

Town of Londonderry

Department of Public Works 2023-2024 Winter Emergency Operations Plan



**Dave Wholley
Director of Public Works &
Municipal Facilities**

**Paul Schacht
Highway Foreman**

**Karl Anderson
Highway Assistant Foreman**

**Ricky Robichaud
Buildings & Grounds Foreman**

**Jim Guzowski
Chief Mechanic**

**Donna Limoli
Administrative Assistant**

**Denise Manella
Department Assistant**

2023 – 2024 SNOW PLAN STATISTICS

TOWN EQUIPMENT

2	Loaders	
12	6-Wheeler	w/ plow, wing & salter
1	6-Wheeler	w/ plow & salter
4	1-Ton	Dump body w/ plow & salter
1	1-Ton	Utility body w/ plow
1	1-Ton	Pick Ups w/ plow
21	Pieces of snow fighting equipment <i>(181 years in service/ 8.6 years old)</i>	
14	Available personnel full time <i>(135 years of service experience on duty)</i>	
3	Temporary Drivers	

CONTRACTED EQUIPMENT

1	6-Wheeler	w/ plow & salter
1	1-Ton	Dump body w/ plow & salter
2	Pieces of snow fighting equipment	
2	<i>Available personnel</i>	

ROADS MAINTAINED

371.16	Lane miles of paved roads
1.2	Lane miles of unpaved roads
372.36	Lane Miles of roads

SIDEWALKS MAINTAINED (0)

0	Miles of sidewalks
---	---------------------------

SUMMARY

24	Pieces of snow fighting equipment
19	Personnel (14 Town, 3 Temps., 2 Contractors)
6	Buildings & parking areas
13	Plow routes (Covering 372.36 Lane Miles)
187	Cul-de-sacs
44	Dead ends

TABLE OF CONTENTS

STATISTICAL OVERVIEW.....	2
INTRODUCTION.	4
I. RESOURCES AVAILABLE.....	4-5
A. Weather Information.....	4
B. Personnel.....	4
C. Materials	5
D. Equipment.....	5
II. OPERATIONS.....	6-15
A. General.....	6
B. Communications	7
1. Prior to the Storm	
2. Onset of Storm	
3. During Storm Operations	
4. Wrap up After the Storm	
5. Social Media	
C. Applications.....	8
1. Application of Materials	
2. Spreading Practices	
3. Plowing Operations	
D. Storm Log	10
E. Response Teams.....	11
F. Blowing and Drifting Snow.....	11
G. Post Storm Operations	11-12
H. Towing.....	12
I. Sidewalks.....	12
J. Schools and Town Facilities	12
K. Parking.....	13
L. Fire Hydrants	13
M. Damage to Private Property.....	13
N. Mailboxes.....	14-15
III. CLOSING.....	15
IV. PUBLIC INFORMATION.....	16
OPERATIONS LIST.....	17-18
DESCRIPTIVE MAPS.....	19-25
GIS MAPS.....	26-41

INTRODUCTION

As individuals living in New Hampshire know quite well, each storm situation varies and presents a unique set of circumstances. Each storm, therefore, presents different and unique challenges to the individuals employed by the Town who are charged with the responsibility of meeting the Town's winter maintenance obligations. In meeting these obligations, the individual judgment by those performing the required tasks is an essential component both in conducting and timing all necessary remedial work to overcome ice and snow hazards. This document constitutes a winter maintenance policy for the Town which is intended to provide general guidelines that are strictly advisory in nature. The provisions herein should not be understood or interpreted as restricting the essential freedom of judgment which must be exercised by the Highway Foreman, the Public Works Director, the Town Manager, or other individuals empowered to implement this policy or perform the winter maintenance obligations herein addressed.

I. RESOURCES AVAILABLE

The Town of Londonderry has the following resources available to it in its winter operations:

A. Weather Information

Local Radio: WZID 95.7 FM
Local T.V.: WMUR Ch. 9
Cable T.V.: Weather Channel
Weather Services: Precision Weather Forecasting

B. Personnel

Personnel available to the Town varies depending upon many economic, political, social, and health related factors. At present, the Londonderry Department of Public Works is comprised of five truck driver/laborers, two equipment operator/mechanics, three equipment operators, two assistant foreman, one foreman and one Director available for storm responses. In addition, depending upon need three independent contractors with equipment and two temporary drivers utilizing town equipment are called upon to assist the full time Town personnel with winter maintenance operations.

C. Materials

Sand is purchased by the Town on an annual basis and stockpiled at the Town Garage. The amount of sand used for winter varies from year to year. The amount the Town budgets for sand each year varies depending upon economic, political, and other factors. At present the Town averages using 3400 tons of sand per year. Currently for the 2023-2024 season we have a low bid of \$18.50/ton delivered to our facility.

Total cost = \$62,900.00 FY2024 budgeted \$25,000.00

Salt is purchased from two low bid suppliers. The Town strives, as is possible, to keep the salt shed as close to full as possible. The salt stock is replenished after each storm when possible. The amount the Town budgets for salt each year varies depending upon economic, political, and other factors. The amount of salt used per year varies from year to year. The Town averages using 3,900 tons of salt per year. Currently for the 2023-2024 season we have two low bids of \$74.90/ton and \$76.90/ton.

Total cost = \$296,010.00 FY2024 budgeted \$290,000.00

Liquid de-icing materials such as brine, liquid calcium and other chemicals may be used dependent upon the situation. Londonderry DPW has 9 prewetting systems on board its fleet. These systems allow us to use an additive to be sprayed on the salt as it is dispersed from the truck. While we don't have any storage capabilities at our facility, we do have a purchase agreement with the State of NHDOT for 50 cents per gallon should we decide the event calls for brine. Most de-icing liquids help lower the freeze point from 20 degrees to as low as 20 below zero depending on which is used. It also prevents scatter of salt when the surfaces are very dry or frozen hard.

These materials are the bulk of cost in the winter emergency operations budget and are extremely necessary to providing the safest possible roads during weather events. A careful thought out, responsible and timely decision can save thousands of dollars in material cost notwithstanding costs in labor, fuel, equipment wear, contractors or temporary labor. For example, every time a decision is made to salt, we are using **\$8,300.00 in materials alone**

D. Equipment

The department currently owns the following snow fighting equipment:

- (2) Loaders
- (12) 6-Wheelers with plows/wings & salters
 - (1) 6-wheeler with plow & salter
- (4) 1-Tons dump body w/plow & salter
 - (1) 1-Ton Utility body w/plow
 - (1) 1-Ton pick-up w/plow

In addition to the towns investment we contract out 2 pieces of snow fighting equipment through local independent entities. The Town of Londonderry, NH has invested approximately **\$3,150,000.00 in snow removal equipment.**

II. OPERATIONS

A. General

Winter weather in northern New England is difficult to predict. There are many variables affecting winter maintenance operations such as type of precipitation, air temperature and pavement temperature, traffic, wind, time of day, and day of week.

The Londonderry Public Works Department has the responsibility for maintaining approximately 186 miles of Town roadways covering over 372 lane miles. The Public Works Department's snow removal and ice control policy is based on many years of experience with due consideration for the many competing social, economic, and political considerations that are a necessary component of the Public Works Department's ability to perform snow removal and ice control. This policy expressly recognizes that it is impossible to provide bare pavement throughout the Town on all Town roads during a winter storm. However, we understand the importance of being first responders in winter storm emergencies and strive to provide the best possible coverage throughout the duration of any size storm.

Traffic volume and speed are two of several major factors affecting the level of winter maintenance service. Arterial traveled roadways are given first priority. The Town attempts to maintain other Town roadways during a storm. Sometimes, however, conditions or other factors dictate that snow removal on other Town roads is not necessarily shoulder-to-shoulder.

It is difficult to develop specific rules on winter maintenance operations. Due to numerous variables involved in winter storms, the judgment of the Highway Foreman, the Public Works Director, or other individuals specifically so empowered governs the quantities and types of material used to control snow and ice. In general, the purpose of using salt is to reduce adherence of snow to the pavement, keep snow in a "mealy" condition and thereby permit nearly full removal by plowing, and, prevent the formation of ice or snow ice (hard pack). Salt is not intended to eliminate the need for snowplowing.

The Public Works Director under the general direction of the Town Manager has direct responsibility for the daily operation of the Department. The Highway Foreman supervises the day-to-day operations of the Highway Division. It is understood that the primary function of a sound and responsible snow and ice removal policy is to maintain passable roadways for emergency vehicles such as police, fire and medical responses to respond throughout the community in as timely a fashion as possible.

B. Communications:

The following provides a guideline for the normal manner in which communication is to take place within the Town regarding its winter maintenance obligations. This section, however, is not intended nor should it be construed to be the exclusive manner in which communication must take place. This policy recognizes that each given circumstance warrants discretionary decisions by the individuals empowered with the responsibility for the Town's winter maintenance policy and therefore authorizes these individuals to exercise discretion in determining, based upon the circumstances, the best method for communicating to ensure that winter maintenance obligations are met.

1. Prior to Storm

The Director and Highway Foreman communicate prior to the storm to determine the level of readiness and probable initiation of snow and ice control operations. The Director and Highway Foreman utilize the various weather forecasting sources available coupled with their many years of experience.

2. Onset of Storm:

Police Department notifies the Highway Foreman to that roadway conditions are requiring initiation of snow and/or ice control operation in the event personnel are not already in by a predetermined time. Highway Foreman then call in the response team as required according to procedures. If the storm begins during the regular work hours, the Highway Foreman may not wait for the Police Department to request the initiation of snow and ice control operation.

3. During Storm Operations

Radio communication is maintained with all response vehicles. Requests and special instructions for service are taken via telephone or radio at the Highway garage or D.P.W. Requests are relayed to the Highway Foreman who dispatches personnel and equipment when they become available or immediately if it is deemed to be an emergency. The Highway Foreman or designee will determine the extent of the emergency.

Telephone and radio communications with the Highway Foreman, the Director, School Administrators, Bus Managers, Police Department, and Fire Department continue on an as needed basis during the storm.

Any problems with communications or communications equipment may be noted in the log.

4. Wrap Up After the Storm

At the end of the snow/ice operations the Highway Foreman notifies the Police Department that operations are ended and asked to monitor any potential weather-related problems, i.e., drifting snow, icing conditions, etc.

Following the storm, generally on Monday of next week the storm log is delivered by the Highway Foreman to the D.P.W. secretary for the director's review and filing.

5. Social Media

Prior to and during any winter emergency operations. The Department may utilize various social media outlets to announce impending weather scenarios and provide operational guidance to the community at large to assist with the motoring publics decisions as to when to or not to travel during an operation. We feel that an open line of communication to the public creates a better and safer conditions with everyone being as informed as possible under winter weather conditions. Currently you can find us on Facebook @Londonderry DPW.

C. Applications

1. Application of Materials

The use of salt, sand or salt-sand mixtures is a discretionary decision that is dependent upon many factors including not only the conditions of the roadway and the weather conditions, but also anticipated changes in these conditions and fiscal constraints experienced by the Public Works Department, however; all decisions made in application process shall not hamper public safety. The decision also depends upon the effects of peak traffic periods, approaching nightfall, daybreak, predicted temperature changes, and the anticipated time for the end of the storm. All of these factors, and more, are considered and evaluated prior to selecting the proper materials or rate of application.

Adverse roadway conditions existing during periods of low temperatures, which are predicted to rise would generally be treated in accordance with the recommendations for the higher temperature. If the time of day and weather forecast is such that a drop-in temperature may reasonably be expected, treatment would generally be for the lower temperature. Generally, neither salt nor sand should be used at low temperatures if the pavement is dry and snow is blowing off the pavement. However, changing circumstances may warrant such an application.

Salt is the chemical of choice for most storm situations. Salt is used to prevent snow and ice build-up on the pavement and to aid removal of any build-up that occurs. Salt is most effective for melting purposes at temperatures above 20 degrees Fahrenheit becoming slower acting at temperatures below 20 degrees Fahrenheit.

Approximately 300 lbs. per lane mile of salt is applied during initial salt application. However, under certain circumstances the actual amount applied during a particular application is left to the discretion of the individual performing the application.

Salt is generally applied to the middle 1/3 of pavement width and on high side of super-elevated curves. Spread width may be increased or decreased at the discretion of the individual applying the substance and depending upon the action of traffic. Salt is applied early in the storm so that brine develops on the pavement and prevents build-up of packed snow. If snow continues and accumulates on the pavement plowing should follow. At the end of the storm when all roadways have been plowed, an additional treatment of salt and/or sand may be applied if deemed necessary.

There are many additional circumstances which, in the discretion of the individuals applying the materials, may necessitate modification to these treatments. Some circumstances are:

- Rising or falling temperatures
- When pavement is cold and dry and dry snow is falling, salt may not be applied. Plowing and treatment of icy spots, if they develop is recommended.
- In low temperatures or on very lightly traveled roadways the effectiveness of salt is reduced and sand or salt/sand mixture may be needed for traction.

2. Spreading Practices

Timing of the initial application during each storm is very important. Generally, spreading should be delayed until there is sufficient accumulation on the pavement to hold and contain the material. However, each circumstance is unique and the decision regarding the timing of the application is left to the discretion of the individuals charged with the responsibility for implementing the winter maintenance policy.

Portions of the town are peculiar due to various physical conditions and will require a greater application rate or an additional application during some storms. However, these areas should be judged and treated separately and not used as a barometer to evaluate and subsequently direct complete applications over the entire town. In order to conduct efficient operation, when possible periodic observation of the pavement surface conditions may be performed.

When possible and at the discretion of the individual responsible for performing the task, the width of material spread (throw plus roll) may be restricted to increase the concentration of the salt where it is needed and therefore increase the effectiveness of the application. Spreading operations should be conducted at lower speeds. Air turbulence created at high speeds makes it difficult to retain all the material discharged within the desired width. Spinner and belt speeds and spread pattern may be adjusted to obtain the correct spread rate and to retain the material within the required width.

3. Plowing Operations:

Each storm presents unique circumstances dictating different decisions regarding the initiation of plowing operations. Generally, however, plowing begins after two inches of snow has fallen and continues until the storm has ended. In some cases, at the discretion of the individuals empowered with the responsibility for implementing this policy, plowing may be suspended in order to allow drivers to rest and/or sleep. It is understood

that this department carries a large responsibility of providing as safe a driving conditions as possible; but must balance that with a well-rested and prepared staff for the department to be successful given its resources. Widening and intersection and sight distance clearing is performed at the discretion of the individuals implementing this policy with due consideration for the many factors that must be considered. If possible, it generally occurs following the storm during daylight hours when best visibility exists.

For light accumulation snowfalls, snow squalls, and so-called “Alberta Clippers” of short duration, plowing may begin immediately and may include simultaneous salting and/or sanding to provide desired results quickly and efficiently.

Truck mounted front plows and in some cases wing plows are utilized for, among other things, to clear roadways of snow and frozen precipitant. Storm intensity generally measured in inches per hour varies considerably in New Hampshire but average major snowstorms are approximately one inch per hour. This one-inch per hour intensity rate and the allowable snow accumulation is one consideration used in planning the availability of equipment necessary for snowplow operations. The planned allowable snow accumulation of most roads in town is 4 inches with a maximum allowable accumulation in non-emergency situations of 8 inches and a planned plowing frequency of 3 ½ to 4 hours. These above-mentioned figures are only an approximation and are based on an average of 1” per hour under optimum conditions (i.e., no traffic tie-ups due to accidents or stuck vehicles and no equipment breakdowns). The maximum allowable depth of snow that a motorist may encounter on highway pavements does not include blizzard conditions, heavy wind, drifting conditions, or other emergency conditions.

Frozen precipitation, including sleet and the buildup of ice caused by freezing rain or special situations are not subject to the procedures indicated above. When a changeover from snow or sleet to freezing rain is predicted or anticipated, the individuals implementing this policy exercise discretion in deciding whether to leave the snow and ice on the pavement as it may capture the freezing rain and thereby prevent a glare ice situation.

D. Storm Log

Maintaining records is a desirable objective. When possible, beginning with the arrival of the Highway Foreman or responding supervisor at the town garage, a storm log may be initiated and kept throughout the storm event in which, if possible, notes may be maintained regarding communications, conditions and major events.

At a minimum, when possible, the following information may be noted on the log:

1. Approximate time each piece of equipment and personnel begin and end operation.
2. Weather conditions, total snow accumulations and maximum and minimum temperature.
3. Any reported major problems from drivers or operators including equipment failure.
4. Approximate time equipment is down and time that equipment is back in service.
5. Report on accidents and special situations, especially Police calls.
6. Approximate amount of salt and sand used.

7. Communication with town or school officials regarding road conditions or other storm related matters.
8. Other situations that occur which, at the discretion of the individual maintaining the log, is potentially significant

E. Response Teams

Department responses will vary with the conditions encountered, personnel who are available for work and the determined immediate need. The time of day and day of week, the temperature, overall road conditions, preceding weather, anticipated weather, etc.

The Department response teams are as follows:

1. ***Spot Salting*** – Depending upon the circumstances two to three employees may be called. The Highway Foreman or another individual specifically empowered to do so will determine whether additional help is needed to cover the icy spots and if contractors need to be called to assist with the operation.
2. ***Ice/Snow Winter Storms*** – The Highway Foreman or another individual specifically empowered to do so will contact the Town's personnel and contractors to start salting and plowing operations.

F. Blowing and Drifting Snow

Quite often after a cold, dry snowstorm blowing and drifting snow will begin to drift across roadways creating hazardous travel conditions. If identified, the Police Department or other individuals who observe this condition may, depending upon the circumstances, call and request the Highway Foreman to improve the conditions. The Highway Foreman or other individual specifically empowered to do so will determine an appropriate response to the situation identified including, but not limited to, the pieces of road equipment, personnel, and materials that need to be utilized to address the situation.

G. Post Storm Operations

At an appropriate time following the completion of winter maintenance obligations, additional activities may take place to ensure readiness for subsequent winter operations which may include, but need not be limited to, the following:

1. Equipment inspected using preventative maintenance techniques and repair as necessary.
2. Materials, especially salt, may be reordered in order to insure adequate stockpile.
3. Depending upon available resources and at the discretion of the individuals implementing this policy, plow routes may be checked for problems, especially for snow piles created by private driveway contractors not employed by the town.

4. Depending upon available resources and at the discretion of the individuals implementing this policy, following a major storm the snow on the sides of roads may be pushed further off the road.
5. Depending upon available resources and at the discretion of the individuals implementing this policy, the height of snow banks may be decreased by a method known as “high winging” in which the tops of the snow banks are knocked down and further off the roadway shoulder.

H. Towing

Often during snow removal operations, stranded or parked vehicles will be encountered on Town roads. When such a vehicle is on a Town roadway or right-of-way it may be towed under the Town’s winter parking ban/ordinance. Generally, the procedures for having a car such as one so identified towed are as follows:

- Operating personnel call the garage base station that notifies the Londonderry Police Department and requests removal of the vehicle. If vehicle is removed they will be referred to the LPD for its retrieval.

I. Sidewalks

Sidewalk snow clearance will be conducted after the needs to maintain roadways have been satisfied and will depend upon the availability of resources. At this time the Department does not have the required equipment or staffing along with resources to provide safe and adequate snow removal for the purposes of sidewalks.

J. Schools and Town Facilities

The Highway Division is NOT responsible for clearing snow and providing winter treatment to the Town’s school, access roads and parking lots.

The school superintendent or designated official representative shall contact the Police Department and Highway Foreman to determine the condition of the Town’s roads in order to decide regarding the use of school buses. The school representative(s) shall make the decision to cancel or postpone school for that day.

The Highway Division is NOT responsible for clearing snow or providing winter treatment to the Police Department, Fire Department, Town Library, and Senior Center parking areas. However, the Department does manage the private contractors tasked to do so and may aid when necessary under certain circumstances.

The Highway Division will maintain only Day Boulevard and the secondary access road to the Police Department.

K. Parking

The Town has enacted a winter parking ban effective from November 1st to April 1st of each year. This ban prohibits parking on the Town's roads or right-of-way (ROW) between the hours of 12 midnight and 8 a.m. or at any other time in such a manner as to impede snow removal operations. The Town has the right to tow or ticket violators. The purpose of this winter parking ban is to allow winter maintenance crews unobstructed snow removal and ice control routes, as much as possible, to maintain the maximum effectiveness of their efforts.

L. Fire Hydrants

The Highway Division is not responsible for the clearing of snow from around fire hydrants. This responsibility belongs to the utility companies.

M. Damage to Private Property

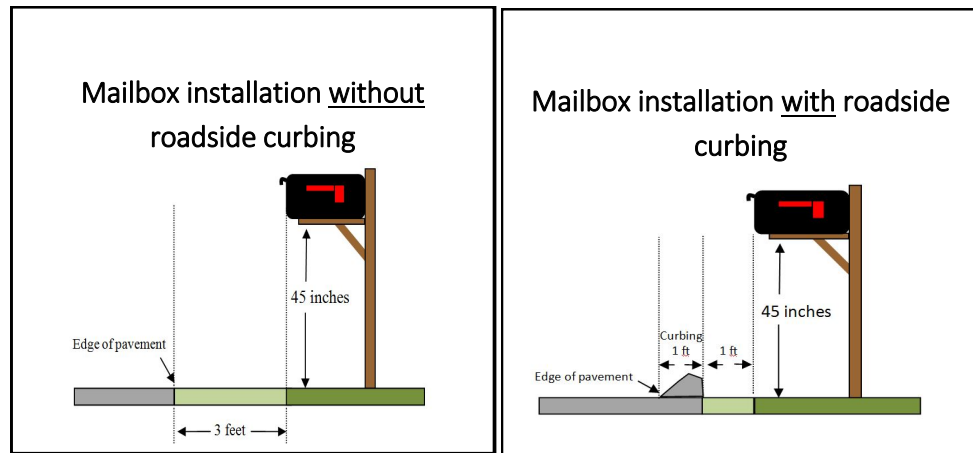
In implementing this winter maintenance policy, the Town is not responsible and assumes no liability for damage to private property that is located within the public right-of-way. (RSA 231:92) The right-of-way (ROW) is often 50' wide and, in most cases, extends 10 to 20 feet from either side of the paved or gravel road.

In the event damage occurs to personal property during the Town's implementation of this winter maintenance policy, the Town may only be responsible to repair or replace the damaged personal property if the personal property was damaged through actual contact with the Town's snow removal equipment at a time when the personal property was located completely upon private property. The Town will not repair or replace private property which is damaged when the private property is within the town's right of way or which is damaged not by the Town's equipment, but by snow, ice, or other material removed from the Town's right of way.

N. Location of Mailboxes

Mail and newspaper boxes are the only items allowed in the Town's right-of-way. The following are suggestions for reducing the possibility of damage. The mailbox should be installed in such a manner that no part of the mailbox is within 3 feet from the edge of the pavement if there is no curbing, and 2 feet from the edge of the pavement if there is curbing. Installation should be sufficiently sturdy to withstand the weight of heavy snow resulting from plowing operations.

Generally, the Town has a 50-foot right-of-way, which extends 13 feet from the edge of the pavement. Residents are asked not to reconstruct road shoulders and swales or place any structures and landscape items within the Town Right-of-Way. Stakes, delineators or rocks create a road hazard and should be removed. The Town is not liable for damages that may occur to objects placed within its right-of-way.



Should a mailbox be found damaged during or after a snow emergency the Town of Londonderry offers the following:

- A. After notification by the resident, DPW will initiate a work order to investigate the complaint. It should be understood that not all mailboxes that are down are due to the DPW's snow removal efforts. There are private contractors, wind, heavy snow banks, erratic drivers, etc. that come in contact with them as well.
- B. DPW will, as soon as practical, dispatch a crew to assess the situation and, if determined to be caused by Town operations, authorize the necessary repairs to be completed as time allows once department emergency operations have been met.
- C. If, in the opinion of the DPW, the existing box/post is beyond repair to accept normal delivery; it will be replaced with a standard US mailbox. White or black in color and a standard 4x4 wood pressure treated post supplied by the Town. Should it be impossible, due to ground conditions, to install a new post at this time, a temporary repair will be attempted so that the residence will be able to receive mail until Spring or such a time that the ground has thawed and it is possible to do so.

It should be understood that this is a COURTESY procedure between the Town and the residents it serves to be enacted as time allows and all Town emergencies have been met satisfactorily to the Departments need. Staffing and funding is necessary to carry out such a service and will provide so as long as it is supported. HOWEVER, this practice in no way is meant that the Town of Londonderry, NH accepts responsibility for damage within its right of way as previously stated in RSA 231:92, nor does it imply that the Town accepts responsibility for interruption in mail service for any length of time until such repairs can be made.

The Department of Public Works understands the hardship of mail service interruption and it should also be further understood that this process outlines the Department's intent to maintain good public relations with the residents in the community of Londonderry even though state RSA exempts the Town for damage within their right of ways.

III. CLOSING

In closing we'd like to reiterate that these protocols and procedures are in place to ensure the safest and best possible road conditions during a winter emergency operations event for the first responders tending to calls for assistance as a first priority, and then to the motoring publics needs for commuting and the delivery of goods and services. It should be recognized that no two events are the same. There are many variables; including traffic, time of day, temperature, storm duration, intensity of the storm, predicted snowfall, equipment breakdowns, and weather following the storm are only a few items to take into consideration when managing an event. However, the management team's professional judgement and experience play a key role in the decision process so that plans may be modified to specifically address a storms individual characteristic and therefore allowing the Department to respond responsibly and with great care to achieve the goals set forth by this policy.

IV. PUBLIC INFORMATION

Town residents are advised prior to each winter season of the Town's winter policies by public notification in the newspaper and on the Town website as follows:

TOWN OF LONDONDERRY NOTICE FROM THE DEPARTMENT OF PUBLIC WORKS

The Department wishes to remind residents of the snow ordinance regarding parking and the placement of snow on the streets. The Winter Parking Ban is in effect from November 1 to April 1. During that time, no person shall park any motor vehicle on any public road or right-of-way between 12:00 midnight and 8:00 A.M. or at any other time in such a manner as to impede snow removal operations. Any vehicle parked in violation will be towed by the Police Department. Any vehicles so towed shall be stored and released to the owner only upon payment of the cost of towing. No person is allowed to place any snow or ice upon the surface of the traveled portion of any Town maintained portion of road or highway. Blowing, shoveling, or plowing snow into the street, creates a very dangerous situation that can cause swerving and accidents. Any person violating this ordinance may be subject to a penalty as specified in Town's snow ordinance.

Location of mailboxes: Mail and newspaper boxes are allowed, at the owner's risk, in the Town's right-of-way. Claims for damages or other liabilities resulting from their installation are the responsibility of the owner. The following are suggestions for reducing the possibility of damage: the mailbox should be installed in such a manner that no part of the mailbox is within three feet of the edge of pavement. Installations should be sufficiently sturdy to withstand the weight of heavy snow resulting from plowing operations. The Town does not repair or replace mailboxes damaged during snow removal operations.

Generally, the Town has a 50-foot right-of-way, which extends 13 feet from the edge of pavement. Residents are asked not to reconstruct road shoulders and swales or place any structures and landscape items within the Town Right-of-Way. Stakes, delineators or rocks create a road hazard and should be removed.

The Town is not liable for damages that may occur to objects placed within its right-of-way.

Cleaning of Driveway Culverts: Londonderry homeowners may not be aware that they are responsible for their driveway culvert. In order for the culvert to remain clean at all times, we ask that residents periodically check their culvert and free it from debris. This will go a long way toward alleviating erosion, ice buildup and drainage problems in the future.

ROUTE	DRIVER	VEHICLE	AREA
1	<i>Accurate Dimensions</i>	<i>Large 6-Wheeler</i>	Adams Rd, Pillsbury, Cross Rd, Charmarand Row, Currier Dr, Young Rd
2	Jim Guzowski (4 yrs. exp.)	#22 Large 6-Wheeler w/wing (4 th yr.)	Willey Hill Rd, Anthony Dr, Elwood Rd, West Rd, High Range Rd
3	<i>Eugene Jastrom (Temp. Driver) Accurate Dimensions</i>	#16 Large 6-Wheeler w/wing (12 th yr.) 1 Ton	Litchfield Rd, Shasta Dr, High Range Rd, Heartstone Dr, Nutfield Dr.
4	Adam Pushee (6 yrs. exp.)	#23 Large 6-Wheeler w/wing (4 th yr.)	Kimball Rd, Litchfield Rd, Rolling Ridge, Royal Lane, Colonial Dr, Bunker Hill Dr.
5	Max Dolliver (1 year exp.)	#5 Large 6-Wheeler w/wing (11 th yr.)	Buttrick Rd, Mohawk Dr, Gillcrest Rd, Pillsbury Rd, Orchard View Dr, Capitol Hill Dr.
6	Brian Bubelnyk (13 yrs. exp.)	#10 Large 6-Wheeler w/wing (11 th yr.)	Old Nashua Rd, Parmenter Rd, Windsor Blvd, Boyd Rd, Pendleton Lane
7	Nathan Sullivan (2 yrs. exp.)	#7 Large 6-Wheeler w/wing (5 th yr.)	Pillsbury Rd, Hovey Rd, Hardy Rd, Sargent Rd, Wedgewood, The Kings
8	Bill Payson (27 yrs. exp.) <i>Jay Robichaud (Temp. Driver)</i>	#25 Large 6-Wheeler w/wing (2 nd yr.) #20 1 Ton w/salter (5 th yr.)	Pettengill Rd, Harvey Rd, Industrial Dr, Hall Rd, Sanborn Rd, Clark Rd
9	TBD	#26 Large 6-Wheeler w/wing (2 nd yr.)	Auburn Rd, Old Derry Rd, Hunter Mill Way, Haywood Rd, Longwood Ave.
10	Roger Bodgahn (2 yrs. exp.)	#6 Large 6-Wheeler w/wing (8 th yr.)	Griffin Rd, Bockes Rd, Chase Rd, Sparhawk Dr, South Rd, Overlook Ave.
11	Ricky Robichaud (10 yrs. exp.)	#11 Large 6-Wheeler w/wing (11 th yr.)	South Rd, Tokanel Dr, Ross Dr, Forest St, Beech Hill Dr

12	<i>Mike Parola (Temp.)</i>	#24 1 Ton w/salter (2 nd yr.)	Grenier Field Rd, Buckthorn St, Stokes Rd, Watts Rd, Yellowstone, Seminole Place
13	Brian Stowell (22 yrs. exp.)	#8 Large 6-Wheeler w/wing (13 th yr.)	Jacks Bridge Rd, Noyes Rd, Bartley Hill Rd, Stonehenge Rd, Seasons Lane, Summer Dr
Operations	Paul Schacht (39 yrs. exp.)	#3 1 Ton pick up (6 th yr.)	Town wide route assistance Mechanical breakdowns
Operations	Karl Anderson (9 yrs. exp.)	#2 1 Ton utility body (12 th yr.)	Town wide route assistance Yard loader operator
Operations	Dave Wholley (2 yrs. exp.)	#1 1 Ton pick up	Town wide route assistance. Plow yard/buildings/issues
Garage	N/A	Any vehicle	Back up driver/mechanical breakdowns/ yard assistance
Spare	Plow Vehicle	#13 Large 6-Wheeler CB truck (24 th yr.)	Deployed as needed
Spare	Plow Vehicle	#9 Large 6-Wheeler w/wing (15 th yr.)	Deployed as needed
Spare	Plow Vehicle	#14 1 Ton w/salter (9 th yr.)	Deployed as needed
Spare	Plow Vehicle	#21 1 Ton w/salter (5 th yr.)	Deployed as needed

PLOW ROUTE 1

(13 CUL-DE-SACS

0 DEAD END

21.86 LANE MILES)

SADDLEBACK RD	ISABELLA DR	HOLTON CIRCLE
JAKE RD	CURRIER DR	BERKSHIRE LANE
THORNTON RD	HAMPSHIRE LANE	WILSHIRE DR
ASHLEY DR	ABBAY RD	FIDDLERS RIDGE
RD		
ADAMS RD	CROSS RD	CONSTANCE DR
DEER CROSSING CIRCLE	APPLE BLOSSOM DR	BALL DR
CROSBY LANE	COPPERFIELD LANE	YOUNG RD
CHARMARAND ROW		
PILLSBURY RD (From High Range Rd to Mammoth Rd)		

DRIVER

Accurate Dimensions

EQUIPMENT

Lg 6-wheeler w/salter

PLOW ROUTE 2

(22 CUL-DE-SACS

2 DEAD ENDS

33.88 LANE MILES)

WHIPPOORWILL CIR	TANAGER WAY	WILEY HILL RD
ALAN CIRCLE	PRESERVE DR	WATERCREST DR
WEST ROAD	BERLANG RD	COLEMAN PLACE
ANGELO LANE	ROCKWOOD LANE	SHADOW RIDGE
RD		
JASON DRIVE	SLADE DRIVE	PREMIER DRIVE
CRABAPPLE LANE	CEDAR LANE	ANTHONY DRIVE
QUENTIN DRIVE	LORRAINE DRIVE	CAROUSEL CT
WAYLAND DRIVE	HAWTHORNE RD	LAFAYETTE RD
ELWOOD ROAD	PAULA AVE	DAN HILL RD
SEVERANCE DRIVE	MORWAY DR	QUINCY RD
WINTHROP RD	SUNSET DRIVE	BETTY LANE
PRISCILLA LANE	BETTY LANE	MICHELLE LANE
HIGH RANGE ROAD (Rte. 102 to Pillsbury Rd)		NETTIE WAY

DRIVER

Jim Guzowski

EQUIPMENT

Truck #22

PLOW ROUTE 3

(19 CUL-DE-SACS

3 DEAD ENDS

34.12 LANE MILES)

LANE WAY	KELLEY RD	SILAS ROCK DR
MISTY LANE	LAWSON FARM RD	MEADOW RD
CASTLE COURT	RABBIT RUN	HIDDEN MEADOW
BEAR MEADOW RD	RED DEER RD	GREGG CIRCLE
MANASQUAN CIRCLE	CHEROKEE COURT	GRAPEVINE CIRCLE
NUTFIELD DRIVE	WALNUT DRIVE	HAZELNUT LANE
CARMEL DRIVE	MOUNTAIN HOME RD	REV PARKER ROAD
SHASTA DRIVE	HERITAGE LANE	WHEELWRIGHT CIR
CONNORS STREET	DAVIS DRIVE	WIMBLEDON DRIVE
EVERTS STREET	MCENROE DRIVE	WOODBINE DRIVE
BRAEBURN DRIVE	SHERWOOD ROAD	HEATHERSTONE DRIVE
LITCHFIELD RD (Mammoth Rd to Harvey Rd)		
HIGH RANGE RD (Harvey Rd to Pillsbury Rd)		

DRIVER

Eugene Jastrom (*Temp.*)
Accurate Dimensions

EQUIPMENT

Truck #16
1 Ton

PLOW ROUTE 4

(18 CUL-DE-SACS

4 DEAD ENDS

30.26 LANE MILES)

SUNFLOWER LANE	ACORN DR	SANDY BROOK LANE
WOODSIDE DR	CHASE BROOK DR	MAUREEN CIRCLE
HARVEY ROAD	CONVENTRY LANE	PICADILLY CIRCLE
FAUCHER RD	KIMBALL ROAD	COLUMBIA DRIVE
FAIRWAY RD	ROLLING RIDGE RD	SARA BETH LANE
PINE HOLLOW DR	RED FERN COURT	JUSTIN CIRCLE
BOUNDRY DRIVE	HICKORY HILL DR	CHESTNUT HILL DR
LAUREL HILL DR	POPLAR CIRCLE	MAYFLOWER DRIVE
RAINTREE DR	IMPERIAL DRIVE	JEWEL COURT
ROYAL LANE	TYLER DRIVE	HANCOCK DRIVE
COLONIAL DRIVE	CHANDLER DRIVE	BUNKER HILL DRIVE
MONT VERNON DRIVE	LITCHFIELD RD (T.L. to Harvey Rd)	
ALEXANDER RD (High Range Rd to D.E.)		

DRIVER

Adam Pushee

EQUIPMENT

Truck #23

PLOW ROUTE 5

(8 CUL-DE-SACS

6 DEAD ENDS

22.34 LANE MILES)

WILLOW LANE
WINDING POND RD
BALDWIN ROAD
ORCHARD VIEW DR
CONSTITUTION DR
HORIZON DRIVE
GRANITE STREET
REED STREET
PILLSBURY ROAD (Mammoth Rd to Gilcreast Rd)
GILCREAST ROAD (Rte. 102 to Pillsbury Rd)

KING RICHARD DR
WINTERWOOD DR
DEVONSHIRE LANE
McALLISTER DR
CAPITOL HILL DR
BOULDER DRIVE
MOHAWK DRIVE
BUTTRICK ROAD

ANDERSON LANE
CORTLAND ST
LANCASTER DRIVE
MERCURY DRIVE
BUTTON DRIVE
SANDSTONE CIRCLE
KAREN LANE
GARDNER CIRCLE

DRIVER

Max Dolliver

EQUIPMENT

Truck #5

PLOW ROUTE 6

(15 CUL-DE-SACS

1 DEAD END

27.30 LANE MILES)

MACINTOSH DRIVE
BOYD ROAD
APOLLO ROAD
GREELY ROAD
ROSSINI ROAD
RIDGEMONT DRIVE
BLUEBERRY LANE
SUTTON PLACE
HYDE PARK CIRCLE
CHARTWELL COURT
MERLIN PLACE

REBECCA DRIVE
DIANNA ROAD
JEFFERSON DRIVE
VERDI LANE
JOHN STREET
PENDLETON LANE
LEXINGTON AVE
WHITE PLAINS AVE
WINDSOR BLVD
BRETTON ROAD
RAVEN TRAIL

PARMENTER RD
ACROPOLIS AVE
OLD NASHUA ROAD
BURBANK ROAD
SUNRISE DRIVE
BAYBERRY LANE
PARK AVENUE
STONY POINT DRIVE
CHESHIRE COURT
VICTORIA DRIVE
ORIOLE LANE

DRIVER

Brian Bubelnyk

EQUIPMENT

Truck #10

PLOW ROUTE 7

(8 CUL-DE-SACS

5 DEAD END

34.82 LANE MILES)

HARDY ROAD
WEST PARRISH HILLS
JUDY DRIVE
SPRING ROAD
KIM AVENUE
BANCROFT ROAD
NELSON ROAD
KING JOHN DRIVE
KING PHILLIP DRIVE
DARROW WAY
SARGENT ROAD
ASH STREET
REO LANE
ELA AVENUE
PILLSBURY RD (Gilcreast Rd to T.L.)

HOVEY ROAD
MEETINGHOUSE DR
DRESDEN WAY
BITTERSWEET LANE
GARY DRIVE
TROLLEY CAR LANE
KING ARTHUR DRIVE
KING EDWARD DRIVE
KING JAMES DRIVE
WALLACE CIRCLE
DAY BLVD
BEACON STREET
HILLSIDE AVENUE
REO LANE

FAYE LANE
GORDON DRIVE
WEDGEWOOD DR
KITT LANE
SUNDY LEE TERRACE
OTTERSON ROAD
KING HENRY DRIVE
KING GEORGE DRIVE
KING CHARLES DRIVE
PHEASANT RUN ROAD
BUYCK AVE
LONDONDERRY ROAD
DICKEY STREET

DRIVER

Nathan Sullivan

EQUIPMENT

Truck #7

PLOW ROUTE 8

(16 CUL-DE-SACS

0 DEAD END

38.82 LANE MILES)

GEORGE AVE
TINKER AVE
AKIRA WAY
MAMMOTH ROAD
WEBSTER RD
INDUSTRIAL DRIVE
ROUNDSTONE DRIVE
MEMORIAL DRIVE
NORTH WENTWORTH AVE
WENTWORTH AVE
LORI LANE
CLARK ROAD

KELLY AVE
RICKER AVE
HARRIS STREET
GRENIER FIELD RD
HARVEY ROAD
INNOVATION WAY
WEBB DRIVE
KENNISON WAY
BURTON DRIVE
HARVEY ROAD
MARKS COURT
HIGH RANGE RD (Harvey Rd to Litchfield Rd)

NAVIGATOR ROAD
TECHNOLOGY DR
PAGE RD (To Rte 28)
HITTY HAWK LANDING
COMMERCE AVE
PETTENGILL ROAD
PLANEVIEW DRIVE
DELTA DRIVE
AVAIATION PARK DRIVE
HALL ROAD
SANBORN ROAD

DRIVER

Bill Payson

Jay Robichaud (Temp.)

EQUIPMENT

Truck #25

Truck #20

PLOW ROUTE 9

(18 CUL-DE-SACS

3 DEAD END

30.30 LANE MILES)

BELLFLOWER HOLLOW
HUNTER MILL WAY
COHAS TERRACE
GERRY LANE
LONGWOOD AVE
WILSON ROAD
AUBURN ROAD
SHERIDAN DRIVE
LIBERTY DRIVE
PARTRIDGE LANE
WOODHENGE CIRCLE
FARM MEADOWS LANE

GRIST MILL HOLLOW
MANTER MILL WAY
WALTON CIRCLE
OLD DERRY ROAD
HILLCREST LANE
LANCE AVENUE
FARM MEADOWS LANE
SHELLEY DRIVE
INDEPENDENCE DRIVE
CARDINAL CIRCLE
IRIS LANE

SNOWBERRY HOLLOW
HOMESTEAD LANE
CHECKERBERRY LANE
HAYWOOD ROAD
SHADY LANE
MATTHEW DRIVE
WOODS AVENUE
ALLISON LANE
MALLARD LANE
MELODY LANE
CALLA ROAD (partial)

DRIVER

TBD

EQUIPMENT

Truck #26

PLOW ROUTE 10

(15 CUL-DE-SACS

6 DEAD END

31.00 LANE MILES)

OVERLOOK AVENUE
GRIFFIN ROAD
HOLSTEIN AVE
WESTWOOD DRIVE
MILL ROAD
EDGEHILL ROAD
CHASE ROAD
ROBINHOOD DRIVE
LEDGEWOOD DRIVE
EAGLE WAY
LILAC CIRCLE
HERON DRIVE
ESTEY DRIVE
WOODLAND DRIVE

LANTERN LANE
GRIFFIN AVE
ANGUS AVE
WOOCREST DRIVE
HARMONY DRIVE
ELIJAH HILL LANE
SOUTHWOOD DRIVE
EDWARD CIRCLE
FALCON ROAD
MOULTON DRIVE
STATE TREE CIRCLE
JAY DRIVE
SOUTH ROAD (Mammoth Rd to Chase Rd)

OLD COACH ROAD
LARCH LANE
JERSEY STREET
MAPLEWOOD DRIVE
BRIAN DRIVE
BOCKES ROAD
GILLETTE DRIVE
SPARHAWK DRIVE
OWL ROAD
FINCH CIRCLE
KESTREE DRIVE
MORNINGSIDE DRIVE

DRIVER

Roger Bogdahn

EQUIPMENT

Truck #6

PLOW ROUTE 11

(12 CUL-DE-SACS

3 DEAD END

30.72 LANE MILES)

GARDEN LANE	HAMPTON DRIVE	PALMER DRIVE
ALBANY AVE	BOSTON AVE	CHARLESTON AVE
TOKANEL DRIVE	GAIL ROAD	ROSS DRIVE
RINDGE ROAD	ROCCO DRIVE	CATAMOUNT ROAD
MILLSTONE CIRCLE	GILCREAST ROAD (T.L. to Rte. 102)	
BIRCHWOOD DRIVE	TWIN ISLES ROAD	MEADOW DRIVE
TINKHAM LANE	KENDALL POND ROAD	HOLLY LANE
OAK DRIVE	BEECH HILL DRIVE	WILDWOOD ROAD
HORSESHOE LANE	WILLIAM DRIVE	BROOKVIEW DRIVE
VALLEY STREET	LOOP ROAD	PINE STREET
HAPPY LANE	JOLLY LANE	TRANQUIL DRIVE
PLEASANT DRIVE	SOUTH ROAD (T.L. to Chase Rd)	
TIMBER STREET	GROVE STREET	FOREST STREET
EVERGREEN CIRCLE	SPRUCE STREET	ARROWHEAD DRIVE
HEMLOCK STREET	MICHEL'S WAY (Rte. 102 to Garden Lane)	

DRIVER

Ricky Robichaud

EQUIPMENT

Truck #11

PLOW ROUTE 12

(6 CUL-DE-SACS

8 DEAD END

9.38 LANE MILES)

PAGE ROAD (Rte 28 to Lucas Rd)	LUCAS ROAD	BUCKTHORN STREET
LOAN STREET	FOXGLOVE STREET	WEYMOUTH ROAD
COIN STREET	STOKES ROAD	STOKES RD EXT.
YELLOWSTONE DRIVE	SEMINOLE PLACE	CHEYENNE AVE
ASPEN CIRCLE	WYANDOT CIRCLE	TETON DRIVE
INQUOIS CIRCLE	WATTS ROAD	SHENANDOAH AVE
SHAWNEE PLACE	McKINLEY AVE	SEQUOIA AVE
BECKLEY STREET		

DRIVER

Mike Parola (Temp.)

EQUIPMENT

Truck #24

PLOW ROUTE 13

(17 CUL-DE-SACS

3 DEAD END

28.56 LANE MILES)

JACK'S BRIDGE ROAD
VISTA RIDGE DRIVE
JOSEPHINE DRIVE
BARTLEY HILL ROAD
STONEHENGE ROAD
WELCH ROAD
NOTTINGHAM COURT
ESSEX COURT
SNOWFLAKE LANE
COTE LANE

SYMMES DRIVE
DANBURY COURT
NOYES ROAD
TERRACEWOOD ROAD
HARDY ROAD EXT.
LEELYNN CIRCLE
STERLING DRIVE
ABINGTON DRIVE
AUTUMN LANE
COTEVILLE ROAD

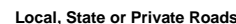
ENTERPRISE DRIVE
PERKINS ROAD
OCONNELL DRIVE
NOONAN DRIVE
WESTMINSTER DRIVE
BUCKINGHAM DRIVE
YORKSHIRE LANE
SEASONS LANE
SUMMER DRIVE
COMMERCIAL LANE

DRIVER

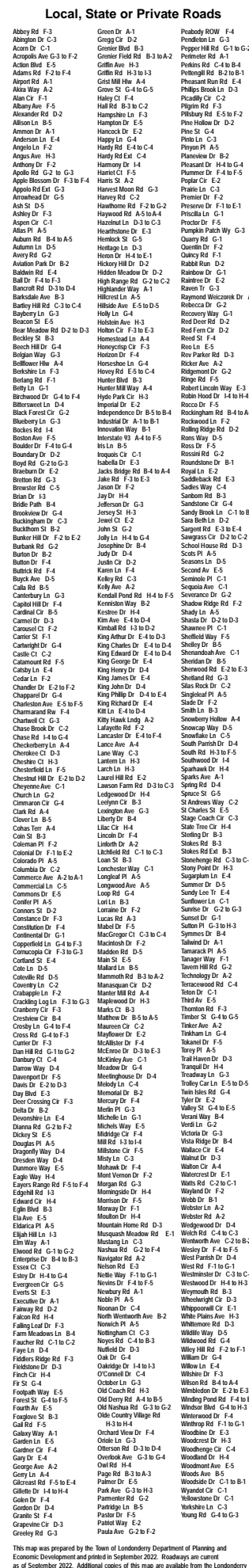
Brian Stowell

EQUIPMENT

Truck #8



Londonderry



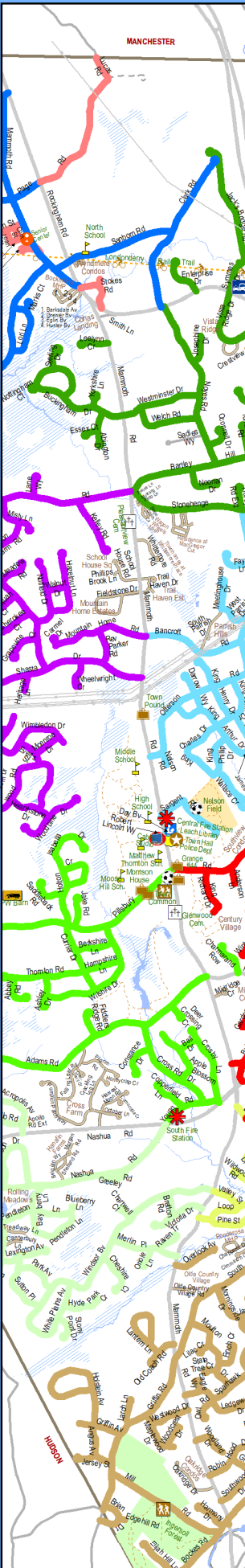
Map prepared by Londonderry Community Development Department. Printed: September 2022



Rd F-3	Green Dr A-1	Peabody ROW
--------	--------------	-------------



Map prepared by Londonderry Community Development Department. Printed: September 2022



Town of Londonderry, NH 2023-2024 Snow Plow Route Maps



Maps prepared by the Town of Londonderry, NH
Department of Planning and Economic Development
Current October 2022

Winter 2023/24 Snow Plow Routes

**13 CUL-DE-SACS
0 DEAD ENDS**

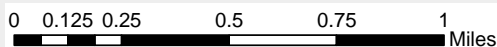
Road	Miles	Road	Miles	Road	Miles
ABBEY RD	0.25	COPPERFIELD LN	0.25	ISABELLA DR	0.44
ADAMS RD	1.90	CROSBY LN	0.54	JAKE RD	0.24
APPLE BLOSSOM DR	0.38	CROSS RD	0.66	PILLSBURY RD	1.34
ASHLEY DR	0.25	CURRIER DR	0.45	SADDLEBACK RD	0.26
BALL DR	0.13	DEER CROSSING CIR	0.15	THORNTON RD	0.56
BERKSHIRE LN	0.24	FIDDLERS RIDGE RD	0.22	WILSHIRE DR	0.83
CHARMARAND RW	0.26	HAMPSHIRE LN	0.23	YOUNG RD	0.39
CONSTANCE DR	0.27	HOLTON CIR	0.70	Total Miles	10.93

Road	Miles	Road	Miles	Road	Miles
ABBEY RD	0.25	COPPERFIELD LN	0.25	ISABELLA DR	0.44
ADAMS RD	1.90	CROSBY LN	0.54	JAKE RD	0.24
APPLE BLOSSOM DR	0.38	CROSS RD	0.66	PILLSBURY RD	1.34
ASHLEY DR	0.25	CURRIER DR	0.45	SADDLEBACK RD	0.26
BAIL DR	0.13	DEER CROSSING CIR	0.15	THORNTON RD	0.56
BERKSHIRE LN	0.24	FIDDLERS RIDGE RD	0.22	WILSHIRE DR	0.83
CHARMARAND RW	0.26	HAMPSHIRE LN	0.23	YOUNG RD	0.39
CONSTANCE DR	0.27	HOLTON CIR	0.70	Total Miles	10.93



Winter 2023/24 Snow Plow Routes

Road		Miles	
ALAN CIR	0.32	ELWOOD RD	1.26
ANGELO LN	0.16	HAWTHORNE RD	0.26
ANTHONY DR	1.18	HIGH RANGE RD	1.73
BERLANG RD	0.22	JASON DR	0.17
BETTY LN	0.14	IAFAYETTE RD	0.26
CAROUSEL CT	0.26	LORRAINE DR	0.20
CEDAR LN	0.09	MICHELLE LN	0.14
COLEMAN PL	0.25	MORWAY DR	0.30
CRABAPPLE LN	0.15	NETTIE WAY	0.28
DAN HILL RD	0.29	PAULA AVE	0.20



Route # 03

Winter 2023/24 Snow Plow Routes

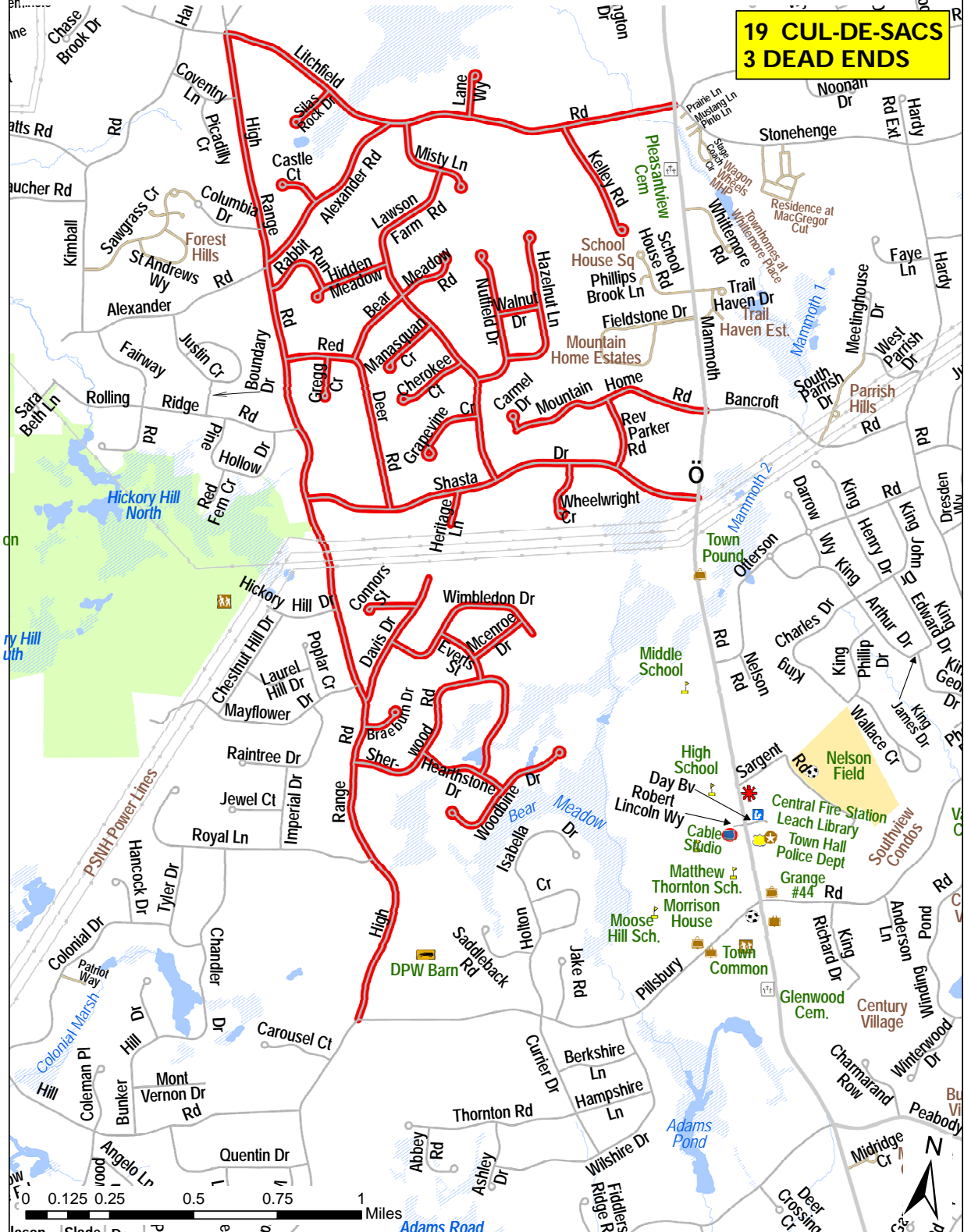
Road	Miles
ALEXANDER RD	0.57
BEAR MEADOW RD	0.48
BRAEBURN DR	0.17
CARMEL DR	0.09
CASTLE CT	0.17
CHEROKEE CT	0.26
CONNORS ST	0.19
DAVIS DR	0.42
EVERTS ST	0.19

Road	Miles
GRAPEVINE CIR	0.28
GREGG CIR	0.16
HAZELNUT LN	0.51
HEARTHSTONE DR	0.28
HERITAGE LN	0.10
HIDDEN MEADOW DR	0.28
HIGH RANGE RD	3.07
KELLEY RD	0.41
LANE WY	0.18

Road	Miles
LAWSON FARM RD	1.11
LITCHFIELD RD	1.43
MANASQUAN CIR	0.24
MCENROE DR	0.18
MISTY LN	0.34
MOUNTAIN HOME RD	0.61
NUTFIELD DR	0.49
RABBIT RUN	0.23
RED DEER RD	0.67

Road	Miles
REV PARKER RD	0.22
SHASTA DR	1.22
SHERWOOD RD	0.92
SILAS ROCK DR	0.19
WALNUT DR	0.12
WHEELWRIGHT CIR	0.21
WIMBLEDON DR	0.54
WOODBINE DR	0.52
Total Miles	17.06

**19 CUL-DE-SACS
3 DEAD ENDS**

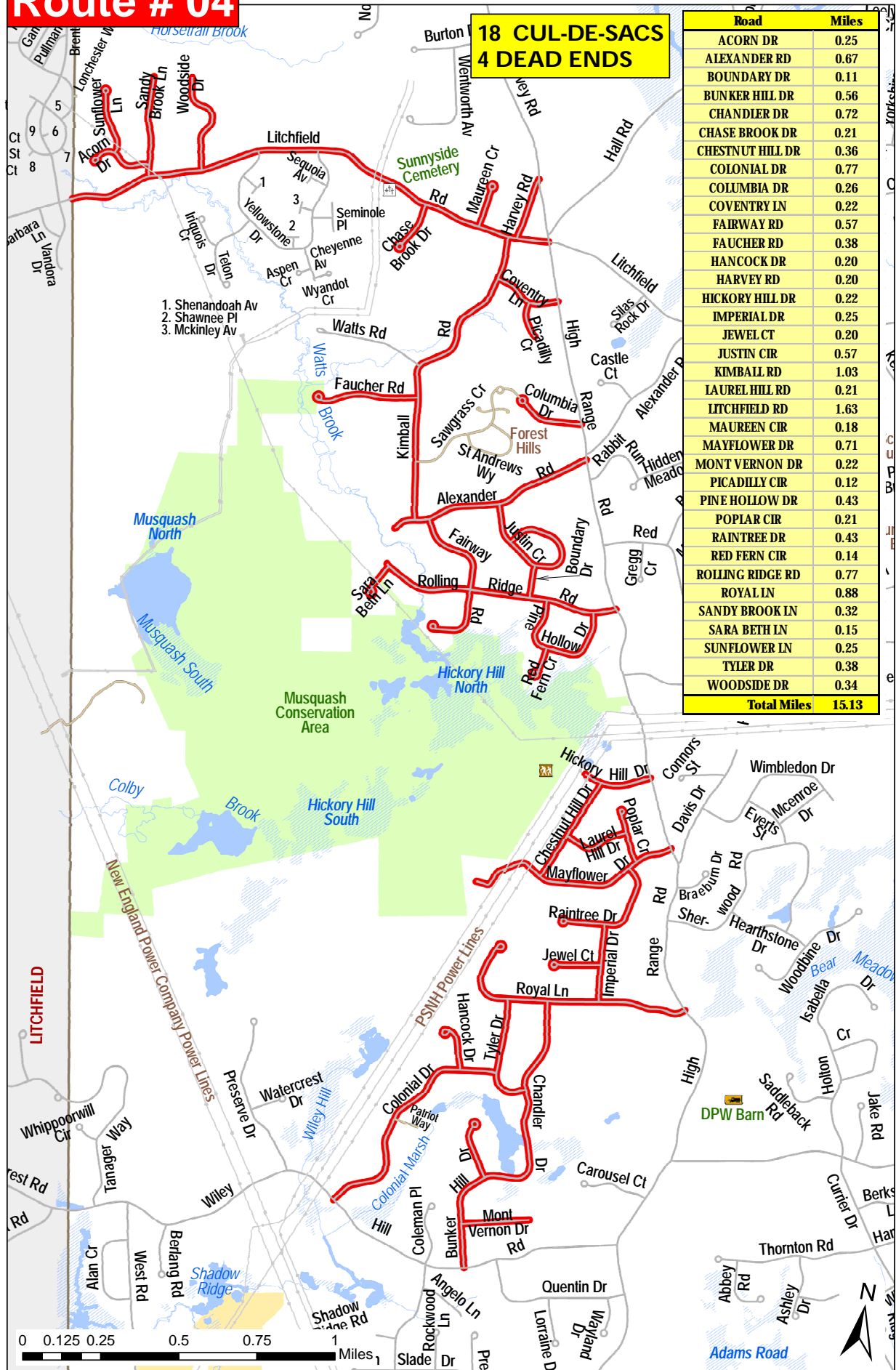


Route # 04

Winter 2023/24 Snow Plow Routes

**18 CUL-DE-SACS
4 DEAD ENDS**

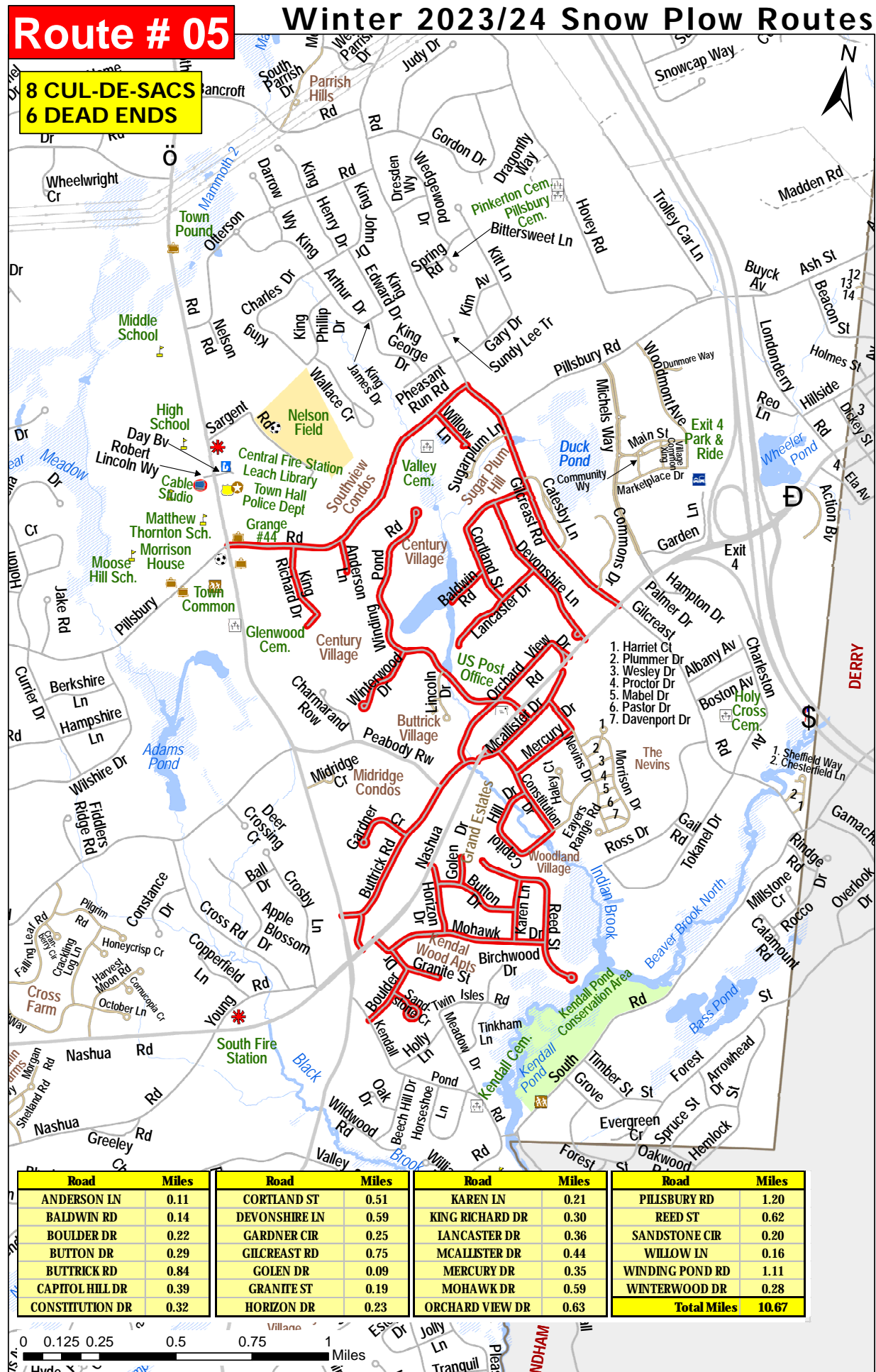
Road	Miles
ACORN DR	0.25
ALEXANDER RD	0.67
BOUNDARY DR	0.11
BUNKER HILL DR	0.56
CHANDLER DR	0.72
CHASE BROOK DR	0.21
CHESTNUT HILL DR	0.36
COLONIAL DR	0.77
COLUMBIA DR	0.26
COVENTRY LN	0.22
FAIRWAY RD	0.57
FAUCHER RD	0.38
HANCOCK DR	0.20
HARVEY RD	0.20
HICKORY HILL DR	0.22
IMPERIAL DR	0.25
JEWEL CT	0.20
JUSTIN CIR	0.57
KIMBALL RD	1.03
LAUREL HILL RD	0.21
LITCHFIELD RD	1.63
MAUREEN CIR	0.18
MAYFLOWER DR	0.71
MONT VERNON DR	0.22
PICADILLY CIR	0.12
PINE HOLLOW DR	0.43
POPLAR CIR	0.21
RAINTREE DR	0.43
RED FERN CIR	0.14
ROLLING RIDGE RD	0.77
ROYAL LN	0.88
SANDY BROOK LN	0.32
SARA BETH LN	0.15
SUNFLOWER LN	0.25
TYLER DR	0.38
WOODSIDE DR	0.34
Total Miles	15.13



Route # 05

Winter 2023/24 Snow Plow Routes

8 CUL-DE-SACS
6 DEAD ENDS

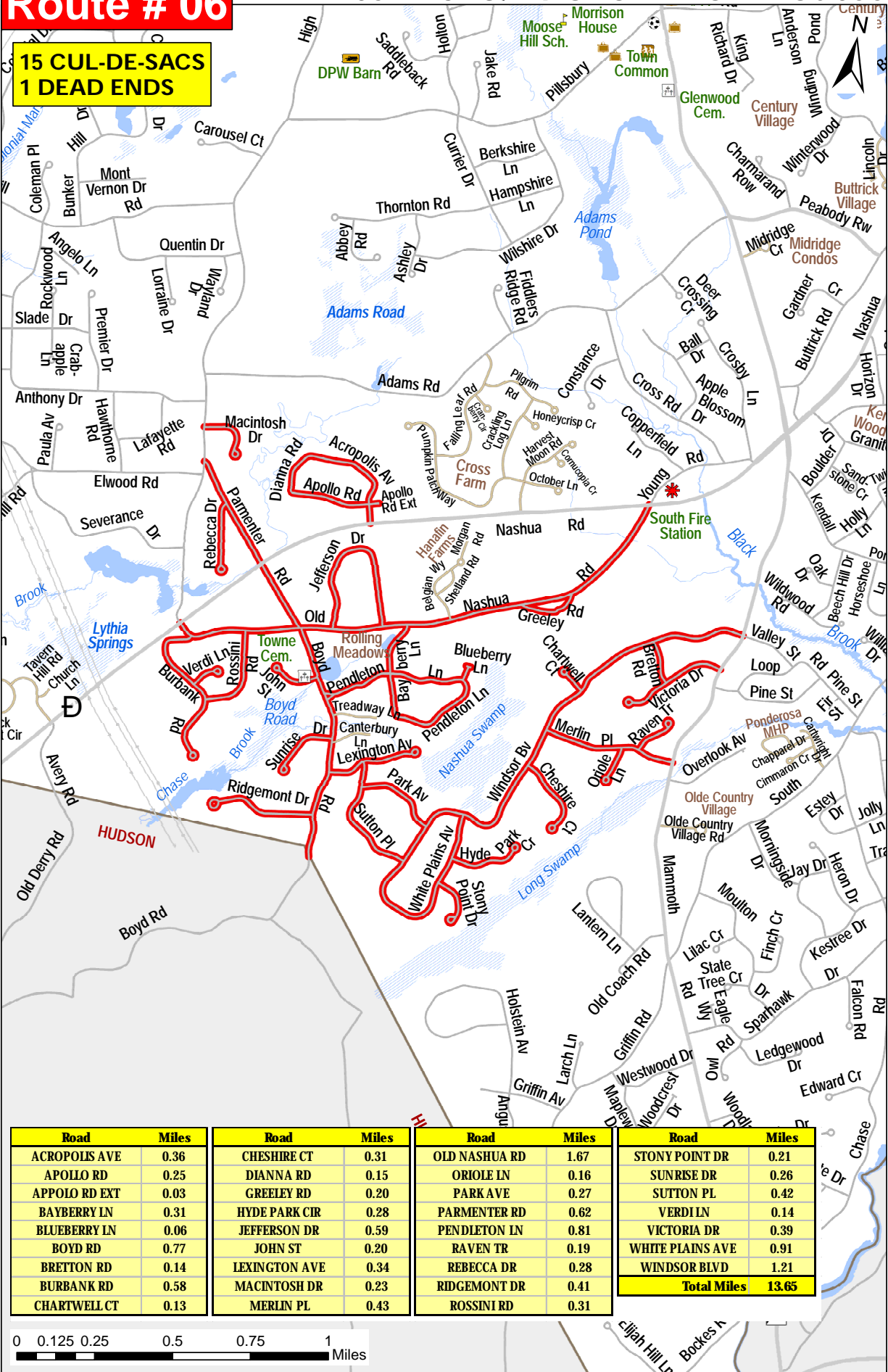


Road	Miles	Road	Miles	Road	Miles	Road	Miles
ANDERSON LN	0.11	CORTLAND ST	0.51	KAREN LN	0.21	PILLSBURY RD	1.20
BALDWIN RD	0.14	DEVONSHIRE LN	0.59	KING RICHARD DR	0.30	REED ST	0.62
BOULDER DR	0.22	GARDNER CIR	0.25	LANCASTER DR	0.36	SANDSTONE CIR	0.20
BUTTON DR	0.29	GILCREAST RD	0.75	MCALLISTER DR	0.44	WILLOW LN	0.16
BUTTRICK RD	0.84	GOLDEN DR	0.09	MERCURY DR	0.35	WINDING POND RD	1.11
CAPITOL HILL DR	0.39	GRANITE ST	0.19	MOHAWK DR	0.59	WINTERWOOD DR	0.28
CONSTITUTION DR	0.32	HORIZON DR	0.23	ORCHARD VIEW DR	0.63	Total Miles	10.67

Route # 06

Winter 2023/24 Snow Plow Routes

15 CUL-DE-SACS
1 DEAD ENDS

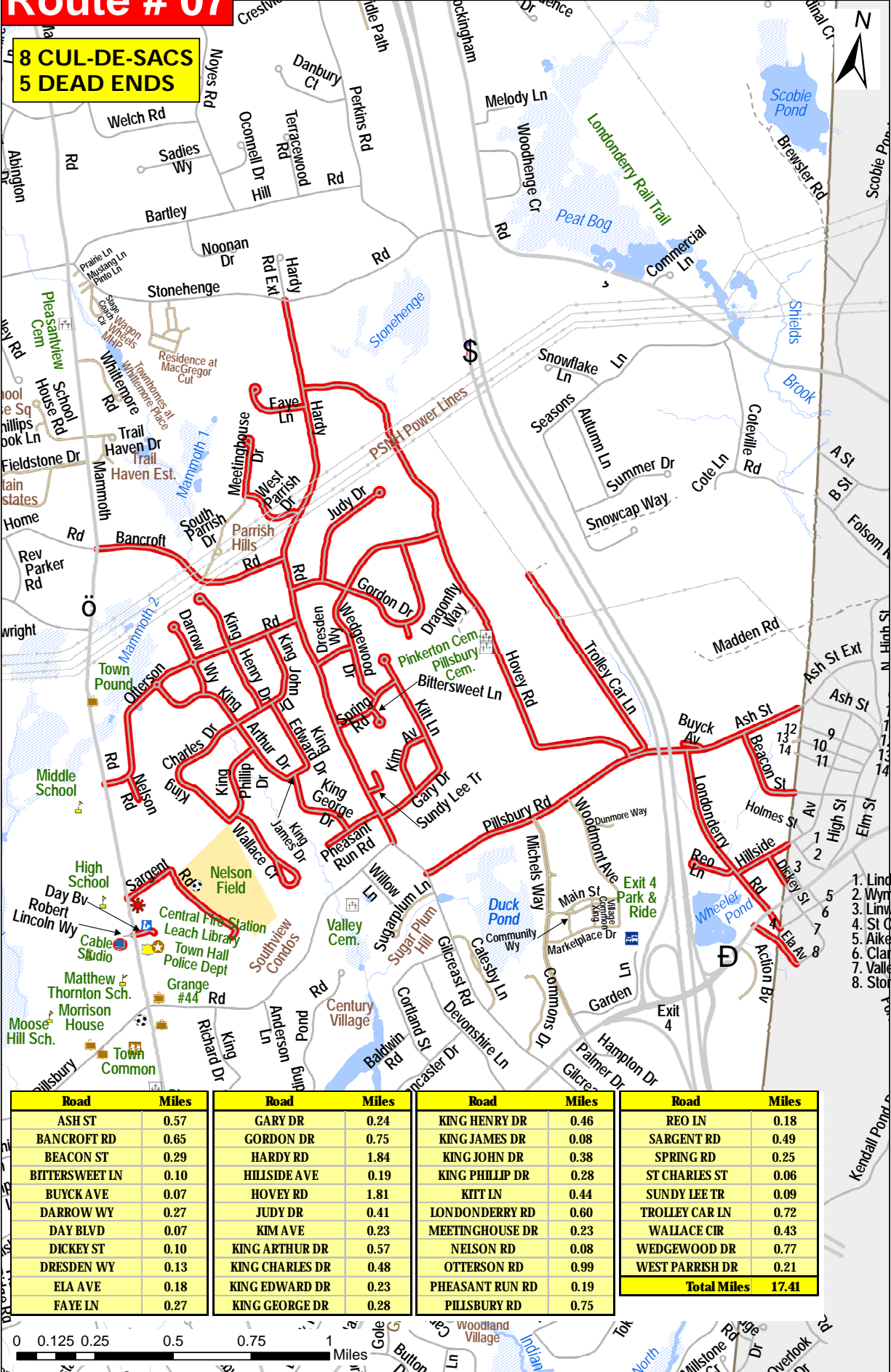


Road	Miles	Road	Miles	Road	Miles	Road	Miles
ACROPOLIS AVE	0.36	CHESHIRE CT	0.31	OLD NASHUA RD	1.67	STONY POINT DR	0.21
APOLLO RD	0.25	DIANNA RD	0.15	ORIOLE LN	0.16	SUNRISE DR	0.26
APPOLO RD EXT	0.03	GREELEY RD	0.20	PARK AVE	0.27	SUTTON PL	0.42
BAYBERRY LN	0.31	HYDE PARK CIR	0.28	PARMENTER RD	0.62	VERDI LN	0.14
BLUEBERRY LN	0.06	JEFFERSON DR	0.59	PENDLETON LN	0.81	VICTORIA DR	0.39
BOYD RD	0.77	JOHN ST	0.20	RAVEN TR	0.19	WHITE PLAINS AVE	0.91
BRETTON RD	0.14	LEXINGTON AVE	0.34	REBECCA DR	0.28	WINDSOR BLVD	1.21
BURBANK RD	0.58	MACINTOSH DR	0.23	RIDGEMONT DR	0.41	Total Miles	13.65
CHARTWELL CT	0.13	MERLIN PL	0.43	ROSSINI RD	0.31		

Route # 07

Winter 2023/24 Snow Plow Routes

8 CUL-DE-SACS
5 DEAD ENDS

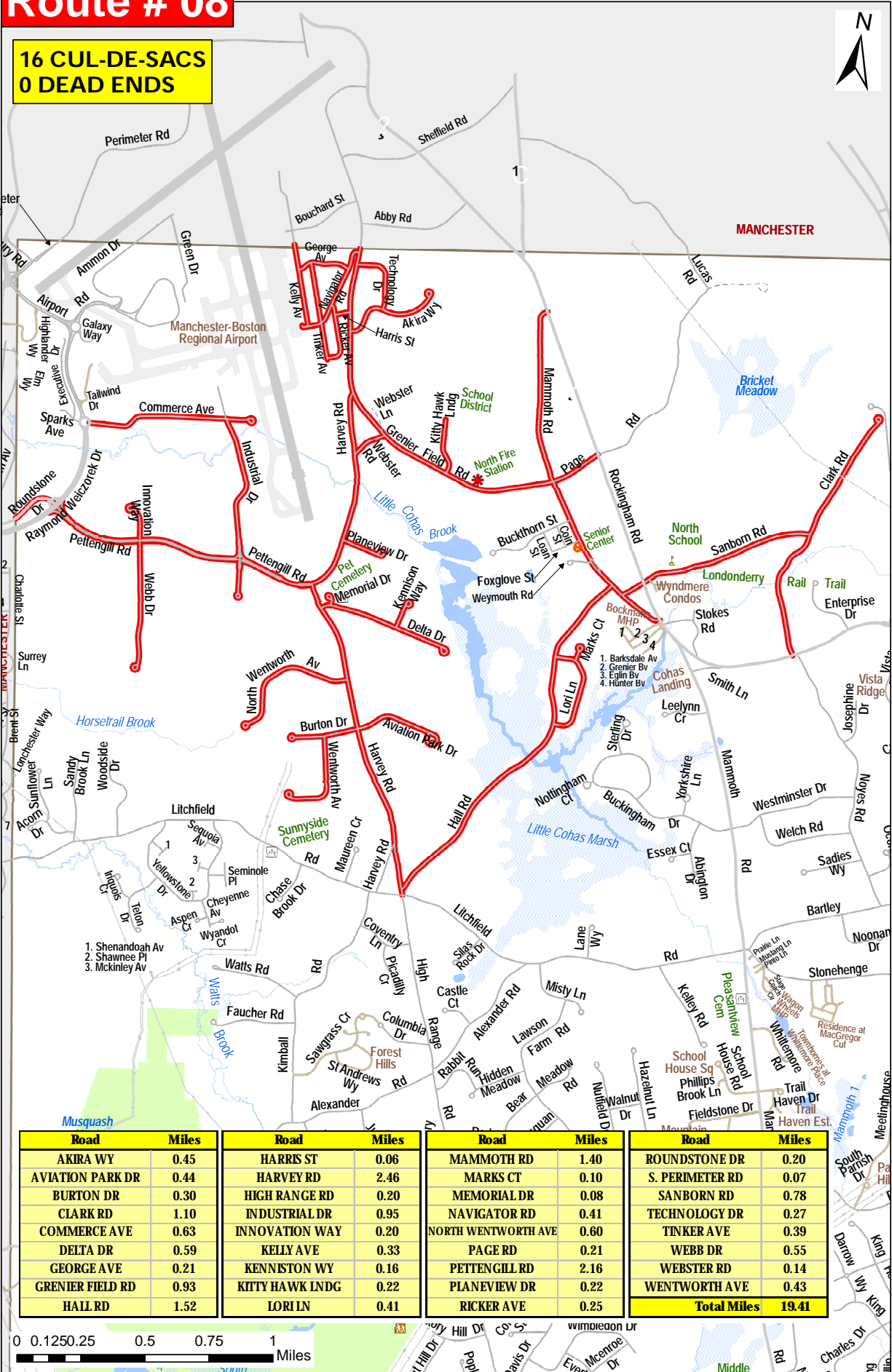


Road	Miles	Road	Miles	Road	Miles	Road	Miles
ASH ST	0.57	GARY DR	0.24	KING HENRY DR	0.46	REO LN	0.18
BANCROFT RD	0.65	GORDON DR	0.75	KING JAMES DR	0.08	SARGENT RD	0.49
BEACON ST	0.29	HARDY RD	1.84	KING JOHN DR	0.38	SPRING RD	0.25
BITTERSWEET LN	0.10	HILLSIDE AVE	0.19	KING PHILLIP DR	0.28	ST CHARLES ST	0.06
BUYCK AVE	0.07	HOVEY RD	1.81	KITT LN	0.44	SUNDY LEE TR	0.09
DARROW WY	0.27	JUDY DR	0.41	LONDONDERRY RD	0.60	TROLLEY CAR LN	0.72
DAY BLVD	0.07	KIM AVE	0.23	MEETINGHOUSE DR	0.23	WALLACE CIR	0.43
DICKEY ST	0.10	KING ARTHUR DR	0.57	NEELSON RD	0.08	WEDGEWOOD DR	0.77
DRESDEN WY	0.13	KING CHARLES DR	0.48	OTTERTON RD	0.99	WEST PARRISH DR	0.21
ELA AVE	0.18	KING EDWARD DR	0.23	PHEASANT RUN RD	0.19	Total Miles	17.41
FAYE LN	0.27	KING GEORGE DR	0.28	PILLSBURY RD	0.75		

Route # 08

Winter 2023/24 Snow Plow Routes

16 CUL-DE-SACS
0 DEAD ENDS

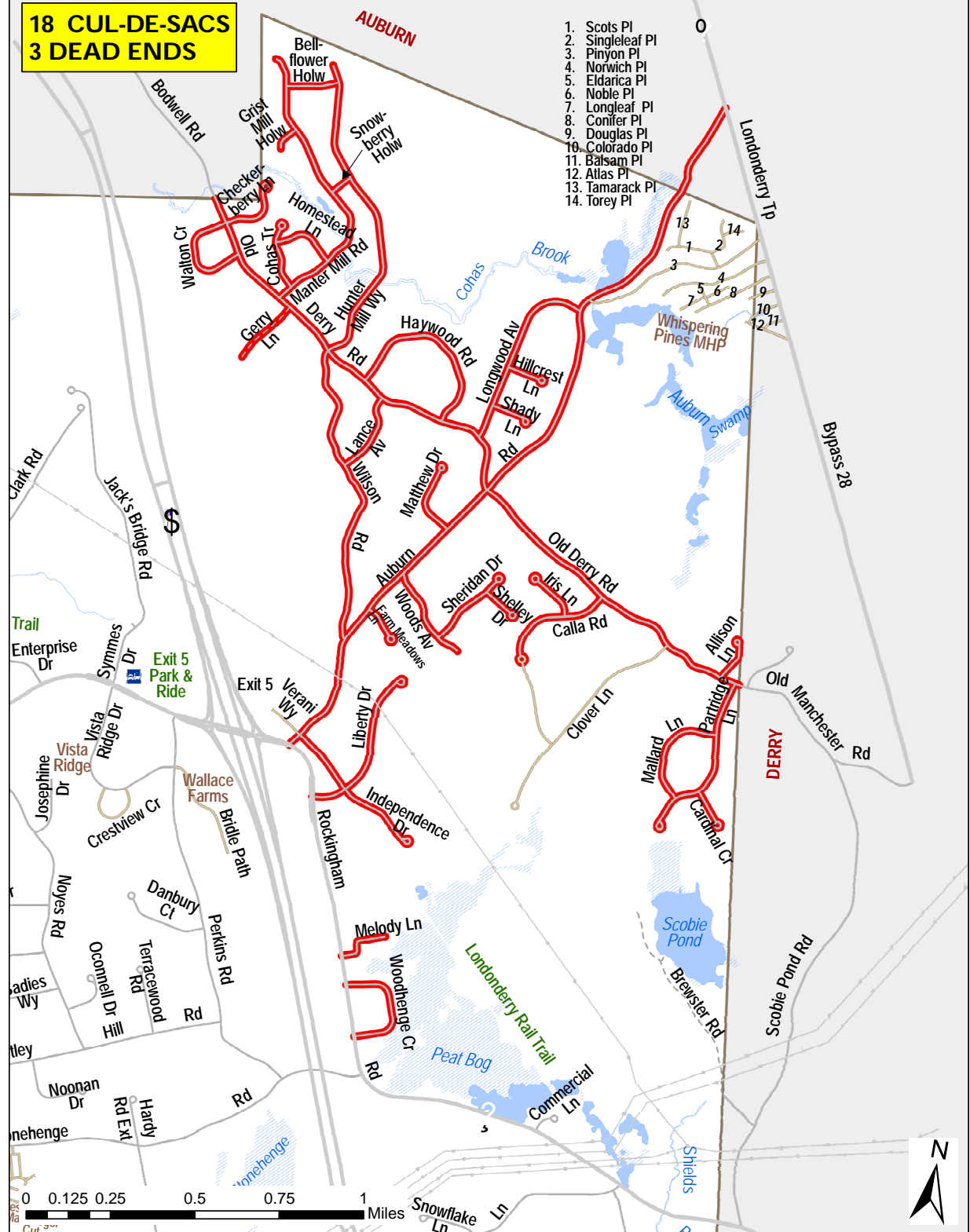


Route # 09

Winter 2023/24 Snow Plow Routes

Road	Miles	Road	Miles	Road	Miles	Road	Miles
ALLISON LN	0.16	GRIST MILL HLW	0.08	LONGWOOD AVE	0.56	SHERIDAN DR	0.30
AUBURN RD	2.39	HAYWOOD RD	0.56	MALLARD LN	0.33	SNOWBERRY HOLLOW	0.07
BELLFLOWER HLW	0.16	HILLCREST LN	0.15	MANTER MILL RD	0.88	WALTON CIR	0.32
CALLA RD	0.40	HOMESTEAD LN	0.20	MATTHEW DR	0.26	WILSON RD	0.92
CARDINAL CIR	0.16	HUNTER MILL WY	0.96	MELODY LN	0.16	WOODHENGE CIR	0.35
CHECKERBERRY LN	0.25	INDEPENDENCE DR	0.51	OLD DERRY RD	2.23	WOODS AVE	0.29
COHAS TER	0.25	IRIS LN	0.20	PARTRIDGE LN	0.57	Total Miles	15.15
FARM MEADOWS LN	0.16	LANCE AVE	0.25	SHADY LN	0.16		
GERRY LN	0.21	LIBERTY DR	0.53	SHELLEY DR	0.15		

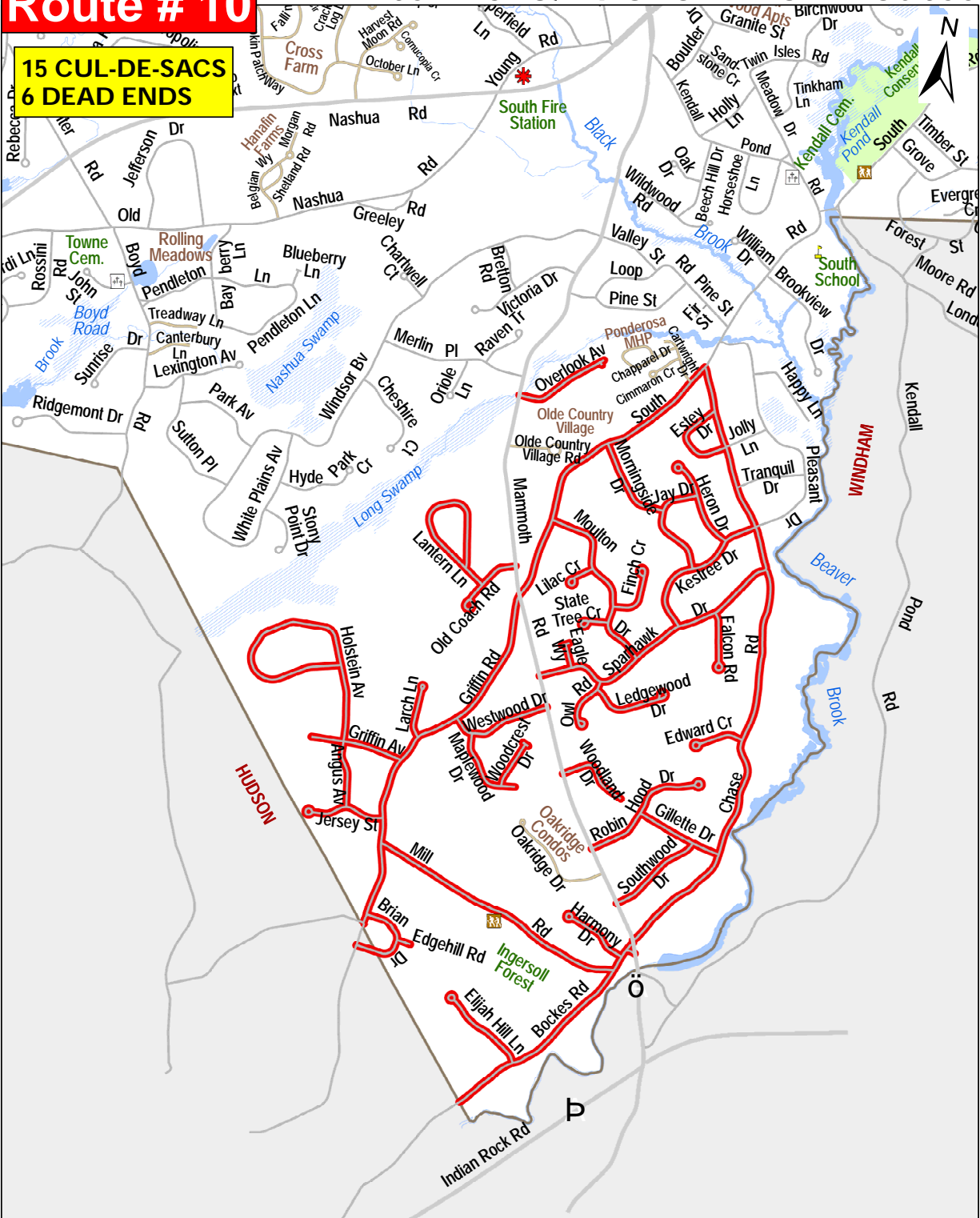
**18 CUL-DE-SACS
3 DEAD ENDS**



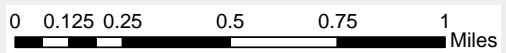
Route # 10

Winter 2023/24 Snow Plow Routes

15 CUL-DE-SACS
6 DEAD ENDS



Road	Miles	Road	Miles	Road	Miles	Road	Miles
ANGUS AVE	0.19	FINCH CIR	0.22	LANTERN LN	0.56	OWL RD	0.20
BOCKES RD	0.72	GILLETTE DR	0.26	LARCH LN	0.18	ROBIN HOOD DR	0.44
BRIAN DR	0.27	GRIFFIN AVE	0.27	LEDGEWOOD DR	0.28	SOUTH RD	0.90
CHASE RD	1.84	GRIFFIN RD	1.12	LILAC CIR	0.12	SOUTHWOOD DR	0.29
EAGLE WY	0.09	HARMONY DR	0.24	MAPLEWOOD DR	0.24	SPARHAWK DR	0.79
EDGEHILL RD	0.04	HERON DR	0.31	MILL RD	0.78	STATE TREE CIR	0.12
EDWARD CIR	0.20	HOLSTEIN AVE	0.92	MORNINGSIDE DR	0.27	WESTWOOD DR	0.30
ELDAH HILL LN	0.31	JAY DR	0.32	MOULTON DR	0.54	WOODCREST DR	0.16
ESTEY DR	0.26	JERSEY ST	0.28	OLD COACH RD	0.25	WOODLAND DR	0.22
FALCON RD	0.21	KESTREE DR	0.45	OVERLOOK AVE	0.29		
						Total Miles	15.50

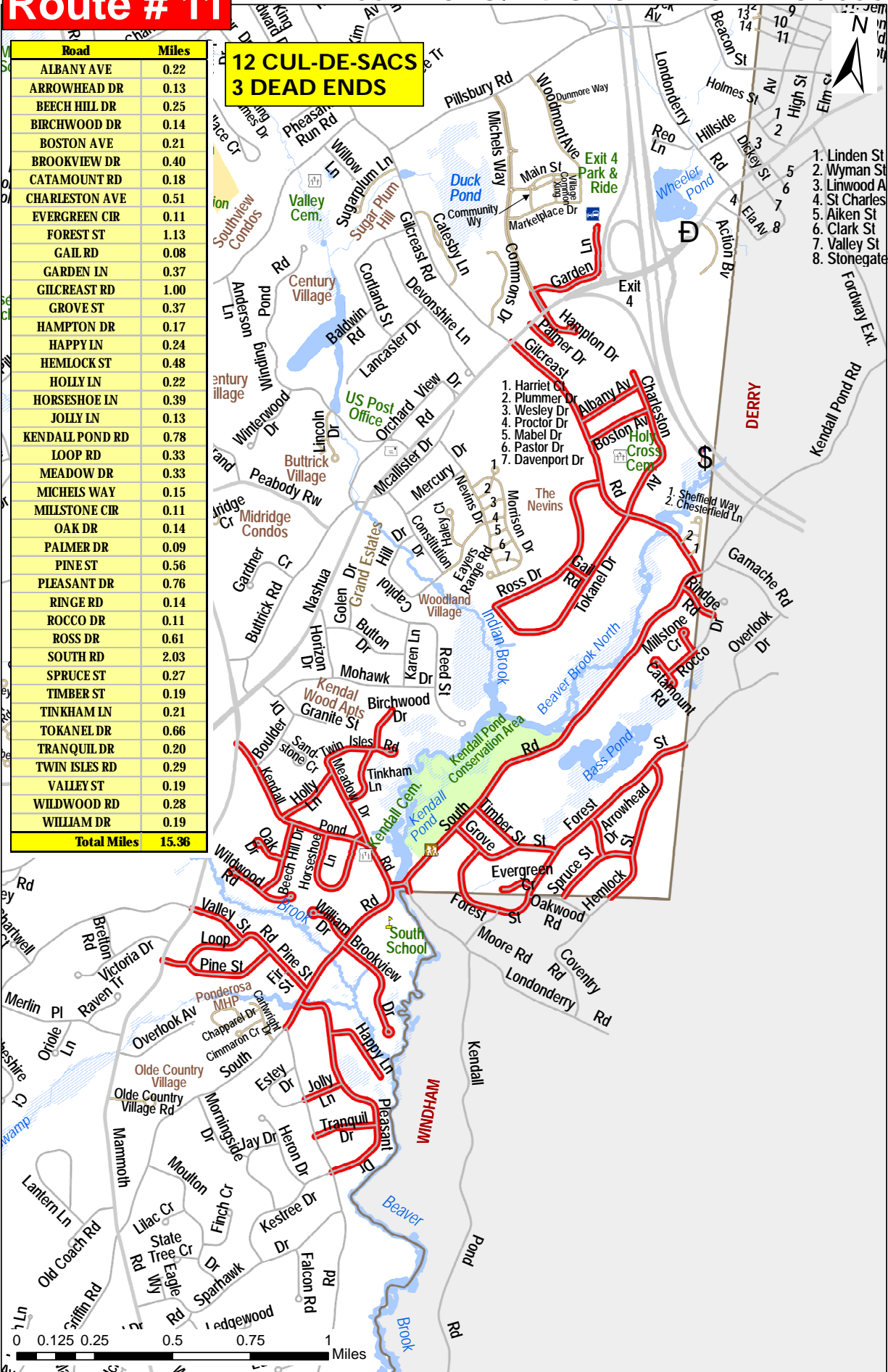


Route # 11

Winter 2023/24 Snow Plow Routes

Road	Miles
ALBANY AVE	0.22
ARROWHEAD DR	0.13
BEECH HILL DR	0.25
BIRCHWOOD DR	0.14
BOSTON AVE	0.21
BROOKVIEW DR	0.40
CATAMOUNT RD	0.18
CHARLESTON AVE	0.51
EVERGREEN CIR	0.11
FOREST ST	1.13
GAIL RD	0.08
GARDEN LN	0.37
GILCREAST RD	1.00
GROVE ST	0.37
HAMPTON DR	0.17
HAPPY LN	0.24
HEMLOCK ST	0.48
HOLLY LN	0.22
HORSESHOE LN	0.39
JOLLY LN	0.13
KENDALL POND RD	0.78
LOOP RD	0.33
MEADOW DR	0.33
MICHEL'S WAY	0.15
MILLSTONE CIR	0.11
OAK DR	0.14
PALMER DR	0.09
PINE ST	0.56
PLEASANT DR	0.76
RINGE RD	0.14
ROCCO DR	0.11
ROSS DR	0.61
SOUTH RD	2.03
SPRUCE ST	0.27
TIMBER ST	0.19
TINKHAM LN	0.21
TOKANEL DR	0.66
TRANQUIL DR	0.20
TWIN ISLES RD	0.29
VALLEY ST	0.19
WILDWOOD RD	0.28
WILLIAM DR	0.19
Total Miles	15.36

**12 CUL-DE-SACS
3 DEAD ENDS**



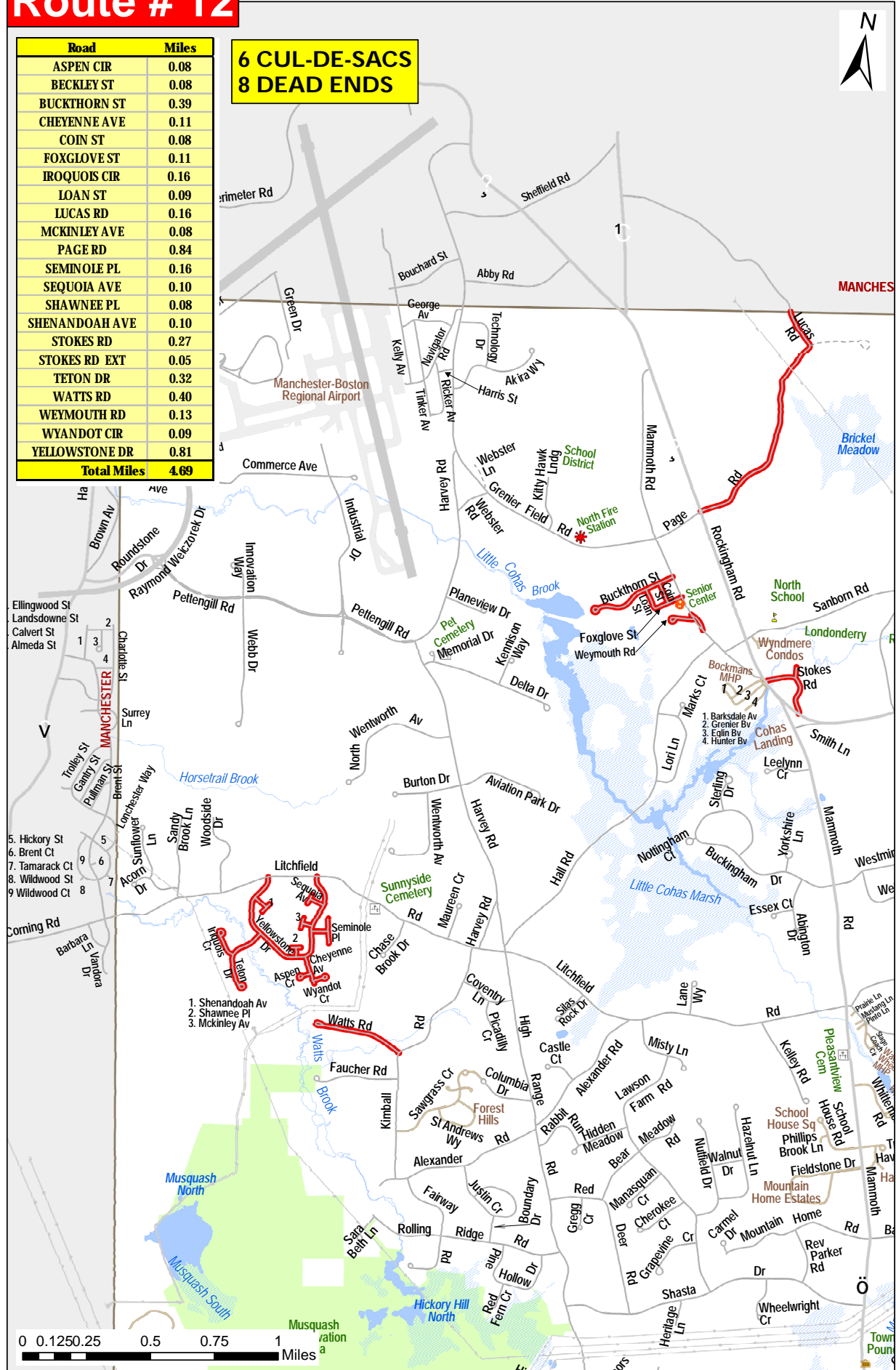
1. Linden St
2. Wyman St
3. Linwood Ave
4. St Charles
5. Aiken St
6. Clark St
7. Valley St
8. Stonegate

Route # 12

Winter 2023/24 Snow Plow Routes

Road	Miles
ASPEN CIR	0.08
BECKLEY ST	0.08
BUCKTHORN ST	0.39
CHEYENNE AVE	0.11
COIN ST	0.08
FOXGLOVE ST	0.11
IROQUOIS CIR	0.16
LOAN ST	0.09
LUCAS RD	0.16
MCKINLEY AVE	0.08
PAGE RD	0.84
SEMINOLE PL	0.16
SEQUOIA AVE	0.10
SHAWNEE PL	0.08
SHENANDOAH AVE	0.10
STOKES RD	0.27
STOKES RD EXT	0.05
TETON DR	0.32
WATTS RD	0.40
WEYMOUTH RD	0.13
WYANDOT CIR	0.09
YELLOWSTONE DR	0.81
Total Miles	4.69

**6 CUL-DE-SACS
8 DEAD ENDS**



Route # 13

Winter 2023/24 Snow Plow Routes

**17 CUL-DE-SACS
3 DEAD ENDS**

