

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

SPECIAL REGULATION GOVERNING THE SPEED OF MOTOR VEHICLES ON

ROUTES 44 AND 140, CITY WAYS, IN TAUNTON

May 13, 1958.

SPECIAL SPEED REGULATION NO. 161

Highway Location: TAUNTON

Authority in Control: CITY OF TAUNTON

Name of Highway: ROUTE 44 - Winthrop Street, Church Green, Dean Street
ROUTE 140 - Tremont Street, Washington Street, Court Street,
Main Street, Summer Street and County Street

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws (Ter. Ed.), as amended by Section 2 of Chapter 564 of the Acts of 1948, the following Special Speed Regulation made by the City of Taunton, shall be effective immediately upon compliance with the applicable provisions of the above-referenced Section 2.

The following designated speed limits are established at which motor vehicles may be operated in the areas described:

ROUTE 44-EASTBOUND TRAFFIC

Beginning on Route 44, Winthrop Street, at the terminus of the State highway layout,
 thence easterly 0.36 miles at 40 miles per hour via Winthrop Street
 " " 0.87 " " 35 " " " " " " "
 " " 0.41 " " 25 " " " " " " " to the
 intersection of the easterly line of Winthrop Street with the westerly line of
 Taunton Green.

Then beginning again at the intersection of the easterly line of Main Street with
 the westerly line of Church Green,
 thence easterly 0.26 miles at 25 miles per hour via Church Green and Dean
 Street.

Thence easterly 0.17 miles at 30 miles per hour via Dean Street ending on Dean
 Street at the beginning of a State highway layout; the total distance being 2.07
 miles.

ROUTE 44-WESTBOUND TRAFFIC

Beginning on Route 44, Dean Street, at the terminus of a State highway layout,
 thence westerly 0.17 miles at 30 miles per hour via Dean Street
 " " 0.26 " " 25 " " " " " " " and Church
 Green to the intersection of the westerly line of Church Green with the easterly
 line of Main Street.

Thence beginning again at the intersection of the westerly line of Taunton Green
 with the easterly line of Winthrop Street,

thence westerly 0.41 miles at 25 miles per hour via Winthrop Street,
 " " 0.87 " " 35 " " " " " " " "
 " " 0.36 " " 40 " " " " " " " "

ending at the beginning of a State highway layout; the total distance being 2.07
 miles.

ROUTE 140-EASTBOUND TRAFFIC

Beginning on Tremont Street at its intersection with Alfred Lord Boulevard,
 at the terminus of a State highway layout,

thence easterly 0.73 miles at 35 miles per hour via Tremont Street,
 " " 1.20 " " 30 " " " " " " "
 " " 0.35 " " 25 " " " " " " "
 " " 0.34 " " 20 " " " " " " "

Streets to the intersection of the southerly line of Court Street and the northerly
 line of Taunton Green.

And beginning again at the intersection of the east line of Taunton Green
 with the west line of Main Street,

thence easterly 0.29 miles at 20 miles per hour via Main and Summer Streets
 " " 0.60 " " 25 " " " " " " Summer and County
 Streets,
 thence easterly 0.54 " " 30 " " " " " " County Street,
 " " 0.57 " " 35 " " " " " " " " ending

on County Street at its intersection with Hart Street, beginning of a State highway
 layout; the total distance being 4.62 miles.

ROUTE 140-WESTBOUND TRAFFIC

Beginning on County Street at its intersection with Hart Street, end of a
 State highway layout,

thence westerly 0.57 miles at 35 miles per hour via County Street,
 " " 0.54 " " 30 " " " " " " "
 " " 0.60 " " 25 " " " " " " " and Summer

Streets,
 thence westerly 0.29 " " 20 " " " " " " Summer and Main Streets
 to the intersection of the west line of Main Street and the east line of Taunton
 Green.

Then beginning again at the intersection of the northerly line of Taunton Green with
 the southerly line of Court Street,

thence westerly 0.34 miles at 20 miles per hour via Court and Washington
 Streets,

Thence westerly 0.35 miles at 25 miles per hour via Tremont Street,
 " " 1.20 " " 30 " " " " " " "
 " " 0.73 " " 35 " " " " " " " " ending

on Tremont Street at its intersection with Alfred Lord Boulevard, beginning of a
 State highway layout; the total distance being 4.62 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify in writing, after a public hearing, that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DEPARTMENT OF PUBLIC WORKS

A. N. DiNatale
Commissioner

Fred B. Dole
Associate Commissioner

Clement A. Riley
Registrar of Motor Vehicles