MONDAY, NOVEMBER 18, 2019
WOONSOCKET CITY COUNCIL AGENDA
CITY COUNCIL PRESIDENT DANIEL M. GENDRON PRESIDING
7:00 P.M. – HARRIS HALL – THIRD FLOOR
169 MAIN STREET, WOONSOCKET, RHODE ISLAND 02895

REGULAR MEETING

1. ROLL CALL

2. PRAYER

3. PLEDGE OF ALLEGIANCE

4. AGENDA FOR BOARD OF LICENSE COMMISSIONERS

19 LC 39 Application of licenses and renewal of licenses (listing attached).

5. CITIZENS GOOD AND WELFARE
(Please limit comments to five minutes)

6. APPROVAL/CORRECTION OF MINUTES OF REGULAR MEETING HELD NOVEMBER 4TH

7. CONSENT AGENDA
All items on the consent agenda are indicated with an asterisk (*).

8. COMMUNICATIONS FROM MAYOR

None.

9. COMMUNICATIONS FROM CITY OFFICERS

19 CO 61* From Public Works Director regarding petition from Verizon and National Grid.
19 CO 62* Monthly odor report from Jacobs Engineering Group.
19 CO 63* From City Engineer regarding odor emissions report at Woonsocket Wastewater Treatment facility.
19 CO 64* From City Solicitor regarding property damage claim of Ms. Joyce Haganey.

10. COMMUNICATIONS AND PETITIONS

19 CP 33 A request of Richard Monteiro to address the City Council regarding November 12, 2019 special meeting relating to rubbish removal for residential condominium units.

11. GOOD AND WELFARE
(Five minute limit, per Council Rules of Order)

12. NEW ORDINANCES

19 O 67 In amendment of Chapter 15 Entitled, "Parks and Recreation" of the Code of Ordinances.-Gendron
19 O 68 Amending the Code of Ordinances, City of Woonsocket, Rhode Island, Chapter 17, Entitled "Traffic".-Ward, Sierra & Kithes
19 O 69 Granting a petition for a new joint pole for National Grid and Verizon on Social Street.-Gendron

13. **NEW RESOLUTIONS**

19 R 128 Authorizing the cancellation of certain taxes.-Gendron
19 R 129 Granting permission to use City property.-Cournoyer

14. **ADJOURNMENT**

For additional information or to request interpreter services, or other special services for the hearing impaired, please contact City Clerk Christina Harmon three (3) days prior to the meeting at (401) 762-6400, or by the Thursday prior to the meeting.

Posted November 14, 2019

19 LC 39

AGENDA FOR BOARD OF LICENSE COMMISSIONERS

RENEWALS

COIN OPERATED MACHINE
Le Club Par-X, 36 Stanley Avenue
Michael's, 493 Elm Street
St. Joseph Veterans Association, 99 Louise Street

CONSTABLE
Michael R. Caswell, 321 Walnut Hill Road

POOL TABLE
Michael's, 493 Elm Street

Monday, November 4, 2019

At a regular meeting of the City Council, in the City of Woonsocket, County of Providence, State of Rhode Island in Harris Hall on Monday, November 4, 2019 at 7 P.M.

All members are present.

The prayer is read by the Clerk. The pledge of allegiance is given by the assembly.

19 LC 36 An application of Deddeh's Kitchen to hold second class victualing license at 206 North Man Street, which was advertised for hearing, is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilors Sierra and Ward it is voted that the license be granted, a roll call vote on same being unanimous. Marcus Sieh addressed the council.

19 LC 37 Fifty-eight (58) applications for renewal of liquor licenses, which was advertised for hearing on this date, is read by title, and

A motion is made by Councilwoman Sierra seconded by Councilmen Kithes and Ward that the licenses be granted, however, before this is voted on

Upon motion of Councilman Ward seconded by Councilman Kithes it is voted to amend the list and remove Jaragua Lounge from the list of applications. This motion was voted on and passed unanimously on a voice vote. The remaining fifty-seven (57) applications are then voted on and granted, with all requirements to be satisfied before license is issued, on a unanimous voice vote.

19 LC 38 Upon motion of Councilman Brien seconded by Councilman Ward it is voted that the following licenses be granted, a voice vote on same being unanimous: 1 application for street vendor license, 16 applications for renewal of first class victualing license, 1 application for renewal of second class victualing license, 7 applications for renewal of coin-operated machine license, 5 applications for renewal of pool table license, 1 application for renewal of private detective license, 7 applications for renewal of rooming house license and 1 application for renewal of tattoo license.

The following persons addressed the council under citizens good and welfare: Donna Taylor, Jeanne Michon, Richard Monteiro, Garrett Mancieri and Mayor Baldelli-Hunt.

Upon motion of Councilman Brien seconded by Councilmen Kithes and Ward it is voted that the minutes of the regular meeting held October 21st, be approved as submitted, a voice vote on same being unanimous.
Upon motion of Councilman Brien seconded by Councilman Ward it is voted that consent agenda be approved as submitted, a voice vote on same being unanimous.

The following communication was listed on the consent agenda:

19 CO 60 A communication from City Engineer submitting Water Treatment Plant status report.

19 M 14 A communication from Mayor requesting to discuss the following: donation from Wat Lao Xokexayaram Buddhist Temple of Rhode Island Inc. to WFD, paving on Rhodes Avenue, High Five Fridays, Positive Vibes Nutrition, Reigning Love Staffing, Paint Night, Pumpkin Patch and Spooktacular Dance.

Upon motion of Councilman Ward seconded by Councilwoman Sierra it is voted to dispense with the regular order of business and take up the following resolution:

19 R 120 A resolution authorizing acceptance of a bid for the installation of a new water main on a portion of Logee Street is read by title, and

Upon motion of Councilman Ward seconded by Councilwoman Sierra it is voted that the resolution be passed, a voice vote on same being unanimous.

19 CP 29 A request of Public Works Director to address the Council regarding costs associated with Autumnfest. Director D'Agostino addressed the City Council.

19 CP 30 A request of Public Safety Director to address the City Council regarding costs associated with Autumnfest. Director Jalette addressed the City Council.

19 CP 31 A request of Acting Planning Director to address the City Council regarding Tai-O Group and development of 357 Park Place. Acting Director Lima addressed the City Council.

19 CP 32 Request of Councilwoman Sierra to address the following: the issues, timeline, events concerning the former Middle School located at Park Place since early 2016 to today as well as the fabrication of events allowed to be published by the Call.

The following remarks are made under good and welfare:

Councilman Soucy passed.

Councilman Ward stated that legislation regarding funding formula will heard at the State House.

President Gendron wished Mr. Thifault a happy birthday.
Councilman Brien wished Mr. Thifault a happy birthday.

Councilman Cournoyer recognized Alan Rivers as the recipient of the service vocational award from the Rotary.

Councilman Kithes passed.

Councilwoman Sierra passed.

19 O 54 An ordinance in amendment of Code of Ordinances, Appendix C entitled "Zoning" (various technical and clarification changes) which was passed for the first time on October 21st, is read by title, and

A motion is made by Councilman Cournoyer seconded by Councilman Ward that the ordinance be passed, however before this is voted on

Upon motion of Councilman Kithes seconded by Councilwoman Sierra it is voted that the ordinance be amended as follows: At the end of Section 1 under Section 4.4 Residential Uses, to be amended with the following use appended to the table "Use 21) Micro-Loft, Micro-Apartments, & Studios containing more than 1 bedroom and/or unit(s) on the street level: Not permitted in all residential zones, Special Use permit in MU-1 & C-1 & Not permitted in MU-2; I-1, I-2, PR-1 & PR-2". The amendment is voted on and fails on a 5-2 roll call vote with Councilors Kithes and Soucy voting yes. The ordinance is then voted on and passed, a roll call vote on same being 5-2 with Councilors Kithes and Soucy voting no.

19 O 60 An ordinance in amendment of Code of Ordinances, Appendix C entitled "Zoning" (regulating compassion centers), which was passed for the first time on October 21st, is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilmen Kithes and Soucy it is voted that the ordinance be passed, a roll call vote on same being unanimous.

19 O 61 An ordinance in amendment of Code of Ordinances, Appendix C entitled "Zoning" (Section 4 and Section 18), which was passed for the first time on October 21st, is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilman Ward it is voted that the ordinance be passed, a roll call vote on same being unanimous.

19 O 66 An ordinance in amendment of Chapter 17 entitled "Traffic" of the Code of Ordinances, City of Woonsocket, is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilman Kithes it is voted that the ordinance be passed, a roll call vote on same being 6-0 with President Gendron recusing himself from the vote.

19 R 63 A resolution referring a request for designation of Historic Structures Floating Overlay District for property at Woonsocket at Woonsocket Assessor's Plat 6, Lot 1 (former Fifth Avenue School) to the Woonsocket Planning Board, which was tabled at the meeting of June 3rd, is read by title, and

Upon motion of Councilwoman Sierra seconded by Councilman Ward it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 118 A resolution authorizing the cancellation of certain taxes is read by title, and

Upon motion of Councilman Ward seconded by Councilwoman Sierra it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 119 A resolution granting permission to use City property is read by title, and

Upon motion of Councilman Ward seconded by Councilman Soucy it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 120 A resolution authorizing acceptance of a bid for the installation of a new water main on a portion of Logee Street is read by title, and

Upon motion of Councilman Ward seconded by Councilwoman Sierra it is voted that the resolution be passed, a voice vote on same being unanimous

19 R 121 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilman Ward it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 122 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilwoman Sierra seconded by Councilman Cournoyer it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 123 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilman Kithes seconded by Councilmen Cournoyer and Ward it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 124 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilmen Brien and Kithes it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 125 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilman Cournoyer seconded by Councilwoman Sierra it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 126 A resolution approving the appointment of a member of the Redevelopment Agency of Woonsocket by the Mayor is read by title, and

Upon motion of Councilwoman Sierra seconded by Councilmen Cournoyer, Kithes and Ward it is voted that the resolution be passed, a voice vote on same being unanimous.

19 R 127 A resolution appointing Richard Masse as a member of the Personnel Board of the City of Woonsocket by the Mayor is read by title and failed due to lack of a motion.

19 R 128 A resolution authorizing the Mayor to purchase the property located at 379 Front Street (aka Assessor's Plat 16, Lot 175) is read by title, and

Upon motion of Councilman Soucy seconded by Councilwoman Sierra it is voted that the resolution be passed, however the motion is defeated on a unanimous nay roll call vote.

19 R 129 A resolution authorizing Mayor to purchase the property located at 395 Front Street (aka Assessor's Plat 16, Lot 373) is read by title, and

Upon motion of Councilman Brien seconded by Councilman Cournoyer it is voted that the resolution be passed, however this motion is defeated on a unanimous nay roll call vote.

Upon motion of Councilman Ward seconded by Councilors Cournoyer and Sierra it is voted that the meeting be and it is hereby adjourned at 9:18 P.M.

Attest: Christina Harmon City Clerk

City of Woonsocket
Department of Public Works
Engineering Division

Lisa Baldelli-Hunt
Mayor

Steven D'Agostino
Director

19 CO 61

13 November 2019

The Honorable City Council
Legislative Chambers
City Hall – 169 Main Street
Woonsocket, RI 02895

Re: Petition from Verizon and National Grid

Dear Councilors,

On the docket for this evening is a petition from Verizon and National Grid. They have requested permission to erect and maintain two new poles and anchors on Social Street in the City of Woonsocket. These will service the new Domino's Building at 263 Social Street.

They have also requested permission to connect and maintain any wires and fixtures, as needed, to aforementioned poles.

The Engineering Division has reviewed the plan and they have found it to be acceptable.

Respectfully,

Steven D'Agostino
Director of Public Works

Attachment

19 CO 62

Jacobs

Jacobs Engineering Group
11 Cumberland Hill Rd
Woonsocket RI 02895
Tel 401.356.1468
Fax 401.356.1478

November 1, 2019

The Honorable City Council
City Hall
Legislative Chambers
169 Main Street
Woonsocket, RI 02895

Subject: October 2019 Odor Report

Dear Councilors,

There were three (3) odor complaints filed with the Woonsocket Regional Wastewater Commission during the month of October 2019.

An odor study was conducted by Bowker and Associates in July 2019, along with dispersion modeling. The draft report was received in October. The final report is due in early November

I've attached graphs of monthly odor complaints received since January of 2016 and yearly complaints received since 2008. I've also attached the monthly odor complaint log which outlines the details of the complaints as well as the possible or potential root causes.

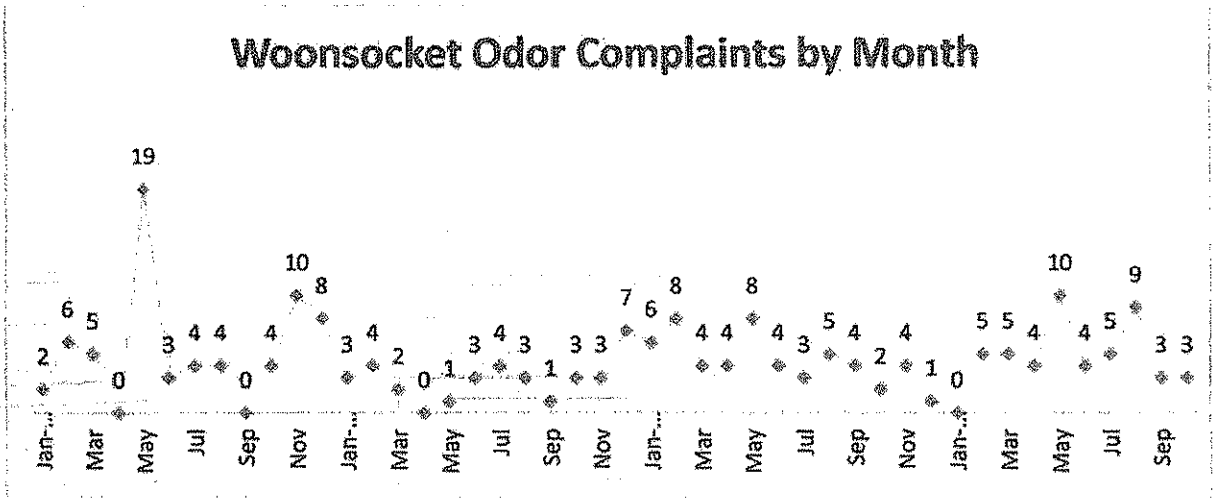
If you have any questions or require additional information, please call me at 401.356.1468.

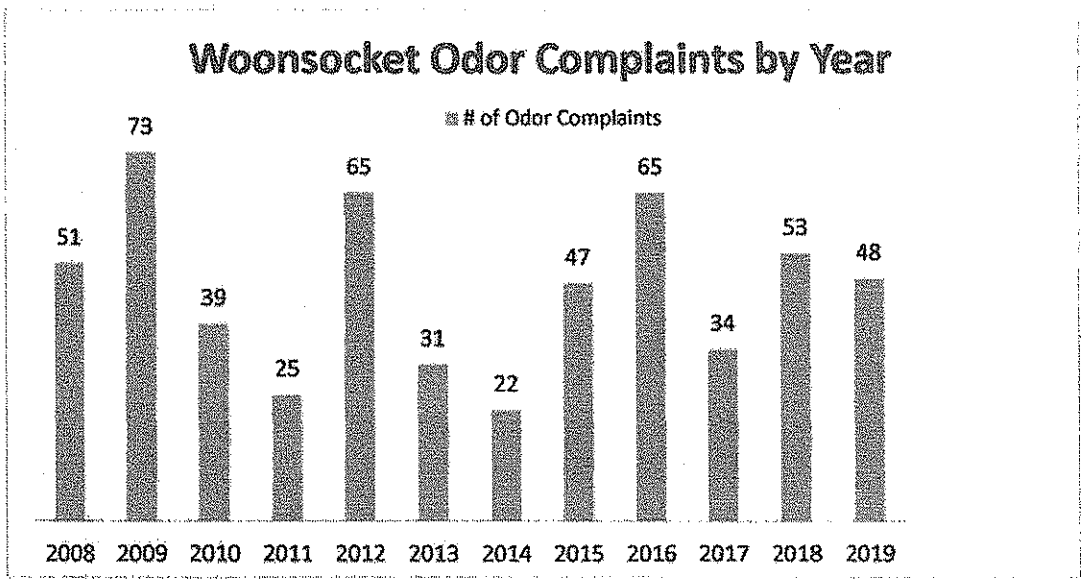
Respectfully,

Jim Lauzon
Jacobs Engineering Group Project Manager

cc: Steve D'Agostino, City of Woonsocket
Jon Pratt, City of Woonsocket
Christina Duarte, City of Woonsocket
Kevin Handley, Synagro Assistant Plant Manager
Nick Quigley, Synagro Plant Manager
Bill Patenaude, RIDEM, Office of Water Resources
Karen Peltier, RIDEM, Office of Air Resources
Chris John, RIDEM Office of Compliance
Laurie Toscano, Weston & Sampson
Scott Mangold, Jacobs
Anthony Turchetta, Jacobs
File

Att: Monthly and Yearly odor complaint graphs
October 2019 odor report


Woonsocket Odor Complaints by Month
2 6 5 0 19 3 4 4 0 4 10 8 3 4 2 0 1 3 4 3 1 3 3 7 6 8 4 4 8 4 3 5 4 2 4 1 0 5 5 4 10 4 5 9 3 3
Jan-... Mar May Jul Sep Nov Jan-... Mar May Jul Sep Nov Jan-... Mar May Jul Sep Nov Jan-... Mar May Jul Sep


Woonsocket Odor Complaints by Year
# of Odor Complaints
51 73 39 25 65 31 22 47 65 34 53 48
2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

JACOBS

Odor Complaint Monthly Completed Work Order Summary-WOO
Printed: 11/4/2019 8:25 AM

Time To Repair/Replace (Hrs): 10/19/2019

Date/Time of Complaint:	10/19/2019 10:16:00 AM
Work Order #:	WOO-1556177
Customer Name:	Mancieri
Day:	Saturday
Address:	272 Congress St.
Reason:	No description given
Labor Report:	Jacobs - Slight odor around cake bay Synagro - Drove down Congress St. I did not smell any odors.
Wind Direction:	NW
Wind Speed:	3 mph, gusts 13
Temperature:	48 deg F

Time To Repair/Replace (Hrs): 10/26/2019

Date/Time of Complaint:	10/26/2019 4:47:00 PM
Work Order #:	WOO-1560722
Customer Name:	Kim Labreche
Day:	Saturday
Address:	127 Glendale Ave
Reason:	Online complaint. Smells like dirty diapers
Labor Report:	Jacobs - I (JL) visited with Mr and Mrs Labreche upon receiving the complaint. I met with them for about 20 minutes. They said the odors had subsided. I also spoke to their neighbors across the street and was told they hadn't smelled anything. I went to the plant and noticed a strong odor coming from the centrate pit. I notified the Synagro Asst Plant Mgr. He told me he would have his staff try to seal up the tarp covering the pit better. Synagro - Nothing out of the ordinary. Chuck drove to the location and didn't smell anything.
Wind Direction:	E
Wind Speed:	4 mph, gusts 23
Temperature:	57 deg F

Time To Repair/Replace (Hrs): 10/28/2019

Date/Time of Complaint:	10/28/2019 1:29:00 AM
Work Order #:	WOO-1560727
Customer Name:	Kevin Woodworth
Day:	Sunday
Address:	78 St. Hughes Stt
Reason:	Woonsocket WWTP
Labor Report:	Jacobs - Checked scrubbers and screenings dumpster, no odors detected. Synagro - Nothing out of the ordinary
Wind Direction:	E
Wind Speed:	4 mph, gusts 23
Temperature:	55 deg F

EVALUATION OF ODOR EMISSIONS AND THEIR CONTROL AT THE WOONSOCKET WASTEWATER TREATMENT FACILITY

Prepared for:

CITY OF WOONSOCKET
169 Main Street
Woonsocket, RI 02895

Prepared by:

BOWKER & ASSOCIATES, INC.
21 Summerfield Lane
Scarborough, ME 04074

October, 2019

EXECUTIVE SUMMARY

INTRODUCTION

The Woonsocket Wastewater Treatment Facility (WWTF) is a regional facility that treats wastewater from the City of Woonsocket, as well as Bellingham and Blackstone, Massachusetts and North Smithfield, Rhode Island. It is an advanced wastewater treatment plant with a design average flow of 16 million gallons per day (MGD). The liquid stream portion of the plant is operated by Jacobs, Inc. under a design-build-operate contract with the City of Woonsocket. The solids handling portion of the facility is operated by Synagro, Inc. Under a long-term agreement with the City, sludge from other wastewater treatment plants is received, processed, and incinerated at the Synagro facility.

Due to its location in the Blackstone River valley and its proximity to residential and commercial development, the Woonsocket WWTF has a long history of odor problems. Despite the improvements over the past 30 years, odor complaints continue. Since 2008, the annual number of complaints has varied from 22 in 2014 to 73 in 2009, averaging 46 complaints per year.

In June of 2019, Bowker & Associates was retained to 1) implement an odor emissions inventory at the Woonsocket WWTF, 2) conduct odor dispersion modeling to evaluate the odor impact on downwind receptors, 3) evaluate strategies to mitigate the odor emissions and their impact and 4) prepare recommendations to the City and Synagro.

SAMPLING PROGRAM

An air sampling program was implemented to characterize and quantify the odorous emissions from the Woonsocket wastewater treatment facility. This consisted of 1) collecting air samples to measure the strength of the odor in dilutions to threshold (D/T), 2) collecting selected air samples to measure the concentration of odorous reduced sulfur compounds, and 3) measuring hydrogen sulfide (H_2S) concentrations in the field with a portable instrument.

Samples of air from point sources such as stacks or exhaust vents were collected in 10 liter (L) and 3 L Tedlar bags using a vacuum chamber and sampling pump. For area sources such as the primary clarifiers and aeration tanks, a "flux chamber" was used to isolate the surface. The 10 L air samples were sent by overnight carrier to St. Croix Sensory in Stillwater, MN for determination of odor concentration in accordance with ASTM E-679 as well as the European CEN standard. This test measures the number of dilutions of odor-free air required before half of a 6-member trained odor panel can no longer detect the odor. The resulting number is referred to as the dilution-to-threshold ratio (D/T) or odor "concentration."

The 3 L Tedlar bags collected from selected samples were shipped to Mayfly Laboratories in Mystic, CT for determination of reduced sulfur compounds via GC-FPD. This analysis measures the concentration of up to 20 odor-causing sulfur compounds, many having an odor detection threshold of 1 ppb or less. In addition, hydrogen sulfide levels were measured in the field during sampling using an Interscan Model 4170 H_2S analyzer with a range of 0.1 to 200 ppm. A data-logging H_2S analyzer (OdaLog) was suspended over the influent channel of the headworks to

monitor and record hydrogen sulfide concentrations in the air. The device remained in place for approximately twelve days, recording the H_2S concentration every minute.

A series of odor surveys was conducted around the Woonsocket WWTF to identify "fugitive" odors that result from not being adequately contained by the odor control system. In addition to subjective observations, air flow measurements were made to compare actual flows with design flows. Air velocities were also measured at open doors or partially open doors to verify the direction and velocity of the air. A digital manometer was used to check whether the space served by the odor control system was maintained under a negative pressure.

ODOR DISPERSION MODELING

Dispersion modeling is a tool used to predict the downwind concentration of pollutants resulting from the emissions at a source or group of sources. These sophisticated computer models use actual meteorological and terrain data to determine how the odors will disperse under worst-case conditions. In addition, the models can be used to determine how frequently a "target" odor level will be exceeded. For this project, AERMOD was used to predict the impact of the Woonsocket WWTF odor emissions on surrounding neighborhoods. The model analyzes a full year of meteorological conditions and selects those worst-case conditions that produce the highest off-site odor level. The worst-case conditions are usually associated with low wind speeds and temperature inversions, i.e. a "stable" atmosphere with little mixing and dispersion. Such conditions often occur during early morning or evening hours.

Because odor often occurs in short-duration puffs, a conservative "peaking" factor of 2.44 was used to convert the 1-hour average predicted odor concentrations to 10-minute peak odor concentrations.

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

1. Despite implementation of odor control measures over the past 30 years, the Woonsocket WWTF (including the sludge processing portion operated by Synagro) continues to be the subject of odor complaints.
2. Odor complaints have varied from 22 to 73 per year from 2008 through 2018, averaging 46 per year. Almost 40 percent of the complaints could be correlated with specific activities or maintenance events at the plant.
3. The large chemical scrubbers serving the Synagro facility are only providing 50 to 60 percent odor reduction, and should be capable of 90 percent efficiency.
4. While the former Ambi chemical scrubber serving the administration building wet well was providing 95 percent odor reduction, the replacement carbon adsorber is only achieving 56 percent removal.
5. The centrate pump station is a potential source of strong fugitive odors that is not being controlled other than covering with tarps. A permanent solution to problems with the centrate pump station is currently being developed.

6. The gravity thickener is a source of fugitive odors. The cover has many openings and insufficient air is being extracted to prevent escapes of odorous air.
7. The carbon adsorbers serving 1) the screen room and wet well, and 2) the aerated grit chambers and primary clarifier effluent launders are both providing removal efficiencies of 95 percent or better.
8. The aerated grit chambers are currently a source of fugitive odors as insufficient air is being extracted to the odor control system.
9. The screening dumpster is a source of strong odors, but these odors are unlikely to be detected off-site.
10. The interior of the filter building had an odor with a musty character, but the odor concentration was relatively low at 80 dilutions to threshold (D/T) and is not a concern for off-site detection.
11. While the measured odor concentration in the liquid sludge receiving bay was moderate at 450 D/T, the odor concentration in the dewatered sludge receiving bay was extremely high at 19,000 D/T.
12. Because of the high odor concentration, escape of even small volumes of air from the dewatered sludge receiving bay can be problematic for nearby receptors.
13. Odor concentrations at the surface of the primary clarifiers were consistently low at 160 D/T, while the primary effluent wet well had higher odor concentrations of 2,200 and 3,300 D/T.
14. The biological portion of the treatment plant (aeration zones and anoxic zone) had low odor concentrations ranging from 95 to 220 D/T.
15. The underperforming chemical scrubbers and the new activated carbon adsorber are responsible for the vast majority of current odor emissions from the Woonsocket WWTF; the chemical scrubbers because of their high air flow rate, and the activated carbon adsorber because of its very high exhaust odor concentration. However, the odor from the chemical scrubbers has a bleach-like character that is typically not a cause of odor complaints.
16. Odor dispersion modeling showed that, although noticeable on-site, odors from the primary clarifiers and primary effluent wet well are unlikely to be detected off-site and do not warrant further control.
17. Dispersion modeling of just the gravity thickener predicted objectionable levels of off-site odor at sufficient frequency and intensity to warrant improvements.
18. With the exception of the gravity thickener, the flowrate of air from covered or contained odor sources going to the Synagro chemical scrubbers was sufficient to prevent the escape of odors under most conditions. High winds can be the exception, as they create an area of low pressure that can draw out odors.
19. Protocol for unloading of dewatered sludge and washdown of trucks is sound, and largely controls fugitive emissions. However, open bay doors greatly increase the opportunity for highly odorous air to escape.

Recommendations

1. Conduct a thorough inspection of the two large chemical scrubbers; improve odor removal efficiency to reduce the level of odor in the exhaust. Evaluate increasing ORP to improve removal of reduced sulfur compounds.
2. Seal openings in gravity thickener cover.
3. Replace ductwork to gravity thickener and increase air extraction rate to minimum of 1,500 cfm.

4. Reduce airflow to new activated carbon adsorber serving wet well under administration building. Add grease/mist eliminator upstream of fan to remove moisture before it reaches the carbon media.
5. Replace above carbon media with virgin, coconut-shell activated carbon media followed by a 6-inch layer of permanganate-impregnated media.
6. Inspect and clean ductwork serving aerated grit chamber and primary effluent launders; restore airflow to the odor control system to the design flow of 1,120 cfm.
7. Install a fixed cover over the centrate pump station to prevent escape of strong odors.
8. Retest odor control systems and, if outlet odor concentrations cannot be reduced through optimization of the system, evaluate use of second stage to polish exhaust.
9. Review procedures for off-loading of dewatered sludge to minimize the time that bay doors are open.
10. Review set-points and alarms for large chemical scrubbers to ensure staff is immediately alerted to failure in metering pumps, low ORP, etc.
11. Inspect cover over sludge holding tank to ensure that there is no leakage of highly odorous air from this tank.
12. Review procedures used by haulers of dewatered sludge to cover the loads. While the larger containers are relatively well sealed, smaller containers are questionable. From experience, trucks hauling dewatered sludge can be a source of odor complaints even if properly tarped.
13. Review procedures for dewatering of primary clarifiers to ensure that the tanks are thoroughly washed to remove any residual solids.

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1. INTRODUCTION

The Woonsocket Wastewater Treatment Facility (WWTF) is a regional facility that treats wastewater from the City of Woonsocket, as well as Bellingham and Blackstone, Massachusetts and North Smithfield, Rhode Island. It is an advanced wastewater treatment plant with a design average flow of 16 million gallons per day (MGD). The liquid stream portion of the plant is operated by Jacobs, Inc. under a design-build-operate contract with the City of Woonsocket. The solids handling portion of the facility is operated by Synagro, Inc. Under a long-term agreement with the City, sludge from other wastewater treatment plants is received, processed, and dewatered and incinerated at the Synagro facility.

Due to its location in the Blackstone River valley and its proximity to residential and commercial development, the Woonsocket WWTF has a long history of odor problems. The first known odor study was in 1989, when as a subcontractor to Hoyle Tanner Associates, Bowker & Associates collected air samples, evaluated the data, and made recommendations to mitigate odors. Odor control systems were subsequently installed in the early 1990's. Since that time, there have been multiple improvements to reduce odor emissions from both the liquid stream portion of the plant as well as from Synagro's sludge processing operations.

Despite the improvements over the past 30 years, odor complaints continue. Since 2008, the annual number of complaints has varied from 22 in 2014 to 73 in 2009, averaging 46 complaints per year. Some of these could be correlated with specific activated or events at the plant, such as dewatering a primary clarifier for maintenance, or failure of a critical bleach pump in a large odor control system.

In June of 2019, Bowker & Associates was retained to 1) implement an odor emissions inventory at the Woonsocket WWTF, 2) conduct odor dispersion modeling to evaluate the odor impact on downwind receptors, 3) evaluate strategies to mitigate the odor emissions and their impact and 4) prepare recommendations to the City and Synagro.

2. DESCRIPTION OF FACILITIES

2.1 Liquid Stream Processes

Wastewater is received at the plant via a 60-inch low level gravity interceptor, a 24-inch high level gravity interceptor and an 18-inch industrial line. Wastewater is screened in a new screen and screenings compactor/washer system installed in 2016. Sewage then enters a wet well under the administration building, from where it is pumped to two aerated grit chambers. The screen room and wet well are served by an odor control system described in Section 2.3. Ferric chloride and lime are added to the wastewater at the aerated grit chamber. Wastewater then flows by gravity through two 90-ft diameter primary clarifiers. Air from the covered grit chambers as well as the covered primary clarifier effluent launders is evacuated and treated in an activated carbon odor control system. New submersible pumps installed in 2016 then lift the primary effluent into A-stage biological treatment. A-stage consists of three parallel trains of anoxic zone, aeration zone, and lamella settlers. The effluent from the lamella settlers flows to the B-stage basins, which consists of two parallel trains of anoxic zone and aeration zone. Effluent then flows into three secondary clarifiers, and finally, is pumped up to four travelling bridge filters before being disinfected and discharged to the Blackstone River. An aerial view of the facility prior to the 2016 upgrade is shown as Figure 1.

Return flows from the gravity thickener overflow, incinerator scrubber water, ash thickener overflow, and wash-down flows are returned to a wet well below the administration building, from where it is pumped and blended with the influent wastewater. The odorous air from the wet well was previously treated in a packed-tower chemical scrubber that was replaced with an activated carbon adsorber in 2019.

2.2 Sludge Treatment Systems

Primary and secondary sludge from the City is pumped to a gravity thickener operated by Synagro. The thickener also receives the centrate from sludge dewatering as well as wash-down flows. Underflow from the gravity thickener is pumped to a liquid sludge holding tank, where it is blended with liquid sludges that are trucked in from other municipalities. Synagro typically receives 35 to 40 tanker truckloads per day of liquid sludge. Trucks back into the liquid sludge receiving buildings, where a direct hose connection allows liquid sludge to be removed from the truck and pumped directly into the diameter liquid sludge holding tank. As described in Section 2.3, the building is maintained under a negative pressure and air is treated in a wet chemical scrubber.

Approximately 8 to 10 truckloads per day of dewatered sludge cake are also received in a separate building and processed by Synagro. The cake is delivered in tarped truck beds or large,

FIGURE 1.

AERIAL VIEW OF WOONSOCKET WWTF PRIOR TO 2016 UPGRADE

tarped roll-off containers. Cake is discharged into a pit or the floor of the cake bay. A small front-end loader moves the cake into the pit, which also receives the dewatered solids from the centrifuges. The cake is then pumped into a fluidized-bed incinerator. The incinerator exhaust passes through a venturi scrubber, a tray scrubber, and carbon adsorption units (for mercury removal) before being discharged through a tall stack. The cake receiving bay is maintained under a negative pressure, with the air going to a large, wet chemical scrubber.

Liquid sludge is dewatered using three centrifuges, with the dewatered cake conveyed to the fluidized bed incinerator. The dewatering room is under a negative pressure, with the air treated in the same chemical scrubber that treats the air from the cake receiving bay.

There is a small pump station, referred to as the "centrate pit," operated by Synagro that receives centrate and wash-down water and pumps it to the gravity thickener. At one time, a small chemical scrubber treated the air from the wet well. Due to problems with the discharge piping, the pump station currently uses rented pumps, and the wet well is temporarily covered with a tarp. An engineering evaluation of the pump station is underway to address and correct the problems.

2.3 Odor Control Systems

Table 1 summarizes the existing odor control systems at the Woonsocket WWTF. The system referred to as the "screen room activated carbon system" was installed in 2016 as part of the headworks upgrade, and is designed to treat 2,500 cfm of odorous air from the upper and lower screen rooms and wet well.

In October of 2019, the "Ambi" chemical scrubber serving the administration building wet well was replaced with a 3,000 cfm activated carbon adsorber. The chemical scrubber, installed around 1990, had experienced delamination of interior fiberglass and had reached the end of its useful life.

The activated carbon system serving the aerated grit chamber and primary clarifier launders has a capacity of 1,120 cfm. It was installed around 1990 and has been in continuous service ever since. The fan has been replaced, and the activated carbon media was replaced in 2019.

Synagro operates two large, packed-tower chemical scrubbers to treat air from sludge processing operations. A 15,000 cfm "liquid sludge scrubber" pulls air from the liquid sludge receiving bay, the liquid sludge holding tank, and the gravity thickener. A small volume of air from the laboratory is also treated by the scrubber. The chemical scrubber uses sodium hypochlorite and sodium hydroxide to absorb and oxidize the odorous compounds in the air streams. A feedback control system monitors the pH and oxidation-reduction potential (ORP) and feeds the chemicals at appropriate dosages.

TABLE I SUMMARY OF EXISTING ODOR CONTROL SYSTEMS Woonsocket WWTF			
System	**Rated capacity, cfm**	**Type**	**Sources of Odor**
1. Screen room activated carbon	2,500	Single bed, activated carbon adsorber	Screen room, influent channels, wet well
2a. Wet well chemical scrubber (replaced with activated carbon 10/19)	3,000	Packed tower chemical scrubber	Wet well (recycle flows) under admin. bldg.
2b. Wet well activated carbon (installed 10/19)	3,000	Single bed activated carbon adsorber	Wet well (recycle flows) under admin. bldg.
3. Grit chamber activated carbon	1,120	Single bed activated carbon adsorber	Aerated grit chamber, primary clarifier effluent launders
4. Liquid sludge chemical scrubber	15,000	Packed-tower chemical scrubber	Liquid sludge receiving bay, sludge holding tank, gravity thickener
5. Dewatered sludge chemical scrubber	30,000	Packed-tower chemical scrubber	Dewatered sludge receiving bay, sludge dewatering room

A 30,000 cfm "dewatering scrubber" pulls air from the cake receiving bay and sludge pit as well as the centrifuge room to maintain a negative pressure in these areas to prevent escape of odors. This large chemical scrubber also employs a feedback control loop to control the dosage of sodium hypochlorite and sodium hydroxide.

3. SAMPLING PROGRAM

3.1 Methodology

An air sampling program was implemented to characterize and quantify the odorous emissions from the Woonsocket wastewater treatment facility. This consisted of 1) collecting air samples to measure the strength of the odor in dilutions to threshold (D/T), 2) collecting selected air samples to measure the concentration of odorous reduced sulfur compounds, and 3) measuring hydrogen sulfide (H_2S) concentrations in the field with a portable instrument.

Samples of air from point sources such as stacks or exhaust vents were collected in 10 liter (L) and 3 L Tedlar bags using an SKC, Inc. vacuum chamber and sampling pump. When a vacuum is applied to the chamber containing the sample bag, odorous air from the source is conveyed through Teflon tubing directly into the sample bag, eliminating possible contamination by the pump. The sample bags were filled to "condition" the bags, the air expelled, and then refilled again in accordance with standard industry procedures.

For area sources such as the primary clarifiers and aeration tanks, a "flux chamber" was used to isolate the surface. The flux chamber has a flotation collar for open water surfaces. For sources with no input of air (e.g primary clarifiers), air flow through the flux chamber is induced by introducing 3 liters per minute of odor-free air, allowing the chamber to reach equilibrium, and then collecting a sample. Figure 2 shows a diagram of the flux chamber system.

The 10 L air samples were sent by overnight carrier to St. Croix Sensory in Stillwater, MN for determination of odor concentration in accordance with ASTM E-679 as well as the European CEN standard. This test measures the number of dilutions of odor-free air required before half of a 6-member trained odor panel can no longer detect the odor. The resulting number is referred to as the dilution-to-threshold ratio (D/T) or odor "concentration."

The 3 L Tedlar bags collected from selected samples were shipped to Mayfly Laboratories in Mystic, CT for determination of reduced sulfur compounds via GC-FPD. This analysis measures the concentration of up to 20 odor-causing sulfur compounds, many having an odor detection threshold of 1 ppb or less. In addition, hydrogen sulfide levels were measured in the field during sampling using an Interscan Model 4170 H_2S analyzer with a range of 0.1 to 200 ppm.

Table 2 shows the locations where air samples were collected and analyzed.

In addition, a data-logging H_2S analyzer (OdaLog) was suspended over the influent channel of the headworks to monitor and record hydrogen sulfide concentrations in the air. The device remained in place for approximately twelve days, recording the H_2S concentration every minute.

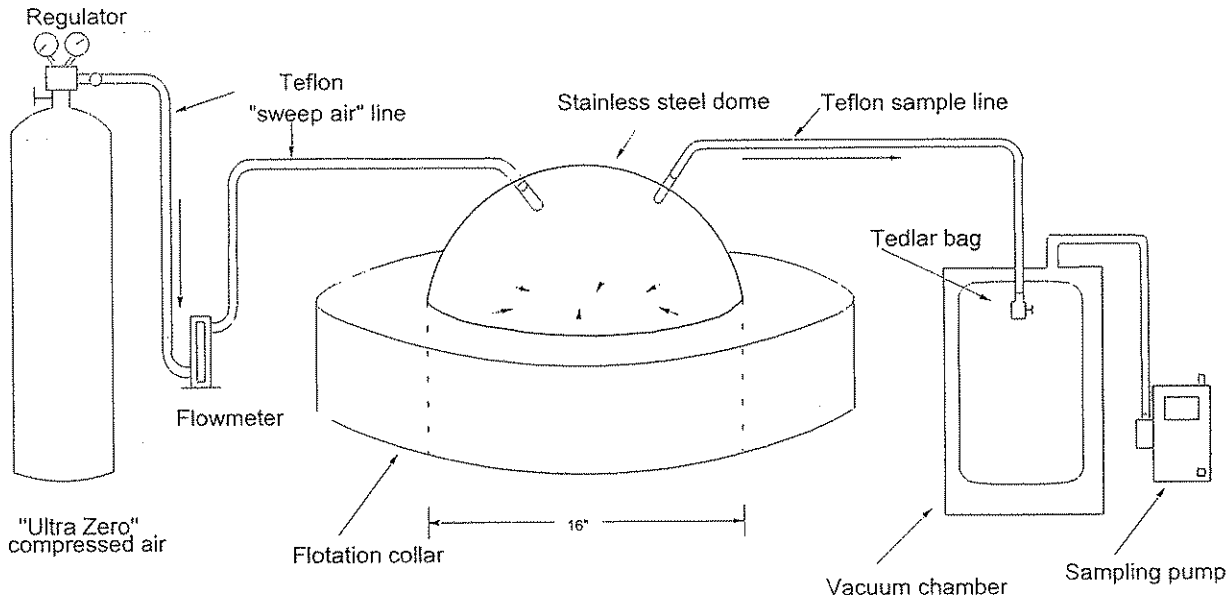


FIGURE 2.

DIAGRAM OF FLUX CHAMBER SAMPLING SYSTEM

TABLE 2 AIR SAMPLING LOCATIONS – WOONSOCKET WWTP & SYNAGRO FACILITY
Woonsocket WWTP
1. Headworks (admin. bldg. wet well) scrubber outlet
2. Headworks (admin. bldg. wet well) scrubber inlet
3. Screen room carbon outlet
4. Screen room carbon inlet
5. Grit chamber carbon outlet
6. Grit chamber carbon inlet
7. Primary clarifier quiescent surface
8. Primary effluent PS wet well surface
9. A-stage anoxic zone
10. A-stage aeration zone
11. B-stage anoxic zone
12. B-stage aeration zone
13. Filter building interior
14. Screenings dumpster
Synagro Biosolids Facility
1. Liquid sludge scrubber outlet
2. liquid sludge scrubber inlet
3. Dewatered sludge scrubber outlet
4. Dewatered sludge scrubber inlet
5. Gravity thickener roof
6. Liquid sludge receiving bay-interior
7. Dewatered sludge receiving bay - interior

A series of odor surveys was conducted around the Woonsocket WWTF to identify "fugitive" odors that result from not being adequately contained by the odor control system. In addition to subjective observations, air flow measurements were made to compare actual flows with design flows. Air velocities were also measured at open doors or partially open doors to verify the direction and velocity of the air. These measurements were made with a TSI hot-wire anemometer with a range of 0 to 3,000 ft/min. A digital manometer was used to check whether the space served by the odor control system was maintained under a negative pressure.

3.2 Results of Air Sampling

Table 3 summarizes the results of the odorous air sampling and characterization. Results are discussed by process, starting with Liquid Stream Processes.

3.2.1 Liquid Stream Processes

Samples of the inlet and outlet of the screen room carbon adsorber (Samples 19 and 20) showed excellent odor removal efficiency of 95 percent, with inlet of 2,300 dilutions to threshold (D/T) and outlet of 120 D/T. Reduced sulfur compounds such as dimethyl sulfide and carbon disulfide were detected in the samples. Figure 3 shows the results of continuously monitoring H_2S levels in the lower screen room for 12 days. Hydrogen sulfide concentrations were very low, ranging from 0 to 3 ppm and averaging 0 ppm.

The chemical scrubber serving the administration building wet well was achieving 95 percent odor reduction, although the exhaust had a relatively high odor concentration of 2,900 D/T (Samples 15 and 16). The chemical scrubber was very effective in removing reduced sulfur compounds. The activated carbon system that replaced the chemical scrubber showed an odor removal efficiency of only 56 percent when sampled in October, 2019 (Samples 25 and 26). The system had been started up just a few days before sampling. The poor removal efficiency and high outlet odor concentration of 9,600 D/T was unexpected for a new activated carbon system. Apparently, the high loading of reduced sulfur compounds (Sample 16) was causing premature breakthrough.

The activated carbon adsorber serving the aerated grit chamber and primary clarifier launders showed high odor removal efficiency of over 98 percent (Samples 17 and 18). Some reduced sulfur compounds were detected in the exhaust, but the odor concentration was low at 120 D/T. However, the air flow rate was later found to be well below the design flow.

The uncovered portion of the primary clarifiers was sampled using the flux chamber on July 24 (Sample 12) and again on August 5 (Sample 23). Both samples showed low odor concentrations

TABLE 3
RESULTS OF ODOR SOURCE CHARACTERIZATION
Woonsocket WWTP
July, August, October, 2019

					Reduced Sulfur Compounds, ppb[1]					
Sample No.	Date/ Time	Location	Odor Conc'n D/T	Field H_2S ppm	H_2S	MM	DMS	DMDS	DMTS	CS_2
	7/23/19									
1.	8:30 AM	Outlet of dewatered sludge scrubber	1,400	0.0	<5	<3	<3	40	0.4	84
2.	8:50 AM	Inlet of dewatering scrubber	3,500	0.3	<5	<3	<3	139	4.8	28
3.	10: 00 AM	Outlet of liquid sludge scrubber	1,400	0.0	<5	<3	<3	4.9	<0.1	26
4.	10:20 AM	Inlet of liquids sludge scrubber	3,400	0.3	<5	<3	<3	7.3	0.4	31
5.	11:00 AM	Centrate pit	>60,000	8.1	2,148	1,640	3,457	2,191	713	432
6.	12:45 PM	Roof of thickener	3,600	0.1	-	-	-	-	-	-
7.	1:45 PM	Screenings dumpster	2,100	0.3	-	-	-	-	-	-
	7/24/19									
8.	8:55 AM	A-stage aeration	220	0.1	-	-	-	-	-	-
9.	9:15 AM	B-stage aeration	120	0.0	-	-	-	-	-	-
10.	10:00 AM	B-stage anoxic	220	0.1	-	-	-	-	-	-
11.	10:45 AM	A-stage anoxic	95	0.1	-	-	-	-	-	
12.	11:45 AM	Primary clarifier #1 quiescent	160	0.2	<5	<3	2	3.3	0.4	26
13.	12:45 PM	Primary effluent wet well	2,200	0.5	<5	<3	24	5.3	0.5	114
14.	2:30 PM	Liquid sludge loading bay	450	0.0	<5	<3	<3	1.5	<0.1	13
	7/25/19				<5	<3	2	3.3	0.4	26
15..	8:30 AM	Outlet of wet well scrubber	2,900	0.0	<5	<3	<3	4	0.3	36
16.	9:00 AM	Inlet of wet well scrubber	>60,000	6.7	1,845	179	55	209	111	46
17.	9:30 AM	Outlet of grit chamber carbon	260	0.1	<5	<3	34	16	0.1	34
18.	9:50 AM	Inlet of grit chamber carbon	19,000	1.2	386	<3	12	2.0	<0.1	6.7
19.	10:10 PM	Outlet of screen room carbon	120	0.1	<5	<3	29	3.8	<0.1	698
20.	10:30 AM	Inlet of screen room carbon	2,300	0.5	<5	<3	29	13	6.3	259
21.	11:30 AM	Interior of filter building	80	0.0	-	-	-	-	-	-
22	11:50 AM	Interior of cake bay	19,000	0.0	<5	<3	861	78	0.8	40

TABLE 3 (continued)
RESULTS OF ODOR SOURCE CHARACTERIZATION
Woonsocket WWTP
July, August, October, 2019

					Reduced Sulfur Compounds, ppb[1]					
Sample No.	Date/ Time	Location	Odor Conc'n D/T	Field H_2S ppm	H_2S	MM	DMS	DMDS	DMTS	CS_2
	8/5/19									
23.	12:45 PM	Primary clarifier #2 quiescent	160	0.1	-	-	-	-	-	-
24.	1:20 PM	Primary effluent wet well	3,100	1.3	-	-	-	-	-	-
	10/18/19									
25.	11:45 AM	Outlet of wet well carbon adsorber	9,600	0.1	-	-	-	-	-	-
26.	12:05 PM	Inlet of wet well carbon adsorber	22,000	1.0	-	-	-	-	-	-

[1] H_2S = hydrogen sulfide
MM = methyl mercaptan
DMS = dimethyl sulfide
DMDS = dimethyl disulfide
DMTS = dimethyl trisulfide
CS_2 = carbon disulfide

Carbonyl sulfide not reported since all results were below odor threshold

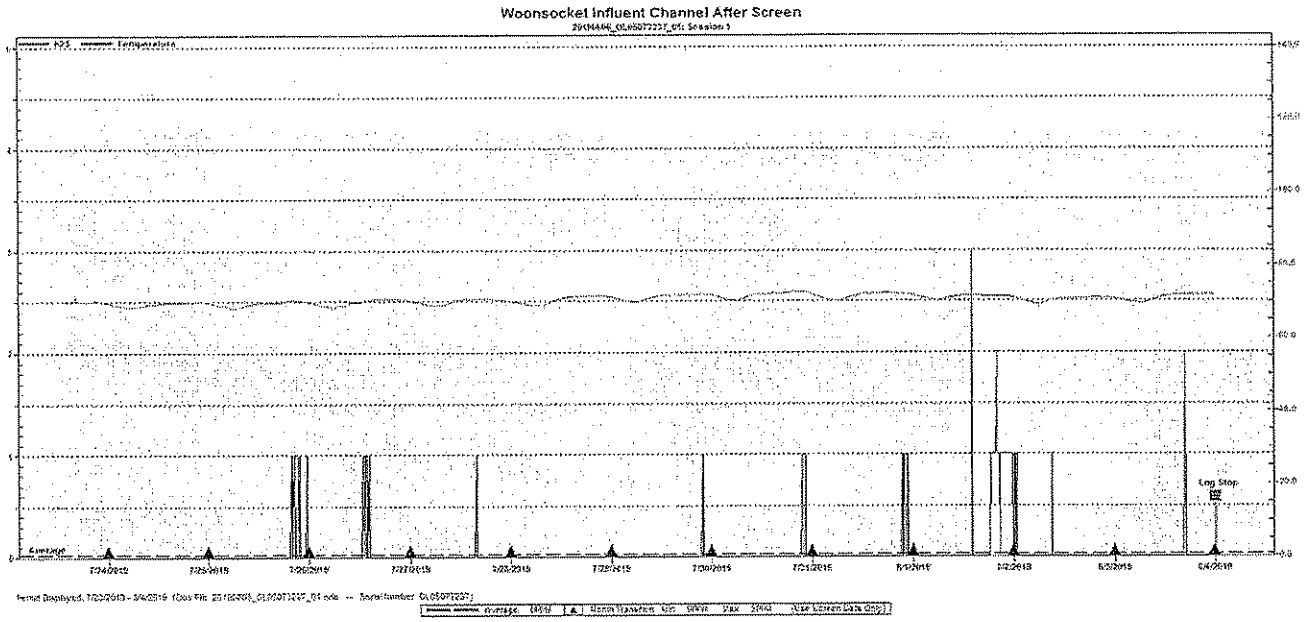


FIGURE 3.

HYDROGEN SULFIDE CONCENTRATIONS ABOVE INFLUENT CHANNEL; WOONSOCKET WWTF

of 160 D/T. The primary effluent wet well, however, exhibited higher odor concentrations of 2,200 D/T on July 24 (Sample 13) and 3,100 D/T on August 5 (Sample 24).

Samples were collected from the anoxic zones and aeration zones of both A-stage and B-stage biological reactors. In general, odor concentrations were low, ranging from 95 to 220 dilutions to threshold (D/T) (see Samples 8-11).

A sample from inside the filter building (Sample 21) showed a low odor concentration of 80 D/T and no hydrogen sulfide.

Finally, a sample from inside the screenings dumpster (Sample 7) showed a moderately high odor concentration of 2,100 D/T.

3.2.2 Sludge Stream Processes

Sampling of the 15,000 cfm chemical scrubber serving the liquid sludge receiving bay, holding tank, and gravity thickener showed an odor removal efficiency of 59 percent (Samples 3 and 4), with a relatively high exhaust odor concentration of 1,400 D/T. Both the inlet and outlet of the scrubber showed low levels of reduced sulfur compounds. At the time of the sampling, pH of the scrubber water was 8.8, and the ORP was 765 mV. These are acceptable levels. Sampling of the 30,000 cfm chemical scrubber serving the cake receiving bay and sludge dewatering showed similar odor removal efficiency of 60 percent (Samples 1 and 2). Removal efficiency for dimethyl disulfide (DMDS) was 71 percent, with 40 parts per billion (ppb) remaining in the exhaust. At the time of the sampling, pH of the scrubber water was 8.6, and ORP was 798 mV. The removal efficiencies of the chemical scrubbers were lower than expected, and warrant further investigation.

The centrate pit is where centrate and wash-down flows are collected and pumped to the gravity thickener. An air sample collected from the tarped centrate pit showed an extremely high odor concentration of >60,000 D/T (Sample 5). High concentrations of methyl mercaptan, dimethyl sulfide, dimethyl disulfide, and dimethyl trisulfide were measured. All of these reduced sulfur compounds can be detected by the human nose at concentrations less than one part per billion (ppb).

Although the gravity thickener has a flat aluminum cover, there are many openings in the cover and the volume of air extracted to the chemical scrubber is low. As a result, odors are typically present near the cover, which is about 8 feet below the sidewall of the circular tank. An air sample collected near the "floor" of the cover showed a relatively high odor concentration of 3,600 D/T (Sample 6). If odors were being adequately contained, there should be little or no odor from the thickener.

For reference purposes, air samples were collected from the interior of the liquid sludge receiving bay and the cake receiving bay while trucks were discharging their contents. As expected, odor concentrations in the cake bay were extremely high at 19,000 D/T, with high concentrations of dimethyl sulfide (Sample 22). Odor levels in the liquid sludge receiving bay were much lower at 450 D/T, with very low levels of reduced sulfur compounds. This demonstrates the high potential of the cake receiving bay to impact nearby receptors if any of this air is allowed to escape.

3.3 Results of Air Flow Measurements

Air flow measurements were made using a TSI hot wire anemometer that measures air velocity. To estimate air flow rates, a five-point traverse was made across the duct, with the average velocity multiplied by the cross-sectional area to yield flow rate in cubic feet per minute (cfm). It was not possible to measure the air flow rate in the large 30,000 cfm Synagro scrubber due to ductwork configuration. Table 4 shows the results of the air flow measurements. The activated carbon adsorber serving the screen room had a measured air flow of 2,580 cfm, very close to the design flow of 2,500 cfm. (Air flow measurements are considered to be $\pm$20%). The air flow rate to the new activated carbon adsorber serving the wet well was approximately 2,170 cfm, somewhat less than the design flow of 3,000 cfm. However, the variable frequency drive was set at less than 100%. The lower air flow rate still provided adequate capture of odors from the wet well below the administration building.

The air flow rate to the activated carbon adsorber serving the grit chamber and primary clarifier launders was significantly lower than the design flow of 1,120 cfm. At 400 cfm going to the odor control system, less than 100 cfm was being pulled from the aerated grit chamber and 100 to 300 cfm from each effluent launder. There may have been condensate or other restriction in the ductwork. The volume of air extracted from the grit chambers was too low to present escape of fugitive odors, which were readily detectable around the grit chambers.

The air flow rate to the liquid sludge scrubber was measured at approximately 12,800 cfm, which is within 15% of the design flow of 15,000 cfm. Of the odor sources served by this scrubber, the air flow from the gravity thickener at 300 cfm was much too low to prevent escape of fugitive odors, which were readily detectable when standing on the flat aluminum cover. Figure 4 is a schematic diagram showing the results of airflow measurements on the liquid sludge odor control system.

TABLE 4 RESULTS OF AIR FLOW MEASUREMENTS Woonsocket WWTF		
System	**Measured Air Flow, cfm**	**Design Air Flow, scfm**
1. Screen room activated carbon adsorber	2,580	2,500
2. Wet well activated carbon adsorber	2,170[1]	3,000
3. Grit chamber activated carbon adsorber	400	1,200
a. West grit chamber	50	--
b. East grit chamber	10	--
c. West primary launder	100	--
d. East primary launder	300	--
4. Liquid sludge wet scrubber	12,800	15,000
a. Liquid sludge bay	11,200	--
b. Holding tank	1,100	
c. Gravity thickener	300	
d. Laboratory	200	
5. Dewatered sludge wet scrubber	Not measured	30,000

[1] VFD set at ~ 90%

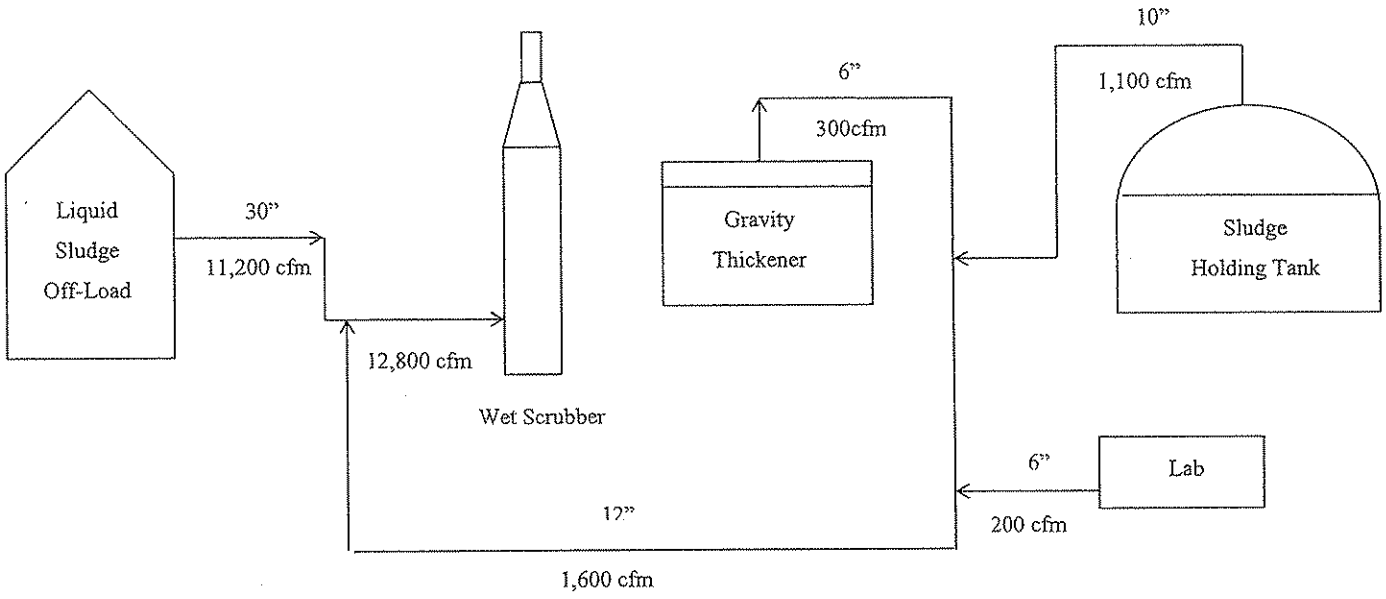


FIGURE 4 .

SCHEMATIC DIAGRAM OF DUCTWORK FOR SYNAGRO LIQUID SLUDGE SCRUBBER

3.4 Results of Fugitive Emissions Surveys

Several surveys were conducted during the sampling program to identify areas where odors were not being adequately captured by the odor control system. Areas identified during the survey where odors were detected included:

1. Aerated grit chamber (frequent)
2. Centrate pit (frequent)
3. Gravity thickener roof (frequent)
4. Liquid sludge off-loading (infrequent)
5. Dewatered sludge off-loading (occasional)

Objectionable odors were frequently detected around the grit chambers. Due possibly to a restriction in the ductwork, insufficient air was being drawn to prevent these strong odors from escaping around penetrations in the cover, seams, etc.

The centrate pit is currently covered with a tarp, and temporary pumps are being used to transfer the centrate and wastewater to the gravity thickener due to a restriction in the discharge piping. Odors are extremely strong in the headspace of the centrate pit, so escape of even small volumes of air can be a problem. Odors were frequently detectable near the centrate pit. An engineering evaluation of the system is currently in progress to develop a permanent solution.

The large gravity thickener (65 ft diameter) is releasing significant odor since the air flow rate of 300 cfm is too low to prevent the odorous air from escaping the many openings in the cover. Wind moving across the thickener draws odorous air out of the cover.

Airflow and pressure measurements were made and smoke testing conducted on the liquid sludge receiving bay. With all doors closed, the differential pressure was slightly negative at -0.01 inches water column (in. w.c.). With one bay door open, air was clearly being drawn into the building. When two bay doors were open, air was being drawn into the building, but at a lower velocity . This was confirmed with "smoke testing" using a hand-held device that emits a fine powder. Fugitive, fleeting odors could only be detected occasionally outside the building when multiple trucks were off-loading and two or three doors were open. When inside the building, increased odors occur only when the hatch is opened at the top of the tanker to allow free flow of the liquid contents. The liquid sludge receiving bay is not considered to be a significant source of fugitive odors.

A similar evaluation was done for the dewatered sludge receiving bay. With all doors closed, differential pressure ranged from -0.02 to -0.05 in. w.c. With just the side, personnel door open,

air velocities into the room were 550 to 600 ft/min. With one bay door open (and the side door closed), air velocity into the bay was 200 to 250 ft/min. The cake loading bay is maintained under a measurable negative pressure that, for the most part, prevents escape of odorous air. However, because the odor inside the building is so strong (19,000 D/T), even small volumes of air escaping into the atmosphere can be problematic. During observation of several cake trucks off-loading their contents, strong odors were detected on one occasion with the bay door open. Wind can overcome the negative pressure inside the building and cause odorous air to be drawn out. This phenomenon has been observed in covered petroleum storage tanks, where vapors can be drawn out of a relatively small vent and detected downwind.

Finally, differential pressure in the centrifuge room was negative at -0.03 in. w.c.. With the personnel door open, air velocity into the centrifuge room was 400 to 450 ft/min. This room is maintained under adequate negative pressure to prevent escape of odorous air.

4. ODOR DISPERSION MODELING

4.1 Description of Model

Dispersion modeling is a tool used to predict the downwind concentration of pollutants resulting from the emissions at a source or group of sources. It has been applied to odors by treating odors as a pollutant like hydrogen sulfide, thereby allowing the model to predict the downwind odor "concentration" as a function of distance from the source. These sophisticated computer models use actual meteorological and terrain data to determine how the odors will disperse under worst-case conditions. In addition, the models can be used to determine how frequently a "target" odor level will be exceeded.

For this project, AERMOD was used to predict the impact of the Woonsocket WWTF odor emissions on surrounding neighborhoods. AERMOD is the EPA-specified regulatory model, replacing the Industrial Source Category – Short Term (ISC-ST) model. AERMOD is a Gaussian dispersion model that is currently the most widely used model in the industry. Input data required for this model include:

- Locations (co-ordinates) of all odor sources
- Odor emission rates (odor concentration x air flow rate) of odor sources
- Stack characteristics (diameter, height, etc.)
- Area source dimensions
- Dimensions of all buildings (to account for building "downwash")
- A full year (2018) of meteorological data from the nearest airport (T.F. Green Airport in Warwick, RI)
- Terrain data for the Woonsocket WWTF site and surrounding areas

The model analyzes a full year of meteorological conditions and selects those worst-case conditions that produce the highest off-site odor level. The worst-case conditions are usually associated with low wind speeds and temperature inversions, i.e. a "stable" atmosphere with little mixing and dispersion. Such conditions often occur during early morning or evening hours.

Because odor often occurs in short-duration puffs, a conservative "peaking" factor of 2.44 was used to convert the 1-hour average predicted odor concentrations to 10-minute peak odor concentrations. The factor is derived from a published power law equation used in the industry.

4.2 Odor Emission Rates

A key variable used in the model is the odor emission rate (OER). Odor emission rate is the product of the odor concentration (D/T) and the airflow rate, so it is akin to the "mass-flow" of

odors. OER can be used to rank the sources of odor; however, their downwind impact is also affected by whether the odor source is an area source or point source, the height that the odor is released, the local terrain, and the meteorological conditions. Table 5 provides a ranking of odor sources at the Woonsocket WWTF by odor emission rate.

The evaluation of odor emission rates reveal that the vast majority (>90%) of the odor emissions are the exhausts of the two large chemical scrubbers operate by Synagro and the new activated carbon adsorber treating the air from the administration building wet well. It should be noted that this does not account for the character of the odor, or the degree to which these odor sources could be impacting the neighborhood. For example, when operating properly, the wet scrubbers emit a "bleach" or "swimming pool" odor that is less objectionable than the odor of sewage or sludge. These three odor control systems are not performing efficiently, providing only 50 to 60 percent odor reduction. The high airflows from the large wet scrubbers contribute to the high odor emission rate, while the activated carbon is experiencing unusually high outlet odor concentrations that are causing the high odor emission rate.

The next largest source based on odor emission rate is the gravity thickener, accounting for two percent of the total odor emissions. However, the odor from the gravity thickener can be strong, and it is located in close proximity to residential and commercial properties.

Because of the large surface area and the diffusion of air into the aerobic zones, the biological portion of the plant is the next largest contributor. However, this odor is typically described as "musty" or "earthy" and is unlikely to result in odor complaints.

The two primary clarifiers are minor contributors to overall emissions, as is the primary effluent wet well. These odor sources are detectable on the plant site, but at relatively low levels. However, because they are ground-level area sources, odors are not easily dispersed.

4.3 Results of Odor Dispersion Modeling

4.3.1 Existing Odor Impact

Using the odor emission rates from Table 5, which represent existing odor conditions, the dispersion model predicted a widespread odor impact. Figure 5 shows the predicted peak odor concentrations during the worst hour of the year. Odor concentrations above 30 D/T (very strong) are predicted to occur in areas closest to the plant. Figure 6 shows the number of hours per year that a "target" odor concentration of 7 D/T is exceeded. An odor concentration of 7 D/T in ambient air is considered a weak odor that is unlikely to result in odor complaints, and is often the target ambient odor concentration used in odor dispersion modeling. Figure 6 shows that the target odor concentration of 7 D/T is exceeded over 300 hours per year, which is excessive.

TABLE 5
RANKING OF SOURCES BY ODOR EMISSION RATE
Woonsocket WTTF

Source	Odor concentration D/T	Air flow rate cfm	Odor emission rate D/T x cfm	Percent of Total
1. Dewatered sludge chemical scrubber	1,400	30,000	42×10^6	48
2. Liquid sludge chemical scrubber	1,400	15,000	21×10^6	24
3. Wet well carbon adsorber	9,600	2,200	21×10^6	24
4. Gravity thickener	3,600	430	1.6×10^6	1.8
5. A-stage aeration	220	4,500	0.99×10^6	1.1
6. Primary effluent wet well	3,100	100	0.31×10^6	0.3
7. Screen room carbon adsorber	120	2,500	0.30×10^6	0.3
8. Grit chamber carbon adsorber	260	1,120	0.29×10^6	0.3
9. Primary clarifiers 1 & 2	160	1,580	0.26×10^6	0.3
10. B-stage aeration	120	1,500	0.18×10^6	0.2
11. B-stage anoxic	220	527	$0.12x\ 10^6$	<0.1
12. A-stage anoxic	95	790	0.08×10^6	<0.1

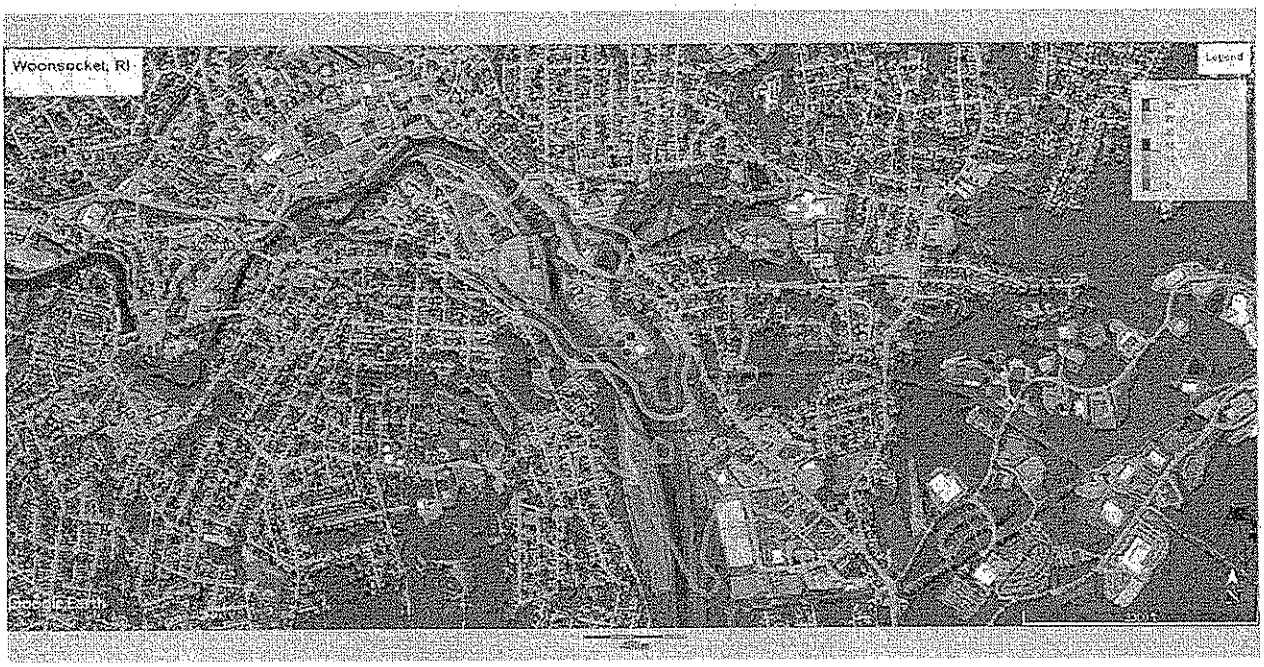


FIGURE 5.
PREDICTED PEAK ODOR CONCENTRATIONS (D/T) DURING WORST HOUR OF THE YEAR;
EXISTING CONDITIONS

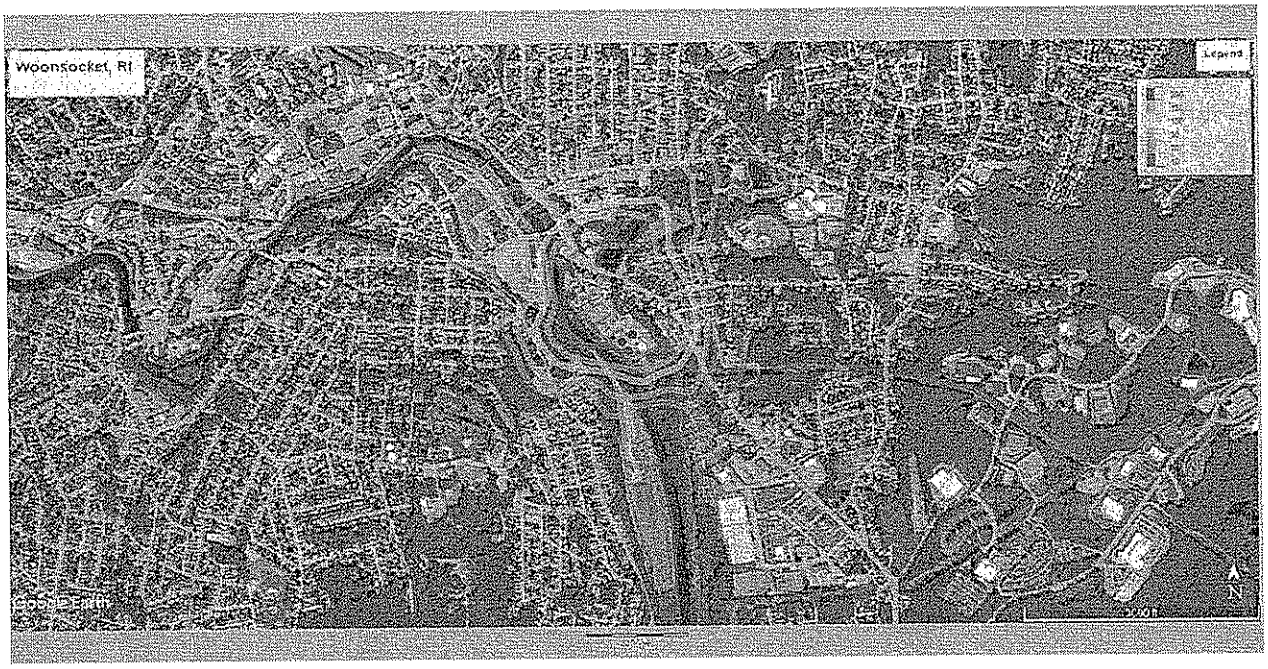


FIGURE 6:
PREDICTED FREQUENCY THAT TARGET ODOR (7 D/T) WOULD BE EXCEEDED, HOURS PER YEAR; EXISTING CONDITIONS

One criterion for acceptance is that the odor target of 7 D/T be achieved at least 99 percent of the time. In other words, the 7 D/T will be exceeded no more than 1 percent of the time (88 hours per year).

4.3.2 Odor Impact of Primary Clarifiers

To determine whether the primary clarifiers are contributing to off-site odors, the two open primary clarifiers and the primary effluent wet well were modeled separately from the other sources. Figure 7 shows that the peak off-site odor concentration resulting from the primary clarifier during the worst hour of the year is predicted to be only 3 to 5 dilutions to threshold (D/T), which is barely detectable. Figure 8 shows that the target of 7 D/T is rarely exceeded outside the plant property.

4.3.3 Odor Impact of Gravity Thickener

The gravity thickener was also modeled separately to assess whether the odor emissions could impact the neighborhood. Figure 9 shows the predicted peak odor concentration exceeding the target of 7 D/T along Cumberland Hill Road. Figure 10 shows that the target odor is exceeded 100 to 200 hours per year, which is more than 1 percent of the time. The predicted odor impact justifies improvements to the gravity thickener to prevent escapes of odorous air.

4.3.4 Control Scenario A: Improved Performance of Odor Control Systems

The two large chemical scrubbers operated by Synagro are only providing 55 to 60 percent reduction, as is the new carbon adsorber serving the administration building wet well. Assuming that the performance of these three odor control systems could be improved to 80 percent odor removal efficiency, this would have a significant impact on predicted downwind odors. This scenario also assumes that fugitive emissions from the gravity thickener would be controlled. Figure 11 shows the predicted peak odor concentrations assuming improved performance of the odor control systems to achieve a minimum 80 percent odor reduction, and improvements to the gravity thickeners. A comparison with Figure 5 shows that the "odor footprint" has been reduced considerably. In addition, the frequency that the target odor of 7 D/T is exceeded is greatly reduced (compare Figure 12 and 6). However, receptors closest to the plant are still predicted to be impacted by odors, but at much lower frequency.

4.3.5 Control Scenario B: Addition of Polishing Stages to Odor Control Systems

The odor concentrations in the exhausts of the two chemical scrubbers is relatively high at 1,400 D/T. By adding a polishing stage such as activated carbon, odor removal efficiency could be

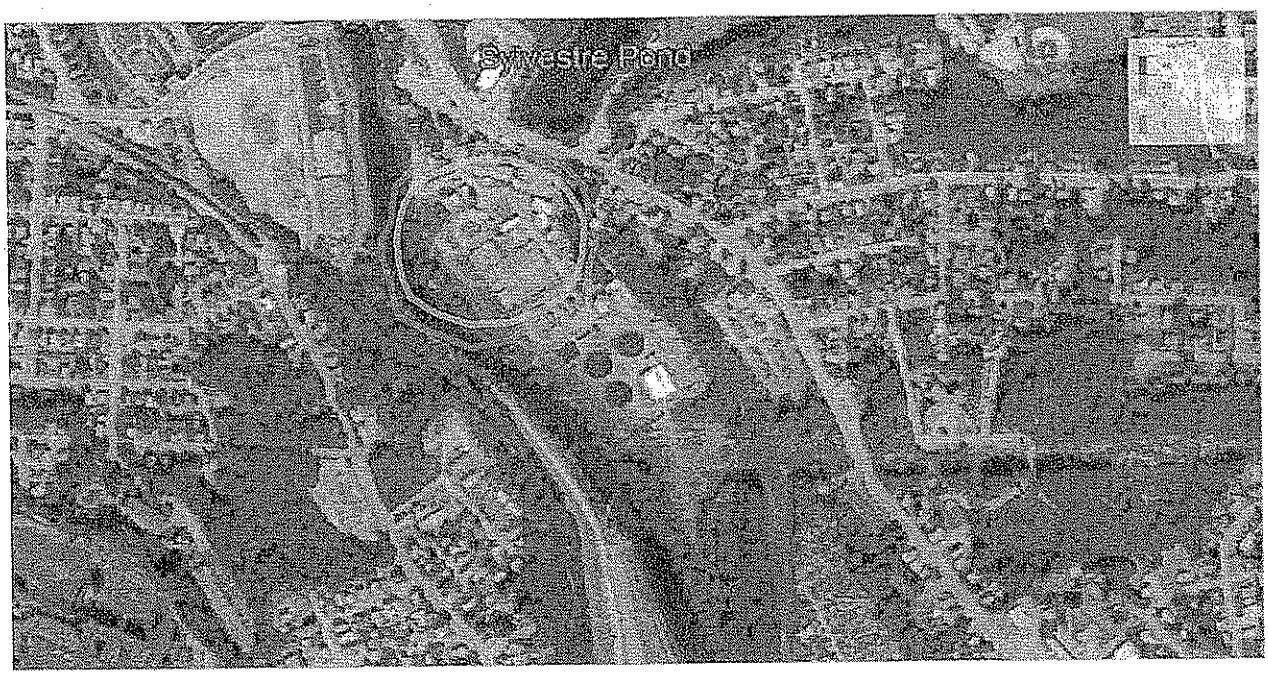


FIGURE 7.
PREDICTED PEAK ODOR CONCENTRATIONS (D/T) DURING WORST HOUR OF THE YEAR;
PRIMARY CLARIFIERS AND WET WELL ONLY

FIGURE 8.
PREDICTED FREQUENCY THAT TARGET ODOR (7 D/T) WOULD BE EXCEEDED, HOURS PER YEAR;
PRIMARY CLARIFIERS AND WET WELL ONLY

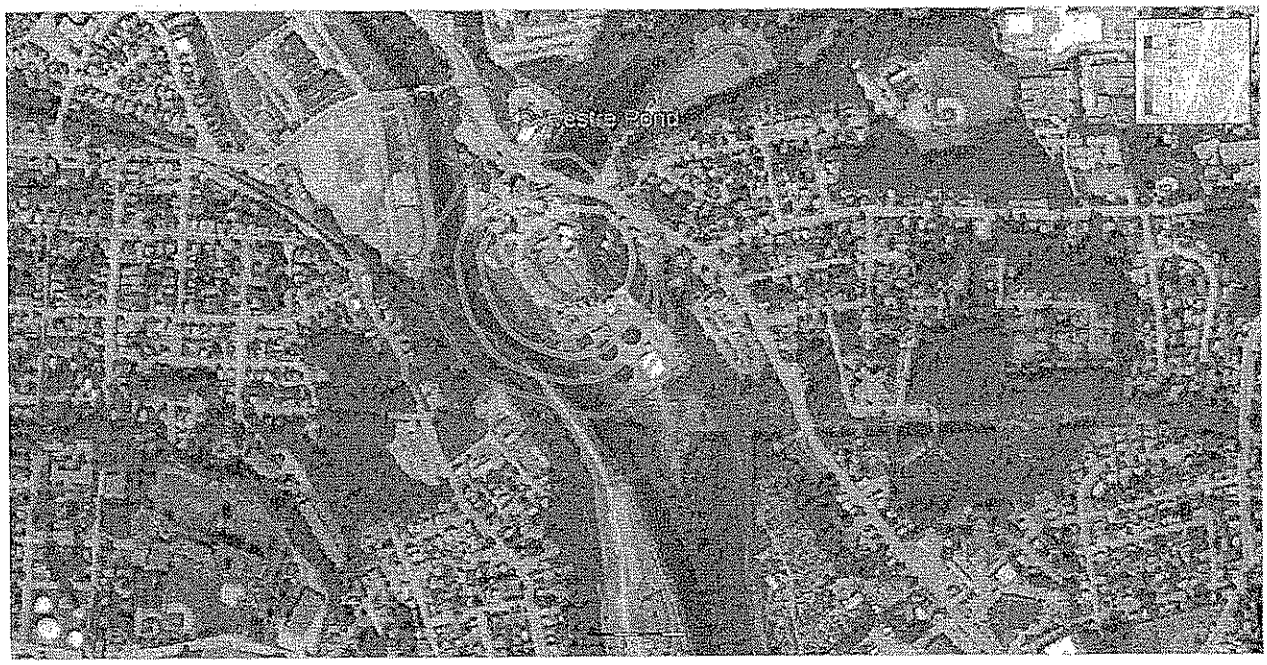


FIGURE 9.
PREDICTED PEAK ODOR CONCENTRATIONS (D/T) DURING WORST HOUR OF THE YEAR;
GRAVITY THICKENER ONLY

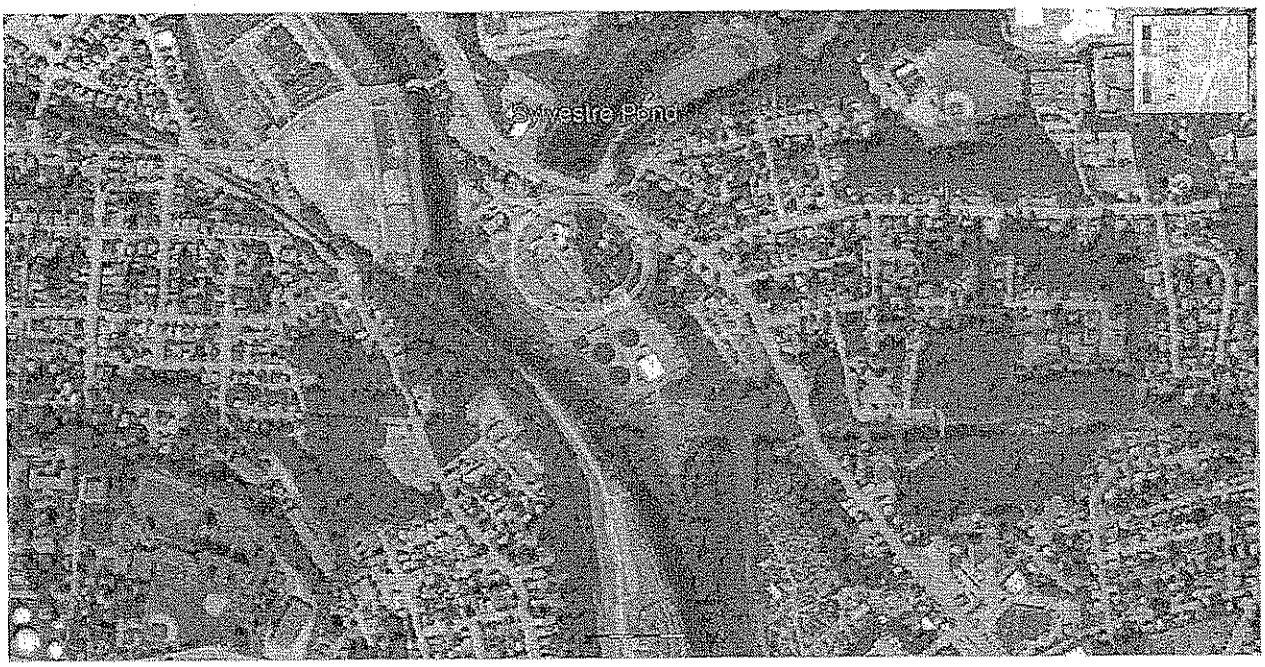


FIGURE 10.
PREDICTED FREQUENCY THAT TARGET ODOR (7 D/T) WOULD BE EXCEEDED, HOURS PER YEAR; GRAVITY THICKENER ONLY

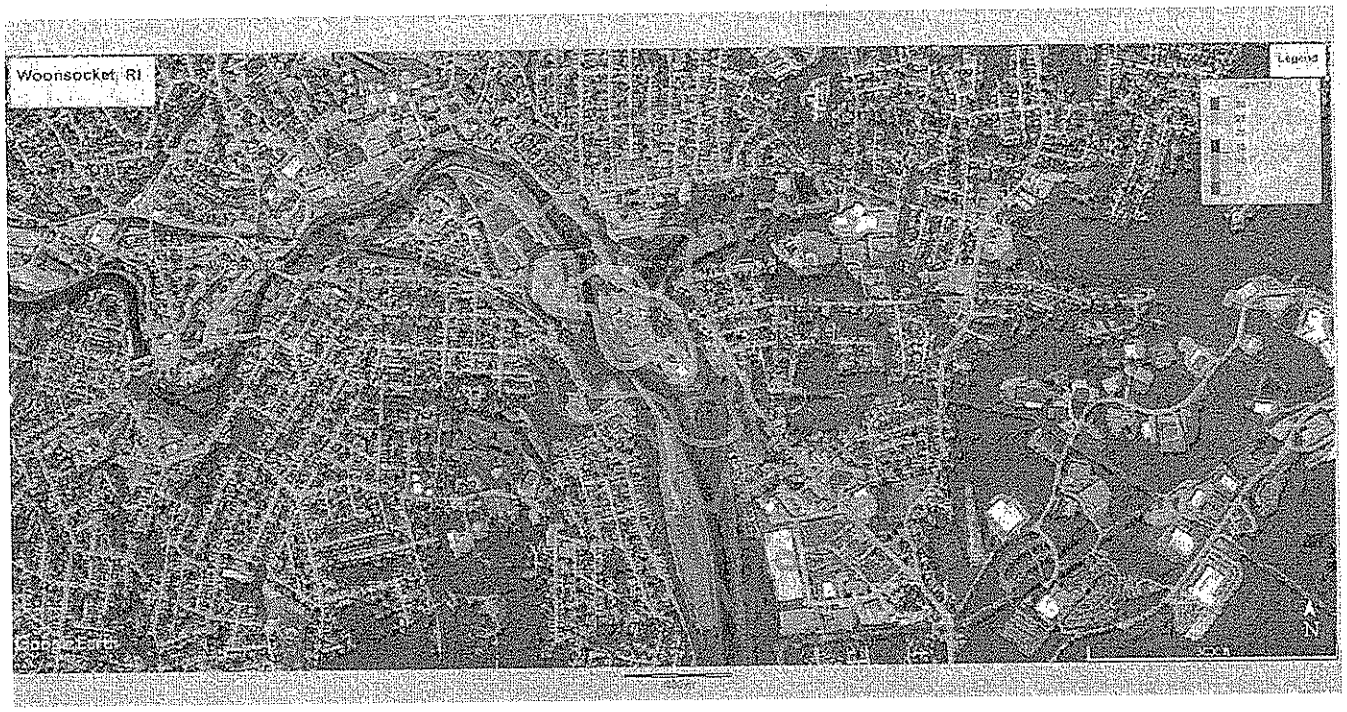


FIGURE 11.
PREDICTED PEAK ODOR CONCENTRATIONS (D/T) DURING WORST HOUR OF THE YEAR;
MINIMUM 80% EFFICIENCY IN ODOR CONTROL SYSTEMS

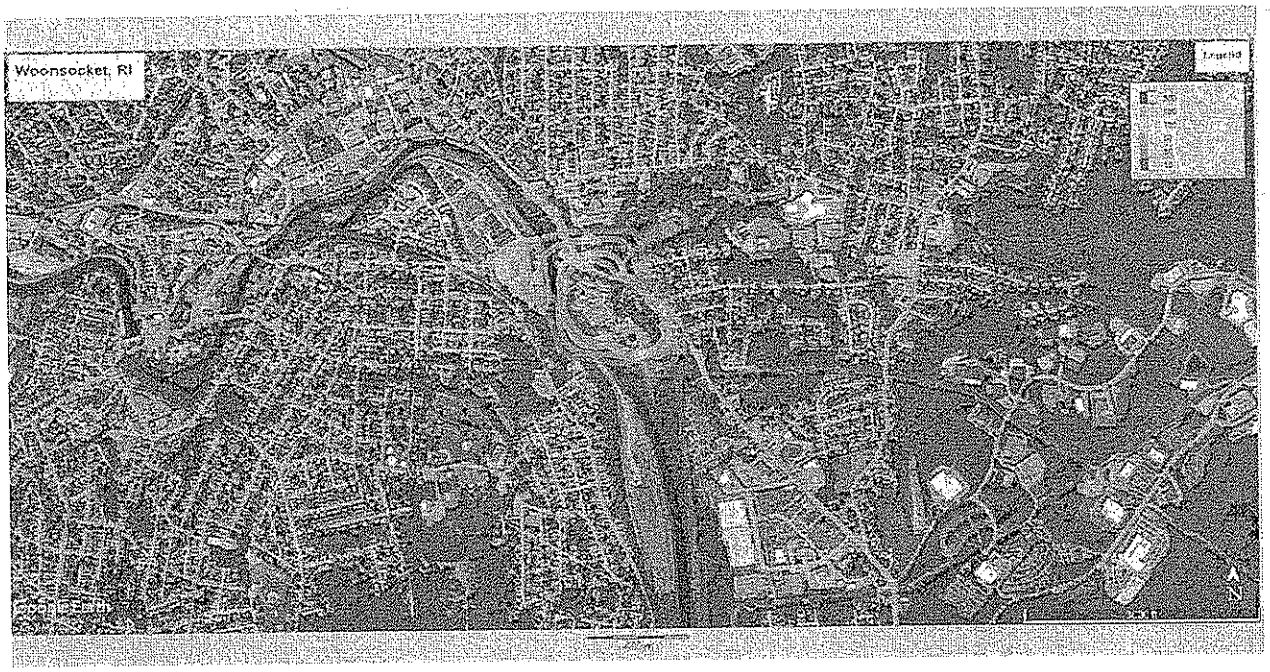


FIGURE 12.
PREDICTED FREQUENCY THAT TARGET ODOR (7 D/T) WOULD BE EXCEEDED, HOURS PER YEAR;
MINIMUM 80% EFFICIENCY IN ODOR CONTROL SYSTEMS

improved to 95 percent or better, resulting in outlet odor concentrations of less than 200 D/T. A second stage may also need to be added to the new carbon adsorber serving the administration building act wet well to improve odor removal efficiency to 95 percent.

Figure 13 shows that under this scenario, odor impacts to the community would be very limited, even under peak conditions. The frequency that the target odor concentration is predicted to be exceeded is less than 10 hours per year, as shown in Figure 14.

It should be noted that the model predictions assume that all odor control systems are operating properly, that doors are kept closed to prevent escape of odors, and that covers are "tight" with the headspace adequately ventilated. As discussed in Section 5, equipment failures and maintenance operations will occur that result in odors escaping the site and potentially impacting the neighborhoods. Further, trucks transporting dewatered sludge can release objectionable odors that cause complaints.

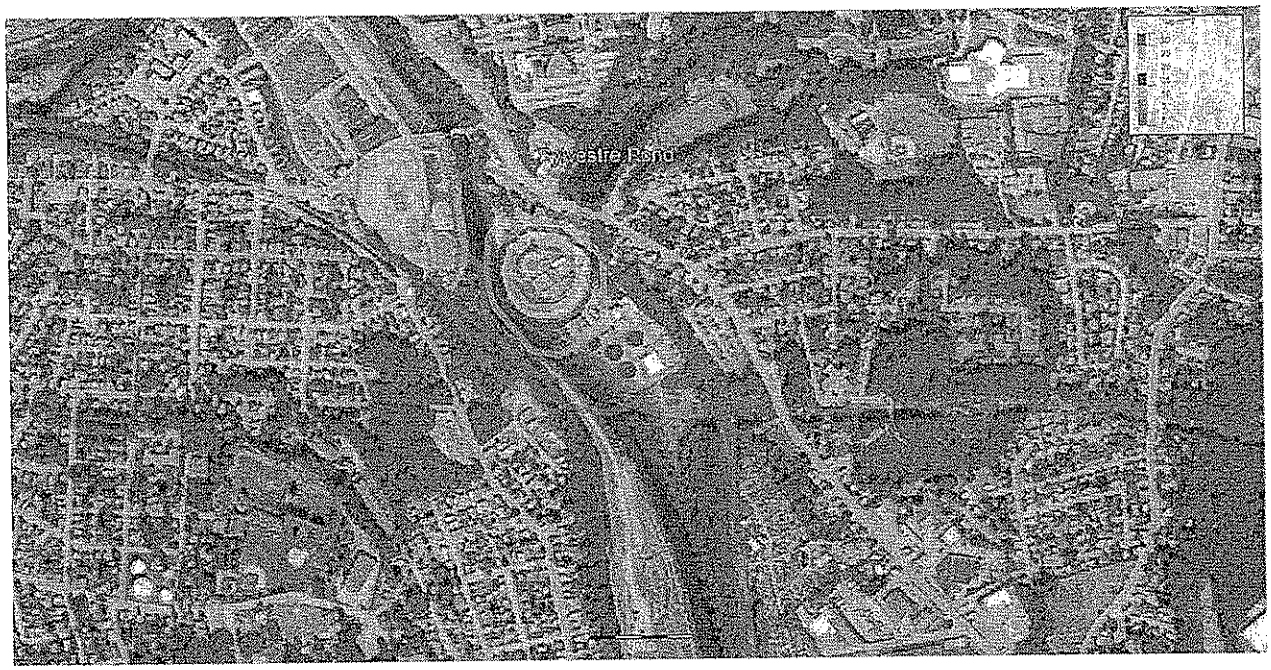


FIGURE 13.
PREDICTED PEAK ODOR CONCENTRATIONS (D/T) DURING WORST HOUR OF THE YEAR;
MINIMUM 95% EFFICIENCY IN ODOR CONTROL SYSTEMS

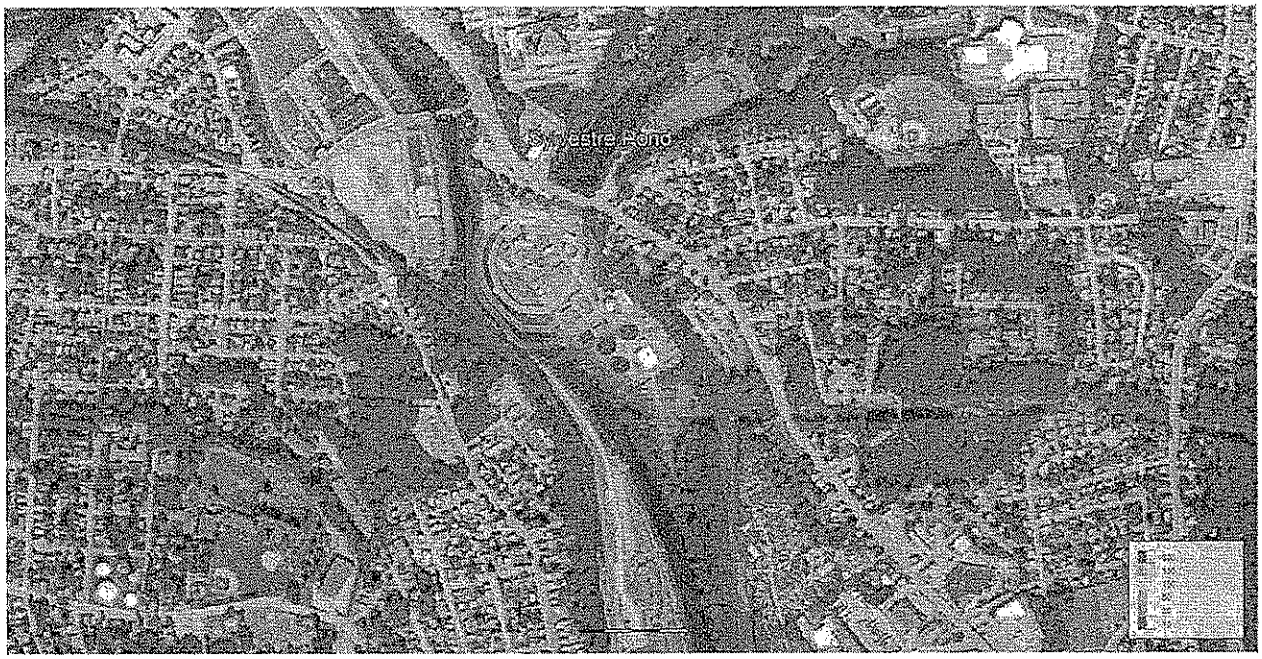


FIGURE 14.
PREDICTED FREQUENCY THAT TARGET ODOR (7 D/T) WOULD BE EXCEEDED, HOURS PER YEAR;
MINIMUM 95% EFFICIENCY IN ODOR CONTROL SYSTEMS

5. EVALUATION OF ODOR MITIGATION STRATEGIES

5.1 Synagro Chemical Scrubbers

The two large chemical scrubbers are only providing 50 to 60 percent odor reduction, and performance should be closer to 90 percent removal. Testing in the summer of 2013 showed odor removal efficiencies in excess of 95 percent for both scrubbers, with similar inlet odor concentrations to these measured in 2019. While the odor in the exhaust is primarily of a "bleach" character, there are odorous sulfur compounds that are not being efficiently removed. Although the odor dispersion model predicts a wide impact from the scrubber exhaust, it is questionable whether these emissions are a source of odor complaints. It is recommended that the two chemical scrubbers be subject to a thorough inspection that would evaluate packing condition (scaling), scrubbant spray patterns and nozzle conditions, scrubbant recycle rates, pH and ORP probe calibration, etc. For example, if scaling has occurred on the packing, acid washing can improve scrubber performance. Poor distribution of the scrubbant liquid into the top of the packing can allow for short-circuiting of the air and reduced performance. Following the inspection and any adjustments, the scrubbers should be retested. Discussions with Synagro indicated that the scrubbers are shut down and inspected annually during winter months.

Another option to reduce emissions from the chemical scrubbers is to add a polishing stage such as an activated carbon adsorber. This would reduce the chemical odor and remove any odorous sulfur compounds not removed by the wet scrubber. Unfortunately, space for such units is very limited. Capital cost to add a 15,000 cfm carbon adsorber and a 30,000 cfm carbon adsorber to the existing chemical scrubbers is expected to exceed $3M.

5.2 Wet Well Carbon Adsorber

The new carbon adsorber serving the wet well under the administration building is being overloaded with reduced sulfur compounds (and possibly excessive moisture), and strong odors are being exhausted through the stack. When the 3,000 cfm chemical scrubber was installed around 1990, it was designed to evacuate the room air around the open wet well. Since then, the wet well was covered and the ductwork modified to collect air from a manhole on the incoming sewer. The fan now pulls highly concentrated odorous air from the wet well and upstream sewer. Extraction of that volume of air may be unnecessary to keep the air in the wet well under a slight negative pressure. Approximately 500 cfm is all that would be required if the air was extracted directly from the wet well. It may be necessary to add dilution air to maintain a minimum velocity through the carbon bed, but in either case, the loading rate of odorous compounds would be reduced considerably, likely improving performance and extending media life. Because of the breakthrough of reduced sulfur compounds causing the high level of odor in

the exhaust, a 6-inch layer of permanganate-impregnated media should be added to the carbon as a polishing layer.

The temperature of the wet well air is warm (~80°F), and the air is likely saturated with water vapor that can condense on the carbon. In the experience of Bowker & Associates, activated carbon adsorbers should always be preceded with a grease/mist eliminator to remove moisture, grease aerosols, and particulates that can reduce carbon life as well as cause problems with the fan. Given the relatively low hydrogen sulfide concentrations but high levels of other odorous sulfur compounds, virgin, coconut-shell activated carbon would provide greater capacity than carbon designed for H_2S.

5.3 Gravity Thickener

Although the gravity thickener has a flat aluminum cover, there are many openings is the cover, and the extraction rate of air at 300 cfm is inadequate to prevent odors from escaping. On the other hand, over 11,000 cfm of air is being pulled from the liquid sludge receiving bay, which based on on-site surveys, has limited potential for fugitive emissions since 1) the liquid sludges are directly discharged through fixed hose connections, and 2) the only odor emissions are from open tanker vents when discharging their contents. Therefore, it may be possible to increase the extraction rate of air from the thickener and reduce the airflow from the liquid sludge receiving bay. To control fugitive emissions from the gravity thickener, it would first be necessary to seal the openings in the cover. Even with a "tight" cover, a minimum air flow rate of 1,500 cfm is recommended to prevent odors from escaping.

5.4 Fugitive and Maintenance – Related Odors

With all odor control systems working as designed, there will be times when equipment failures and maintenance activities will cause odor releases. For example, the simple failure of a chemical scrubber metering pump can cause large volumes of objectionable odor to be released. Dewatering of a primary clarifier for maintenance exposes odorous sludge that must be hosed down, further releasing odor. Opening doors in the dewatered sludge receiving bay can cause highly odorous air to be released to the atmosphere.

Fugitive odors are escaping around the aerated grit chamber due to insufficient air being extracted. The ductwork should be inspected and cleaned, as there appears to be restrictions in air flow. A grease/mist eliminator is always recommended before the fan to remove moisture and grease aerosols that can affect performance.

The centrate pit is a source of strong odors. Although the pit is tarped, wind moving across the pit draws out odorous air that, at a minimum, is detectable on-site.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

1. Despite implementation of odor control measures over the past 30 years, the Woonsocket WWTF (including the sludge processing portion operated by Synagro) continues to be the subject of odor complaints.

2. Odor complaints have varied from 22 to 73 per year from 2008 through 2018, averaging 46 per year. Almost 40 percent of the complaints could be correlated with specific activities or maintenance events at the plant.

3. The large chemical scrubbers serving the Synagro facility are only providing 50 to 60 percent odor reduction, and should be capable of 90 percent efficiency.

4. While the former Ambi chemical scrubber serving the administration building wet well was providing 95 percent odor reduction, the replacement carbon adsorber is only achieving 56 percent removal.

5. The centrate pit is a potential source of strong fugitive odors that is not being controlled other than covering with tarps. A permanent solution to problems with the pump station discharge piping is being developed.

6. The gravity thickener is a source of fugitive odors. The cover has many openings and insufficient air is being extracted to prevent escapes of odorous air.

7. The carbon adsorbers serving 1) the screen room and wet well, and 2) the aerated grit chambers and primary clarifier effluent launders are both providing removal efficiencies of 95 percent or better.

8. The aerated grit chambers are currently a source of fugitive odors as insufficient air is being extracted to the odor control system.

9. The screening dumpster is a source of strong odors, but these odors are unlikely to be detected off-site.

10. The interior of the filter building had an odor with a musty character, but the odor concentration was relatively low at 80 dilutions to threshold (D/T) and is not a concern for off-site detection.

11. While the measured odor concentration in the liquid sludge receiving bay was moderate at 450 D/T, the odor concentration in the dewatered sludge receiving bay was extremely high at 19,000 D/T.

12. Because of the high odor concentration, escape of even small volumes of air from the dewatered sludge receiving bay can be problematic for nearby receptors.

13. Odor concentrations at the surface of the primary clarifiers were consistently low at 160 D/T, while the primary effluent wet well had higher odor concentrations of 2,200 and 3,300 D/T.

14. The biological portion of the treatment plant (aeration zones and anoxic zone) had low odor concentrations ranging from 95 to 220 D/T.

15. The underperforming chemical scrubbers and the new activated carbon adsorber are responsible for the vast majority of current odor emissions from the Woonsocket WWTF; the chemical scrubbers because of their high air flow rate, and the activated carbon adsorber because of its very high exhaust odor concentration. However, the odor from the chemical scrubbers has a bleach-like character that is typically not a cause of odor complaints.

16. Odor dispersion modeling showed that, although noticeable on-site, odors from the primary clarifiers and primary effluent wet well are unlikely to be detected off-site and do not warrant further control.

17. Dispersion modeling of just the gravity thickener predicted objectionable levels of off-site odor at sufficient frequency and intensity to warrant improvements.

18. With the exception of the gravity thickener, the flowrate of air from covered or contained odor sources going to the Synagro chemical scrubbers was sufficient to prevent the escape of odors under most conditions. High winds can be the exception, as they create an area of low pressure that can draw out odors.

19. Protocol for unloading of dewatered sludge and wash-down of trucks is sound, and largely controls fugitive emissions. However, open bay doors greatly increase the opportunity for highly odorous air to escape.

6.2 Recommendations

1. Conduct a thorough inspection of the two large chemical scrubbers; improve odor removal efficiency to reduce the level of odor in the exhaust. Evaluate increasing ORP to improve removal of reduced sulfur compounds.

2. Seal openings in gravity thickener cover.

3. Replace ductwork to gravity thickener and increase air extraction rate to minimum of 1,500 cfm.

4. Reduce airflow to new activated carbon adsorber serving wet well under administration building. Add grease/mist eliminator upstream of fan to remove moisture before it reaches the carbon media.

5. Replace above carbon media with virgin, coconut-shell activated carbon media followed by a 6-inch layer of permanganate-impregnated media.

6. Inspect and clean ductwork serving aerated grit chamber and primary effluent launders; restore airflow to the odor control system to the design flow of 1,120 cfm.

7. Install fixed cover over centrate pump station to prevent escape of strong odors.

8. Retest odor control systems and, if outlet odor concentrations cannot be reduced through optimization of the system, evaluate use of second stage to polish exhaust.

9. Review procedures for off-loading of dewatered sludge to minimize the time that bay doors are open.

10. Review set-points and alarms for large chemical scrubbers to ensure staff is immediately alerted to failure in metering pumps, low ORP, etc.

11. Inspect cover over sludge holding tank to ensure that there is no leakage of highly odorous air from this tank.

12. Review procedures used by haulers of dewatered sludge to cover the loads. While the larger containers are relatively well sealed, smaller containers are questionable. From experience, trucks hauling dewatered sludge can be a source of odor complaints even if properly tarped.

13. Review procedures for dewatering of primary clarifiers to ensure that the tanks are thoroughly washed to remove any residual solids.

19 CO 64

✆P-401-767-9201 F-401-769-8712
✉ jdesimone@woonsocketri.org

CITY OF WOONSOCKET, RHODE ISLAND
LAW DEPARTMENT

November 13, 2019

Woonsocket City Council
169 Main Street
P.O. Box B
Woonsocket, RI 02895

RE: Claim for Property Damage of Ms. Joyce Haganey
54 Desrochers Avenue, Apt. 1R, Woonsocket, RI 02895

Dear Councilors:

This claim for property damage arises out of an incident that occurred on October 11, 2019. A Woonsocket Police Department cruiser struck the rear of Ms. Haganey's vehicle while stopped in traffic at the intersection of Cumberland Street and Hamlet Avenue. Ms. Haganey's vehicle sustained minor scratches on the right side of the rear bumper and a scuff mark on the rear bumper damaging paint on the right side. The police department noted the damage and called the Law Department to notify us of the incident

Ms. Haganey submitted an estimate for vehicle repair from Bernier's Auto Body in the amount of $560.70 and Interstate Towing in the amount of $120.00. I recommend that $680.70 be paid. The City had referred this matter to the Trust for its review. However, due to the small dollar amount of this claim, the Trust will assess the City a substantial charge for claim settlement. Therefore, it makes greater fiscal sense for the City Council to review this claim for approval of payment.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

John J. DeSimone (KAT)

John J. DeSimone, Esq.
City Solicitor

JJD/kt
Attachments

INFORMATION TO SUBMIT A CLAIM TO THE CITY OF WOONSOCKET

This form is used for pothole or other property damage claims. Please complete the information that pertains to your claim only. Submission of this form does not guarantee acceptance of the claim. The City Council has the sole legal authority to accept/reject this submission.

Pothole Claims

There are a series of steps to follow, which are detailed below. You can also obtain directions by calling (401)767-9201 or visiting the City website, www.ci.woonsocket.ri.us. The initial notification must be made within **seven calendar days** of the incident.

Special Notice Regarding Pothole Claims: Under Rhode Island General Law § 24-5-13(b); If any person shall incur damage to his or her motor vehicle by reason of a pothole on any municipal highway or street which damage would not have occurred without the existence of the pothole, he or she may recover from the municipality the amount of the damages sustained up to and not more than the sum of three hundred ($300.00). Provided, however, that the municipality had reasonable notice of the pothole, or may have had notice thereof by the exercise of proper care and diligence on its part, and a reasonable opportunity to repair the pothole. All claims shall be made with a period of seven (7) days from the date on which was sustained by filing a written report in a manner prescribed by the municipality. In no instance, however, shall any claim for damage so caused to a motor vehicle registered in a foreign state be considered unless that state has a similar statute affording similar protection to persons owning motor vehicles registered in this state.

Damage in a Construction Zone

Call (401)767-9201. You will be directed to the responsible contractor for processing.

Other Claims

Claims must be submitted to the City Solicitor as instructed here, pursuant to R.I.G.L. § 45-15-10 for review, approval, denial and submission to the City Council and/or the City's insurance administrator. Please note that the City of Woonsocket does not handle property damage claims in excess of $2,500.00 or incidents involving personal injuries. The City submits these claims to their insurance administrator to process these claims on behalf of the City.

INSTRUCTIONS

The registered vehicle/property owner must submit the claim form and return with the applicable following documentation:

- Completed 2-page Woonsocket Property Damage Claim form (below).
- Three written, itemized estimates for repair/replacement of damaged property (or one paid receipt with proof of payment and two estimates).
- Copy of valid RI registration for the vehicle.
- Copy of police report, tow receipt or auto club report verifying the incident.
- Photos of damage, if applicable.

Your claim will not be processed until all information requested is received. The claim will be reviewed by the Law Department and a recommendation forwarded to the Woonsocket City Council.

Submit the completed form and other listed requirements to:

City of Woonsocket – Law Department
169 Main Street-P.O. Box B
Woonsocket, RI 02895
or by email to: psteenbergen@woonsocketri.org

RETAIN THIS COPY FOR YOUR RECORDS/INFORMATION

PLEASE PRINT CLEARLY APPLICABLE INFORMATION

CITY OF WOONSOCKET
PROPERTY DAMAGE CLAIM FORM

1. Name: JOYCE HAGANEY
2. Address: 54 DESROCHERS AVE- APT 1-R
3. Telephone: Day: 401-660-5955 Evening: _____ Cell: 401-660-5955
4. Check the type of claim:

Automobile Accident: ☒ Pothole Damage: ☐ Other: ☐ _____

5. Below, explain the circumstances of the incident for which you are claiming property damage. **Please include the date, time, and the exact location of the alleged incident.**

Date: Time: Location:
10-11-19 7:15 AM HAMLET / CUMB HILL RD WOON RI

6. What is the total amount of your claim against the City: $ 680.70
7. Vehicle Year: 2008 Make: CHRYSLER Model: PT CRUISER
8. Property damage estimate(s) or receipt(s) must be submitted with this form in order to process your claim. Attach estimate(s) or receipt(s) to this form. List the total of the estimate(s) or receipt(s) and the name of the vendor. Indicate whether each amount listed relates to an estimate or receipt.

a. $ 120.00 Vendor: Interstate Towing ESTIMATE ☐ or RECEIPT ☑
b. $ 560.70 Vendor: Berner Auto Body ESTIMATE ☑ or RECEIPT ☐
c. $ _____ Vendor: _____ ESTIMATE ☐ or RECEIPT ☐

9. Is this the only claim you have ever submitted to the City? YES

If "no," list all other claims you have submitted, including for each claim the date of submittal, the type of claim, the amount of the claim, and the final disposition of the claim.

PLEASE PRINT CLEARLY APPLICABLE INFORMATION

10. Do you have insurance on the damaged property? NO collision coverage

a. If "yes," list the name, address, and telephone number of your insurance company and/or agent, and your insurance policy number. Attach a copy of the statement of applicable coverage for the damaged property.

b. Have you submitted a claim to your insurance carrier? NO If "yes," when _____

c. Does your insurance cover this claim? NO If "no," attach a letter from your insurance carrier indicating the lack of coverage.

d. What is your deductible? $ N/A

e. Have you received any insurance proceeds for this incident? NO
If "yes," how much $_____

f. Has any vendor received any insurance payment on your behalf for this incident? NO
If "yes," how much $_____

11. List each City Department or agency you reported this incident to, the date you reported it, and the name of the person you spoke to. Attach each incident report to this form.

Agency/Dept: Twst Date: 10/11/2019 Employee: _____

Agency/Dept: City of Woonsocket Date: 10/11/2019 Employee: Mark Ferguson

Payment of your claim will require your signature on a form releasing the City from any further liability for the same incident.

I, the undersigned, do affirm the truthfulness and accuracy of the information above and that attached hereto in support of this claim against the City of Woonsocket for the property damage. I understand that I have an obligation to inform the City of any insurance payments made to me or to any vendor on my behalf for this incident.

Claimant: Joyce Haganey Date: 11-13-19
(Signature)

JOYCE Haganey
(Printed Name)

FOR OFFICE USE ONLY
Date Received: _____
Letter to City Council: _____
Approved ☐ Denied ☐
Release Signed: _____
Check Issued: _____

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

DIVISION OF MOTOR VEHICLES

600 NEW LONDON AVENUE
CRANSTON RI 02920-3024
Web Address: WWW.DMV.RI.GOV

BW17330096

JOYCE M HAGANEY
54 DESROCHERS AVE 1R
WOONSOCKET RI 02895

Date: 02/23/2019

Registration Certificate

REG NUMBER:	PLATE TYPE:	PLATE DESIGN:	VEHICLE TYPE:	DRIVERS LICENSE:	REG EXP DATE:
JMH07	PASSENGER	SAILBOAT	PASSENGER	7330096	02/28/2021
YEAR:	MAKE:	MODEL:	BODY TYPE:	MAJOR COLOR:	MINOR COLOR:
2008	CHRYSLER	PTC	SV	BLUE	BLUE
VEHICLE IDENTIFICATION NUMBER:		RENEWAL FEE:	GROSS WEIGHT:	# OF PASSENGERS:	# OF CYLINDERS:
3ABFY58B58T187930		211.50	3076 LBS	5	4
FUEL TYPE:		CARRYING CAPACITY:	LENGTH:	CCs:	MAX SPEED:
GAS		N/A	N/A	N/A	N/A
REGISTERED OWNER:	JOYCE M HAGANEY 54 DESROCHERS AVE 1R WOONSOCKET RI 02895		SECOND OWNER:		

- TAX TOWN: **WOONSOCKET**
- Notice: The law requires that the DMV be notified within 10 days of any change in name or address. Please visit our website to update your address online.
- Plate Cancellation -Excise Tax: Plates must be **cancelled** with the DMV to ensure the vehicle is removed from the city or town tax rolls. Please retain your receipt as proof of cancellation.
- Every registration plate shall be at all times securely fastened in a horizontal position and be in a condition to be clearly legible. Validation stickers are only to be placed securely on the lower right corner of the registration plate.
- Registration Certificate shall at all times be carried in the vehicle to which it refers or shall be carried by the person driving or in control of such vehicle.
- Proof of valid insurance/financial security is required as per Rhode Island General Laws § 31-47 (Motor Vehicle Reparations Act).
- It is your responsibility to renew your registration prior to the expiration date. Failure to do so may result in the assignment of new plates.
- Failure to obtain an **Emissions Inspection** on or before **11/14/2020** will result in this vehicle being suspended.
- Not valid without official signature of Administrator.

Walter R. Craddock

WALTER R. CRADDOCK
ADMINISTRATOR
DIVISION OF MOTOR VEHICLES

STATE OF RHODE ISLAND UNIFORM CRASH REPORT

Reporting Agency Name	Report Number	Crash Date	Crash Time	Walk In Report	Parking Lot
Woonsocket	19-947-AC	10/11/2019	0718	☐	☐

City or Town Name	Street or Highway	On Ramp / Off Ramp	Exit #	# of Lanes	Posted Speed Limit	N/A	Unk
WOONSOCKET	5 CUMBERLAND HILL RD	☐ / ☐		2	25	☐	☐

Nearest Intersection Street	Direction From Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
200 HAMLET AVE	☒ At Inter. ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles	+042.002144	-071.497350

Driver 1

Unit ID	Driver's Last Name	First Name	M.I.	DOB
1	HAGANEY	JOYCE	M	07/03/1954

Address	City
54 DESROCHERS AVE Apt. #1R	WOONSOCKET

State	Zip	Home Phone	Cell Phone	Work Phone
RI	02895		401-660-5955	

Driver's License #	CDL	Lic. State
7330096	☐	RI

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☒	HAGANEY	JOYCE	M

Address	City
54 DESROCHERS AVE Apt. #1R	WOONSOCKET

State	Zip	Home Phone	Cell Phone	Work Phone
RI	02895		401-660-5955	

Insurance Company Name	No Ins.	Insurance Policy Number
GEICO	☐	4553234479

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☒ No ☐ Unk

Registration #	Not Reg	State	Yr Reg.	VIN
JMH07	☐	RI	2021	3A8FY58B58T187930

Veh Yr.	Make	Model	Color	Plate Type
2008	CHRYSLER	PT CRUISER	BLUE	PC

Veh Travel Direction: ☐ Northbound ☒ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☒ Yes ☐ No	INTERSTATE TOWING	☐ Yes ☒ No

Driver 2

Unit ID	Driver's Last Name	First Name	M.I.	DOB
2	PHOEUN	KHAMAO		03/26/1990

Address	City
242 CLINTON ST	WOONSOCKET

State	Zip	Home Phone	Cell Phone	Work Phone
RI	02895	401-837-5746	401-837-5746	

Driver's License #	CDL	Lic. State
2818415	☐	RI

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☒	PHOEUN	KHAMAO	

Address	City
242 CLINTON ST	WOONSOCKET

State	Zip	Home Phone	Cell Phone	Work Phone
RI	02895	401-837-5746	401-837-5746	

Insurance Company Name	No Ins.	Insurance Policy Number
THE TRUST	☐	20192020

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☒ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
6524	☐	RI	0001	1FM5K8AR2HGD93168

Veh Yr.	Make	Model	Color	Plate Type
2017	FORD	EXPLORER	BLACK	LF

Veh Travel Direction: ☐ Northbound ☒ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☒ No		☐ Yes ☒ No

Person Type

1 Driver, 2 Passenger, 3 Pedestrian, 4 Bicyclist, 5 Other Cyclist, 6 Witness, 7 Other Ped. (Wheelchair, Person in Building, Skater, Ped. conveyance, etc.), 8 Occupant of Motor Veh. Not in Transport (Parked, etc.), 9 Occupant of a Non-Motor Veh Transportation Device, 10 Unknown Type of Non-Motorist, 11 Unknown

Unit ID: 1 Unit 1, 2 Unit 2, 3 (etc.) or N/A

Sex: M Male, F Female, U Unk

Seat Position: M, 1 2 3, 4 5 6, 7 8 9, 10 11 12

13 Other Row (Bus), 14 Unk Row, 15 Other Seat, 16 Unk Seat

Other Location: 17 N/A, 18 Sleeper, 19 Other Enclosed Area, 20 Other Unenclosed Area, 21 Towed Unit, 22 Unk

Air Bag Deployed: 1 N/A, 2 No, 3 Front, 4 Side, 5 Other, 6 Comb, 7 Unk

Ejected: 1 No, 2 Partially, 3 Totally, 4 N/A, 5 Unk

Protection System: 1 N/A, 2 None Used, 3 Shoulder & Lap, 4 Shoulder Only, 5 Lap Only, 6 Type Unk, 7 Child - Forw Facing, 8 Child - Rear Facing, 9 Booster Seat, 10 Child - Unk, 11 Helmet Used, 12 Other, 13 Unk

Injury: 1 Complains of Pain, 2 Non-Incapacitating, 3 Incapacitating, 4 Fatal, 5 No Injury, 6 Unk

Name: Occupants - Witnesses - Pedestrians - Bicyclists	Person Type	Unit ID	Sex	DOB	Seat Pos.	Air Bag Deployed	Ejected	Prot. System	Injury	Trans by Rescue
JOYCE M HAGANEY	1	1	F	07/03/1954	1	2	1	3	1	☒ Y ☐ N
KHAMAO PHOEUN	1	2	M	03/26/1990	1	2	1	3	5	☐ Y ☒ N
										☐ Y ☐ N

Non-Vehicle Property Damage ☐ State Property ☐ City/Town Property ☐ Private Property

Owner	Address

Home Phone	Cell Phone	Work Phone	Damage Description

Reporting Officer Name	Reporting Officer Badge Number	Report Date	Prohibit Public Release
Patrol Officer Christopher J. Rooney	80	10/11/2019	No

Report Number
19-947-AC

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
CODING GUIDE

3 — **Type of Roadway**
1 Two-Way, Not Divided (No Median or Barrier)
2 Two-Way, Not Divided With a Continuous Left Turn Lane
3 Two-Way, Divided, Unprotected (painted >4 feet) Median
4 Two-Way, Divided, Positive Median Barrier
5 One-Way Trafficway
6 Unknown

1 — **Road Surface Condition (Prevailing)**
1 Dry
2 Wet
3 Snow
4 Slush
5 Ice/Frost
6 Water (Standing, Moving)
7 Sand
8 Mud, Dirt, Gravel
9 Oil
10 Other
11 Unknown

1 — **Light Condition (Prevailing)**
1 Daylight
2 Dawn
3 Dusk
4 Dark - Lighted
5 Dark - Not Lighted
6 Dark - Unknown Lighting
7 Other
8 Unknown

1 — **Weather Condition (Prevailing)**
1 Clear
2 Cloudy
3 Fog, Smog, Smoke
4 Rain
5 Sleet, Hail (Freezing Rain or Drizzle)
6 Snow
7 Blowing Snow
8 Severe Crosswinds

2 — **Manner of Impact**
1 Not a Collision Between Two Motor Vehicles in Transport
2 Rear End (Front-to-Rear)
3 Head-On (Front-to-Front)
4 Angle (Front-to-Side) Same Direction
5 Angle (Front-to-Side) Opposite Direction
6 Angle (Front-to-Side) Right Angle (Includes Broadside)
7 Angle-direction Not Specified
8 Sideswipe, Same Direction
9 Sideswipe, Opposite Direction
10 Rear-to-Side
11 Rear-to-Rear
12 Other
13 Unknown

School Bus Related Crash?
(Directly Involved Indicates Contact was Made)
☐ Yes, Directly Involved ☒ No
☐ Yes, Indirectly Involved

3 — **Traffic Controls**
1 No Controls
2 Person
3 Traffic Control Signal
4 Flashing Traffic Control Sig.
5 School Zone Signs
6 Stop Signs
7 Yield Signs
8 Warning Signs
9 Railway Crossing Device
10 Pavement Markings
11 Other
12 Unknown

Pre-Crash Traffic Controls Malfunctioning, Damaged or Missing?
☐ Yes ☒ No ☐ N/A

Construction Zone Crash?
(Crash Occurs in or Related to Construction, Maintenance, or Utility Work Zone. May include Vehicles Slowed or Stopped because of Work Zone)
☐ Yes ☒ No

Construction Workers Present?
☐ Yes ☒ No

Contributing Circumstances Environment
1st: 1
2nd:
3rd:
1 None
2 Weather Conditions
3 Physical Obstructions
4 Glare
5 Animal(s) in Roadway
6 Other
7 Unknown

Contributing Circumstances Road
1st: 1
2nd:
3rd:
1 None
2 Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
3 Debris
4 Rut, Holes, Bumps
5 Work Zones (Construction/Maintenance/Utility)
6 Worn, Travel-Polished Surface
7 Obstruction in Roadway
8 Traffic Control Device Inoperative, Missing or Obscured
9 Shoulders (None, Low, Soft, High)
10 Non-Highway Work
11 Other
12 Unknown

Unit Types

Vehicle #1: 1 — Vehicle #2: 1

1 Passenger Car
2 (Sport) Utility Vehicle
3 Passenger Van
4 Cargo Van (10K lbs[4,536 kg] or Less)
5 Pickup
6 Motor Home
7 School Bus
8 Transit Bus
9 Motor Coach
10 Other Bus
11 Motorcycle
12 Moped
13 Low Speed Vehicle
14 Other Light Trucks (10K lbs [4,536 kg] or Less)
15 Tractor Trailer or Combination (More than 10K lbs [4,536 kg])
16 Medium/Heavy Trucks (More than 10K lbs [4,536 kg])
17 Tow Truck
18 Pedestrian
19 Bicyclist
20 Witness
21 Other

Does this Vehicle have Seats to Transport 9 or more people, including the Driver's Seat?
Vehicle #1: ☐ Yes ☒ No — Vehicle #2: ☐ Yes ☒ No

Was this Vehicle in Tow?
Vehicle #1: ☐ Yes ☒ No — Vehicle #2: ☐ Yes ☒ No

Special Function Vehicle

Vehicle #1: 1 — Vehicle #2: 6

1 No Special Function
2 Taxi
3 Vehicle Used as School Bus
4 Vehicle Used as Other Bus
5 Military
6 Police
7 Ambulance
8 Fire Truck
9 Unknown

Report Number
19-947-AC

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
CODING GUIDE

Vehicle #1 ☐ Yes ☒ No ☐ Unk — Police, Ambulance or Fire Truck Responding to a Call? — Vehicle #2 ☐ Yes ☒ No ☐ Unk

Motor Vehicle Position

Vehicle #1: 1 | Vehicle #2: 1

1 Motor Vehicle on Roadway 2 Motor Vehicle Parked 3 Working Vehicle/Equipment

Extent of Damage

Vehicle #1: 2 | Vehicle #2: 2

1 No Damage Observed 2 Minor damage (less than or equal to $1000) 3 Functional Damage (greater than $1000) 4 Disabling Damage (greater than $1000)

Most Harmful Event

Vehicle #1: 13 | Vehicle #2: 13

Non-Collision:

1 Overturn/Rollover
2 Fire/Explosion
3 Immersion
4 Jackknife
5 Cargo/Equip. Loss or Shift
6 Fell/Jumped from Motor Veh.
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/Maintenance Equipment
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole (Elec/Tele)/Light Support
31 Highway Lighting/Light Standard
32 Traffic Sign/Support
33 Traffic Signal/Support
34 Traffic Control Box
35 Variable Message Board/Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Most Harmful Event

Vehicle Action Prior

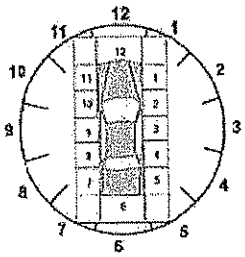
Vehicle #1: 13 | Vehicle #2: 1

1 Movements Essentially Straight Ahead
2 Backing
3 Changing Lanes
4 Overtaking/Passing
5 Turning Right
6 Turning Left
7 Making U-Turn
8 Leaving Traffic Lane
9 Entering Traffic Lane
10 Slowing
11 Negotiating a Curve
12 Parked
13 Stopped in Traffic
14 Other
15 Unknown

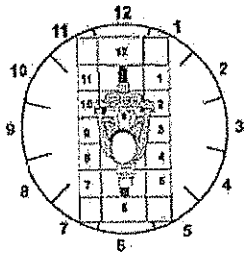
Vehicle #1: 6

Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area



Passenger Car

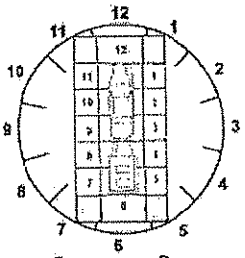


Motorcycle

Vehicle #2: 12

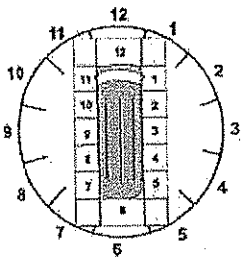
Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area



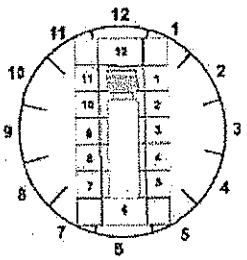
Passenger Car W/Trailer

Vehicle #1: 6



Bus

Vehicle #2: 12



Tractor Trailer

Report Number
19-947-AC

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
CODING GUIDE

Sequence of Events

Vehicle #1: 1st = 13; 2nd; 3rd; 4th

Vehicle #2: 1st = 13; 2nd; 3rd; 4th

Non-Collision:

1 Overturn/Rollover
2 Fire/Explosion
3 Immersion
4 Jackknife
5 Cargo/Equipment Loss or Shift
6 Fell/Jumped from Motor Vehicle
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/Maintenance Equipment
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole (Elec/Tele)/Light Support
31 Highway Lighting/Light Standard
32 Traffic Sign/Support
33 Traffic Signal/Support
34 Traffic Control Box
35 Variable Message Board/Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Sequence of Events

Driver Distracted

Driver Vehicle #1: 1

Driver Vehicle #2: 6

1 Not Distracted
2 Electronic Communication Devices (Cell Phone, Pager, etc.)
3 Other Electronic Devices (Navigation Device, Palm Pilot, etc.)
4 Other Inside the Vehicle
5 Other Outside the Vehicle
6 Unknown

Physical Condition of Driver

Driver Vehicle #1: 1

Driver Vehicle #2: 1

1 Apparently Normal
2 Emotional (Depressed, Angry, Disturbed, etc.)
3 Ill (Sick)
4 Fell Asleep, Fainted, Fatigued, etc.
5 Under the Influence of Medications/Drugs/Alcohol
6 Other

Non-Motorist Safety Equipment

1st: Vehicle #1

2nd: Vehicle #1

1st: Vehicle #2

2nd: Vehicle #2

1 None
2 Helmet
3 Protective Pads Used (Elbows, Knees, Shins, etc.)
4 Reflective Clothing (Jacket, Backpack, etc.)
5 Lighting
6 Other
7 N/A
8 Unknown

Alcohol and/or Drug Testing

Driver Vehicle #1		Chemical Test	Driver Vehicle #2	
Alcohol	Drug		Alcohol	Drug
☒	☒	None Given	☒	☒
☐	☐	Test Refused	☐	☐
	☐	Unknown if Tested		☐
☐	☐	Blood	☐	☐
☐	☐	Urine	☐	☐
☐	☐	Serum	☐	☐
☐	☐	Other	☐	☐
☐		Breath	☐	

Driver Vehicle #1	Alcohol Test Result	Driver Vehicle #2
	BAC	
☐	Pending	☐
☐	Unknown	☐

Driver Vehicle #1	Drug Test Result	Driver Vehicle #2
☐	Positive	☐
☐	Negative	☐
☐	Awaiting Test Result	☐

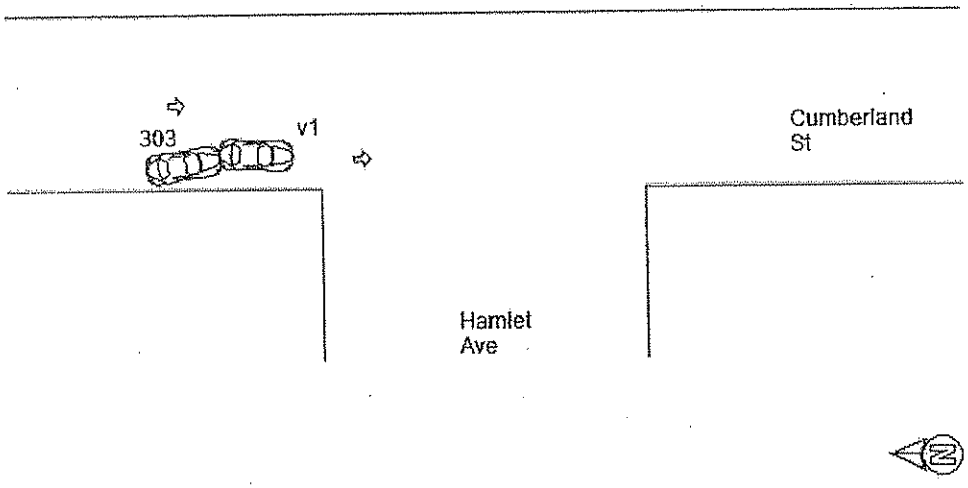
Report Number
19-947-AC

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
Narrative/Diagram Supplemental

Please see the Narrative Supplemental

Indicates North

Crash Diagram (NOT TO SCALE)



Printed on	Woonsocket Police Department	Page Number
10/11/2019	**Operator Information Sheet** 19-947-AC [State Report Required: Y]	1 of 1

General

Accident Date	Time	Reporting Officer		
10/11/2019	0718	Patrol Officer Christopher J Rooney		
Location		**City**	**State**	**ZIP**
5 CUMBERLAND HILL RD @ 200 HAMLET AVE		WOONSOCKET	RI	02895

Operator

OPERATOR

Last Name	First	Middle	Suffix	Veh/Unit	
HAGANEY	JOYCE	M		1	☒ Injured ☐ Fatality

Number	Street	Suffix	Apt	City	State	ZIP
54	DESROCHERS	AVE	1R	WOONSOCKET	RI	02895

DOB	Home Phone	Work Phone	License State/Number
07/03/1954			RI 7330096

Insurance Company	Policy Number

OWNER

Last Name	First	Middle	Suffix	Home Phone	Work Phone
HAGANEY	JOYCE	M			

Number	Street	Suffix	Apt	City	State	ZIP
54	DESROCHERS	AVE	1R	WOONSOCKET	RI	02895

Insurance Company	Policy Number
GEICO	4553234479

VEH

Year	Make	Model	VIN	
2008	CHRYSLER	PT CRUISER	3A8FY58B58T187930	

Registration State/Number	Towed By	Towed To
RI JMH07	INTERSTATE TOWING	INTERSTATE TOWING

Operator

OPERATOR

Last Name	First	Middle	Suffix	Veh/Unit	
PHOEUN	KHAMAO			2	☐ Injured ☐ Fatality

Number	Street	Suffix	Apt	City	State	ZIP
242	CLINTON	ST		WOONSOCKET	RI	02895

DOB	Home Phone	Work Phone	License State/Number
03/26/1990	401-837-5746		RI 2818415

Insurance Company	Policy Number

OWNER

Last Name	First	Middle	Suffix	Home Phone	Work Phone
PHOEUN	KHAMAO			401-837-5746	

Number	Street	Suffix	Apt	City	State	ZIP
242	CLINTON	ST		WOONSOCKET	RI	02895

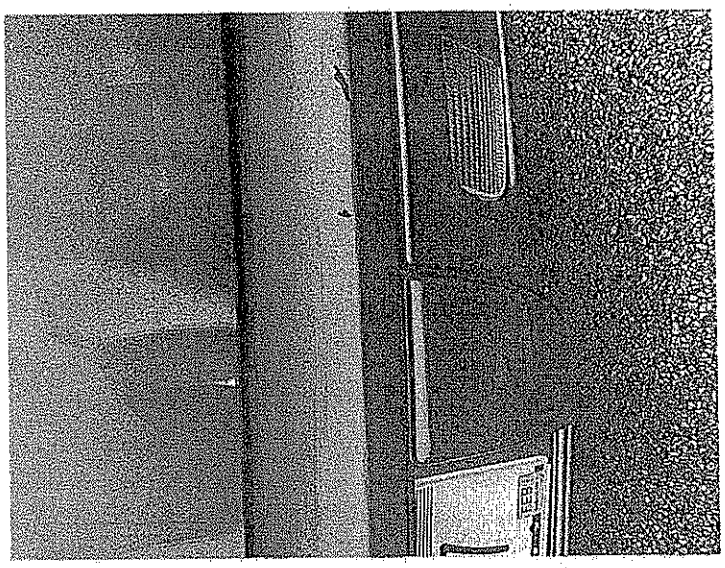
Insurance Company	Policy Number
THE TRUST	20192020

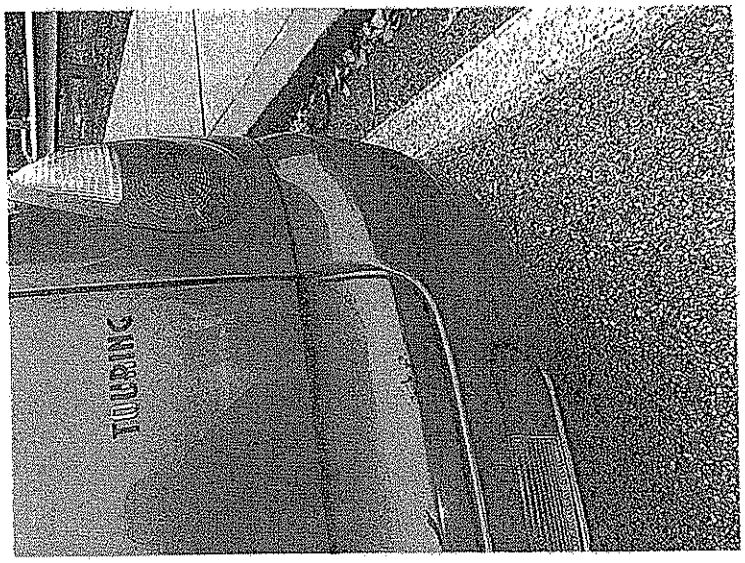
VEH

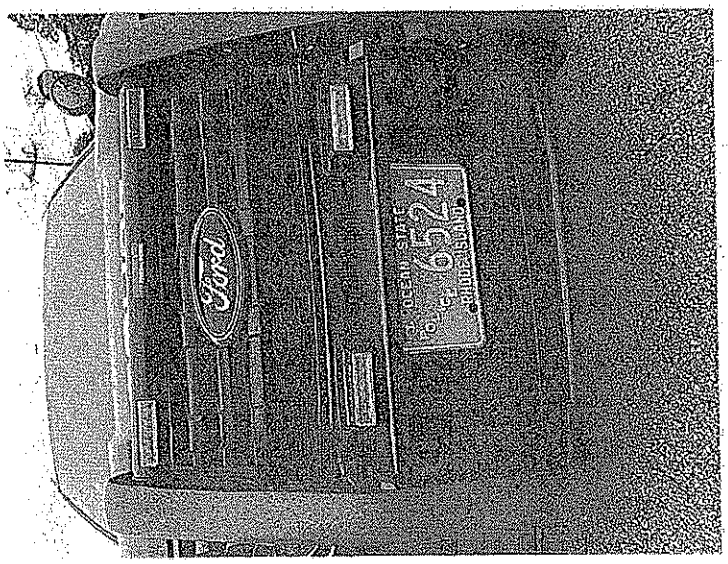
Year	Make	Model	VIN	
2017	FORD	EXPLORER	1FM5K8AR2HGD93168	

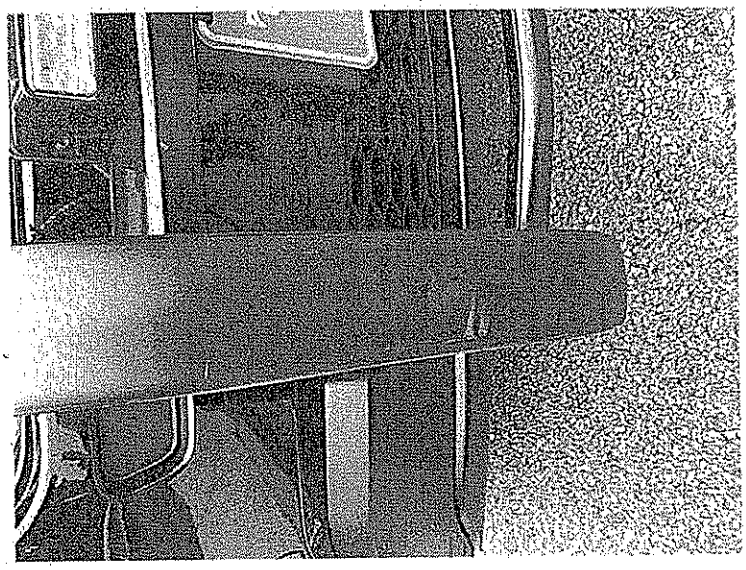
Registration State/Number	Towed By	Towed To
RI 6524		

Woonsocket Police Department
Images Associated with 19-947-AC









WITNESS STATEMENT

TIME: 0730
DATE: 10/11/2019
PLACE:Cumberland St @ Hamlet

I, Patrol Officer Christopher J Rooney, voluntarily, without threats or promises, make the following statements:

Name: Patrol Officer Christopher J Rooney D.O.B.:

Address: 242 Clinton St., Woonsocket, RI Phone: (401) 766-1212

Narrative:

On 10/11/19 at approximately 0730hrs, I was dispatched to the intersection of Cumberland St and Hamlet Ave for the report of a motor vehicle collision. Officer Phoen called out over the radio that he was involved in a collision with another vehicle. Officer Pheon stated that the operator of the other vehicle was complaining of neck pain and called for a rescue. Upon arrival, Rescue was transporting the female operator.

V1 was RI/PC-JMH07 displayed on a blue PT Cruiser. It was operated by the registered owner, Joyce Haganey. I observed there was a scuff mark on the rear bumper of V1. There were also some minor scratches on the right side of the rear bumper.

V2 was RI/Police -6524, cruiser 303 for Woonsocket Police. I observed a scuff/scratch on the front push bar of the vehicle. This vehicle was operated by Officer Pheon. Officer Pheon stated he was stopped at the traffic light on Cumberland St at the intersection of Hamlet Ave. He stated when the light turned green he took his foot off the brake and anticipated traffic to start moving. He stated that when he took his foot off the brake, he collided into V1. I observed very minor damage to both vehicles. Haganey had an active license and her vehicle was registered. Haganey was transported to LMC for complaints of pain to her neck. Interstate tow responded to the scene to remove her vehicle from the roadway.

At the hospital, Haganey reiterated Officer Pheon's statements. She stated she was stopped at the light and the Police Cruiser crashed into her rear bumper at the intersection. Photographs of the damage were included with this report. Cruiser 303 received hardly any damage from the accident.

Nothing further to report.

PERSONNEL NARRATIVE FOR PATROL OFFICER KHMAO PHOEUN

Ref: 19-947-AC

WITNESS STATEMENT

TIME: 0718 hrs
DATE: 10/11/2019
PLACE: Cumberland St. / Hamlet Ave.

I, Patrol Officer Khmao Phoeun, voluntarily, without threats or promises, make the following statements:

Name: Patrol Officer Khmao Phoeun D.O.B.:

Address: 242 Clinton St., Woonsocket, RI Phone: (401) 766-1212

Narrative:

On 10/11/2019 at 0718 hrs, while I was driving south bound on Cumberland St. I was stopped at a stop light at the intersection of Hamlet Ave. While at the intersection, I noticed that the stop light had turned green indicating my side of the traffic having the right of way. As I observed vehicles ahead of me began to accelerate, I took my foot off the brake pedal attempting to follow the flow of traffic. While doing so, I noticed that the vehicle directly ahead of me, a blue Chrysler PT Cruiser bearing RI/PC JM-H07 (V1) did not move. As my vehicle began to travel forward, I immediately attempted to step on the brake to prevent making contact with V1, but failed to do so. After striking the vehicle in front of me, I immediately turned on my over head lights and informed Dispatch of the incident. Officer Rooney responded to the scene to investigate.

I make contact with the operator of V1, Joyce Haganey. I did not observe any noticeable injuries on her, but Joyce did complain of head pain. As a precautionary I requested Rescue for a medical evaluation. Joyce was treated on scene and was transported to LMC for further treatment. Interstate Towing responded to the scene and towed V1 without incident.

BERNIER'S AUTO BODY
620 POND STREET
WOONSOCKET, RI 02895
PHONE: 401-762-5252

*** PRELIMINARY ESTIMATE ***

10/17/2019 01:06 PM

Owner

Owner: JOYCE HAGANEY
Address: 54DESROCHERS
City State Zip: Woonsocket, RI 02895

Work/Day:
FAX:

Inspection

Inspection Date: 10/17/2019 01:06 PM

Inspection Type:

Repairer

Repairer: Bernier's Auto Body
Address: 620 Pond Street
City State Zip: Woonsocket, RI 02895
License # : 135

Contact:
Work/Day: (401)762-5252
FAX:
Regulation ID:

Target Complete Date/Time:

Days To Repair: 2

Vehicle

2008 Chrysler PT Cruiser Touring 4 DR Wagon
4cyl Gasoline Turbo 2.4
4 Speed Automatic

Lic Expire:
Veh Insp# :
Condition:
Ext. Refinish: Two-Stage

VIN: 3A8FY58B58T187930
Mileage Type: Actual
Code: M7203B
Int. Refinish: Two-Stage

Options

AM/FM CD Player
Aluminum/Alloy Wheels
Cargo/Trunk Net
Driver Knee Airbag
Fog Lights
Head Airbags
Keyless Entry System
Power Brakes
Power Mirrors
Privacy Glass
Rear Window Wiper/Washer
Split Folding Rear Seat
Theft Deterrent System
Tonneau/Cargo Cover
Velour/Cloth Seats
Air Conditioning
Anti-Lock Brakes
Center Console
Dual Airbags
Garage Door Opener
Illuminated Visor Mirror
Leather Steering Wheel
Power Door Locks
Power Steering
Rear Spoiler
Seat(s) Height Adjustmnt
Sport Suspension
Tilt Steering Wheel
Traction Control System
Alarm System
Bucket Seats
Cruise Control
Floor Mats
Halogen Headlights
Intermittent Wipers
Lighted Entry System
Power Drivers Seat
Power Windows
Rear Window Defroster
Side Airbags
Tachometer
Tinted Glass
Trip Computer

Damages

Line	Op	Guide	MC	Description	MFR.Part No.	Price	ADJ%	B%	Hours	R
Rear Bumper										
1	I	556		Cover,Rear Bumper	Repair				1.5*	SM
2	L	556	13	Cover,Rear Bumper	Refinish				3.6	RF
					2.5 Surface					
					0.6 Two-stage setup					
					0.5 Two-stage					
Rear Body, Lamps And Floor Pan										
3	EP	451		Lamp Assembly,Back Up LT	Replace PXN	$49.23			0.2	SM
4	RI	452		Lamp Assembly,Back Up RT	R & I Assembly				0.2	SM
Manual Entries										
5	L			COLOR TINT	Refinish				0.5*	RF
6	EC			FLEX ADDITIVE	Replace Economy	$15.00*				RF
7	L			CLEAR COAT	Refinish				0.5*	RF

7 Items

MC	Message
13	INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE

Estimate Total & Entries

Other Parts		$64.23	
Paint & Materials	4.6 Hours @ $26.00	$119.60	
Parts & Material Total			$183.83
Tax on Parts & Material	@ 7.000%		$12.87

Labor	Rate	Replace Hrs	Repair Hrs	Total Hrs	
Sheet Metal (SM)	$56.00	0.4	1.5	1.9	$106.40
Mech/Elec (ME)	$65.00				
Frame (FR)	$62.00				
Refinish (RF)	$56.00	4.6		4.6	$257.60

Labor Total	6.5 Hours	$364.00	
Gross Total		$560.70	✓
Net Total		$560.70	

Alternate Parts Y/01/01/00/00/00 CUM 01/01/00/00/00 Zip Code: 02895 Default
Rate Name Default

Audatex Estimating 8.0.643 Update 6 ES 10/17/2019 01:08 PM REL 8.0.643 Update 6 DT 09/01/2019 DB 09/15/2019

1.1 HRS WERE ADDED TO THIS ESTIMATE BASED ON AUDATEX'S TWO-STAGE REFINISH FORMULA.

Op Codes

* = User-Entered Value
NG = Replace NAGS
UE = Replace OE Surplus
EU = Replace Recycled
UM = Replace Reman/Rebuilt
UC = Replace Reconditioned
N = Additional Labor
IT = Partial Repair
P = Check
^ = Labor Matches System Assigned Rates
EC = Replace Economy
ET = Partial Replace Labor
TE = Partial Replace Price
L = Refinish
TT = Two-Tone
BR = Blend Refinish
CG = Chipguard
AA = Appearance Allowance
E = Replace OEM
OE = Replace PXN OE Srpls
EP = Replace PXN
PM = Replace PXN Reman/Rebit
PC = Replace PXN Reconditioned
SB = Sublet Repair
I = Repair
RI = R & I Assembly
RP = Related Prior Damage

INTERSTATE TOWING CORP

855 River Street RI 7330096
Woonsocket, Rhode Island 02895
(401) 765-1858

INVOICE 1198 915 R.I.D.P.U. #MC-844

Date 10/11/19	T.O.S. / CLEAR TIME: ☐ AM ☐ PM ☐ AM ☐ PM	Requested By: WPD
OWNER'S NAME: Joyce Hagney		PHONE:
Address: 54 DesRochers Ave Woonsocket RI		
Pick-up Location: Hamlet Lumber Mud Hill		
Delivery Location: YARD		
Vehicle Information: VIN # 3A8FY58B58T187930		
Make CHRY Model PT		
Registration JA407 State RI		
Color BLUE Year		
Condition		

EXTRA MAN (WHEN REQUIRED)
At an Accident Scene or Recovery of a Vehicle $65.00/HR
Time Start
Time End
Total Time

MILEAGE *To Site Chosen By Vehicle Driver* ($4.00 per mile)
Odometer:
End:
Total Miles:
Total Mileage Charge:

MILEAGE *When Towed Back To Tower's Yard* ($3.00 per mile) 1st 5 miles free
Odometer:
End:
Total Miles:
Total Mileage Charge:

STORAGE - BEGINNING DAY 2
("DAY" defined as 24-hr period)
Time In:
Date Released:
Time Released:
Total No. Days:
Vehicles up to 20' _____ $30.00/day
Vehicles over 20' _____ $40.00/day

Driver's Signature
Customer's Signature

RELEASE FEE ($20.00 AFTER HOURS)
Time of Vehicle Release
Total Release Charge $

CHARGES

Towing Charge	$ 120
Release at Scene (Trespass Only)	$
Motorcycle	$
Mileage Charge	$
Storage Charge	$
Recovery / Wait Charge	$
	$
	$
	$
TOTAL	$ 120 ✓

SEE CONSUMER INFORMATION ON BACK
Questions regarding this bill can be addressed to the Tow Company.
Complaints can be filed with the Rhode Island Division of Public Utilities and Carriers
87 Jefferson Blvd., Warwick, RI 02888 • 401-780-2158

INTERSTATE TOWING
855 RIVER ST
WOONSOCKET, RI 02895
(401) 765-1858

Bank ID: 6011
Merchant ID: 5067
Term ID: 001

Sale

XXXXXXXXXXXX7953
VISA Entry Method: Chip

Total: $ 120.00

10/11/19 09:29:53
Inv #: 000001 Appr Code: 827245
Apprvd: Online Batch#: 284001
Retrieval Ref.#: 00100001

VISA DEBIT
AID: A0000000031010
TSI: 6800
TVR: 8080008000

Customer Copy

ENCRYPTED TRANSACTION

Duarte, Chris

From: cmsmailer@civicplus.com on behalf of Contact form at City of Woonsocket RI <cmsmailer@civicplus.com>
Sent: Wednesday, November 13, 2019 11:58 AM
To: Duarte, Chris
Subject: [City of Woonsocket RI] Request to be placed on the city council agenda (Sent by Richard A Monteiro, GVT002@aol.com)

Hello cduarte,

Richard A Monteiro (GVT002@aol.com) has sent you a message via your contact form (https://www.woonsocketri.org/user/291/contact) at City of Woonsocket RI.

If you don't want to receive such e-mails, you can change your settings at https://www.woonsocketri.org/user/291/edit.

Message:

Hi Chris,
Could you please have this email represent my request to be placed on the agenda to be heard at the 18 NOV 2019 city council meeting. I will be addressing a summary of the 12 NOV special workshop session as it related to rubbish removal for residentail condominium units.

19 O 67

City of Woonsocket
Rhode Island

November 18, A.D. 2019

Ordinance

Chapter

IN AMENDMENT OF CHAPTER 15 ENTITLED, "PARKS AND RECREATION" OF THE CODE OF ORDINANCES

IT IS ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOONSOCKET AS FOLLOWS:

SECTION 1. That Section 15-5(1) entitled, "Rules and regulations governing the use of public parks, conservation areas and running tracks" of Chapter 15 entitled, "Parks and Recreation," of the Code of Ordinances, City of Woonsocket be repealed in its entirety and replaced with the following:

Section 15-5(1) Rules and regulations governing the use of public parks, conservation areas and running tracks.

(a) During the months of May through October, City parks shall be open from 6:00 a.m. to 9:00 p.m. Parks may be open later only with special permission of the recreation director. Unlighted areas will be closed from dusk to dawn with signage posted in all City parks stating same.

(b) During the months of November through April, designated City parks, fields and other open areas shall be open 24 hours/day during official snow bans ONLY as declared consistent with Chapter 17, Section 17-75. Those parks and areas are as follows:

1. River Island Park (located across from 100 Bernon Street)
2. Dunn Park (located at 79 Asylum Street)
3. Bouley Field (located behind 450 Social Street)
4. Area outside soccer fields at Davison Street
5. Bernon Park (located at 145 Kermit Street)
6. Dionne Track (located at 366 Cumberland Hill Road)
7. Menard Field (located at 228 Privilege Street)
8. Old Woonsocket Middle School (located at 357 Park Place)

(c) Only persons who have obtained a Snow Ban Parking Permit shall be authorized to park in one of the above-designated areas during a snow ban. Permits may be purchased for twenty-five ($25.00) dollars at the City Clerk's office. The permit would be valid from November 18 through April 30. At that time, any person wishing to purchase a Snow Ban Parking Permit must sign an agreement acknowledging the list of conditions associated with a Snow Ban Parking Permit issued by the Director of Public Works attached hereto as Exhibit (A). All

applicants must also provide the City Clerk with the following contact information:

1. Name and address
2. Telephone numbers (including cell, work and home)
3. Email address (if applicable)
4. Vehicle information including make, model, year, color and registration number

(d) The Department of Public Works will be responsible for compiling a list of all Snow Ban Parking Permit holders. That list, including all updates, will then be disseminated to the Director of Public Works and Chief of Police.

(e) The Snow Ban Parking Permit must be placed on the dashboard (driver's side) of the vehicle for which it was issued.

(f) No person shall duplicate or attempt to duplicate a Snow Ban Parking Permit or display on any vehicle a duplicate Snow Ban Parking Permit.

(g) A Snow Ban Parking Permit shall not guarantee or reserve a parking space, nor shall it excuse the observance of any traffic or parking regulation.

(h) All permitted vehicles shall be removed from their designated park within 24 hours after the end of an officially declared parking ban. All vehicles not removed within the 24-hour period shall be subject to a parking violation and summons to the Woonsocket Municipal Court. All violations of Section (h) shall be subject to a fine of $75.00 per day

(i) The Director of Public Works shall determine the number of permits to be issued for each of the above-designated areas.

(j) Any vehicle parked in one of the above-designated areas without a Snow Ban Parking Permit shall be towed at the registered owner's expense.

(k) Each of the above-referenced designated areas shall have signage posted stating that it is a Snow Ban Parking Permit Area.

SECTION 2. This Ordinance shall take effect on the eleventh consecutive day following its passage by the City Council as provided in Chapter III, Section 9 of the Woonsocket Home Rule Charter and all Ordinances or parts of Ordinances inconsistent herewith are hereby repealed.

SECTION 3. This Ordinance shall expire July 1, 2020.

Daniel Gendron, City Council President
'by request of the Administration'

EXHIBIT A

Terms and Conditions for Snow Ban Parking Permit

1. A Snow Ban Parking Permit can be purchased at the City Clerk's Office for $25.00 and will be issued for the period of November 18 through April 30.

2. The Snow Ban Parking Permit must be affixed to the front windshield, lower left corner of the driver's side of the vehicle for which it was issued.

3. No person shall duplicate a Snow Ban Parking Permit or display on any vehicle a duplicate Snow Ban Parking Permit.

4. A Snow Ban Parking Permit shall not guarantee or reserve a parking space nor shall it excuse the observance of any traffic or parking regulation.

5. The City Clerk shall assign each Snow Ban Parking Permit holder a pre-designated park/field area where they are authorized to park.

6. Any holder of a Snow Ban Parking Permit shall park their car in an orderly fashion so as to allow access in and out of the designated area.

7. Parking at any of the designated Snow Ban Areas shall be at the Permit holder's own risk.

8. Each Permit holder shall remove their vehicle from their designated Snow Ban Parking area not later than twenty-four (24) hours after the end of the city imposed parking ban. Failure to do so will result in their vehicle being cited with a parking violation of $75.00 per day and/or towed at the owner's expense.

9. Any vehicle parked in one of the pre-designated snow ban parking areas without a Permit shall be towed at the registered owner's expense.

10. Any City park or other area designated with Snow Ban Parking will be last on the list for snow removal.

For Official Use Only
Date paid_____
Ck#_____Amt_____
Cash Amount_____
Rec'd by_____

City of Woonsocket

Department of Public Works

Terms and Conditions for Snow Ban Parking Permit

1. A Snow Ban Parking Permit (color ORANGE for 2019-2020) can be purchased in the Department of Public Works for $25.00 and will be issued for the period of November 18, 2019 through April 30, 2020.

2. The Snow Ban Parking Permit must be placed on the dashboard (driver's side) of the vehicle for which it was issued.

3. No person shall duplicate a Snow Ban Parking Permit or display on any vehicle a duplicate Snow Ban Parking Permit.

4. A Snow Ban Parking Permit shall not guarantee or reserve a parking space nor shall it excuse the observance of any traffic or parking regulation.

5. The Department of Public Works shall assign each Snow Ban Parking Permit holder a pre-designated park/field area where they are authorized to park.

6. Any holder of a Snow Ban Parking Permit shall park their car in an orderly fashion so as to allow access in and out of the designated area.

7. Parking at any of the designated Snow Ban Areas shall be at the Permit holder's own risk.

8. Each Permit holder shall remove their vehicle from their designated Snow Ban Parking area not later than twenty-four (24) hours after the end of the city imposed parking ban. Failure to do so will result in their vehicle being cited with a parking violation of $75.00 per day and/or towed at the owner's expense.

9. Any vehicle parked in one of the pre-designated snow ban parking areas without a Permit shall be towed at the registered owner's expense.

10. Any City park or other area designated with Snow Ban Parking will be last on the list for snow removal.

Parking Lot Issued:_____ Registration:_____

Name:_____ Date:_____

Signed:_____

Steven D'Agostino
Director

Lisa Baldelli-Hunt
Mayor

Department of Public Works
Woonsocket Rhode Island

PRESS RELEASE

November 18, 2019
Contact: Steven P. D'Agostino, Director of Public Works
767-1413
Eugene Jalette, Public Safety Director
309-5533

SNOW BAN PARKING BAN PERMIT PROGRAM

WOONSOCKET, RI: The City of Woonsocket is pleased to announce a Snow Ban Parking Permit Program. This program will assist residents during snow emergencies find places to park their vehicles during declared parking bans.

Starting immediately, designated City parks, fields and other open areas will be open 24 hours a day during official snow bans ONLY as declared by the City.

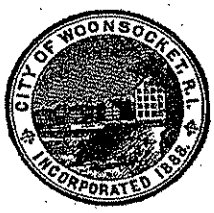
Those parks and areas are as follows:

1. River Island Park (located across from 100 Bernon Street)
2. Dunn Park (located at 79 Asylum Street)
3. Bouley Field (located behind 450 Social Street)
4. Area outside soccer fields at Davidson Street
5. Bernon Park (located at 145 Kermit Street)
6. Dionne Track (located at 366 Cumberland Hill Road)
7. Menard Field (located at 228 Privilege Street)
8. Old Middle School (located at 357 Park Place)

Permit stickers (color ORANGE for 2019-2020) may be purchased for twenty-five ($25.00) dollars. Only persons who have obtained a Snow Ban Parking Permit shall be authorized to park in one of the above-designated areas during a snow ban. Any person wishing to purchase a Snow Ban Parking Permit must sign an agreement acknowledging the list of conditions associated with a Snow Ban Parking Permit issued by the Director of Public Works.

Parking spots are limited, and will be given on a first come first serve basis.

Steven D'Agostino
Director



Lisa Baldelli-Hunt
Mayor

Department of Public Works
Woonsocket Rhode Island

Any vehicle parked in one of the above-designated areas without a Snow Ban Parking Permit shall be towed at the registered owner's expense.

Questions can be directed to the Department of Public Works (401) 767-9210, or http://www.woonsocketri.org/public-works/pages/snow-ban-parking for more information.

###END###

CITY HALL ~ P.O. BOX B ~ WOONSOCKET, RI 02895
TELEPHONE (401) 767-1413 ~ FAX (401) 766-7876 ~ E-MAIL: sdagostino@woonsocketri.org

19 O 68

City of Woonsocket
Rhode Island

November 18, A.D. 2019

Ordinance
Chapter

AMENDING THE CODE OF ORDINANCES, CITY OF WOONSOCKET, RHODE ISLAND, CHAPTER 17, ENTITLED "TRAFFIC"

IT IS ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOONSOCKET AS FOLLOWS:

Section 1. The Code of Ordinances, City of Woonsocket, Chapter 17 entitled "Traffic" is hereby amended as follows:

{Delete} ~~Sec. 17-27. Two-way streets designated.~~

~~Upon those streets and parts of streets described below, and except as otherwise provided in this chapter, vehicular traffic shall move in either direction.~~

~~Blackstone Street, from Arnold Street to Main Street. (Ch. No. 1316, Sec. 2, 3-2-59)~~

~~Park Avenue, from Carrington Avenue to Greene Street. (Ch. No. 1316, Sec. 2, 3-2-59)~~

~~Railroad Street, from Main Street to Arnold Street. (Ch. No. 1448, Sec. 2, 3-7-60; Ch. No. 2757, Sec. 2, 1-3-72)~~

~~Worrall Street, for its entire length. (Ch. No. 5878, Sec. 1(K), 4-18-94)~~

~~Editor's note—Sec. 17-27 is derived from and has been amended from time to time by the ordinances indicated in the history note following the particular street affected. Due to the nature of the subject matter involved, editorial analysis of ordinances adding, deleting or otherwise revising the content of said section is omitted.~~

{Delete} ~~Sec. 17-39. Installation of traffic lights.~~

~~Automatic traffic control signal lights shall be installed at the following intersections:~~

~~Bernon Street and Armory Street.~~

~~Bernon Street and by-pass.~~

~~Cass Avenue and Wood Avenue.~~

{Delete} ~~Sec. 17-58. Installation of "slow" signs.~~

~~There shall be "SLOW" signs upon the following streets or parts thereof:~~

~~Ballou Street, at the top of the grade on the right or east side, opposite Minerva Street.~~

~~Jenckes Street, on the left or east side, at Ballou Street. (Ch. No. 2232, Sec. 1, 11-20-67; Ch. No. 2242, Sec. 1, 12-18-67)~~

ARTICLE V. STOPPING, STANDING AND PARKING

{Delete} ~~***Sec. 17-74. Prohibited in front of entrance to theaters.***~~

~~No person shall park a vehicle in an area which has been marked "No Parking" in front of the entrance to any theater.~~
~~(Ch. No. 838, Sec. 5, 7-22-46)~~

DIVISION 2. PARKING REGULATIONS FOR SPECIFIC STREETS (NONMETERED)

Sec. 17-103. Prohibited in school zones.

{Amend} ~~East Woonsocket School~~ **Leo A. Savoie School**:
Easterly side of Mendon Road from entrance driveway to exit driveway of school.

{Delete} ~~George St. School:~~
~~Northerly side of George Street from Social Street to opposite 48 George Street.~~

{Delete} ~~Grove Street School:~~
~~Easterly side of Grove Street from opposite pole #19 to Bernon Street.~~

{Delete} ~~Our Lady of Victories School:~~
~~Easterly side of Woodlawn Road from the corner of Spring Street to a point 280 feet north.~~
{Delete} ~~Pothier School:~~
~~Westerly side of Social Street from pole #61 to Charles Street.~~

{Delete} ~~Second Avenue School:~~
~~Westerly side of Second Avenue from pole #9 to the driveway of 218 Second Avenue.~~

{Delete} ~~Social Street School:~~
~~Westerly side of Social Street from East School Street to pole #44-1.~~

Section 2. This Ordinance shall take effect on the eleventh consecutive day following its passage by the City Council as provided in Chapter III, Section 9 of the Woonsocket Home Rule Charter and all Ordinances or parts of Ordinances inconsistent herewith are hereby repealed.

John Ward, Councilor

Denise Sierra, Councilor

Alex Kithes, Councilor

19 O 69

City of Woonsocket
Rhode Island

Ordinance

Chapter

November 18, A.D. 2019

GRANTING A PETITION FOR A NEW JOINT POLE FOR NATIONAL GRID AND VERIZON ON SOCIAL STREET

WHEREAS, National Grid and Verizon have requested permission to install two new joint poles, along with the connection and maintenance any wire and fixtures within City public right of way; and

WHEREAS, the connection(s) would require an acceptance and granting of installation of two poles, anchors and wires within the City public right of way; and

WHEREAS, the two joint poles; #16-50 along with an anchor and #16-52 along with an anchor will be located on Social Street.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOONSOCKET, RHODE ISLAND, AS FOLLOWS:

Section 1. That the City Council of the City of Woonsocket hereby grants National Grid and Verizon permission to locate and install two new joint poles; #16-50 and #16-52 along with anchors on Social Street.

Section 2. National Grid and Verizon are granted permission to install two poles along with anchors and connect and maintain any wire and fixtures, as needed, in accordance with plans submitted.

Section 3. That the Engineering Division has reviewed the plan(s) and found them to be acceptable.

Section 4. This Ordinance shall take effect upon passage by the City Council, as provided in Chapter III, Section 10 of the Woonsocket Home Rule Charter and all ordinances inconsistent herewith are hereby repealed.

Daniel Gendron, City Council President
'By Request of the Administration'

nationalgrid

City of Woonsocket
City Hall DPW
169 Main Street
Woonsocket, RI 02895

Town Copy

October 24, 2019

To Whom It May Concern:

Enclosed please find a petition of NATIONAL GRID and VERIZON, covering joint NATIONAL GRID-VERIZON pole locations

If this petition meets with your approval, please return an executed copy to each of the above named Companies.

National Grid Contact: Wendy Paluch 280 Melrose Street 3rd FL, Providence, RI 02907

If you have any questions regarding this permit please contact Ms. Paluch at:
wendy.paluch@nationalgrid.com

Very truly yours,

Christoper Mastalto
Supervisor, Distribution Design

RL

Enclosures

nationalgrid

PETITON OF THE NATIONAL GRID FOR JOINT OR IDENTICAL POLE LOCATION
TO THE HONORABLE TOWN COUNCIL OF WOONSOCKET, RHODE ISLAND

Town Copy

City of Woonsocket
City Hall DPW
169 Main Street
Woonsocket, RI 02895

THE NATIONAL GRID & VERIZON NEW ENGLAND, INC.
Respectfully asks permission to locate and maintain poles, wires and fixtures, including the necessary sustain and protecting fixtures to be owned and used in common by you petitioner along and across the following public ways:

Installing 2 poles & anchors for services to 265 Social Street. Remove 1 pole & anchor.

Therefore your petitioners pray that they be granted joint of identical location for existing poles and permission to erect and maintain poles and wires together with such sustaining and protecting fixtures as the may find necessary, said poles erected or to erected substantially in accordance with the plan filed herewith marked:

WR#27165413 Dated 08/14/2019

Your petitioner agrees to reserve or provide space for one cross arm at a suitable point on each of said poles for the fire, police, telephone signal wires belonging to the municipality and used by it exclusively for municipal purposes.

THE NATIONAL GRID
BY _____

THE VERIZON NEW ENGLAND, INC.
BY _____
ORDER 11/7/19

The foregoing petition been read, it was voted that the consent at the

---

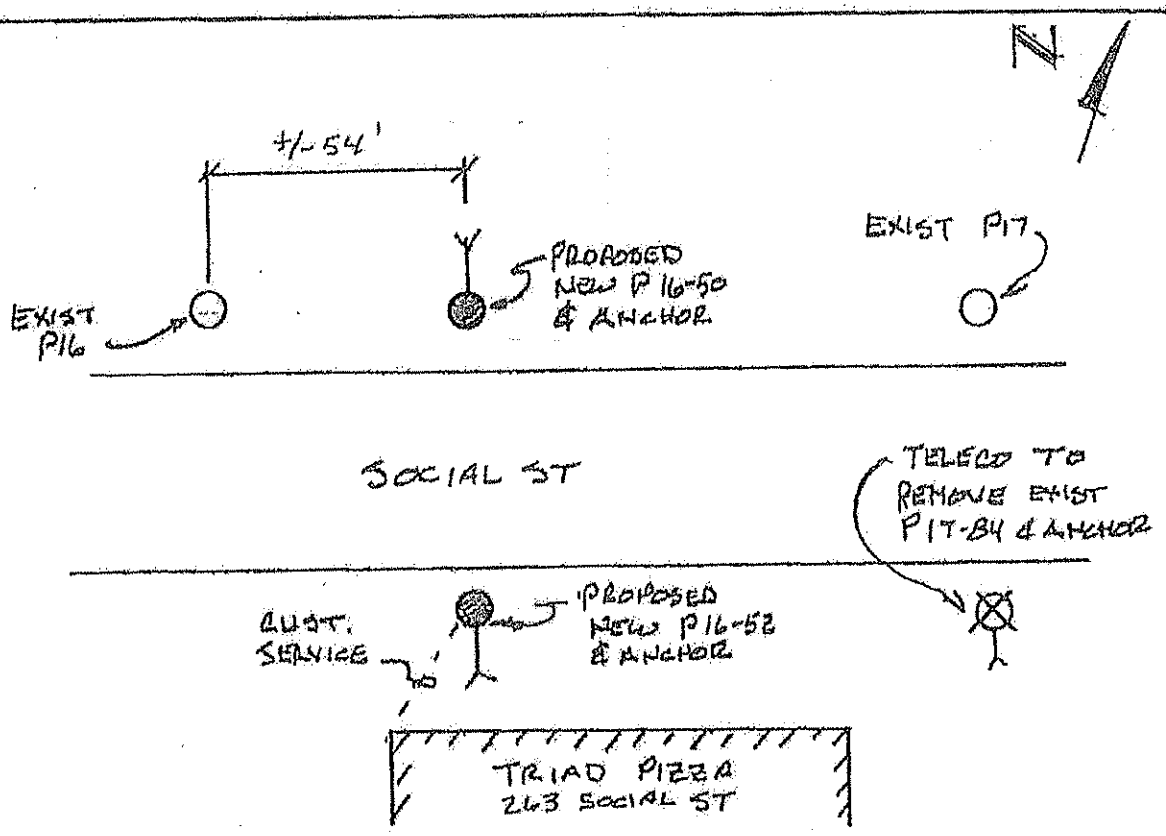
For the use of public ways named for the purposes stated in said petition be and it hereby is granted------ work to be done subject to the supervision of

---

A true copy of the vote at the_____

Adopted_____and recorded in Records Book#_____Page#

_____
CLERK



THE NARRAGANSETT ELECTRIC COMPANY AND VERIZON

PLAN TO ACCOMPANY PETITION DATED: _____

TO THE: CITY OF: WOONSOCKET FOR: POLES & ANCHORS

POLE LOCATION ON: SOCIAL ST

DATE OF PLAN: _____ PLAN# _____

DESCRIPTION OF WORK: INSTALL (2) POLES & ANCHORS FOR SERVICE TO 263 SOCIAL ST
REMOVE (1) POLE & ANCHOR

DATE OF EXISTING GRANT: _____ MAP# _____

SYMBOL KEY

- ○ Existing Pole Location
- ◎ Proposed New Pole Location

WR# 27165413

nationalgrid

PETITON OF THE NATIONAL GRID FOR JOINT OR IDENTICAL POLE LOCATION
TO THE HONORABLE TOWN COUNCIL OF WOONSOCKET, RHODE ISLAND

NGrid Copy

City of Woonsocket
City Hall DPW
169 Main Street
Woonsocket, RI 02895

THE NATIONAL GRID & VERIZON NEW ENGLAND, INC.
Respectfully asks permission to locate and maintain poles, wires and fixtures, including the necessary sustain and protecting fixtures to be owned and used in common by you petitioner along and across the following public ways:

Installing 2 poles & anchors for services to 265 Social Street. Remove 1 pole & anchor.

Therefore your petitioners pray that they be granted joint of identical location for existing poles and permission to erect and maintain poles and wires together with such sustaining and protecting fixtures as the may find necessary, said poles erected or to erected substantially in accordance with the plan filed herewith marked:

WR#27165413 Dated 08/14/2019

Your petitioner agrees to reserve or provide space for one cross arm at a suitable point on each of said poles for the fire, police, telephone signal wires belonging to the municipality and used by it exclusively for municipal purposes.

THE NATIONAL GRID
BY: Chris Montalto RL
THE VERIZON NEW ENGLAND, INC.
BY Daryl Cassesa
ORDER 11/7/19

The foregoing petition been read, it was voted that the consent at the

---

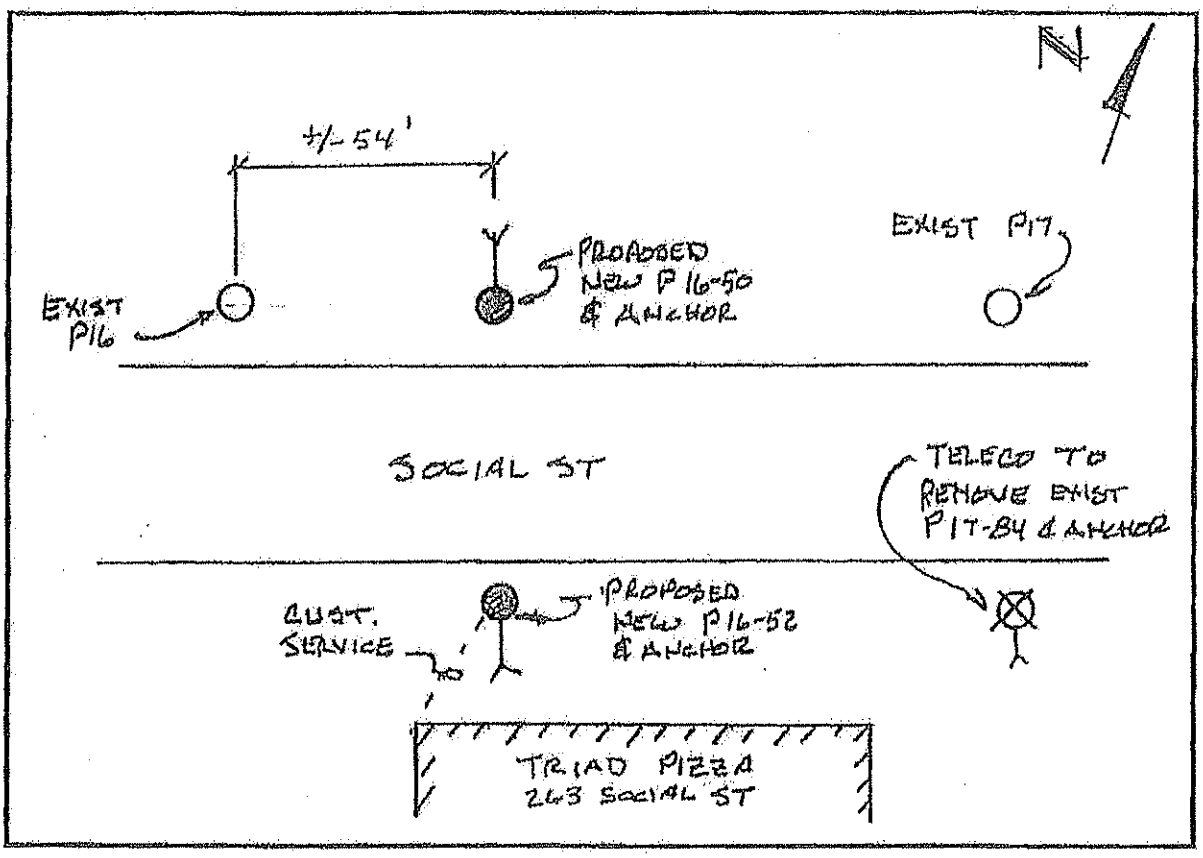
For the use of public ways named for the purposes stated in said petition be and it hereby is granted----- work to be done subject to the supervision of

---

A true copy of the vote at the_____

Adopted_____and recorded in Records Book#_____Page#

_____
CLERK



THE NARRAGANSETT ELECTRIC COMPANY AND VERIZON

PLAN TO ACCOMPANY PETITION DATED: _____

TO THE: CITY OF: WOONSOCKET FOR: POLES & ANCHORS

POLE LOCATION ON: SOCIAL ST

DATE OF PLAN: _____ PLAN# _____

DESCRIPTION OF WORK: INSTALL (2) POLES & ANCHORS FOR SERVICE TO 263 SOCIAL ST
REMOVE (1) POLE & ANCHOR

DATE OF EXISTING GRANT: _____ MAP# _____

SYMBOL KEY
- ○ Existing Pole Location
- ◎ Proposed New Pole Location

WR# 27165413

nationalgrid

PETITON OF THE NATIONAL GRID FOR JOINT OR IDENTICAL POLE LOCATION
TO THE HONORABLE TOWN COUNCIL OF WOONSOCKET, RHODE ISLAND

VERIZON Copy

City of Woonsocket
City Hall DPW
169 Main Street
Woonsocket, RI 02895

THE NATIONAL GRID & VERIZON NEW ENGLAND, INC.
Respectfully asks permission to locate and maintain poles, wires and fixtures, including the necessary sustain and protecting fixtures to be owned and used in common by you petitioner along and across the following public ways:

Installing 2 poles & anchors for services to 265 Social Street. Remove 1 pole & anchor.

Therefore your petitioners pray that they be granted joint of identical location for existing poles and permission to erect and maintain poles and wires together with such sustaining and protecting fixtures as the may find necessary, said poles erected or to erected substantially in accordance with the plan filed herewith marked:

WR#27165413 Dated 08/14/2019

Your petitioner agrees to reserve or provide space for one cross arm at a suitable point on each of said poles for the fire, police, telephone signal wires belonging to the municipality and used by it exclusively for municipal purposes.

THE NATIONAL GRID
BY: Luis Montalvo RL

THE VERIZON NEW ENGLAND, INC.
BY Daryl Crossman
ORDER 11/7/19

The foregoing petition been read, it was voted that the consent at the

_____

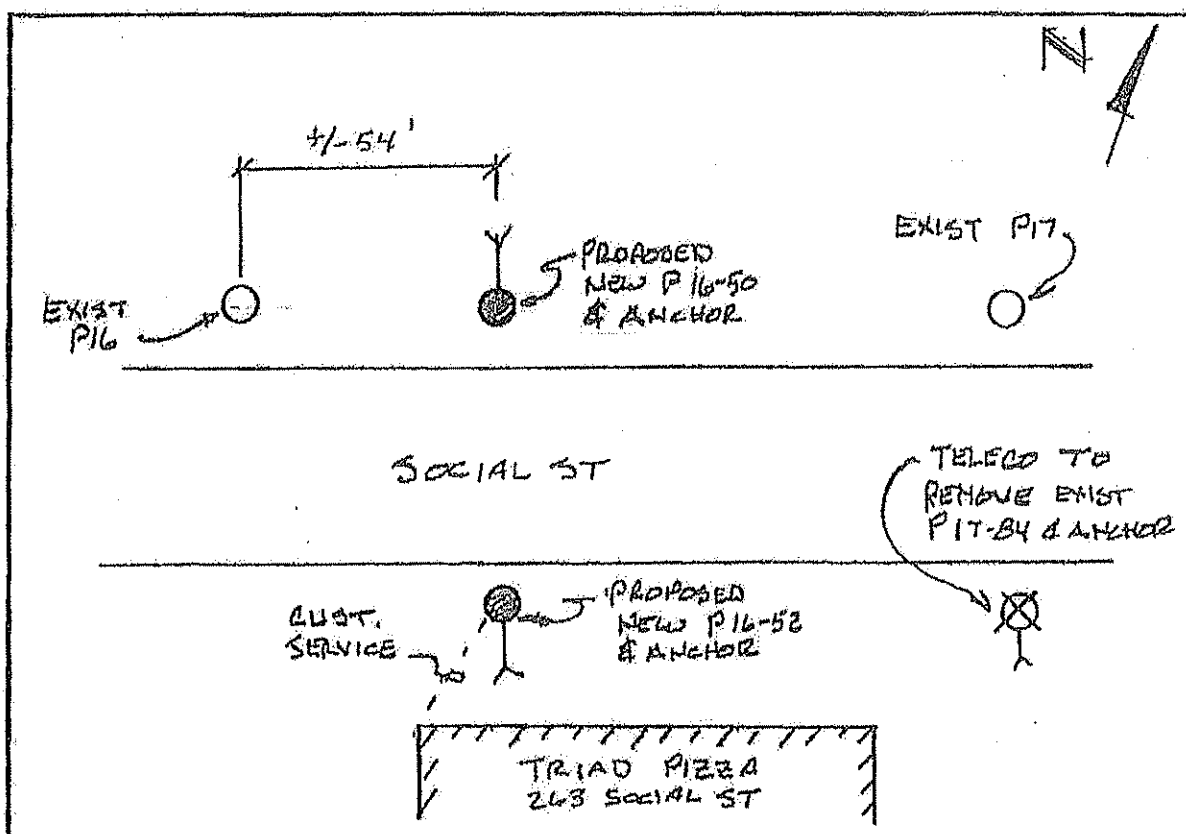
For the use of public ways named for the purposes stated in said petition be and it hereby is granted----- work to be done subject to the supervision of

_____

A true copy of the vote at the_____

Adopted_____and recorded in Records Book#_____Page#

_____
CLERK



THE NARRAGANSETT ELECTRIC COMPANY AND VERIZON

PLAN TO ACCOMPANY PETITION DATED: _____

TO THE: CITY OF: WOONSOCKET FOR: POLES & ANCHORS

POLE LOCATION ON: SOCIAL ST

DATE OF PLAN: _____ PLAN# _____

DESCRIPTION OF WORK: INSTALL (2) POLES & ANCHORS FOR SERVICE TO 263 SOCIAL ST
REMOVE (1) POLE & ANCHOR

DATE OF EXISTING GRANT: _____ MAP# _____

SYMBOL KEY
- ○ Existing Pole Location
- ◎ Proposed New Pole Location

WR# 27165413

19 R 128

City of Woonsocket
Rhode Island

November 18, 2019 A.D.

Resolution

AUTHORIZING THE CANCELLATION OF CERTAIN TAXES

WHEREAS, The City Assessor, recommends that the said taxes be cancelled and/or refunded in the amount as respectively and particularly set forth in said report.

IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOONSOCKET AS FOLLOWS:

Section 1: That the said above described report be incorporated in and attached to this resolution and that the said report be made a part and parcel hereof.

Section 2: That the City Council hereby orders that said taxes be cancelled and/or refunded.

Section 3: That the City Clerk of the City Council shall, upon the passage of this resolution forthwith certify to the City Treasurer and Tax Collector, of this city, that the taxes specified and itemized in said report have been cancelled and abated in the amounts as respectively and particularly set forth in said report; and that the Finance Director of the city of Woonsocket is hereby authorized, on the passage of this resolution, to make refunds in the amount or amounts as respectively and particularly set forth in said report.

Section 4: This resolution shall take effect upon passage.

Daniel M Gendron
By request of The Administration

ASSESSOR'S
ABATEMENT CODES

CODE	REASON
50 -	Erroneously assessed due to incorrect field data/incorrect classification
51 -	Veteran/Blind/Elderly/Veterans Widow Exemption not applied
52 -	Incorrect amount abated on previous abatement listing or error on prior certification
53 -	Non-Utilization Tax assessed subsequent to sale of property or/assessed in error
54 -	Homestead Exemption not applied/incorrectly classified
55 -	Tax Exempt.
56 -	Inventory exempt due to wholesaler's exemption
57 -	Legal Residence – Out of Town – Prior to Assessment Date
58 -	Registration Cancelled – Vehicle sold
59 -	Vehicle traded in, or repossessed, and/stolen not recovered/seized by police
61 -	Vehicle garaged and/or registered out of City/State
62 -	Double taxation on vehicle
63 -	Over assessed on vehicle/registry error
64 -	Incorrect year/model/make of vehicle
65 -	Vehicle destroyed in accident
66 -	Should have been tax lien
67 -	Business relocated out of City prior to assessment date
68 -	Double taxation on Business/over overassessed on business
69 -	Out of Business – prior to assessment date/business sold to new owner & recertified
70 -	Company erroneously included manufacturing equip/inv in their report of valuation
71 -	Company erroneously included, leasehold expenses, cash and other expenses, and/or overstated their assets
72 -	Removal of porches, decks, garages, pools, sheds or underground tanks
73 -	Double taxation on Real Estate
74 -	Over assessed due to adjustment in degree of building completion as of December 31st
75 -	Over assessed due to error in computation of valuation which was not in conformity with surrounding properties
76 -	Building (s) demolished prior to assessment date
77 -	Property was assessed at incorrect tax year/ incorrect tax rate/ incorrect field data
78 -	Adjustment to property valuation due to extreme deterioration prior to assessment date
79 -	Property sustained fire damage – prior to assessment date
80 -	5 +5 Plan
81 -	Party deceased prior to assessment date
82 -	Per Order of the City Council
83 -	Original abatement was approved and granted last year, but not carried forward for this year's tax roll
84 -	Per advice & recommendation of Law Dept.
85 -	Per Court Order
86 -	First Appeal/Submitted by the Tax Board of Assessment Review
87 -	Wrong party – recertified//wrong classification-recertified
88 -	Tax Exempt – Interstate Commerce Vehicles – Equipment assessed to tax exempt entity.
89 -	Value reduced by R.I. Vehicle Value Commission
90 -	Property taken over by the State for highway purposes
91 -	Tax Settlement Agreement / "PILOT " Agreement / Option Agreement
92 -	Bankruptcy
93 -	Lot dropped and added to another lot
94 -	Job Incentive Creation Program Exemption
95-	Due to the new software system an abatement must be done prior to a recertification of taxes
96 -	Pro-Rated Homestead Exemption
97-	Assessment adjustment due to supporting documentation submitted by taxpayer
98-	Remove Homestead Exemption / recertified exemption credit
99 –	Motor Vehicle Phase Out

Revised September, 30, 2019

Woonsocket, RI

NOVEMBER 18, 2019

R00-0082-36	2019 RP Tax Roll	BOUTSABOUBANE OUPATHAM 33 MARSHALL ROAD WOONSOCKET RI 02895	53D-054-022 at 33 MARSHALL ROAD	96 PRO RATED HOMESTEAD	$181.87
R00-0155-60	2019 RP Tax Roll	SANTANA JULIANA 239 GROVE STREET WOONSOCKET RI 02895	15E-007-022 at 239 GROVE ST	96 PRO RATED HOMESTEAD	$103.99
R00-8381-81	2019 RP Tax Roll	BERNSTEIN ERZA 37 WATSON STREET WOONSOCKET RI 02895	15L-038-014 at 37 WATSON STREET	96 PRO RATED HOMESTEAD	$50.56
R00-8387-19	2019 RP Tax Roll	LENNOX ALISSA M RIVAL CHARLES 70 NEWPORT STREET WOONSOCKET, RI 02895	18K-030-025 at 70 NEWPORT STREET	96 HOMESTEAD NOT APPLIED	$127.72
R00-9001-45	2018 RP Tax Roll	VAZNAIAN MATTHEW J 26 AYLSWORTH AVENUE FL 1 WOONSOCKET RI 02895	14O-034-016 at 291 HIGH STREET	50 INCORRECT CLASSIFICATION	$1,892.80
R00-9006-96	2019 RP Tax Roll	DELLAGROTTA CARL 99 ALLEN STREET UNIT 113 WOONSOCKET RI 02895	14E-342-084 at 99 ALLEN ST #113	96 PRO RATED HOMESTEAD	$110.35
R00-9011-85	2019 RP Tax Roll	POZZI MICHELLE M 122 ALICE AVENUE, 2ND FLR. WOONSOCKET RI 02895	04E-005-015 at 122 ALICE AVE	96 PRO RATED HOMESTEAD	$34.69
R00-9150-75	2019 RP Tax Roll	HYNES KEITH P HYNES MARY 994 PARK AVENUE WOONSOCKET RI 02895	17G-067-088 at 994 PARK AVENUE #4	96 PRO RATED HOMESTEAD	$135.73

R07-1988-00	2019 RP Tax Roll	MYFANGLONG SOUPANY N SITINPHOM NITRARY 109 DIANA DRIVE WOONSOCKET RI 02895	57B-152-014 at 109 DIANA DR	96 PRO RATED HOMESTEAD	$183.21
R12-8167-50	2019 RP Tax Roll	LESIEUR CHARLES A. /TRUSTEE LESIEUR IRIS/TRUSTEE LESIEUR FAMILY REVOCABLE... 26 GARDEN STREET WOONSOCKET, RI 02895	35L-090-023 at 26 GARDEN ST	54/51 HOMESTEADN/VETERAN NOT APPLIED	$384.99
R16-0095-50	2019 RP Tax Roll	PAGE LESLIE A 674 MENDON ROAD REAR WOONSOCKET RI 02895	53A-006-004 at 674 MENDON ROAD...	54 HOMSTEAD NOT APPLIED	$1,091.43
R16-2244-00	2019 RP Tax Roll	PELOQUIN MARK J. 109 HEMOND AVENUE WOONSOCKET RI 02895	18H-349-024 at 109 HEMOND AVENUE	54 HOMESTEAD NOT APPLIED	$213.71
T00-8392-94	2019 RP Tng Sup Roll	C F I CASEY R. CARON 143 MEADOW ROAD WOONSOCKET, RI 02895	C F I	68 OUT OF BUSINESS	$116.45
T00-8393-07	2019 RP Tng Sup Roll	ELMER RODRIGUEZ 235 SIXTH AVENUE WOONSOCKET, RI 02895	ELMER RODRIGUEZ	68 DOUBLE TAXATION	$116.45

Total $4,743.95

19 R 129

CITY OF WOONSOCKET
RHODE ISLAND

RESOLUTION

November 18, A.D. 2019

GRANTING PERMISSION TO USE CITY PROPERTY

WHEREAS, The Museum of Work & Culture wishes to utilize certain property of the City, to wit, parking lot in front of the Museum & NeighborWorks' building (40 & 42 South Main Street) to occupy a tent, on Sunday, April 5, 2020 from 1:00 P.M. to 4:00 P.M., for the purpose of holding their annual Salute to Spring Event & Food Competition.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOONSOCKET, RHODE ISLAND, AS FOLLOWS:

SECTION 1. The Museum of Work & Culture is hereby permitted to utilize the parking lot in front of the Museum & NeighborWorks' building (40 & 42 South Main Street) to occupy a tent, on Sunday, April 5, 2020 from 1:00 P.M. to 4:00 P.M., for the purpose of holding their annual Salute to Spring Event & Food Competition.

SECTION 2. This resolution shall take effect upon its passage by the City Council and is subject to any conditions that the Public Safety Department may impose and payment of all associated costs as determined by the Director of Public Works. Applicant will obtain a permit from the Recreation Director upon payment of fees.

James C. Cournoyer
City Council

RIHS
THE RHODE ISLAND HISTORICAL SOCIETY

MUSEUM OF WORK AND CULTURE

October 17, 2019

Mrs. Christina Harmon-Duarte
City Clerk
City of Woonsocket

Dear Mrs. Harmon-Duarte,

The Museum of Work & Culture will be holding its annual Salute to Spring event on Sunday, April 5, 2020. We are looking to gain permission to use the municipal parking in front of the Museum and Neighborworks (40 and 42 South Main Street) to install a tent needed for the event. A 20' x 40' tent will be installed on Saturday, April 4th and removed on Monday, April 6th, 2020.

As part of the celebration, the Museum invites local restaurants and food trucks to participate in a Poutine Competition. We are expecting 2 to 3 food trucks to park in the same parking lot from 1 pm to 4 pm the day of the event, Sunday April 5th. They will provide free samples of poutine to museum guests and will not be selling any food to the general public.

Thank you for consideration and do not hesitate to contact me if you have any questions.

Anne D. Conway
Director
Museum of Work & Culture