

THE COMMONWEALTH OF MASSACHUSETTS
 DEPARTMENT OF PUBLIC WORKS

SPECIAL REGULATION GOVERNING THE SPEED OF MOTOR VEHICLES ON CERTAIN TOWN

WAYS IN THE TOWN OF FOXBOROUGH

March 24, 1953.

SPECIAL SPEED REGULATION NO. 63

Highway Location: FOXBOROUGH

Authority in Control: TOWN OF FOXBOROUGH

Name of Highway: Main and Central Streets Route 110

North Street

South Street

Cocasset Street

Mechanic Street

Green and Cedar Streets Route 106

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 Board of Selectmen of the Town of Foxborough 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:

MAIN AND CENTRAL STREETS - ROUTE 110 (SOUTHBOUND TRAFFIC)

Beginning at the end of State highway on Main Street,
 thence southerly 0.45 miles at 30 miles per hour
 thence 0.14 " " 25 " " " " to the end of Main Street.

And beginning again on Central Street, 480 feet south of the beginning of Central Street,
 thence southerly 0.14 miles at 25 miles per hour
 thence 0.15 " " 30 " " " " ending at the beginning of State highway; the total distance being 0.88 miles.

MAIN AND CENTRAL STREETS - ROUTE 110 (NORTHBOUND TRAFFIC)

Beginning at the end of State highway on Central Street,
 thence northerly 0.17 miles at 30 miles per hour
 thence 0.22 " " 25 " " " " to the end of Central Street.

And beginning again on Main Street, 650 feet north of the beginning of Main Street,
thence northerly 0.47 miles at 30 miles per hour ending at the beginning of State highway; the total distance being 0.86 miles.

NORTH STREET - (SOUTHBOUND TRAFFIC)

Beginning at a point 720 feet south of Route 1,
thence southerly 1.05 miles at 35 miles per hour
thence 0.52 " " 30 " " "
" 0.49 " " 40 " " "
" 0.12 " " 25 " " " ending at the junction
of North Street and Route 140; the total distance being 2.18 miles.

NORTH STREET - (NORTHBOUND TRAFFIC)

Beginning at a point 180 feet north of the junction of Route 140 and North Street,
thence northerly 0.15 miles at 25 miles per hour
thence 0.46 " " 40 " " "
" 0.52 " " 30 " " "
" 1.03 " " 35 " " "
" 0.15 " " 30 " " " ending at Route 1; the
distance being 2.31 miles.

SOUTH STREET - (SOUTHBOUND TRAFFIC)

Beginning at a point 585 feet south of the beginning of South Street,
thence southerly 0.54 miles at 25 miles per hour
thence 0.83 " " 35 " " "
" 0.46 " " 30 " " "
" 1.64 " " 35 " " "
" 0.03 " " 20 " " " ending at the junction
of South Street and Route 106; the total distance being 3.50 miles.

SOUTH STREET - (NORTHBOUND TRAFFIC)

Beginning at a point 315 feet north of the junction of Route 106 and South Street,
thence northerly 1.62 miles at 35 miles per hour
thence 0.46 " " 30 " " "
" 0.82 " " 35 " " "
" 0.54 " " 25 " " "
" 0.10 " " 20 " " " ending at the end of
South Street; the total distance being 3.54 miles.

COCASSET STREET - (EASTBOUND TRAFFIC)

Beginning at a point 970 feet east of the beginning of Cocasset Street,
thence easterly 2.68 miles at 30 miles per hour ending at a point 280
feet east of the intersection of Community Way and Cocasset Street.

COCASSET STREET - (WESTBOUND TRAFFIC)

Beginning at a point 180 feet west of the intersection of Community Way and Cocasset Street,
thence westerly 2.41 miles at 30 miles per hour
thence 0.18 " " 20 " " " ending at the end of
Cocasset Street; the total distance being 2.59 miles.

MECHANIC STREET -- (NORTHBOUND TRAFFIC)

Beginning at a point 795 feet north of the beginning of Mechanic Street,
 thence northerly 0.28 miles at 30 miles per hour
 thence 0.50 " " 35 " " "
 " 0.09 " " 25 " " "
 " 1.58 " " 35 " " " ending at the Sharon
 town line; the total distance being 2.45 miles.

MECHANIC STREET -- (SOUTHBOUND TRAFFIC)

Beginning at a point 340 feet south of the Sharon town line,
 thence southerly 1.53 miles at 35 miles per hour
 thence 0.09 " " 25 " " "
 " 0.48 " " 35 " " "
 " 0.29 " " 30 " " "
 " 0.14 " " 25 " " " ending at the end of
 Mechanic Street; the total distance being 2.53 miles.

GREEN AND CEDAR STREETS - ROUTE 106 - (EASTBOUND TRAFFIC)

Beginning at a point 80 feet east of the Plainville town line,
 thence easterly 0.31 miles at 35 miles per hour
 thence 0.59 " " 40 " " "
 " 0.18 " " 30 " " "
 " 1.83 " " 40 " " " ending at the Mansfield
 town line; the total distance being 2.91 miles.

GREEN AND CEDAR STREETS - ROUTE 106 (WESTBOUND TRAFFIC)

Beginning at a point 655 feet west of the Mansfield town line,
 thence westerly 1.75 miles at 40 miles per hour
 thence 0.15 " " 30 " " "
 " 0.58 " " 40 " " "
 " 0.33 " " 35 " " " ending at the Plainville
 town line; the total distance being 2.81 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.

DEPARTMENT OF PUBLIC WORKS

John A. Volpe
 Commissioner

Rudolph F. King
 Registrar of Motor Vehicles

B. H. Grout
 Associate Commissioner

F. V. Matera
 Associate Commissioner