



BARRE TOWN MUNICIPAL NEWSLETTER

Volume 21, No. 4

November 2014



All Town Offices Will Be Closed On:

11/27 & 28 - Thanksgiving
12/25 & 26 - Christmas Holiday
1/1/2015 - New Years Day

Dates & Events:

11/27 - Thanksgiving 5K
2/2015 - Budget Review Begins

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Planning Road Projects

Most Barre Town residents use public works services daily. Nearly 3,000 households use town sewer service. Four hundred seventy-five customers use town water. Virtually everyone uses town roads everyday. The town's FY '14-'15 Highway Fund budget is \$2,608,900 or 44% of the total General Fund plus Highway Fund, the two town budgets which are supported by property taxes. With 44% of municipal tax spending, and being used daily by almost everyone, the town gives its road system much attention.

Barre Town has 95.18 miles of Class 2 and 3 roads, the 7th most among Vermont cities and towns. Sixty-eight and eight tenths (68.8) miles of those roads are paved. Paved road projects don't just happen each summer by chance. The town maintains a 5 year paved road plan that is updated every year before budget review begins.

In the mid 1980s Barre Town hired a Vermont engineering company to evaluate its roads. The report provided a paved road evaluation guide. The guide was used to rate (score) roads for 4 factors or characteristics. Each factor described 5 levels of condition from best to worst. The guide has been refined over the years but still is used by town staff today. A road's overall score is calculated by using a formula giving a different weight (multiplier) to the factors.

All paved roads are evaluated every other year. (The gravel road evaluations are done during off years.) The manager, engineer, DPW superintendent and assistant manager check and score each road individually. The 4 scores are recorded and the average score for all 4 factors is calculated. This is done for every one of the 203 paved roads. The average scores are entered in a spreadsheet that produces each road's Pavement Serviceability Rating (P.S.).

The 5 year plan document lists the roads P.S. During an evaluation year, a first step in updating the 5 year plan is changing the P.S. score for each road (or road segment) in the existing plan. Generally, roads with the highest P.S. (worst condition) are scheduled for work first, but other reasons impact the plan. There are a half dozen road paving options - without getting into innumerable variations of each. Some paved road options are more about maintenance, thus sometimes a road that appears to be and is in fair condition may be scheduled for work to maintain its condition. The state offers a Class 2 town highway paving grant. A class 2 road is listed in the plan every year to keep grant possibilities open. In attempts to receive lower paving bids, neighborhood streets are grouped together for work. Consequently a street with a lower P.S. might be in the plan because its neighborhood has higher scores. Similarly, side streets are included in the plan for paving with the main road (if the side street is not part of a neighborhood).

Water and sewer projects that require digging in the street may delay work on streets with a high P.S. Sometimes a very low priority street has a high score but work is held back to group it with the neighborhood or because a more heavily traveled road is a higher priority.

Total annual cost is a key consideration. Staff tries to keep the paved road
(Continued on Page 2)

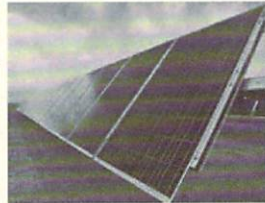
(Con't - Planning Road Projects)

work estimated cost consistent and within reason to avoid wide budget fluctuations. Presently the paved road costs are \$683,165. This amount is for all expenses: town labor and equipment, drainage supplies, and road base fabrics, not just contracted milling and paving. Paved road project expenses are reported in the Retreatment and Reconstruction departments of the Highway Fund budget.

(By Carl Rogers, Town Manager)

Project Updates

Solar Farm: Work on Novus Barre Town Solar LLC's solar farm on town owned property began on October 27. Hebert Construction of Williamstown is the site contractor. Novus expected Hebert to complete the site work November 7. Green Mountain Power (GMP) will install three new poles and run wires immediately after the site work is completed. The lot (across from the Wells-Lamson Quarry but hidden from the road) will begin to look like a solar farm the week of November 17 when installation of racking and the 1,980 panels begins. Novus spokesman Alex Bravakis expects the panel installation and transformer wiring to be done about December 10. Upon completion there will be a two week commissioning or testing period. The solar farm will be on-line by January 1 producing all the electricity - and more - that the town's buildings and other facilities (water and sewer stations) require. The "and more" will be made available to the Barre Town Middle and Elementary School at a reduced price.



Use of the 3.5 acre section of land for a 500 kilowatt solar farm will benefit the town about \$250,000 over 20 years. The Town will receive a \$7,000 annual lease payment for years 1-10 and \$7,150 for years 10-20. In addition, the town's electricity costs will be reduced by 10%. The town school may save \$204,000 over 20 years, based on last year's estimate.

The panels will have an anti-reflectivity coating to prevent glare. The project is about 4 months behind schedule for two reasons. The investors held back action while agreements and permits on several other projects were obtained. When those projects were ready one financial closing was held for all projects. As Novus was preparing to begin work, it learned that the racking and panel contractor decided to leave the commercial market. Wanting a contractor who could service the solar farm into the future, Novus sought out a new contractor.

(By Carl Rogers, Town Manager)

Route 14 VTrans Culvert: This is a state project to replace an existing culvert with a large concrete box culvert with wing walls. Last year Barre Town relocated a sewer manhole and some sewer pipe to make room for the box culvert. The project was delayed several weeks this summer after construction started. An unforeseen condition with a utility had to be worked out. The box is now in place. The base layers of

pavement will be placed on or about November 21 and 22 to return Route 14 to its usual location. The bypass road will be removed soon thereafter. Final project work to include paving top wearing course, re-grading banks, seeding and mulching will be done in the spring of 2015.

East and West Cobble Hill - Barre City Water Line Relocation & Replacement Project: This project is near completion. The replacement water main work is completed with new 24" ductile iron pipe and is operational. The old trestles and exposed water pipe over the two stream crossings have been demolished and removed. The road repair trenches have been paved by A. Marcelino & Co. of So. Burlington. There are some landscaping and erosion control measures to be completed this fall. Warrant work in the spring will include reseeding and any line striping work that isn't completed this fall.

(By Harry Hinrichsen, Town Engineer)

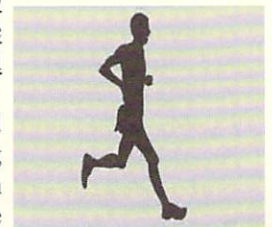
Thanksgiving 5K

The Barre Congregational Church's Gobble Wobble Turkey Trot is becoming a popular event. Last year in very cold weather on the heels of a snow storm 150 runners and walkers joined the event. The event is scheduled again for 2014.

The 5K (5,000 kilometers or 3.1 miles) race begins at 9:30 a.m. The starting line will be on Bolster Road near the municipal building parking lot. Race organizers have two courses planned in the event of too much snow. From Bolster Road runners and walkers will turn right onto Websterville Road. At the Graniteville Road/Quarry Hill intersection participants will turn left onto Graniteville Road. If there isn't too much snow (about 4") the race course will extend out Graniteville Road to Rock of Ages' driveway where it (the course) doubles back on the bike path. The finish line would be near the school driveway. If there is too much snow (like last year), the runners will turn around on Graniteville Road midway between Websterville Road and Middle Road. The course will return to Websterville Road, make a side trip into the Wilson Industrial Park, and then finish on Bolster Road.

Residents and visitors who need to use roads on the course should be aware of the runners and walkers, including children, on the road. The race starts at 9:30 and most people will finish in 35 minutes or less. By 10:00 a.m. the participants will be spread out allowing traffic to flow as usual, but cautiously. If someone has to use the roads near Lower Websterville between 9:20 and 10:00 Thanksgiving morning it would be best to use one of the several alternative routes.

Race day registration will be held in the municipal building starting at 8:00 a.m. Pre-registration also is available. Check the website www.barrecongregational.org for a form or to



(Continued on Page 3)

(Con't - Thanksgiving 5K)

register on-line. After November 15 registration is \$20. Children (10 and under) registration is free. T-shirts are available (at an extra cost). Prizes for men and women by age group will be given. The event is family friendly; strollers and pets are welcome. Please bring a non-perishable food item for the church's food shelf.

(By Carl Rogers, Town Manager)

Town Charter Amendments

At the special town meeting on November 4 voters approved four Town Charter amendments. That election is not the end of the process.

The Barre Town Charter is an act of legislation by the State of Vermont. It was adopted by the Vermont legislature (originally in 1974) and signed by the governor. The Charter is codified in the state statutes at Title 24, Appendix, Chapter 101.

As required by Title 17, Section 2645, within 10 days of the election the town clerk must submit to the secretary of state a packet including such items as the selectboard meeting minutes, the Warning, and election results. The secretary of state will forward copies to the attorney general and clerk of the Vermont house of representatives, the secretary of the senate and chairman of house and senate committees that handle municipal charters.

The town clerk also will deliver the packet to Barre Town's state representatives who will work with the Vermont Legislative Counsel to draft the necessary bill. One or both of the town's state representatives will introduce the bill (proposed legislation). The bill's first stop will be at the House Local Government Committee. It will require full House approval and Senate review and approval before being signed into law by the governor.

By or about June 1, 2015 Sections 3, 7, 33 and 34 of the Town Charter officially will be amended. The process isn't over yet. Next, town staff will notify the company (Municipal Code Corporation) that codifies the town's ordinances and keeps the Charter up to date. MCC will supply the necessary copies to update the Town Code (of ordinances) and Charter book that town officials use. The on-line version of the Charter also will be updated by MCC. The Town Code and Charter are available through the town website (www.barretown.org); click on Charter, Ordinances and Policies.

(By Carl Rogers, Town Manager)

Christmas Tree Collection

In case you are a new resident in Barre Town, the public works department will pick up your Christmas tree. See the schedule below. In case you need a reminder, remove cords, lights, ornaments, wire, plastic and string from the tree. Place it near the road at the end of your driveway or in front of your house. Public works will take it from there.



The trees are piled at the lawn waste site. Next October the trees will be chipped with other brush to make wood mulch.

Use of this service is not required, obviously. If you chose to discard the tree yourself, please don't toss it into a drainageway (ditch, swale or brook). You may want to use the service to avoid a trunk full of dried needles.

Collection dates, by area are:

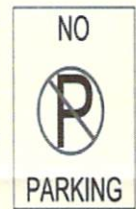
January 5 - 9 North of Rt. 302, includes Richardson Rd., Beckley Hill, Cassie St., Camp St., Trow Hill, East Hill, Cobble Hill

January 12-16 South of Rt. 302, includes East Barre, Websterville, Graniteville, Quarry Hill, Sterling Hill, South Barre, West Hill

~ Collection will be delayed by snow and ice storms ~

Winter Parking

Winter time is upon us again and with it comes the Town of Barre's winter nighttime parking ordinance which goes into effect November 1st until April of each year. The ordinance prohibits parking of motor vehicles, or any other conveyance within the right-of-way of town roads or state highways between the hours of 11:00 p.m. and 7:00 a.m. Vehicles in violation of this section may be ticketed and towed. This violation results in a \$15 fine. If your vehicle is towed it will not be released until the fine and towing fees are paid.



Many times I hear people speak to the fact that it is okay to park on the road or in the right-of-way when there is no snow. Let me make this very clear that the parking ban is in effect from November 1st until April 1st, 11:00 p.m. to 7:00 a.m. regardless if there is no snow. You can receive a ticket no matter if there is snow. If you do not know the limit of the right-of-way, contact the Town Engineer (479-2595) who can help you before you get a ticket.

Understanding the ordinance and preparedness is essential to having a worry free winter parking experience. I hope this article helps you understand the ordinance. You need to prepare. Search out an off street parking space, if needed. Be sure your guests know about the parking ordinance and suggest a parking space for them. If you are having a large, late night party call the police department and let us know cars will be on the street for a while after 11:00 p.m.

(By Michael Stevens, Police Chief)

Winter Sand Policy

Did you know that from November 15th to April 1st sand is made available for Barre Town residents outside of the Public Works fence at 129 Websterville Road? This service is only offered to residents for their home use; businesses are not to participate in the free winter sand and should make appropriate arrangements for winter travel and parking surface management. Residents are allowed to take reasonable

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(Con't - Winter Sand Policy)

amounts for personal use but should follow conditions posted at the sand pile.

The Public Works crew is very busy during storms and will do their best to keep sand available for residents use. It is suggested residents get a small amount of sand before storms arrive. Before a storm they will be sure to find a good supply of sand and fewer people at the pile. Also, it is safer to drive before the storm. If you find the pile depleted you can try again later. Do not enter the public works facility, as it can interfere and cause unsafe situations for you and the public works crew.

(By Andrew Dorsett, Assistant Town Manager)

Winter Plowing/Leaving Snow in the Roadway

During a snow storm, the Public Works Department is responsible for plowing 96 miles of roadway with seven plow trucks. Roadways under State control are maintained by Vtrans. In clearing roadways, plowing snow across driveways is unavoidable. When shoveling your driveway or parked car, please consider that crews make frequent passes until roads are adequately cleared. When clearing snow from your property remember that no snow is to be thrown onto or left on a town road, or public sidewalk. Doing so could result in fines of \$60 to \$210 per offense.



(By Andrew Dorsett, Assistant Town Manager)

LOOK FOR THE NEXT EDITION.....of the
Barre Town Newsletter to be published in February, 2015

New Police Officer's Field Training

(Editor's Note: In the August newsletter Officer Hook described a new police officer's experience at the VT Police Academy. This article describes the field training which comes after graduation from the academy.)

After graduating the Vermont Police Academy the new officer returns to the Barre Town PD. At 7:00 a.m. on day one the Field Training Officer (FTO) and the new officer meet at the police department and sign on with dispatch letting them know that they are ready to receive calls.

The FTO shows the new officer how to inspect the cruiser, starting with engine oil, lights, tires, radios and emergency lighting inside and out. While going through the cruiser the FTO explains to the new officer that the entire interior also needs to be checked for contraband as suspects may have dropped knives, keys, drugs, etc, the night prior while in custody.

Upon joining the PD the new officer is given every form needed to do the job while out on the road. After

organizing the paperwork the two sit down and the FTO begins questioning the new officer about the many different criminal laws. While going from one law to the next the two officers are dispatched to a motor vehicle accident located in the roundabout on VT RT 302. Dispatch informs them that a tractor trailer has come apart and is blocking the travel portion of the roadway causing a traffic hazard. While responding the FTO is asking the new officer how he/she would handle the call when they arrive, making suggestions and or corrections to the response.

Upon arrival the two take control of the scene. This is the officer's first taste of hands on experience. The new officer must interact with other agencies, such as Barre Town Fire and EMS departments. Responsibilities include mitigating any emergency occurring, and directing and keeping traffic flowing. The new officer must also arrange for a tow company to remove the tractor trailer from the scene.

After the accident the new officer and FTO return to the cruiser and notify dispatch that they are "10-8", meaning they are back in service and ready to take on other emergencies or needs for police services.

The FTO then tests the trainee on the incident. He asks his trainee how he felt the incident was handled. The FTO then gives advice on how the next incident could be improved and how FTO's past experiences have taught him valuable lessons.

The day continues with the FTO and his trainee answering the many calls that require Barre Town Police services. The trainee is responsible to be the primary officer, working under the watchful eye of the FTO, who lets the trainee handle the calls. The FTO only steps in when the trainee needs assistance or starts to make a mistake.

At the end of the day, the trainee is critiqued by the FTO on the day's activities. The trainee is graded on many things including: uniform, equipment, map orientation, department protocols, state statutes, VT civil violations, municipal ordinances, use of force protocols, officer safety, and officer interaction with the citizens. The trainee receives a score of 1-7, with 1 being an unacceptable rating and 7 being an exemplary rating. The FTO offers advice to the trainee and gives examples on how to improve for the next shift.

After approximately six weeks of field training the trainee receives a final evaluation hopefully with the officer being deemed proficient in all aspects of police work

(By Damian Hook, Barre Town Police Officer)

Visit us at our website: for announcements, publication, permit forms, monthly calendar, etc. Also included are meeting minutes, genealogy information, information on boards and departments, and more!



911 Dispatching

Many wonder what happens when you need help and call 911. The easiest answer to give people is that when you call 911, your call will be answered by one of the states 8 Public Safety Answering Points or PSAP. PSAPs are the heart and soul of the Enhanced 911 system and are staffed with highly trained call takers who will answer your call, confirm where you are calling from, and ask the nature of your emergency.

Vermont has an Enhanced 911 system. When you call 911 the PSAP call taker will receive some information simultaneously with your 911 call. If you are calling from a land based phone, the location you're calling from will automatically be displayed. If you are calling from a cellular phone, the Enhanced 911 system uses a third party location service to locate where your cellular phone is calling from. In either case, a map will automatically be displayed on the call takers computer screen showing your location and what agency or agencies dispatch the emergency services (Police, Fire, and Ambulance) to the area where you are located. The call taker will then call the dispatch center and advise them of your location and the nature of your emergency. The dispatcher takes over at that point and dispatches the appropriate emergency service.

The 8 PSAPs are strategically placed throughout the state, not every town could have its own. The location of a town determines the primary PSAP for that town. However, it is important to mention that all PSAPs can answer 911 calls placed from anywhere in the state. Some may say that the PSAP is a middleman in the emergency notification process and in a sense that is true. However, PSAPs are a critical part of the process, they not only pass your call to the appropriate dispatch center, they can provide you with life saving assistance. So while yes, the PSAP is a middleman, there really isn't a better way with at least one exception.

The exception is this: there is no middleman if your PSAP is also a dispatch center. Barre Town Emergency Services are dispatched by the Lamoille County Sheriff's Department (LCSD) in Hyde Park. The LCSD is not only our dispatch center, they are also one of the 8 PSAPs. When you call from a land based phone in Barre Town and unless their call takers are busy, you will be talking to the same person that will be dispatching your ambulance, your fire truck, or your police officer. The rest of Washington County's primary PSAP is located in Williston.

Vermont's Enhanced 911 system has been in place now for many years and is a significant advancement over how calling for help was previously done. The entire notification

process happens pretty quickly and having trained people on the other end of the phone has undoubtedly helped save many lives over the years. I'll write more about the Lamoille County Sheriff's Department in the next newsletter.

(By Chris Violette, Fire Chief)

2012 - 2013 Town Reports

are available for pickup at the following locations:

<i>Brookside County Store</i>	<i>East Barre Market</i>
<i>Graniteville General Store</i>	<i>Hannaford's</i>
<i>Lawson's Store</i>	<i>Quarry Hill Quick Stop</i>
<i>Town Offices Building</i>	<i>Trow Hill Grocery</i>

Flu Vaccination

Why get a flu vaccination?

Influenza is a serious disease that can lead to hospitalization and sometimes death. Every flu season is different, and influenza infection can affect people differently. Even healthy people can get very sick from the flu and spread it to others. During a regular flu season, about 90 percent of flu deaths occur in people 65 years and older.



"Flu season" in the U.S. can begin as early as October and last as late as May. During this time, flu viruses are circulating at higher levels in the U.S. population. An annual seasonal flu vaccine (either the flu shot or the nasal spray flu vaccine) is the best way to reduce the chances that you will get seasonal flu and spread it to others. When more people get vaccinated against the flu, less flu can spread through the community.

What are the benefits of flu vaccination?

- * flu vaccination can keep you from getting sick from the flu.
- * flu vaccination can help protect those who are at greater risk of getting seriously ill, like older adults, people with chronic health conditions and young children (especially infants younger than 6 months old who are too young to get vaccinated).
- * flu vaccination can make your illness milder if you get sick
- * flu vaccine reduces a child's risk of flu-related pediatric intensive care unit (PICU) admission
- * flu vaccination is associated with 71% reduction in flu-related hospitalizations among adults of all ages and a 77% reduction among adults 50 years of age and older
- * flu vaccination is an important preventive tool for people with chronic health conditions. Vaccination was associated with lower rates of some cardiac events among people with heart disease, especially among those who had a cardiac event

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(Con't - Flu Vaccination)

in the past year. Flu vaccination also has been shown to reduce hospitalizations among people with diabetes (79%) and chronic lung disease (52%)

* Vaccination helps protect women during pregnancy and help protect their babies for up to 6 months after birth. Studies have shown that giving flu vaccine to pregnant women was 92% effective in preventing hospitalization of infants for flu

* Studies have shown that vaccination can reduce the risk of flu-related hospitalizations in older adults. A study that looked at flu vaccine effectiveness over the course of three flu seasons estimated that flu vaccination lowered the risk of hospitalizations by 61% in people 50 years of age and older.

(By David Jennings, EMS Director)

Departures and Arrivals

Last April the newsletter noted several retirements. New employees have been hired since then. There are two recent departures.

David Danforth, Christopher LaMonda and Marc Truedson were hired as full-time paramedics to replace 3 paramedics who left the town's employ from last March to June.

Diane Mathews was hired in March to fill the 8th police officer position. She worked on field training until August when she started the Vermont full-time police officer academy. Graduation is November 21.

Jeff Stratton (shown below) retired from the public works department October 31, 2014 after 36 years of working for Barre Town DPW. If you don't know Jeff or recognize him, it isn't surprising. Since 1994 he worked the 10 p.m. - 6 a.m. shift during the winter. From about May 1 to late October he worked in the sand and gravel pit. Jeff also was a long-time VT National Guard member and served one year in Iraq. Jeff is a skilled backhoe operator. For 20 winters he helped get the roads safe for the morning commute. His work will be missed.



(Jeff Stratton was presented with a plaque by the selectboard. Attending the celebration were past and present town employees)

Public works saw another full-timer leave this fall. Brent Chapin resigned because he moved out of state. Brent started work for the town as a mechanic in 2010. Later he transferred to the public works crew. The hiring process to fill these two DPW positions was not complete when this newsletter was prepared, but two new employees should start work around Thanksgiving.

Budget Committee Appointments

Serving on a Town of Barre board or commission is one way members of the public can volunteer and get involved with their Town government. The Town Charter requires the annual appointment of a five member Budget Committee. Budget Committee recruitment begins in December. In early January the Selectboard appoints two of the five committee members. The Town Clerk-Treasurer appoints one member. These three appointees select two more members before the first meeting (last Tuesday in January). Budget Committee terms expire when the General Fund and Highway Fund budgets receive voter approval in May.

The committee meets with the Selectboard on Tuesday nights February through March (or early April depending on need). Extra meetings may be scheduled if more question-answer time with the Town Manager and department heads is needed. Committee members may, if they choose, participate in the Selectboard's budget presentations to the public.

If interested in serving the community in this vital role, please submit a letter of interest to the Town Manager's office.

(By Andrew Dorsett, Assistant Town Manager)

Recreation News

It's been a productive summer and fall this year for Town's Recreation with more to come this winter.

Town Forest Summit: The Vermont Department of Forests, Parks and Recreation held its annual Town Forest Summit in Barre Town in September and utilized the town's forest to highlight the many uses and benefits of having such a resource. It's no wonder that they highlighted Barre Town's forest which contains over 380 acres and provides for many recreation uses including; walking/hiking, biking, snow shoeing, XC skiing, hunting, geo caching, bird watching, fishing, XC running and even disc golf. In addition to recreation activities the forest is managed for timber and provides opportunities for education. A study estimated that Barre Town's forest contributes \$640,000 annually to the Barre area economy. If you haven't had a chance to visit the Town's Forest yet, you're one of the few. Just ask your neighbors or take a short drive to the main forest parking at 44 Brook Street in Websterville. For more information or maps call or visit the Town Office.

Upper Websterville Playground: The playground is well underway with: a new picnic shelter; wheel chair accessible

(Continued on Page 7)

(Con't - Recreation News)

paved pathway; removal of all old equipment; a new playground structure (with additional new playground equipment coming). New fencing and landscaping will soon be installed. Look for more information in the future as we plan to celebrate and recognize those who have donated and generously served to help make this project a reality.

XC Skiing, Snowshoeing: In coordination with the Millstone Trails Association the Town Forest will have trails groomed this year for XC Skiing and Snowshoeing. The Thunder Chicken's also plan to groom the Town's bike path behind the school for XC skiing and snowshoeing. There will be no charge to utilize these facilities for XC skiing and snowshoeing.

Town Forest App: The Commission has partnered with a team of students from UVM to develop a Town Forest App for use on Apple© mobile devices. The app is planned to allow for self guided forest walks, biking trail routes, disc golf course information and scoring, as well as connect users to forest parking areas and even local businesses and others who may be interested in recreating together. The goal is to provide additional options for accessing and utilizing this great community resource.

Facebook: To stay informed about recreation in the Town of Barre, like us on Facebook at: www.facebook.com/ArêteVT
(By Andrew Dorsett, Assistant Town Manager)

Payment by Credit Card is On-Line

Yahoo!!! You can now pay for Barre Town services such as property taxes, sewer, water, dog licenses, permits, etc., online using an e-check, credit or debit card. To get started go to Town website (www.barretown.org). Once on the Homepage scroll down to "Announcements" and click on the "To Make a Payment click here" link. First time users must register before payment can be made. Be sure to read the helpful hints as you will need specific information to complete your registration.

Just as a reminder there will be fees (see table below) for using the credit card or on-line payment method. Fees are based on the dollar amount paid and the type of payment method selected. There also will be a service charge assessed for insufficient funds and/or returned items.

<u>Payment Type</u>	<u>Fee per transaction</u>
E- Check	\$1.00 per transaction
Debit Card	2.75% or if under \$100 = \$2.75 + 50¢
Credit Card	2.75% or if under \$100 = \$2.75 + 50¢
NSF/returned items	Charged an additional \$35.00

For more information you can contact the Town Clerk's Office at 479-9391.

(By Donna Kelty, Town Clerk-Treasurer)

Origin of Town Cemeteries

Editor's Note: Earlier this year Cemetery Commission chairman Harry Harrington authored an article titled "How Did the Barre Cemeteries Come Into Being?" Mr. Harrington cites Barre Daily Times newspaper editor Dean H. Perry's article that appeared in the March 28, 1931 edition of the Daily Times. Below is an excerpt of Mr. Harrington's article.

In 1793 the people of Wildersburg began searching for a burying yard, the term used at that time. Two areas, one on each side of the Jail Branch, were selected. One area would be along what is now West Cobble Hill Road, the other could be the present West Hill Cemetery. Unfortunately by 1795 the town was unable to obtain these two areas. A new committee was appointed. In 1796 residents received a report but decided instead to acquire 1 ½ acres of the English School lot and 1 acre from Lt. Jonas Nichols, which was the start of the Wilson Cemetery. The Nichols to town deed is in the Old Town land records in Book 1, page 207. The oldest stone still readable in Wilson has a date of 1798. Old maps of the Wilson Cemetery refer to the "Old Yard". Lt. Nichols lived to the age of 96 and is buried in the Wilson Cemetery, Old Yard 4.

Thomas Mower sold the town selectman a half acre of land for \$7.00 in 1804, (Book 3, page 63) "for burying ground". This burying ground now is known as the West Hill Cemetery.

Burials were done at the Maplewood Cemetery beginning in the early 1800s. Elias Persons sold the land (about 3/4 acre) to the town for \$10.00 in January, 1855. The deed refers to the land being enclosed by a fence and used for a burying ground. In 1876 Charles D. Persons sold more land for the expansion of Maplewood. Charles is buried in the Maplewood Cemetery.

The English School lot was already used for burials when citizens considered burying yard acquisition in 1796. In 1816 voters decided to obtain another burying yard and paid \$150.00 to buy land next to Ezekiel Wood's widow's land. This property is now Barre City's Elmwood Cemetery. People buried in the English School lot were relocated to the back side of the Elmwood Cemetery.

The Hope Cemetery came about around 1895.

(By Carl Rogers, Town Manager)

Agendas and Minutes

All board, commission and committee meeting agendas are posted at Trow Hill Grocery, Hannafords, Graniteville General Store and Municipal Building. Agendas and meeting minutes also are posted on the town website: www.barretown.org. Click on Boards and Commissions. Selectboard meetings are played on CVTV, Channel 194 on Friday nights and Saturday mornings.



Development Review Board – *By Heidi Bennett, Planning & Zoning (M. Nicholson, M. Reaves, C. Sanborn, C. Thygesen, S. Driscoll, G. Richards, J. Valsangiacomo, J. Fecteau, J. Hameline)*

August 2014: Approved Booth Living Trust for 2-lot subd off Allen St.; approved M. Booth for conditional use of a multi-family dwelling; denied R & E Maurice a 21' variance right-of-way.

September 2014: No meeting. **October 2014:** Approved Booth Living Trust for 2-lot subd off Airport Rd.; approved W & J Hull and C & K Hull for boundary line adjustment off East Cobble Hill Road.

Planning Commission – *By Heidi Bennett, Planning & Zoning (C. Sanborn, C. Thygesen, C. Violette, K. Yearman, C. Duke, J. Hameline, G. Clain)*

August 2014: Approved J. Southgate for 2600sf artist incubator space off Websterville Rd.; discussed zoning bylaw.

September 2014: No meeting. **October 2014:** Approved N. Royea for use of garage door retail sales in residential zone off Bridge St.; discussed zoning bylaw.

Traffic Safety Advisory Committee - *By Harry Hinrichsen, Town Engineer*

August 2014: Discussed/tables changing intersection at Cutler Corner, Phelps and Osborne Roads from two-way to four-way stop; discussed ledge on Graniteville Road near picnic area; recommended two new streetlights for Daniels Dr.; recommended reinstatement of two streetlights on South Barre Road, one on Graniteville Road, one on East Montpelier Road, and one on Waterman Street; recommended Hidden Drive Advisory sign for Allen Street.

September 2014: Recommended installing advanced warning signs on Bianchi Street and Carnes Road as well as advisory speed of 15 MPH; recommended reinstatement of a streetlight on Middle Road; recommended installing additional I-89 sign above VT Route 14 and Truck Route sign.

October 2014: Reviewed traffic data collected from Cutler Corner, Phelps and Osborne Roads; recommended replacing existing weight limit sign at top of Middle Road.