Town of Bridgewater

Town Council

May 9, 2023
7:00 PM
66 Central Square
Academy Building
Council Chamber, Second Floor

MEETING AGENDA

A. APPROVAL OF MINUTES FROM PREVIOUS MEETINGS

a) April 18, 2023 Meeting Minutes

B. ANNOUNCEMENTS FROM THE PRESIDENT

a) Outgoing Presidential Remarks

b) Reorganization of the Council: Elect President and Vice President

c) Reorganization of Council Seats

C. PROCLAMATIONS

D. CITIZEN OPEN FORUM

E. APPOINTMENTS

a) Conant Trust Fund Committee: David Wolohojian (2023 to 2028)

F. HEARINGS

a) Budget Order O-FY24-001: FY2024 Annual Town Budget

This hearing has been duly advertised in the Enterprise and on the Town's website. All orders relative to the FY2024 Budget may be finally voted this evening and are itemized under L: Legislation for Action.
Budget & Finance voted 3-0 to recommend at their 4/18/23 meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

G. LICENSE TRANSACTIONS

H. PRESENTATIONS

a) Bridgewater Historical Commission - David Moore

I. TOWN MANAGER'S REPORT

a) Fire Station Update

b) High Street Bridge Closure

c) PFAS Update

d) Scotland Field Improvement

J. DISCUSSIONS

K. COMMITTEE REPORTS

L. LEGISLATION FOR ACTION

a) Budget Order O-FY24-002: FY2024 Water Enterprise Fund Budget
Budget & Finance voted 3-0 to recommend at their 4/18/23 meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

b) Budget Order O-FY24-003: FY24 Sewer Enterprise Fund Budget
Budget & Finance voted 3-0 to recommend at their 4/18/23 meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

c) Budget Order O-FY24-004: FY24 Transfer Station Enterprise Fund Budget
Budget & Finance voted 3-0 to recommend at their 4/18/23 meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

d) Budget Order O-FY24-005: Authorization of Revolving Funds
Budget & Finance voted 3-0 to recommend at their 4/18/23 meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

e) Order O-FY23-049: Adoption of Town Council Social Media Policy
Rules and Procedures voted 2-1 to not recommend.

f) Order O-FY23-054: AFSCME Contractual Ratification
Budget & Finance meeting 5/9/23 prior to the Town Council meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

g) Ordinance D-FY23-010: Establish Stabilization Fund - Opiod Legal Settlements
Budget & Finance meeting 5/9/23 prior to the Town Council meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting.

h) Ordinance D-FY23-011: Special Purpose Stabilization Fund - Opiod Settlement
Budget & Finance meeting 5/9/23 prior to the Town Council meeting. Finance Committee voted 5-0 to recommend at their 4/24/23 meeting

M. OLD BUSINESS

N. NEW BUSINESS

a) Order O-FY24-006: CPA Reserve Accounts - FY2024

b) Order O-FY24-007: Supplemental Appropriation - FY2024

c) Order O-FY23-055: Jenkins Pond Dam Removal and Bridge Replacement Grant Acceptance

d) Order O-FY23-056: Capital Plan Transfers

e) Order O-FY23-057: Acceptance of Donation

f) Order O-FY23-058: Transfer Order - Water Enterprise Fund Carver's Pond Filtration

g) Proposed Ordinance D-FY23-013: Zoning Ordinance - Amend Article III, Section 23 (a) Planning Board

h) Resolution RFY23-007: A Resolution of the Town Council In Support of Downtown Revitalization Initiative

O. CITIZEN COMMENTS

P. COUNCIL COMMENTS

Q. EXECUTIVE SESSION

R. ADJOURNMENT

Town of Bridgewater

Town Council

April 18, 2023
7:00 PM

MEETING MINUTES

CALL TO ORDER

A quorum being duly present, Town Council President Fred Chase called the meeting of the Bridgewater Town Council to order at 7:00pm on Tuesday, April 4, 2023 in the Council Chambers.

APPROVAL OF MINUTES FROM PREVIOUS MEETINGS

a) April 4, 2023 Meeting Minutes

Councilor George made a motion to approve the April 4, 2023 meeting minutes, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

ANNOUNCEMENTS FROM THE PRESIDENT

A moment of silence was held for all veterans.

PROCLAMATIONS

a) First Responders Proclamation

Councilor McKinnon put forth a proclamation to have April 29, 2023 as First Responders Day. Council President Chase read the proclamation into the re

CITIZEN OPEN FORUM

Al Lacerda, Comfort Street: noted that he appreciated the First Responders proclamation, it means a lot. Also noted that there is a First Responders event taking place on April 29, 2023 from 1pm to 6pm at Town River Landing.

APPOINTMENTS

a) Bridgewater MA Republican Town Registrar: Debbie Campbell Johnson

Councilor Wood made a motion to ratify the appointment of Debbie Campbell Johnson as Bridgewater MA Republican Town Registrar, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

b) Conservation Commission: Marilyn MacDonald (2023 - 2026)
Councilor Wood made a motion to ratify the appointment of Marilyn MacDonald to the Conservation Commission, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

c) Diversity, Equity, Inclusion, Belonging (DEIB): Sherley Phillips (2023 - 2026)

Councilor Wood made a motion to ratify the appointment of Sherley Phillips to the DEIB Committee, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

HEARINGS – None

LICENSE TRANSACTIONS

a) Petition P-2023-028: Granting of the Transfer of a Wine and Malt Beverages License
Public Hearing: This Petition was duly advertised in the Enterprise on 4/10/23.

Councilor Chase opened the Public Hearing at 7:08pm.

The Petitioner's Attorney noted that this is the transfer of the beer and wine license for the store that is inside Roche Bros. Supermarket. There is no plan for an expansion of the area and will be open when the store is opened. The Manager of records has a vast knowledge of the ABCC.

Councilor Chase asked if there were any questions from the public – None

Councilor Chase asked if there was anyone from the public that wished to speak in favor – None

Councilor Chase asked if there was anyone from the public that wished to speak in opposition – None

Councilor Chase asked if the Councilors had any questions – None

Councilor Chase closed the public hearing at 7:11pm.

Councilor George made a motion to approve the transfer of the Beer & Wine License under Petition P-2023-028, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

b) Petition P-2023-029: The Granting of an Annual Entertainment License
Public Hearing and advertising are not required for Annual Entertainment Request. This Petition may be considered this evening.

Councilor George made a motion to approve the Annual Entertainment License under Petition P-2023-029, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

c) Petition P-2023-030: Change of Officers/Directors/LLC - 99 Restaurant & Pub, 233 Broad Street
Public Hearing and advertising are not required for Change of Officers/Directors/LLC Manager. This Petition may be considered this evening.

Councilor George made a motion to approve the Change of Officers under Petition P-2023-030, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

PRESENTATIONS – None

TOWN MANAGER'S REPORT

a) Fire Station Update

Town Manager Dutton noted that the Fire Station project was moving along. Wetlands completed last week.

b) High Street Bridge Closure

Town Manager Dutton noted that sign boards will be put out 30 days prior; mailings will also be sent.

Councilor Linde noted that there was increased traffic on Wall Street and was wondering what the town could do. Town Manager Dutton will look into the Wall Street issue.

c) Bristol-Plymouth Debt Exclusion Vote

Town Manager Dutton reminded everyone to vote this Saturday, April 22nd. Important question on the ballot. If the vote fails then the $1.2M will have to be taken out of the operating budget which could mean changes in departments.

DISCUSSION – None

COMMITTEE REPORTS – None

LEGISLATION FOR ACTION

a) Petition P-2023-028: A Resolution Honoring Juneteenth

This measure was not referred to any committee. 14 days has elapsed, therefore this measure may be finally considered this evening.

Councilor George made a motion to approve Petition P-2023-028, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

b) Resolution R-FY23-005: Funds Review Resolution

Budget and Finance voted 3-0 to recommend at their 4/4/23 meeting. FinCom voted 7-0 to recommend at their 3/13/23 meeting.

Councilor George made a motion to approve Resolution R-FY23-005, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

OLD BUSINESS – None

NEW BUSINESS

a) Order O-FY23-054: AFSCME Contractual Ratification

Town Manager Dutton noted that this would put employees more in-line with surrounding towns.

Councilor Gallagher made a motion to refer Order O-FY23-054 to Budget & Finance and Finance Committee, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

b) Ordinance D-FY23-010: Establish Stabilization Fund - Opiod Legal Settlements

Town Manager Dutton noted that this is would establish a fund to hold monies from opiod legal settlements, has restricted use.

c) *Councilor Gallagher George made a motion to refer Ordinance D-FY23-010 to Budget & Finance and Finance Committee, which was duly seconded.*

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon –

Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

c) Ordinance D-FY23-011: Special Purpose Stabilization Fund - Opiod Settlement
Town Manager Dutton noted that 100% would be put into the new established fund.

Councilor George made a motion to refer Ordinance D-FY23-011 to Budget & Finance and Finance Committee, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

d) Ordinance D-FY23-012: General Ordinance - Section 10-D-(5) Flow Neutral Regulation - Sewer Regulations

Councilor Perry noted that this ordinance pertained to regulations for wastewater.

Councilor Gallagher made a motion to refer Ordinance D-FY23-012 to Rules & Procedures, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

CITIZENS COMMENTS

Mr. Fitzgibbons, former Town Councilor: Recognized Council Wood at his last meeting.

COUNCIL COMMENTS

Councilor McKinnon: Reminded residents to get out and vote. Thanked Councilor Wood for his service. Noted that on 4/29 from 9am to 12pm there is a town wide clean-up and from 1pm to 6pm there is a First Responders Event at Town River Landing.
Councilor George: Reminded residents to go out and vote and thanked Councilor Wood for his service and how it was a pleasure to serve with him.
Councilor Perry: Reminded residents to vote on Saturday and thanked Councilor Wood for his service.
Councilor Moore: Asked that Scotland Field improvement be put on the next agenda. Encouraged residents to go out and vote and thanked Councilor Wood for his service.
Councilor Chase: Thanked Councilor Wood for his service, looked at him for guidance.
Councilor Linde: Thanked Councilor Wood for his service, reminded resident to get out and vote on Saturday and donate to the 4th of July event and Juneteenth.
Councilor Gallagher: Reminder everyone to vote on Saturday, important vote. Noted that 4/29 is First Responders day from 1pm to 6pm and prior to that is the town wide clean up. Meet at Town Hall at 9am. Also thanked Councilor Wood, who has done so much for the town.
Councilor Wood: Thanked his wife for putting up with him through the years of serving on the council. Thanked everyone for their kind words. Reminded everyone to get out and vote on April 22nd and noted that the Lyons will be having their fishing derby on May 6th.

EXECUTIVE SESSION

Council President Chase noted that there was a need to move into Executive Session under: MGL Chapter 30A, Section 21(a) (3): To discuss strategy with respect to collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares; and to adjourn from Executive Session.

Councilor George made a motion to move into Executive Session, which was duly seconded.

A voice vote was taken with the results recorded as follows:
Perry – Yea; Linde – Yea; George – Yea; Moore – Yea; Chase – Yea; Gallagher – Yea; McKinnon – Yea; Wood – Yea; Robinson – Absent. Motion passed 8-0-0

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	4/4/2023
First Reading:	4/4/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Budget Order O-FY24-001: FY2024 Annual Town Budget

ORDERED that to provide for the payment of certain expenses of the Town for the Fiscal year ending June 30, 2024;

The Town will raise and appropriate and vote into tax, to be assessed per law and/or appropriate and transfer from the following available funds:

Ambulance Receipts Reserved the amount of	$2,028,089
Title V the amount of	$ 128,666
Enterprise Funds the amount of	$ 599,511
Conservation Receipts Reserved the amount of	$ 30,000
Energy Funds the amount of	$ 150,000
Elm Street DIF	$ 599,063
Golf	$ 340,000
Other Financing Source Total	**$3,875,329**

For the operation of the Town and further that such appropriation in the sum of **$67,065,100** be for personal services, general expenses, Principal and interest, for such purposes, each department and group being considered a separate appropriation as shown below:

Town of Bridgewater
Town Manager's FY2024 General Fund Operating Budget

DEPT#	DEPART DESCRIPTION	Group	GROUP DESCRIPTION	FY2023 Town Mgr Budget
111	**TOWN COUNCIL**	1.0	SALARIES/WAGES/BENEFITS	62,214

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

	2.0EXPENSE	12,000
111 Total		**74,214**
123TOWN MANAGER	1.0SALARIES/WAGES/BENEFITS	520,145
	2.0EXPENSE	88,561
123 Total		**608,706**
132RESERVE FUND	2.0EXPENSE	60,000
132 Total		**60,000**
135FINANCE - ACCOUNTANT	1.0SALARIES/WAGES/BENEFITS	424,314
	2.0EXPENSE	64,100
135 Total		**488,414**
141FINANCE - ASSESSORS	1.0SALARIES/WAGES/BENEFITS	188,237
	2.0EXPENSE	125,190
141 Total		**313,427**
145FINANCE - TREASURER	1.0SALARIES/WAGES/BENEFITS	423,887
	2.0EXPENSE	55,872
145 Total		**479,759**
151LAW - LEGAL	1.0SALARIES/WAGES/BENEFITS	78,800
	2.0EXPENSE	20,550
151 Total		**99,350**
152HUMAN RESOURCES	1.0SALARIES/WAGES/BENEFITS	128,623
	2.0EXPENSE	7,500
152 Total		**136,123**
155TECHNOLOGY	1.0SALARIES/WAGES/BENEFITS	265,823
	2.0EXPENSE	463,829
155 Total		**729,652**
161TOWN CLERK	1.0SALARIES/WAGES/BENEFITS	228,982
	2.0EXPENSE	76,641
161 Total		**305,623**
166PARKING	1.0SALARIES/WAGES/BENEFITS	15,375
	2.0EXPENSE	750
166 Total		**16,125**
182DEVELP	1.0SALARIES/WAGES/BENEFITS	330,568
	2.0EXPENSE	35,915
182 Total		**366,483**
192TOWN BUILDINGS	1.0SALARIES/WAGES/BENEFITS	61,482
	2.0EXPENSE	547,076
192 Total		**608,558**
210POLICE	1.0SALARIES/WAGES/BENEFITS	6,364,469
	2.0EXPENSE	305,326
210 Total		**6,669,795**
220FIRE	1.0SALARIES/WAGES/BENEFITS	6,525,108
	2.0EXPENSE	355,038
220 Total		**6,880,146**

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

240INSPECTIONAL SERVICES	1.0SALARIES/WAGES/BENEFITS	424,544
	2.0EXPENSE	17,950
240 Total		**442,494**
292ANIMAL CONTROL	1.0SALARIES/WAGES/BENEFITS	99,440
	2.0EXPENSE	3,000
292 Total		**102,440**
300B/R RGNL DISTRICT	2.0EXPENSE	32,568,595
B/R SCHOOL DEBT	7.1DE: DEBT SERVICE	4,050,107
300 Total		**36,618,702**
301BRISTOL AGI TUITION	2.0EXPENSE	301,516
301 Total		**301,516**
BRISTOL PLYMOUTH 302TUITION	2.0EXPENSE	1,867,308
302 Total		**1,867,308**
NORFOLK CNTY AGI 303TRANS	2.0EXPENSE	79,065
NORFOLK CNTY AGI	2.0EXPENSE	78,300
303 Total		**157,365**
410TOWN ENGINEER	1.0SALARIES/WAGES/BENEFITS	64,691
	2.0EXPENSE	19,700
410 Total		**84,391**
420HIGHWAY DEPARTMENT	1.0SALARIES/WAGES/BENEFITS	1,015,566
	2.0EXPENSE	503,275
420 Total		**1,518,841**
421SNOW AND ICE	1.0SALARIES/WAGES/BENEFITS	41,000
	2.0EXPENSE	41,100
421 Total		**82,100**
424STREET LIGHTING	2.0EXPENSE	175,818
424 Total		**175,818**
510HEALTH	1.0SALARIES/WAGES/BENEFITS	164,573
	2.0EXPENSE	18,350
510 Total		**182,923**
541COUNCIL ON AGING	1.0SALARIES/WAGES/BENEFITS	232,266
	2.0EXPENSE	9,800
541 Total		**242,066**
543VETERANS SERVICES	1.0SALARIES/WAGES/BENEFITS	34,693
	2.0EXPENSE	69,350
543 Total		**104,043**
610LIBRARY	1.0SALARIES/WAGES/BENEFITS	544,313
	2.0EXPENSE	204,284
610 Total		**748,597**
630RECREATION	1.0SALARIES/WAGES/BENEFITS	211,937
	2.0EXPENSE	73,490
630 Total		**285,428**
710DEBT PRINCIPAL	7.0DEBT SERVICE	639,066

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

710 Total		**639,066**
751INTERST ON LT DEBT	7.0DEBT SERVICE	233,121
751 Total		**233,121**
STATE/COUNTY 820ASSESSENTS	2.0EXPENSE	371,241
820 Total		**371,241**
830COUNTY ASSESSMENTS	2.0EXPENSE	68,079
830 Total		**68,079**
911RETIREMENT	1.0SALARIES/WAGES/BENEFITS	4,709,939
911 Total		**4,709,939**
912WORKERS COMP	1.0SALARIES/WAGES/BENEFITS	166,430
912 Total		**166,430**
913UNEMPLOYMENT	1.0SALARIES/WAGES/BENEFITS	5,000
913 Total		**5,000**
914HEALTH/LIFE/MEDICARE	1.0SALARIES/WAGES/BENEFITS	3,884,726
914 Total		**3,884,726**
919OTHER BENEFITS	1.0SALARIES/WAGES/BENEFITS	6,330
	2.0EXPENSE	53,150
919 Total		**59,480**
945LIABILITY INSURANCE	2.0EXPENSE	287,260
945 Total		**287,260**
950GAS & OIL	2.0EXPENSE	205,000
950 Total		**205,000**
Grand Total		**71,379,749**
	Adjust for State/County Charges	**(439,320)**
	Total Appropriation	**70,940,429**

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget & Finance	• 4/18/23: Voted 3-0 to recommend
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Historical Commission
66 Central Square
Bridgewater, Mass. 02324
508-697-0904

May 9, 2023

Michael Dutton, Town Manager
Fred Chase, Council President

Dear Sirs;

The Bridgewater Historical Commission is requesting the consideration of two issues:

1. The Bridgewater Historical Commission is requesting a change from the pour administration classification from advisory to ministerial. I will explain our reasons for this request. A signed letter from our commission is attached.
2. Secondly our town is about to lose the oldest family-owned business and see the end of the oldest industry in town, ironworking, Henry Perkins Company on Broad Street. We also contend that it is the oldest continually operating iron industry in North America from 1713+/- until 1988. We ask that efforts be made by the council through recognizing this fact by improving and more importantly incorporating the last remaining building of the ironworks on the High Street into the future development of town infrastructure on the site. This will insure improved maintenance of the site and preservation of the importance of this industry in the development of industrial America. A history of this industry in town and its importance to the development of our country is also attached.

   Thank you for your time and this opportunity to present this material.

Sincerely

David R. Moore, Chair
Bridgewater Historical Commission

We have previously expressed these concerns with the consultant working on the Master Plan Update. We ask that they be addressed in the project. If they are not going to be included, we would like to meet with whoever is making that decision prior to the presentation of the report.

The Bridgewater Historical Commission is in dire need for space to properly care for and make available to the public hundreds of items of historical significance. Presently some of these items are in the possession of the Bridgewater Public Library. In spite of the best efforts of the library trustees this is not a manner in which these items can be easily accessible to the public. It is also not a secure means of stewardship. Over the past 150 years thousands of items of historical significance have been lost.

The original Memorial Building had a room dedicated to this purpose in 1890 and today the contents are gone. Many residents have offered to turn items over to the town for preservation but only if they have some reasonable certainty that they will be around in the future. Many residents are sitting on collections, waiting, while they will eventually be sold off at estate sales. Others have given their collections to the local college for preservation. Unfortunately, the college collection is not easily accessible. At the very least there should be a serious program to catalog, photograph and digitize many of these items.

The town currently owns two empty buildings of significant, historic nature that are presently empty. The Memorial Building is heated and in close proximity to the current library and parking. A portion of this building would make an excellent repository for our town's artifacts. An even better, however more costly repository would be the "stone storehouse" at the Ironworks". Use of that property would also save the last remaining building of the oldest continually operation ironworks in North America.

At this time, I implore the town to include this issue in the Master Plan.

Sincerely,

David R. Moore, Chair
Bridgewater Historical Commission

Bridgewater's Oldest Industry

Iron

Iron manufacturing in Bridgewater prior to 1775 was scattered throughout the town. The earliest map 1775 shows up to, 7 different sites of forges, air furnaces, and slitting mills. In 1707, a group of men leased land from the Titicut Indians for a foundry, on the Forge River, today known as Snow's Brook. This was probably the beginning of Sturtevant's Pond. Nahum Mitchell's History of Bridgewater 1818, mentions the site as one of the first foundries erected in Bridgewater. Those men, Capt. Samuel Edson, Edward Mitchell, Edward Fobes, Samuel Washburn, and Ephraim Howard, leased the land from the Titicut Indians for 25 shillings per year, in 1707. The purpose was for " to have liberty to set up Ironworks" and " to join their dam to our land and also to improve what is needful for ponding"[1]. There is also a mention of a second foundry in the area run by Amos Keith and others and a short distance down stream by his cousin, Jeremiah Keith and Brother[2]. This could account for the two dams on "old Forge Brook" or Snow's Brook.

In 1758, a list of foundries, show a foundry owned by Josiah Edson, grandson of Capt. Samuel Edson and a representative to the colonial state government. This would have been the mill on South Brook at Carver's Pond[3]. In the spring of 1776 the Massachusetts General Court decide to establish a state owned foundry for the manufacture of large cannon for ships and coastal fortifications. A new member of the legislature from Bridgewater, by the name of Hugh Orr, was a member of the committee appointed to study the problem.

Orr had already set up a forge in East Parish where he had produced 500 stands of musket by 1748. With this experience Orr was selected to look for a site to manufacture cannon. The finally agreed to take over an air furnace then being built by Giles Leach at Titicut, in 1776. A letter written to Hugh Orr[4] from the Samuel Phillips, President, War Office on July 27, 1778, which is in the possession of the Old Bridgewater Historical Society, talks of shipping 7 and 24 pound cannon from the site to Boston, via Weymouth. They had developed a casting process with the help of a French nobleman and engineer, by the name of Marie Louis Armand Ansort D'Ameresquelle, who had arrived in the fall of 1776, one year before Lafayette, and settle near Dracut[5].

This process of casting cannon with the hole in it rather than casting it solid and spending weeks boring it out, produced a stronger cannon and his boring process drastically reduced production time. The innovative process was so good that the colonial government sent Paul Revere out to evaluate the work. His reports were favorable and a guard was placed onsite to protect the process from falling into British hands. D'Ameresquelle was later given the commission of Colonel and designated Superintendent of Foundries of the state. He passed on his trade secrets to Hugh Orr who had been attempting to make cannon in the East Parish, and despite their differences, the two became very successful. There is some controversy as to the roles of the foundries at Titicut and East Parish as to what extent each played in the story. As Orr's business increased in East Parish the activity decreased at Titicut.

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[1] *History of Bridgewater*, Unpublished, Joshua Crane,1872, page 44, Bridgewater Public Library Historical Room
[2] History of Plymouth County, D.H. Hurd, pg. 784
[3] History of Plymouth County, D.H. Hurd, pg. 784
[4] Letter, Old Bridgewater Historical Society
[5] Paul Revere and the World He Lived In, Ester Forbes, pg. 321, First Mariner Books, 1942

The site, in a report furnished to the Massachusetts legislature in February of 1782, prepared by Hugh Orr listed the following:

1. Air furnace building, 61 feet long, 43 feet wide, 20 feet "post", well covered with boards & roofed with cedar shingles.
2. Molding house, 70 feet by 20 feet, coal house 50 by 30 feet, a new building joined to the coalhouse, 20 feet by 20 feet.
3. Blacksmiths shop, well covered, with 1 forge.
4. Common blast furnace in good repair for casting cannon, several large cranes with blocks and falls. Within the blast furnace building an air furnace in good repair.
5. A boat for carrying wood and iron.
6. Iron and bricks in the chimneys and furnaces, nearly a ton of bar iron and considerable cast iron, 18,000 common brick and 12,000 white firebrick.
7. Stock on hand belonging to the Commonwealth: 20 tons of ore, 1 of dubious value for cannon, 7 or 8 tons of old iron cannon, 4 tons of copper, 2 Danish-Brass cannon, 38 cwt., 2 brass damaged cannon c. 9cwt19 or 15 cwt. Of black tin, 170 tons of pig iron, no coal, 14 cords of wood, 4 tons of white clay.
8. Out of the 4 tons of copper, cast but not finished 1 10" mortar, 1 8 ½" dia. 2 Cohorn mortars, 5 ½", 3 Royal dia. 4 1/2".
9. Dams in good repair.[6]

Mr. Orr proposed to lease the blast furnace to produce 50 cwt of hollow ware per year and then return it to the state in good repair. If the boring mill, erected by the state, at a cost of 400 pounds was sold, it would be of little value. About that it time the state decided to sell the Titicut foundry. In 1785 records show the Jeremiah Kieth was producing paper mill screws at this location. These screws were 7 inches in diameter and about 3 ½ feet long and were most likely part of a press to remove the water from the paper pulp.[7] A report two years later shows the site still not sold, and in 1795, it still appears on the maps. About 1900 it is shown on a map as the Bartlett Tack Factory. About 1945 the last building was torn down and a house erected on the site at South Street.

There is an unconfirmed story the Paul Revere had cannon manufactured at Sturtevant's Pond to equip his expedition to Maine to destroy the British fleet during the revolution. This venture is otherwise known as the Penobscot Expedition which resulted in the greatest American naval defeat until Pearl Harbor.

[6] *Massachusetts Archives,* Volume 137, page 397
[7] Bridgewater Independent, Old Landmarks, August 9, 1883

Hugh Orr was a native of Scotland, who had settled in East Parish at the age of 24 in 1740, was a man of great industry. Following the Revolution he invited Robert and Alexander Barr, fellow Scotsmen to construct carding, spinning and roping machines at his works in East Bridgewater. Mr. Orr, while a member of the Massachusetts Senate in 1786, was able to get them an award of two hundred pounds and six tickets for the land lottery of that period. These were the first machines of this type manufactured in this country.

Mr. Slater and Moses Brown of Providence traveled to East Bridgewater to observe these machines before setting up shop on the Blackstone River in Pawtucket, Rhode Island. It can be said that the first small arms, the first solid cannon cast and bored, and the first cotton thread made on machinery that was made in America, was done under his direction in East Bridgewater[8]. The history of Slater's Mill and its subsequent impact on the American textile industry needs not be mentioned. While Hugh Orr was technically an East Parish or East Bridgewater man, he had a great influence on the industrial development of the town, the regional and eventually the country. It is said [9] that Hugh Orr was responsible for the first cast hollow cannon, machinery to spin cotton thread, advances in small arms production and the development of efficient nail machine in America.

The main dam at the Titicut site was located under what is now South Street, at the far end near Green Street. The reservoir formed was much too small to provide the needed waterpower for a prolonged "blast" or firing of the furnaces. The blast furnace would run for weeks at a time, 24 hours a day, to achieve the temperatures to needed to turn the bog ore into crude iron. To supplement the first dam a second was constructed about 2000' feet up river along Snow's Brook, located at the rear of 1188 Vernon St. This dam is about 8' feet high, over 100' across and would back up water almost to Cross Street. The fact that a structure and body of water of this size does not show up on maps suggests that it was only a reservoir for the lower dam. This dam may also have been another foundry site that is mentioned that was previously mentioned when discussing the earlier operations of the Keith family in this area.

The method of processing iron from bog ore was with a blast furnace. Air furnaces were large stone structures resembling a freestanding chimney, 20 feet square at the base tapering to twelve to 15 feet at the top, standing 20 to 30 feet tall. There would be a round whole from top to bottom, down the center. To start the furnace, a wood fire would be built at the bottom to bake the lining that was made of a mix of clay and sand. The furnace would then be filled from the top with layers of charcoal for heat, clamshells as a flux to help clean the molten iron and bog ore or a reddish brown, iron oxide laden sand to provide the crude iron. Once a fire was hot, the huge water driven bellows would provide airflow, into the bottom of the furnace, which would raise the temperature in the furnace to over 2500 degrees. The clamshells or later limestone

[8] History of Bridgewater, Nahum Mitchell, 1840, pg. 59
[9] The Trade of Shoes and Leather in the Last 100 Years, 1891, Seth Bryant, Old Sturbidge Village Library

would cause the impurities in the ore to float to the top of the molten iron where it could be drawn off. More raw materials would carefully be dumped into the top of the furnace, usually brought up a long ramp by wheelbarrow. As the fire reduced the contents, the mix would settle necessitating the addition of more material.

Blast furnaces were usually located next to a hill making it easier to bring the raw materials to the top of the furnace by horse and wagon. The materials would then be thrown in by hand. This was most likely the situation at High Street. At other locations the top of the dam would be used to access the top, for charging the furnace. Once the mix was up to its melting point a small hole would be made in the bottom of the furnace or stack and the iron would flow out into a channel on the ground into cavities to form ingots or "pigs" of crude iron. The pattern of this channel often resembled a row of baby pigs suckling a sow. Hence the name pig iron, as the first form of crude iron.

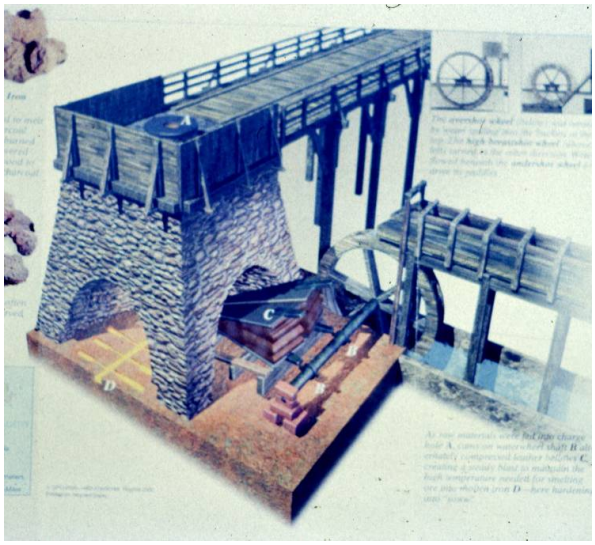
Once this furnace was started it would have to remain running for days, day and night, consuming tremendous amounts of materials, and belching big clouds of smoke and steam. If the operation were allowed to stop, it would take days for the furnace to cool down so that it could be relined, with new layers of clay, sand and rock. A furnace could consume many cords of wood, in the form of charcoal, in a single firing that could last weeks. To produce one ton of iron a blast furnace would consume the following amounts of materials: 135 bushels of charcoal, 450 pounds of seashells and 2600 pounds of ore.[10] Men would work through the winter, in the forests and swamps when the ground was frozen, cutting wood to make charcoal. It is said on a good day, if the trees were of the right size and not to far apart a good man could cut and stack 2 cord of wood in 4 foot lengths. One cord would yield only 35 bushels of charcoal.

Wood, used in high temperature heating or refining of iron, first had to be turned into charcoal to provide the greater heat needed to bring the iron out of the ore. Charcoal would be made in the forest, where the wood was cut, by stacking the cordwood in 20' or 30' circles, 6-10' high. . The pile was covered with wet leaves and earth to form a cover over it to limit the supply of air to the fire. A small tunnel would be left into the center of the pile through which a man would crawl to ignite the fire, and an opening in the top, creating a chimney. Once ignited and the hole in the bottom covered, the fire would smolder for days until the wood became partially burned into charcoal. The earth would then be stripped away and charcoal gathered up. With the ground frozen in the winter and the charcoal being light, it made it easy for the horses to get into the wet areas to haul of the wood or charcoal to the furnaces. Occasionally these circles can found in the forests about town, today.

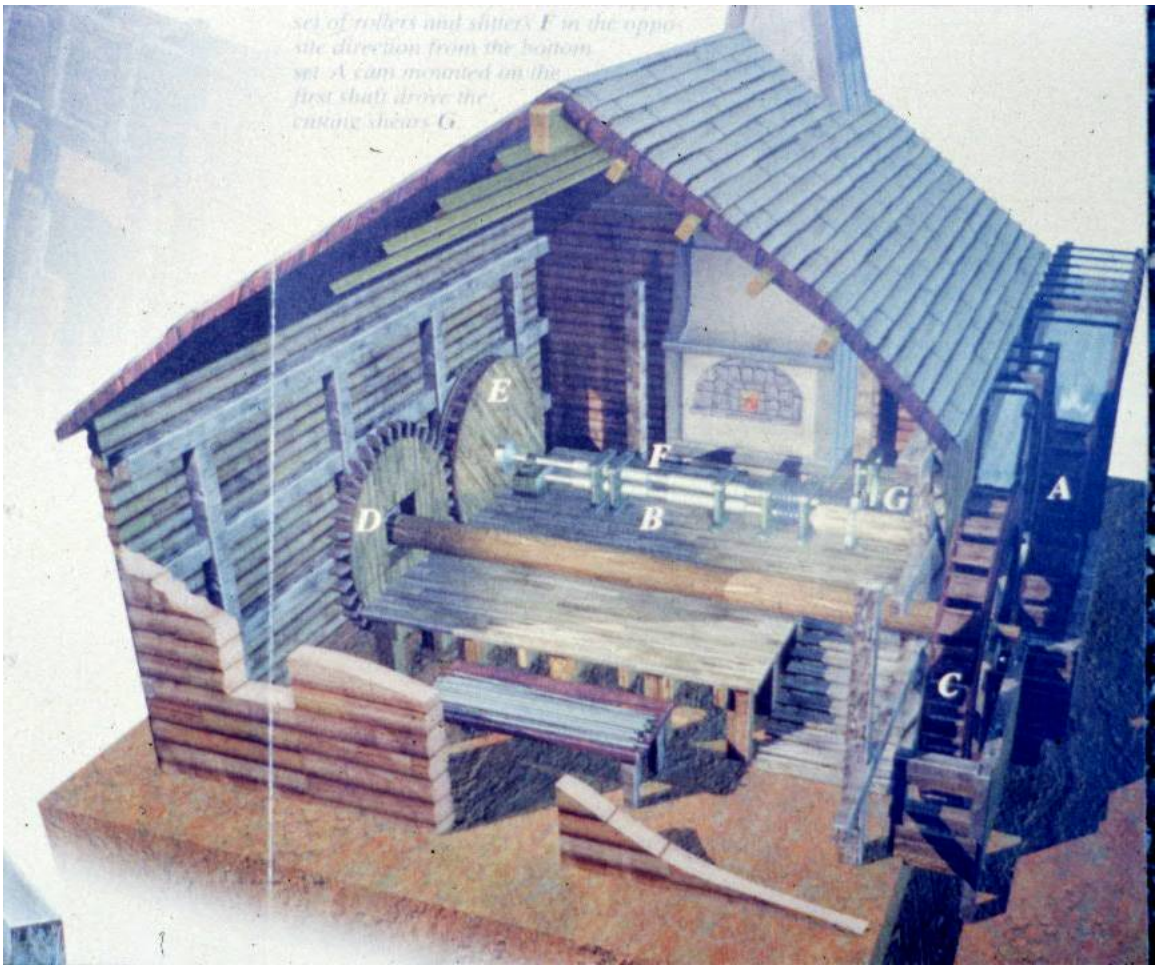
Charcoal had been used for centuries, in the manufacture of iron, but just like in Europe, forests were a finite resource. They had been heavily harvested as a source of heat for homes, brick kilns and building materials, from day one in the early 1600's. Food crops and grazing now took up land that could have been left to grow new trees. It
would only be a matter of time before this fuel source, charcoal, would become in short supply, and restrict the growth of the industry. Relief would have to wait until the advent and arrival of the railroad.

[10] *Cannonballs & Cranberries*, Fredrika A. Burrows, Sullwold Publishing Compnay,1976

Air furnaces were very different. They were used primarily for the processing of iron pigs or blooms, the produce of the blast furnaces into useful items. It was basically a lower temperature furnace; with little or no mechanically forced draft for heating iron for reshaping, forging, or welding. Iron, as cast is not a durable product. In comparison to steel, it is weak and brittle; it had to be refined. This could be done in two ways, depending on its final use. First it could be reheated, almost to molten, to allow more of the impurities to be baked out. Second it could be worked or pounded, when red hot to compress it and increase its strength at a forge.



A forge, could be anything from a blacksmith with an anvil and 2 pound hammer to a large, up to 500 pounds, water powered trip hammer. There would be an air furnace to heat the ingot of iron to make it workable. In larger foundries the waterpower would be used to lift a large hammer. The purpose of the hammers would be to shape the iron into more usable forms such as bar, or plate. Higher grades of iron would have to be repeatedly hammered to remove some of the pockets of free carbon, thus increasing its value, for use in cutting tools. For example, an ax would be made of two pieces. The head would be made of a lesser-refined grade of iron with a thin strip of very well worked iron welded to its cutting edge. Welding was accomplished by raising two pieces of iron, almost to their melting points and pounding them together, allowing the molecules of iron in the separate pieces to bind into one. The welding process would be used on item as small as axes, knives and plow blades to items weighing many tons, as would be done years later at the Lazell Perkins Iron Company in the Stanley section of town.



A slitting mill would take the red-hot, iron bars or plate stock and “slit” or cut it into strips for nails. This was usually down with a series of rolls. The most efficient rolling operation was those with power to the top and bottom rolls. This necessitated upper and lower rolls turning in opposite directions. A water channel on each side of the mill, powering two separate water wheels usually accomplished this, with out the use of crude wooden gears. Three naturally occurring areas on the river to facilitate such an operation were at the intersection of High St. and the Town River, a short distance down river at Oak Street, and then again at Plymouth Streets.

The mill site at High Street and the town river is probably the most significant and best documented, in its later years. It was a tremendous site for waterpower. Deeds today, still show water rights to flow over 400 acres, a sizable reservoir of power. The river could be easily harnessed or dammed up as it passed through the deep valley. In 1694 David Perkins was given permission, by the colonial legislature, to erect a dam across the Town River.

David Perkins was born in Hampton, NH, about 1645. He came to Bridgewater in 1688 and served as the first representative to the General Court in 1692. By 1707 he was operating a blacksmith shop on the site. [11] His son Jonathan, born in 1714 was badly injured at the forge.[12],

[11] The Bridgewater Book Illustrated, 1899, Joshua E. Crane, page 21

[12] "An Account of Part of the Family of Abraham Perkins of Hampton, N. H., Who Lived in Plymouth County, Mass." (NEHGR, 50 [1896]:34-40).

loosing his sight in an accident. This may be the earliest evidence of iron manufacturing at the site.

This was later added with a deed from Thomas Washburn to connect the dam to his property. [13]The site was originally used as a saw and gristmill and afterwards a slitting mill and forging shop. The channel of the river on the west edge of the property was first constructed as a wood lined sluiceway, leading to a wooden water wheel to power a bellows.[14] The bellows would supply air for the furnace. The exact date of the first casting of iron is not known but in 1785, it was the second slitting mill to open in the country, following the revolution. By 1795 they were rolling over 445 tons of iron per year. Due to its location, away from seaports and before the railroad it is indicative that there must have been a significant source of iron blooms at the site; a further testimony to the determination of this industry is the location. Prior to the railroad, hauling bulky materials, produced by this industry by wagon, over long distances was not profitable. Most heavy industry was located on navigable waterways or near seaports. The nearest port to Bridgewater would be in Taunton, ten miles away. It wasn't until the railroad came up from Fall River in 1845, and soon after in 1846, down from Boston, that the industry was able to flourish.

From 1810 to 1816 business was carried on under the name of Lazell, Carey and Perkins & Company. During the War of 1812 orders were filled for cannon and great iron pots for the whaling ships were cast.[15] In 1816 Carey was dropped and continued until, 1825 when it was named as the Bridgewater Iron Company. However the firm also continued to do business as the Lazell, Perkins Company for many years, having built an excellent reputation under that name. The use of this second name, continued up through the Civil War, with a company office on 83 Maiden Lane in New York City, advertising forgings, shafts, railroad wheels and castings of all descriptions. This location in New York City, close to the Navy yards, may have been the link to help it play an important role in the construction of the USS Monitor. In the 1820's coal imported from England began to replace charcoal as a fuel for the furnaces. The new fuel provided a greater source of heat for the numerous processes associated with iron production.

In 1830 they began the manufacture of steam engines. This would indicate that they possessed a complete facility for the rolling of plate for boilers; production, forging and machining of heavy castings. The steam engine venture was short lived and the plant turned it's energies toward the manufacture of heavy machinery for rolling mills, hydraulic presses, sugar mills, nail machines and equipping their plant for the production of even heavier castings.

The rolling mills produced tack, nail, boiler and shovel plate, one of which was steam driven and the other by waterpower. There were also two forges, one for producing charcoal blooms and the other for anchors, locomotive cranks, axles and heavy other forgings.

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[13] History of Bridgewater, Nahum Mitchell, 1840, pg. 67
[14] *Bridgewater's Oldest Industry,* Bridgewater Independent , February 10, 1910
[15] *Bridgewater Illustrated,* Arthur Willis, 1909, Casting History of Bridgewater

By the 1850's, with the addition of the railroad, the plant employed 250 men and consumed 4500 tons of coal, 6000 tons of iron to produce 50,000 casks of nails, 3,000 tons of machinery and 4,000 tons of iron plate. The railroad was a key element to the expansion of the facility. The Boston and Fall River Railroad brought coal, a superior fuel to charcoal, and higher grades and larger quantities of iron ore and scrap iron, along with limestone, a flux for purifying the molten iron. It also made shipping of the heavy castings much easier. In doing so, it placed the Bridgewater Iron Company as one of the largest and most important iron producing concerns in the United States, specializing in heavy castings and forgings.

In 1837, town records show that [16] there were in Bridgewater 2 air furnaces producing 400 tons of iron, employing 40 men, a rolling mill with 60 men, 2 nail shops with 30 men and 2 forge shops with 6 men. There is no indication of were these facilities were but we could assume from other records that at least one air furnace, the rolling mill and a nail shop were at the High Street location. Records in 1845 show 125[17] men working in the iron industry in town.

In 1858 this article appeared in the **Scientific American**:

VALVE GRATE OF A STEAM ENGINE James Ferguson, (assignor to himself and **Lazell**, **Perkins** & Co.,) of Bridgewater, Mass.: I do not claim any of the mechanism described for operating thee cam shafts, as it differs little from the mechanism commonly employed for working valves with a tripping motion, nor do I claim, generally, operating valves by cams and yokes. But I claim the employment of cams, B E, of the form specified, applied in the manner described, to connect the valve stems with the rocker shaft

[16] Statistical Tables, Exhibiting the Conditions and Products of Certain Branches of Industry in Massachusetts, John Bigelow, Secretary of State, Commonwealth of Mass. 1838

[17] Statistics of the Conditions and Products of Certain Branches of Industry on Massachusetts for the year Ending April 1, 1845, Secretary of State of the Commonwealth of Mass. 1845

which receive the tripping motion for thee purposes set forth.
[This is a useful improvement in valve gear for engines, and cannot well be described without drawings.][18]

The plant now consisted of ten principal buildings. An iron foundry 50 by 140 feet, with a blast furnace having the ability of processing seven tons of ore a day. A bloom shop, 40 by 70 feet, with the capacity of processing 300 tons of scrap into blooms or blocks of iron to be forged or shaped into plate or forgings. A crane capable of lifting 75 ton, some of which were shafts 24" in diameter and over 30 feet long. A boiler shop 30 by 40 feet, for the production of locomotive and stationary boilers. A forging shop 140 by 60, for the production of wrought iron products, including locomotive cranks, car and engine axles and steamboat shafts. The Willard Patent Steam Hammer was invented and patented by Charles Willard. It was manufactured and used extensively in the plant[19]. A nail plate mill, 150 by 100 feet with a capacity of 15 tons per day powered by a 150 horsepower steam engine. A nail shop 140 by 45 feet with 44 nail machines producing 1200 kegs per week, powered by a 60 horse-power water wheel and a 60 horse power-steam engine. The rolling mill, 90 feet square, powered by a 50 horsepower water wheel, had a capacity of rolling 7 tons a day. The machine shop, 100 feet square, had machinery sufficient to process all of the heavy castings and forgings. It is said that the lathe could turn a 40' long shaft and another lathe had a face plate capacity of 15'. Last was the stone storehouse, 45 by 90 feet that still stands today.

Work in the foundry was a very dangerous job. For many years, lifting of pieces of iron weighing many tons, was done by chains and pulleys suspended by from heavy timber cranes operated by hand or brute strength. Lighting was minimal, provided by the windows and smoke was ever present obscuring limited visibility. Heat in the plant was provided by the equipment, furnaces or boilers, so you could be freezing on one side and sweating on the other. .Molten iron is at 2500 degrees, which will vaporize flesh on contact. The smell of burning flesh has a distinct odor, not easily forgotten. Occasionally, in the casting process, molten iron can come in contact with excessive moisture in a mold causing it to explode. If one is lucky the steam generated by the contact with the skin will cause the iron to bounce of causing a minor burn. Depending on the size of the mold and the amount of iron everyone in the area will be sprayed with sparks or pieces of molten iron.

Protective clothing was little more than a hide apron, a heavy wool cap and a pair of leather gloves. Steel toe boots were non existent. Safety glasses where unheard of, giving eye no protection to flying pieces of hot metal. It is noted in the records that the son of one of the early Perkin's owners lost his sight to an explosion on the casting floor. The real danger is when the pieces iron got caught in clothing or in the top of a boot. It then becomes a race to get out of the clothing or boot before it allows the piece of iron to burn into the flesh like a bullet. Men would fall to the floor in agony trying to remove a boot that had caught a piece of molten iron, with his fellow workers running to his aid to help. The forging process was equally as dangerous with massive pieces of red hot iron suspended by chain slings as they were moved by hand from the ovens to the forging presses. The pounding of the massive forging presses, the impact of which could be felt in the town square, used to shape or weld pieces if iron would often send bits of red hot iron flying about the plant. The plant was also known for its rolling operation where large pieces of red hot iron would be rolled back and forth between large rollers until it was the desired

[18] Scientific American. / Volume 13, Issue 52. [Scientific American. / Volume 13, Issue 52, Sept 4, 1858]
[19] Old Bridgewater Historical Society, Bridgewater Independent article

thickness. Along with this was the ever present danger of live steam under tremendous pressure. There was no insurance or workers compensation insurance to provide for a family of an injured or killed worker.

On Sunday, June 24, 1862, at 9:10 AM, the plant was rocked by a terrible explosion of one of the steam boilers. Fortunately, being a Sunday there were only a few men present. This limited the casualties to 7 dead and 20 seriously injured. The explosion leveled one of the forge shops, toppled the stack and broke most windows in the plant and neighboring homes. The remains of the destroyed building were left on the site for over twenty years as a reminder to the men of the danger of the improper operation of the steam boilers. The disaster was recorded in Frank Leslie's Magazine on July 12, 1862. Other accounts of the explosion mention large pieces of iron being found over a mile from the plant. Sanborn insurance maps from the 1880's show the location of the ruins of the building to have been about in the center of the island, not far from the current bridge.

The following description of the tragedy was described in the **Scientific American** as follows:[20]

A Fatal Boiler Explosion.

Yesterday I visited the scene of the late boiler explosion of the iron works of **Lazell Perkins** & Co., in Bridgewater, Mass., by which six persons were instantly killed, one mortally wounded and many others more or less injured. The boiler
was located in the forge shop directly over one of the forge fires and by which it was heated. It was used in connection with another boiler, principally to drive a large steam hammer. It was a horizontal fine boiler 24 feet in length by 4 feet in diameter, with two
16-inch flues. It had been in use but about three years, and was considered as good as any boiler in the works. The force of the explosion was such that the entire end of the large forge shop, together with a greater portion of the roof of that wing was totally demolished. A piece of the boiler, containing 40 or 50 square feet, was lodged in a grove 60 or 65 rods distance, and near the same place was an iron rod 80 or 40 feet long; twisted in among the tree tops like a grape vine. The boiler was ripped and torn in every direction, both at the joints and through the solid plate, as if it had been of paper, while the flues were collapsed for more than half their length as if they had been of sheet lead instead of strong iron. The boiler plate appeared to be of uniform good quality throughout. The only defect I could find was a bad weld in one of the stays, but which was not sufficient, in my opinion, to account for the explosion. It is evident
that at the instant of explosion there was, from some cause, a tremendous development of elastic force, the holler being rent and torn in strong and weak places indiscriminately. No simple over pressure of steam could affect this. Some have attempted to account for
it by the decomposition of the steam and subsequent explosion of the hydrogen. But the steam could have been decomposed only at a temperature at least equal to that of red-hot iron, and the oxygen would unite with the iron and the free hydrogen could only explode when it found a combining equivalent of oxygen, which it could not do in the boiler.

From the best evidence I could obtain, and after careful examination of the collapsed flues, I think this case can be satisfactorily explained without calling in any gas, electrical or any other unknown theory. While the steam hammer was running, it was usual
not to have the pump on the boiler as it deadened the steam. At the time of the explosion the

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[20] Scientific American. / New Series, Volume 7, Issue 3. [Scientific American. / New Series, Volume 7, Issue 3, July 19, 1862]

hammer had just been stopped to give the iron a fresh heat. It is probable that while the hammer was running the water had gradually fallen below the upper parts of
the flues. The upper side of the flues being intensely heated, and consequently weakened, was crushed down, and the arch of the flue being destroyed, they
very readily collapsed, and the act of collapsing plunged the red-hot iron under water, thus causing the sudden generation of steam sufficient to produce the effects described above.
STEPHEN MOORE, Natick, Mass., June 26, 1862. [21]

Another less technical account of this fatal event was given many years latter by a Mr. James L. Hunter of Main Street at an annual meeting of the Bridgewater Fire companies and reported in the Bridgewater Independent, in 1930. He was 20 years old at the time and working at the plant. " They were over 700 men working during the week day shifts that ran around the clock trying to fill all of the orders. Fortunately for most, the explosion happened on a Sunday morning when there were only a limited number of men at work. The boiler that exploded was one of many used to generate steam to power the forging hammers. It was thought at the time that the boiler exploded because of the lack of water in the boiler and there being no accurate way of determining the exact water level. When the boiler exploded it went straight up through the roof, leveling most of that building and heavily damaging others nearby. The remains of the building were ignited making rescue of those injured dangerous."

The use of scrap iron was a common supplement to the stock melted to make other products as mentioned in these notes from the **Scientific American**.
Tons upon tons of used up, worn out hoops are annually worked up in cannon, shafts for machinery, etc., at the iron works of **Lazell**, **Perkins** & Co., Bridgewater, Mass. -
Another article from those times spoke of the forgings at the plant:
LARGE FORGING

New England may well be proud of her mechanics; they are the true source of her great wealth and influence. We are apt to give too little credit to our home influences, and to enlarge upon those farther away from us. We could not but think of this a day or two since, while at the works of Messrs. **Lazell**, **Perkins** & Co., of Bridgewater, Mass. Among other remarkable things, we saw a couple of shafts made for the Pacific Mail Companys new steamer Constitution, which showed as good work as one could well wish to see. These shafts are 28 inches in diameter, 34 feet 4 inches in length, and weigh about 25 tons each, finished. The connecting rods each weigh about 6 tons, and handsomer specimens of forging cannot be found in this country.
Railway Times.[22]

One of the many projects of the plant after the war was documented in the **Scientific American** in 1866. "At **Lazell**, **Perkins** & Co.s works, at Bridgewater, Mass., a mold is being made for casting a monster sea water condenser for one of the Boston and Liverpool packets now being built at Newburyport. It will require twenty tons of iron, and will be the heaviest single casting ever turned out by these works.[23]

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[21] Scientific American. / New Series, Volume 12, Issue 23. [Scientific American. / New Series, Volume 12, Issue 23, June 3, 1865]

[22] Scientific American. / New Series, Volume 9, Issue 14. [Scientific American. / New Series, Volume 9, Issue 14, Oct 3, 1863]

[23] Scientific American. / New Series, Volume 15, Issue 5. [Scientific American. / New Series, Volume 15, Issue 5, July 28, 1866]

By 1875 it ranked as the largest iron concern in New England covering over 70 acres, including worker housing and other support buildings. The principle plant covering about 15 acres housed two rolling mills, the largest 244 by 132 feet: two machine shops, of which the largest was 251 feet in length; two forges, one being 130 by 100 feet; an iron foundry, 130 by 90 feet; a brass foundry and numerous other support buildings, totaling 28 in number. Five steam engines and eleven water wheels and the works annually consuming 15,000 tons of coal and 48,000 bushels of charcoal furnished power.[24]

The company's forge department was distinctive, having facilities for producing heavy forgings that could be done at very few other places in the country. An example of the products would be the wrought iron forgings for John Ericcson's USS Monitor[25] along with the anchors for the old USS Constitution. There may have been a connection with the plant superintendent James Ferguson and Ericcson. Ferguson, a Scotchman, had learned his trade in England and was managing the production facilities at other plants in Fall River and Taunton along with Bridgewater. It is said that the only time he slept was while traveling between plants by wagon or train. John Ericcson, of Sweden, also had spent over 10 years in England developing his skills in designing and constructing iron implements of war. Bridgewater Iron Company was contracted to produce many forgings for the Navy before, during and after the Civil War. Among these were components for Ericcson's monitors, his forged cannon and his bomb proof battery.

There has always been a controversy as to whether BIC actually produced iron plating for the USS Monitor. James T. deKay, a noted historian on the Monitor, states that the design called for two layers of 4 inch boiler plate to cover the turret. He also reports that the Abbot Company in Baltimore, Maryland,[26] supplied most and I emphasize that the word most is used, of the plate for the job. They did not have the equipment needed to form or role the 4 inch thick plate to the desired curves, so Ericcson substituted 8 riveted layers of 1 inch plate instead. BIC did manufacture 1-inch plate and first hand accounts state that they did produce certain iron "timbers" to support the turret, and numerous parts for many other later Monitor class ships.

Research of the records of the American Swedish Historical Society in Philadelphia have produced two important letters. Although their catalog lists them as correspondence with the Penkin's Company there are actually letters to the Lazell Perkins Company from John Ericcson. The first dated December 17, 1862, during the actual construction of the USS Monitor was an order for production of iron blocks described as such, "10 wrought iron blocks to the enclosed drawing and forward the same to the Delamator Company in this city with all dispatch. It may be well to state that these blocks will form the two sides of an iron log cabin, the pilot house of my impregnable battery." The second letter, on June 30, 1863 is for beams made of 1" plate. Newspaper accounts state that they later did work for Ericson on his experimental bombproof land turret for fortifications. Ericcson's records also talk of his work on the monitor "Dictator", which is also mentioned in newspaper accounts of work at the plant.

On May 30, 1863, John Dahlgren, Chief of Naval Ordnance, requested a quote from Lazell Perkins for a 16,000 pound cannon capable of firing a 150 pound shot. No record has been found yet that the order was filled but records show that the local agricultural fair was always opened with the firing of a cannon produced at the foundry.

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[24] *History of Massachusetts Industries, Their Inception, Growth and Success*, Oral B. Stone, Volume II, 1930
[25] *History of Bridgewater*, unpublished, Joshua Crane, 1872, page 49, Bridgewater Library Historical Room
[26] *Monitor,* James Tertius deKay, Ballantine Publishing Company, 1997, page 107

Among other accomplishments were the shafts and wrought iron work for the new USS Constitution, weighing over 225,000 pounds. The new Constitution was a large wooden warship covered with 4 inch thick iron plates, built to battle the rebel ironclads. All of the ironwork for the fleet of the Pacific Mail Steamship Company was produced here.

One cannot emphasize enough the size of the machinery that was required to produce these gigantic wares. The lathe had a faceplate of between 15 to 20 feet in diameter, could turn a shaft of 40' in length. The thud, of 10-ton Willard steam forging press, could be heard in the center of town but could be controlled with such accuracy that it could crack a walnut without damaging the meat. Other hammers or forging presses weighing more than 11 tons could exert a force of over 35 tons with the use of steam pressure. The massive planer could peal off pieces of iron one and one half inches wide and a quarter of an inch thick with each pass. The shear, weighing over forty ton could cut bars of iron 5 inches square. Pieces of iron, 20 to 30 tons could be moved around by one hand on cranes with relative ease to position them before the various machines. The largest crane was reported to have a capacity 75 tons.[27] Shafts were produced that would take up four railroad flat cars to move about, with an assembled weight of over 65 ton.

Another article from the **Scientific American** in 1863 spoke of the machinery at the plant.[28]

A large steam hammer in the works of Messrs. **Lazell**, **Perkins & Co**., Bridgewater, Mass., weighs upwards of eleven tons, and has ten feet stroke; the full force of the blow being 135 tons. The large lathe in the same establishment will bore and face 30 feet diameter, and turn 37 feet long.

Large Forging in New England may well be proud of her mechanics; they are the true source of her great wealth and influence. We are apt to give too little credit to our home influences, and to enlarge upon those farther away from us. We could not but think of this a day or two since, while at the works of Messrs. **Lazell**, **Perkins** & Co., of Bridgewater, Mass. Among other remarkable things, we saw a couple of shafts made for the Pacific Mail Company's new steamer Constitution, which showed as good work as one could well wish to see. These shafts are 28 inches in diameter, 34 feet 4 inches in length, and weigh about 25 tons each, finished. The connecting rods each weigh about 6 tons, and handsomer specimens of forging cannot be found in this country. Railway Times.

A FIRST CLASS IRON FORGING.

Messrs. Lazell & **Perkins**, of Bridgewater, Mass., proprietors of the immense forge at that place, have a very excellent piece of work at the Fair, in the shape of a stern bearing for the new light-draught monitors. It is not very large, but the nature of the work, and the difficulty of handling it, render the accomplishment of the task in its present shape highly creditable. (Each summer it was the custom of the plant to place on display at the Plymouth County Agricultural Fair on Broad Street massive castings or forgings from the plant.)

The rolling mill, powered by 2500 HP steam condensing engines with a 150,000 pound fly wheel to maintain momentum[29]. Six thousand pound pieces of iron or steel would be run between rolls and reduced to plate or thinner stock to make smaller steel stock. The rolls

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[27] Casting History, Bridgewater Independent, Nov, 11, 1977

[28] Scientific American. / New Series, Volume 9, Issue 6. [Scientific American. / New Series, Volume 9, Issue 6, Aug 8, 1863]

[29] Bridgewater's Oldest Industry, Bridgewater Independent, February 10, 1910

weighing 5,000 pound each, also made at the plant would have to be replaced every few months, and refinished in the machine shop every few days.

The Bridgewater Iron Company would continue to operate right up until the time when it could no longer compete with the great iron and steel centers springing up in Pennsylvania, West Virginia and Ohio. The invention of the Bessemer Converter by Andrew Carnagie, dropped steel prices by 80%. This eliminated the antiquated methods of building up larger items by forging, which had been the specialty of BIC. The demands of the Industrial Revolution also emphasized the importance of production facilities closer to the sources of raw materials and transportation. The exact same factors, on a larger scale, that had made Bridgewater the industrial giant that it was 50 years before, would now bring its demise.

In 1894, the Stanley Works of New Britton, Connecticut purchased the Bridgewater Iron Company. Over the next 6 years the company would eventually take the name of the Stanley Company.[30] The Stanley Works was the sister company to the Stanley Tool Company. The plant was used to produce machinery and plate for the manufacture of tools. It would continue until 1928 before moving the operation back to New Britton, leaving only their name for that section of town. There are a few billheads in existence that show a Bridgewater Foundry continued to operate for a few years after 1899. George O. Jenkins purchased the plant and many of the buildings were used for scrap paper storage, as the fell into disrepair. Two buildings of the former giant would re-open in 1946 as the Bridgewater Foundry and continue until 1988, producing gray iron castings.

The oldest, still operating, manufacturing firm in Bridgewater is the Henry Perkins Company. Henry Perkins was born in Bridgewater in 1814 and learned his trade, as a molder at the Bridgewater Iron Manufacturing Company on High St. As with many young men of the time he traveled about the country for a few years before returning to Bridgewater to make his fortunes. He worked at the Bates and Hyde plant, at the end of Pearl Street; until their foundry was destroy by fire in 1848. He then set up his own plant across the railroad tracks from the Bates and Hyde Co. Along with supplying castings for the cotton gin industry he also specialized in casting piano plate castings. In 1852 he made his first shipment of piano plates to Boston to the famous Joseph Chickering Piano Company. This relationship would continue until Chickering was bought out by American Piano and moved the piano plant to New York in 1908. He employed returning veterans from the Civil War to erect a new build with a slate roof, which would serve as the heart of his operation for over 150 years. The Henry Perkins Company continues to operate at the same location in Bridgewater today supplying quality iron and semi steel castings to area industries.

[30] Bridgewater Independent, May 15, July 19, June,17 24, 31, August 7, 14, Nov, 27 1886, Nov. 5, 1887, Jan. 21, Feb. 11, March, 10, 17, April 21, 1888, April 27, 1889

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 4/4/2023
First Reading: 4/4/2023
Second Reading: 5/9/2023
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Budget Order O-FY24-002: FY2024 Water Enterprise Fund Budget

ORDERED, that the Town Council vote to appropriate **$4,762,554** from the Water Enterprise receipts to defray Water direct costs, and that **$340,365** as appropriated under Order O-FY24-001 be used for Water indirect costs, all to fund the total costs of operations of the Water Enterprise as follows:

SALARIES/WAGES/BENEFITS	$	2,014,871
OPERATING EXPENSES	$	1,213,223
DEBT SERVICES	$	1,529,460
TRANSFER TO TRUST FUNDS OPEB	$	5,000
APPROPRIATED for DIRECT COSTS	**$**	**4,762,554**
TRANSFER TO		
GF	$	22,684
INDIRECT COSTS - GENERAL FUND	$	317,951
TOTAL COST - WATER EF	**$**	**5,103,189**

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget & Finance	• 4/18/23: Voted 3-0 to recommend
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 4/4/2023
First Reading: 4/4/2023
Second Reading: 5/9/2023
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Budget Order O-FY24-003: FY24 Sewer Enterprise Fund Budget

ORDERED, that the Town Council assembled vote to appropriate **$2,478,174** from the Sewer Enterprise receipts to defray Sewer direct costs, and that **$222,539** as appropriated under Order O-FY23-001 be used for Sewer indirect costs, all to fund the total costs of operations of the Sewer Enterprise as follows:

SALARIES/WAGES/BENEFITS	$	1,331,250
OPERATING EXPENSES	$	713,804
DEBT SERVICES	$	428,120
TRANSFER TO TRUST FUNDS OPEB	$	5,000
APPROPRIATED for DIRECT COSTS	**$**	**2,478,174**
TRANSFER TO GF	$	22,684
INDIRECT COSTS - GENERAL FUND	$	199,855
TOTAL COST - SEWER EF	**$**	**2,700,713**

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget and Finance	• 4/18/23: Voted 3-0 to recommend
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 4/4/2023
First Reading: 4/4/2023
Second Reading: 5/9/2023
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Budget Order O-FY24-004: FY24 Transfer Station Enterprise Fund Budget

BUDGET ORDER - FY24 TRANSFER STATION ENTERPRISE FUND BUDGET

ORDERED, that the Town Council assembled vote to appropriate **$380,663** from Transfer Station Enterprise receipts to defray Transfer Station direct costs, and that **$36,337** as appropriated under Order O-FY24-001 be used for Transfer Station indirect costs, all to fund the total costs of operations of the Transfer Station Enterprise as follows:

SALARIES/WAGES/BENEFITS	$ 112,112
OPERATING EXPENSES	$ 268,551
APPROPRIATED for DIRECT COSTS	**$ 380,663**
INDIRECT COSTS - GENERAL FUND	$ 36,337
TOTAL COST - TRANSFER STATION EF	**$ 417,000**

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget and Finance	• 4/18/23: Voted 3-0 to recommend
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	4/4/2023
First Reading:	4/4/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Budget Order O-FY24-005: Authorization of Revolving Funds

AUTHORIZATION OF REVOLVING FUNDS

ORDERED, that the Town Council vote to establish revolving funds for certain Town Departments under the provisions of G.L. c.44, §53E ½ for the fiscal year beginning July 1, 2023, with specific receipts credited to each fund, the purposes for which each fund may be spent, and the maximum amount that may be spent from each fund for FY2024 as follows:

Spending Authority	Fund	Receipts	Expenditures	FY2024 Spending Limit
Town Clerk	Street Listing	Sale of street lists; sale of bylaws/zoning bylaws; sale of subdivision rules; sale of zoning maps	Printing and other costs with publications/books sold to public	$5,000
Recreation Director	Recreation	Fees associated with recreation programs	Salaries/ benefits of full-time staff, part-time and seasonal staff, recreation programs, facility expenses and other expenses related to programs	$ 150,000
Council on Aging Director	COA Revolving	Fees and Rentals	Programs for Seniors & Community	$20,000
Library Director	Library Revolving	Fines & Fees	Programs & supplies for Community	$20,000

Committee Referrals and Dispositions:

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Referral(s)	Disposition(s)
• Budget and Finance	• 4/18/23: Voted 3-0 to recommend
• Finance Commitee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By:	Shawn George, Councilor
Date Introduced:	2/21/2023
First Reading:	2/21/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Order O-FY23-049: Adoption of Town Council Social Media Policy

WHEREAS, the Bridgewater Town Charter, Section 2-6, grants the Council the ability to promulgate policy relative to its procedures, and;

WHEREAS, The Town Council finds it is important to define the role of Town Councilors relative to social media interactions;

ORDERED that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to adopt the attached social media policy.

Explanation:
Social media is a relatively new forum for wide-spread communication which can cause unintended violations of open meeting and conflict of interest laws. This policy begins to address best practices for Councilors to follow to avoid potential conflicts or violations.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Rules and Procedures	• 5/3/23: Voted 2-1 to not recommend.

Attachments: 1. 2023-2-15 Town Council Proposed Social Media Policy

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Town Council Policy 2023
Regulation #2023-____
Date: March _____. 2023

TOWN of BRIDGEWATER
SOCIAL MEDIA POLICY FOR BRIDGEWATER TOWN COUNCIL

INTRODUCTION:

The term "social media" refers to forms of electronic communication through which users create online communities to share information, ideas, personal messages and other content. Some examples include, but are not limited to, Internet-based platforms such as Facebook, Twitter, Instagram and YouTube. Many local governments use social media as a tool to communicate with citizens. Rather than waiting until a regularly scheduled council meeting to receive citizen input, council members can instantly interact with them via social media. Although this technology greatly increases communication outreach and efficiency, some restrictions are required in order to comport with federal and state law.

POLICY:

Town Councilors may choose to, but are not obligated to, use media to send and receive messages about town information, services and related programs with community stakeholders, including vendors, citizens, media and other members of the public.

If Town Councilors use social media, the following shall apply:

1. Councilors should understand the current guidelines for public participation, which are subject to change as new technology and tools emerge.
2. Public comments may be removed from a Town Councilor's social media accounts if they contain any one or more of the following:
    a. Vulgar, physically threatening or harassing language.
    b. Content that promotes, fosters, or perpetuates discrimination on the basis of race, religion, gender, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity, source of income or other protected status under applicable law.
    c. Inappropriate sexual content or similar links.
    d. Private or otherwise confidential information.
    e. Content that promotes illegal activity or encouragement of actions that may compromise public safety.
    f. Content that violates a legal ownership interest of any other party.
    g. Information that may compromise the safety or security of the public or public officials or individuals. If this situation does occur the Town Councilor is expected to report this to the proper local, state and/or federal agencies.
3. Use of Personal Accounts
    a. As an elected official, Town Councilors should be aware of additional risks related to general participation on social media.

4. Open Meetings Law Violations: Communications between a quorum of Town Council members about public business, no matter the forum or time, can constitute a "meeting" to which the Massachusetts Open Meetings Law (OML) applies. If the OML applies to a discussion, an agenda must be posted 48 hours in advance, and the public must be allowed to attend.
    a. Therefore, Councilors should consider the following when using *personal* social media accounts:
        i. Remove elected titles from profiles used to identify a personal social media account, and clearly state how constituents should communicate regarding public matters.
        ii. Include an introductory statement in the profile or about section of the account that defines the purpose and topical scope of your page: For example, "This account is intended for personal use only. The views, postings, positions or opinions expressed on this site are my own and do not represent those of the Town of Bridgewater. If you are a resident of Bridgewater and would like to discuss town business, please go to [official page] or contact me at [official email]."
        iii. Redirect information to official government sources and avoid making posts related to Councilors' official duties or governmental bodies.
        iv. Redirect political dialogue requests to an alternative means of communication (i.e. email, phone or other preferred social media account).
        v. Avoid commenting on local issues where other Town Council members are also participating in discussion.
        vi. Avoid making posts and/or comments on behalf of the Town of Bridgewater and/or the Town Council.
        vii. Avoid making posts and/or comments in an official capacity as an elected official.

5. Public Information Request: State law clarifies the definition of "public information" as information that is written, produced, collected, assembled, or maintained in connection with the transaction of official business, which includes email, Internet posting, text message, instant message, and other electronic communication.
    a. Therefore, Councilors should consider the following:
        i. Hide, rather than delete, clearly inappropriate public comments on personal or official social media account, if possible. In some cases, these comments may still be subject to verification or public disclosure in the future. When in doubt, do not delete it.
        ii. Avoid responding to inappropriate comments or personal attacks on social media. If the commenter persists, redirect them to an alternate method of communication (i.e. email).
        iii. Be aware that a personal social media account, depending on its content, may still be subject to the Public Information Request.

6. First Amendment: More constituents are posting comments on elected officials' personal pages to voice concerns on public issues. Once an elected official's social media page is opened for political discussion, it is transformed into a public forum for speech and debate, instantly granting every user a First Amendment right to comment.
    a. Therefore, Councilors should consider the following:
        i. Limit open-ended political and Town of Bridgewater business discussions from personal social media accounts and redirect dialogue requests to an alternate channel.

ii. When in doubt, don't block users. Especially those with whom a Councilor has previously engaged. If necessary, consult with legal counsel first, and then document the actions and reasons for blocking.

7. Use of Official Accounts: If a Councilor choose to create a social media account to engage with constituents, a best practice is to keep this account distinct and separate from other personal accounts.

8. Election Accounts: Elected officials increasingly use social media for reelection purposes as well. However, mixing campaign and constituent communications from the same account could put Councilors at risk for violating laws that prohibit using government resources for political purposes.

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	4/18/2023
First Reading:	4/18/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Order O-FY23-054: AFSCME Contractual Ratification

ORDERED, In accordance with section 4-2 (15) of the Bridgewater Home Rule Charter, that the Town Council assembled vote to approve the negotiated agreement(s) covering July 1, 2022 through June 30, 2025 with the American Federation of State, County, and Municipal Employees (AFSCME), Council 93 - Local 1700.

Explanation:
The Town Manager negotiated Memorandum of Agreements (s) as attached with AFSCME Council 93 - Local 1700.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget and Finance	• 5/9/23: Meeting prior to Town Council meeting
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: 1. AFSCME MOA Compensation 04.06.23

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

MEMORANDUM OF AGREEMENT
between
TOWN OF BRIDGEWATER and
AMERICAN FEDERATION OF STATE, COUNTY, and MUNICIPAL EMPLOYEES (AFSCME), Council 93 - Local 1700

This Memorandum of Agreement (MOA) is made and entered into between Town of Bridgewater, hereinafter referred to as the "TOWN," and the American Federation of State, County, and Municipal Employees, Council 93, hereinafter referred to as the " AFSCME". This Memorandum amends the Collective Bargaining Agreement between the TOWN and AFSCME effective through June 30, 2022. Except as may be modified by the MOA, the terms of said agreement, as amended, shall continue in full force and effect through June 30, 2025, effective upon the signing.

The following are the changes to the Agreement:

Article 1 – Effective Date

By mutual agreement and for ease of reference, the agreement's articles are simply numbered rather than using its roman numeral equivalent (*ie – ARTICLE XXXIII AGENCY FEE – now reads ARTICLE 33 – AGENCY FEE*)

By mutual agreement, grammatical and typographical errors and obsolete language will be up-dated or deleted.

The terms and conditions set forth in this Agreement are effective July 1, 2022 through June 30, 2025 (Three Year Agreement).

Article 4 – Union Dues

The following language replaces the existing language in Article 4 – Dues and Indemnification (now titled Article 4 – Union Dues):

Pursuant to General Laws, Chapter 150E, Section 12, to assure that employees covered by this Agreement shall be adequately represented by the Union in bargaining collectively on questions of wages, hours, and other conditions of employment. The Employer shall be required to provide the Union with the following information:

1. The Union - shall furnish a signed copy of the Union dues/agency fees deduction card that contains a waiver authorizing the use of his/her Social Security Number for the purposes of conducting business between the Union and the Town. The Union and the Town agree that employee Social Security Numbers will not be released to any third party outside of the business relationship existing between the Union and the Town, unless directed in writing, by the employee.
2. Concurrent with the issuance of weekly/ bi-weekly wages to workers in the bargaining unit represented by the Union, the Employer will electronically forward a data file to the Union for all employees for whom dues or agency fees have been deducted. These deductions and roster-information will be transmitted to the AFSCME Council 93 business office with the issuance of its last payroll of every month – and such transmission shall be accomplished either by electronic mail or some other secure method as agreed to by the parties.
3. Upon the issuance of weekly/bi-weekly wages to workers in the bargaining units represented by the Union, the Employer will electronically forward a data file to the Union for all employees whose

job title is represented by the Union. This file shall include the employees legal name employee ID, worksite code and the deduction amount.

Article 5 – Civil Rights

The following language replaces the existing language in Article 5 – Discrimination and Coercion (now titled Article 5 – Civil Rights):

There shall be no discrimination by the Town or the Union against any employee covered by this agreement because of race, creed, color, national origin, sex, age, union affiliation, political affiliation, religion, sexual orientation, genetic information, gender identity, marital status, military status, parental status, or disability.

Article 14 – Clean-Up Time: Number of Employees on a Truck

The following language replaces the existing language in Article 14 – Clean-Up Time: Number of Men on a Truck (now titled Article 14 - Clean-Up Time: Number of Employees on a Truck)

NUMBER OF EMPLOYEES ON A TRUCK

The number of employees assigned to a truck shall be determined in the sole discretion of the Department Head, meaning for the purposes of this Contract, the Public Works Director, Roadways Superintendent, the Water Pollution Control and Water Supply Superintendent.

Article 23 - Classification Plan and Pay Rates

By mutual agreement, the language of Article 23 Classification Plan and Pay Rates is amended as follows:

Wage Matrix Adjustment:

1) Increase the existing step schedule by four (4) steps and delete the bottom four (4) steps.
    a. *Members will remain at their current pay but placed on the new (lower) step for accounting purposes (ie – current step 6 becomes new step 2; thus, member receives same rate of pay but is now at step 2 on the salary matrix table)*
2) Each additional step is 2.5%, *in line with the existing step schedule.*

Wages Adjustments:

a. Effective July 1, 2022 (FY2023): no change in compensation.
b. Effective July 1, 2023 (FY2024): Each existing member would receive two (2) step increase.
c. Effective July 1, 2024 (FY2025): Each existing member would receive two (2) step increase.

MEMORANDUM OF AGREEMENT
between
TOWN OF BRIDGEWATER and
AMERICAN FEDERATION OF STATE, COUNTY, and MUNICIPAL EMPLOYEES (AFSCME), Council 93 - Local 1700

LICENSE COMPENSATION

ROADWAYS DEPARTMENT

- Master hoisting license (2B) $800
  - 2A endorsement $150
  - Mower 4G $150
  - Catch basin 4E $150
  - Forklift 1C $150
  - Gantry crane 1A $150
  - Class A CDL $500
  - Welding /gas burning safety certificates $100
  - ASE certifications: T1 thru T8 $100 each
  - ASE certifications: A1 thru A9 $100 each

WATER SUPPLY DEPARTMENT

- Back Flow License $750
- Cross Connection License $500
- OSHA class 2 asbestos-cement pipe certification $250

The Superintendent shall determine how many licenses shall be issued and to who said license shall be issued.

- Water Supply - Distribution License Stipends
  - Grade D1 $200
  - Grade D2 $900
  - Grade D3 $1,400
  - Grade D4 $1,800

- Water Supply - Treatment License Stipends
  - Grade T1 $600
  - Grade T2 $1,000
  - Grade T3 $1,500
  - Grade T4 $1,800

WATER POLLUTION CONTROL DEPARTMENT

- Water Pollution Control - Wastewater Treatment Stipends
  - Grade 2 $300
  - Grade 3 $500
  - Grade 4 $800
  - Grade 5 $1,000

- Grade 6 $1,400
- Grade 7 $1,700

- Water Pollution Control - Collection System Stipends
  - Grade 1 $250
  - Grade 2 $350
  - Grade 3 $500
  - Grade 4 $700

Article 33 – Agency Fee

By mutual agreement, Article 33 – Agency Fee is deleted.

This Memorandum of Agreement represents the entire understanding between the parties and supersedes any and all prior agreements, understandings, and negotiations between the parties. This Memorandum of Agreement may not be amended or modified except in writing signed by both parties.

Signed:

Michael M. Dutton, Town Manager: _____ Date: 4/6/23

Paul Faria, AFSCME Council 93: _____ Date: 4/6/23

Tim Rose, Union Steward: _____ Date: 4/6/23

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	4/18/2023
First Reading:	4/18/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Ordinance D-FY23-010: Establish Stabilization Fund - Opiod Legal Settlements

WHEREAS, The Town of Bridgewater desires to create a special purpose stabilization fund to segregate monies owed to the Town from opioid legal settlements, and

WHEREAS, The Town is required to accept the fourth paragraph of c. 40, Section 5B in order to create such a stabilization funds, and

WHEREAS, the Town Council has the authority under section 2-2 of the Town Charter to accept provisions of Massachusetts General Law,

NOW, THEREFORE, The Town Council assembled votes to accept the fourth paragraph of Massachusetts General Laws Chapter 40, Section 5B, which allows the dedication, without further appropriation, of all, or a percentage not less than 25 percent, of particular fees, charges or receipts to a stabilization fund established under Massachusetts General Laws Chapter 40, Section 5B, to be effective for the fiscal year beginning on July 1, 2023.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget and Finance	5/9/23: Meeting prior to Town Council meeting.
• Finance Committee	4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	4/18/2023
First Reading:	4/18/2023
Second Reading:	5/9/2023
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Ordinance D-FY23-011: Special Purpose Stabilization Fund - Opiod Settlement

WHEREAS, The Town Council finds it is necessary to segregate funds received as revenue from legal settlements associated with opioid litigation, and

WHEREAS, The Town of Bridgewater has accepted the fourth paragraph of c. 40, section 5B, which allows the creation of a special stabilization fund, and

WHEREAS, The Town Council has the authority under section 2-2 of the Bridgewater Town Charter to create a special purpose stabilization fund,

NOW, THEREFORE, The Town Council dedicates 100 percent of the monies received from opioid settlements or litigation to the Opioid Settlement Stabilization Fund established under Massachusetts General Laws Chapter 40, Section 5B, effective for the fiscal year beginning on July 1, 2023.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
• Budget & Finance	• Meeting 5/9/23 prior to the Town Council meeting
• Finance Committee	• 4/24/23: Voted 5-0 to recommend

Attachments: None

VOICE VOTE - REQUIRES MAJORITY OF THOSE PRESENT AND VOTING

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 5/9/2023
First Reading: 5/9/2023
Second Reading:
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Order O-FY24-006: CPA Reserve Accounts - FY2024

ORDERED, Pursuant to Section 6-4 of the Town of Bridgewater Charter, that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to appropriate from the *Community Preservation Fund* FY2024 estimated annual revenues the sum of **$1,000,000.** to meet the administrative expenses, and all other necessary and proper expenses of the Community Preservation Committee for Fiscal Year 2024.

And further,
To reserve for future appropriation from the *Community Preservation Fund* FY2024 estimated annual revenues the sum of **$100,000** for the acquisition, creation, and preservation of open space; **$100,000** for acquisition, preservation, restoration, and rehabilitation of historic resources; and **$100,000** for the acquisition, creation, preservation, and support of community housing.

And further,
To appropriate **$264,260** to Budgetary Reserves.

And further,
To appropriate **$335,400** for the payment of debt related to the Academy Building renovation from FY2024 estimated revenues.

And further,
To appropriate **$50,340** for the payment of debt related to the Keith Homestead purchase from FY2024 estimated revenues.

Committee Referrals and Dispositions:

Referral(s)	**Disposition(s)**
•	•

NOT FOR ACTION - FIRST READING

•	•
•	•

Attachments: 1. FY24 CPC Recommended CPA Budget 04.26.23

Town of Bridgewater

Community Preservation Fund
FY 2024 Recommended Budget

Sources & Uses of Funds			FY 2024
Revenue Estimates			
CPA Surcharge 2%			**825,000.00**
State Match			**175,000.00**
Total Estimated Revenue			**1,000,000.00**
Total Sources of Funds			**1,000,000.00**
	Reserves		
Community Housing Reserve	(Min 10%)	10%	100,000.00
Open Space Reserve	(Min 10%)	10%	100,000.00
Historical Resources Reserve	(Min 10%)	10%	100,000.00
Total Required Reserves			**300,000.00**
	Administrative Expenses (No >5%) $50,000		
Purchase of Services			
Administrative Expenses			50,000.00
Total Administrative Budget			**50,000.00**
	Debt Service - Due FY24		
ACADEMY BUILDING RENOVATIONS-PRINCIPAL			240,000.00
ACADEMY BUILDING RENOVATIONS-INTEREST			95,400.00
KEITH HOMESTEAD-2012 CPC 00001-PRINCIPAL			48,000.00
KEITH HOMESTEAD-2012 CPC 00001-INTEREST			2,340.00
Total Debt Service			**385,740.00**
BUDGETARY RESERVES			264,260.00
Total Use of Funds			**1,000,000.00**
Total Surplus (Deficit)			**0.00**

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 5/9/2023
First Reading: 5/9/2023
Second Reading:
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Order O-FY24-007: Supplemental Appropriation - FY2024

ORDERED, the Town Council of Bridgewater, Massachusetts assembled to vote to appropriate to provide for the payment of certain expenses of the Town for the Fiscal Year ending June 30, 2024:

The Town will raise and appropriate and vote into tax, to be assessed per law, an amount of $309,910.50 to account 03025282-569001, for payment in FY2024, of principle and interest for department #302 - Bristol-Plymouth Regional Vocational Technical School District as assessed *for the construction of a new BP Vocational Technical School.*

Explanation:
To supplement the Town Manager's Recommended FY 2024 Budget, this order will fund the Debt Excluded payment amount due in Fiscal Year 2024. The Town voters approved on 4/22/2023 at the Annual Town Election, the Debt Exclusion assessment of taxes as exempt from the provisions of proposition two and one-half for said new Bristol-Plymouth Regional Vocational Technical School District.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
•	•
•	•

Attachments: None

NOT FOR ACTION - FIRST READING

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 5/9/2023
First Reading: 5/9/2023
Second Reading:
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Order O-FY23-055: Jenkins Pond Dam Removal and Bridge Replacement Grant Acceptance

ORDERED, that the Town Council assembled vote to

WHEREAS: Massachusetts General Laws, Chapter 44, §53A, states as follows: "An officer ... of any city or town … may accept grants or gifts of funds from … from the commonwealth … or an agency thereof, … and may expend such funds for the purposes of such grant or gift ... with the approval of the city manager and city council...;" and

WHEREAS: The Town of Bridgewater has applied for and received financial grants or gifts from the funders and in the amounts listed below;

Now, therefore, in accordance with Chapter 44, §53A of the Massachusetts General Laws, the Town Council votes to take the following action:

ORDERED that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to accept the grants in the total amount of $8,245,000 and to expend the grants in accordance with stated purpose thereof.

		Amount
STATE	EXECUTIVE OFFICE OF ENERGY&ENVIRONMENTAL AFFAIRS - EEA DAM & SEAWALL	$ 1,000,000.00
STATE	MUNICIPAL VULNERABILITY PREPAREDNESS PROGRAM - MVP	$ 750,000.00
STATE	DEPT OF FISH&GAME: DER-DIVISION OF ECOLOGICAL RESTORATION	$ 2,550,000.00
LOCAL	WILD & SCENIC TAUNTON RIVER STEWARDSHIP COUNCIL - (TRSC) / SRPEDD	$ 40,000.00
LOCAL	THE NATURE CONSERVANCY - TNC	$ 60,000.00
FEDERAL	NATIONAL FISH & WILDLIFE FOUNDATION - NFWF COASTAL RESILIENCE	$ 2,285,000.00
LOCAL	DAMN OWNER	$ 10,000.00
FEDERAL	US FISH AND WILDLIFE SERVICE	$ 1,550,000.00
		$ 8,245,000.00

Explanation:
Since 2017, the Massachusetts Division of Ecological Restoration has been working with the Town Manager to

remove the Jenkins (High Street) dam and replace the box culverts with a clear span bridge over the Town River. Over the intervening years, other project partners have joined the initiative, including the grant funders as well as NOAA. The attached narrative used in the application for funding gives a fairly succinct summary of the project, its need, and the expected results.

Committee Referrals and Dispositions:

Referral(s)	**Disposition(s)**
•	•
•	•

Attachments: 1. 2023-5-3 Grant Acceptance Coucil

Project Narrative

Statement of Need:

The Town of Bridgewater, in partnership with the Massachusetts Division of Ecological Restoration (DER), the Massachusetts Division of Marine Fisheries (DMF), the Nature Conservancy (TNC), the private dam owner, the NOAA Restoration Center, and the U.S. Fish and Wildlife Service, seeks to restore the Town River. The Town River Restoration project will restore and strengthen natural ecosystems for the benefit of the coastal community and the environment. The project is situated in Bridgewater, Massachusetts on a historic mill site that has since been converted to public open space (Stanley Iron Works Park). Town River is a major tributary to the federally designated Wild and Scenic Taunton River, found by Congress to possess "important resource values (including wildlife, ecological, and scenic values), historic sites, and a cultural past important to the heritage of the United

States." [i]The removal of the High Street Dam and replacement of the High Street Bridge is part of an on-going multi-partner effort and comprehensive watershed-based strategy to improve coastal ecosystem resilience in the region by connecting the major tributaries of the Wild & Scenic Taunton River with the main stem, Mount Hope Bay, Narragansett Bay, and the Atlantic Ocean. The project will reconnect 10 miles (including tributaries) of unimpeded river access for diadromous fish, including river herring, American shad, American eel, and sea lamprey. The project will open 354 acres of river herring spawning and rearing habitat at Lake Nippenicket.

Project Goals and Objectives:

The project proposes to remove the High Street Dam (National ID MA00327), replace the undersized and aging High Street road-stream crossing over Town River, and protect and enhance surrounding infrastructure and public utilities. The High Street Dam was constructed circa 1919, and has outlived its intended use. It has numerous structural deficiencies, and in 2011 was rated in "unsafe" condition and Significant hazard. The dam obstructs fish passage and natural river processes. The High Street Dam jeopardizes the immediately-upstream High Street road-stream crossing, were it to fail. The High Street road-stream crossing was constructed over 200 years ago, and consists of four severely undersized, dry-laid granite clapper culverts with documented structural issues. The crossing does not

meet modern Massachusetts design standards or stream crossing standards. The road-stream crossing and dam contribute to localized flooding – floodwaters overtopped High Street and inundated the abutting Lincoln Athletic Association (LAA) building during a March 1968 storm. The project proposes to replace the High Street road-stream crossing with a 55-foot clear span bridge. The proposed design spans the bankfull width of Town River and can pass the 500-year recurrence interval storm including climate change projections through 2070. The project will relocate and stabilize utilities currently carried by the High Street crossing, including a gas line, a water main, and a sanitary sewer line. The project will also stabilize the neighboring LAA building, to ensure there are no negative impacts to its

foundation resulting from increased velocities in Town River following dam removal. Modifications to the LAA building have been closely coordinated with the facility's owners.

Flooding represents a “high-frequency, serious severity hazard” for the towns of Bridgewater and West Bridgewater, and is the most frequent hazard affecting the Towns. Flooding may occur as the result of tropical storms, winter storms, nor’easters, and periods of heavy rain. Climate change is exacerbating the threat of flooding to this region by increasing the magnitude and severity of precipitation events. From the 1960s to 2000s, annual precipitation in the Taunton River basin increased by 8.8 inches.5 Under all representative concentration pathway (RCP) emissions scenarios, total precipitation is expected to continually increase, leading to an additional 4.18 inches of annual rainfall by 2090. The Town River Restoration explicitly accounts for historic and projected effects of climate change to ensure that the benefits of this project are sustained.

This project is the culmination of years of planning, prioritization, feasibility, and design. It is closely aligned with both local and statewide resiliency plans. Project planning specific to this site began in earnest in 2015, followed by its first public meeting in 2016 and subsequent acceptance as a Priority Project by DER. The project team completed a feasibility study in 2017. A key finding of this study was the poor structural condition of the High Street road-stream crossing. In 2018, a second public meeting was held to communicate the findings of the feasibility study. Preliminary design was completed in 2019, followed by a third public meeting in 2020. In 2021, the project team completed final design of the project. As of June, 2022, the project team has secured all final permits.

The Town River Restoration Project will result in measurable improvements to both community and habitat resilience in the Taunton River watershed. This project was identified in the Coastal Resilience Assessment of the Narragansett Bay and Coastal Rhode Island Watersheds, completed by NFWF in partnership with NOAA, NatureServe, and UNC Asheville. Specifically, this project intends to:

- Restoration of aquatic connectivity to a critical segment of Town River. This project is the highest-ranked restoration site among 120 locations in Southeastern Massachusetts compiled by the Division of Marine Fisheries’ Diadromous Fish Restoration Priority List. It is also ranked in the 90th percentile in DER’s Restoration Potential Model, which evaluates the relative ecological benefit of removing any known dam in the Commonwealth. This project will directly open 10 miles of unimpeded access for diadromous fish including river herring, American eel, American shad, and sea lamprey in the Wild and Scenic watershed and improve access to 354 acres of spawning and rearing habitat at Lake Nippenicket.
- Engagement of governmental and non-governmental agencies in resiliency activities, and transfer of lessons learned. This project proposes to engage seven (7) governmental agencies and six (6) non-governmental agencies in restoration. Government agencies participating include: the Towns of Bridgewater and West Bridgewater, DER, DMF, USFWS, the NOAA Restoration Center, and Old Colony Planning Council. Non-governmental agencies participating include: the Town River Fishery Committee, The Nature Conservancy, the Narragansett Bay Estuary Program, Save the Bay, the Taunton River Watershed Alliance, and the Advance Pollution Control Corporation (dam owner). All entities will be invited to participate in regular construction meetings. Project partners will be actively engaged in the

post-construction monitoring, and results of monitoring efforts will be distributed to the team. Further, results from monitoring efforts will influence DER's statewide outreach strategy and inform future dam removal projects that DER is involved with.

- Protect people and property from increasingly severe flooding resulting from climate change. Flooding is identified as the most frequent hazard affecting the towns of Bridgewater and West Bridgewater in the towns' Natural Hazard Mitigation Plan. Road-stream crossing replacement and dam removal are prioritized actions to improve climate resiliency in the Massachusetts State Hazard Mitigation and Climate Adaptation Change Plan. This project was identified as a "high" priority in the Town of Bridgewater's Municipal Vulnerability Preparedness Plan. As a direct result of this project, 37 commercial and residential properties that border the High Street Dam's impoundment will experience a reduction in flooding during severe storms.

Stakeholder Coordination/Involvement:

This project has undergone a robust stakeholder engagement process. The project team has held three (3) public meetings over the course of five years to provide updates to the community on the status of the project and solicit community feedback. These meetings were held in addition to public hearings required as part of project permitting during both the MEPA and Notice of Intent processes.

The project team has been in regular and active communication with the abutting Lincoln Athletic Association (LAA) and upstream West Bridgewater Country Club to minimize impacts to their operations following dam removal. Through consultations with both parties, it was determined that dam removal will have no effect on the operations of the West Bridgewater Country Club. Appropriate measures to ensure the long-term stability of LAA's building were determined in consultation with LAA and a structural engineer and are included in the construction drawings for this project.

The project is located within a state-listed historic area. The Town of Bridgewater formed an ad-hoc committee to solicit feedback from relevant town stakeholders as part of the Section 106 process. This committee represented several Town committees with a particular interest in the project, including: Community and Economic Development, the Historic Commission, the Open Space Committee, and the Community Preservation Committee. Recommendations from this committee were ultimately included in the Project's Memorandum of Agreement (MOA). Following project construction, several kiosks will be designed by Town committee members and installed in the neighboring Stanley Iron Works Park to recognize the unique historic character of the site, and its importance to the Town of Bridgewater.

As part of the Town of Bridgewater's Municipal Vulnerability Preparedness Program, the Town organized a collaborative process to inform citizens of the risks associated with climate change to their community and develop solutions to mitigate those risks. Information about the impacts of development and climate change on local flood risk was shared with citizens and officials during two 4-

hour workshops used to develop the Town's Municipal Vulnerability Preparedness Plan. The Town River Restoration was selected as a high priority project to improve climate resilience to flood impacts, maintain timely emergency services, and protect fish and wildlife habitat. This is a community-driven project, and a priority at both the local and state levels.

Project Monitoring and Evaluation:

Monitoring. The Project team will monitor the success of the proposed restoration. Restoration success will be measured by the desired outcomes. Monitoring results from the first year of post-restoration monitoring will be reported to USFWS. Specific monitoring activities proposed include:

• Safety hazard reduction assessment: The project team will submit a hazard class change application to the Office of Dam Safety demonstrating the elimination of the dam's hydraulic effects, as well as public safety risks posed by an uncontrolled failure of the dam.

• Channel Dimension and Stability Monitoring: The project team will conduct an as-built survey following construction. During this survey, monumented cross-sections and a longitudinal profile will be established. Methods used will conform with established protocols described in the Stream Barrier Removal Monitoring Guide, developed by the Gulf of Maine Council on the Marine Environment.

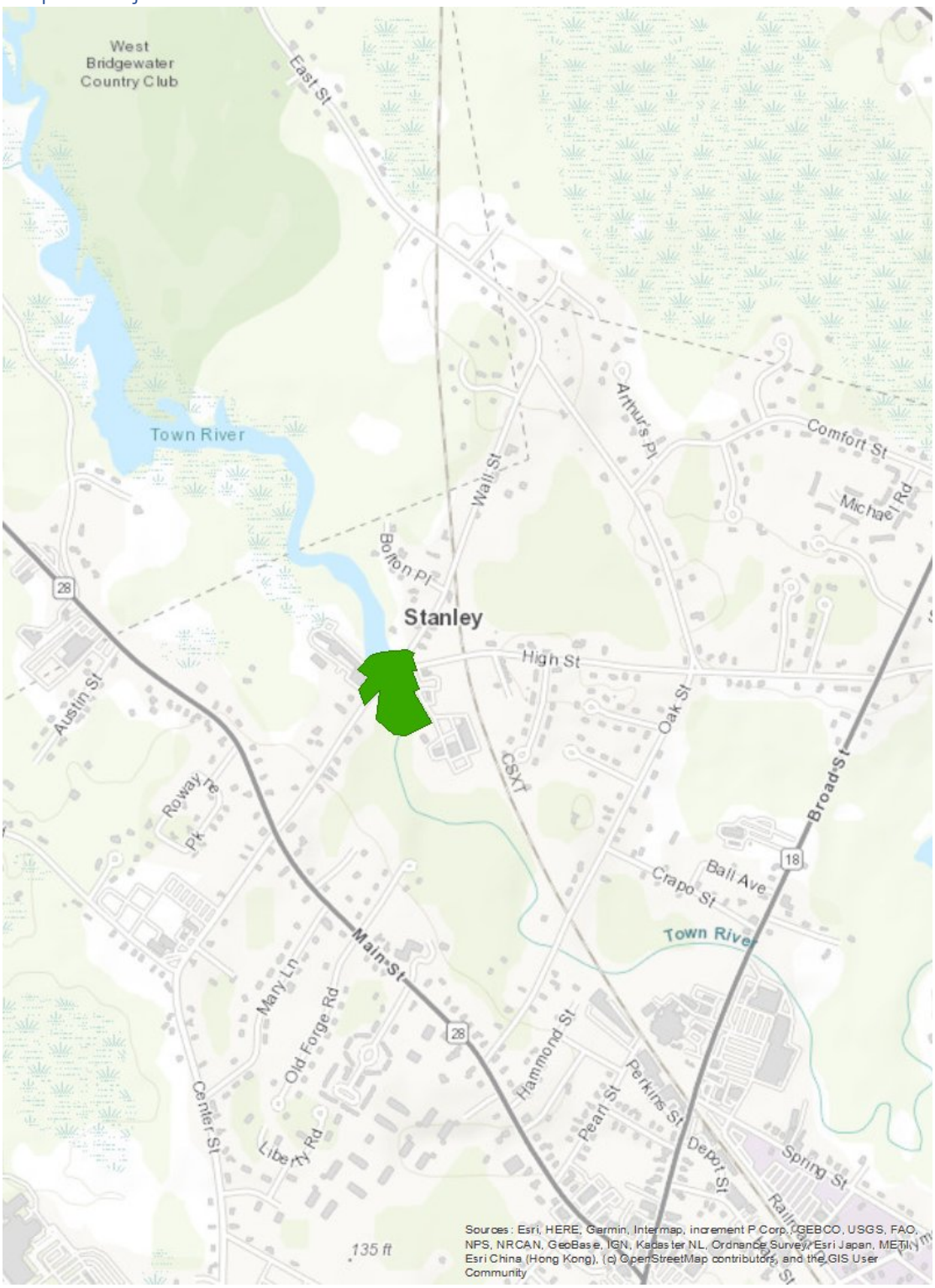
• Photo Stations: Locations to take repeat photographs will be established prior to construction, in accordance with accepted monitoring protocols. A photo log will be provided to USFWS that includes one pre-construction photo, one mid-construction photo, and one post-construction photo for 8 locations within the worksite. Photos will visually document the river's response to removal of the two barriers.

• Post-construction fish passage monitoring: The as-built plans (described above) will clearly depict constructed conditions of the dam removals in the new river channel, including channel widths, channel slope in profile, and approximate channel thalweg water depths during river herring passage season (March 15-June 30). As-built plans will indicate conformance with proposed design and river herring passability criteria and submitted to USFWS. The project team intends to work collaboratively with the Town River Fishery Committee and appropriate regulatory agencies to develop a presence / absence monitoring plan for river herring.

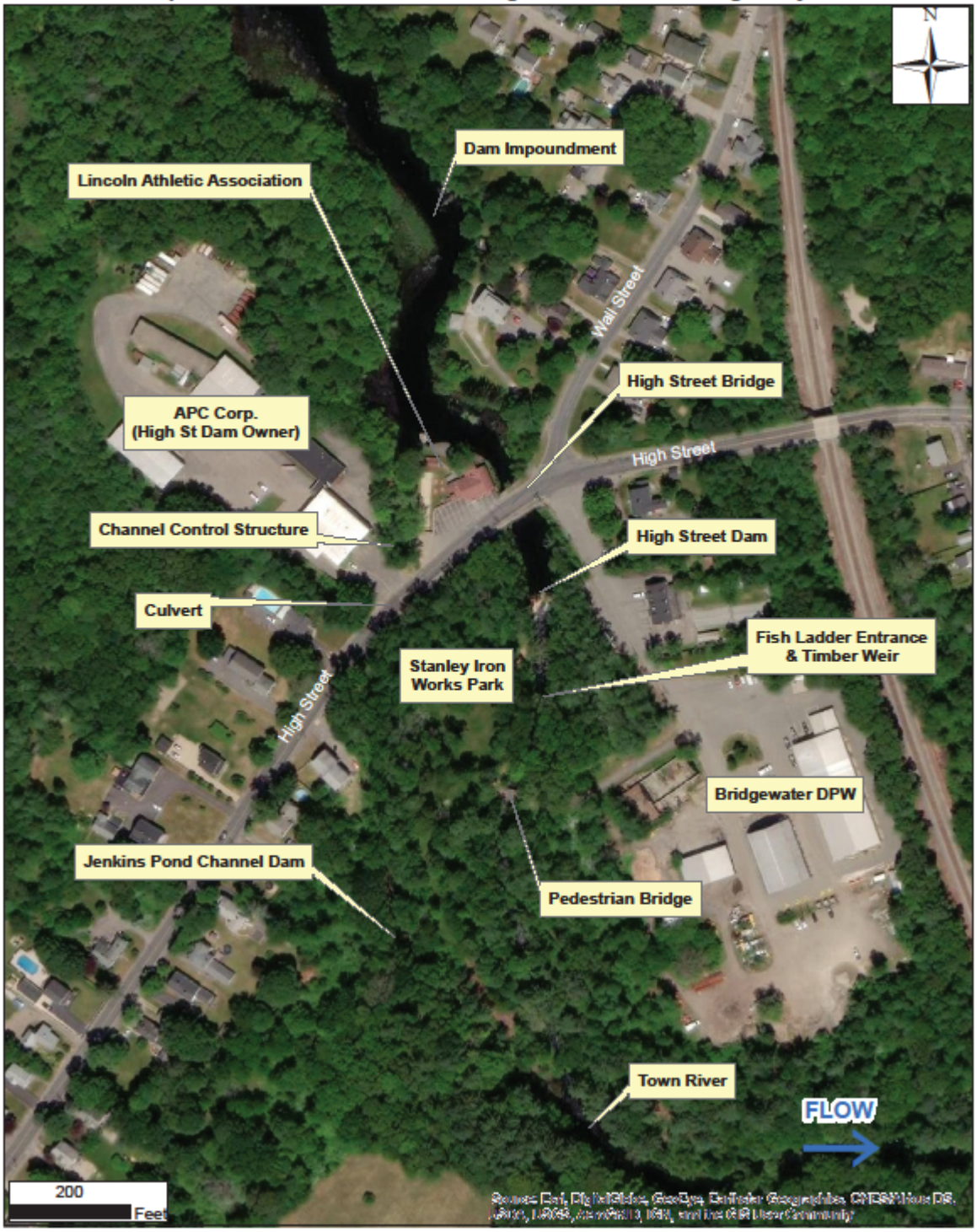
Sustainability:

The Project Team will expand on the USFWS tracking metrics by completing additional monitoring metrics in accordance with NOAA Restoration Center's Tier I guidance and the Gulf of Maine Council's Stream Barrier Removal Guide. The project includes measurable goals that can be used to evaluate the success of the project and if it was executed as designed and intended.

Map of Project Area:

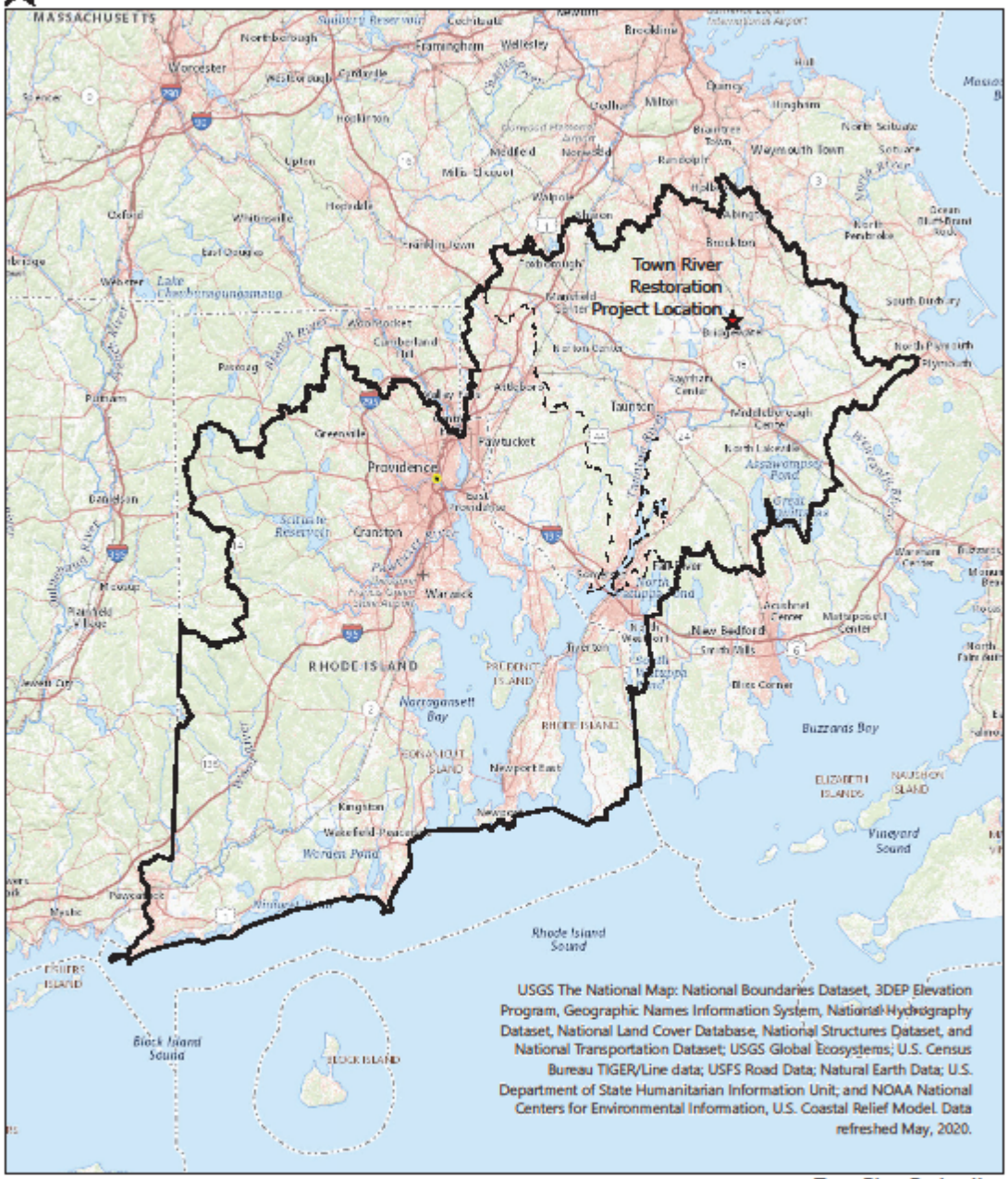


Site Map 1: Town River Restoration - High Street Dam & Bridge Project Area



Town River Restoration Project Locus Map

Figure 1C



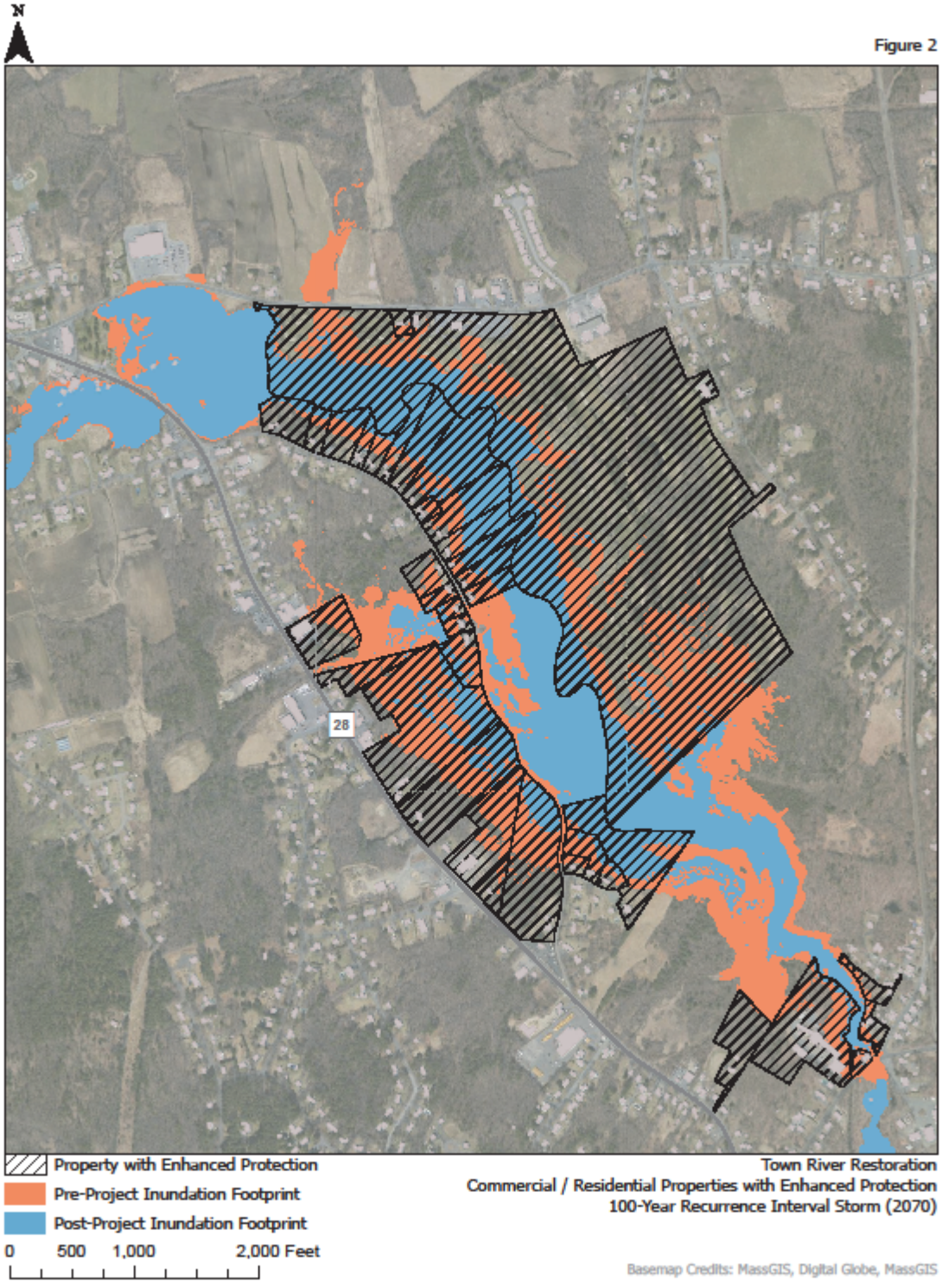
Narragansett Watershed Boundary

Taunton River Watershed Boundary

Town River Restoration
Bridgewater, MA
Watershed Map

0 5 10 20 Miles

Figure 2


N
28
Property with Enhanced Protection
Pre-Project Inundation Footprint
Post-Project Inundation Footprint
0 500 1,000 2,000 Feet
Town River Restoration
Commercial / Residential Properties with Enhanced Protection
100-Year Recurrence Interval Storm (2070)
Basemap Credits: MassGIS, Digital Globe, MassGIS

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	5/9/2023
First Reading:	5/9/2023
Second Reading:	
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Order O-FY23-056: Capital Plan Transfers

ORDERED, that the Town Council assembled vote to

pursuant to Section 6-4 of the Town of Bridgewater Charter, that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to appropriate and transfer from below schedule Source of Funds to below schedule of Use of Funds:

FUND		SOURCES OF FUNDING	Amount
8012	SENIOR CENTER TRUST	Capital Trust Fund	$ 7,030.24
8010	CAPITAL STABILIZATION	Capital Stablization Trust Funds	$ 1,405,681.09
		Total	**$ 1,412,711.33**

Project#		USES OF FUNDING	Amount
133.26	SOFTWARE	Labor Costing Module	$ 40,000.00
155.26	MACH/EQUIP/VEHICLES	Replacement of Public Safety Workstations (PD)	$ 30,000.00
155.27	MACH/EQUIP/VEHICLES	Replacement of Virtual Server (PD)	$ 30,000.00
155.42	SOFTWARE	Munis/Finance Software Project Implementation	$ 70,500.00
192.09	BLDG & BLDG IMPROV	MEMORIAL BUILDING	$ 120,000.00
192.23	BLDG & BLDG IMPROV	Senior Center Building Upgrades	$ 7,030.24
192.30	BLDG & BLDG IMPROV	Library - HVAC	$ 15,000.00
192.31	BLDG & BLDG IMPROV	Library - Door Access/Security - Add to Prior Capital Order	$ 15,000.00
192.55	MACH/EQUIP/VEHICLES	Garage Heaters - Fire Station 1 & 2 (2)	$ 12,300.00
192.63	BLDG & BLDG IMPROV	Concession Building Stairs	$ 20,000.00
192.64	BLDG & BLDG IMPROV	Senior Center Generator Upgrade	$ 32,230.00
210.14	MACH/EQUIP/VEHICLES	Replace Two Police Vehicles	$ 150,000.00
210.14	MACH/EQUIP/VEHICLES	Replace One Police Vehicles	$ 75,000.00
220.14	MACH/EQUIP/VEHICLES	Diesel Utility Side-by-Side: ATV	$ 25,000.00
220.25	MACH/EQUIP/VEHICLES	Tech Rescue Trailor & Equipment	$ 50,000.00
220.30	MACH/EQUIP/VEHICLES	ATV & UTV Trailers (2)	$ 25,200.00
220.43	MACH/EQUIP/VEHICLES	Replacement of Air Boat & Trailer	$ 98,000.00
220.46	MACH/EQUIP/VEHICLES	SCBA Air Compressor & Refill Station	$ 11,363.64
220.47	MACH/EQUIP/VEHICLES	New Brush Truck	$ 21,363.64
410.02	MACH/EQUIP/VEHICLES	Engineering Survey Truck	$ 60,000.00
420.09	MACH/EQUIP/VEHICLES	John Deer Loader - Lease Payment 1 of 5	$ 53,124.00
420.23	MACH/EQUIP/VEHICLES	Hot Box Truck (2-13)	$ 91,000.00
610.07a	HISTORICAL ARTIFACTS/RECORDS	Town Records Management/Digitization-Phase 1	$ 247,828.00
630.16	MACH/EQUIP/VEHICLES	Pickup Truck for Recreation	$ 60,000.00
630.19	MACH/EQUIP/VEHICLES	Spreader/Sprayer	$ 13,486.40
630.20	MACH/EQUIP/VEHICLES	Trap Rake	$ 26,189.58
630.21	MACH/EQUIP/VEHICLES	Workman HDX Utility Vehicle	$ 13,095.83
			$ 1,412,711.33

Explanation:

This transfer will fund requested and prioritized Capital Outlay projects as outlined in the Town's Five Year Capital Plan.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
•	•
•	•

Attachments: None

NOT FOR ACTION - FIRST READING

Bridgewater Town Council

Introduced By:	Town Manager
Date Introduced:	5/9/2023
First Reading:	5/9/2023
Second Reading:	
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Order O-FY23-057: Acceptance of Donation

ORDERED that the Town Council assembled vote to

WHEREAS: Massachusetts General Laws, Chapter 44, §53A, states as follows:
"An officer ... of any city or town … may accept grants or gifts of funds from … from the commonwealth … or an agency thereof, … and may expend such funds for the purposes of such grant or gift ... with the approval of the city manager and city council...;" and

WHEREAS: The Town of Bridgewater has received a donation from Black Hat Brew Works,

Now, therefore, in accordance with Chapter 44, §53A of the Massachusetts General Laws, the Town Council votes to take the following action:

ORDERED that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to accept the donation from the Black Hat Brew Works to expend to the Stiles & Hart Donation Account No. 25794-483000.

Committee Referrals and Dispositions:

Attachments: None

Bridgewater Town Council

Introduced By: Town Manager
Date Introduced: 5/9/2023
First Reading: 5/9/2023
Second Reading:
Amendments Adopted:
Third Reading:
Date Adopted:
Date Effective:

Order O-FY23-058: Transfer Order - Water Enterprise Fund Carver's Pond Filtration

ORDERED, that the Town Council assembled vote to

pursuant to Section 6-4 of the Town of Bridgewater Charter, that the Town Council of Bridgewater, Massachusetts in Town Council assembled vote to appropriate and transfer from below schedule Source of Funds to below schedule of Use of Funds:

Source of Funds	Account No.	GL Account Description	Amount
WTR RETAINED EARNINGS	6200-359000	TRANSFER TO GF	$ 240,000.00
Total:			$ 240,000.00

Use of Funds	Account No.	GL Account Description	Amount
WTR CAPITAL PROJECT #450.31	62105-584010	CARVERS POND WTR FILTER	$ 240,000.00
Total			$ 240,000.00

Explanation:
This transfer will fund the maintenance of the filters at the Carver's Pond Treatment Plant by replacing the filter media.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)

NOT FOR ACTION - FIRST READING

•	•
•	•
•	•

Attachments: None

Bridgewater Town Council

Introduced By:	Fred Chase, Councilor
Date Introduced:	5/9/2023
First Reading:	5/9/2023
Second Reading:	
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Proposed Ordinance D-FY23-013: Zoning Ordinance - Amend Article III, Section 23 (a) Planning Board

WHEREAS, In accordance with provisions of Section 2-6 of the Bridgewater Home Rule Charter relative to amendments to the Zoning Code, it is therefore;

ORDERED, that the Town Council assembled votes to amend the Bridgewater Zoning Code Article 10.4.3 to now read:

SECTION 10.4 PLANNING BOARD

10.4.3 Alternate Member. The position of alternate member shall sit on the Board for the purpose of acting on all matters that a full member may act on in the case of absence, inability to act, or conflict of interest, on the part of any member of the Planning Board.

Explanation:

The majority of the applications that come before the Planning Board are site plan reviews and anticipating the complexity of upcoming applications and the difficulty of ensuring that there is a quorum, this change would be prudent to make. It would allow the alternate member to sit on all matters when needed, not simply special permit applications. It also fixes the naming inconsistency between the zoning ordinance and the administrative code.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
•	•
•	•

NOT FOR ACTION - FIRST READING

Attachments: None

Bridgewater Town Council

Introduced By:	Fred Chase, Councilor Kevin Perry, Councilor
Date Introduced:	5/9/2023
First Reading:	5/9/2023
Second Reading:	
Amendments Adopted:	
Third Reading:	
Date Adopted:	
Date Effective:	

Resolution RFY23-007: A Resolution of the Town Council In Support of Downtown Revitalization Initiative

WHEREAS, the Town Council through its Order to Establish Town Goals (O-FY23-019), recognizes the importance of promoting economic development and enhancing the quality of life for residents of Bridgewater by developing a vibrant and thriving downtown area; and

WHEREAS, the Town of Bridgewater has commissioned several comprehensive studies and the Town Council assembled now wishes to take substantive steps towards implementation of those recommendations; and

WHEREAS, the Town of Bridgewater has been working towards the revitalization of Bridgewater's Central Square and the surrounding area through the Bridgewater Downtown Revitalization Plan, which was commissioned in 2014 and developed by The Cecil Group with traffic engineers Nelson\Nygaard; and

WHEREAS, the Town Council held a workshop on April 11th with the team from Community and Economic Development, Fuss and O'Neill, and Union Studio, who bring decades of experience delivering integrated services across multiple disciplines; and

WHEREAS, the Town Council wishes to implement changes that will benefit the community for years to come, and recognizes that there is no better time than now to implement these changes with unprecedented funding opportunities; and

WHEREAS, the Town of Bridgewater is mandated to comply with state-imposed Transit Oriented Development regulations by taking certain actions by December 31, 2024; and

WHEREAS, the Town of Bridgewater will seek funding for the next wave of progress/projects, including the relocation of the MBTA platform, Congressional Directed Spending, Developer Contributions, Community Planning Grant, Massachusetts Downtown, and Complete Streets implementation; and

WHEREAS, the Town of Bridgewater's professional staff will engage with local stakeholders, including business owners, residents, and community organizations, to gather input and feedback on a proposed downtown revitalization initiative; and

WHEREAS, Town Council will regularly review and evaluate the progress of the downtown revitalization initiative to ensure that it is meeting its goals and objectives.

NOW, THEREFORE, BE IT RESOLVED, that the Bridgewater Town Council enthusiastically supports engaging in collaborative partnerships following national best practices to improve upon its Downtown, Housing, Roadway Safety, and Bike and Pedestrian safety; and

BE IT FURTHER RESOLVED, Town Council encourages all residents and business owners to support the downtown revitalization initiative and to actively participate in its implementation.

Committee Referrals and Dispositions:

Referral(s)	**Disposition(s)**
•	•

Attachments: None