

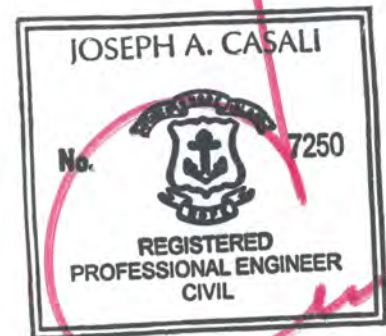
**DOWNTOWN PASCOAG  
MASTER PLAN**



**PASCOAG MAIN STREET (ROUTE 107), SAYLES AVENUE & BRIDGE WAY  
BURRILLVILLE, RI**

**PREPARED FOR:**

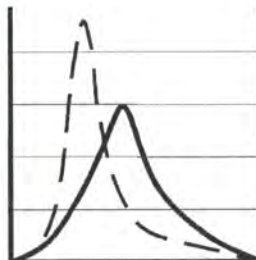
**TOWN OF BURRILLVILLE  
107 HARRISVILLE MAIN STREET  
BURRILLVILLE, RI**



**PREPARED BY:**

**JCE**

**JOE CASALI ENGINEERING, INC.**  
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**JULY 2010  
(Revised August 4, 2010)**

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## Executive Summary

The Downtown Pascoag Master Plan encompasses the triangle made-up of Pascoag Main Street, Bridge Way and Sayles Avenue. The Downtown Pascoag area is a major village area for the Town of Burrillville. This area is home to the Post Office, WellOne (a full service health care service provider), Brigido's IGA, and a variety of local businesses and restaurants.

The scope of work performed for this report included a field survey of the existing roadway system and a parking inventory of on-street and off-street parking areas. Also, included were the identification of safety issues and the development of recommendations that would serve to maintain safe and efficient traffic and pedestrian flow in the project area.

The roadway network through the Downtown Area consists of two one-way roads, Pascoag Main Street and Sayles Avenue, and Bridge Way as a two-way road. Traffic flow through the area is fairly heavy and parking that is convenient to those who may want to shop in this area is not easily accessible due to the traffic flow patterns.

Below is a summary of the existing roadway sections:

**Pascoag Main Street** is an east/west minor arterial through Town of Burrillville extending from Route 100 easterly to Route 102. Within the Downtown area, the roadway is one-way (easterly) consisting of a 28-foot roadway width and parking allowed on both sides of the road.

**Sayles Avenue** is a local road extending from Laurel Hill Avenue south to Pascoag Main Street. Sayles Avenue is a one-way (southerly) roadway consisting of a 26 -29 foot roadway width and parking allowed on both sides of the road from Bridge Way to Pascoag Main Street.

**Bridge Way** is a local road that is the connector between Pascoag Main Street and Sayles Avenue. The roadway consist of two 12-foot travel lanes and two 8-foot parking lanes extend from Sayles Avenue easterly to the existing bridge.

Proposed improvements within the Downtown Area include the following:

**Pascoag Main Street** improvements will include resetting and/or replacement of granite curb, and removal and replacement of concrete sidewalks. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the travel lane and parking areas. New parking signs will be installed as needed.

**Sayles Avenue** improvements will include resetting and/or replacement of granite curb, removal and replacement of concrete sidewalks and the installation of street trees on the western side of Sayles Avenue. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the parking areas.

Other improvements within Sayles Avenue limits include a RIPTA Bus Stop adjacent to Brigido's Supermarket parking, improvements to the intersection of Sayles Avenue and Pascoag Main Street, and new pedestrian bridge across the Pascoag River and proposed building addition to WellOne (to be done by the Owner).

**Bridge Way** improvements will include resetting and/or replacement of granite curb, and removal and replacement of concrete sidewalks. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the travel lane and parking areas. New parking signs will be installed where needed.

The proposed improvements will be constructed in Phases. Phase 1 will consist of the improvements to Sayles Avenue from the Post Office to Pascoag Main Street and a portion of Bridge Way (Sayles Avenue to the River Walk). Phase 2 will be the construction of the pedestrian bridge and additional bridge improvements including new handrails. Phase 3 will be the roadway improvements to Pascoag Main Street and Bridge Way. Currently this project has been awarded to Bryant Associates by the Rhode Island Department of Transportation (RIDOT). The Town has been coordinating with RIDOT on these improvements and the schedule of this design and construction.

## **Section 1 – Introduction**

### **1.1 Overview**

The following report has been prepared by Joe Casali Engineering, Inc. to present the traffic and roadway improvements for the Downtown Pascoag Triangle for the Town of Burrillville. The primary objectives of the Master Plan are to develop geometric improvements, increase pedestrian safety and accessibility, while improving the existing streetscape through landscape enhancement. The major items addressed in the plan are roadway geometry, intersection improvements, pedestrian safety and parking supply.

The Downtown Pascoag area is a major village area for the Town of Burrillville. This area is home to the Post Office, WellOne (a full service health care service provider), Brigido's IGA, and a variety of local businesses and restaurants. Downtown Pascoag has a moderate volume of vehicular traffic due to the nature of the roadway system. Route 107 is a minor arterial providing links to different major roads within the Town and neighboring communities. Based on the volume of traffic and the growing pedestrian activity, the following improvements have been targeted:

- The ease of movement of vehicular traffic through the Downtown Pascoag.
- Establish clear and well defined walkways for pedestrians.
- Enhance the Downtown area through landscape improvements.

### **1.2 Scope of Work**

In general, the scope of work performed for this report included the following: Field surveys of the existing roadway system and a parking inventory of on-street and off-street parking areas, identification of safety issues and the development of recommendations that would serve to maintain safe and efficient flow in the project area.

The recommendations set forth in this document are designed to accommodate vehicular and pedestrian movement in a safe and efficient manner. To accomplish these objectives, analyses of the following elements were completed and are as follows:

- Roadway Geometrics
- Intersection Design
- Pedestrian Characteristics

### **1.3 Project Area Description**

Downtown Pascoag is situated in the southwestern portion of Burrillville and incorporates three roadways, known as the Downtown Pascoag Triangle. These roadways included Pascoag Main Street (Route 107), Bridge Way and Sayles Avenue. The graphics on the following pages depict the project study area within the Town of Burrillville and an aerial showing the Downtown area.

There are a number of commercial establishments located in Downtown Pascoag along Pascoag Main Street and Sayles Avenue. In general there is a mix of businesses including retail, service, and medical establishments. In general the buildings housing these businesses represent a wide variety of styles and conditions.



***Pascoag Main Street***

*The pictures above depict vacant store front building located on the east side of Pascoag Main Street.*

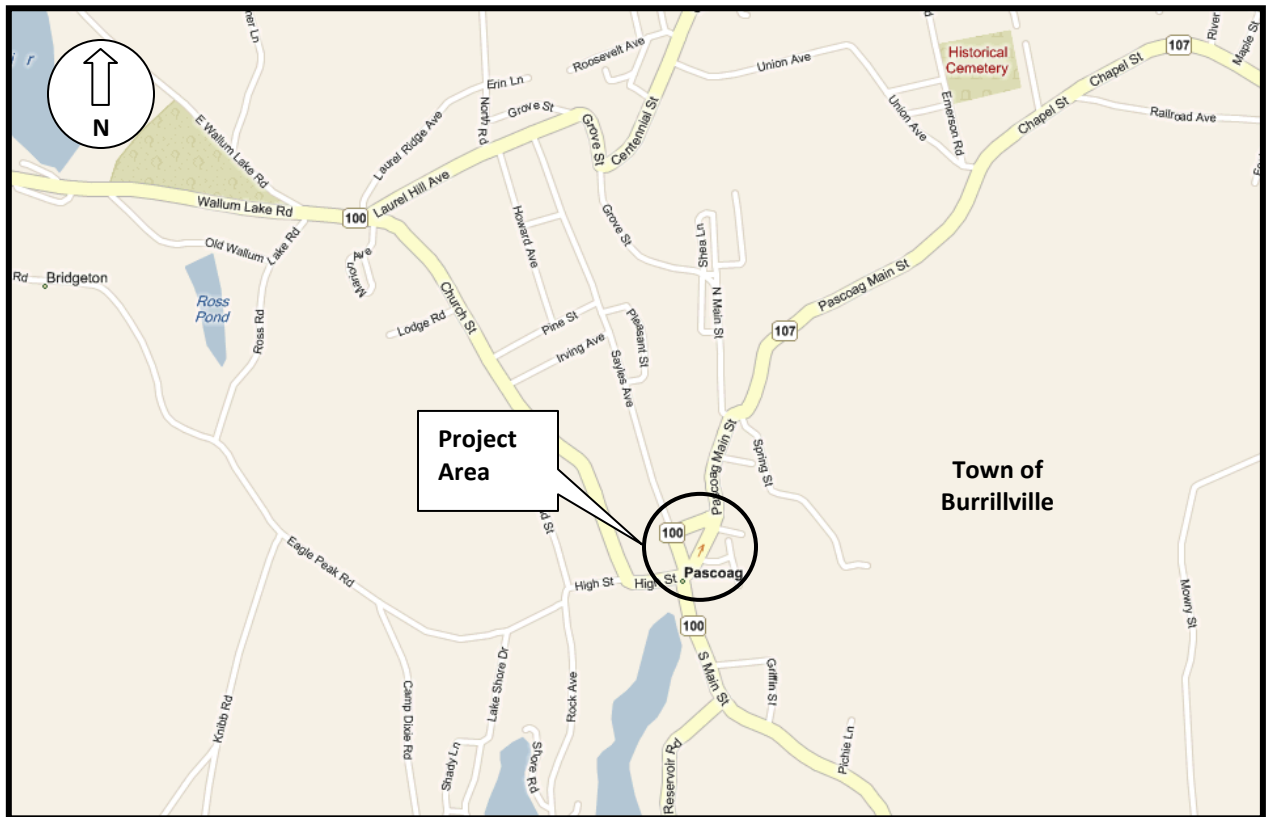


Figure 1 – Project Area Map





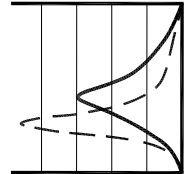
DOWNTOWN PASCOAG MASTER PLAN

## FIGURE 2 AERIAL LOCUS MAP

BURRILLVILLE, RHODE ISLAND

### PROJECT AREA

PASCOAG MAIN STREET, SAYLES AVENUE,  
AND BRIDGE WAY



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## Section 2 – Existing Conditions

### 2.1 Roadway Characteristics

The roadways under study in this project area circulate traffic through and around the Downtown Pascoag area. The traffic movement through the Downtown area is in a triangle formed by Pascoag Main Street, Bridge Way and Sayles Avenue.

The roadway network through the Downtown Area is somewhat confusing with Pascoag Main Street and Sayles Avenue being one-way and Bridge Way as a two-way road. Traffic flow through the area is fairly heavy and parking that is convenient to those who may want to shop in this area is not easily accessible due to the traffic flow patterns.

The following provides a detailed description of the existing roadway network within Downtown Pascoag including such characteristics as roadway cross section, alignment and pedestrian conditions. For the purposes of this study, the roadways considered in this analysis included the following:

- Pascoag Main Street/ Route 107 (from Sayles Avenue to Bridge Way)
- Sayles Avenue (from Bridge Way to Pascoag Main Street)
- Bridge Way

#### **Pascoag Main Street (Route 107)**

Pascoag Main Street is an east/west minor arterial through Town of Burrillville extending from Route 100 easterly to Route 102. Within the Downtown area, the roadway is one-way (easterly) consisting of a 28-foot roadway width and parking allowed on both sides of the road. The parking lanes are not delineated with striping. Granite curbing and concrete sidewalks are provided along both sides of the roadway. Crosswalks are located at the intersection of Bridge Way and Sayles Avenue. A posted speed limit is 25 mph. Refer to the picture below for existing conditions.



#### ***Pascoag Main Street***

*The picture to the left shows the existing granite curb and concrete sidewalks. Also, parking is permitted on both sides of the road.*

Parking is limited to 2 hours between 8:00 am and 6:00 pm and signed often along this area. There is also a municipal parking lot that abuts Pascoag Main Street and is assessable by Park Place. This parking lot contains 16 spaces including one handicap space.



***Pascoag Main Street***

*The picture to left shows a typical parking sign on Pascoag Main Street that limits parking to two hours.*

As can be seen in the photographs, the sidewalks are older and in fair condition and the curb needs to be reset. The pavement is also in fair condition, with cracking and heaving present.

**Sayles Avenue (from Bridge Way to Pascoag Main Street)**

Sayles Avenue is a local road extending from Laurel Hill Avenue south to Pascoag Main Street. Within the Downtown area, Sayles Avenue is a one-way (southerly) roadway consisting of consisting of a 26 -29 foot roadway width and parking allowed on both sides of the road from Bridge Way to Pascoag Main Street. Parking is not allowed on the westerly side of Sayles Avenue from Pascoag Main Street north approximately 50 feet. Curbing within this area is combination of granite, concrete and haunched sidewalks (the sidewalk gives the appearance of curb but it is actually the sidewalk). Concrete sidewalks are provided along both sides of the road. Crosswalks are located at the intersection of Pascoag Main Street. The picture below depicts existing conditions.



**Sayles Avenue**

*The picture to the left depicts the existing cross section of Sayles Avenue showing the sidewalks, curbing and pavement area.*



*This picture shows the sidewalk condition along with parking adjacent to Brigido's IGA parking lot.*





*This photograph shows the sidewalk location in front of the dental office. This area does not have any curb. Also, shown is the cracking within the pavement of Sayles Avenue.*



*This picture is looking north on Sayles Avenue just past Bridge Way. Concrete sidewalks and granite curb are present in this area.*

From field observations, the sidewalks are older and in poor condition and the curb needs to be either reset or installed throughout the limits. The pavement is also in fair condition, with cracking and utility patches present.

Below is a picture of the Sayles Avenue Bridge with guardrail and handrails that are deteriorated and no longer connected.





**Bridge Way**

Bridge Way is a local road that is the connector between Pascoag Main Street and Sayles Avenue. The roadway consist of two 12-foot travel lanes and two 8-foot parking lanes extend from Sayles Avenue easterly to the existing bridge. Granite curbing and sidewalks are provided along both sides of the road. Crosswalks are located at the intersection of Pascoag Main Street. The picture on the below page depicts existing conditions.

**Bridge Way**

*The picture to the left depicts the cross section of Bridge Way near the intersection of Sayles Avenue. This picture is looking westerly on Bridge Way.*

As can be seen in the picture, the roadway is in fair to poor condition with evidence of cracking, heaving and settlement. The sidewalks are also cracked and are in fair condition on both side of the road and the curbing should be reset.

Parking along the northern side of Bridge Way in the area of the Post Office is posted as 10-minute parking.

**Bridge Way**

*The picture to the left depicts the parking adjacent to the Post Office and a typical 10-minute parking sign.*

## 2.2 Pedestrian Safety

As observed during field review, crosswalks are present at the intersections of Pascoag Main Street/Sayles Avenue, Pascoag Main Street/Bridge Way and Sayles Avenue and Bridge Way. These crosswalks are faded and not clearly signed. Also, parking is allowed adjacent to the crosswalks resulting in visibility issues and safety issues.

It was also observed during the field review that the river walk located adjacent to the Pascoag River was not connected by a crosswalk at Sayles Avenue or Bridge Way. This is a nice walking area for local residents that should be visible and signed. Please refer to Figure 3 on the following page for the river walk location within the Downtown Pascoag area.





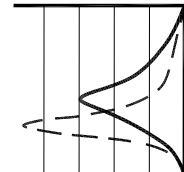
DOWNTOWN PASCOAG MASTER PLAN

## FIGURE 3 RIVER WALK

BURRILLVILLE, RHODE ISLAND

## PROJECT AREA

PASCOAG MAIN STREET, SAYLES AVENUE,  
AND BRIDGE WAY



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## Section 3 – Recommended Improvements

### 3.1 Overview

This section summarizes the recommended improvements within the study area. These recommendations are based on a thorough assessment of existing traffic conditions within the Downtown Pascoag area. The recommendations focus on circulated related improvements, including intersection improvements, traffic calming measures and pedestrian safety initiatives. Figure 4 at the end of this section depicts the recommended improvements.

### 3.2 Roadway Improvements

#### Pascoag Main Street

The typical cross section of Pascoag Main Street will remain the same within the project limits. Other improvements along Pascoag Main Street will include resetting and/or replacement of granite curb, and removal and replacement of concrete sidewalks. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the travel lane and parking areas. New parking signs will be installed as needed.

Crosswalks will be restriped and signed at the intersection of Bridge Way, Sayles Avenue, Park Place, and Nahant Place. A crosswalk location across Pascoag Main Street to be considered would be at Park Place, where the municipal parking is located. This would allow pedestrians to access the shop on the other side of the road at a safe location.

It should be noted that across from the municipal parking lot, is a Town owned lot that a building is scheduled to be constructed. A connection from the river walk to the sidewalk on Pascoag Main Street is also under consideration and shown on Figure 4.

The Town has also acquired land on Park Place that currently occupies a vacant building. It is the intention of the Town to raze the building and construct additional municipal parking.

#### Sayles Avenue

The typical cross section of Sayles Avenue will remain the same within the project limits except for a minor change at the Pascoag River crossing. At the bridge, the sidewalk on the western side of Sayles Avenue will be converted to roadway and a new pedestrian bridge over the river is proposed.

Other improvements along Sayles Avenue will include resetting and/or replacement of granite curb, removal and replacement of concrete sidewalks and the installation of street trees on the western side of Sayles Avenue. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the parking areas.

On the western side of Sayles Avenue, just south of the entrance to Brigido's IGA Marketplace, a bus stop will be striped and signed, and a bus shelter added. Per the Town Council ordinance the location of bus stop shall be in *"Village of Pascoag, from beginning at a point at approximately 265 feet north of the intersection of Route 107 and 100. Said no parking zone shall comprise a distance of fifty feet (50) as indicated by RIPTA bus parking signs."* The bus shelter will be installed by the Rhode Island Public Transit Authority (RIPTA). The Town will be able to choose a shelter that will fit in with the characteristics of the Downtown Pascoag area.

Crosswalks will be striped and signed at the intersection of Bridge Way and Sayles Avenue, and handicap wheelchair ramps will be installed at the intersection of Sayles Avenue and Bridge Way. A mid-block crosswalk should be considered across Sayles Avenue is the area of the river walk.

A majority of this work proposed for Sayles Avenue is within the 200-foot perimeter of the Pascoag River and within the RIDEM jurisdiction. However, all the work proposed except for the pedestrian bridge is an exemption from the RIDEM Rules and Regulations Governing the Administration and Enforcement of the Fresh Water Wetlands Act. The section of the regulations highlighting the exemptions is attached in Appendix A.

### **Bridge Way**

The typical cross section of Bridge Way will remain the same within the project limits. Other improvements along Bridge Way will include resetting and/or replacement of granite curb, and removal and replacement of concrete sidewalks. The roadway will be cold-planed and over-laid with 2-inches of bituminous pavement and restriped to define the travel lane and parking areas. New parking signs will be installed where needed.

Crosswalks will be striped and signed at the intersection of Bridge Way and Sayles Avenue. As mentioned previously, wheelchair ramps will be installed at the intersection of Sayles Avenue. A mid-block crosswalk should be considered at the river walk. The cross walk would provide pedestrians access to the river walk from the municipal parking area behind the Post Office.

Also, as part of the WellOne improvements, three handicap parking spaces will be installed on the south side of Bridge Way in front of WellOne. The handicap spaces will be indented into the WellOne property to provide safer access.

## **3.3 Intersection Improvements**

### **Sayles Avenue and Pascoag Main Street**

At the intersection of Sayles Avenue and Pascoag Main Street, the Sayles Avenue will be widened to accommodate a left and right turn lane. The two lanes will be separated by a striped island. Signage and striping will delineate the new lanes.

## **3.4 Project Phasing**

The Downtown area will be phased into different portions as follows:

### **Phase 1 – Sayles Avenue**

Sayles Avenue will be constructed in the first phase of the Downtown area improvements. The constructions activities for this Phase will include resetting and replacing and/or installation of curb, removing and replacing sidewalks, cold plane and overlay, installation of the bus shelter, striping, and signing. This work is slated to be completed in the Fall of 2010.

Also, the improvements to WellOne are expected to begin in August of 2010 and be completed by early spring.

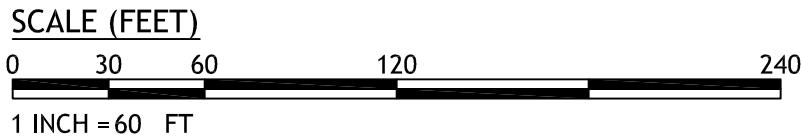


**Phase 2 – Sayles Avenue (Pedestrian Bridge)**

Phase 2 of Sayles Avenue will be the construction of the pedestrian bridge, removal of the sidewalk and replacement of pavement in front to the bridge. This work needs to be designed and permitted through the Rhode Island Department of Environmental Management (RIDEM). This work is slated to commence in Spring of 2011.

**Phase 3 – Pascoag Main Street and Bridge Way**

The last phase will be the roadway improvements to Pascoag Main Street and Bridge Way. Currently this project has been awarded to Bryant Associates by the Rhode Island Department of Transportation (RIDOT). The Town has been coordinating with RIDOT on these improvements and the schedule of this design and construction.



**PROJECT AREA**  
**PASCOAG MAIN STREET, SAYLES AVENUE**  
**AND BRIDGE WAY**

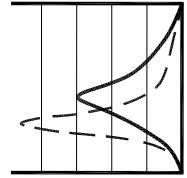
RHODE ISLAND

REVISIONS:	
NO.	DATE DESCRIPTION
DESIGNED BY:	GEC
DRAWN BY:	WMLJR
CHECKED BY:	JAC
DATE:	JULY 2010
PROJECT NO:	05-92u

FIGURE 4  
PROPOSED  
IMPROVEMENTS



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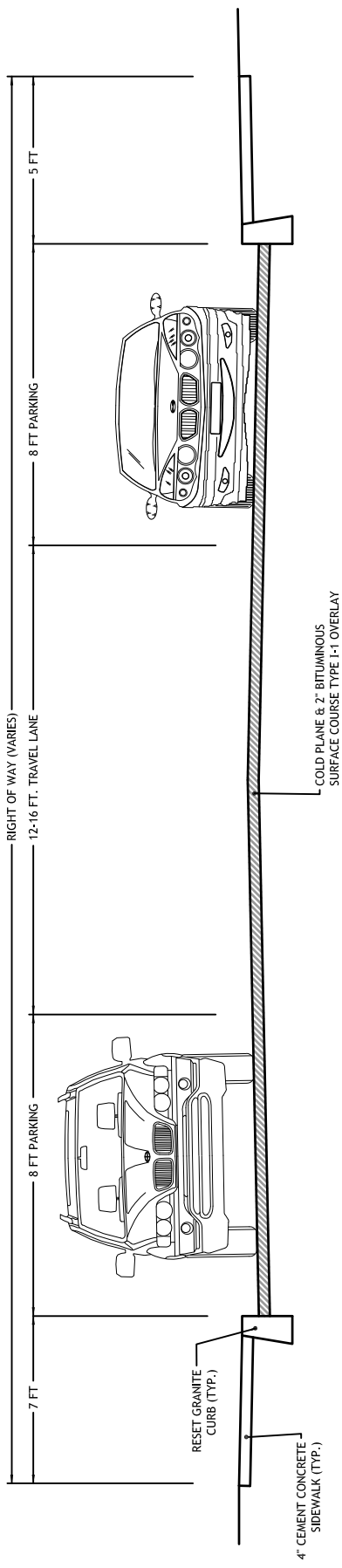
## PROJECT AREA

PASCOAG MAIN STREET, SAYLES AVENUE,  
AND BRIDGE WAY


DOWNTOWN PASCOAG MASTER PLAN

## FIGURE 5 BUS SHELTER EXAMPLES

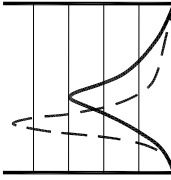
BURRILLVILLE, RHODE ISLAND



PASCOAG MAIN STREET  
(FROM SAYLES AVENUE TO BRIDGE WAY)  
NOT TO SCALE



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**PROJECT AREA**

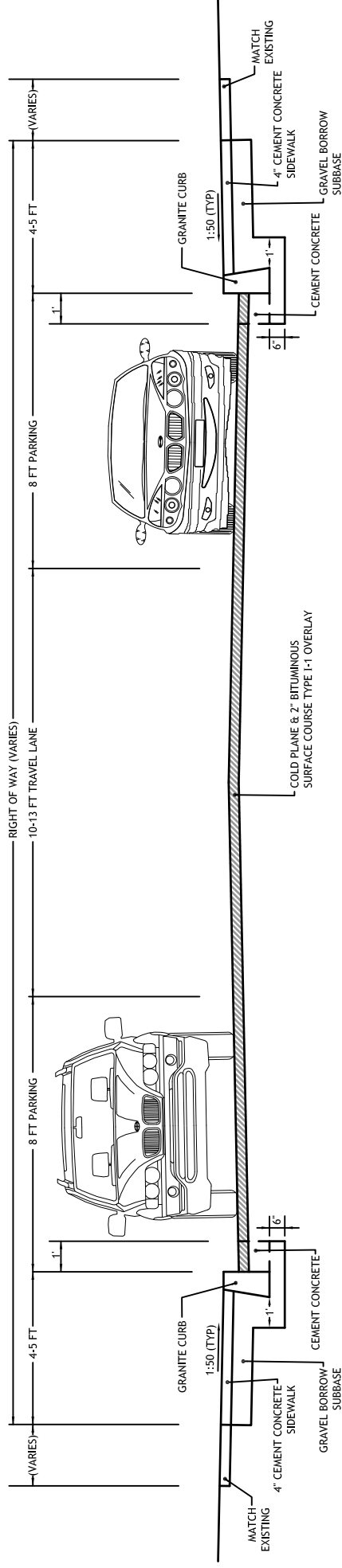
PASCOAG MAIN STREET, SAYLES AVENUE,  
AND BRIDGE WAY

DOWNTOWN PASCOAG MASTER PLAN

**FIGURE 6**

PASCOAG MAIN STREET  
TYPICAL ROAD SECTION

BURRILLVILLE, RHODE ISLAND



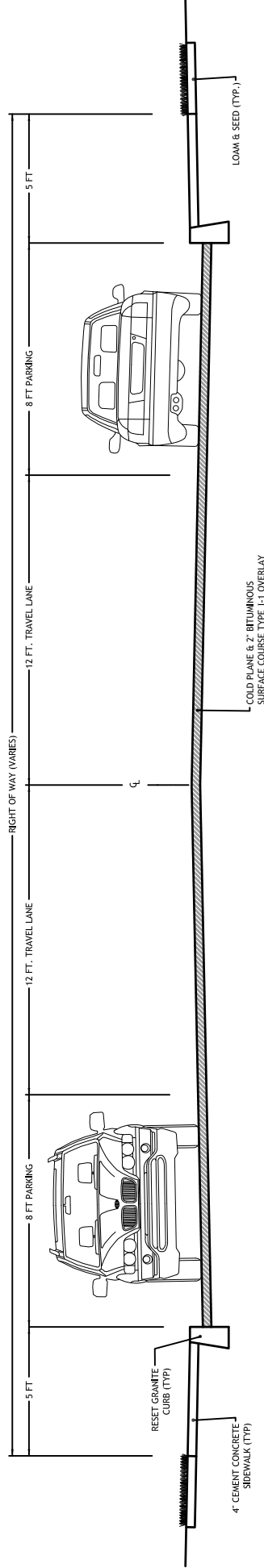
**SAYLES AVENUE**  
 (FROM BRIDGE WAY TO PASCOAG MAIN STREET)  
 NOT TO SCALE

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**PROJECT AREA**  
 PASCOAG MAIN STREET, SAYLES AVENUE,  
 AND BRIDGE WAY

DOWNTOWN PASCOAG MASTER PLAN  
**FIGURE 7**  
 SAYLES AVENUE  
 TYPICAL ROAD SECTION  
 BURRILLVILLE, RHODE ISLAND

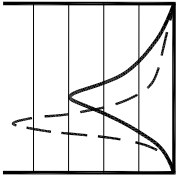




**BRIDGE WAY**  
 (FROM SAYLES AVENUE TO PASCOAG RIVER BRIDGE)  
 NOT TO SCALE



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**PROJECT AREA**

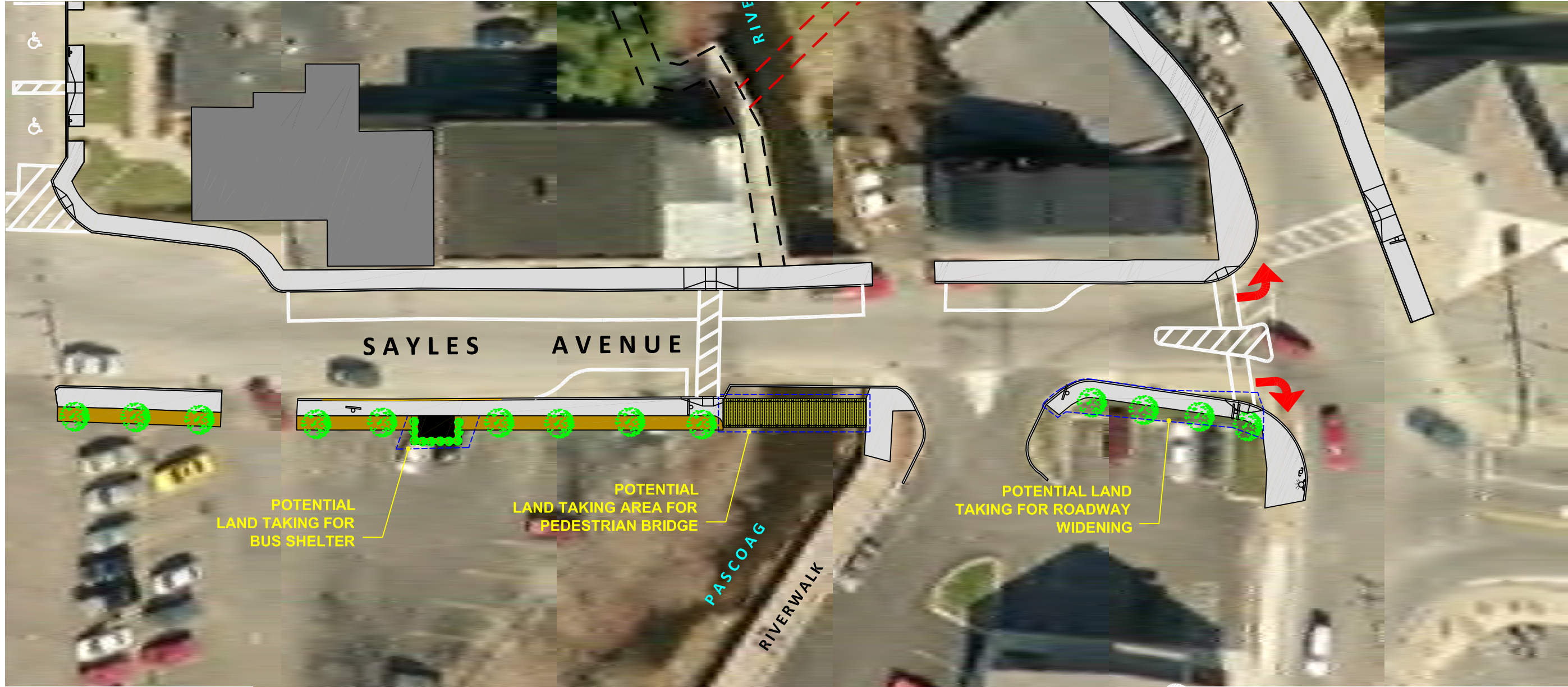
PASCOAG MAIN STREET, SAYLES AVENUE,  
 AND BRIDGE WAY

DOWNTOWN PASCOAG MASTER PLAN

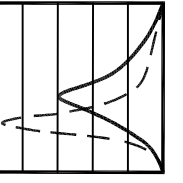
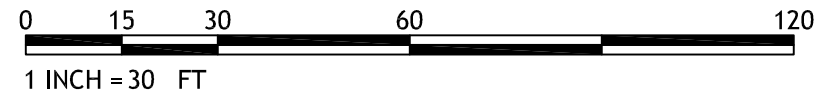
**FIGURE 8**  
**BRIDGE WAY**  
**TYPICAL ROAD SECTION**

BURRILLVILLE, RHODE ISLAND

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SCALE (FEET)



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DOWNTOWN PASCOAG MASTER PLAN

**PROJECT AREA**  
**PASCOAG MAIN STREET, SAYLES AVENUE**  
**AND BRIDGE WAY**

BURRILLVILLE,

RHODE ISLAND

REVISIONS:	
NO.	DATE. DESCRIPTION

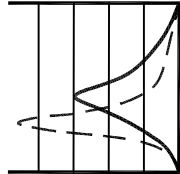
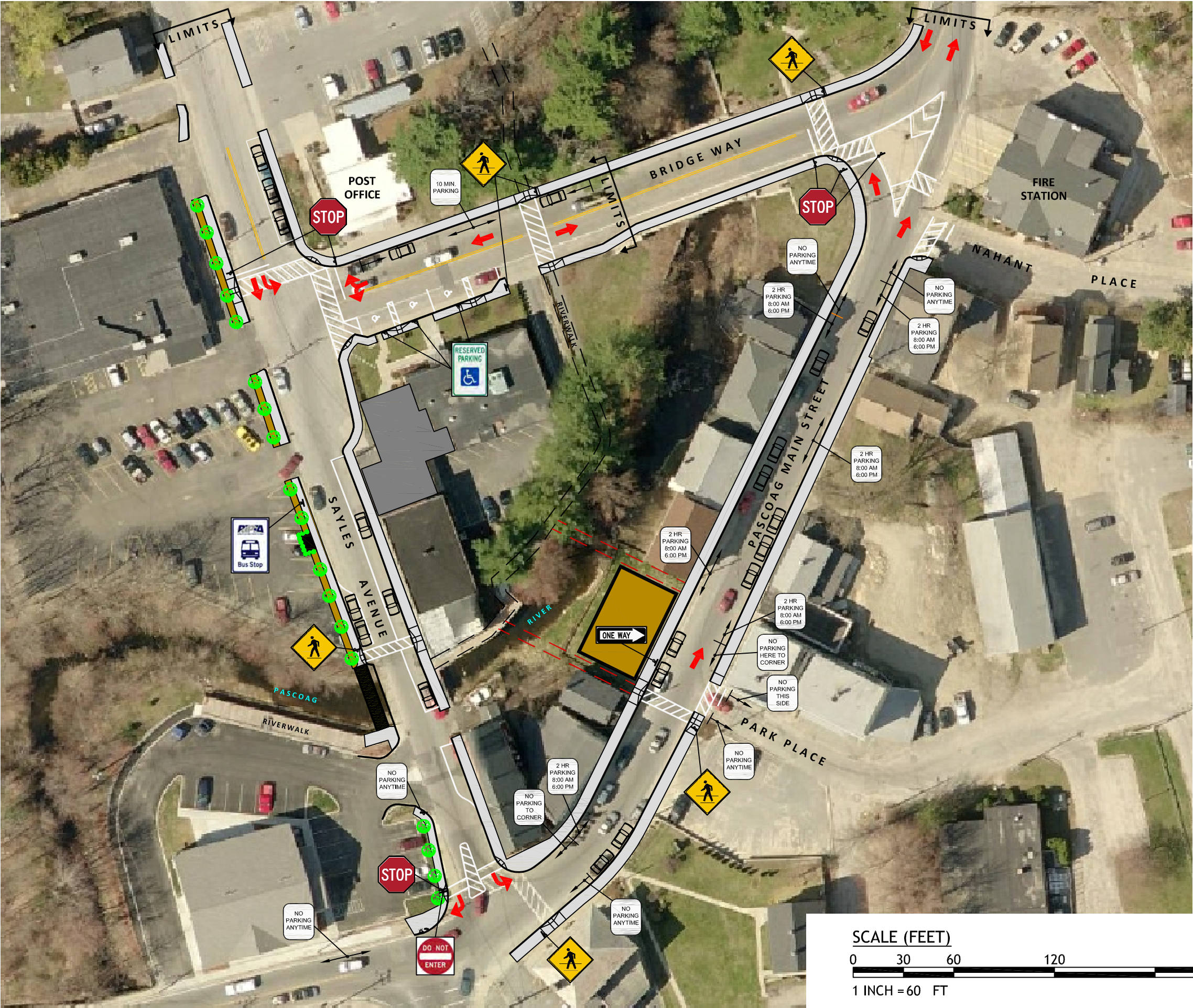
DESIGNED BY:	GEC
DRAWN BY:	WMLJR
CHECKED BY:	JAC
DATE:	JULY 2010
PROJECT NO:	05-92u

PRELIMINARY, NOT FOR  
CONSTRUCTION

**FIGURE 9**  
**POTENTIAL LAND**  
**TAKING PLAN**



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**DOWNTOWN PASCOAG MASTER PLAN**

**PROJECT AREA**  
**PASCOAG MAIN STREET, SAYLES AVENUE**  
**AND BRIDGE WAY**

RHODE ISLAND

BURRILLVILLE,

REVISIONS:		
NO.	DATE	DESCRIPTION

DESIGNED BY:	GEC
DRAWN BY:	WMJLR
CHECKED BY:	JAC
DATE:	JULY 2010
PROJECT NO:	05-92u

PRELIMINARY, NOT FOR  
CONSTRUCTION

**FIGURE 10**  
**SIGNAGE**  
**PLAN**

**Appendix A**  
**RIDEM Exemptions**

## **RULE 6.00 - EXEMPT ACTIVITIES**

### **6.01 General Conditions for Exempt Activities**

- A. Certain limited activities that may *alter freshwater wetlands* may proceed without a written *permit* from the *Department*, subject to the conditions and restrictions set forth below. Nonetheless, the *Department* strongly recommends that all such exempt activities or *projects* occur as far away from *freshwater wetlands* as possible.
- B. Nothing in this Rule 6.00 shall be deemed to:
- 1) Limit or reduce, in any way, the *Department's* jurisdiction over *freshwater wetlands*; or
  - 2) Supersede any current terms or conditions of any *permit*, or
  - 3) Interfere with the *Department's* ability to make a determination or decision on an application, or
  - 4) Impose *terms and conditions* on any *permit*, enforcement action or Consent Agreement.
- Any activities not described within this Rule that could *alter* the character of any *freshwater wetlands* require a written *permit*.
- C. Nothing in this Rule shall preclude the *Department* from initiating an enforcement action in the event of any failure to undertake exempt activities in accordance with the requirements and conditions set forth herein.
- D. The following general restrictions apply to all activities performed under this Rule:
- 1) Exempted activities do not obviate the need to obtain other applicable federal; state, or local *permits*, approvals, or authorizations required by law;
  - 2) Any structure or *fill* exempt under this Rule shall be properly maintained to ensure public safety, and to protect wetland functions and values;
  - 3) *Best management practices* for erosion and *sediment* controls must be used and maintained in effective operating condition during the activity, and all exposed soil and other *fills* must be permanently stabilized at the earliest possible date. (For guidance see "Rhode Island Soil Erosion and Sediment Control Handbook" and "Rhode Island Stormwater Design and Installation Standards Manual".);
  - 4) No activity exempted herein may jeopardize the continued existence of a *rare* wetland type, or a *rare* species; likewise, no activity exempted herein may destroy or adversely modify the critical habitat of such species;
  - 5) Following the limited activity, all equipment used in installation or maintenance activities shall be removed from any wetland; and
  - 6) ~~All wetland functions and values must be protected to the maximum extent possible so as to prevent *pollutants*, *sediment*, direct discharge of stormwater runoff, or any material foreign to a wetland or hazardous to life, from entering any wetland.~~

### **6.02 Limited Cutting or Clearing of Vegetation**

Limited cutting or clearing of vegetation in *freshwater wetlands* is allowed in accordance with Rule 6.01 only when:



- A. The cutting is to remove tree limbs or dead or diseased trees or shrubs which, if left unattended, pose a threat to individuals, dwellings, structures, or safe vehicle movement over roads and driveways; or
  - B. The cutting is for purposes of trimming back and removing grasses, weeds, or shrubs encroaching upon *existing* or approved landscaped areas, fields, pastures or recreational areas, provided that the cutting is not taking place in an area designated to be planted, revegetated, or set aside to revert to a natural wild state for any *mitigation* or *restoration* purposes as a result of any term and condition of any *permit*, approval, enforcement action issued by the *Department*, or any Consent Agreement entered with the *Department*; or
  - C. The cutting is for obtaining firewood for non-commercial, individual use, is selective in nature, and ensures the long-term protection and stability of the forested habitat. The use of any motorized vehicle(s) for this purpose in any *swamp*; *marsh*; *bog*; *pond*; *special aquatic site*; or forested, shrub or emergent wetland is prohibited; or
  - D. The cutting is selective, and is carried out under the supervision of and in cooperation with the *Department's* Division of Forest Environment (DFE) and:
    - 1) The DFE or property owner notifies the Freshwater Wetlands Program that a notice of intent to cut, or an approved written management plan submitted under the Farm, Forest and Open Space Act or the Stewardship Incentives Program is on file with the DFE; and
    - 2) The cutting operation proceeds under those *best management practices* developed and approved by the DFE; and
    - 3) The cutting operation results in no permanent degradation or loss of any *wildlife habitat* associated with any *freshwater wetland*, including perimeter and *riverbank* wetland; and
    - 4) Equipment crossings are limited to wetland types consisting of areas subject to storm flowage or *intermittent streams* or a *river* less than ten feet (10') wide through the use of temporary "corduroy" log roads. This log crossing must not restrict natural flow patterns and *wildlife* movements, and must be removed immediately following the harvesting operation. All disturbed wetland areas in the vicinity of the crossing must be restored to a natural condition and stabilized; and
    - 5) Best management practices for erosion and *sediment* control are followed throughout the life of the *project*; (See Rhode Island Soil Erosion and Sediment Control Handbook); or
  - E. The cutting is for the maintenance of *existing* or approved footpaths or pedestrian trails, or maintaining cleared areas immediately along, but no greater than ten feet (10') from, the *edges* of driveways and access roads for vehicle safety and access; or
- 
- F. The cutting is within *existing* or approved, cleared *utility* rights-of-way and is restricted to only that necessary to maintain integrity of the *utility* line or pipe itself and to maintain access for maintenance, inspection or repair of poles, structures and equipment within the right-of-way; or
  - G. The cutting is on or along property lines for survey purposes or is on an established transect line to allow for access on foot when conducting environmental assessments, and is no greater than five feet (5') in width; or

- H. Clearing or removal of any floating or submergent plants is limited to that area immediately adjacent to, but no more than fifteen feet (15') from, *existing* or permitted docks; beaches; or swimming areas. The clearing or removal of such vegetation is accomplished only through the manual use of hand-held implements; or
- I. The cutting is restricted to *existing* drainage ditches, swales, or embankments of detention and retention facilities as a normal maintenance activity or *best management practice*; or
- J. The cutting is performed to remove individual trees or portions thereof that have fallen over or into *rivers* normally accessible by canoes, kayaks, or boats.
- K. The cutting is for *invasive species* control, including removal of invasive trees, shrubs, vines, or emergent vegetation, where necessary to facilitate the growth of native plants, provided that the project plans and details are submitted to the *Department's* Water Quality and Wetland Restoration Team for review, and the project is deemed by the *Department* to contain the necessary controls, expertise and follow-up monitoring to ensure success of the invasive control project.

### 6.03 Limited Maintenance and Repair Activities

Limited repair and maintenance of an *existing* structure located in a wetland is allowed under Rule 6.01 as specifically provided below, so long as the repair or maintenance does not increase the size of the structure vertically or horizontally. Some limited structural changes also may be exempt, as specifically provided below. For purposes of this Rule 6.03, repair and maintenance is limited to routine activities necessary to ensure the upkeep of structures built in accordance with all necessary federal, state and local *permits*.

- A. Exterior and interior work on a structure necessary to maintain its integrity and condition; or
- B. Replacement of functional drainage structures, provided that:
  - 1) Culverts of more than fifty feet (50') are the same type, size, length, capacity and invert elevation as the present structure;
  - 2) Culverts of fifty feet (50') or less maintain the same slope, a nominally equivalent cross-sectional area and the same invert elevation as the present structure with no more than five foot (5') extensions in length on either end;
  - 3) The *project* does not result in *sediment* transport to wetlands or any filling, draining, or impoundment of wetlands beyond what was approved or *existing*; and
  - 4) The property owner maintains site plans that detail the condition of the drainage structure as it existed prior to replacement. ~~A riprap scour pad not greater than ten feet (10') in length may be placed at the culvert outfall if an erosion problem is evident, provided that the access for fish and wildlife is not impeded; or~~
- C. Normal maintenance of *existing* or approved *accessory structures* and lawns; or
- D. Cleaning of drainage pipes, culverts, catch basins, manholes and drainage swales (for purposes of this Rule 6.03D, a drainage swale is a conveyance owned or maintained by a municipal or state

governmental body that facilitates the drainage of stormwater from paved roadways, but is not an *area subject to storm flowage*); or

- E. Repaving of, or undertaking normal roadway maintenance of, paved public and private roadways, bikeways or footpaths. Normal roadway maintenance includes: resurfacing or in-place recycling of paved surfaces; repairs to, resetting or replacing curbs, berms, sidewalks or guardrails; addition of guardrails, signing, striping or signals; adjusting manholes, catch basins or *utility* structures to grade; and structural repairs to, or in-place replacement of manholes, catch basins or grates. Paving or oiling of dirt roads, however, is considered an *alteration* which requires a *permit*; or
- F. Repair to or maintenance of a *stream* crossing, such as a stone ford and its approach, or any unpaved road which is used at least on an annual basis, provided that any increase in road surface cover does not require the expansion of any slopes further into the wetland beyond the present toe of slope, and any increase in height does not exceed two inches (2"). Repair or maintenance to any *stream* crossing and its approach must be done during *low* or *no flow periods*; or
- G. Repair of docks and footbridges. This does not include enlargements or extensions; or
- H. Repair to boat ramps which does not include enlargements; or
- I. Repair to any bridge, provided that the repair is undertaken from the deck or roadway, that no equipment is placed in any watercourse or wetland for the purpose of the repair, and that any material removed from the structure during repair is disposed of properly; or
- J. Removal of manmade trash from watercourses and other wetlands without causing any change in the profile or general character of any watercourse or other wetlands. Removal must be performed manually, or by equipment when chains or cables can be attached to the item to be removed and the equipment can be operated from a road, parking area, or other similar location. Removal of natural material such as logs, brush, or trees from the watercourses and other wetlands must be limited to problem locations where lack of removal will result in erosion or blockage of culverts, obstruction of *existing* paths, or prevention of canoeing access; or
- K. Repair to or in-kind, in-place replacement of shoreline stabilization structures such as stone or masonry walls, provided that there is no expansion of the structure and no material is placed in any location or in any manner that would impair *surface water* flow, and no material is placed in a manner such that it will be eroded by normal or expected high *surface water* flows; or
- L. Maintenance of soil erosion and *sediment* control management practices and stormwater management practices in accordance with a plan approved by the *Department*; or
- ~~M. Maintenance of *existing* or approved bathing beach that does not expand or otherwise change the size or shape of the beach; or~~
- N. Inspection, maintenance and repair to those *utility* poles, structures, equipment or underground lines or pipes which are necessary to provide *utility* services to the public; or
- O. Replacement of *utility* poles, including changes in physical size, without any change to *existing* or approved cleared rights of way; or

- P. Repair and replacement of *utility* lines attached to *existing* or approved bridges or in *existing* or approved roadways and railway beds provided anti-seepage collars are used as appropriate to prevent sub-draining effects on wetlands; or
- Q. Maintenance by municipalities of *surface water* impoundments used for drinking water supplies, provided that all maintenance activities occur within the *existing* boundary perimeters of the impoundment and that the municipality provide the *Department* with twenty (20) days advance written notice of such maintenance activity in accordance with Section 2-1-21 (a) of the *Act*; or
- R. Repair and replacement of drinking water wells and their supply lines, provided that the following conditions are met:
  - 1) All cleared vegetation is allowed to re-grow naturally;
  - 2) The volume of withdrawal from the replacement well is no greater than 500 gallons per day;
  - 3) The repair/replacement well is for the same use as its predecessor;
  - 4) The repair/replacement well will service the same lot as its predecessor;
  - 5) No other *feasible* upland alternative is available; and
  - 6) All wetland disturbance is limited to the maximum extent possible; or
- S. Repair of failed individual sewage disposal system, made in accordance with the *Rules and Regulations Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Individual Sewage Disposal System*; or
- T. In-kind replacement of *existing* or approved buildings and constructed *accessory structures* if destroyed by fire or natural causes.

#### **6.04 Demolition of Buildings or Accessory Structures**

Demolition of buildings, parking areas or *accessory structures* is allowed in accordance with Rule 6.01 only where:

- A. Building, parking area or *accessory structure* is not to be rebuilt;
- B. Disposal of material is accomplished in accordance with all state laws and rules and the material is not disposed of or stockpiled in wetlands;
- C. All pre-demolition grades are restored and all disturbed soils are stabilized;
- D. Clean *fill* is used, where foundation holes or cellars of demolished buildings are to be filled;
- E. All rubble and demolition debris are removed from the soil surface when demolition is complete;
- F. Demolition activity and equipment operation are maintained within *existing* or approved disturbed areas on the property; and
- G. All disturbed soils are loamed and seeded.



#### **6.05 Single-Family Residences and Accessory Structures**

The following limited changes to *existing* or approved single family residences and *accessory structures* are exempt in accordance with Rule 6.01 provided that: (1) No vegetated wetlands are altered or artificially illuminated; (2) All construction activity is located within *existing* or approved cleared areas, such as parking areas, lawns or cultivated fields; and (3) All construction activity is located outside of *flood plains* and at least 25 feet from any *pond, marsh, swamp*, or wetland complex and at least 50 feet from any *flowing body of water* or *bog*:

- A. Horizontal addition, such as a family room, bedroom, attached garage, or house wing, that is no larger than 600 square feet in footprint;
- B. Vertical addition of no more than two stories;
- C. Attached deck, enclosed porch, exterior ramp, or patio no more than 600 square feet in footprint;
- D. Stand-alone garage, shed, or greenhouse no more than 600 square feet in footprint;
- E. Pervious driveway of no more than 600 square feet; or
- F. *Alteration* to an individual sewage disposal system approved in accordance with the Rules and Regulations Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Individual Sewage Disposal Systems.
- G. Other *accessory structures* except as limited in Rule 6.05 (A-F).

#### **6.06 Nonresidential Buildings or Multifamily Residences and Accessory Structures**

The following limited changes to *existing* or approved nonresidential buildings or multifamily residences and *accessory structures* are exempt in accordance with Rule 6.01 provided that: (1) No vegetated wetlands are altered or artificially illuminated; (2) All construction activity is located within *existing* or approved cleared areas, such as parking areas, lawns or cultivated fields; and (3) All construction activity is located outside of *flood plains* and at least 25 feet from any *pond, marsh, swamp* or wetlands complex and at least 50 feet from any *flowing body of water* or *bog*:

- A. Vertical addition limited to no more than two stories with no expansion of the building footprint;
- B. Foundation and enclosure limited, per lot, to no more than: one storage cooler, one dumpster, one equipment shed, or one garage, each of which is no larger than 600 square feet in footprint;
- C. Attached exterior ramp; or
- D. *Alteration* to an individual sewage disposal system approved in accordance with the Rules and Regulations Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance or Individual Sewage Disposal Systems.

#### 6.07 Emergency Environmental Protection

- A. Emergency installation of environmental protection structures, and undertaking of activities directly associated with the emergency containment and cleanup of oil or hazardous materials in wetlands, including the resolution of leaking underground storage tanks, is permissible in accordance with Rule 6.01 provided that such installation or activity is undertaken under the direct supervision of *Department* or federal cleanup personnel or the *Department's* emergency response personnel. During the emergency cleanup, unnecessary *alterations of freshwater wetlands* shall be prevented to the maximum extent possible, and *best management practices* for erosion and *sediment* controls must be initiated and maintained. Where applicable, heavy equipment working in wetlands must be placed on mats, and other temporary measures must be taken to minimize soil and habitat disturbance. Following emergency cleanup, the disturbed area must be stabilized and restored to the satisfaction of the *Department*.
- B. The Freshwater Wetlands Program must be notified of the initiation of emergency environmental cleanup and upon completion of emergency cleanup activities.

#### 6.08 Site Remediation

Activities which may affect *freshwater wetlands* and which are required by the *Department* for remediation of contamination resulting from releases of oil or hazardous materials are allowed in accordance with Rule 6.01 provided that:

- A. The initial document or plan identifying potential impacts to *freshwater wetlands* and all subsequent action plans are submitted, whenever necessary, for the Freshwater Wetland Program review;
- B. All site remediation activities which may affect *freshwater wetlands* are under the direct oversight or control of the *Department*;
- C. The remediation activities are only those necessary to protect or restore *freshwater wetlands* from impacts or substantial threats resulting from actual releases of hazardous materials; and
- D. The remediation activities incorporate all measures necessary to fully protect, replace, restore or *mitigate* the harm to any affected wetlands including *best management practices*, best available technologies, and any other measures which, in the opinion of the *Department* are necessary to:
  - 1) Comply with the substance and intent of these *Rules*;
  - 2) Protect the wetland environment; and
  - 3) Protect the functions and values provided by *freshwater wetlands*.

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#### 6.09 Utility Emergencies

Emergency access and repair or replacement of *utility* lines, poles, structures, equipment or facilities which is necessary as a result of storm damage, acts of vandalism, accidents or equipment failure is permissible in accordance with Rule 6.01 provided that all affected wetlands are fully restored following completion of the repair or replacement.

#### 6.10 New Utility Lines

Installation, in accordance with Rule 6.01, of new *utility* lines, poles, structures, equipment or facilities only where installation occurs on, above, or beneath *existing* or approved paved or unpaved roadways and their *existing* or approved cleared shoulders, or *existing* or approved railroad beds and their *existing* or approved cleared shoulders; and anti-seepage collars are used as appropriate to prevent sub-draining effects on wetlands provided that:

- A. *Existing* culverts and the flow of water under bridges in roads or highways are not permanently blocked or disrupted by going under or attaching to such structure;
- B. The *project* does not cause any diversion of ground or *surface water* to or from any wetlands;
- C. The preconstruction contours are restored immediately upon installation;
- D. All work in any wetlands in the easement is undertaken during *low-flow periods*;
- E. All disturbed areas are revegetated after restoring contours; and
- F. The *project* design incorporates *best management practices* for dewatering *excavated* areas.

#### 6.11 Agricultural Practices

Continuing agricultural practices in wetlands by any property owner other than a *farmer* are permissible in accordance with Rule 6.01 provided that the activities are restricted to *existing* or approved gardens, pastures, and fields which have been in use on a regular basis. Expansion of gardens, pastures, and fields within regulated wetlands is prohibited without written authorization except as provided under Rule 6.12.

#### 6.12 Normal Farming and Ranching Activities

*Normal farming and ranching activities* carried out in wetlands by *farmers* are exempt in accordance with Section 2-1-22(i)(1) of the *Act*.

#### 6.13 Conservation Activities

Conservation activities, such as fish and *wildlife* management that are carried out on state or federal property by the *Department* or by the U.S. Department of Interior Fish and Wildlife Service are permissible in accordance with Rule 6.01. Such activities are limited to the following:

- A. Manipulation of water elevations within impoundment areas on state or federal property for the purpose of habitat and species management;
- B. Management of species and habitat conditions by cutting, clearing, planting, plowing, or prescribed burning;
- C. The installation of in-stream structures for manipulation and management of fisheries habitat including fish ladders, fish diversions, fish traps and structures to moderate *stream* velocities/volumes for fisheries management objectives; and

- D. The maintenance, repair, replacement or installation of any water control structure within an *existing low hazard dam* maintained and operated by the Division of Fish and Wildlife for the management or conservation of waterfowl or wildlife.

This Rule does not allow for the installation of new *dams*, construction of new *ponds*, or filling or permanent drainage of wetlands.

#### **6.14 Monitoring and Research Activities**

The following monitoring and research activities are authorized in accordance with Rule 6.01 provided that there is no permanent loss of wetland, and that any soil disturbance is stabilized and the area is allowed to revert to its natural condition.

- A. Installing groundwater monitoring wells to determine the depth to the water table or the extent of subsurface contaminants; installing groundwater table test pipes necessary for the testing of individual sewage disposal system design; and taking exploratory borings for soil and ledge/bedrock assessments;
- B. Installing *stream* flow gauging stations by the United States Geological Survey, Water Resources Division;
- C. Harvesting limited quantities of vegetation to estimate plant productivity or biomass;
- D. Clearing footpaths or transect lines no greater than five feet (5') in width to permit *wildlife* surveys or access to sampling stations or plots;
- E. Excavation of temporary pits for examination of soil properties and for the collection of soil samples; or
- F. Construction of temporary blinds for *wildlife* observation.

#### **6.15 Temporary Recreational Structures**

The placement of temporary recreational structures for use during specific events such as water-skiing competitions and boat races is permissible in accordance with Rule 6.01, provided that such structures are removed immediately after the specific event. Such structures consist of temporary buoys, markers, floating docks under one hundred fifty (150) square feet in size, and other similar structures.

#### **6.16 Moorings and Anchorage for Single Boats**

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One mooring or anchorage (not to exceed a weight of 100 pounds) per waterfront lot for use by a single boat may be placed in accordance with Rule 6.01.

#### **6.17 Emergency Water Withdrawal for Fighting Fires**

Emergency withdrawal of water from a *pond* or *flowing body of water* for the purpose of fighting fires is permissible in accordance with Rule 6.01, provided that the water withdrawal is for a specific



emergency event and that other sources of water are inadequate or inaccessible at the time of the emergency.

#### **6.18 Planting in Perimeter Wetland or Riverbank Wetland**

A. Planting in that land area that can only be classified as a *perimeter wetland* or *riverbank wetland* is permissible in accordance with Rule 6.01, provided that the following conditions are met:

- 1) The sole purpose of the *project* is to restore a disturbed, degraded or unvegetated area such as a mowed lawn, a gravel area, or a parking lot;
- 2) No cutting or clearing of trees or shrubs will occur. Cutting of existing groundcover or invasive vegetation to create a plantable site is limited to an area immediately around each new plant, not to exceed a radius that is twice the diameter of the rootball;
- 3) Pavement removal is limited to that area that will be planted;
- 4) All plantings must be native species and suitable for the site condition;
- 5) No excavation, filling, draining or grading is allowed except for a minimal addition of topsoil for each new plant and the application of a layer of mulch or woodchips less than three inches deep around each new plant;
- 6) All disturbed soils must be stabilized with a southern New England native seed mix;
- 7) All plantings must be maintained until they are established; and
- 8) No soil disturbance is allowed from May 15 through September 15 to safeguard potential turtle nesting areas.

For tracking purposes, the property owner is asked to notify the *Department's* Water Quality and Wetland Restoration Team, in writing, within ten (10) days after completion of the plantings.

#### **6.19 High hazard and significant hazard dams**

Maintenance, repair and emergency repair of high hazard and significant hazard *dams* are permissible, provided that all proposed *projects* and activities adhere to the requirements of the *Department's* Rules and Regulations for Dam Safety, and provided that the *project* will not result in a *substantial alteration of a dam*, as defined herein. A high hazard *dam* is one where failure or misoperation will result in a probable loss of human life. A significant hazard *dam* is one where failure or misoperation results in no probable loss of human life, but can cause major economic loss, disruption of lifeline facilities or impact other concerns detrimental to the public's health, safety or welfare.

#### **6.20 Low hazard dams**

A. Limited cutting or clearing of vegetation is permissible, in accordance with Rule 6.01, and as specifically provided for below:

- 1) The cutting or clearing is limited to areas on and adjacent to the *low hazard dam*, such that it does not exceed fifteen (15) feet from the perimeter of the *dam*, including the toe; or
- 2) It is necessary to access the *dam* to complete maintenance activities.

- B. Limited maintenance of *low hazard dams* to maintain them in proper working order is permissible, in accordance with Rule 6.01, and provided that the activities are limited to filling minor erosion areas, lubricating and exercising equipment, and re-pointing masonry areas.
- C. Inspection, maintenance and repair to any water control structure within a *low hazard dam* is permissible, provided that the Freshwater Wetlands Program receives written notification at least ten (10) days prior to the commencement of the activity. Such notice must explain the activity to be performed, and must state the expected time of completion. The normal water surface elevation shall not be substantially lowered except for that which is necessary to complete the inspection, maintenance or repair of the structure. Where practicable, either normal water elevations or temporarily lowered water elevations must be maintained by the use of temporary cofferdams. Such cofferdams must remain in place until maintenance is completed and must be removed upon *project* completion.

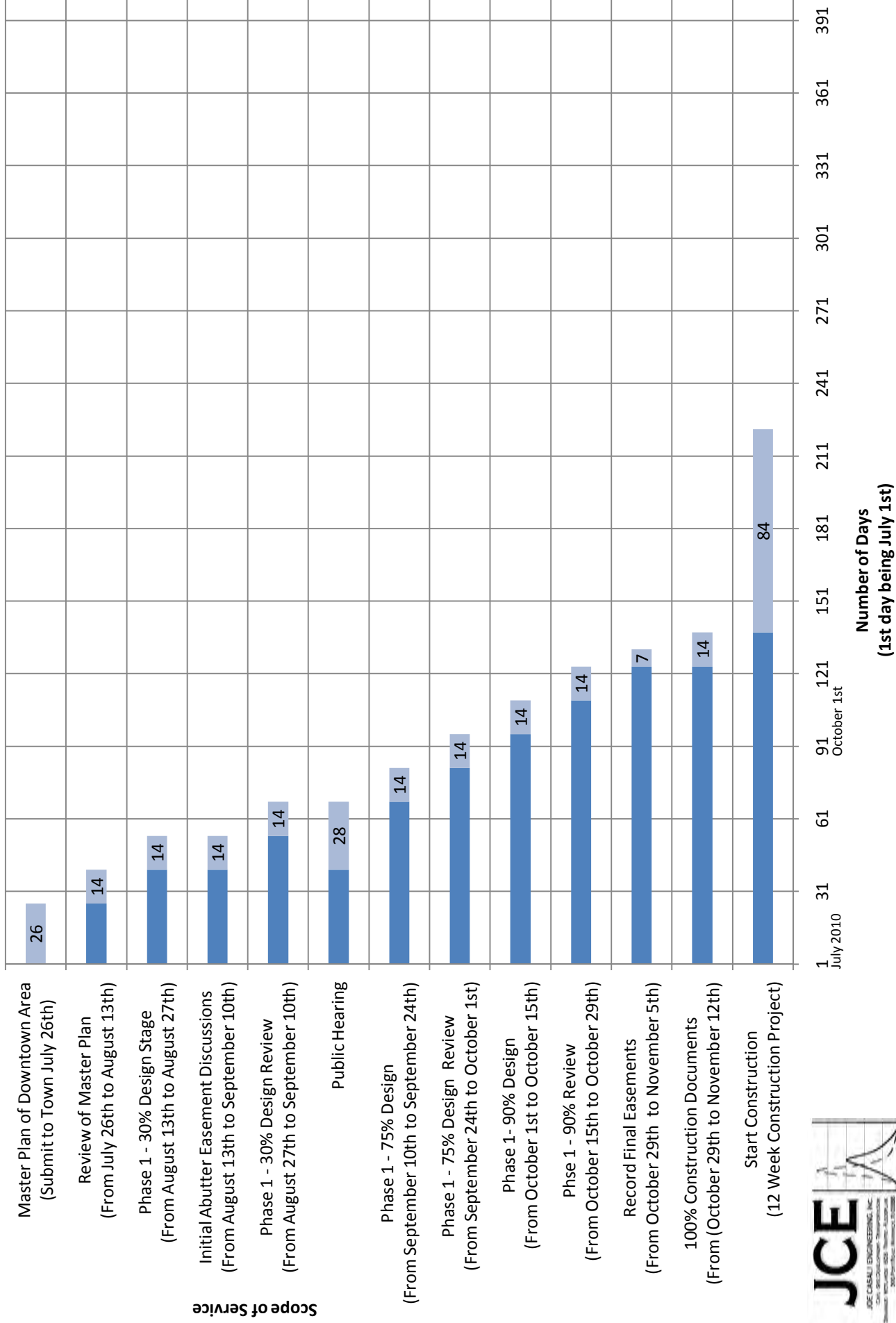
## **Appendix B**

### **Schedules**

**Phase 1 – Sayles Avenue Improvements Securing RIDEM Exemptions**

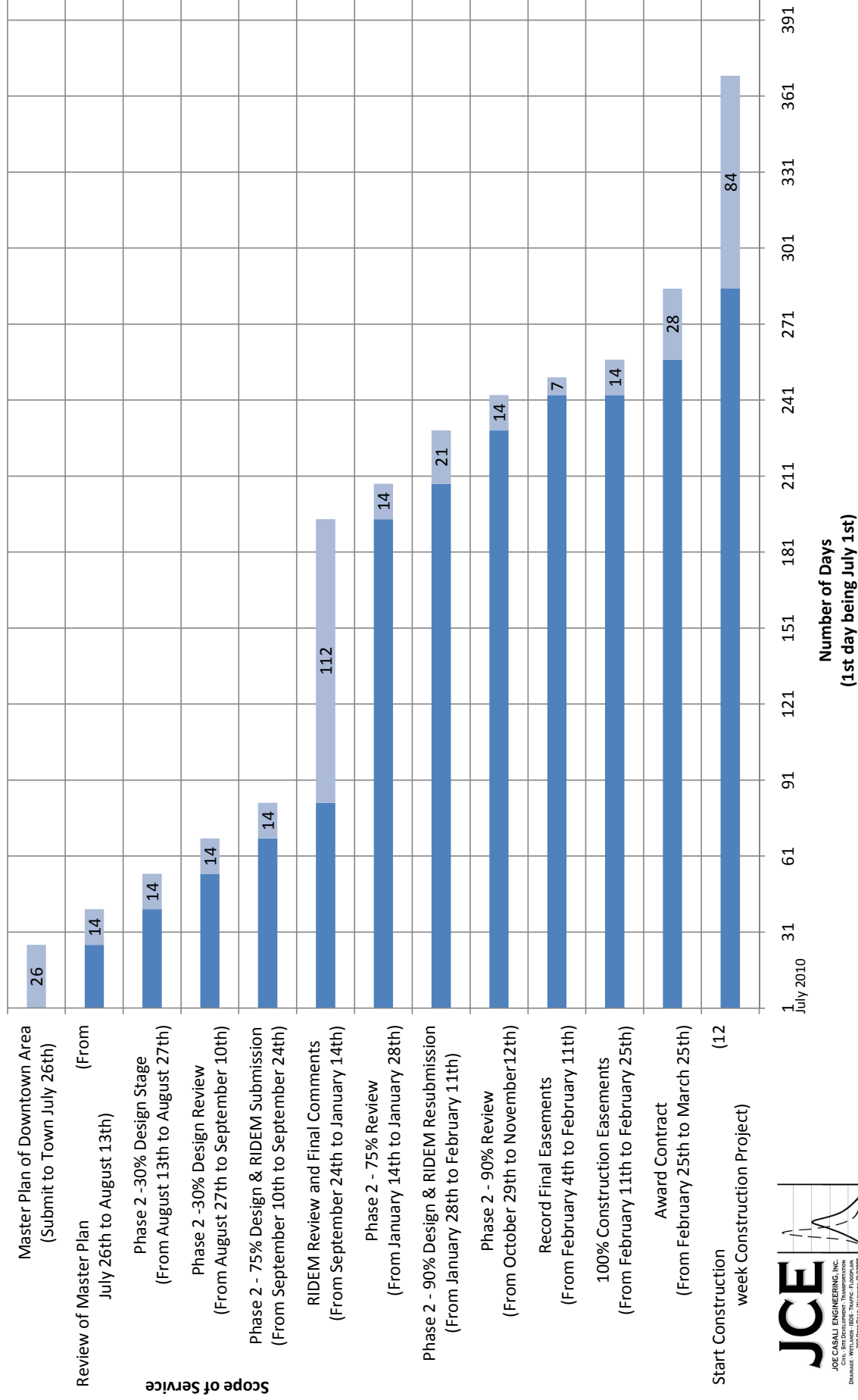
**Phase 2 – Sayles Avenue Improvements with RIDEM Permitting for Bridge**

# Phase 1 - Sayles Avenue Improvements securing RIDEM Exemptions





## Phase 2 - Sayles Avenue Improvements with RIDEM Permitting for Bridge



**Appendix C**

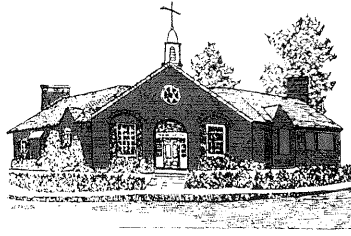
**Town Ordinance**

**Sec. 26-38. Public Bus Parking Zone**

# TOWN OF BURRILLVILLE

## Office of Town Clerk

Louise R. Phaneuf  
Town Clerk



TOWN BUILDING  
HARRISVILLE, R.I.

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The Town Council of the Town of Burrillville hereby ordains as follows:

The Revised General Ordinances, Town of Burrillville, RI, 2004, Chapter 26 entitled *Traffic and Vehicles* is hereby amended

by amending the following:

### Sec. 26-32. No parking schedule of streets.

Street	Side	Location
Sayles Avenue	west	Village of Pascoag, from intersection with the Frank H. Potter Memorial Bridgeway to intersection with Main Street, except as provided in §26-38.

and by adding the following:

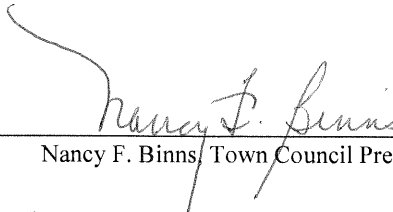
### Sec. 26-38. Public bus parking zone.

No person shall stop, stand, or park a vehicle other than a public bus in a public bus parking zone when any such zone has been officially designated and appropriately signed. The following location(s) shall be designated as bus parking zones:

Street	Side	Location
Sayles Avenue	west	Village of Pascoag, from beginning at a point approximately 265 feet north of the intersection of Routes 107 and 100. Said no parking zone shall comprise a distance of fifty feet (50) as indicated by RIPTA bus parking signs

This ordinance will take effect 10 days after passage.

Adopted this 14<sup>th</sup> day of October 2009.

  
Nancy F. Binns, Town Council President

ATTEST:

  
Louise R. Phaneuf, Town Clerk