



**CAPITAL IMPROVEMENTS  
PROGRAM  
2024-2034**

**TOWN OF BARRINGTON  
NEW HAMPSHIRE**

**Adopted November 14, 2023  
Town of Barrington  
Planning Board**

Submitted by:  
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## **Capital Improvements Program (CIP) Defined**

A Capital Improvements Program (CIP) is a plan of proposed spending for capital items based on projections of community needs, fiscal capability, and demand for services. Ultimately, the purpose of the CIP is to anticipate major capital projects and to coordinate the scheduling of public capital expenditures. By approaching capital costs in this manner, the Town can plan for large-scale capital expenditures, and spread costs out over a period of time to reduce the need for disproportionate tax increases in a given year, and to more equitably distribute the burden of those costs to current and future property owners.

For this CIP, a capital improvement has been defined as those projects outside normal operations and maintenance having a gross cost of at least \$10,000 and a useful life of at least ten (10) years; is non-recurring (not an annual budget item); or any project requiring bond financing. As a general rule, most capital improvements in Barrington have involved Town or School District warrant articles that require voter approval, including appropriations to capital reserve funds.

For the Town of Barrington, the CIP has been developed in a manner that anticipates: (1) short-term capital improvements for the next six years, beginning in 2023; mid-term improvements anticipated to be implemented 7 to 10 years in the future, and long-term capital projects that may reasonably anticipated 11-20 years or more into the future.

### **I. Reasons to Prepare a CIP**

The capital improvements program, known by the acronym CIP, is a valuable part of the community planning process. The capital improvements program links local infrastructure investments with master plan goals, land use ordinances, and economic development. A capital improvements program bridges the gap between planning and spending, between the visions of the masterplan and the fiscal realities of improving and expanding community facilities. Among the many incentives to a capital improvements programming effort are the following benefits to the community:

#### **Preserving public health, safety and welfare**

Providing the basic services which ensure citizen health and safety is a fundamental responsibility of local government. Programs of regular facility maintenance, upgrades and expansion of government services to meet minimum federal, state and local standards are essential to any community. The cumulative effect of deferring major maintenance expenditures and basic improvement of essential services is often an expensive series of stopgap measures which fail to address comprehensive long-term needs.

#### **Anticipate the demands of growth**

When related to the master plan, the capital improvements programming process works to anticipate investments in community facilities which are needed to serve or shape the pattern of growth and development. The portions of selected capital improvement expenditures which are necessitated by growth may be eligible for funding by impact fees as authorized in RSA 674:21, V.

## **Improve communication and coordination**

Communication among the planning board, municipal departments, administrative officials, the advisory budget committee, and citizens can result in cost savings and avoidance of duplication of facilities and expenditures. For example, certain local recreation needs might be addressed in the planning of a new school site. Schedules for road reconstruction projects might be modified where there are imminent plans for installation of utilities. Development of a centralized core of consolidated municipal offices might prove a better long-term solution than separate buildings planned independently by several municipal departments.

## **Avoid tax rate spikes**

Capital improvements programming is a means of avoiding the unpleasant surprise of expensive projects generating large property tax increases. While cost impacts cannot always be precisely determined in advance, the CIP fosters discussion of the distribution of the tax burden of new capital expenditures over time. A corollary benefit of fiscal stability and sound municipal planning may be improved bond rating.

## **Provide for a fair distribution of capital costs**

The capital improvements programming process allows for a public discussion of the preferred means of distributing capital costs not only over time, but also among users of the facilities to be financed. Some communities prefer to pay some capital costs out of current revenues and absorb high but single year tax increase. Other communities, such as Barrington prefer to establish annual appropriations to capital reserve accounts to save for future projects. Still others feel that construction should take place as needed, and be funded by bonded debt, retired by both existing and future users of the facility. In some cases, user fees may be deemed more appropriate than property taxes. Federal or state funds may also be available to help finance specific project costs, or the cost of infrastructure improvements in lower income neighborhoods.

## **Build a foundation for growth management and impact fees**

The development and formal adoption of a capital improvements program is statutory prerequisite to the enactment of growth management and impact fee ordinances. A properly constructed CIP should be an integral part of a land use regulatory process which implements either type of ordinance. The CIP is the principal resource for determining the growth-related share of capital costs which may be chargeable as impact fees; a growth management strategy and ordinance may link future development approvals to the local schedule for installation of particular utilities or services.

## **Authorization**

RSA 674:5 allows that where a community has adopted a master plan, the local legislative body (in Barrington, the Town meeting) may authorize the planning board to prepare and amend a program of municipal capital improvement projects over a period of at least 6 years. In Barrington, the Planning Board was authorized to prepare a CIP by vote of the Town Meeting on March 6, 1986.

## **Preparation**

RSA 674:6: describes the purpose, preparation, and application of the capital improvements program and budget. These sections require all municipal departments and affected school districts to transmit to the Planning Board or capital improvements committee a statement of all capital improvement projects they propose to undertake during the term of the program.

The adoption of a CIP is a prerequisite to two other important tools that deal with managing growth and its capital cost impacts, growth management and impact fees.

### **Growth Management**

RSA 674:22: the Town may vote to enact a growth management ordinance to control the timing of development, but only after the planning board has prepared and adopted both a master plan and a CIP.

### **Impact Fees**

The provisions of RSA 674:21, V: allows for impact fees, as authorized pursuant to a local fee ordinance to allow for the assessment of fees to new development that are designed to help meet the capital needs generated by that development through a proportional method of assessment. In order to adopt an impact fee ordinance, the Town must have enacted a CIP pursuant to RSA 674:5-Barrington adopted an impact fee ordinance in 2001.

### **Identifying “Scattered and “Premature” Development**

New Hampshire statutes allow planning boards to adopt subdivision regulations that provide against premature subdivision of land. The capital improvements program is one measure based on an absence of essential public services, and where the development is scattered or premature based on an absence of essential public services. The development could require excessive public expenditure to supply these services. The CIP may provide information needed for planning board policies requiring the provision of capital facilities or services by developers of property in subserviced areas.

### **Supporting Economic Development**

Municipalities having sound fiscal health and high-quality facilities and services are attractive to business and industry. New corporate investment and reinvestment in a community may be influenced by improvements that enhance the quality of life for the chief executives and managers in a company, and for their area’s labor force. Private decisions that bring jobs to an area and new tax base to a community are based not only on the availability of water and sewer utilities, but also upon the quality of local schools, public facilities, recreation opportunities, and other services.

## **II. Capital Expenditure History and Fiscal Review**

The purpose of this section is to estimate the average annual scale of capital expenditure that Barrington has supported in the past, and the amount of annual property tax-supported capital expenditure that it could support given projected growth in operating expenditures and assessed valuation.

## **Growth Context**

According to the State of NH Population Projections and the US Census Bureau data, Barrington’s estimated population is 9,326. This data is based off the current 2020 Census results. The Census shows a steady population projection increase. Most of the development growth in Barrington has been residential.

<b>Population Projections</b>		
<b>Population Data</b>	<b>Town of Barrington Population</b>	<b>Strafford County Population</b>
Census 2010	8,576	123,143
Census 2020	9,326	130,889
Population Projection 2025	9,702	136,162
Population Projection 2030	10,015	140,565
Population Projection 2035	10,275	144,214

*Source: Compiled from the State of New Hampshire Office of Planning and Development and the Town of Barrington.*

<b>Housing Units Authorized in Barrington</b>				
<b>Period</b>	<b>Single Family Homes</b>	<b>2+ Family Units</b>	<b>Manufactured Homes</b>	<b>Total Estimated</b>
1970’s	492	80	390	962
1980’s	509	46	101	656
1990’s	443	13	96	552
2000-09	526	22	51	599
2010-2017	230	2	9	241
2018-2021	113	20	6	139
2022	37	1	1	39
<b>Total Period</b>	<b>2,350</b>	<b>184</b>	<b>654</b>	<b>3,188</b>

*Source: Compiled from Economic & Labor Market Information Bureau and the Town of Barrington.*

## **Assessed Valuation and Tax Rate**

The full value tax rate is calculated as follows: The gross local property taxes to be raised as reported by the Department of Revenue Administration, Municipal & Property Division divided by the total equalized valuation including utility values and equalized railroad taxes.

The full value tax rate can only be used to make a limited comparison of what a property in one municipality would pay for taxes to a property of equal value in another municipality. Prior to making any assumptions or decisions regarding a property owner's tax burden in a municipality, other factors should be considered such as real estate values, municipal services, schools, community make-up, and locational factors including proximity to urban areas, medical facilities, highways, recreation areas, etc.

<b>Barrington Assessed Valuation and Property Tax History</b>									
<b>Year</b>	<b>New Local Assessed Valuation</b>	<b>Breakdown of Property Tax Rate</b>					<b>Percent of Property Taxes</b>		
		<b>Town</b>	<b>Local School</b>	<b>State School</b>	<b>County</b>	<b>Total</b>	<b>Town</b>	<b>Schools</b>	<b>County</b>
2018	\$1,014,193,753	4.23	15.81	2.07	2.67	24.78	17.07%	72.15%	10.77%
2019	\$1,138,361,211	3.69	14.67	1.89	2.42	22.67	16.28%	73.05%	10.67%
2020	\$1,157,694,621	3.69	14.71	1.89	2.48	22.77	16.21%	72.90%	10.89%
2021	\$1,390,626,360	2.95	12.87	1.57	2.11	19.50	15.12%	74.05%	10.82%
2022	\$1,415,742,739	3.00	13.62	1.13	2.10	19.85	15.11%	74.31%	10.58%

*Source: Compiled from Town of Barrington Assessing Department*

### **III. CAPITAL PROJECTS AS SUBMITTED TO PLANNING BOARD FOR 2023 CIP**

#### **Process**

The legislature has clearly stated in RSA 674:5 that the sole purpose of the CIP is to "aid" governing body members and any budget committee in their consideration of the annual budget. If a CIP has been authorized by the voters, RSA 674:8 suggests that the recommendations be updated on an annual basis. The Legislature has recognized that planning for land use and implementing zoning controls are about the future needs of a municipality.

The process of identifying capital projects was initiated with interviews of each municipal department, followed by a request for written submissions and attachments that would describe the proposed capital project, the rationale for the improvement, and estimated costs if available. While the minimum period for a CIP focuses on a 6-year schedule (the minimum horizon per state statutes), departments were encouraged to think about their longer-term needs, given the growth that has occurred in Town.

Cost effective long-term planning anticipates 20-25 year needs for planning major facilities. This aids in the potential for land acquisition, special studies, or the staging of multi-phase projects allows for expansion.

#### **Town Clerk**

The Town Clerk Department need to replace their voting machines. The current voting machines are no longer manufactured, the Town has three Accuvote machines. If repairs need to be done to the current machines obtaining parts will become an issue. The Secretary of State is in the process of certifying a new voting machine that is efficient, simple, integrated, and secure.

The current voting machines could malfunction and not be able to be repaired. This would result in having to hand count the ballots which would impact the accuracy of the results and increase the amount spent for workers to count the results, especially at a town election or a high turnout election.

#### **Land Use Department**

The Land Use Department is responsible for a variety of planning and economic development tasks including plan and permit review, annual updates to the Barring Master Plan Chapters, grant writing and administration, meeting with prospective developers/engineers/surveyors and acts as principal contact for individuals searching for information on property, zoning issues and regulations.

The Land Use Department provides staff support to all land use boards and the Conservation Commission. The Land Use Department works closely with the Planning Board to act on all land matters in the Town. Together, they review all subdivisions of land, and site plans for new

commercial construction or changes in use. The Planning Board also works to maintain the Zoning Ordinance for the community and proposes changes to the voters when needed.

Land Use staff continues the practice of working with the Code Enforcement Office to meet with applicants of proposed projects to facilitate a smooth review and approval process, for commercial and residential development. Applicants find the joint efforts of the departments very helpful.

In 2023, the Land Use Department worked on a significant update to the Subdivision Regulations and adopted by the Planning Board. The amended 2023 document updated outdated practices: with a heavy focus on road standards, and surety. In 2024, the Land Use Department intends to continue updating development regulations to revise the Town's Site Review Regulations that will correlate with the 2023 updated Subdivision Regulations.

The Land Use Department has an annual update for Master Plan Chapters to keep information up to date as much as possible. Due to growing population trends, the Department is looking at the potential of Impact Fee Study to meet the demands of the residents of the Town. Additional future needs of the Conservation Commission are also taken into consideration in the preparation of the 2024 CIP.

## **Natural Resources and Conservation**

The Barrington Conservation Commission is a dedicated group of volunteers with a mission to preserve and protect the natural resources of the Town of Barrington. Specific duties include acquisition, stewardship, monitoring, and maintenance of conservation land. These duties involve working with landowners, nonprofits, state agencies and other regional groups. The Commission also provides advice to the Planning Board on conservation-related issues that arise in planning.

Under current practice, when the Conservation Commission wants to recommend that the Town acquire a conservation interest in a property, financial aspects of such a transaction have generally come from the conservation fund which is largely accumulated from a 75% portion of the land use change tax which in turn accrues when "current use" properties are developed. The Town has also benefited in such transactions from partnerships and grants involving nonprofits such as the Society for the Protection of New Hampshire Forests (SPNHF), the Southeast Land Trust (SELT) and various government agencies. With the increasingly large price tag on such transactions, the conservation fund is already inadequate on its own. They request in the CIP projects that may utilize a combination of money from the Conservation Fund and Town funds.

In order to meet the future needs of Barrington's growth, the Town would be well served by a comprehensive long-range maintenance plan for the Town's conservation properties. The number and size of properties that the Town owns, holds easements on or provides maintenance is large and growing as is appropriate for a rural town rich with natural areas, ponds, streams, forests, wetlands, and wildlife. The recreational use of these properties is also growing exponentially. A great deal of work is done by an avid volunteer trails committee, supervised by the conservation commission. It could save resources by projecting maintenance needs beyond the scope of this group and opening up to projects that increase safety and accessibility.

In this CIP, the Commission requests that the Richardson Dam be considered as their top priority, The Richardson Dam, located at the entrance to the Goodwill Conservation Area, needs

to be removed and replaced with a safer structure in order to meet state requirements and reduce safety risks. To remove the dam from future state jurisdiction, the new dam needs to be rebuilt at a lower level. The Goodwill Conservation area is a popular hiking destination especially as it includes the locally famous Pooh trail. The plan for the new structure will also include access for emergency vehicles giving our fire and safety personnel the ability to extinguish fire or perform rescues. The new dam should have long life reducing the need for future maintenance.

As volunteers with a variety of backgrounds, the commission could benefit from staff (perhaps part-time) to provide technical support and advice. This could aid the commission in more nuanced decision making and provide continuity throughout the turnover of commission personnel over time.

One issue that continues to come to the attention of the Select Board, is the need for adequate parking, access, and maintenance of the parcels under the Conservation Commissions control. The Conservation Commission is working to address some of the parking needs as more people enjoy the many parcels now conserved.

## **Recreation**

The Barrington Recreation Department was formed during Town Meeting in January 1998. The establishment of the department was approved by the voters with a vision of providing quality programs, parks, and facilities that could be enjoyed by community members. Barrington's Recreation Revolving Fund is overseen by the Recreation Commission. The Recreation Department is in a shared building with the Town's Library located at 105 Ramsdell Ln. The Recreation Department offers numerous multigenerational programs ranging from traditional sports such as soccer and basketball to specialized programs like Pickleball and Curling. The Department sponsors a variety of trips for all ages such as skiing, stand-up paddle boarding, skiing, and fishing.

In addition, the Department offers both before and after school programs at the local schools. Soccer and general-purpose fields are available at the Barrington Elementary School and Middle School Sites, but the scheduling of fields for community use and use of the school gyms for Town recreation programs is subject to availability.

In October 2019, a Recreation Needs Assessment and Strategic Plan was completed for the Recreation Department through public engagement. The Recreation and Parks Needs Assessment and Strategic Plan aids the Town of Barrington to identify gaps in the parks and recreation system and develop strategies for filling them.

The current list of requests for capital projects includes upgrades to the existing facility, the acquisition of land for future fields, courts, water features, as well as land for a Town Beach. Many of the items in the current CIP are identified in the Town's Master Plan. The Recreation Department is looking to provide for the needs of all its residents. The current facilities and opportunities for sharing of fields are limited making it difficult to meet the needs of a Town with Barrington's population.

## **Police Department**

The Barrington Police Department (BPD) has served in a 24-hour coverage capacity for approximately two decades. They provide emergency response to crimes against people and property, motor vehicle collisions, alarm activations, and a variety of other calls for service. Further, BPD engages in self-initiated patrols, community policing, and other non-emergency functions.

The Barrington Police Department is currently staffed by 12 FT and 2 PT officers, as well as an administrative assistant. BPD presented an in-depth staffing analysis to the Barrington Select Board in 2021 which resulted in a single FT position being granted. BPD remains significantly understaffed and anticipates adding further FT positions in near future.

The current Public Safety Building was built in 1999 based on the staffing and needs of that time. It also consolidated the FD and PD under one roof. The 2018/19 renovation was limited to the police department and fixed immediate concerns (juvenile issues, separate locker rooms, etc.). It also cut off access between the FD and PD.

At the time of the renovation, the request was made to look at our future needs. This was to be completed within 3-5 years. This “needs based” report was completed in 2021 and led to funds being allocated to the Public Safety Complex Feasibility Study in 2022. This study was completed, and basic plans have been developed. Future action regarding this project will be determined as a result of the March 2024 vote.

## **Fire & Rescue and Emergency Medical Services (EMS) Department**

The Barrington Fire & Rescue Department provides emergency medical services, motor vehicle crash response, fire protection, hazardous material response, search and rescue services, and related accessory services to the residents and guests of Barrington, as well as mutual aid to the neighboring communities upon their request.

In 1944 the Barrington Volunteer Fire Department was organized, and in 1978 Barrington Emergency Medical Services was formed as a separate volunteer organization. In the early 2000’s the town began to realize that a total volunteer fire & emergency medical service was no longer sustainable. Options to provide sustainable services were considered and in July 2007, a memorandum of understanding was signed by the Fire & EMS Chiefs and approved by the Select Board, stating they would become one department under the direct supervision of the Fire Chief and be operated as two divisions, an EMS division, and a Fire division. With the EMS Chief overseeing the day-to-day operation of that division. With the hiring of their first Full-time Fire Chief, Barrington Fire & Rescue was formed.

In 2008, they hired the first full-time Firefighter/EMT. Soon after the town began to pay volunteers a small stipend to cover calls. In 2022 the town employs a full-time Fire Chief, 4- full-time Firefighter/EMT’s, 6 part-time Firefighter/EMT’s and around 15 active call members. There is staff of one full-time Firefighter 5 days a week 24 hours a day, in early 2023 they anticipate staffing two people 24 hours a day, 7 days a week, this will be accomplished with a combination of full-time and Part-time staffing. The department goal is to add four more full-time Firefighter/EMT’s over the next 5-6 years.

The Fire & Rescue Department is located at the Public Safety Building and shares space with the Police department. The public safety building was built in 1999 and they moved in in Feb.

2000. Both the fire/rescue and police are tight for space and in the spring of 2022 the Select Board authorized a space needs study which is currently nearing completion.

**Call Volume Statistics**

2011	496 Medical Aid	388 Fire	884 Total calls
2012	462 Medical Aid	308 Fire	770 Total calls
2013	481 Medical Aid	363 Fire	844 Total calls
2014	600 Medical Aid	335 Fire	935 Total calls
2015	647 Medical Aid	347 Fire	994 Total calls
2016	655 Medical Aid	372 Fire	1027 Total calls
2017	687 Medical Aid	410 Fire	1097 Total calls
2018	660 Medical Aid	372 Fire	1032 Total calls
2019	705 Medical Aid	359 Fire	1064 Total calls
2020	715 Medical Aid	416 Fire	1131 Total calls
2021	785 Medical Aid	353 Fire	1138 Total calls
2022	725 Medical Aid	402 Fire	1127 Total calls

Department equipment scheduled for replacement are listed below along with their replacement cost.

**Vehicle Replacement Schedule**

Replacement Year	Description	Estimated Cost	Life Span
2024	1993 F350 4X4 Forestry Truck	\$120,000	30 Years
2024	2008 F450 Ambulance (A-2)	\$350,000	16 Years
2026	2001 Smeal Pumper (Engine 1)	\$750,000	25 Years
2027	2017 Dodge 4X4 Extended cab P/U	\$70,000	10 Years
2030	2006 Chevrolet Rescue Truck	\$200,000	24 Years
2032	2007 Smeal Pumper (Engine 2)	\$ 900,000	25 Years
2033	2017 Ford F450 Ambulance (A-1)	\$350,000	16 Years
2045	2020 Freightliner Tanker (T-4)	\$400,000	25 Years

**Equipment Purchases**

Replacement Year	Description	Estimated Cost	Life Span
2025	Vehicle Extrication Tools	\$40,000	23 Years
2026	Cardiac Monitor	\$40,000	6 Years
2032	Thermal Imaging Cameras	\$25,000	15 Years

The Fire & Rescue Department currently has capital reserve accounts to support Vehicle Replacement, Equipment Replacement, and Communications upgrades.

## **Library**

Since 2000, the library has occupied the first floor of the former Police Station on Ramsdell Lane. The Recreation Department's gym and office are located on the lower level. The space was intended to be a short-term solution in 2000, 10 years at best. The library has now occupied the space for 23 years and the overcrowding in the building is restricting the library's ability to meet the community's increasing, and ever-changing needs. The space is not ADA compliant, and some safety concerns have surfaced due to space limitations and height of shelving for both staff and patrons.

The Library Trustees are proceeding with plans to come to the voters in 2024 with a warrant article to either fund the construction of a new Library or the purchase and renovation of an existing building within Barrington. Following the failed votes in 2019 and 2020 on a proposed 12,300 sq. ft. facility to have been constructed on Town owned land adjacent to the current library, the Trustees have reconsidered the specific design and location of a new library. Public input and review of potential sites and design elements have been undertaken. The Trustees have also taken into consideration the library space standards of 1.5 square foot per capita, to help determine an appropriately sized facility for Barrington's growing population.

At the September 11, 2023, Select Board meeting, the Library Trustee Chair, Susan Gaudiello, explained a new opportunity has arisen for a new Town Library; a former medical office at 426 Calef Highway. After touring the facility, and obtaining a floorplan proposal, the Library Building Committee suggested to the Library Trustees that the walk-in clinic be pursued as the new library. The Library Trustees unanimously support the purchase and remodel of the building. The purchase and remodel of this building is anticipated to be significantly less expensive than a new building. An estimated cost is currently being completed, but for the CIP purposes it is estimated at \$3.5 million. At this meeting, the Select Board authorized the Town Administrator (working with the Select Board Chair and Library Trustee Chair) to negotiate a purchase and sale to acquire the property at 426 Calef Highway; the terms of the purchase and sale would be subject to Select Board review and approval at an upcoming meeting.

## **Hazard Mitigation**

Barrington's Multi-Hazard Mitigation Plan is a planning tool for reducing future losses from natural and man-made disasters, as required by the Disaster Mitigation Act of 2000. The Disaster Mitigation Act (DMA) places new emphasis on local mitigation planning. It requires a local jurisdiction to prepare and adopt a FEMA-approved jurisdiction-wide Hazard Mitigation Plan as a condition for receiving Hazard Mitigation Assistance (HMA) project grants and other grants. In addition to updating their plans every five years to continue program eligibility, local governments should review the plan yearly.

The Multi-Hazard Mitigation Plan Update 2023 Town of Barrington, New Hampshire is currently under review through FEMA for adoption. This project was funded from the fiscal year 2021 Pre-Disaster Mitigation Competitive (PDMC) Grant Program, which was awarded to the Department of Safety, Division of Homeland Security and Emergency Management (HSEM) from the Federal Emergency Management Agency (FEMA). This plan was created through a

grant from New Hampshire Homeland Security Emergency Management (HSEM). The following organizations have contributed invaluable assistance and support for this project: The Barrington Multi-Hazard Mitigation Planning Team, New Hampshire Homeland Security Emergency Management (HSEM) and the Town of Barrington.

Projects that have been identified in the Hazard Mitigation Plan as a high priority are found within the Culvert and Dam projects under the Highway Department. Future projects also identified are a Regional Shelter and a trail management plan to establish and maintain access to trails/fire roads to isolated public and private lands. These projects may be on future CIP project.

## **Cemeteries**

Pine Grove Cemetery was established as a private association in 1888 as the Oak Hill Cemetery Association. In 1982, by Article 26, the cemetery and its assets were turned over to the Town of Barrington. The Town, through three elected Trustees, are responsible for the expansion, care and maintenance of the Cemetery. An annual appropriation is raised at Town Meeting for maintenance and expansion purposes, usually offset by income from lot sales and a Cemetery Trust Fund held by the Town through elected Trustees of the Trust Funds.

Although private cemeteries are not under the jurisdiction of the Barrington Cemeteries Trustees or the Town, we are frequently asked about how to find information about private graveyards. We refer all questions to the Barrington Historical Society. In 1972, members of the Historical Society compiled a 130+ page book titled, "Graveyards of Barrington New Hampshire". In 2022, for the Town of Barrington's 300<sup>th</sup> Anniversary, The Pine Grove Cemetery Tour compiled a historical "Recollections from the Cemetery" booklet from a three-day living history event. A copy is available at the Library and Town Hall for viewing. There may also be limited quantities for sale from the Historical Society.

Continuing from prior CIP's, the ongoing need for research and acquiring additional land for cemetery sites is desired. A study is needed to identify appropriate sites, availability, cost of land. Cost would involve acquisition of reasonably level, well-drained land. It may be advisable to begin a Capital Reserve fund for future acquisition while possible sites are studied.

## **Highway**

Public works functions of the Town are provided by the Highway Department under the supervision of the Road Agent. These functions include highway maintenance and plowing, operating the solid waste transfer station and recycling center. The Department is also responsible for monitoring the condition of the Swains Lake Dam.

The Town maintains about 80 miles of roadway. The Town will likely accept several more miles of road in the next few years that were created by new subdivisions. While these new roads are presumably funded by developers, the cost of maintenance (except for private roads) falls to the Town of Barrington. The Highway Department does about 4-8 miles of resurfacing annually, up from 3-5 miles of resurfacing 10 years ago.

The Barrington Master Plan 2004 contains a list of Major Collector roads (generally those that carry traffic from one part of Town to another, or that provide common routes for access to arterials and regional highways. These tend to exclude the more minor roads that function

primarily to service individual lots with little through traffic. These form the basic “spine” of the local road system.

Long term Planning efforts In the Master Plan also identified a number of sections of Class VI (non-maintained) roads in Barrington that might be improved to Class V highways to enhance internal vehicle circulation within the Town, and to better distribute intersection impacts.

Department equipment scheduled for replacement are listed below along with their purchase price and replacement cost.

**Vehicle Replacement Schedule**

Replacement Year	Description	Estimated Cost	Life Span
2024	2012 Ford F550 Two Ton (Replaced with F550 with plow, wing and sander)	\$145,000	10 Years
2025	2018 Chevrolet 2500 HD (Replacement with new V plow)	\$90,000	8 Years
2025	2013 International Dump w/Plow/Sander	\$200,000	12 Years
2026	2011 International plow truck (Replacement will have new plow and wing. Original sander will be retained.)	\$210,000	15 Years
2027	Komatsu Loader (Replace the old Komatsu loader with a more efficient machine.)	\$310,000	15 Years
2027	2011 Challenger Tractor – Retire Vehicle (Replacement by above new loader and mower)		N/A
2028	2013 International Plow truck (Replacement vehicle will have new plow and wing.)	\$310,000	15 Years
2029	2018 Ford 2 Ton F550 Plow Truck (Replacement Truck to have New Plow wing & sander.)	\$150,000	10 Years
2032	2018 John Deer Backhoe	\$190,000	15 Years
2035	2020 Freight Liner Plow Truck (Replacement Truck will have with new plow and wing.)	\$225,000	15 years
2036	2021 Peter Built	\$230,000	15 years

(Replacement Truck will have with new plow and wing.)

2036	New Mini Excavator with Rubber Tracks (Usefulness versus cost still being assessed.)	\$150,000	N/A
2039	2022 F550 Ford Truck	\$200,000	15 years
2039	2024 Freightliner Western Star	\$300,000	15 years

**Transfer Station and Recycling Center**

Barrington currently has a pay as you throw program to offset the cost of solid waste disposal and has had a mandatory recycling program since 1992. Barrington continues to experience population growth which increases the demand on Transfer Station services. The Transfer Station Administrator estimates that the transfer station will have the capacity to handle projected long-term Municipal Solid Waste (MSW) and Construction and Demolition Material (C&D) tonnage increases (with adequate compactor maintenance and additional open tops), and disposal services should be adequate under our contract with Waste Management, Inc. until it's renewal in 2026. In 2021 a Capital Reserve was started for the long-term restructuring of the Transfer Station Facilities. A feasibility study for the Transfer Station and Recycling Center next fiscal year will aid in the decision-making process on the renovations/new facility to the configuration of the Transfer Station.

The Transfer Station Equipment is scheduled for replacement are listed below along with their purchase price and replacement cost.

There are no immediate plans for replacement.

Description	Purchase Price	Replacement Cost Year
1991 Baler	\$18,845	N/A
1996 Forklift	\$18,000	\$20,000 to \$40,000
2012 Stationary Compactor	\$17,925	\$40,000
2012 Stationary Compactor	\$14,457	\$40,000
2014 Stationary Compactor	\$13,545	\$40,000

**School District**

In 2001, an impact fee ordinance was adopted by the Town of Barrington. In the same year, it enabled the Planning Board to implement impact fee schedules, including but not limited to the school impact fee. School impact fees were collected from 2001- 2022 and ended due to the completion of the construction of a new middle school and a grade configuration of local K-8 facilities.

Due to increasing enrollment (NESDEC Demographic Study completed March 2023) class sizes have increased and have also resulted in an increase in special services. Many new complexes/housing developments are being built in Barrington which will result in an increase in student enrollment particularly at the Elementary level. The anticipated need at the Barrington Elementary school for at least one new classroom per grade and spaces for small group instruction, Therapies and Counseling Services.

The School District anticipates the need to reinstate impact fees if an addition is determined necessary for the elementary school.

## CAPITAL BUDGET RECOMMENDATIONS FOR FY 2024

### NEW CAPITAL PROJECTS ANTICIPATED

CIP Project ID	Department	Capital Improvement Description	Estimate of Total Capital Cost
1	Highway	Coffer Dam	\$115,000
2	Highway	Pond Hill Culverts Engineering: Identified in Hazard Mitigation plan	\$50,000
4	Police	Public Safety Building Design, Engineering, and Impact Fee Study	\$150,000
5	Fire & Rescue	2008 F450 Ambulance (A-2)	\$350,000
6	Fire & Rescue	1993 F350 4X4 Forestry Truck	\$120,000
7	Highway	2012 Ford F550 Two Ton (Replaced with F550 with plow, wing and sander)	\$145,000
8	Recreation	Pavilion in Park 30' x 60' with 12 Picnic Tables	\$265,000
9	Recreation	Recreation Garage & Storage	\$80,000
10	Recreation	Updating energy efficiency of wall located in Recreation Gym	\$100,000
12	Library	Construct building to replace outdated, small, non-ADA compliant current building. (Impact Fee Included.)	\$3,500,000
13	Land Use	Site Plan Review Regulation for Town Engineer review	\$10,000
14	Land Use	Natural Resources Master Plan Chapter (new chapter)	\$20,000
15	Conservation Commission	Richardson Dam	\$350,000
<b>TOTAL NEW PROJECTS - TOWN</b>			<b>\$5,255,000</b>

**Notes:**

1. Increase 2024 Dam Engineering/Repair/Replacement Capital Reserve contribution to \$200,000 and make matching contribution in 2025.
2. Present a \$150,000 warrant article in 2024 for Public Safety Building Design/Engineer/Impact Fee Study.
3. Earmark ARPA funds to replace the Recreation gymnasium wall for energy efficiency (and other improvements recommended by the energy audit).
4. Utilize a bond warrant article in 2024 to fund the new library proposal and renovation of the vacated library space. \$3.5 million is an estimate and the cost will be refined through construction management pricing.
5. Present a \$200,000 warrant article in 2024 for Richardson Pond Dam Replacement (with \$150,000 to come from the Conservation Fund).
6. Grant opportunity for the Pond Hill Culverts (Waiting on adoption of Hazard Mitigation Plan from FEMA)
7. Vehicles on Replacement Capital Reserve
8. Land Use are identified on annual budget

## CAPITAL BUDGET RECOMMENDATIONS FOR FY 2025

### NEW CAPITAL PROJECTS ANTICIPATED

CIP Project ID	Department	Capital Improvement Description	Estimate of Total Capital Cost
1	Highway	Swains Lake Causeway: Failing Culvert: needing replacement & widening at first causeway	\$2,000,000
1	Highway	Swains Lake Causeway: Failing, bridge starting to collapse at third causeway	\$2,000,000
1	Highway	Swains Lake Causeway: Failing Culvert replacement at second causeway	\$2,000,000
1	Highway	Riprap Filter for Swains Dam	\$500,000
1	Highway	Toland Road Class V: Culvert work & Road from Mills Falls Way to Dover Line	\$2,000,000
1	Highway	Rebuilding of Deer Ridge Road	\$1,000,000
1	Highway	Drainage Infrastructure and rebuilding of the south part of Mallego Road	\$1,500,000
2	Highway	Upgrade the Old Settlers Road Culvert	\$1,100,000
3	Highway	Lakeside Oaks Culvert work: Identified in Hazard Mitigation Plan	\$680,000
4	Police	Public Safety Building Renovation	\$3,100,000
5	Fire & Rescue	Vehicle Extrication Tools	\$40,000
6	Recreation	Replacement of Gymnasium Floor	\$100,000
7	Recreation	Effective heating/cooling of Recreation building.	\$200,000
8	Land Use	Economic Development Chapter (comprehensive update)	\$20,000
9	Highway	2018 Chevrolet 2500 HD	\$90,000
10	Highway	2013 International Dump w/Plow/Sander	\$200,000
11	School District	Impact Fee study for School	\$15,000
12	School District	Barrington Elementary School 12 Classroom Addition & Generator	\$10,000,000
13	Conservation Commission	Comprehensive Conservation Management Plan	\$30,000
14	Conservation Commission	Staffing for Conservation Planning	\$25,000
<b>TOTAL NEW PROJECTS - TOWN</b>			<b>\$26,600,000</b>

**Notes:**

1. Utilize a \$10.5 million bond warrant article in 2025 to fund the Young Road/Swains Lake causeways (\$6 million), Tolend Road (\$2 million), Deer Ridge Road (\$1 million), and Mallego Road (\$1.5 million) projects.
2. Utilize a \$3.1 million bond warrant article in 2025 to fund the renovation/addition of the Public Safety Building.
3. Need more data from the school from the NESDEC Study
4. Vehicles on Replacement Capital Reserve
5. Fire Rescue Equipment on Capital Reserve
6. Land Use are identified on annual budget
7. Grant opportunity for the Lakeside Oaks Culverts (Waiting on adoption of Hazard Mitigation Plan from FEMA)

## CAPITAL BUDGET RECOMMENDATIONS FOR FY 2026

### NEW CAPITAL PROJECTS ANTICIPATED

CIP Project ID	Department	Capital Improvement Description	Estimate of Total Capital Cost
1	Town Clerk	New Voting Machines to be certified by S.O.S.	\$21,000
2	Fire & Rescue	2001 Smeal Pumper (Engine 1)	\$750,000
3	Fire & Rescue	Cardiac Monitor	\$40,000
4	Highway	2011 International plow truck	\$200,000
5	Recreation	Multi-Use Courts	\$150,000
6	Recreation	Pump Track (bike) within Ramsdell Lane Community Park property	\$200,000
7	Land Use	Implementation Plan (new chapter)	\$20,000
<b>TOTAL NEW PROJECTS - TOWN</b>			<b>\$1,381,000</b>

**Notes:**

1. Vehicles on Replacement Captital Reserve
2. Fire Rescue Equipment on Capital Reserve
3. Land Use are identified on annual budget

### COMMENTS FOR FY 2027

### NEW CAPITAL PROJECTS ANTICIPATED

CIP Project ID	Department	Capital Improvement Description	Estimate of Total Capital Cost
1	Highway	2013 International Plow truck □	\$310,000
2	Land Use	Transportation Master Plan Chapter	\$20,000
3	School District	Barrington Middle School Roof Replacement	\$800,000
4	School District	Barrington Middle School Sidewalks & Parking lot repaving	\$1,250,000
<b>TOTAL NEW PROJECTS - TOWN</b>			<b>\$2,380,000</b>

**Notes:**

1. Vehicles on Replacement Captital Reserve
2. Fire Rescue Equipment on Capital Reserve
3. Land Use are identified on annual budget

**TOWN OF BARRINGTON CAPITAL PROJECTS AS SUBMITTED BY DEPARTMENTS 2024-2034**

Department Submitting Project Request	Capital Improvement Description	Priority within Department	Anticipated Implementation Period			Financing				Net Cost	Description of Need or Improvement
			Within Next 6 Years	Within 7 to 10 Years	In 10 to 20 Years or More	Grants, State Funds or Donations Anticipated	Capital Reserves	Revolving Funds	Revenue Bond or Separate warrant Article		
Cemetery	Study needed to identify appropriate sites, availability, cost of land.	1			cost unknown		cost unknown	cost unknown		cost unknown	Cost would involve acquisition of reasonably level, well-drained land. May be advisable to begin a CR fund for future acquisition while possible sites are studied.
Conservation Commission	Richardson Dam	1	\$350,000				\$350,000			\$350,000	Public Safety due to a deficiency letter from Dam Bureau to repair the Dam
Conservation Commission	Comprehensive Conservation Management Plan	2	\$30,000				\$30,000			\$30,000	Long-range maintenance plan for the Town Conservation Properties.
Conservation Commission	Staffing for Conservation Planning	3	\$25,000				\$25,000			\$25,000	Dedicated staff person to pursue acquisition, stewardship, monitoring and maintenance of conservation land.
Conservation Commission	Acquisition of Conservation Property	4	\$500,000				\$500,000			\$500,000	Conservation Commission recommends to the town to acquire property and set up aa conservation interest on property.
<b>Line Totals</b>			<b>\$905,000</b>				<b>\$905,000</b>			<b>\$905,000</b>	
<b>TOTAL Conservation Commission</b>										<b>\$905,000</b>	
<b>Highway Department Vehicles</b>											
Highway	2012 Ford F550 Two Ton (Replaced with F550 with plow, wing and sander)	1	\$145,000				\$145,000			\$145,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2018 Chevrolet 2500 HD	2	\$90,000				\$90,000			\$90,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2013 International Dump w/Plow/Sander	3	\$200,000				\$200,000			\$200,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2011 International plow truck	4	\$200,000				\$200,000			\$200,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	Komatsu Loader & the Challenger Tractor w/reach mower will be phased out to one vehicle	5	\$310,000				\$320,000			\$320,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2013 International Plow truck □	6	\$310,000				\$310,000			\$310,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2018 Ford 2 Ton F550 Plow Truck	7	\$150,000				\$150,000			\$150,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2018 John Deer Backhoe	8		\$190,000			\$190,000			\$190,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2020 Freight Liner Plow Truck	9		\$225,000			\$225,000			\$225,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2021 Peter Built	10		\$230,000			\$230,000			\$230,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2023 Western Star Dump Truck	11		\$300,000			\$300,000			\$300,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2022 F550 Ford Truck	12		\$200,000			\$200,000			\$200,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Highway	2017 John Deer Loader	13		\$275,000			\$275,000			\$275,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
<b>Line Totals</b>			<b>\$1,405,000</b>	<b>\$1,420,000</b>			<b>\$2,835,000</b>			<b>\$2,835,000</b>	
<b>TOTAL Highway Department Vehicles</b>											

**TOWN OF BARRINGTON CAPITAL PROJECTS AS SUBMITTED BY DEPARTMENTS 2024-2034**

Department Submitting Project Request	Capital Improvement Description	Priority within Department	Anticipated Implementation Period			Financing				Net Cost	Description of Need or Improvement
			Within Next 6 Years	Within 7 to 10 Years	In 10 to 20 Years or More	Grants, State Funds or Donations Anticipated	Capital Reserves	Revolving Funds	Revenue Bond or Separate warrant Article		
<b>Highway Department - Building</b>											
Highway	Replacement of salt shed current is 100' x 50': need 150' x 100'	1			\$300,000				\$300,000	\$300,000	Public Safety due to failing subbase
<b>TOTAL Highway Department - Building</b>										<b>\$300,000</b>	
<b>Highway Department - Road Projects</b>											
Highway	Toland Road Class V: Culvert work & Road from Mills Falls Way to Dover Line	1	\$2,000,000						\$2,000,000	\$2,000,000	Culvert in Gully is too narrow for the road that site on top. Slops are so steep and not supporting the road. Existing culvert is too short to support. Bridge or replacement of culvert. Bridge is preferred.
Highway	Rebuilding of Deer Ridge Road	2	\$1,000,000						\$1,000,000	\$1,000,000	Public Safety due to failing subbase; Complete redo
Highway	Upgrade Class VI portion of Keefe Road	3			\$1,300,000				\$1,300,000	\$1,300,000	Road connects to Mallego Rd way of Lee Road; connects Mallego to Beaty Hill Road. Traffic issues with the intersection.
Highway	Upgrade Class VI Swain Road to Young Road	4			\$1,300,000				\$1,300,000	\$1,300,000	Goat path type road may have wetland crossing issues. Wait to the future for potential developers.
Highway	Upgrade Class VI Seavy Bridge Rd. to Scruton Pond Rd.	5			\$3,000,000				\$3,000,000	\$3,000,000	Road doesn't exist; use to have a bridge that no longer exists.
<b>Line Totals</b>			<b>\$3,000,000</b>		<b>\$2,600,000</b>				<b>\$8,600,000</b>		
<b>TOTAL Highway Department - Road Projects</b>										<b>\$8,600,000</b>	
<b>Highway Department - Dam Projects</b>											
Highway	Coffer Dam Engineering & Construction	1	\$115,000				\$115,000			\$115,000	Public Safety concrete failing; engineering is in process. Cost includes engineering & construction
<b>Swains Dam Projects</b>											
Highway	Riprap Filter for Swains Dam Engineering & Construction	2	\$500,000				\$500,000			\$500,000	Longevity of the dam fixing potential long term problem. Engineering coming to completion in 2024 drawdown of the lake. Potential logistic uses with the Coffer Dam.
Highway	Swains Lake Causeway: Failing Culvert: needing replacement & widening at first causeway	3	\$2,000,000			Possible			\$2,000,000	\$2,000,000	Public Safety due to failing culvert
Highway	Swains Lake Causeway: Failing, bridge starting to collapse at third causeway	4	\$2,000,000						\$2,000,000	\$2,000,000	Public Safety due to failing/collapsing bridge (concrete falling in water) A lot of pedestrian traffic on the road, add a pedestrian trail.
Highway	Swains Lake Causeway: Failing Culvert replacement at second causeway	5	\$2,000,000			Possible			\$2,000,000	\$2,000,000	Public Safety due to failing culvert
<b>Line Totals</b>			<b>\$6,615,000</b>				<b>\$615,000</b>		<b>\$6,000,000</b>		
<b>TOTAL Highway Department - Dam Projects</b>										<b>\$6,615,000</b>	

**TOWN OF BARRINGTON CAPITAL PROJECTS AS SUBMITTED BY DEPARTMENTS 2024-2034**

Department Submitting Project Request	Capital Improvement Description	Priority within Department	Anticipated Implementation Period			Financing				Net Cost	Description of Need or Improvement
			Within Next 6 Years	Within 7 to 10 Years	In 10 to 20 Years or More	Grants, State Funds or Donations Anticipated	Capital Reserves	Revolving Funds	Revenue Bond or Separate warrant Article		
<b>Highway Department - Culvert Projects</b>											
Highway	Upgrade the Old Settlers Road Culvert	1	\$1,100,000			\$880,000			\$220,000	\$1,100,000	Public Safety due to failing subbase
Highway	Pond Hill Culverts, Engineering tasks and associated fee for input into the BRIC Project Scoping application: Identified in Hazard	2	\$50,000			Possible			\$50,000	\$50,000	Public Safety due to failing culvert; Possible state funding
Highway	Lakeside Oaks Drive over Bellamy River Culvert Replacement: Identified in Hazard Mitigation Plan	3	\$680,000			Possible			\$680,000	\$680,000	Public Safety due to failing culvert; Possible state funding
Highway	Drainage Infrastructure and rebuilding of the south part of Mallego Road	4	\$1,500,000						\$1,500,000	\$1,500,000	Public Safety due to failing subbase
<b>Line Totals</b>			<b>\$3,330,000</b>			<b>\$880,000</b>			<b>\$2,450,000</b>		
<b>TOTAL Highway Department - Culvert Projects</b>										<b>\$3,330,000</b>	
<b>Transfer Station - Equipment</b>											
Transfer Station	Renovations to Transfer station configuration: Potential New facility	1		Cost Unknown					cost unknown	cost unknown	Inefficient & public safety due to line of sight
Transfer Station	1996 Forklift	2		\$40,000					\$40,000	\$40,000	A transfer station feasibility study is to be done to see the longevity of the equipment.
Transfer Station	2012 Stationary Compactor #1	3		\$40,000					\$40,000	\$40,000	A transfer station feasibility study is to be done to see the longevity of the equipment.
Transfer Station	2012 Stationary Compactor #2	4		\$40,000					\$40,000	\$40,000	A transfer station feasibility study is to be done to see the longevity of the equipment.
Transfer Station	2014 Stationary Compactor	5		\$40,000					\$40,000	\$40,000	A transfer station feasibility study is to be done to see the longevity of the equipment.
Transfer Station	1991 Baler (N/A for replacement)	6		Cost Unknown					cost unknown	cost unknown	A transfer station feasibility study is to be done to see the longevity of the equipment.
<b>Line Totals</b>				<b>\$160,000</b>					<b>\$160,000</b>		
<b>TOTAL Transfer Station - Equipment</b>										<b>\$160,000</b>	
<b>Town Clerk</b>											
Town Clerk	New Voting Machines to be certified by S.O.S.	1	\$21,000			\$21,000				\$21,000	The current voting machine is no longer manufactured. Need new new voting machine that is efficient, simple, integrated, and secure.
<b>TOTAL Town Clerk</b>										<b>\$21,000</b>	
<b>Public Safety Building Renovation</b>											
Police	Public Safety Building Design, Engineering, and Impact Fee Study	1	\$150,000						\$150,000	\$150,000	The design & Impact fee provides added capacity for growth
Police	Public Safety Building Renovation	2	\$3,100,000						\$3,100,000	\$3,100,000	Provide added capacity to serve growth and improve quality of service, Replace or repair existing facilities or equipment
<b>Line Totals</b>			<b>\$3,250,000</b>						<b>\$3,250,000</b>		
<b>TOTAL Public Safety Building Renovation</b>										<b>\$3,250,000</b>	

**TOWN OF BARRINGTON CAPITAL PROJECTS AS SUBMITTED BY DEPARTMENTS 2024-2034**

Department Submitting Project Request	Capital Improvement Description	Priority within Department	Anticipated Implementation Period			Financing				Net Cost	Description of Need or Improvement
			Within Next 6 Years	Within 7 to 10 Years	In 10 to 20 Years or More	Grants, State Funds or Donations Anticipated	Capital Reserves	Revolving Funds	Revenue Bond or Separate warrant Article		
<b>Fire &amp; Rescue Vehicles Replacement Schedule</b>											
Fire & Rescue	2008 F450 Ambulance (A-2)	1	\$350,000				\$350,000			\$350,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	1993 F350 4X4 Forestry Truck	2	\$120,000				\$120,000			\$120,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	2001 Smeal Pumper (Engine 1)	3	\$750,000				\$750,000			\$750,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	2017 Dodge 4X4 Extended cab P/U	4	\$70,000				\$70,000			\$70,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	2006 Chevrolet Rescue Truck	5		\$200,000			\$200,000			\$200,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	2017 Ford F450 Ambulance (A-1)	6		\$350,000			\$350,000			\$350,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
Fire & Rescue	2020 Freightliner Tanker (T-4)	7		\$400,000			\$400,000			\$400,000	Reduces Long Term Operating Costs by replacing vehicle with more efficient model
<b>Line Totals</b>			<b>\$1,290,000</b>	<b>\$950,000</b>			<b>\$2,240,000</b>				
<b>TOTAL Fire &amp; Rescue Vehicles Replacement Schedule</b>										<b>\$2,240,000</b>	
<b>Fire &amp; Rescue Equipment Replacement Schedule</b>											
Fire & Rescue	Vehicle Extrication Tools	1	\$40,000				\$40,000			\$40,000	Replacement of current hydraulic rescue tools with new electric efficient ones.
Fire & Rescue	Cardiac Monitor	2	\$40,000				\$40,000			\$40,000	Replacement for new machine
Fire & Rescue	Thermal Imaging Cameras	3		\$25,000			\$25,000			\$25,000	Replacement for new machine
<b>Line Totals</b>			<b>\$80,000</b>	<b>\$25,000</b>			<b>\$105,000</b>				
<b>TOTAL Fire &amp; Rescue Equipment Replacement Schedule</b>										<b>\$105,000</b>	
<b>Recreation Department</b>											
Recreation	Pavilion in Park 30' x 60' with 12 Picnic Tables	1	\$265,000			Possible			\$265,000	\$265,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
Recreation	Recreation Garage & Storage	2	\$160,000						\$160,000	\$160,000	Building for program storage and 15 passenger van
Recreation	Updating energy efficiency of wall located in Recreation Gym	3	\$100,000						\$100,000	\$100,000	Replacement/upgrades will preserving existing conditions.
Recreation	Effective heating/cooling of Recreation building.	4	\$200,000						\$200,000	\$200,000	Replacement/upgrades will preserving existing conditions.
Recreation	Replacement of Gymnasium Floor	5	\$100,000						\$100,000	\$100,000	Replacement/upgrades will preserving existing conditions.
Recreation	Multi-Use Courts	6	\$150,000			Possible			\$150,000	\$150,000	Meeting demands of for service.
Recreation	Expanding indoor infrastructure for recreational offices & programming space	7	\$400,000						\$400,000	\$400,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
Recreation	Pump Track (bike) within Ramsdell Lane Community Park property	8	\$200,000			Possible			\$200,000	\$200,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
Recreation	Water Feature (Location TBD)	9	\$500,000			Possible			\$500,000	\$500,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
Recreation	15 Passenger Van for transport/ community events, teens, Town staff	10	\$75,000		\$75,000	Possible			\$75,000	\$75,000	New Van purchased in 2023. Replacement in @10-20
Recreation	Acquiring Land for community beach	11	\$750,000	\$750,000	\$750,000	Possible			\$750,000	\$750,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
Recreation	Acquiring Property to expand Recreational Opportunities	12	\$1,000,000	\$1,000,000	\$1,000,000	Possible			\$3,000,000	\$3,000,000	Enhancing Park with Recreation Amenities; provides added capacity to serve growth.
<b>Line Totals</b>			<b>\$3,900,000</b>	<b>\$1,750,000</b>	<b>\$1,825,000</b>				<b>\$5,900,000</b>		
<b>TOTAL Recreation Department</b>										<b>\$5,900,000</b>	

**TOWN OF BARRINGTON CAPITAL PROJECTS AS SUBMITTED BY DEPARTMENTS 2024-2034**

Department Submitting Project Request	Capital Improvement Description	Priority within Department	Anticipated Implementation Period			Financing				Net Cost	Description of Need or Improvement
			Within Next 6 Years	Within 7 to 10 Years	In 10 to 20 Years or More	Grants, State Funds or Donations Anticipated	Capital Reserves	Revolving Funds	Revenue Bond or Separate warrant Article		
Building	Code Enforcement Vehicle	1		\$50,000						\$50,000	Reduces Long Term Operating Costs; cost saving utilizing Town car. Replacement in about 10 years
<b>TOTAL</b>										<b>\$50,000</b>	
Library	Construct building to replace outdated, small, non-ADA compliant current building. (Impact Fee Included.)	1	\$3,500,000						\$3,500,000	\$3,500,000	Construct building to replace outdated, small, non-ADA compliant current building. (Impact Fee Included.)
<b>TOTAL</b>										<b>\$3,500,000</b>	
Land Use	Site Plan Review Regulation for Town Engineer review	1	\$10,000					\$10,000		\$10,000	Outdated regulations.
Land Use	Natural Resources Master Plan Chapter (new chapter)	2	\$20,000					\$20,000		\$20,000	New Chapter for the Master Plan
Land Use	Economic Development Chapter (comprehensive update)	3	\$20,000					\$20,000		\$20,000	Master Plan update from 2018
Land Use	Implementation Plan (new chapter)	4	\$20,000					\$20,000		\$20,000	New Chapter for the Master Plan
Land Use	Community Facilities and Utilities (light update)	5	\$15,000					\$15,000		\$15,000	Master Plan update from 2020
Land Use	Transportation Master Plan Chapter	6	\$20,000					\$20,000		\$20,000	Master Plan update from 2023
Land Use	Existing and Future Land Use Master Plan Chapter	7	\$20,000					\$20,000		\$20,000	Master Plan update from 2023
Land Use	Housing Master Plan Chapter	8		\$20,000				\$20,000		\$20,000	Master Plan update from 2024
<b>Line Totals</b>			<b>\$125,000</b>	<b>\$20,000</b>				<b>\$145,000</b>			
<b>Total of Land Use Department</b>										<b>\$145,000</b>	
<b>TOTAL NET COST TO THE TOWN</b>										<b>\$37,956,000</b>	
School District	Barrington Elementary School 12 Classroom Addition & Generator	1	\$10,000,000						\$10,000,000	\$10,000,000	Improving the quality of existing services, provides added capacity to serve growth. March 2023 Demographic Study indicates the potential of an additional 105 students over current capacity requiring a minimum of 5 additional classrooms plus the expansion of cafeteria and gym space.
School District	Barrington Middle School Roof Replacement	2	\$800,000						\$800,000	\$800,000	Improving the quality of existing services, provides added capacity to serve growth.
School District	Barrington Middle School Sidewalks & Parking lot repaving	3		\$1,250,000					\$1,250,000	\$1,250,000	Improving the quality of existing services, provides added capacity to serve growth.
School District	Impact Fee Study	4	\$15,000							\$15,000	Impact Fee study to determine growth
<b>TOTAL SCHOOL</b>										<b>\$12,065,000</b>	
<b>TOTAL TOWN AND SCHOOL</b>										<b>\$50,021,000</b>	