

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

September 28,

Wm Sullivan

SPECIAL SPEED REGULATION NO. 731

Highway Location

CHICOPEE, SOUTH HADLEY,
GRANBY, AMHERST, HADLEY,
SUNDERLAND, DEERFIELD,
WHATLEY, CONWAY AND ASHFIELD

Authority In Control:

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Name of Highway:

| | | | | |
|-----------------------------------|---|---|---|---|
| Chicopee-Route 116- State Highway | | | | |
| South Hadley- | " | " | " | " |
| Granby- | " | " | " | " |
| Amherst- | " | " | " | " |
| Hadley- | " | " | " | " |
| Sunderland | " | " | " | " |
| Deerfield | " | " | " | " |
| Whatley | " | " | " | " |
| Conway | " | " | " | " |
| Ashfield | " | " | " | " |

In accordance with the provisions of Section 18 Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated:

Special Speed Regulations Numbered 135, 135A, 144, 274, 274A, 274B, 274C, and 487 dated May 21, 1957, February 17, 1967, January 7, 1958, August 11, 1964, October 24, 1965, June 3, 1970, December 29, 1971 and September 23, 1969 respectively are hereby amended by striking out the regulations in their entireties and inserting in place thereof the following revision and addenda.

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

NORTHSOUND

Beginning in Chicopee at the beginning of State Highway,

Thence northerly in Chicopee:

2.50 miles at 35 miles per hour

0.51 " " 30 " " " to the end

of State Highway.

And beginning again in South Hadley at the beginning of State Highway,

Thence northerly in South Hadley

| | | | | | | | |
|------|-------|----|----|-------|-----|------|---------------|
| 2.65 | miles | at | 35 | miles | per | hour | |
| 0.36 | " | " | 30 | " | " | " | |
| 0.31 | " | " | 35 | " | " | " | |
| 0.28 | " | " | 25 | " | " | " | |
| 0.91 | " | " | 40 | " | " | " | |
| 0.19 | " | " | 30 | " | " | " | to the Granby |

line,

Thence northerly in Granby

| | | | | | | | |
|------|-------|----|----|-------|-----|------|--------------|
| 0.03 | miles | at | 30 | miles | per | hour | |
| 0.89 | " | " | 40 | " | " | " | |
| 0.44 | " | " | 35 | " | " | " | |
| 0.42 | " | " | 30 | " | " | " | |
| 0.30 | " | " | 50 | " | " | " | to the South |

Hadley line,

Thence northerly in South Hadley

| | | | | | | | |
|------|-------|----|----|-------|-----|------|--------|
| 0.22 | miles | at | 50 | miles | per | hour | |
| 0.62 | " | " | 25 | " | " | " | to the |

Amherst line,

Thence northerly in Amherst

| | | | | | | | |
|------|-------|----|----|-------|-----|------|------------|
| 0.31 | miles | at | 35 | miles | per | hour | |
| 0.21 | " | " | 30 | " | " | " | |
| 0.22 | " | " | 35 | " | " | " | |
| 0.40 | " | " | 45 | " | " | " | |
| 0.40 | " | " | 30 | " | " | " | |
| 0.87 | " | " | 50 | " | " | " | |
| 2.39 | " | " | 40 | " | " | " | to the end |

of State Highway south of town in Amherst.

And beginning again in Hadley 155 feet north of the Junction of Route 9,

Thence northerly in Hadley

| | | | | | | | |
|------|-------|----|----|-------|-----|------|----------------|
| 1.88 | miles | at | 60 | miles | per | hour | |
| 0.80 | " | " | 55 | " | " | " | to the Amherst |

line,

Thence northerly in Amherst

| | | | | | | | |
|------|-------|----|----|-------|-----|------|--------|
| 0.42 | miles | at | 55 | miles | per | hour | |
| 0.30 | " | " | 40 | " | " | " | |
| 1.21 | " | " | 50 | " | " | " | to the |

Sunderland line,

Thence northerly in Sunderland

1.91 miles at 50 miles per hour
 0.45 " " 45 " " "
 0.66 " " 50 " " "
 0.28 " " 35 " " "
 0.25 " " 30 " " "
 0.15 " " 40 " " " to the

Deerfield line,

Thence northerly in Deerfield

0.64 miles at 40 miles per hour
 0.70 " " 50 " " " to the

Whately line,

Thence northerly in Whately

0.02 miles at 50 miles per hour
 0.20 " " 30 " " " ending at

Routes 5 and 10,

And beginning again in Deerfield 355 feet north of the Junction of Routes 5 and 10,

Thence northerly in Deerfield

0.43 miles at 40 miles per hour
 0.73 " " 45 " " "
 0.64 " " 40 " " "
 0.96 " " 30 " " " to the

Conway line,

Thence northerly in Conway

0.38 miles at 30 miles per hour
 0.51 " " 40 " " "
 0.62 " " 30 " " "
 0.73 " " 40 " " "
 0.80 " " 30 " " "
 0.30 " " 25 " " "
 0.32 " " 30 " " "
 0.09 " " 20 " " "
 0.39 " " 35 " " "
 0.39 " " 40 " " "
 1.78 " " 35 " " "
 0.13 " " 40 " " " to the

Ashfield line,

Thence northerly in Ashfield

| | | | | | |
|------------|----|-------------------|----|---|---|
| 0.95 miles | at | 40 miles per hour | | | |
| 0.36 | " | " | 30 | " | " |
| 0.41 | " | " | 35 | " | " |
| 0.18 | " | " | 30 | " | " |
| 0.14 | " | " | 25 | " | " |
| 1.11 | " | " | 40 | " | " |
| 0.89 | " | " | 30 | " | " |
| 0.35 | " | " | 40 | " | " |

ending at the Junction of Route 112, the total distance being 38.29 miles.

SOUTHBOUND

Beginning in Ashfield 175 feet south of the Junction of Route 112,

Thence southerly in Ashfield

| | | | | | |
|------------|----|-------------------|----|---|---|
| 0.31 miles | at | 40 miles per hour | | | |
| 0.89 | " | " | 30 | " | " |
| 1.11 | " | " | 40 | " | " |
| 0.14 | " | " | 25 | " | " |
| 0.20 | " | " | 30 | " | " |
| 0.39 | " | " | 35 | " | " |
| 0.36 | " | " | 30 | " | " |
| 0.35 | " | " | 40 | " | " |

line,

to the Conway

Thence southerly in Conway

| | | | | | |
|------------|----|-------------------|----|---|---|
| 0.13 miles | at | 40 miles per hour | | | |
| 1.78 | " | " | 35 | " | " |
| 0.39 | " | " | 40 | " | " |
| 0.39 | " | " | 35 | " | " |
| 0.09 | " | " | 20 | " | " |
| 0.32 | " | " | 30 | " | " |
| 0.30 | " | " | 25 | " | " |
| 0.80 | " | " | 30 | " | " |
| 0.71 | " | " | 40 | " | " |
| 0.60 | " | " | 30 | " | " |
| 0.51 | " | " | 40 | " | " |
| 0.38 | " | " | 30 | " | " |

Deerfield line,

to the

Thence southerly in Deerfield

| | | | | | |
|------------|----|-------------------|----|---|---|
| 0.96 miles | at | 30 miles per hour | | | |
| 0.64 | " | " | 40 | " | " |
| 0.73 | " | " | 45 | " | " |
| 0.31 | " | " | 40 | " | " |
| 0.19 | " | " | 30 | " | " |

the Junction Routes 5 and 10,

ending at

And beginning again 168 feet south of the Junction of Routes 5 and 10,

Thence southerly in Whately

0.17 miles at 30 miles per hour

0.02 " " 50 " " " to the

Deerfield line,

Thence southerly in Deerfield

0.70 miles at 50 miles per hour

0.64 " " 40 " " " to the

Sunderland line,

Thence southerly in Sunderland

0.15 miles at 40 miles per hour

0.25 " " 30 " " "

0.28 " " 35 " " "

0.66 " " 50 " " "

0.45 " " 45 " " "

1.91 " " 50 " " " to the

Amherst line,

Thence southerly in Amherst

1.21 miles at 50 miles per hour

0.30 " " 40 " " "

0.42 " " 55 " " " to the

Hadley line,

Thence southerly in Hadley

0.80 miles at 55 miles per hour

1.52 " " 60 " " "

0.26 " " 45 " " "

0.13 " " 30 " " " ending at the

Junction of Route 9,

And beginning again in Amherst at the beginning of State Highway,

Thence southerly in Amherst

2.39 miles at 40 miles per hour

0.87 " " 50 " " "

0.40 " " 30 " " "

0.40 " " 45 " " "

0.22 " " 35 " " "

0.21 " " 30 " " "

0.31 " " 35 " " " to the South

Hadley line,

No. 731

Thence southerly in South Hadley
 0.02 miles at 35 miles per hour
 0.22 " " 50 " " " to the
 Granby line,

Thence southerly in Granby
 0.30 miles at 50 miles per hour
 0.42 " " 30 " " "
 0.44 " " 35 " " "
 0.89 " " 40 " " "
 0.03 " " 30 " " " to the
 South Hadley line,

Thence southerly in South Hadley
 0.19 miles at 30 miles per hour
 0.91 " " 40 " " "
 0.28 " " 25 " " "
 0.29 " " 35 " " "
 0.39 " " 30 " " "
 2.65 " " 35 " " " ending at
 the end of State Highway,

And beginning again in Chicopee at the beginning of State Highway

Thence southerly in Chicopee
 0.51 miles at 30 miles per hour
 2.51 " " 35 " " " ending
 at the end of State Highway, the total distance being 38.29 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, that this regulation is consistent with the public interest.