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City Engineer

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TO: Kevin J. Murphy, City Manager
VIA: Jim Troup, Acting DPW Commissioner
FROM: Nicolás H. Bosonetto, P.E., City Engineer

INFORMATIONAL: Street Acceptance Schedule and Ch 90 Implications

The Commonwealth typically authorizes \$200 Million per year for roadway infrastructure funding to be dispersed amongst the 351 municipalities in the state. These funds are distributed to each municipality based on the following formula and approximated values.

<u>Formula</u>	<u>City of Lowell (% of State)</u>
58.33% Accepted Road Miles (State total 29,986)	188.29 (0.63%)
20.83% Population (State total 6,812,000)	106,519 (1.56%)
20.83% Number of Jobs (State Total 3,534,000)	36,843 (1.04%)
Allocation	\$1,860,170

The City of Lowell has 188 miles of accepted streets and 50 miles of unaccepted streets. Assuming all 50 miles of unaccepted streets were to be accepted, the City of Lowell would receive approximately \$208,000 per year increase in Chapter 90 funds, which equates to about \$4,160/mile/year. It should be noted that the City currently allocates \$1.2 Million in capital funds to supplement the Chapter 90 funds. Chapter 90 funds cannot be used to repair or pave unaccepted streets.

Street Acceptance Procedure and Progress

Engineering staff have been working to reduce the number of unaccepted streets in the City. We are able to accept four or five streets per year, focusing on the streets that are more easily accepted. For some of the older unaccepted streets in the City a lengthier process is required including extensive research and field surveys.

Below is a list that the City Engineer's office is working to accept in the next 5 years. This year we will perform the necessary work to accept the first 4-5 streets listed below.

Street Name	From	To	Length (miles)
Bayberry Drive	Sprague Avenue	cul-de-sac	0.16
Briarwood Drive	Bayberry Drive	cul-de-sac	0.08
Oak Knoll Road	Bayberry Drive	cul-de-sac	0.13
Photine Drive	Totman Road	end	0.22
Pine Tree Lane	Varnum Avenue	cul-de-sac	0.10
Sandy Lane	Varnum Avenue	Pine Tree Lane	0.08
Klianthy Drive	Varnum Avenue	Hunnewell Circle	0.07
Hunnewell Circle	Klianthy Drive	to end	0.04
Laurie Lane	Varnum Avenue	Coburn Drive	0.32
Johnson Street	Varnum Avenue	cul-de-sac	0.13
Bowl Road	Chelmsford T/L	cul-de-sac	0.07
Devonshire Cross	Waverly Avenue	end	0.05
Emmett Way	Bowl Road	cul-de-sac	0.05
Katherine Drive	Fowler Road	cul-de-sac	0.21
Veritas Avenue	Totman Road	end	0.07
Walker Place	Middlesex Street	end	0.03
Stanley Avenue	West Street	Stanley Street	0.04
Terry Avenue	Christian Street	cul-de-sac	0.61
Kino Road	Acropolis Road	Penny Street	0.06
Dane Avenue	Dane Street	end	0.02
Lisa Lane	Laurie Lane	Dead End	0.17
Melrose Avenue	Malden Avenue	Pawtucket Blvd.	0.17
Aegan Lane	Coburn Drive	cul-de-sac	0.82
Evergreen Road	Fairmount Street	cul-de-sac	0.08
Gage Street	Salem Street	Dane Street	0.06
Pollard Avenue	Fulton Street	Stanley Street	0.05
Ronald Lane	Newbridge Road	cul-de-sac	0.05
Westview Drive	Westview Road	cul-de-sac	0.02
Grandview Street	Mt Pleasant Street	Dracut Town Line	0.37
5 year total =			3.04

List of Streets Accepted in the last 5 years

Adie Way	Decatur Ave	Nob Way
Alyssa Drive	Dowling Drive	Shirley Avenue
Asbury Way	Ecklund Drive	South Ridge Circle
Canal Street	Elliot Drive	Suffolk Street
Dabby Way	Green Street Ext	Technology Drive
	Melrose Avenue	West Forest Street

The following is the City of Lowell's standard procedure for the laying out of and acceptance of a street:

- A preliminary study of all pertinent data of the street is undertaken. Tasks include; a review of the deeds of all the property abutting the street, the grade and line of intersecting streets is checked, a field examination is performed to determine the location of all bounds and bench marks, the analysis of all known angles from historical plans, and the correlation of the data. This will involve research of the records at the Registry of Deeds and City Engineer's Office.
- An instrument survey of the street is performed – locating and measuring the existing roadway, all buildings, walks, walls, fences and survey monuments (iron rods, pipes and bounds). Depending on the length of the street and information available this will take two Engineers a minimum of three days for a small street.
- A plan is prepared on which the layout and applicable information is shown. The layout of the street will include the dimensions of the length and width defining the limits of the street. Any property that may need to be taken is also identified. A minimum of two 6"x 6"x4" stone bounds are to be set for each street. A record plan and legal description of the street are prepared.
- The resolution is written and sent to Council for approval, defining the new lines and grade. After which the plan and legal description are recorded at the Registry of Deeds.