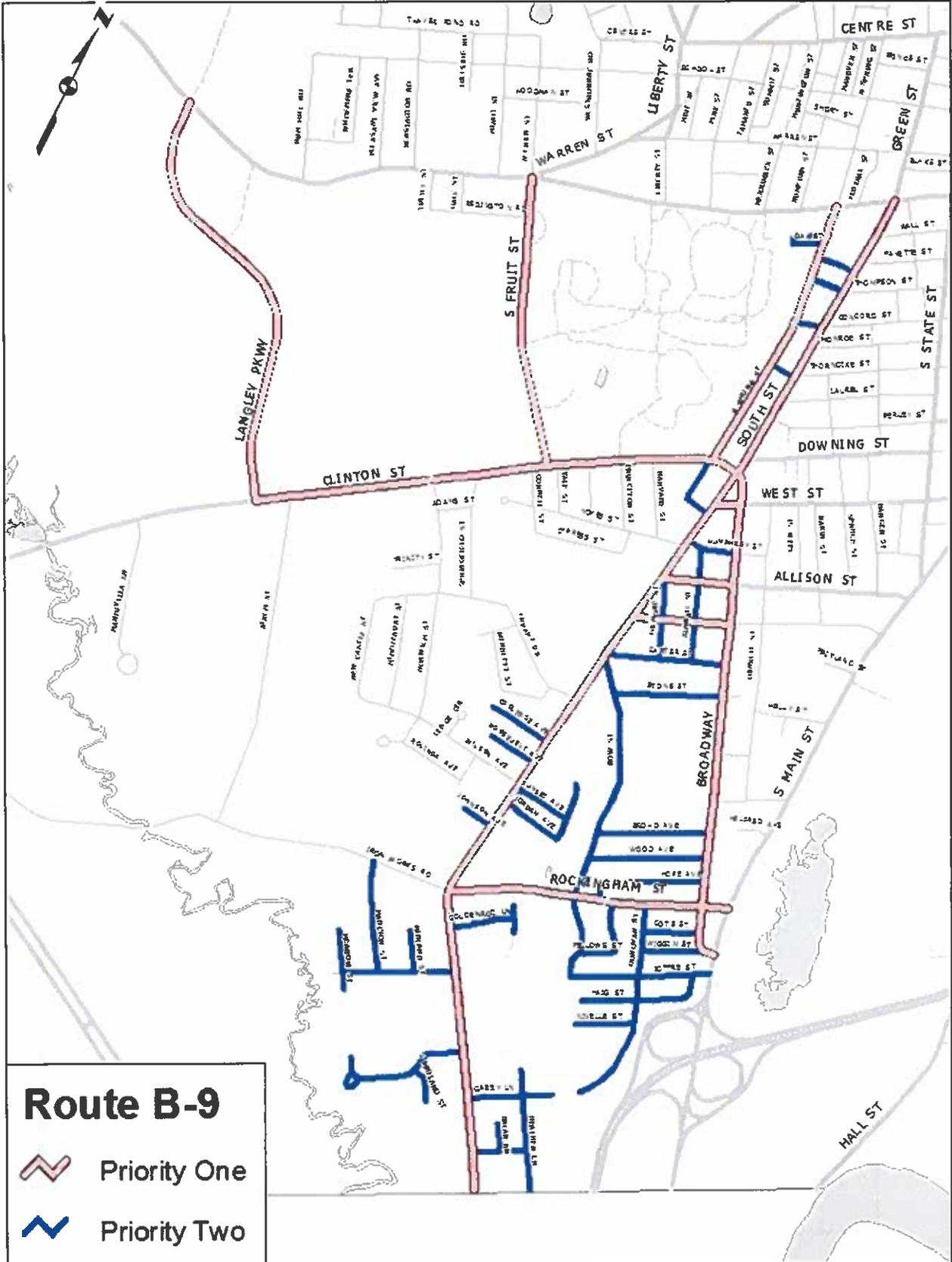


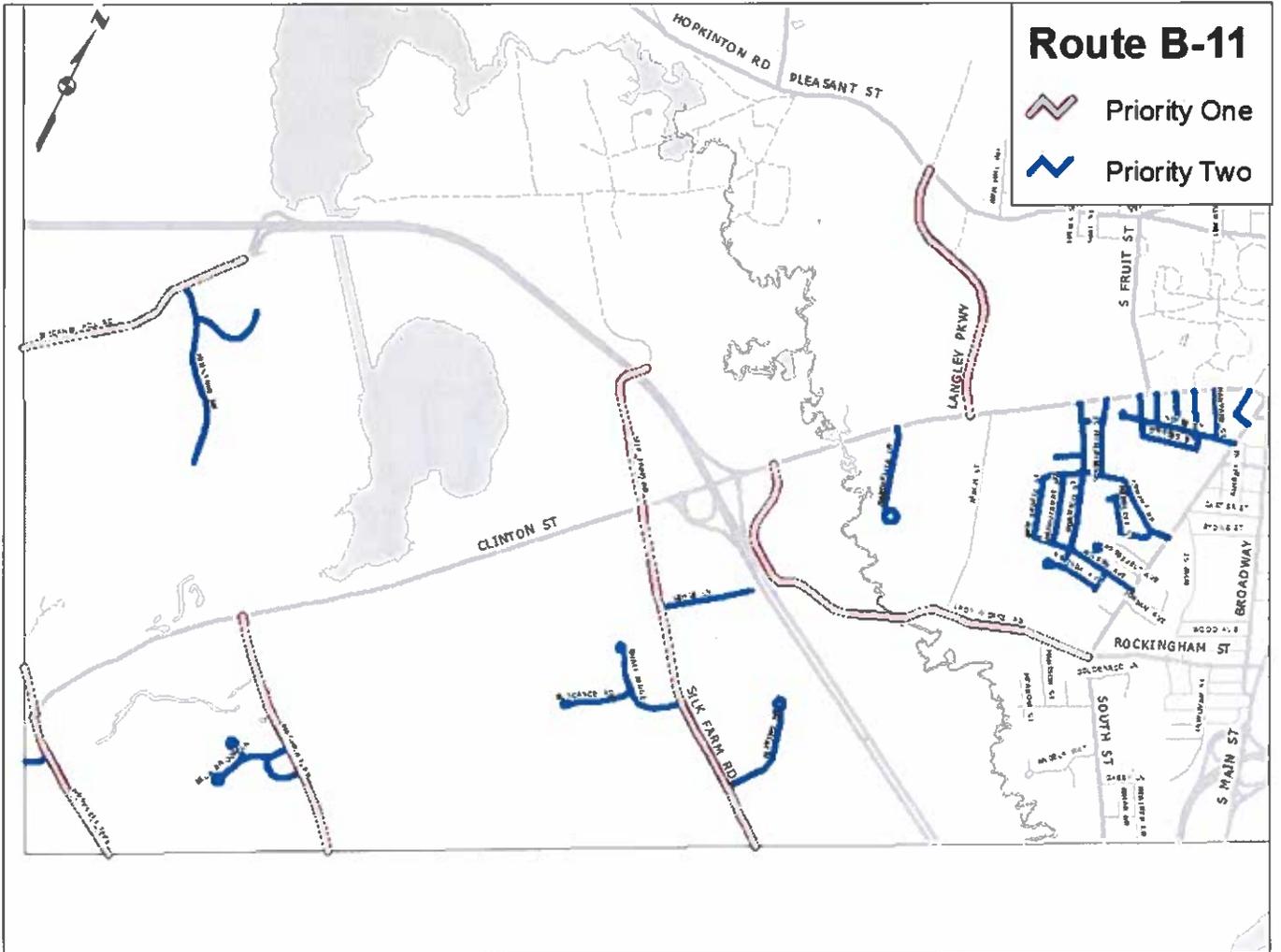


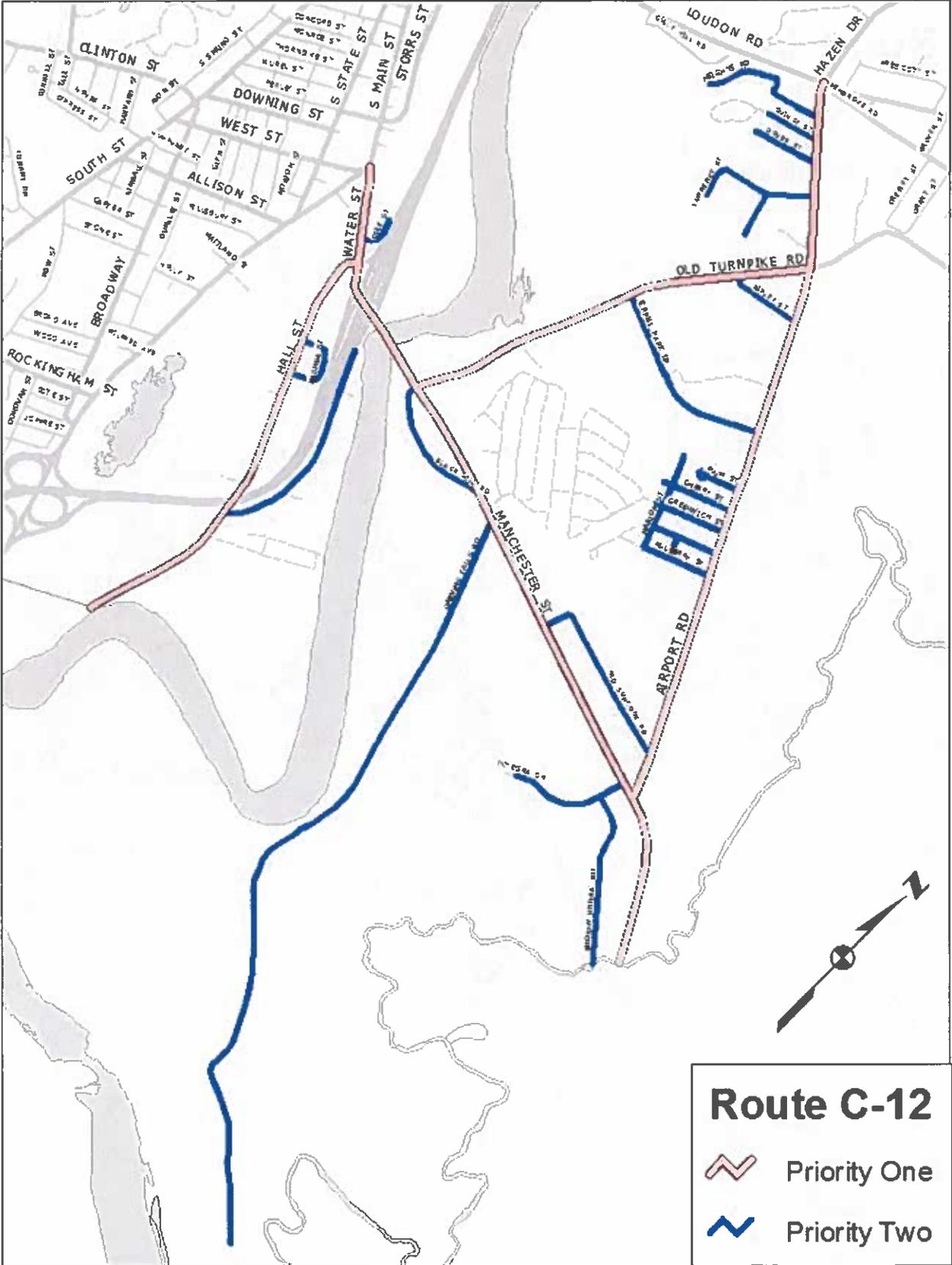


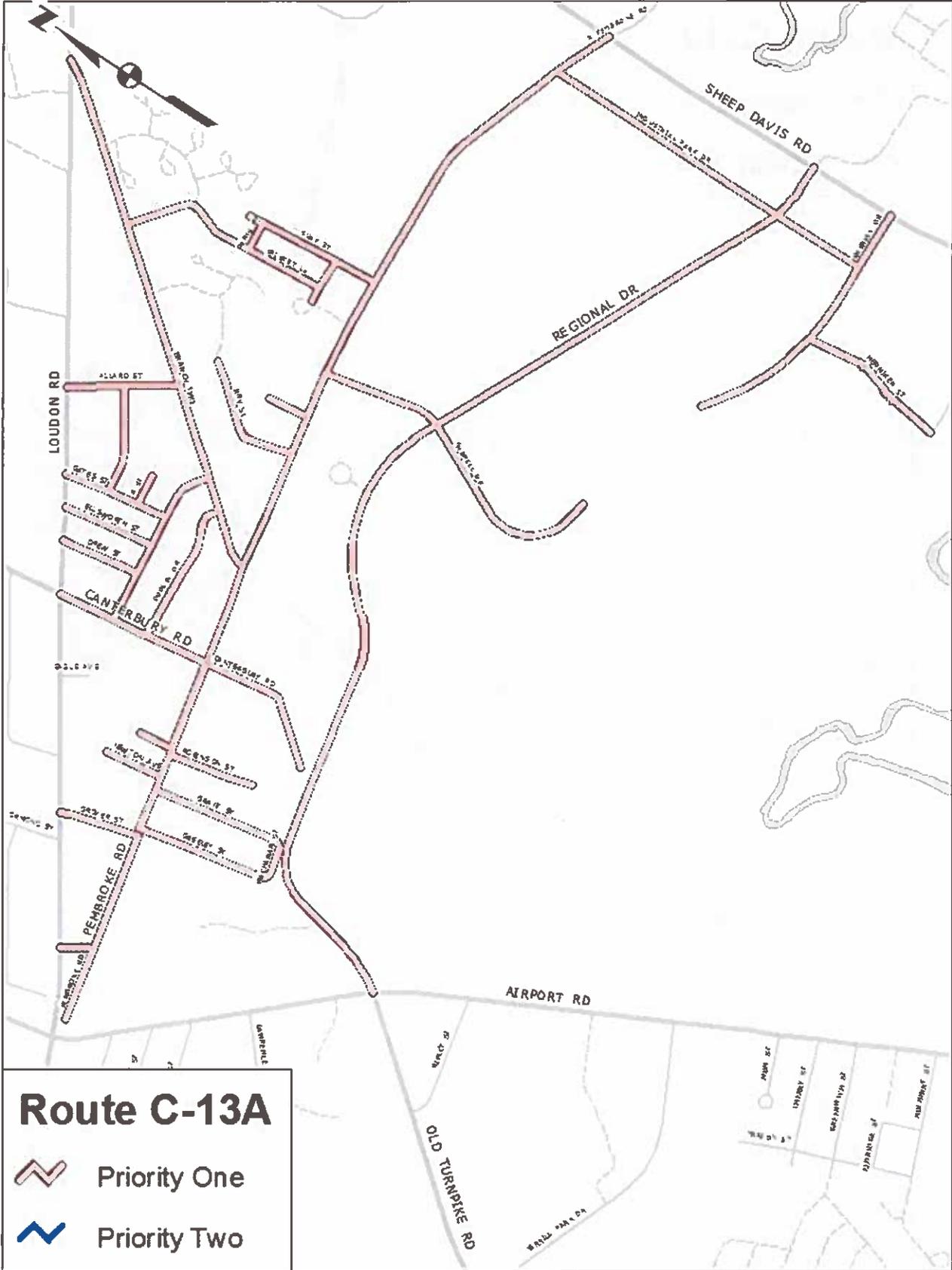
Central / Ton Ri

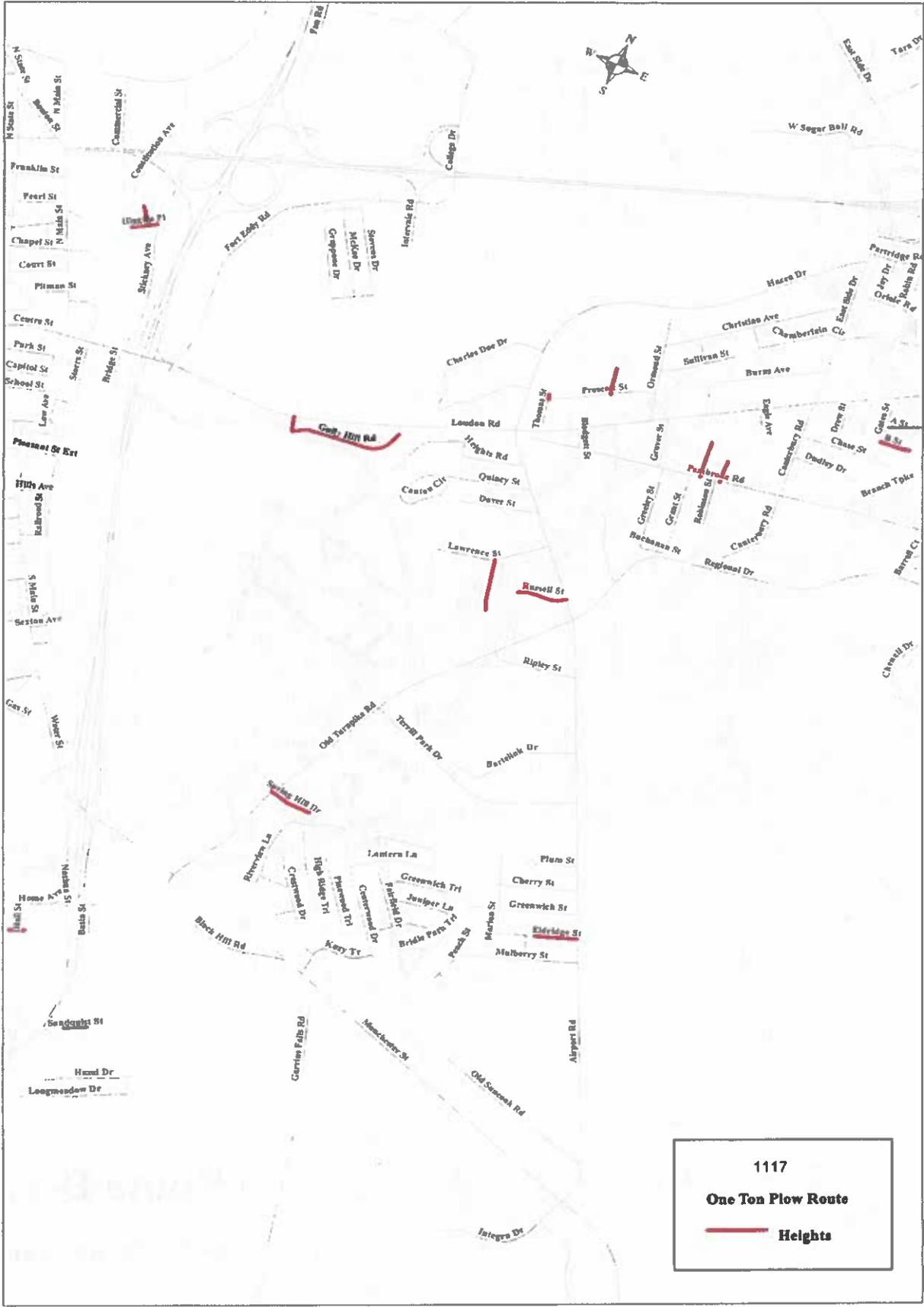


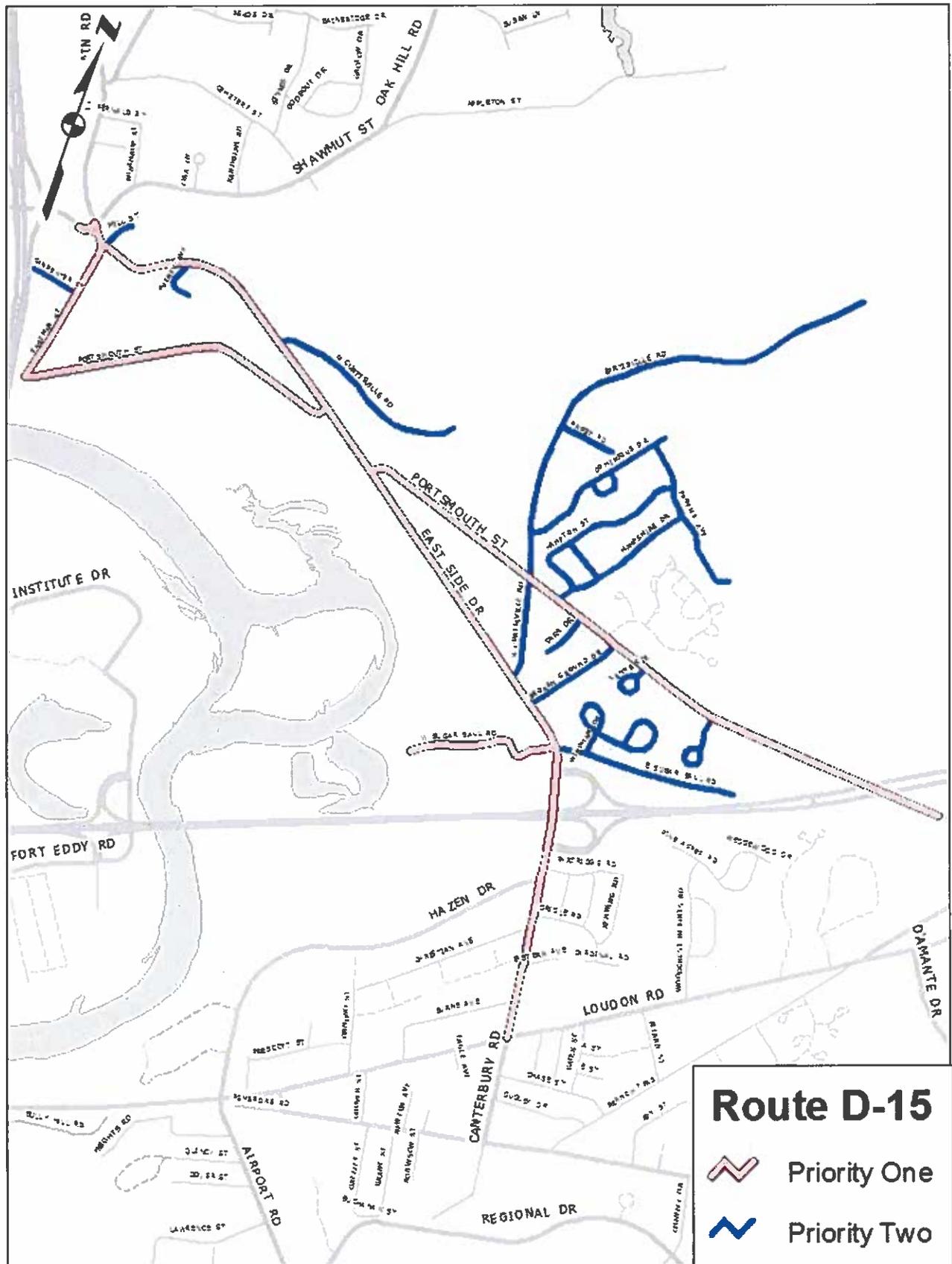


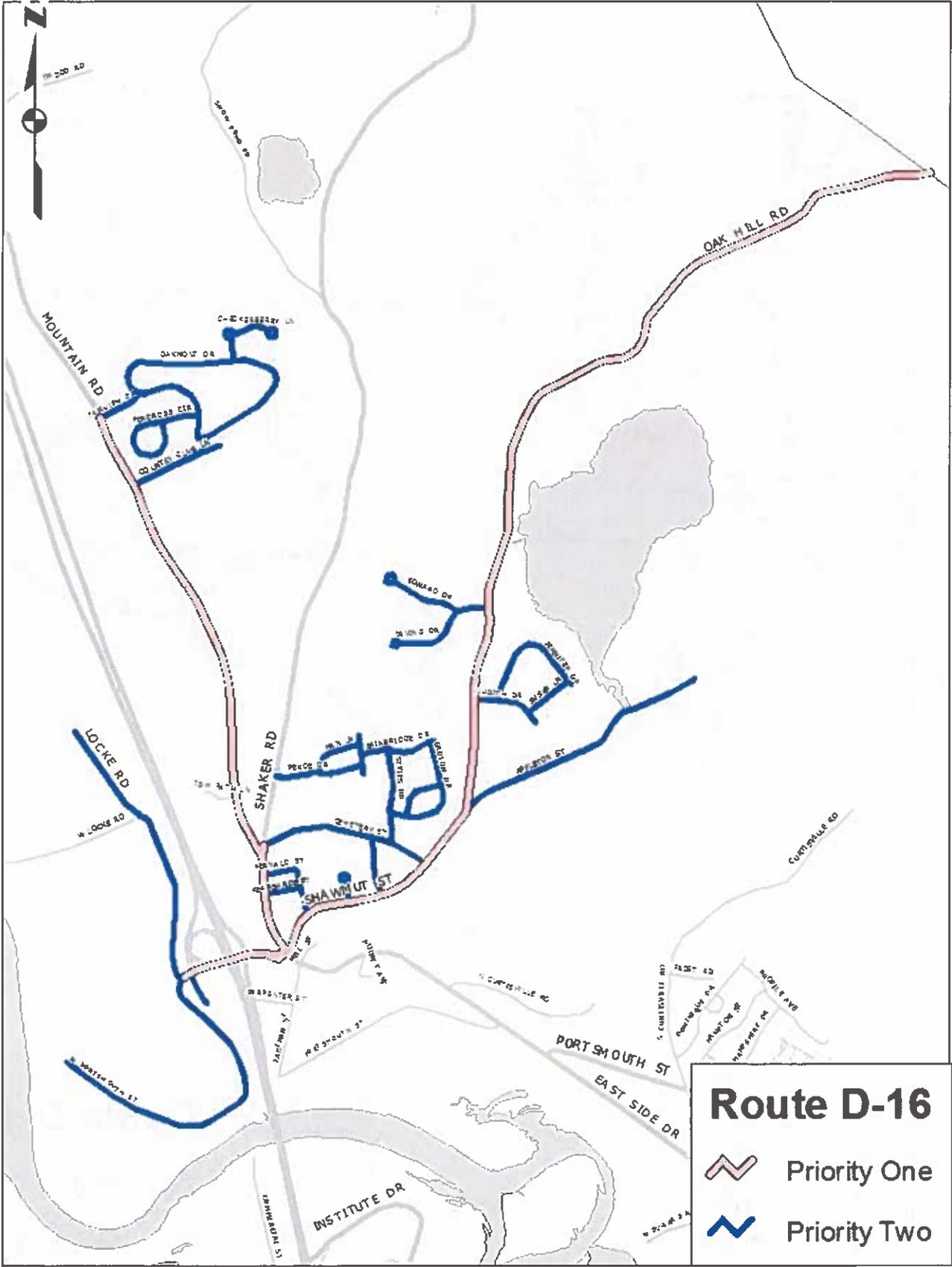












0 100 200 FT

MOUNTAIN RD

OAK HILL RD

LOCKE RD

SHAKER RD

SHAWMUT ST

INSTITUTE DR

PORT SMOOTH ST

EAST SIDE DR

COURTNEY RD

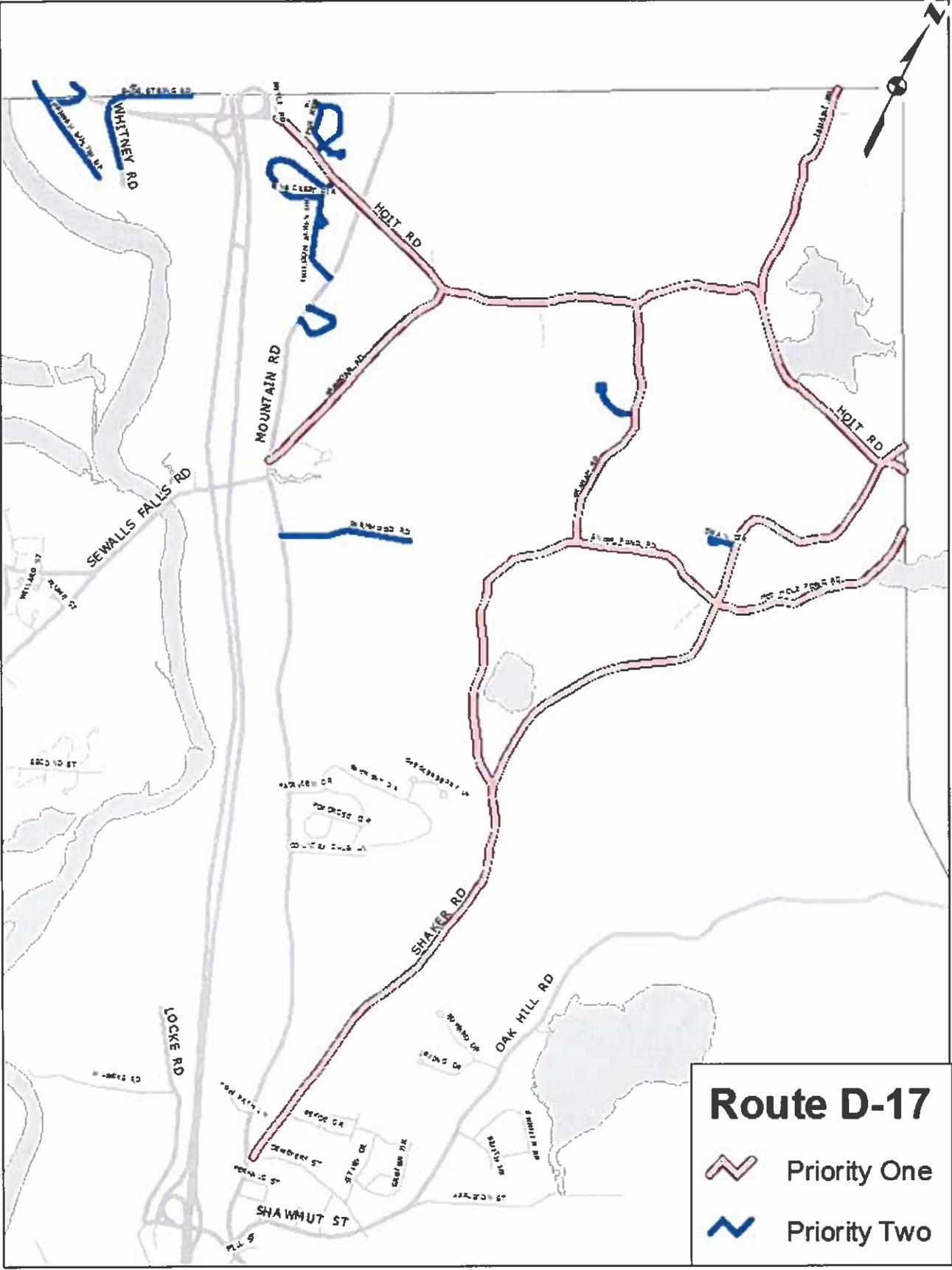
Route D-16



Priority One

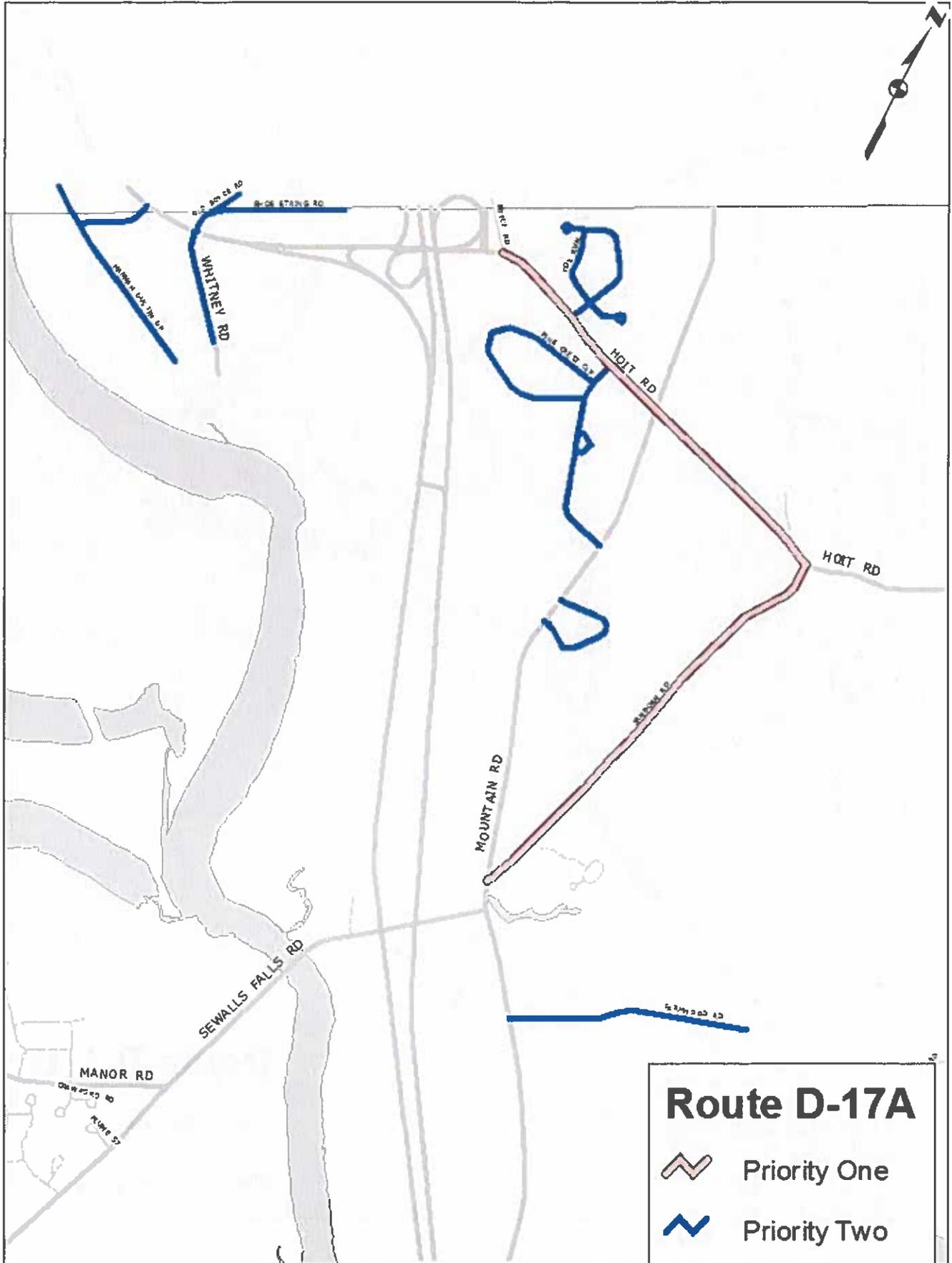


Priority Two



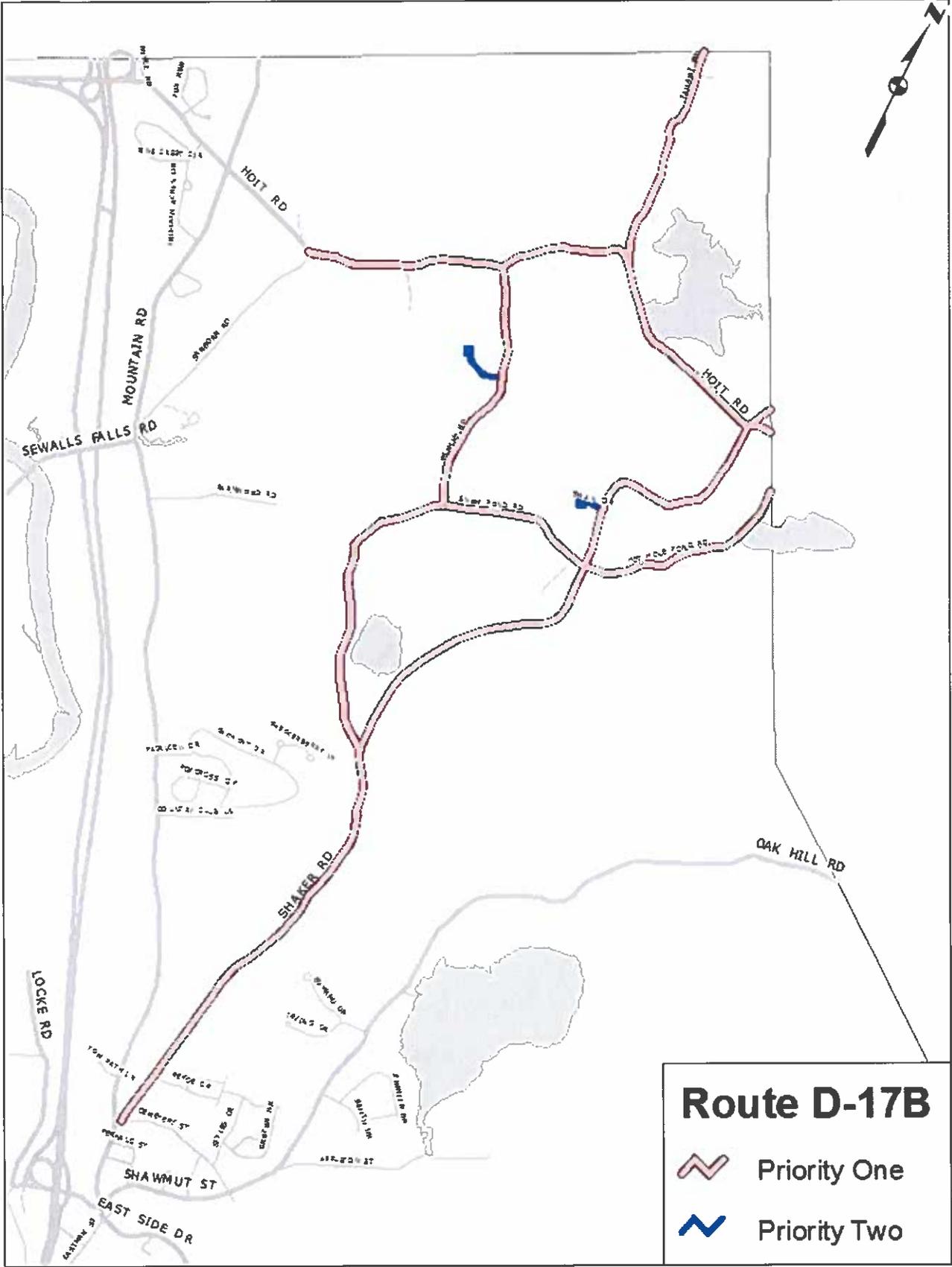
Route D-17

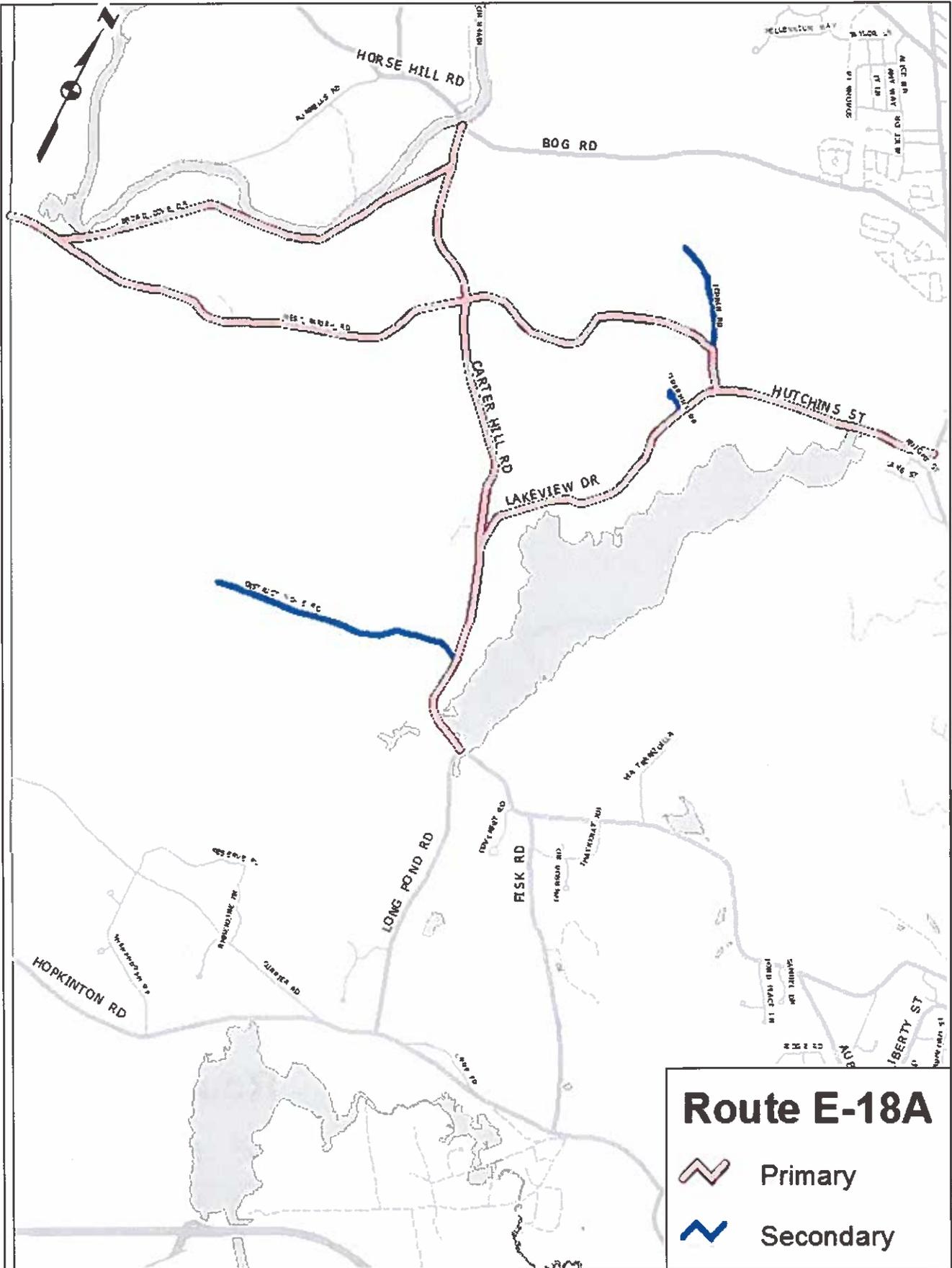
-  Priority One
-  Priority Two

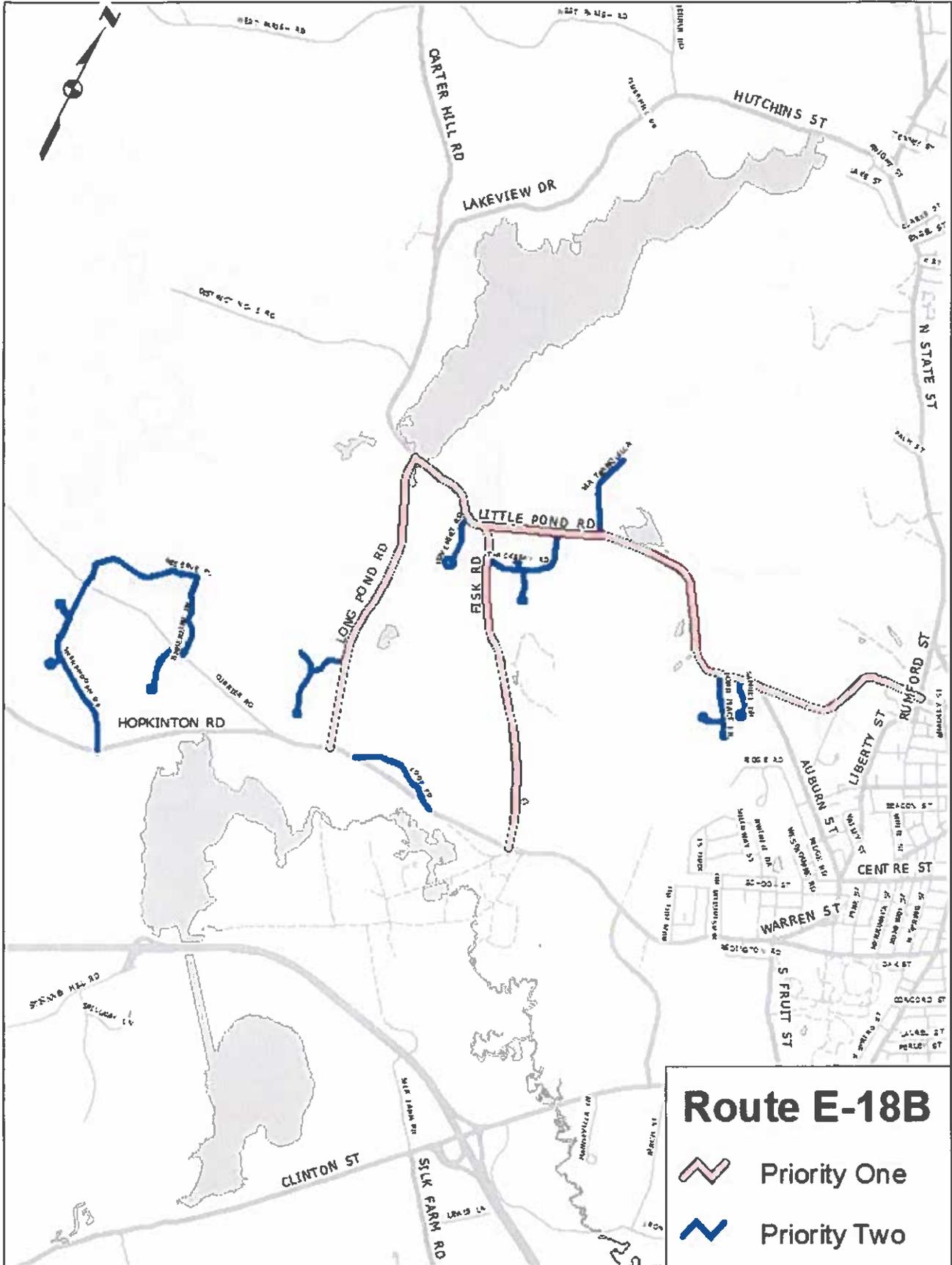


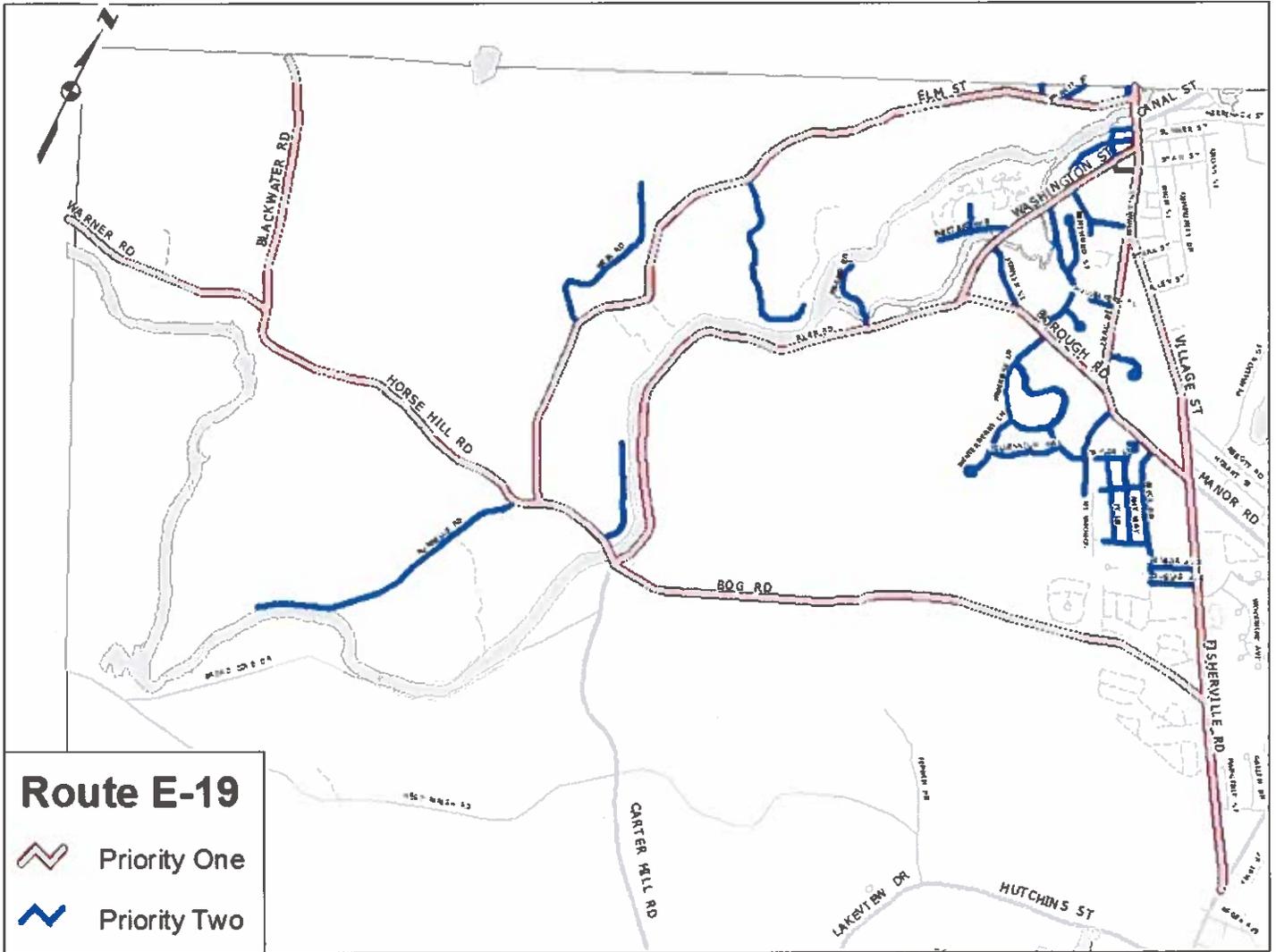
Route D-17A

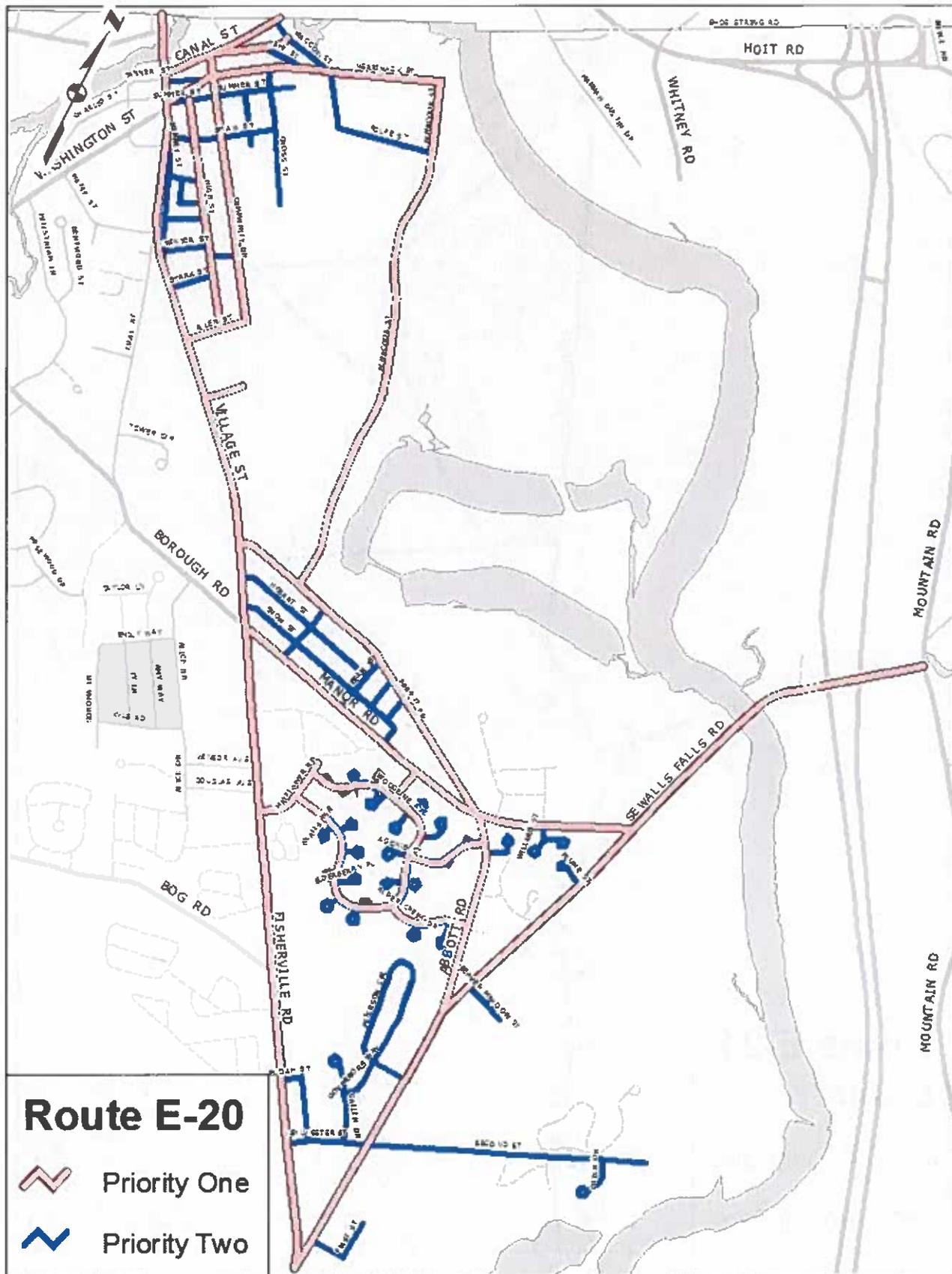
-  Priority One
-  Priority Two

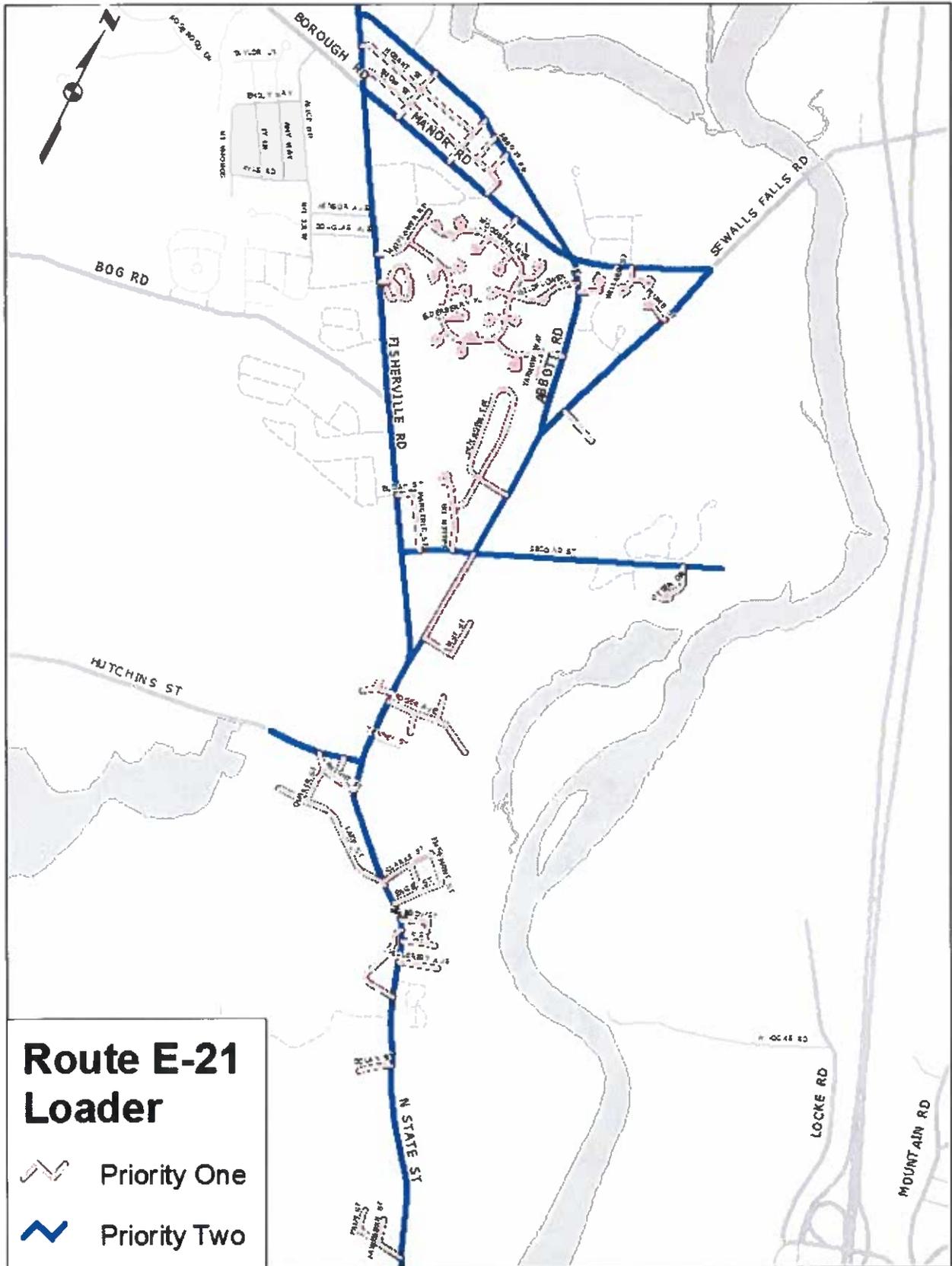












APPENDIX D

Treatment Chart

TREATMENT CHART FOR ANTI-ICING AND DE-ICING DURING WINTER OPERATIONS

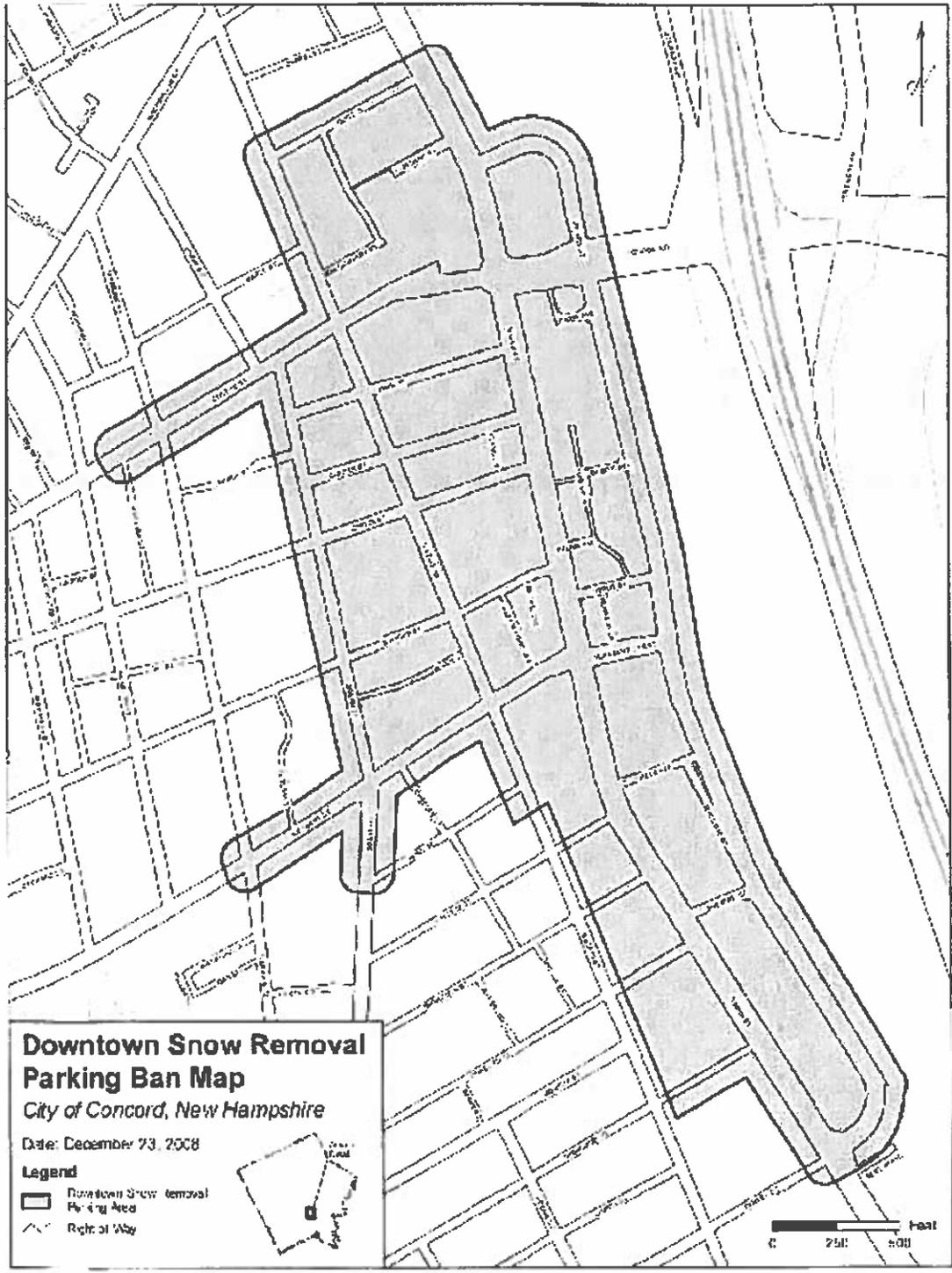
The following is to be used as a guideline for application of road treatments for winter operations. It is intended to be used as a guide and field adjustments and field calls will still have to be made during the event.

Road Conditions

| ROAD TEMPS. | Raining or Freezing rain | Wet roads. No precipitation | Early morning or after sunset roads frozen not wet | Snowing or sleeting with 1" of accumulation |
|--|---|--|--|---|
| 32 degrees or above | Salt mixed with Liquid. Application rate 125lbs/lane mile | Salt mixed with Liquid. Application rate 125lbs/lane mile | Salt mixed with Liquid. Application rate 125lbs/lane mile | Scrape roads and use mixed salt as plowing. 125lbs/lane mile |
| 23-32 degrees | Scrape roads and use Salt mixed with Liquid. Application rate 175lbs/lane mile | Salt mixed with Liquid. Application rate 175lbs/lane mile | Salt mixed with Liquid. Application rate 175lbs/lane mile | Scrape roads and use mixed salt as plowing. 175lbs/lane mile |
| 20-23 degrees but temps expected to rise to 32 degrees | Scrape roads and use Salt mixed with Liquid at 200lbs/lane mile | Salt mixed with Liquid Application rate 200 lbs/lane mile | Salt mixed with Liquid Application rate 200 lbs/lane mile | Scrape roads and use mixed salt as plowing. 200 lbs/lane mile |
| Below 23 degrees and not expected to rise above 25 degrees | Scrape roads and use Salt mixed with Liquid at 250lbs/lane mile | Salt mixed with Liquid at 250lbs/lane mile | Salt mixed with Liquid at 250lbs/lane mile | Scrape roads and use mixed salt as plowing. 250lbs/ lane mile. |
| Below 5 degrees and not expected to rise above 10 degrees | Scrape roads and use Sand/Salt mix 500lbs/lane mile | Sand/Salt mix 500lbs/lane mile | Sand/Salt mix 500lbs/lane mile | Scrape roads and use Sand/Salt mix 500lbs/lane mile |

APPENDIX E

Winter Maintenance Parking Ban



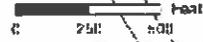
**Downtown Snow Removal
Parking Ban Map**

City of Concord, New Hampshire

Date: December 7th, 2008

Legend

-  Downtown Snow removal Parking Area
-  Right of Way



APPENDIX F

List of Emergency Lanes



CITY OF CONCORD
GENERAL SERVICES DEPARTMENT
INTEROFFICE MEMORANDUM

TO: JIM MAJOR, HIGHWAY AND UTILITIES SUPERINTENDENT
FROM: JOHN L. FORRESTALL, DIRECTOR
SUBJECT: EMERGENCY LANE DESIGNATIONS
DATE: DECEMBER 14, 1999
CC: TOM HARTRICK, DEPUTY DIRECTOR

Last evening the City Council designated all twenty-nine streets on the attached list as "Emergency Lanes". Under RSA 231:59-a the designation of "Emergency Lane" (EL) allows the City to expend funds for the repair of the EL so as to make it "passable by firefighting equipment and rescue or other emergency vehicles."

The Department from hereon, unless an EL gets accepted or laid out as a City street in the future, will provide only the level of repair to ensure the emergency vehicle access. There is no need to patch potholes, do ditching or grading, or otherwise meet any demands of the abutters. I suggest that when questioned about maintenance levels, the use of photography or videography may document current conditions at the time.

The Department will provide snowplowing. But certainly these are Priority 4 streets at best. I would not want the Department to provide a greater level or an earlier service cycle to these streets than it does to accepted public streets in the same sector. Furthermore care should be taken not to damage off-street features such as lawns, shrubs, trees, etc..

It is most important that supervisors remain vigilant to ensure that no more private streets are inadvertently added to this list of emergency lanes. With new road supervisor promotions, several new staff each year and the number of private streets for which we do not provide service, that potential is high. I would like you to provide training for your supervisors and plowing staff on this issue.

One final issue, the Fire Department may attempt to effect plowing services to more of their service problem areas. For example, comments from the Fire Department last week prompted the City Manager to list 8 houses on the Hardy Lane item. We need to continue to plow just the part of Hardy Lane we have been doing (2 houses) and withstand any pressure to expand our service further towards the riverbank.

I will make myself available to answer any questions or to speak with your staff if you would like.

Publicly-Maintained Private Streets

From Previous Studies

| Private Street Name | Street Width | Paved | Length | # Year Around Homes | Dead End |
|------------------------------|---------------|-------|----------|----------------------------|-----------|
| Central and South End | | | | | |
| Greenwood Avenue | 16 feet | Yes | 240 feet | 3 homes | No |
| Palmer Avenue | 12 to 14 | Part | 280 | 1 | Yes |
| Gale Street | 50 | Yes | 395 | 5 | Yes |
| Tullie Street | 50 | Yes | 255 | 1 | Yes |
| Elmwood Street | 50 | Yes | 380 | 2 | Yes |
| East Side | | | | | |
| Spring Hill Drive | 10 to 12 feet | Yes | 450 feet | 1 home | Yes |
| Marion Street | 50 | Yes | 800 | 4 | Yes |
| Eldridge Street | 50 | No | 500 | 4 | Yes (Now) |
| Muberry Street | 50 | No | 350 | 3 | Yes (Now) |
| Russell Street | 50 | No | 690 | 6 | Yes |
| Lawrence Street Extension | 40 | Yes | 490 | 5 | Yes |
| Arey Road | 10 | Yes | 300 | 2 | Yes |
| B Street | 20 | Yes | 350 | 5 | Yes |
| A Street | 18 to 20 | Yes | 600 | 9 | No |
| Ormond Street | 20 | Yes | 400 | 7 bldgs. Single and Multi- | Yes |
| Kearsarge-Eastman School | 15 | Yes | 240 | 1 | Yes |
| Stover Drive | 18 | No | 300 | 1 | Yes |
| Northwest Area | | | | | |
| St. Catherine Street | 50 feet | No | 250 feet | 1 home | Yes |
| Blueberry Lane | 15 to 20 | No | 1500 | 5 | Yes |
| Riverhill Avenue | 20 | Yes | 4000 | 25 | Yes |
| Hardy Lane | 12 | No | 800 | 8 | Yes |
| Roger Avenue | 50 | Yes | 500 | 5 | Yes |
| Abbotville Road | 12 | Yes | 2180 | 4 | No |
| North End | | | | | |
| Sawyer Street | 50 feet | Yes | 300 | 3 homes | |
| Call Street | 50 | Yes | 800 | 0 | Yes |
| Brook Street | 10 to 15 | No | 140 | 2 | Yes |
| Perkins Court | 20 | Yes | 290 | 7 | Yes |
| Beacon Way | 15 | No | 220 | 2 | No |
| Cedar Court | 18 | No | 240 | 1 | Yes |

Amendments: The following streets have been removed from the above list and no longer designated as an Emergency Lane.

Abbotville Road – Discontinued May 16th, 2022

Arey Road

Brook Street

Kearsarge Eastman School

St Catherine's Street

Stover Drive

TITLE XX TRANSPORTATION

CHAPTER 231 CITIES, TOWNS AND VILLAGE DISTRICT HIGHWAYS

Repair of Highways by Towns

Section 231:59-a

231:59-a Emergency Lanes. –

I. Notwithstanding RSA 231:59 or any other provision of law, a town may raise and appropriate, and the selectmen may expend, money for the repair of any class VI highway or private way which has been declared an emergency lane under paragraph II. Such repair may include removal of brush, repair of washouts or culverts, or any other work deemed necessary to render such way passable by firefighting equipment and rescue or other emergency vehicles. A capital reserve fund under RSA 35 or a trust fund under RSA 31:19-a may be established for this purpose.

II. No expenditures shall be made under paragraph I unless the selectmen, following a public hearing, declare the relevant class VI highway, private way, or portion thereof, as an emergency lane, and make written findings, recorded in the minutes of the meeting, that the public need for keeping such lane passable by emergency vehicles is supported by an identified public welfare or safety interest which surpasses or differs from any private benefits to landowners abutting such lane.

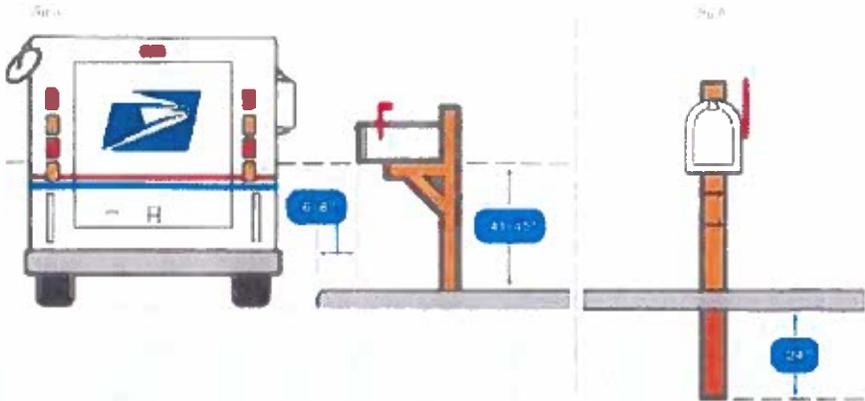
III. In the case of a private way, notice shall be mailed to all persons known to have a legal interest in the way, 10 days prior to the hearing, and the emergency lane shall not be declared if permission is denied by any person with a legal right to deny such permission. Neither the appearance nor non-appearance of such persons at the hearing shall prevent such permission from later being denied or withdrawn.

IV. A declaration under this section may be rescinded or disregarded at any time without notice. This section shall not be construed to create any duty or liability on the part of any municipality toward any person or property. Utilization of this section shall be at the sole and unfettered discretion of a town and its officials, and no landowner or any other person shall be entitled to damages by virtue of the creation of emergency lanes, or the failure to create them, or the maintenance of them, or the failure to maintain them, and no person shall be deemed to have any right to rely on such maintenance. This section shall not be deemed to alter the classification or legal status of any highway or private way, or to limit or restrict the authority of towns to regulate the use of class VI highways pursuant to such statutes as RSA 41:11, RSA 236:9--13, and RSA 674:41, or to authorize any person to pass over any private way when permission has been denied. This section shall not be deemed to alter the duties or powers of any party under RSA 227-L concerning forest fires.

Source. 1994, 80:1. 1995, 299:12, eff. Jan. 1, 1996.

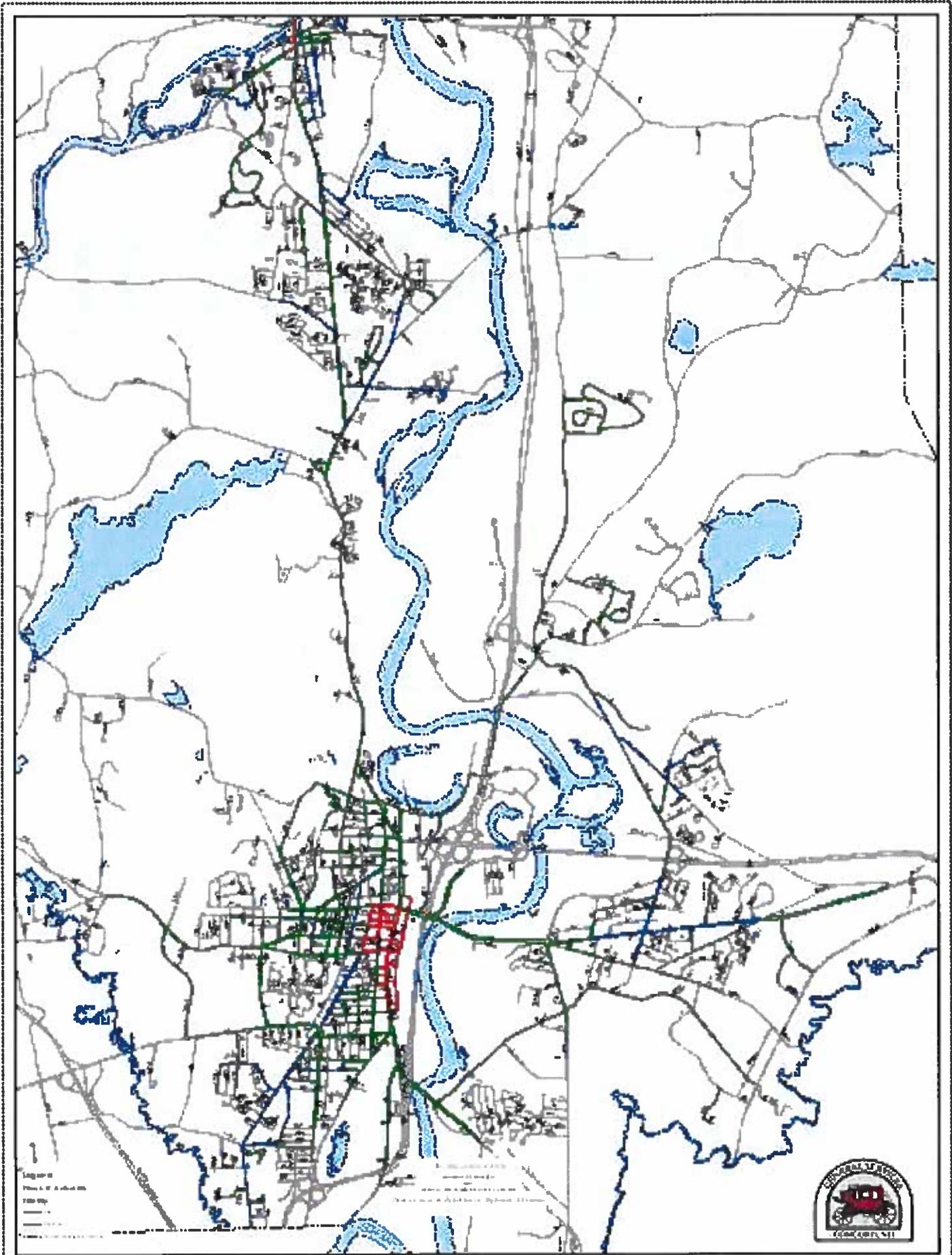
APPENDIX G

MAILBOX INSTALLATION



APPENDIX H

Sidewalk Plow Maps





STAY OFF WESTERLY SIDE of GROVE ST from THORNDIKE ST NORTHERLY TO AVOID FENCE

GO AROUND #68 South Spring St. & #7577 South St

START HERE

END OF SIDEWALK

Go around #6 Allison

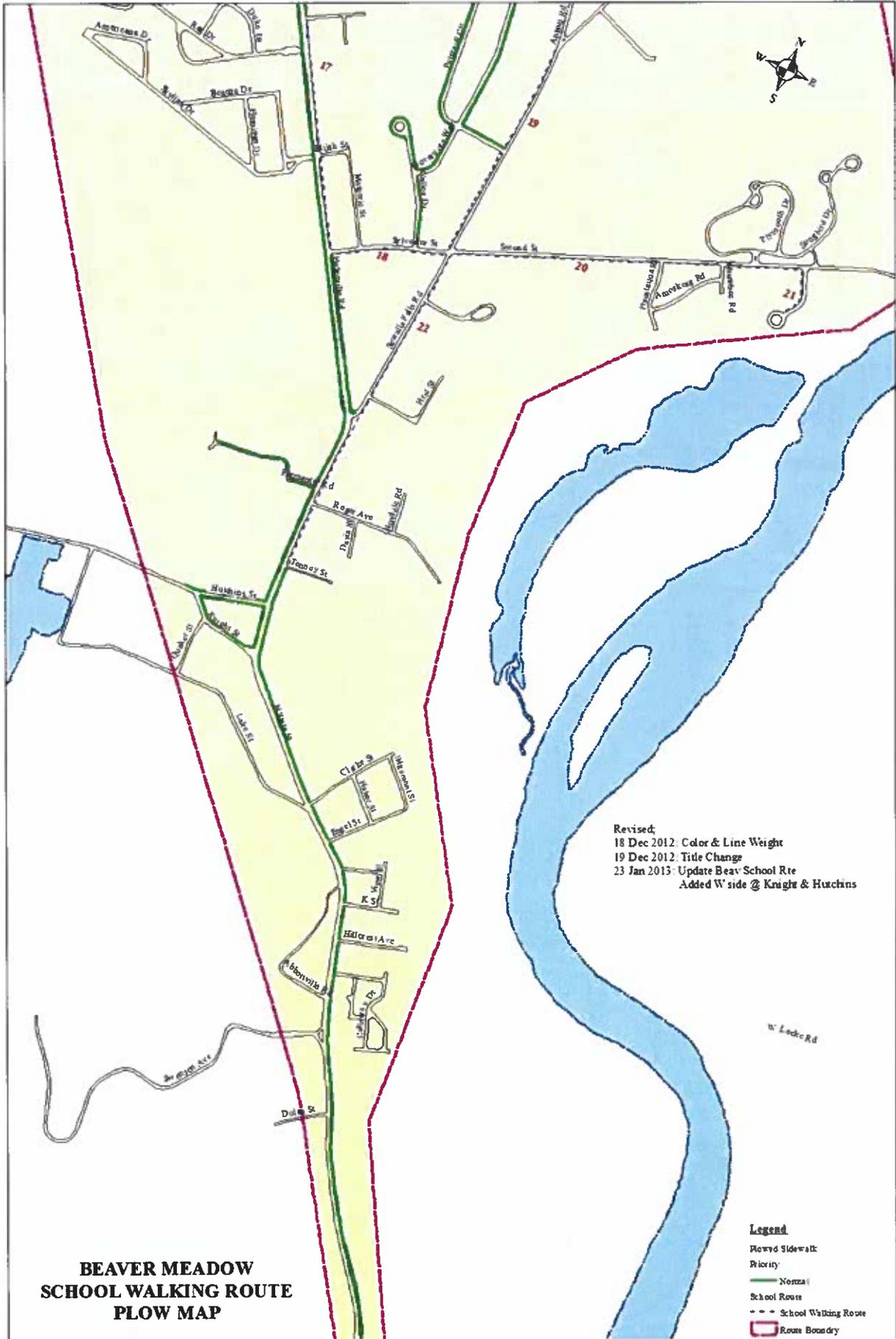
INSERT: Plow Pleasant St. West to Dunbarton Rd. Then plow Pleasant St. East from Langley Plow to South Fruit St.

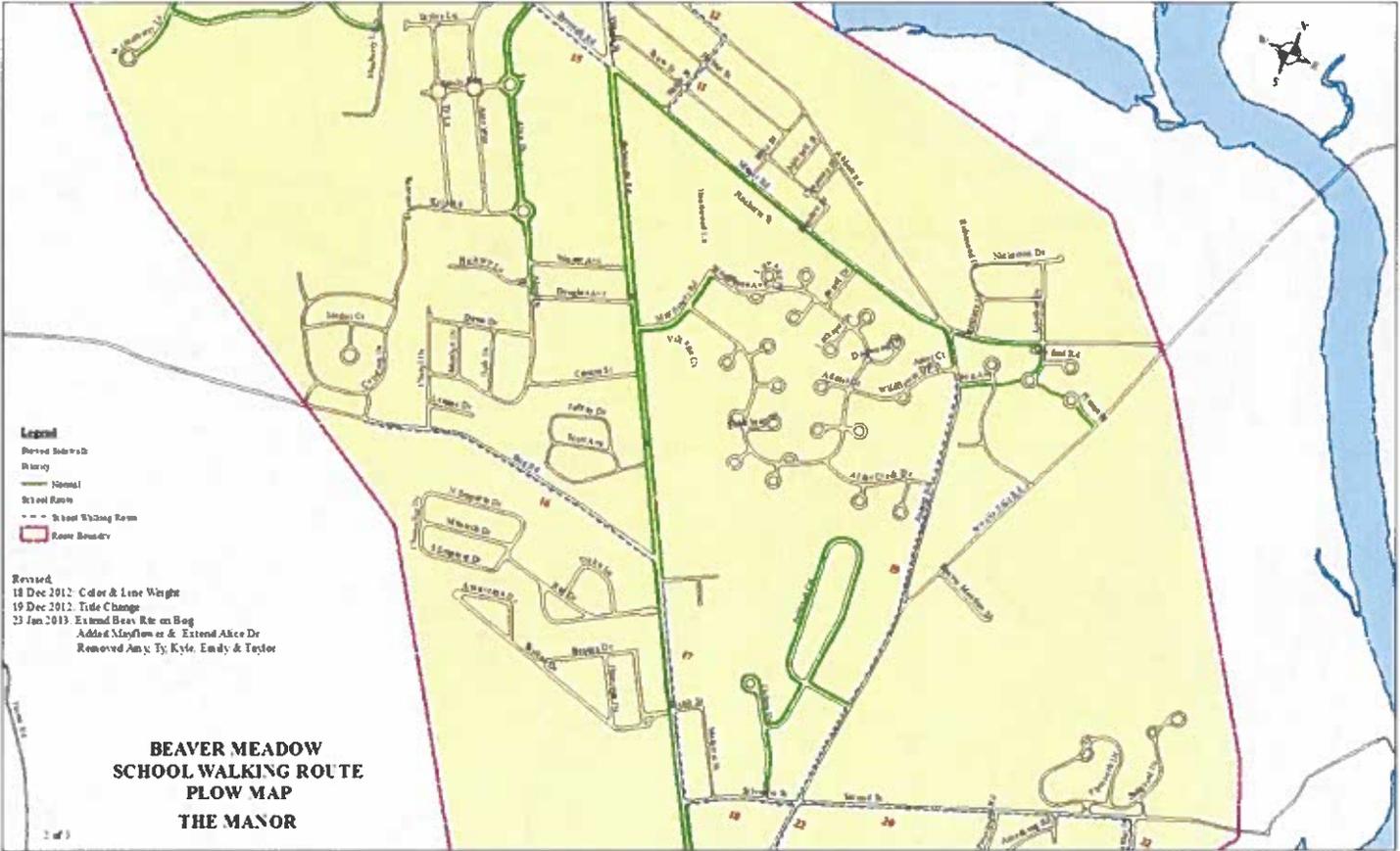
Legend

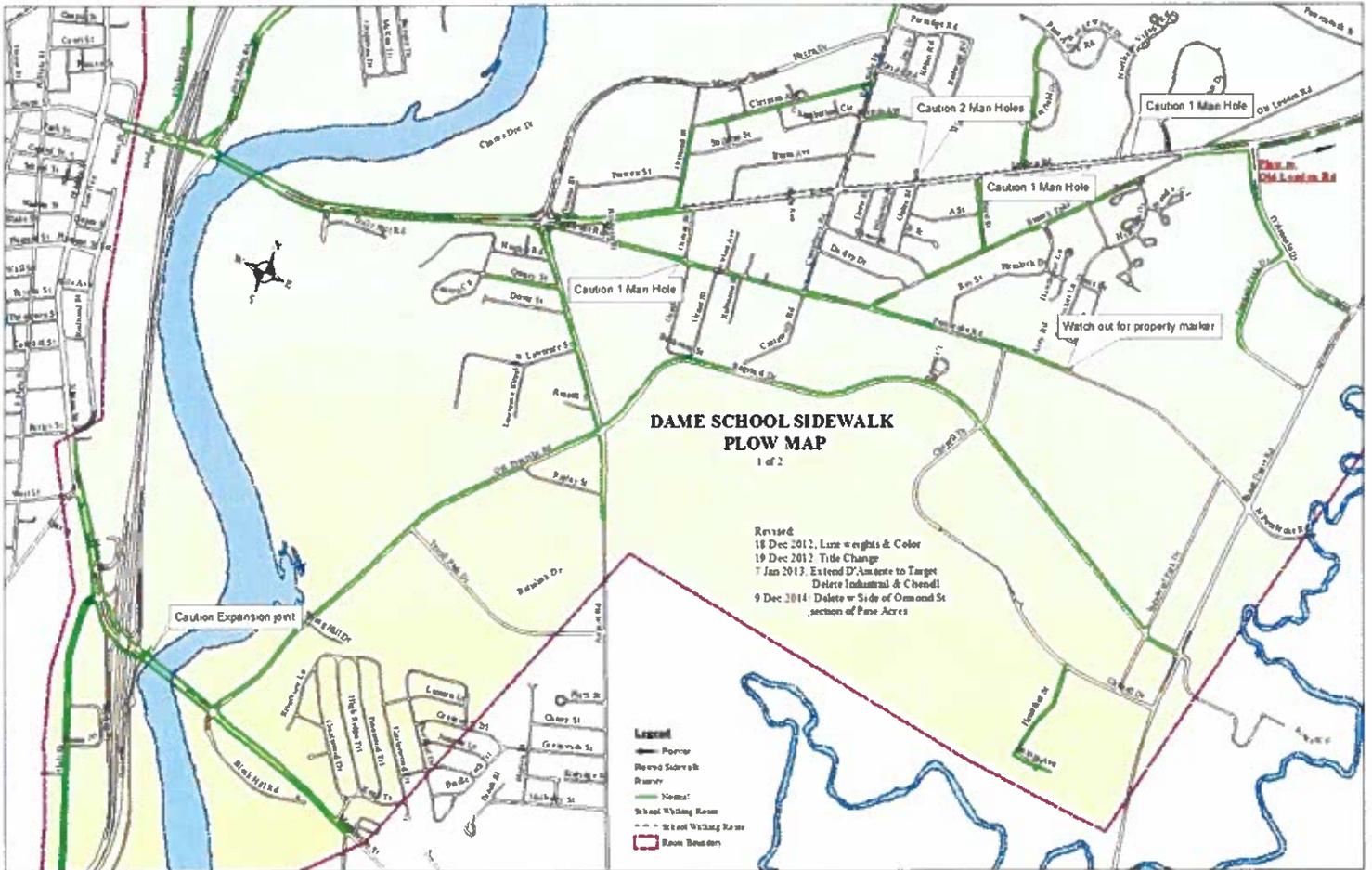
- Plowed Sidewalk
- Priority
- Normal
- School Walking Routes
- School Walking Routes
- Route Boundary

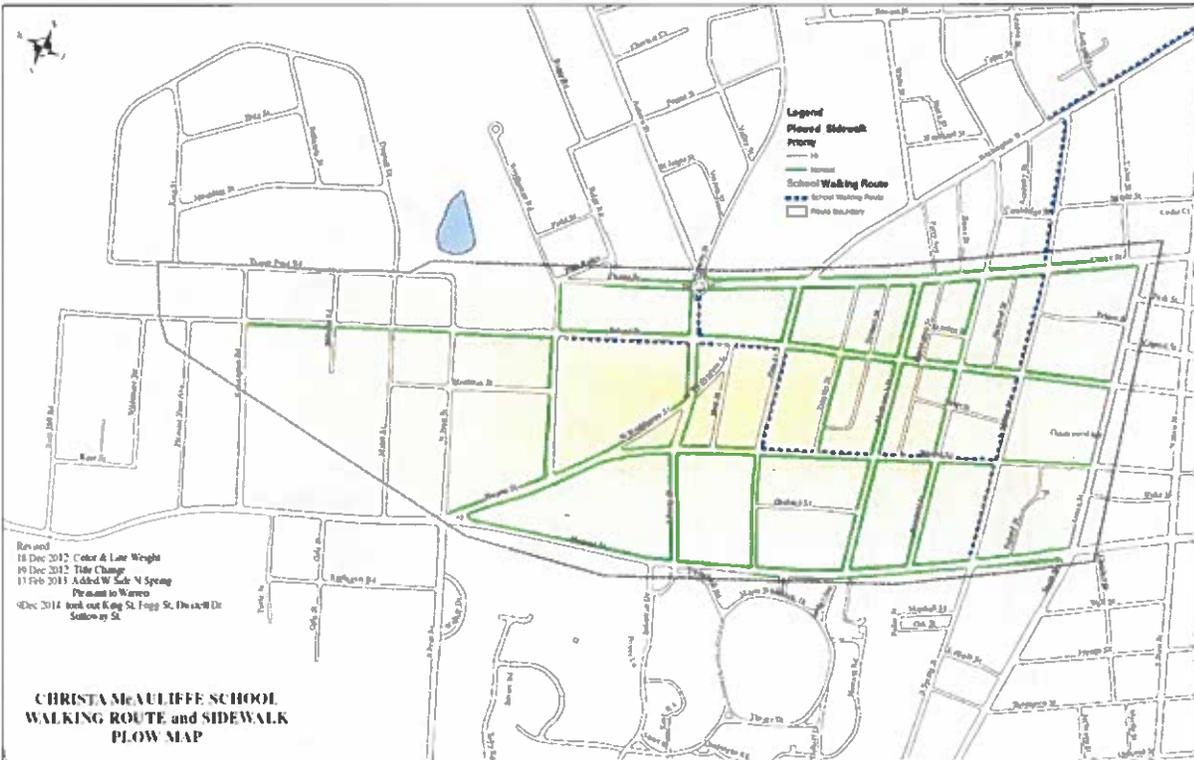
Revisions:
 18 Dec 2012; Line colors & Weight
 19 Dec 2012; Title Change
 3 Jan 2013. Added, West side of Broadway (Broad Ave to Wiggin) South side of Downing (South St to Pierce) S Main (Pierce to West chg to Downtown Rd)
 Change Line Type of Water Bodies layer
 4 Jan 2013. Added; Rockingham & Heather Ln to plow call out; Thompson St, Chg to S Side
 28 Feb 2013. Added; School rts on South St (Angela Way to T.E. Sids & Pillsbury to Carter East Side)
 Added Sequence Numbering
 14 Jan 2014. Added Perley St on North side-between

ABBOT DOWNING & RUNDLETT











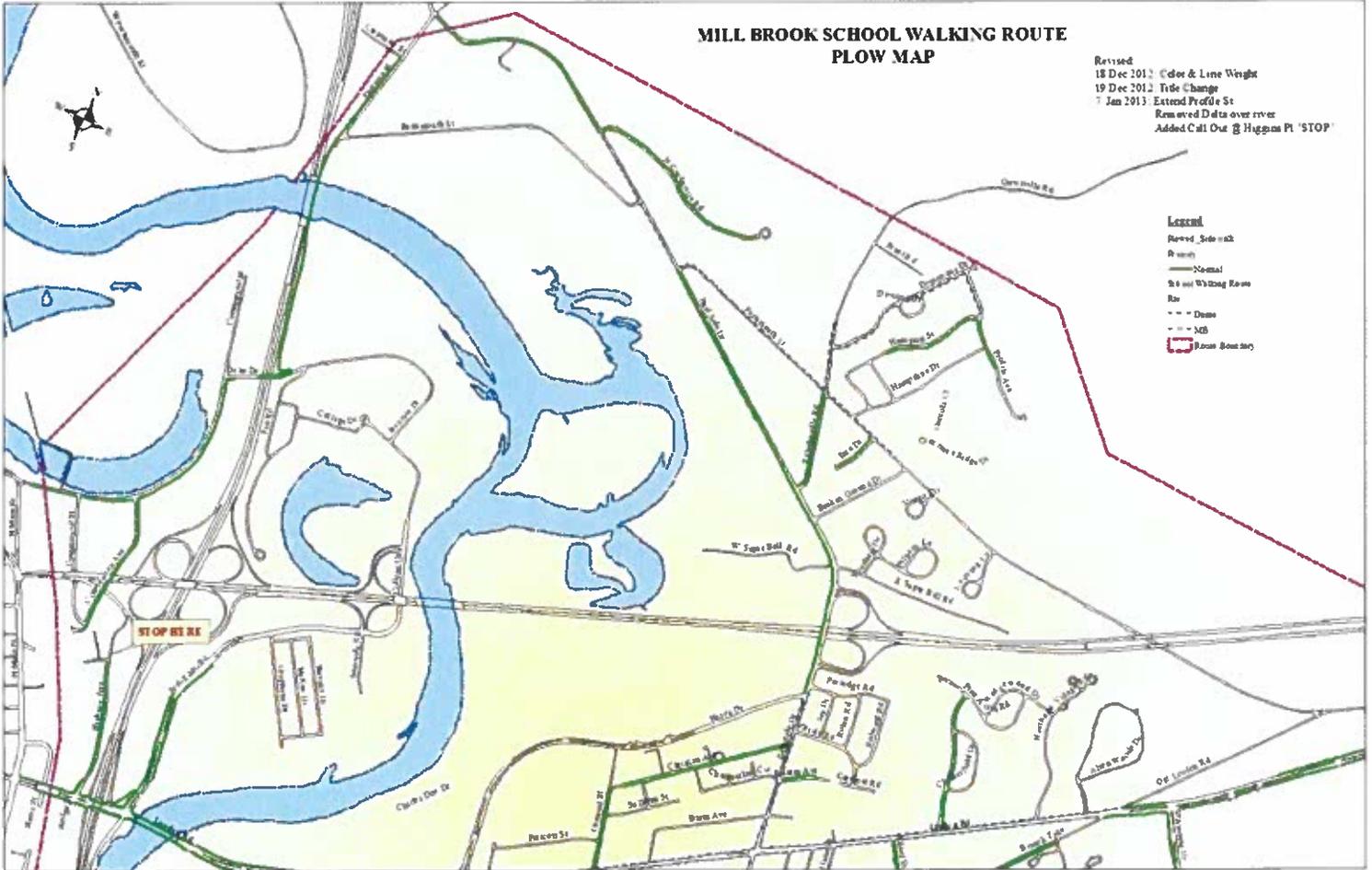
Revised:
 18 Dec 2012: Color & Line Weight
 19 Dec 2012: Color Change (Route Bounds)

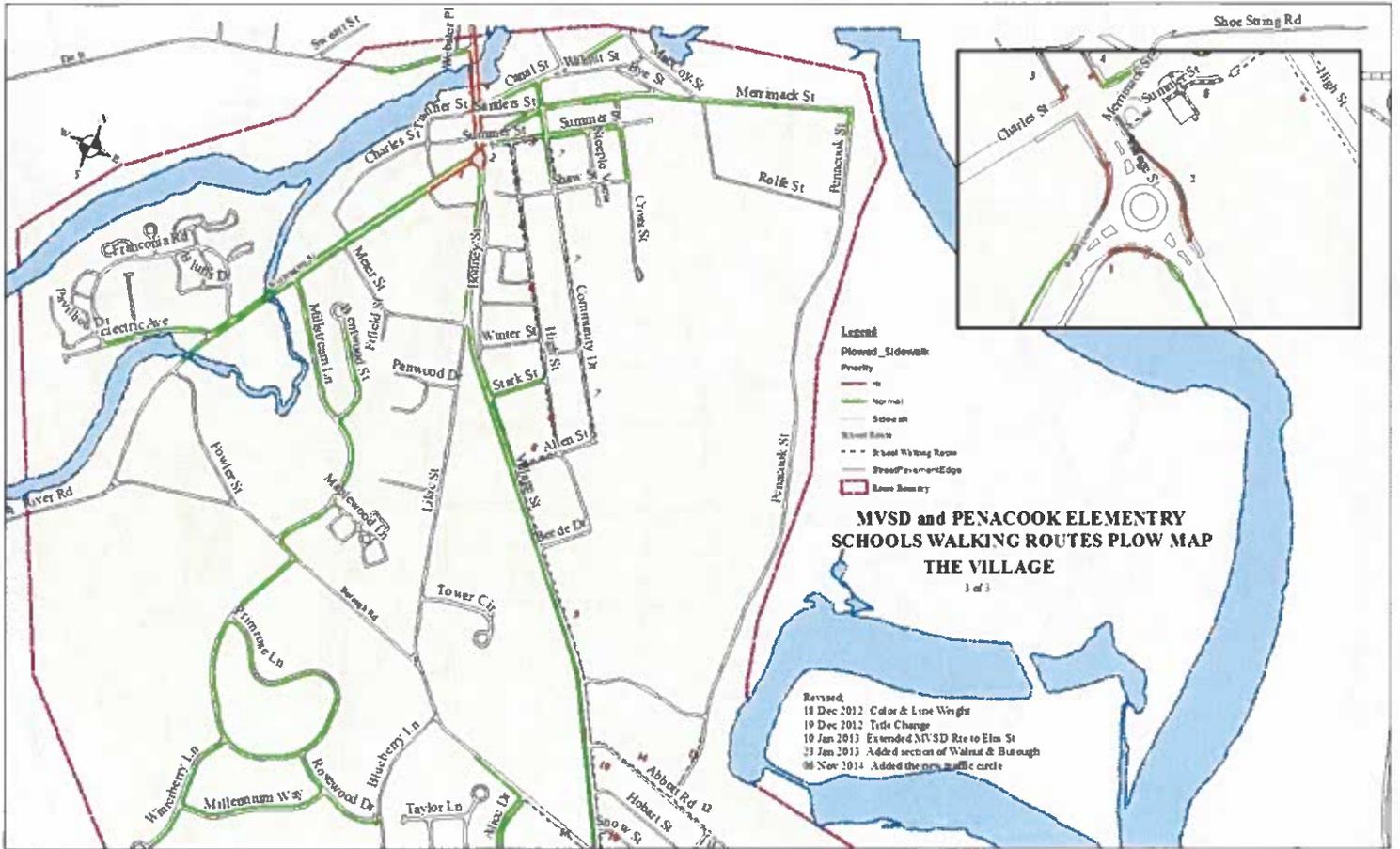
MILL BROOK SCHOOL WALKING ROUTE FLOW MAP

Revised
 18 Dec 2012 Color & Line Weight
 19 Dec 2012 Title Change
 7 Jan 2013 Extend Profile St
 Removed Data over river
 Added Call Out @ Higgins Pt 'STOP'

Legend

- Revised_Side walk
- Profile
- Normal
- Site with Walking Route
- Road
- Dams
- MB
- Blue Boundary





NORTH END SIDEWALK PLOW MAP

Revised:
18 Dec 2012: Color & Line Weight
19 Dec 2012: Title Change

- Legend**
- Plowed Sidewalk Priority**
 - HS
 - Normal
 - School Route**
 - School Walking Route
 - ▭ Route Boundary

