

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

Baseline Assessment Report

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EXECUTIVE SUMMARY

Axiomatic abstracted baseline winter maintenance information from all eighteen (18) WestCOG communities. Existing plow routes were collected in their existing formats which ranged from GIS, to paper real estate maps shaded with highlighter, to tables (in Excel or Word) listing streets serviced on each route. As part of the WestCOG plow route study all non-GIS based routes were converted to a GIS format (file geodatabase).

Deicing material usage for solid and liquid chemicals was also collected. Due in part to recent salt shortages experienced across the Snowbelt, several municipalities elected to maintain multiple sources of deicing chemicals. Ten (10) communities reported using the State of Connecticut Bid (*State Bid*) for some or all of their sodium chloride purchases. It should be noted that the *State Bid* does not include procurement of treated salt¹, which leads several municipalities to seek alternative procurement methods. Four (4) communities reported using the Capital Region Council of Governments (CrCOG) bid, and seven (7) bid independently for materials.

Many communities reported using treated salt, which is more effective and efficient than untreated (sometimes referred to as “Dry Salt”), and only seven (7) communities reported using sand. Eight (8) communities reported purchasing liquid deicing chemicals which can be used either to treat salt as discussed above, or for liquid based anti-icing. Eleven (11) communities, reported using liquid or solid deicing chemical applications before the storm for anti-icing.

Detailed information was also gathered on staffing, application rates, calibration rates, and level of service, equipment upgrade, and property damage policies. To support the development of a baseline and to facilitate the route optimization analysis, equipment inventories were gathered (details outlined in Appendix B).

DATA GATHERING

Axiomatic traveled to each municipality’s public works office² and conducted in-person interviews to gather the baseline information presented in this report. Prior to each interview, a questionnaire was sent to the municipal contacts along with a request for routing operations data and copies of any existing route maps. Axiomatic conducted verbal interviews, taking notes to complete any missing or incomplete information in the data collection questionnaire. The questionnaire responses were shared with municipalities to ensure accuracy and allow for any necessary corrections. The schedule of municipal interviews, and original documentation of plow route maps is presented in Table 1. All PDF and paper route maps were converted to GIS format by Axiomatic and C2Logix.

Town	Initial Meeting Date	Initial Map Format
Bethel	8/2/2017	PDF
Bridgewater	9/19/2017	None
Brookfield	8/15/2017	Paper
Danbury	8/14/2017	PDF
Darien	9/11/2017	GIS
Greenwich	8/30/2017	GIS
New Canaan	8/30/2017	GIS
New Fairfield	8/29/2017	Paper
New Milford	8/14/2017	Paper
Newtown	8/14/2017	GIS

¹ Sodium chloride can be treated with liquid deicing agents (sodium chloride brine or other proprietary chemicals) to increase the effectiveness of the salt by jump starting melting, reducing bounce and scatter, and lowering the effective operating temperature of the salt.

² Bridgewater’s interview was conducted over the phone at their request.

Norwalk	9/8/2017	GIS
Redding	8/16/2017	Paper
Ridgefield	8/15/2017	Excel
Sherman	8/15/2017	Paper
Stamford	9/11/2017	PDF
Weston	9/12/2017	Paper
Westport	9/11/2017	GIS
Wilton	8/29/2017	PDF

Table 1: Interview meetings and Initial Route Map Formats

MATERIAL USAGE

Road salt is procured through a competitive bid process at either the state, regional, or municipal level. Connecticut municipalities can participate in the Connecticut Department of Transportation Department of Transportation (CTDOT) bid, or the Capital Region Council of Governments (CRCOG) bid. It should be noted that the CTDOT bid does not include an option for treated salt. The primary suppliers in southwestern CT are Morton, Cargill, DRVN Enterprises, American Rock Salt Company, and International Salt Company. Salt is transported to the municipalities from ports and distribution centers including the Gateway Terminal in New Haven (Morton), the newly opened state pier in New London (DRVN Enterprises opened in 2014), Mt. Mary, New York (Cargill), and Mount Morris, New York (American Rock Salt). Prior to 2014, salt had not been available in New London for a 15-year period. In Prior years the *state bid* was awarded to American Rock Salt.

In the winter of 2014-2015 an unusual number of severe winter storms resulted in high demand for rock salt and created shortages in nearly all the “Snowbelt” states. The existing supply chain was unable to respond quickly enough due to the length of time required to ship the materials from their points of origin to New England (weeks to months). Following this shortage, it has become common for municipalities to solicit multiple bids to provide a stable supply of material for the winter season. Material usage among WestCOG communities is typical of New England municipalities; All municipalities utilize untreated salt or salt that has been pre-treated with a liquid, such as the proprietary product “Ice-B-Gone”. No communities reported utilizing alternative solid chemicals (e.g. calcium chloride, magnesium chloride, magnesium acetate, potassium acetate). Several municipalities utilize the proprietary liquid chemicals from the ProMelt line (e.g. magnesium chloride-, calcium chloride-, or magnesium/molasses-based solutions) procured through Innovative Solutions of New York.

Material usage is estimated by subtracting approximate material remaining in the pile from the total purchased for the season. Sodium chloride usage, supplier, and cost figures are estimated from data self-reported by participating municipalities as shown in Table 2, and winter sand is shown in Table 3. Liquid material usage, supplier and cost figures are presented in Table 4 and Table 5.

Municipality	Supplier	Cost Per Ton	Approximate Usage (Tons)
Bethel	State Bid: Morton/International	78.20	900
Bridgewater	State Bid: Morton	\$85.25	600
Brookfield	State Bid: Morton	\$78.21	3,000
Danbury	CrCOG Bid: Morton	\$79.00	9,589
Darien	State Bid: Morton	\$77.68	900
Greenwich	DRVN Enterprises	\$75.00	8,051
New Canaan	CrCOG Bid: Morton	\$86.00 (Treated: Magic -)	1,400
New Fairfield	State Bid: Morton	\$78.21	900
New Milford	Morton	\$85.25 (Treated: Ice B-Gone)	6,061 Treated 676 Untreated
Newtown	State Bid & CrCOG Bid: Morton/Cargill	\$80.00 (Treated)	4,000
Norwalk	State Bid (not used) Cargill	\$91.00	4,500
Redding	Morton	\$81.00 (Treated: Ice B-Gone)	1,600 Treated 200 Untreated
Ridgefield	Morton	\$89.00 (Treated: Ice B-Gone)	4,000
Sherman	State Bid: Morton	\$70.00	500-600
Stamford	State Bid: Morton	\$77.68	13,591
Weston	CrCOG Bid: Morton	\$89.00 (Treated: Ice B-Gone)	<1000
Westport	State Bid: Morton (200 tons) Bid w/ Fairfield: Eastern	\$67.00	2,160
Wilton	Morton	\$73.25	3,000

Table 2: Sodium Chloride Usage Per town for Winter 2016-2017

Municipality	Sand Supplier	Cost Per Ton	Approximate Usage (Tons)
Bethel	Stone Construction	\$14.00	2,800
New Milford		\$11.75	286
Newtown		\$17.95	4,000
Redding	Stone Construction	\$24.00	270
Sherman	Harlem Valley	\$12.00	5,000
Westport	Zwally	\$21.50	216
Wilton	Island Sand & Gravel	\$8.89	6,750

Table 3: Sand Usage Per Municipality for Winter 2016-2017

Municipality	Sodium Chloride Brine Supplier	Cost Per Gallon	Approximate Usage (Gallons)
Danbury	CTDOT Trial	N/A	1,000
Greenwich	Reed Systems	\$0.65	20,590
New Fairfield	In-House	N/A	300
Stamford	Recently Acquired Brine Maker		

Table 4: Sodium Chloride Brine Usage for Winter 2016-2017

Municipality	Liquid Chemical & Supplier	Cost Per Gallon	Approximate Usage (Gallons)
Bridgewater	ProMelt – Innovative Solutions	\$1.30	12,000
New Canaan	Magic Minus 0 – Innovative Solutions	\$1.05	5,000
New Milford	Enviro-Brine - Jim Reed Sales	\$1.01	Not Used
Norwalk	ProMelt Innovative Solutions	\$0.86	3,000

Table 5: Other Liquid Chemicals Usage for Winter

STAFFING

Staffing for winter storm events is challenging and involves a combination of full- and part-time staff in addition to outside contractors. In many instances, staff are also borrowed from other municipal departments to remove snow and apply deicing chemicals. In smaller municipalities mechanics also have plow routes or other public works responsibilities. Typical winter maintenance positions and job descriptions presented in Table 6, and a summary of municipal staffing is provided in Table 7.

Position	Description
Foreman/Supervisor	<ul style="list-style-type: none"> Responsible for oversight of operations for a district or whole municipality Typically, also plows, though sometimes with a reduced route, or assists on other routes as time allows.
Operator – Large Truck	<ul style="list-style-type: none"> <i>“10-Wheelers”</i> Responsible for treating approximately 10-mile route including plowing and chemical application. The large trucks may not plow smaller roads if they cannot fit.
Operator – Small Truck	<ul style="list-style-type: none"> <i>“Low-Boys”</i> Typically paired with a large truck the small truck operator plows smaller roads, and clears cul-de-sacs that the larger trucks cannot treat. Small trucks also clear parking lots and intersections along their routes.
Operator - Loader	<ul style="list-style-type: none"> <i>“Yard Dog”</i> Loader operators work at the salt depots and loads the trucks with material. In smaller towns operators, sometimes will load their own trucks. It is general practice to load trucks in advance of the storm.
Mechanics	<ul style="list-style-type: none"> Responsible for the repair and maintenance of equipment including cab & chassis, plow, and spreading equipment. In smaller towns mechanics may also serve as an operator.
Contractors	<ul style="list-style-type: none"> Some municipalities hire contractors to assist during snow events. Contractors may drive their own vehicles or municipal equipment. Insurance for private contractors can be prohibitively expensive, and can make contract-plowing a very low profit enterprise.

Table 6: Typical Winter Maintenance Positions

Municipality	Full Time Operators	Part Time Operators	Contractors	Municipal Mechanics
Bethel	12 on staff 8 from other departments	none	none	2 full-time
Bridgewater	4	none	none	
Brookfield	12	2-3 per storm as needed	none	1 full-time 1 plow driver
Danbury	1 yard dog 30 on staff 17 from parks & rec 7 seasonal temps	As needed	none	4
Darien	13 including parks & rec	none	2	1 full-time 2 helpers
Greenwich	24 Equipment Operators	22 Laborers w/ CDL	3	2 full-time
New Canaan	16	none	As Needed	4 full-time 1 welder
New Fairfield	12	1	none	2 plow drivers
New Milford	28	1	none	5
Newtown	15 Drivers 5 Operators 4 Leadmen 4 Crew Leaders Additional from Parks & Rec and Education	0	0	4 Full-Time (also plow as needed)
Norwalk	51	none	none	9
Redding	11	none	5-8	2 plow drivers
Ridgefield	16		7	4 full-time 1 additional
Sherman	5	1	none	1
Stamford	31 on staff 4 From Recycling 2 From Parks 12 from garbage	1	none	6
Weston	10	none	4	2
Westport	15	none	1	1 full-time 1 part-time
Wilton	14	1	none	2

Table 7: Reported Winter Maintenance Positions

BEST PRACTICES SURVEY

The adoption rate for best practices is typical to New England municipalities. Each of the surveyed best practices are discussed in the sections below. A summary of responses is presented in Table 8.

Anti-icing: The proactive application of deicing chemicals to pavement up to 48 hours in advance of a storm event. Anti-icing can utilize solid or liquid chemical deicers. Eleven of the WestCOG communities utilize anti-icing to prevent snow and ice from bonding to the pavement. Seven communities anti-ice with solid de-icing chemicals (most commonly sodium chloride). While the use of solids for de-icing can be effective on low-speed roads and parking lots with moderate traffic, it has drawbacks compared to liquids. Because all pavement is sloped for drainage, solid material tends to migrate off the roadway as vehicular traffic passes over. On high-speed roadways, the material can become airborne and result in damage to vehicles. Four communities anti-ice with liquids, which have the benefit of sticking to the roadways, reducing migration. Anti-icing, specifically with liquids, has seen increasing adoption due in part to the salt shortages experienced in previous years.

Pre-wetting & Pre-treating: Pre-wetting (applying liquid de-icing chemical as the salt comes out of the spreader), and Pre-treating (applying liquid de-icing chemical to the salt before it is loaded into the spreader) are effective ways of improving the effectiveness of salt. Both methods can reduce the operating temperature of the salt (if not using salt brine) allowing the material to melt ice at lower temperatures. These methods also reduce bounce and scatter, with greater amounts of material retained on the road surface compared to dry applications. Finally, the addition of a liquid brine “jump-starts” the melting process, allowing lower application rates to achieve a comparable level of service. Fourteen of the communities have adopted pre-wetting or pre-treating.

Pavement Temperature-Based Application Rates: The effective melting capacity of salt varies significantly with pavement temperature. At lower pavement temperatures, more salt is needed than at higher temperatures. Additionally, salt becomes ineffective below 15°F. Varying the amount of salt applied based on the pavement temperature is one of the most effective ways to ensure the appropriate amount of salt is being used for the weather conditions. Seven WestCOG municipalities reported changing their application rates based on the observed pavement temperatures.

Municipality	Anti-Icing	Pre-Wetting	Pretreating	Pavement Temp.-based Application Rates
Bethel	No	No	No	Yes
Bridgewater	Yes – Solids	Discontinued	No	No
Brookfield	Yes – Solids	No	Yes	No
Danbury	Yes – Liquids	No	Yes	Yes
Darien	No	No	No	No
Greenwich	Yes – Liquids	Yes	No	Yes
New Canaan	Yes – Solids	Yes	Yes	Yes
New Fairfield	Yes – Liquid	No	Yes	No
New Milford	Yes – Solids	Yes	Yes	Yes
Newtown	No	No	Yes	Yes
Norwalk	Discontinued	Yes	No	Yes
Redding	Yes – Solids	No	Yes	No
Ridgefield	Yes – Solids	No	Yes	No
Sherman	No	Yes	Yes	No
Stamford	Yes – Liquids	No	No	Yes
Weston	Yes – Solids	No	Yes	No
Westport	No	No	No	No
Wilton	No	No	No	No

Table 8: Best Practices Summary

BACKGROUND INFORMATION

Each municipality was asked several questions regarding their general winter maintenance operations. Actual responses are presented in Appendix A: Background Information and discussed below.

Perceived Strengths and Weaknesses in the Snow Removal Process: A common theme among the interviewed communities was that their staff worked very hard and did a very good job maintaining the roadways. Many communities indicated that new equipment would be helpful in their operations and that they have been continually focusing on improving their processes. During discussions, participants repeatedly referenced the public expectation for passable roadways and “black pavement” throughout storm events. This high expectation creates a challenging environment especially with the variability of winter storms in New England.

Application Rate Guidelines: As discussed in the previous section, industry best-practice includes varying the application rates of deicing chemicals with pavement temperature. There are several national application rate guidelines (e.g. Clear Roads, Snow Fighter’s Handbook, and Federal Motor Safety guidelines) as well as state-level guidelines published by the DOTs in each snowbelt state. New Hampshire and Minnesota have adopted parking lot and roadway rates specifically targeted at road salt reduction to address chloride contamination of surface and ground waters. Documentation of application rate guidelines for WestCOG communities was limited; two communities referenced national standards and four indicated that an undocumented operational range was used.

Calibration: Equipment calibration allows operators to project the amount of material being applied to the roadway for the given setting (e.g. belt/auger speed, gate height). Spreaders can be calibrated, whether they are electronically-controlled closed-loop or traditional hydraulic non-intelligent systems. Most electronically-controlled systems have a manufacturer-specified calibration procedure which then allows operators to directly set an application rate with the system making necessary adjustments automatically. Traditional spreaders can be calibrated using industry-standard procedures to determine the application rates for various auger/belt speeds and gate height combinations. Eleven municipalities reported regularly calibrating their spreaders.

Cost of Plowing: Two towns had data to support the per-mile cost of plowing. Most communities indicated that calculations could be made, but that the range would vary widely storm-to-storm based on many variables (e.g. pavement temperature, precipitation type, time of day of storm, amount of precipitation).

Mutual Aid: Mutual aid, through sharing equipment and personnel between municipal public works agencies, is a common practice most typically used to respond to natural disasters or emergencies. All WestCOG communities reported the willingness to participate in mutual aid programs, although only six were aware of formal mutual aid agreements.

CTDOT Interactions: All communities indicated that they had a good professional relationship with the CTDOT and acknowledged state and local crews are all trying to accomplish the same goal of safe and passable roadways. No communities have any official policies or agreements. Some communities indicated they will plow or de-ice state roads if they become a safety concern in their town, and occasionally will share material with the State, if needed.

State of CT Cooperative Bid: It is common for municipal governments to use the *state bid* as an acceptable procurement method for both material and equipment. Using the existing state bid can speed procurement, and can sometimes lead to a lower price than an individual municipal bid. Fourteen communities reported they always or sometimes utilize the *state bid* for salt, or equipment (commonly cab and chassis bids for plow trucks & associated equipment). It is typical for the *state bid* to be considered during any type of procurement where it is available, but depending on timing or other market drivers it can be advantageous to utilize a municipal bid process.

Level of Service: Level-of-service was found to be common among WestCOG communities with all striving to achieve bare pavement as soon as practicable after the event had completed. Each community focuses on main roadways, dangerous intersections and hills as a priority, and all reported plowing any roads necessary to provide access to emergency vehicles. Stamford, uniquely posts estimated times to treat and clear the city roads as shown in Figure 1.

Time Frame For Snow Removal

Stamford's many roads take time and manpower to treat and clear. Snow fighters work round the clock to clear the roads, working tirelessly until the job is completed and all roads are passable.

- 3" Snowfall: Approximately 16 hours to plow and/or treat every City road ONCE.
- 6" Snowfall: Snow Emergency Declared. Every Road plowed and/or treated within 24 hours.
- 10" Snowfall: Major and primary City roads cleared within 24-36 hours and one pass through neighborhood streets.
- 15" Snowfall: 35-40 hours
- 24" Snowfall: 46-60 hours

Figure 1: Stamford Snow Removal Time Frame

Property Damage Policies: The most common property damage associated with municipal winter maintenance activity is associated with a plow accidentally striking a mailbox. Twelve (12) WestCOG communities have publicly posted Mailbox Policies as shown in Table 9. Actual Mailbox policies can be found in Appendix C.

Municipality	Posted Mailbox Policy
Bethel	Yes
Bridgewater	Yes
Brookfield	Yes
Danbury	No
Darien	Yes
Greenwich	Yes
New Canaan	Yes
New Fairfield	Yes
New Milford	Yes
Newtown	No
Norwalk	Yes
Redding	Yes
Ridgefield	Yes
Sherman	No
Stamford	No
Weston	No
Westport	Yes
Wilton	No

Table 9: Posted Mailbox Policies

Mailbox policies typically include language to clarify that the damage to the mailbox must be due to the plow, or municipal vehicle physically striking the mailbox or post. The municipality will not replace mailboxes which are damaged due to the force of plowed snow. A sample of typical language from Westport is shown in Figure 2.

MAILBOX DAMAGE – The town repairs or replaces only mailboxes and/or posts that are actually struck by a plow blade. Usually a paint mark or tire tracks supply evidence of a mailbox strike. The town does not repair or replace mailboxes and/or posts that fall from the force of plowed snow. Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside.

Figure 2: Sample Mailbox Policy for Westport, CT

Information on other property damage policies was not readily documented, however typically they rely on the same burden of proof that the property was damaged explicitly by a plow or plow truck strike. Research Report 2015-R-0213 published by the CT office of Legislative Research entitled: “Financial Responsibility For Public Sidewalk Repair” documented parties responsible for sidewalk and curb repairs across the state. The full report is provided in Appendix D, and summarized in Table 10.

Municipality	Sidewalk and Curbing Responsibility
Bethel	Abutter
Bridgewater	No Sidewalks
Brookfield	No sidewalks
Danbury	Abutter
Darien	Municipality – except private streets or state roads unless municipally installed
Greenwich	Municipality (if within town right-of-way) Abutter (Other sidewalks or custom finished walks)
New Canaan	Municipality
New Fairfield	No Sidewalks
New Milford	Abutter
Newtown	Municipality (ordinance is being repaired)
Norwalk	Abutter
Redding	Municipality
Ridgefield	Abutter – Policy change likely to municipality
Sherman	Municipality
Stamford	Municipality
Weston	No sidewalks
Westport	Municipality (Abutter responsible if used for commercial/business purposes)
Wilton	Municipality (if within town right-of-way) Abutter (Other sidewalks or custom finished walks)

Table 10: Summary of Sidewalk Repair Responsibility

EQUIPMENT

EQUIPMENT INVENTORIES

Equipment inventories can be found in Appendix B: Municipal Equipment inventory. Municipalities were asked to provide information about each of their equipment including the following:

Descriptive Info: Including truck number or name if applicable. Most vehicles are identified based on their general equipment type such as Low-Boy (small masonry style dump trucks), All Season Body (dump body which includes integrated spreader), Hook-Lift (Type of chassis that allows different bodies to be hooked and lifted onto the chassis) or Jet (Type of drop in spreader).

Plow: Whether the chassis has a front mounted plow, a wing, or an underbody plow. Most commonly only a front mounted plow.

Spreader Capacity & Type: Average load of material carried in the spreader during deicing operations, in tons or yards. This is primarily used when combined with the target application rate to determine the range of the spreader when deicing.

Ground Speed Controls: Groundspeed controllers modulate the speed of the spreader to account for the ground speed of the vehicle. When the vehicle is stopped the spreader automatically shuts off. As the vehicle speed increases the speed of the spreader increases to compensate and maintain a consistent application rate.

Pre-Wetting Capacity: Pre-Wetting equipment consists of liquid storage tanks and a sprayer system to apply salt brine, or other liquid de-icing chemicals to the salt as it is being applied to the roadway. This method of liquid application is not commonly used in WestCOG communities.

Automated Vehicle Location (AVL): Automated vehicle location technology tracks minimally the location of the vehicle and reports back to a central database. This allows public works officials to confirm when a roadway was serviced and by which vehicle. More sophisticated systems track the amount material being discharged, ground speed, and whether the plow is up or down.

EQUIPMENT UPGRADE POLICY

Norwalk reported have an equipment replacement policy of two (2) new trucks per year. No other community reported having an official adopted equipment upgrade policy, however all communities reported minimally tracking which equipment would be the next to be replaced, and using engineering/economic judgement to determine when the new equipment would likely be needed. The lack of a firm policy can likely be attributed to the annual municipal budgeting process. New plow trucks may be scheduled to be purchased in the next budget cycle and be a proposed appropriation in the department budget but may not make it into the recommended town budget due to fiscal constraints. Additionally, the procurement of new equipment is commonly considered by the voters at town meeting as a separate resolution, which provides another opportunity for the planned replacement to be delayed if the resolution fails during the referendum vote. A sample Resolution from the Ridgefield CT 2017 budget is shown in Figure 3.

5. To consider a Resolution Appropriating \$182,882 For The Design And Acquisition Of A Highway Mack Truck, \$170,805 For The Design And Acquisition Of A John Deere Loader, \$235,000 For The Design And Acquisition Of Ambulance #3 And \$400,000 For The Planning, Design, Acquisition And Construction of Replacement Fuel Tanks And Authorizing The Issuance Of \$988,687 Bonds Of The Town To Meet Said Appropriations And Pending The Issuance Thereof The Making Of Temporary Borrowings For Such Purpose.

Figure 3: Sample Resolution Language from Ridgefield CT 2017 Annual Meeting

The lack of certainty surrounding the budgeting process functionally only allows Public Works officials to request the equipment upgrades they would like, and provide their justification – it does not support the adoption of an official policy. Several communities did report procuring new equipment in past or upcoming budget cycles indicating some level of success in the timely replacement of aging equipment.

APPENDIX A: ADDITIONAL BACKGROUND INFORMATION

	Perceived Strengths and weaknesses in the snow removal process.	Please provide any application rate charts or guidelines	How often do you calibrate your equipment?	Cost of Plowing per Mile (if known)?	Are there any mutual aid agreements related to winter maintenance (equipment/personnel sharing)?	Does the town have any interactions or agreements with CTDOT?	Is a state bid price used to procure materials or equipment?
Bethel	Would like new equipment	None	On-going	Not Available	No	Nothing official	Yes
Bridgewater	Have saved material over the past 10 years	None	No Calibration		No	Nothing official	Sometimes
Brookfield	Would like newer equipment and more manpower	None	Annually based on equipment type		Yes	Nothing official	Yes
Danbury		None	Annually	Ranges between ~\$100-\$600 per storm ¹	No	Nothing official	Occasionally
Darien	Cross Training could be improved – rotate folks into plowing/salting/shoveling.	Snow fighter's handbook	Annually	Not Available	No	Nothing official	Yes, salt and trucks
Greenwich	Would like new equipment/ the timing of storms and traffic can be problematic	TBD by storm/weath er/temp	Annually	Not Available	No	Nothing official	Not for material
New Canaan		250 lb./lane mile	Annually	Not Available	Yes	Nothing official	Occasionally
New Fairfield	Recently changed call in procedure to reduce time to	None	No Calibration	Not Available	Yes	Nothing official	Yes

¹ See Storm Tracker Spreadsheet

	response when police call. Tried Pre-wetting this year						
New Milford	Would like new equipment	None	Annually	Per Storm Details in Excel.	Yes	Town plows RT 67 and 109 sometimes due to safety concerns.	No
Newtown	Always staffing challenges	450lb/ mile		Not Available	No	Nothing Official	
Norwalk	Some routes may be over salted. Could be more efficient with fuel – some drivers use different patterns each route	Federal Motor safety guidelines – salt section	Annually	Not Available	No	Share material with DOT occasionally	Participate in state bid – didn't use it this year b/c purchased
Redding	Would like new equipment (a couple) – overall working pretty well, GPS would be helpful for citizens	300-400	Annually	Not Available	Yes	Nothing official	No
Ridgefield	Truck Wash (warm water & undercarriage)	Programmed into the trucks	Every other year	Not Available	No	If it becomes a safety issue the town will salt Rt 7.	Yes
Sherman	Would like larger equipment for more efficiencies.	None	Do not calibrate	Not Available	No	Nothing official	Yes
Stamford	Start at the beginning and stays to 8 hours after the snow to completely clear up	n/a	n/a	Not Available	Yes with Greenwich some roads are shared	Nothing official	Yes
Weston		300-500lb per lane mile	Occasionally	Not Available	No		No

Westport	Guys do a great job	250	Annually	Not Available	No	Good communication & collaboration	F-550's from state bid. The rest are typically bid separately
Wilton		None	Yes	Not Available	No	Share material with DOT occasionally	No

Table 1: Background Winter Maintenance Information

DRAFT

APPENDIX B: EQUIPMENT INVENTORY

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge
2	6 wheel class 8	Plow	7 yards	Yes	None	Yes	All Season Body – Side Discharge
3	6 wheel class 8	Plow	7 yards	Yes	None	Yes	All Season Body – Side Discharge
4	6 wheel class 8	Plow	7 yards	Yes	None	Yes	All Season Body – Side Discharge
5	6 wheel class 8	Plow	7 yards	Yes	None	Yes	All Season Body – Side Discharge
6	6 wheel class 8	Plow	7 yards	No	None	Yes	Hydraulic E-box
7	6 wheel class 8	Plow	7 yards	No	None	Yes	Hydraulic E-box
8	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge
9	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge
10	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge
11	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge

12	6 wheel class 8	Plow	7 yards	No	None	Yes	All Season Body – Side Discharge
1-LB	6 Wheel Low body	Plow	2 tons	No	None	Yes	Hydraulic E-box
2-LB	6 Wheel Low body	Plow	2 tons	No	None	Yes	Hydraulic E-box
3-LB	6 Wheel Low body	Plow	2 tons	No	None	Yes	Hydraulic E-box
4-LB	6 Wheel Low body	Plow	2 tons	No	None	Yes	Hydraulic E-box
5-LB	6 Wheel Low body	Plow	2 tons	No	None	Yes	Hydraulic E-box

BRIDGEWATER

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1 - International	6 wheel	Plow	6 Yard	Yes	Yes	no	All Season - side
2- International	6 wheel	Plow	6 Yard	Yes	Yes	no	All Season - side
3 - International	6 wheel	Plow	6 Yard	Yes	Yes	no	All Season - side

BROOKFIELD

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
Ford F550	Dump Truck	Plow	8 Yards	No	No	No	Hydraulic Slide In
INT'L 7400	Dump Truck	Plow	8 Yards	No	No	No	Hydraulic Slide In
INT'L 1854	SHOP	Plow	8 Yards	No	No	No	Hydraulic Slide-in
INT'L 2554 S	Dump Truck	Plow	8 Yards	No	No	No	Hydraulic slide-in
Chevy	Box Truck	Plow	N/A	No	No	No	N/A
Ford F350	Utility Body	Plow	N/A	No	No	No	N/A
Dodge 2500	Pick-Up	Plow	N/A	No	No	No	N/A
Ford F-450	Patch Truck	Plow	N/A	No	No	No	N/A
Ford F-350	Pick-Up	Plow	N/A	No	No	No	N/A
Ford F-550	Pick Up	Plow	N/A	No	No	No	N/A
INT'L 2554 S	Dump	Plow	8 Yards	No	No	No	Hydraulic slide-in
Chevy 1500	Dump	Plow	8 Yards	No	No	No	Hydraulic slide-in
INT'L	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season

INT'L 7500	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
INT'L 7500	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
Western Star 5842 SS	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
INT'L 2554	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
Western Star 4900SA	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
INT'L 7500 SFA 4x2	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
INT'L 7600	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
INT'L 7400	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
Peterbilt 348	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season
Peterbilt 348	10 Wheel Dump	Plow	11 Yards	No	No	No	All Season

DANBURY

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
International Dump	MORTARA Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	RONGETTI Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	BREECE Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	HILL Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	MURPHY Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	AMERO Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	M.NEWSOME Dump	Plow	7 Tons	No	No	Yes	Slide In
Sterling Dump	DIBIASE Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	ARCHIERE, PATSY Dump	Plow	9 Tons	No	No	Yes	All Season

International Dump	COWAN Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	ERIQUEZ Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	BARRIERE Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	COLE Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	CLARK Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	GARCIA Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	VEGERANO Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	ARCHER Dump	Plow	9 Tons	No	No	Yes	All Season
Ford Low Boy	SPARE Low Boy	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	DALY Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	DIBEDEDETTO Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	SCHLEMMER Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
Sterling Dump	BENNETT Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	DINHO Dump	Plow	7 Tons	No	No	Yes	Slide In

International Dump	WARD Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	RUSO Dump	Plow	9 Tons	No	No	Yes	All Season
International Dump	EVANUSKA Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	MCGRAN Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	O'ROURKE Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	DACHENHAUSEN Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	ADAMS Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	KREHO Dump	Plow	9 Tons	No	No	Yes	All Season
Peterbilt Dump	CORDIO Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	PRUNEAU Dump	Plow	9 Tons	No	No	Yes	All Season
Dodge Low Boy	FARIA Low Boy	Plow	2 Tons	No	No	Yes	All Season
Dodge Low Boy	Low Boy	Plow	2 Tons	No	No	Yes	All Season
Dodge Low Boy	Low Boy	Plow	2 Tons	No	No	Yes	All Season
Ford Low Boy	Low Boy	Plow	2 Tons	No	No	Yes	All Season
Peterbilt Dump	GINTY Dump	Plow	7 Tons	No	No	Yes	Slide In
Peterbilt Dump	NEWSOME,J Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	SPARE Dump	Plow	7 Tons	No	No	Yes	Slide In
International Dump	SPARE Dump	Plow	2 Tons	No	No	Yes	All Season

International Dump	SHAW Dump	Plow	7 Tons	No	No	Yes	Slide In
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DARIEN

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
7 Freightliners	Large 10 wheel	Plow	5 Tons	Yes	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow	5 Tons	Yes	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow	5 Tons	Yes	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow	5 Tons	No	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow	5 Tons	No	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow	5 Tons	No	No	Yes	All Season Hydraulic
7 Freightliners	Large 10 wheel	Plow + Underbody	5 Tons	No	No	Yes	All Season Hydraulic
F550	Low boy	Plow	2.5 Tons	No	No	Yes	Slide in Pony Motor
F550	Low boy	Plow	N/A	N/A	N/A	Yes	None

F550	Low boy	Plow	N/A	N/A	N/A	Yes	None
F550	Low boy	Plow	N/A	N/A	N/A	Yes	None
Pick Up	Pick Up	Plow	N/A	N/A	N/A	Yes	None
Pick Up	Pick Up	Plow	N/A	N/A	N/A	Yes	None

GREENWICH

SECTION: COS COB

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
37	Round Hill	11 Ft. Plow	7 Yards	No	No	Yes	All Season
179	Dingleton	11 Ft. Plow	7 Yards	No	No	Yes	All Season
44	Fairfield	11 Ft. Plow	7 Yards	No	No	Yes	All Season
19	Lake Ave	11 Ft. Plow	7 Yards	No	No	Yes	All Season
59	Cos Cob South	11 Ft. Plow	7 Yards	No	No	Yes	All Season
71	Stanwich	11 Ft. Plow	7 Yards	No	No	Yes	All Season
196	Cos Cop North	11 Ft. Plow	7 Yards	No	No	Yes	All Season
191	Cos Cob north (Pick Up)	8 Ft. Plow	None	N/A	N/A	No	None
38	North Street	11 Ft. Plow	7 Yards	No	No	Yes	All Season
35	Parsonage Lake	11 Ft. Plow	7 Yards	No	No	Yes	All Season

178	Lower Round Hill		7 Yards	No	No	Yes	All Season
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SECTION: BORO

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
21	North Boro	11 Ft. Plow	7 Yards	No	No	Yes	All Season
127	South Boro B	11 Ft. Plow	7 Yards	No	No	Yes	All Season
147	South Boro A	11 Ft. Plow	7 Yards	No	No	Yes	All Season
30	Husted	11 Ft. Plow	7 Yards	No	No	Yes	All Season

SECTION: OLD GREENWICH

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
32	Sheep Hill	11 Ft. Plow	7 Yards	No	No	Yes	All Season
23	Riverside	11 Ft. Plow	7 Yards	No	No	Yes	All Season
194	Riverside (Pick Up)	8 Ft. Plow	None	N/A	N/A	No	None
175	Sound Beach	11 Ft. Plow	7 Yards	No	No	Yes	All Season
193	Sound Beach (Pick Up)	8 Ft. Plow	None	N/A	N/A	No	None
110	Palmer Hill	11 Ft. Plow	7 Yards	No	No	Yes	All Season

163	Valley Rd.	11 Ft. Plow	7 Yards	No	No	Yes	All Season
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NEW CANAAN

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
2	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
3	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
4	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
5	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
6	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
7	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
8	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
9	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
10	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
11	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
12	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season
13	6 Wheel Class 8	Plow	7 Yards	No	No	Yes	All Season

NEW FAIRFIELD

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	6 Wheel Dump	Plow	8-10 Yards	Yes – Rex Roth	No	No	All Season – Side Discharge
2	6 Wheel Dump	Plow	8-10 Yards	Yes – Rex Roth	No	No	All Season – Side Discharge
3	6 Wheel Dump	Plow	8-10 Yards	Yes – Rex Roth	No	No	All Season – Side Discharge
4	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
5	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
6	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
7	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
8	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
9	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
10	6 Wheel Dump	Plow	8-10 Yards	No	No	No	All Season – Side Discharge
1 – LB	Low Boy	Plow	1.5 Yards	No	No	No	Hydraulic Drop In

2-LB	Low Boy	Plow	1.5 Yards	No	No	No	Hydraulic Drop In
3-LB	Low Boy	Plow	1.5 Yards	No	No	No	Hydraulic Drop In
4-LB	Low Boy	Plow	1.5 Yards	No	No	No	Hydraulic Drop In
5-LB	Low Boy	Plow	1.5 Yards	No	No	No	Hydraulic Drop In

NEW MILFORD

Note: Some New Milford Trucks have Ground Speed Controls – however it is unclear which vehicles.

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
052LD	01Alpha	Plow	7 Yards	No	Yes	Yes	Slide
039LD	02Bravo	Plow	7 Yards	No	Yes	Yes	Slide
033LD	03Charlie	Plow	7 Yards	No	Yes	Yes	Slide
007LD	04Delta	Plow	7 Yards	No	Yes	Yes	Uni
026LD	05Echo	Plow	7 Yards	No	Yes	Yes	Slide
008LD	06Foxtrot	Plow	7 Yards	No	Yes	Yes	Slide
019LD	07Golf	Plow	7 Yards	No	Yes	Yes	Uni
125LD	08Hotel	Plow	7 Yards	No	Yes	Yes	Slide
123SD	09India	Plow	7 Yards	No	Yes	Yes	Uni

082SD	10Juliet	Plow	7 Yards	No	Yes	Yes	Slide
034LD	11Kilo	Plow	7 Yards	No	Yes	Yes	Slide
010LD	12Lima	Plow	7 Yards	No	Yes	Yes	Slide
083LD	13Mike	Plow	7 Yards	No	Yes	Yes	Slide
025LD	14November	Plow	7 Yards	No	Yes	Yes	Slide
021LD	15Oscar	Plow	7 Yards	No	Yes	Yes	Uni
020LD	16Papa	Plow	7 Yards	No	Yes	Yes	Slide
004LD	17Quebec	Plow	7 Yards	No	Yes	Yes	Slide
012LD	18Romeo	Plow	7 Yards	No	Yes	Yes	Slide
013LD	19Sierra	Plow	7 Yards	No	Yes	Yes	Uni
018LD	20Tango	Plow	7 Yards	No	Yes	Yes	Uni
011LD	21Uniform	Plow	7 Yards	No	Yes	Yes	Slide
003LD	22Victor	Plow	7 Yards	No	Yes	Yes	Slide
006LD	23Whiskey	Plow	7 Yards	No	Yes	Yes	Slider
093LD	24Xray	Plow	7 Yards	No	Yes	Yes	Slide
038SD	25Yankee	Plow	7 Yards	No	Yes	Yes	Uni
017SD	26Zulu	Plow	7 Yards	No	Yes	Yes	Slide
043PL	27Alpha	Plow	N/A	No	N/A	Yes	None

NEWTOWN

SUPERVISOR: ADAMS

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
21	6 Wheel (1 Ton)	9' Plow	2 Yards	No	No	No	Slide In
10	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
18	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
2	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
16	10 Wheel	11' Plow	12 Yards	No	No	No	All Season
28	10 Wheel	11' Plow	12 Yards	No	No	No	All Season

SUPERVISOR: CAPOZZIELLO

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
19	6 Wheel (1 Ton)	9' Plow	2 Yards	No	No	No	Slide In
11	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
12	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
19	6 Wheel (1 Ton)	9' Plow	3 Yards	No	No	No	Slide In
4	10 Wheel	11' Plow	12 Yards	No	No	No	All Season

SUPERVISOR: GILLETTE

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
13	6 Wheel (1 Ton)	9' Plow	2 Yards	No	No	No	Slide In
15	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
1	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
5	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
6	10 Wheel	11' Plow	12 Yards	No	No	No	All Season
23	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season

SUPERVISOR: TOTH

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
24	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
17	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
14	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
3	6 Wheel Class 8	11' Plow	6 Yards	No	No	No	All Season
8	10 Wheel	11' Plow	12 Yards	No	No	No	All Season
9	10 Wheel	11' Plow	12 Yards	No	No	No	All Season

NORWALK

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
2	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
3	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
4	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
5	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
6	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
7	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
8	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
9	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	Slide-In Hydraulic
10	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge

11	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
12	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
13	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
14	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
15	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
16	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
17	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
18	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
19	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
20	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
21	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
22	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
23	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
24	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge

25	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
26	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
27	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
28	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
29	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
30	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
31	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
32	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
33	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
34	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
35	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
36	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge
37	6 Wheel Dump	Plow	5 Yards	Yes	Yes	Yes	All Season Side Discharge

REDDING

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	10 wheel dumps	Plows	10 yards	No	No	No	All Season
2	10 wheel dump	Plows	10 yards	No	No	No	All Season
3	10 wheel dump	Plows	10 yards	No	No	No	All Season
4	Class 8 6 wheel	Plows	6 yards	Yes	No	No	All Season
5	Class 8 6 wheel	Plows	6 yards	Yes	No	No	All Season
6	Class 7 6 wheel	Plows	6 yards	Yes	Some have – not used	No	Jet
7	Class 7 6 wheel	Plows	6 yards	Yes	Some have – not used	No	All Season
8	Class 7 6 wheel	Plows	6 yards	Yes	Some have – not used	No	All Season
9	Class 7 6 wheel	Plows	6 yards	Yes	Some have – not used	No	All Season
10	Class 7 6 wheel	Plows	6 yards	No	Some have – not used	No	All Season
11	Class 7 6 wheel	Plows	6 yards	No	Some have – not used	No	All Season
12	Mason Dump	Plow	1.5 yards	No	No	No	All Season
13	Pick Up	Plows	None	No	No	No	None

14	Mason dump	Plow	None	No	No	No	None
	Pay loader	11' plow & pusher	None	No	No	No	None
	Pay Loader	Loading the trucks – bucket					

RIDGEFIELD

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
2	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
3	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
4	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
5	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
6	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
7	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
8	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
9	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet

10	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
11	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
12	10 wheelers	Plow	9 Yds/ Sidewinder 6yds/Jet	No	No	No	Sidewinder/Jet
13	Low Boy	Plow	2.5 yds	No	No	No	Slide In
14	Low Boy	Plow	2.5 yds	No	No	No	Slide In
15	Low Boy	Plow	2.5 yds	No	No	No	Slide In
16	Low Boy	Plow	2.5 yds	No	No	No	Slide In

SHERMAN

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	F550	Plow	5 Yards	No	No	No	Slide In
2	F550	Plow	5 Yards	No	No	No	Slide In
3	International	Plow	5 Yards	No	No	No	Slide In
4	International 4900	Plow	8 Yards	No	No	No	All Season
5	International 4900	Plow	8 Yards	No	No	No	All Season
6	International 4900	Plow	8 Yards	No	No	No	All Season

STAMFORD

Note: 5 New Anti-Icing Trucks are being added to the inventory.

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
HL-1	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
HL-2	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
HL-3	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
HL-4	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
HL-5	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
HL-6	Hook Lift	Plow	10.8 Tons	No	No	Yes	All Season
LB-1	Low Boy	Plow		No	No	Yes	All Season
LB-2	Low Boy	Plow		No	No	Yes	All Season
LB-3	Low Boy	Plow		No	No	Yes	All Season
LB-4	Low Boy	Plow		No	No	Yes	All Season
LB-5	Low Boy	Plow		No	No	Yes	All Season
LB-6	Low Boy	Plow		No	No	Yes	All Season
Dump-1	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-2	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-3	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-4	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-5	Dump	Plow	10.8 Tons	No	No	Yes	All Season

Dump-6	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-7	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-8	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-9	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-10	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-11	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-12	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-13	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-14	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-15	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-16	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-17	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-18	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-19	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-20	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-21	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-22	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-23	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-24	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-25	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-26	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-27	Dump	Plow	10.8 Tons	No	No	Yes	All Season

Dump-28	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-29	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-30	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-31	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-32	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-33	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-34	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-35	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-36	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-37	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-38	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-39	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-40	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-41	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-42	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-43	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-44	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-45	Dump	Plow	10.8 Tons	No	No	Yes	All Season
Dump-46	Dump	Plow	10.8 Tons	No	No	Yes	All Season

WESTON

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
1	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
2	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
3	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
4	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
5	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
6	6 Wheelers	Plow	8 Yards	Yes	No	No	All Seasons - Hydraulic
7	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic
8	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic
9	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic
10	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic
Spare-1	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic

Spare-2	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic
Spare-3	6 Wheelers	Plow	8 Yards	No	No	No	All Seasons - Hydraulic

WESTPORT

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
LG-1	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-2	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-3	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-4	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-5	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-6	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-7	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-8	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-9	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
LG-10	Freightliner 114SD	Plow	7 Yards	No	No	yes	All-Season
RB-1	F-550	Plow	N/A	N/A	N/A	Yes	N/A
RB-2	Low Boy	Plow	3.5 Yards	No	No	Yes	Drop In

RB-3	Low Boy	Plow	3.5 Yards	No	No	Yes	Drop In
RB-4	Low Boy	Plow	3.5 Yards	No	No	Yes	Drop In
RB-5	Low Boy	Plow	3.5 Yards	No	No	Yes	All-Season

WILTON

Equipment Name	Description. (Include Route & Ownership)	Plow/Wing/Underbody	Spreader Capacity	Ground Speed Control	Pre-Wetting Capacity	Automated Vehicle Location	Spreader Type
11	International Dump Truck	Plow	10 Yards	Yes	No	Yes	Hydraulic Slide In
12	International Dump Truck	Plow	10 Yards	Yes	No	Yes	Hydraulic Slide In
6	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
14	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
18	Kenworth Tri-axle	Plow	10 Yards	Yes	No	Yes	All-Season
19	International Diesel Hook Lift	Plow	10 Yards	Yes	No	Yes	All-Season
23	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
2	Ford Small Dump Truck	Plow	4 Yards	No	No	No	Slide In- Pony

8	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
5	Sterling Small Dump Truck	Plow	4 Yards	No	No	No	Slide In Hydraulic
9	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
16	Kenworth Tri-axle/Roll-off	Plow	10 Yards	Yes	No	Yes	All-Season
0	Kenworth Roll Off	Plow	10 Yards	Yes	No	Yes	All-Season
10	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
21	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
26	Ford Small Dump Truck	Plow	4 Yards	No	No	No	Slide In Hydraulic
22	International Dump Truck	Plow	10 Yards	Yes	No	Yes	All-Season
15	International Hook Lift	Plow	10 Yards	Yes	No	Yes	All-Season

APPENDIX C: MAILBOX POLICIES

11/21/2017

Mailbox Replacement Policy - Town of Bethel, CT

Mailbox Replacement Policy

It shall be the policy of the Bethel Department of Public Works that if any mailbox or post, is damaged as the result of snow removal operations, the responsibility for making repairs shall be borne by the property owner. The Department of Public Works will not be responsible for mailbox damage from snow being discharged from snow removal equipment.

When a mailbox or post is damaged by direct contact from our snow removal equipment, the following will occur.

1. Inspection of mailbox and post to determine cause of damage.
2. Inspector will determine who is at fault (improper installation of mailbox, or plow operator error).
3. Following investigation, the mailbox or post will be repaired or replaced if the plow operator is at fault.

Decorator mailboxes and posts that receive direct contact from snow removal equipment will be replaced with a standard mailbox and post.

*The majority of mailbox and post damage is the result of improper installation or maintenance. A properly installed and maintained mailbox will withstand the snow removal operations that occur during the winter months.

*It is very uncommon that a mailbox is directly contacted with snow removal equipment. The average number of mailboxes that receive direct contact from snow removal equipment during a snow storm is less than one percent. Non contact mailbox knockdowns may average more than one hundred or more per snow storm.

*The Public Works Department will assist elderly or impaired property owners with repairing damage to their mailbox or post.

Mailbox and Post Installation

Front of mailbox must be 12 inches minimum 18 inches maximum from curb line or edge of roadway.

Bottom of mailbox must be 40 to 44 inches above roadway elevation.

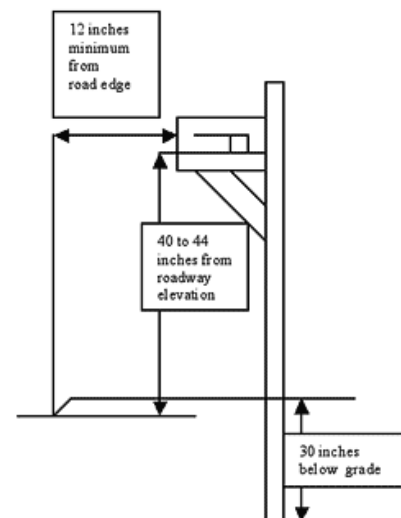
Post should be constructed of pressure treated wood, 4 inch by 4 inch minimum post size.

#8 minimum size screws that are weather resistant should be used during assembly of mailbox and post.

(Do not use nails)

Proper installation and maintenance of your mailbox and post will help to prevent damage during snow removal operations.

THANK YOU



<http://www.bethel-ct.gov/content/117386/390.aspx>

1/1

Town of Bridgewater Snow Plowing Policy

The Town would like to remind residents of its policy regarding plowing, blocked driveways, mailbox damage, private plowing, and parked vehicles.

The Town has approximately 36 miles of local roadway that it maintains and plows. The State of Connecticut DOT plows Routes 67, 133, and Clapboard Road. Due to the high costs of removing snow, it is important for the Department of Public Works (DPW) to use its resources wisely, with cooperation from residents to minimize cost.

The roadways are plowed and sanded in order of priority. Main roads are addressed first, with special attention paid to steep hills and intersections. Side roads are done next.

With respect to blocked driveways; all snow plows angle the same direction and will push snow in front of a driveway when passing by. Homeowners are responsible for clearing their own driveways.

The Town does not repair or replace mailboxes and/or posts that crack or break from the force of plowed snow or because they were improperly installed. Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside.

Mailboxes should be 12 inches away from the edge of the road and 41-45 inches high to the bottom of the mailbox. The Town will repair or replace mailboxes/and or posts that are actually struck by a plow blade or truck. Usually, paint marks or tire tracks supply evidence of a mailbox strike. In this case, a standard 4x4 post and mailbox will be installed. It is always the homeowner's responsibility to clear the mailbox for postal delivery.

The Town prohibits private plows from pushing snow/ice from driveways or parking lots onto town roads. This practice is dangerous and impedes the Town's snow removal efforts. If there is no other alternative to pushing snow/ice into the road, the plow driver must plow off the snow piles left across the road by re-plowing until the road is safe. This may not necessarily mean bare pavement, but it should be no worse than when the driver began work.

It is a safety hazard to residents and plow drivers when vehicles are parked along the roadside. Not only do parked vehicles reduce the sight line for pedestrians and oncoming vehicles, but they also force the plows to veer out of the travel lane. Residents are asked to remove vehicles from the roadway prior to a snow/ice event.

Town of Brookfield - Mailbox Repair Policy
(As it relates to snow plowing operations)

Adopted by Board of Selectmen on February 4, 2013

It is the policy of the Brookfield Public Works department to handle mailbox and/or post damage as the result of snow removal operations in the following manner:

- A. A representative of the Town will inspect the property to determine the cause of the damage.
- B. If it is determined that the damage was caused by snow being discharged or pushed from the plow as a result of routine municipal snow clearing operations, the Town will not be responsible for repairing the damage. It is strongly recommended that the homeowner install the new box and post in accordance with the United States Postal Service Guidelines.
- C. If it is determined that the mailbox or post was physically struck by the plow, the Town will select one of the following repair/replacement options:
 - 1. The Town will make the repair using a standard mailbox and wood post. The repair, which will be installed in accordance with "*United States Postal Service Guidelines*," will be performed in a timely manner as weather and conditions permit. Delays may occur, especially during times of heavy snow or extreme cold when the ground is frozen.
 - 2. The Town will pay the resident \$50 for a damaged mailbox, regardless of the original cost of the mailbox, and \$50 for a damaged post (\$100 combined). The resident will be responsible for making the repair. The Town will request that the repair/replacement conforms to United States Postal Service Guidelines.

United States Postal Guidelines

- 1. The bottom of the mailbox should be between 41-45 inches above the road surface elevation or 36-41 inches above the back edge of the curb when present.
- 2. The face of the front edge of the mailbox should be 12-inches minimum and 18 inches maximum behind the edge of the pavement edge or face of curb.
- 3. Support structure should be constructed of break-away material, either a 4x4 inch wood post or a 2-inch diameter, thin wall steel pipe with a wall thickness of less than 0.155 inches or another approved material as set by the USP service. Masonry structures are NOT an approved material.
- 4. When securing the box to the post it should be done with weather resistant (i.e. stainless steel, coated etc.) #8 minimum size screws. Nails are not acceptable.

TOWN OF DARIEN
DEPARTMENT OF PUBLIC WORKS
TOWN HALL, 2 RENSHAW ROAD
DARIEN, CONNECTICUT 06820-5397
TELEPHONE 656-7346



ROBERT S. STEEGER, P.E.
DIRECTOR OF PUBLIC WORKS
JAMES R. STEWART
ASSISTANT DIRECTOR

MAILBOX REPAIR POLICY

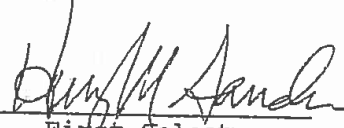
TOWN OF DARIEN

Effective Date: 1/28/94

Responsibility - The Department of Public Works shall be responsible for the repair of mailboxes and posts only if the mailbox has been damaged by a Town vehicle or from the plow actually leaving the road and making contact with the box or post causing damage.

The Town of Darien will not be responsible for mailboxes damaged by flying snow and/or ice from plows while performing road clearing activities. The Town will also not be responsible for damage to mailboxes and posts that are rotted, rusted, or improperly constructed.

Upon request, the Department of Public Works will review the damage and perform warranted repairs. Any unresolved complaints can be referred to the Selectman's Office.


First Selectman


Dir. of Public Works



Highway Division

Snow Removal Info & Winter Weather Tips

Greenwich Snow Emergency Regulations: [Click here](#) for Section 14 Article 3 Snow Alter/Snow Emergency and No Parking on Snow Routes - Schedule XXI - [Click here](#) to be linked to the Snow Emergency Streets.

Plow Routes: The Town of Greenwich maintains 265.3 miles of public accepted roadways, 33 municipal and commuter parking lots and 14 Board of Education School facilities. Main, collector roads are addressed first with special attention to steep hills and difficult intersections. Other roads follow as part of 26 individual routes.

Blocked Driveways: All snow plows angle the same way, to the driver's right, and when going by they will push the snow in front of a driveway. The homeowner is responsible for access to his driveway. The only way to avoid extra shoveling is to wait until DPW crews have done their final clean up on the street.

Sidewalks: In accordance with Town ordinance, Greenwich property owners are responsible for keeping all sidewalks along their property clear of snow and ice. Heavily used sidewalks near schools and along state highways are particularly important.

Mailbox Damage: The Town does not repair or replace mailboxes and/or posts that fall from the force of plowed snow. Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside and should be located in such a way as to minimize damage. Helpful Mailbox Maintenance Tips: Every Fall, check the integrity of the mailbox post, especially at ground level. Replace posts that show signs of rot or other deterioration. Check mailbox and repair or replace loose hinges, doors, repaint, and number. Also, it is suggested to use a 6 x 6 post and tee box connection. Our experience has shown that cantilever mailbox arms, 4 x 4 notched-mortised posts and large mailboxes do not perform well in wet snow events. The Town repairs or replaces only mailboxes and/or posts that are actually struck by a plow blade. Usually, a paint mark or truck tire tracks supply evidence of a mailbox strike. In the event a mailbox or post is physically struck by the Town of Greenwich Highway snow plow, the Town will reimburse the owner up to \$100.00 for the post and/or \$100.00 for the mailbox. The cost of labor is not reimbursable. Mailbox and Post combinations of greater than \$200.00 value are placed at your own risk. Should a mailbox be physically struck by a Town snowplow, a Mailbox Incident and Application Report Form must be completed and submitted to the Department of Public Works, Highway Division, Town Hall, 101 Field Point Road, Greenwich, CT to start the investigation.

Mailbox Damage

Please be aware that any objects placed in the town right of way are placed there at the owner's risk. The Town of New Canaan does not generally assume any responsibility for replacing mailboxes or posts that are within the town's right of way unless they are physically hit by our equipment. Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow and slush being plowed to the roadside.

11/21/2017

Snow Removal Policy - Town of Fairfield, Connecticut

[Departments & Services](#) > [Public Works](#) > Snow Removal Policy

Snow Removal Policy

There are 275 miles of streets in Town. Snow removal can cost up to \$4,000 per hour therefore it is important for the [Department of Public Works \(DPW\)](#) to use its resources wisely with cooperation from the residents to minimize the cost.



Plow Routes – The streets are plowed and salted in order of priority. Main (collector) roads are addressed first with special attention to steep hills, and difficult intersections. Side streets are done next, then dead end streets. Side streets will remain unplowed if the main roads require repeated plowing. This may not seem fair to the residents of side streets or dead ends, but main roads must remain open.

Blocked Driveways – All snow plows angle the same way – to the driver's right – and when going by they will push the snow in front of a driveway. The homeowner is responsible for access to his driveway. The only way to avoid extra shoveling is to wait until DPW crews have done their final clean up on the street. After the storm DPW may have to plow the road several times to restore the full width.

Sidewalks – Per [Town ordinance](#), Fairfield property owners are responsible for removing snow and ice from the sidewalk along their property line within 24 hours after the storm and keeping the sidewalk clear of snow and ice. Heavily used sidewalks near schools and public buildings, and the commercial areas are particularly important. Property owners may be fined and/or charged the cost of removal if the property owners do not comply. Please remember to shovel around fire hydrants.

Shoveling Assistance - Seniors who may need assistance with shoveling should click here to read about the [Shoveling for Seniors Program](#).

Mailbox Damage – The Town repairs or replaces only mailboxes and/or posts that are actually struck by a plow blade. Usually a paint mark or truck tire tracks supply evidence of a mailbox strike. **The Town does not repair or replace mailboxes and/or posts that fall from the force of plowed snow.** Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside.

Street Parking – If possible, during a storm residents should park in their driveways and not on the streets. This allows the plows to better clean the whole width of the street. It also lessens the likelihood of damage to the vehicles as a result of plowing. Similar to mailboxes, DPW is only responsible for damage done to a vehicle as a result of the plow blade actually striking the vehicle, not the effect of snow, ice, or salt hitting the vehicle as a result of plowing.

Handicap Parking Spaces – Property owners whose property contains handicap parking spaces are required to keep those spaces as accessible and free from snow as all other parking spaces. Snow shall not be stored or piled in handicap spaces. Property owners and/or those responsible may be subject to fine for failure to remove .

Private Plowing – The Town of Fairfield prohibits plow contractors from pushing snow from driveways or parking lots onto Town streets. This practice is dangerous and impedes the Town's snow

<http://www.fairfieldct.org/snowremoval>

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removal efforts. If there is no other alternative to pushing snow into the street, the plow driver must plow off the windrow left across the street by re-plowing until the road is safe. This may not necessarily mean bare pavement, but certainly it should be no worse than when the driver began work.

Snow Hauling - When piles of snow build up around Town, DPW must remove the piles for safety reasons. Click here to read our [Snow Hauling policies and procedures](#).

Road Applications - Similar to the State DOT, DPW will be applying only salt. The mixture will be less visible when applied but more effective in reducing ice and packed snow.

Re-Plowing/Snow Removal Concerns - If you have snow removal concerns or would like to request a street be re-plowed, please enter a [Citizen Service Request](#) and select 'Snow Removal Issues' or call the Town Garage at 203-256-3177.

Residents who feel they have a legitimate complaint should call the Town Garage at 203-256-3177.

Policy: PWD-0901 Policy Title: Mailbox Replacement Policy
 Policy Purpose: To Establish Consistent Reimbursement Policy to Customers for Mailbox/post Damage
 Implementation Date: 11/2/09 Revision Date: 10/27/09
 Page 1 of 2

Town of New Milford **Mailbox Replacement Policy**

It shall be the policy of The New Milford Public Works Department that if any mailbox or post is damaged as the result of snow removal operations, when this department is considered to be working under **emergency** conditions, the following procedures and practices shall occur:

- When a mailbox or post is damaged by **direct contact** from our snow removal equipment, the following shall occur.
 1. Inspection of mailbox and post to determine cause of damage (photo document when possible).
 2. Inspector must check log book kept during snow operations to determine if operator called in the "strike"
 3. Inspector will determine who is at fault (improper installation of mailbox, or plow operator error).
 4. Following investigation, the mailbox or post will be repaired or replaced **if it was determined the plow operator was at fault**. In some cases the permanent work may need to be delayed until weather permits proper installation/repair.
- When it is determined that the mailbox was improperly installed and/or poor maintenance is evident (i.e. post is rotted, etc) the responsibility for making repairs shall be borne by the property owner.
- **The Department of Public Works will NOT be responsible for mailbox damage from snow being discharged from snow removal equipment during these emergency response conditions.**

However, in either case, the Public Works Department **will** assist elderly or impaired property owners with repairing damage to their mailbox or post to insure they are able to receive mail.

Expensive decorative and specialty mailboxes are not required and therefore the financial responsibility will NOT be borne by the Town. Decorative mailboxes and posts that receive direct contact from snow removal equipment will be replaced with a standard mailbox and post. The majority of mailbox and post damage is the result of improper installation, maintenance, or existing condition of the mailbox. A properly installed and maintained mailbox will withstand the snow removal operations that occur during the winter months.

It is very uncommon that a mailbox is directly contacted with snow removal equipment if the mailbox and post meet the guidelines established by the United States Postal Service. Please refer to page two of this policy for the approved guidelines for mailbox installations in New Milford. However, mailboxes **must** meet the guidelines established by the *U.S. Postal Service* and mailbox supports **must** meet the guidelines established by the *American Association of State Highway and Transportation Officials (AASHTO)*.

If a mailbox or post is damaged by other general roadside maintenance equipment (i.e. mower, backhoe, etc.) in-kind replacement is appropriate, **if it can be shown and proven that the mailbox and post were properly installed based on the attached requirements. No mailbox or post shall ever be replaced with a non-compliant version.**

Approved Guidelines for Mailbox Installation

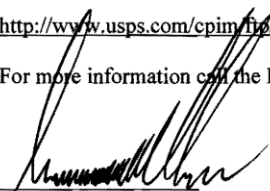
The Town of New Milford requests that all residents with a mailbox conform to the following *United States Postal Service* guidelines when installing and/or maintaining their mailbox. **Following these guidelines will reduce or eliminate the chances of your mailbox being damaged by a town snowplow.**

1. The bottom of the mailbox should be between 41 - 45 inches above the road surface elevation (36-41 inches above top back edge of the curb when present).
2. The face or front edge of mailbox should be 12 inches minimum and 18 inches maximum behind the edge of the pavement (or face of curb when present).
3. Support structures for mailboxes shall be constructed of break-away material, either four inch by four inch (4" x 4") lumber or two inch (2") in diameter, thin wall steel pipe with a wall thickness less than 0.155" (5/32"). The support structure shall be buried no more than twenty four inches (24") into the ground.
 - **Any other mailbox support structure is not acceptable.** Unacceptable support structures include, but are not limited to, brick, block, stone or concrete masonry columns, wagon wheels, steel pipes in excess of the previously defined two inch (2") diameter 0.155" thickness and lumber posts in excess of four inches by four inches (4" x 4"). ***Use of railroad ties, brick or masonry is prohibited as they are dangerous.***
4. Weather resistant (i.e. stainless steel, coated, etc) #8 minimum size screws should be used during assembly of mailbox and post. (Do not use nails)

Proper installation and maintenance of your mailbox and post will help to prevent damage during snow removal operations. The town is not responsible for mailboxes damaged during snow plowing if they do not meet U.S. Postal Service and AASHTO guidelines. A complete set of guidelines can be found in USPS publication STD 7B which governs the design and specifications of curbside mailboxes and AASHTO's Roadside Design Guide, 3rd Edition (Chapter 11) or latest revision, which governs the acceptable support structures and their installation. A copy of these publications is hereby incorporated as part of this policy. The website link to the USPS document follows and a copy of the Roadside Design Guide is available at the Department of Public Works Office located at 6 Young's Field Road.

<http://www.usps.com/cpim/fps/bulletin/2005/html/pb22154/cr6.html>

For more information call the Public Works Department at 355-6040.


Michael F. Zarba, P.E.
Public Works Director

11/2/09
Dated



DPW SNOW REMOVAL POLICY

There are 255 miles of City roadway in Norwalk. Snow removal can cost over \$5,000 per hour. Therefore it is important for DPW to use its resources wisely and with cooperation from residents. Snow cleanup usually takes between 16 and 24 hours from the end of a snowstorm.

Plow Routes: There are 26 snow plow routes within the City; within each route, streets are plowed and salted in order of an established priority. Main (Major and Minor Arterials, Collectors) roads are addressed first with special attention to steep hills, and difficult intersections. Side streets are done next, then dead end streets. Side streets may remain unplowed if the main roads require repeated plowing. Although this may, at times, seem unfair to the residents of side streets, dead-end streets, or cul-de-sacs, main roads must remain open for Emergency Service Personnel.

Vehicles Parked on Streets: The greatest hindrance to efficient snow removal is privately owned vehicles that are parked on the street. You should make every attempt to **move your vehicles off the street during every snow event**. Vehicles that impede snow plowing operations will be ticketed or towed.

Blocked Driveways: All snow plows angle the same way (to the driver's right) and will automatically push the snow in front of a driveway. Homeowners are responsible for access to their driveways. The best way to avoid extra shoveling is to wait until DPW crews have done their final clean up on the street and pile your shoveled snow to the right side of your drive as you face the street.

Sidewalks: Per City ordinance, Norwalk property owners are responsible for keeping all sidewalks along their property clear of snow and ice. The City clears only sidewalks that are not abutted by private property. Keeping in mind that snow plows will push street snow onto sidewalks, it is advisable to clear sidewalks after the plows have finished your street. Do not throw snow from sidewalks back into the street.

Private Plowing: The City of Norwalk prohibits private plowing contractors from pushing snow from driveways or parking lots onto City streets. This practice is dangerous and impedes the City's snow removal efforts. If there is no other alternative to pushing snow across a street, the private plow driver must plow off the windrow left across the street by re-plowing until the road is safe. Such plowing should leave the roadway in no worse condition than when the driver began work. Private plowers who violate this prohibition will be cited and fined.

125 East Avenue • P.O. Box 5125, NORWALK, CT 06856-5125 • TELEPHONE 203-854-7791 • FAX 203-857-0143

Mailbox and Fence Damage:



Mailboxes, supporting posts and fences must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside. The City repairs or replaces only mailboxes, posts and/or fences that are actually struck by a plow blade. Usually a paint mark or truck tire tracks supply evidence of an actual strike. The City does not repair or replace mailboxes, posts and/or fences that fall from the force of plowed snow. The City only provides replacement mailboxes and posts similar to the one pictured here.

Fences and other features (e.g. underground sprinklers, lawn ornaments, basketball hoops, soccer goals, Belgium block curb or driveway apron) constructed or placed in the City's right-of-way will not be repaired or replaced.

Emergency Snow Routes & Parking Ban: The City has designated a number of streets as Emergency Snow Routes (see www.norwalkct.org for map). These streets are marked with signs. When the Mayor declares a snow emergency, it is illegal to park on either side of these streets. Vehicles illegally parked on these streets during a snow emergency will be ticketed or towed. The owners of such vehicles will be responsible for paying the towing costs, the fines and any other costs associated with releasing the vehicle from impound.

What you can do to help: Resident cooperation can be very helpful to the efficient and timely removal of snow and ice and the restoration of safe travel in the City. Here's what you can do to help:

- Remove all vehicles from the street during every snowfall.
- Clear snow and ice from all sidewalks and footpaths that adjoin your property.
- DO NOT shovel or plow snow into the street after the DPW snow plow has begun clearing the street.
- Remove soccer goals, basketball hoops and other such items from the sides of the streets.
- If there are no curbs on your street, you can place inexpensive reflectors at the edge of your lawn to help the plow driver determine where the pavement ends.
- If at all possible, avoid traveling on City streets during snow removal operations.

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- Refrain from calling Police, Fire, Public Works or Customer Service to find out when your street will be plowed. Such calls detract from management's attention to the task at hand. Crews are working diligently within available resources to clear all City streets as quickly as possible.
- Call the Customer Service Center ONLY if you have a legitimate concern or complaint.

Residents who feel they have a legitimate concern or complaint should call the **Customer Service Center** at 854-3200.

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11/21/2017

Mailbox Repair Policy - Town of Redding, Connecticut Official Website

REDDING



CONNECTICUT

Mailbox Repair Policy

WHEREAS, during the winter months on occasion mailboxes become damaged or broken as a result of snow being thrown against them by town highway snow plows during snow removal:

and

WHEREAS, on occasion mailboxes are damaged by being actually struck by Town Highway snow plows:

NOW, THEREFORE, BE IT RESOLVED, that the Redding Board of Selectmen establishes this Policy Resolution concerning mailboxes:

- A. Residents and taxpayers are advised of the importance of proper placement and anchoring of their mailboxes and posts so that damage to the boxes does not result from winter snow removal operations.
- B. All mailboxes should be securely fastened to a sturdy post which is sufficiently anchored in the ground to resist the impact of plowed snow.
- C. Mailbox installation will be consistent with Postal Regulation DMM508. No part of a mailbox arm or post may be closer than nine (9) inches from the face of the curb or edge of pavement to prevent contact by the snow plow. No reimbursement will be made if this condition is not met.
- D. In the event a mailbox or post is physically struck by the Town Highway snow plow, the Town will reimburse the owner \$25.00 for the post, and/or \$25.00 for the mailbox. The cost of labor is not reimbursable.
- E. No mailbox or post will be repaired or replaced if damage was caused by the force of snow thrown by plows.
- F. The Highway Department or designated representative will promptly investigate all reports and will advise the resident or taxpayer of the decision to reimburse the cost of the mailbox and/or post.

The policy resolution is adopted in order to provide a formal policy for the Town administration in dealing with damaged mailboxes.

In addition, this policy is set forth to inform Redding citizens of the correct location for mailboxes and to make it known under what conditions the

<http://townofreddingct.org/government/services/public-works-highway-transfer-station/mailbox-repair-policy/>

1/3

Town will be responsible to replace mailboxes and/or mailbox posts.

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Upcoming Events

TUE

Zoning Board of Appeals

21

November 21 @ 7:30 pm



TOWN OF RIDGEFIELD
Department of Public Services

POLICY STATEMENT
WINTER MAILBOX DAMAGE

Mailboxes and their posts are the responsibility of the individual homeowner to maintain, within the specifications set forth in the guidelines for installation (attached).

During a storm, when roads are being plowed, snow or ice may hit mailboxes. Please make sure that your mailbox is firmly attached (see guidelines) to your post and that the post is **not** rotted. Damage to the mailbox and/or post from snow thrown from Town of Ridgefield (Town) snow plows is **not** the town's responsibility. Therefore, the Town is not liable and does not pay claims for mailboxes or posts that are damaged due to their inability to withstand the force of plowed snow. Homeowners have the sole responsibility of repair or replacement.

If a mailbox and/or post are **physically struck** by a snow plow blade or some portion of the truck, then the town will repair or replace the damaged item at our discretion (conformity to guidelines for installation of a mailbox and/or post will be considered). Homeowners must notify the Highway Department (203) 431-2748 within seven (7) days from the date of the storm to be eligible for repair or replacement. Decorator or custom mailboxes or posts that receive direct contact from snow removal equipment will be replaced with a **standard** mailbox and/or post.

The process to determine if your mailbox and/or post were physically struck will include the following:

1. Physical condition of box and/or post – if it was physically struck it will be very obvious
2. Position of box and/or post in relation to the line which the plow traveled along the road edge
3. Evidence of plow or truck leaving the surface of the road, curbing or lawn damage, tire marks off the road surface, paint marks on box or post
4. Review of evidence of damage resulting from an unknown source. This could include private contractors plowing driveways, delivery trucks, out of control cars, etc.

If it is determined that the town is responsible for the damage, the town will repair or replace your mailbox and/or post as soon as possible. Temporary repairs may have to be performed for your mail to be delivered. Ground conditions may warrant a delay until spring to install post replacements.

If you have any questions, please feel free to contact the Department of Public Services, Highway Department at (203) 431-2748 or via email at highway@ridgefieldct.org.

Mailbox / Post Inspection Report

Address: _____

Date: _____

Your mailbox and/or post have been inspected by personnel from the Highway Department. Our findings are shown below:

____ The damage to your mailbox and/or post was due to snow thrown from the Town's snow plow, not as a result of being physically struck by either the snow plow blade or some portion of the truck. Therefore, the Town is not responsible for the repair or replacement of your mailbox and/or post.

____ The mailbox and/or post has been installed too close to the road and does not conform to the specifications as shown in the guidelines (attached). Therefore, the Town is not responsible for the repair or replacement of your mailbox and/or post.

____ The damage to your mailbox and/or post was the result of being **physically struck** by either the snow plow blade or some portion of the truck. The Town will make the necessary repairs or replacement as soon as possible.

11/22/2017

Town of Westport, CT : Snowplowing

Snowplowing Policy

There are 123 miles of streets in Westport maintained by the Department of Public Works (DPW). Snow removal can cost up to \$2500 per hour, therefore, it is important for DPW to use its resources wisely with cooperation from the residents to provide the appropriate response while minimizing the cost.

PLOW ROUTES – The streets are plowed and sanded in order of priority. Main (collector) roads are addressed first with special attention to steep hills and difficult intersections. Side streets are done next, then deadend streets. A single pass will be made on side streets to keep them open, but primary emphasis will be placed on main roads until the storm has stopped. This may not seem fair to the residents of side streets or deadend streets, but main roads must remain open.

BLOCKED DRIVEWAYS - All snow plows angle the same way – to the driver's right. When going by they cannot avoid pushing the snow in front of a driveway. The homeowner is responsible for access to his driveway. The only way to avoid extra shoveling is to wait until DPW crews have completed their final clean up on the street.

SIDEWALKS – Per town ordinance, businesses are responsible for keeping all sidewalks along their property clear of snow and ice.

MAILBOX DAMAGE – The town repairs or replaces only mailboxes and/or posts that are actually struck by a plow blade. Usually a paint mark or tire tracks supply evidence of a mailbox strike. The town does not repair or replace mailboxes and/or posts that fall from the force of plowed snow. Mailboxes and supporting posts must be installed to withstand the rigors of snow removal, including the force of snow pushed from the street onto the roadside.

PRIVATE PLOWING – The town prohibits plow contractors from pushing snow from driveways or parking lots onto town streets. This practice is dangerous and impedes the town's snow removal efforts. If there is no other alternative to pushing snow into the street, the plow driver must plow off the windrow left across the street by re-plowing until the road is safe. This may not necessarily mean bare pavement, but certainly it should be no worse than when the driver began work.

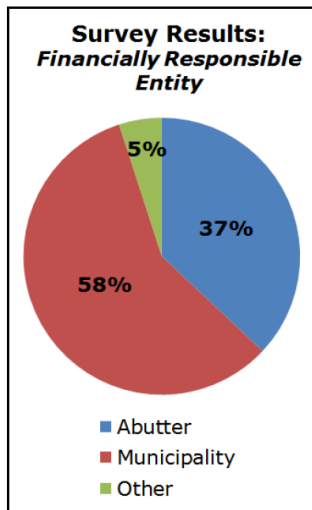
Residents who have a question or complaint should call Public Works at (203) 341-1120.

APPENDIX D: SIDEWALK POLICIES



FINANCIAL RESPONSIBILITY FOR PUBLIC SIDEWALK REPAIR

By: Julia Singer Bansal, Associate Analyst



ISSUE

Survey Connecticut municipalities to determine who bears financial responsibility for repairing public sidewalks.

SUMMARY

We surveyed Connecticut's 169 municipalities and found that 127 of them have sidewalk repair policies, four do not have a policy, and 38 do not have sidewalks. Of the 127 with sidewalk repair policies, abutters are financially responsible for repairs in 47 municipalities and 74 municipalities bear responsibility themselves.

Five municipalities have policies shifting the burden depending on whether the sidewalk is (1) state- or municipally-owned or (2) within the state or municipal right of way. One municipality reported that repairs are the state's responsibility.

In municipalities that place the burden on abutters, the policy is often codified in an ordinance. But, in many municipalities, sidewalk repair policies are informal and based on past practice. We found that municipal sidewalk repair policies often include exceptions. For example, in many municipalities where the abutter is responsible, the municipality will take responsibility for damage caused by municipally-owned tree roots. In other municipalities, abutters may be relieved of responsibility for sidewalks within the downtown area or used by children walking to school. And in municipalities where abutters are generally not responsible for sidewalk repairs, they may be responsible if they cause the damage, for example when doing construction work on their property.



STATEWIDE SURVEY

Method

We collected the data for this report through an email survey of municipal planning offices and chief elected officials. We called municipalities from which we did not receive a response to our email survey. The information in Tables 1 and 2 reflects the data collected through these emails and conversations.

Results

Four municipalities, Burlington, Ledyard, Sterling, and Woodbridge, reported that they do not have a sidewalk repair policy. And 38 municipalities, listed in Table 1, reported having no sidewalks abutting private property (e.g., residences and businesses).

Table 1: Municipalities Without Sidewalks

Andover	Chaplin	Killingworth	Preston
Barkhamsted	Colebrook	Lebanon	Prospect
Bethany	Columbia	Lyme	Roxbury
Bethlehem	Cornwall	Middlefield	Scotland
Bolton	Durham	Morris	Union
Bozrah	Easton	New Fairfield	Warren
Bridgewater	Franklin	North Stonington	Weston
Brookfield	Goshen	Orange	Wolcott
Brooklyn	Hampton	Oxford	
Canterbury	Hartland	Pomfret	

Table 2 provides the survey results for the 127 municipalities with a sidewalk repair policy. The middle column shows the entity that, according to the town official who provided us information, is responsible for repair costs. The third column lists exceptions to policies. There are several recurring exceptions to these policies. For example, at least

- five municipalities shift the burden from abutters to themselves for certain sidewalks in downtown areas or used by students walking to school;
- nine municipalities shift the burden from abutters to themselves when damage is caused by tree roots, a snow plow, or other activities conducted by the municipality;
- 11 municipalities partially reimburse abutters for repair costs or offer grants or loans to abutters;

- 10 municipalities, though not their official policy, take responsibility for sidewalk repairs consistently or occasionally;
- 14 municipalities make abutters responsible for repair costs if their actions gave rise to the needed repairs; and
- three municipalities require abutters to make repairs to custom abutter-installed sidewalks (e.g., wider sidewalks, masonry sidewalks).

Table 2: Financial Responsibility for Sidewalk Repairs

<i>Municipality</i>	<i>Financially Responsible Entity</i>	<i>Exceptions and Notes</i>
Ansonia	Abutter	Municipality reimburses abutters for one-third of the cost of concrete
Ashford	Municipality	
Avon	Abutter	Municipality maintains certain sidewalks that are used by students walking to school
Beacon Falls	Abutter	Municipality is responsible if damage is caused by a snow plow Other exceptions are made on a case-by-case basis
Berlin	Municipality	Municipality may hold abutters responsible if they damage a sidewalk
Bethel	Abutter	In practice, the municipality periodically repairs sidewalks at no cost to the abutter
Bloomfield	Municipality	Municipality does not repair newly-installed sidewalks in developments for the first 20 years Municipality seeks reimbursement from abutters who damage a sidewalk
Branford	Municipality	
Bridgeport	Abutter	
Bristol	Abutter	Municipality responsible for costs resulting from tree root damage caused by a municipally-owned tree Municipality may repair a sidewalk as part of a public works project Municipality has a sidewalk repair program that offers grants (50%) and low interest loans to owners of residential properties with fewer than six units
Canaan	Municipality	
Canton	Municipality	None
Cheshire	Municipality	
Chester	Municipality	
Clinton	Municipality	
Colchester	Abutter	None
Coventry	Abutter	None
Cromwell	Municipality	Municipality may hold abutters responsible if they damage a sidewalk in the course of construction work
Danbury	Abutter	

Table 2 (continued)

Municipality	Financially Responsible Entity	Exceptions and Notes
Darien	Municipality	Municipality not responsible for sidewalks on private streets or along state roads, unless they are municipally-installed sidewalks
Deep River	Municipality	None
Derby	Abutter	
East Granby	Municipality	
East Haddam	Municipality	
East Hampton	Municipality	
East Hartford	Abutter	
East Haven	Abutter	
East Lyme	Municipality	
East Windsor	Municipality	
Eastford	Municipality	
Ellington	Municipality	None
Enfield	Municipality	
Essex	Municipality	Abutters may be responsible for sidewalks in the downtown area if the width varies from other sidewalks
Fairfield	Municipality	Abutter responsible if they damage a sidewalk, except for tree root damage
Farmington	Abutter	None
Glastonbury	Municipality	Municipality may hold abutters responsible if they damage a sidewalk
Granby	Municipality	
Greenwich	Municipality (sidewalk within the town right-of-way) Abutter (other sidewalks)	Abutter responsible if the sidewalk has a "custom" finish (e.g., bricks)
Griswold	Municipality	Private developments are responsible for repairing their sidewalks
Groton	Municipality	
Guilford	Municipality	None
Haddam	Municipality	None
Hamden	Abutter	Municipality responsible for costs resulting from tree root damage if the tree is on municipal property
Hartford	Abutter	Municipality repairs certain sidewalks designated as "city accepted sidewalks"
Harwinton	Abutter	
Hebron	Municipality	None
Kent	Municipality	None
Killingly	Municipality	
Lisbon	Municipality	
Litchfield	Municipality (repairs made by boroughs)	
Madison	Abutter	None
Manchester	Municipality	Municipality will cover half the costs if an abutter unilaterally opts to replace a concrete sidewalk

Table 2 (continued)

<i>Municipality</i>	<i>Financially Responsible Entity</i>	<i>Exceptions and Notes</i>
Mansfield	Abutter	Municipality repairs sidewalks in the downtown area, as well as wide walk and bike path sidewalks
Marlborough	Abutter	None
Meriden	Abutter	Municipality reimburses up to 65% of the repair cost Municipality annually replaces many sidewalks at no cost to the abutter
Middlebury	Municipality	
Middletown	Abutter	Municipality responsible for costs resulting from tree root damage, if the tree is located between the curb and sidewalk
Milford	Abutter	None specified, but the municipality has a hearing procedure in place for abutters aggrieved by an order to repair or replace a sidewalk abutting their property
Monroe	Municipality (sidewalk within the state or town right-of-way) Abutter (other sidewalks)	Municipality will seek reimbursement for repair costs from a party that causes damage
Montville	Municipality (town-owned sidewalks) Abutter (other sidewalks)	
Naugatuck	Abutter	Municipality responsible for costs resulting from tree root damage caused by a municipally-owned tree Municipality repairs sidewalks at no cost to the abutter if grants or funds are available for such work
New Britain	Abutter	
New Canaan	Municipality	Abutting merchants responsible in the downtown area Municipality seeks reimbursement from abutters who damage a sidewalk
New Hartford	Abutter	In practice, the municipality repairs sidewalks in the downtown area at no cost to the abutter
New Haven	Abutter	Municipality may agree to bear half the cost of repairing a sidewalk abutting residential property with fewer than seven units
New London	Municipality	Municipality is responsible for only half of the cost, with abutters responsible for the other half; in practice, the municipality bears full burden Municipality seeks reimbursement from anyone damaging a sidewalk as a result of negligence or intentional conduct
New Milford	Abutter	
Newington	Municipality	Anyone damaging a sidewalk is responsible
Newtown	Municipality	Municipality is in the process of revising its sidewalk repair ordinance
Norfolk	Municipality	

December 23, 2015

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2015-R-0213

Table 2 (continued)

Municipality	Financially Responsible Entity	Exceptions and Notes
North Branford	Municipality	Municipality may hold abutters responsible if they damage a sidewalk in the course of construction work
North Canaan	Municipality (most repairs made by fire district)	If the abutter makes structural changes to the sidewalk, the abutter is responsible for maintenance
North Haven	Abutter	
Norwalk	Abutter	Municipality may replace sidewalks as part of road repaving or reconstruction, if necessary for proper drainage
Norwich	Abutter	Municipal program provides loans to abutters and makes the municipality responsible for installing curbs
Old Lyme	Municipality	None
Old Saybrook	Municipality	None
Plainfield	Municipality (municipally-owned sidewalks)	Municipality seeks reimbursement from abutters who damage a sidewalk
Plainville	Municipality	Municipality may hold abutters responsible if they damage a sidewalk
Plymouth	Abutter	Beginning in 2015, the municipality is making repairs to certain sidewalks at no cost to the abutter
Portland	Abutter	Municipality responsible for costs resulting from tree root damage
Putnam	Abutter	None
Redding	Municipality	
Ridgefield	Abutter	Policy change likely, as municipality's insurance company wants municipality to be responsible
Rocky Hill	Municipality	Municipality may hold individuals responsible if they damage a sidewalk
Salem	Municipality	None
Salisbury	Municipality	None
Seymour	Abutter	Municipality annually makes certain repairs using grant money If abutter submits three quotes for repair work, municipality may approve a one-third reimbursement
Sharon	Municipality	
Shelton	Abutter	Municipality reimburses 60% of concrete sidewalk repair costs, but no reimbursement for asphalt sidewalks Municipality responsible for costs resulting from tree root damage In practice, the municipality maintains certain sidewalks outside of the downtown area that are used by students walking to school
Sherman	Municipality	
Simsbury	Abutter	
Somers	Municipality	None
South Windsor	Municipality	None
Southbury	Municipality	None

Table 2 (continued)

Municipality	Financially Responsible Entity	Exceptions and Notes
Southington	Abutter	Municipal program may provide partial reimbursement Municipality maintains certain sidewalks that are used by students walking to school
Sprague	Municipality	None
Stafford	Municipality	
Stamford	Municipality	None
Stonington	Municipality	In the borough of Stonington, abutters are responsible
Stratford	Abutter	In practice, the municipality repairs sidewalks at no cost to abutters Under policy, the municipality is responsible for costs resulting from tree root damage
Suffield	Abutter	In practice, but infrequently, the municipality makes repairs at no cost to the abutter
Thomaston	Abutter	None
Thompson	Municipality	
Tolland	Municipality	
Torrington	Abutter	
Trumbull	Abutter	
Vernon	Municipality	Municipality occasionally requires developers to install new sidewalks
Voluntown	Municipality	None
Wallingford	Municipality	
Washington	Municipality	
Waterbury	Municipality	If the abutter makes repairs, the municipality will not provide reimbursement
Waterford	Municipality	None
Watertown	Municipality	None
West Hartford	Municipality	None
West Haven	Abutter	
Westbrook	Municipality	
Westport	Municipality	Abutters responsible for sidewalks used for commercial and business purposes
Wethersfield	Abutter	Municipality responsible if it created the need for repairs Municipality provides grants to certain impoverished abutters
Willington	State	Municipality believes state is responsible for repairs to sidewalks, as all sidewalks are along a state road and within the state's right-of-way. The sidewalks were installed by a private landowner before the road they abut became a state road. Municipality and state do not have a contract regarding repairs.

Table 2 (continued)

Municipality	Financially Responsible Entity	Exceptions and Notes
Wilton	Municipality (sidewalk within the town right-of-way) Abutters (other sidewalks)	None
Winchester	Abutter	In practice, the municipality does not order abutters to make repairs
Windham	Municipality	
Windsor	Municipality	
Windsor Locks	Municipality	Municipality may hold abutters responsible if they damage a sidewalk in the course of construction work
Woodbury	Municipality	
Woodstock	Abutter	

Source: Survey of municipal chief elected officials and planning and public works officials

Note: An empty cell indicates that the municipality did not provide an answer

JSB:cmg