



1 Mercantile Street – Suite 520
Worcester, MA 01608
P: 508.756.7717 F: 508.792.6818
www.cmrpc.org

Sherry Patch, Town Administrator
Princeton Town Hall
6 Town Hall Drive
Princeton, MA 01541

Re: Speed Evaluations
Random Locations, Princeton

Dear Ms. Patch,

At the request of the Town of Princeton, the Central Massachusetts Regional Planning Commission (CMRPC) Transportation Planning Section obtained traffic volume and speed information at several locations identified by the Town. Per Massachusetts General Laws, Chapter 90, Section 17, unless a speed has been duly established (legally posted) the speed limit shall be the prima facie speed identified in Section 17. In Princeton, according to Chapter 17, the prima facie speed is primarily 40 mph unless in a thickly settled or an established business district.

Within the thickly settled or business district, the speed shall be 30 mph, however Princeton adopted at the June 11, 2024, Annual Town Meeting (Article 18) Massachusetts General Laws, Chapter 90, Section 17C, which allows the Town to reduce the speed within the thickly settled or business district to 25 mph. However, if the roadway has a duly established speed limit, the duly established speed takes precedence over the thickly settled or business district speed.

Chapter 90, Section 17 also states that a vehicle is considered exceeding the speed within a prima facie speed zone, the vehicle is operated at a speed of 40 mph for a ¼ mile and within the thickly settled or business district for 1/8 mile.

The definition of a thickly settled or business district as defined in MGL Chapter 90, Section 1 "Thickly settled or business district", the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where the dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over.

In order to either establish a new or change an existing regulatory speed limit an engineering study must be conducted per the MassDOT Procedures for Speed Zoning on State Highways and Municipal Roads as revised in September 2021. Actual vehicle speeds collected during the engineering study shall be observed during ideal weather conditions, not during peak hours and over a two hour time frame. If there is a line of vehicles, only the first vehicle shall be counted. Multiple locations along the road corridor being considered shall be observed. The speed that then determines the regulatory speed shall



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be the 85% speed, which is the speed that average person feels is the safe and appropriate speed. The caution is that the 85% speed found during the study shall be the speed that becomes the regulatory speed. Once the engineering study is completed, the study must then be approved by both MassDOT and the RMV before the town can implement the new regulatory speed.

In order to preliminarily determine if a full engineering study should be undertaken, CMRPC installed traffic counting devices for about a week at several identified locations. The information we collected included hourly data for volume, types of vehicles, and speed in each direction. The devices were recording the information for the entire time the devices were out so can not be used as part of the engineering study. In addition, we only looked at location along each of the corridors and not a set of locations. Historically, the week-long traffic speeds tend to be lower than the true engineering study speeds. Therefore, unless the week-long 85% speeds is significantly lower than either the regulatory speed or the prima facie speed, the engineering 85% speed will more than likely be higher than or equal to the desired reduced speed.

CMRPC also reviewed MassDOT available the most recent crash records and did not observe any location along with identified routes that warrant a concern. There are very few reported accidents, and there is no identified crash cluster location.

The information below is the locations identified by the Town of Princeton that CMRPC installed the traffic counting devices and the brief description of the results found.

Main Street near 80 Main Street (Route 140)

Between Thursday August 8, 2024, and Friday August 16, 2024, CMRPC conducted a speed evaluation in both north and south directions in the vicinity of 80 Main Street (Route 140). In the vicinity of 80 Main Street, there is a Special Speed Regulation #702, dated April 13, 1972 with the posted speed in both directions being 30 mph. Per the Special Speed Regulations, the posted speed limit signs appear to be installed in the proper location.

The daily northbound 85% average ranged between 38.8 mph and 39.5 mph. There was a total of 24,774 vehicles heading northbound with 8.4% of vehicles exceeding 40 mph (2058) with many of the vehicles exceeding 40 mph during the 6:00 and 7:00 am hours and between 2:00 and 7:00 pm hours. The heaviest traffic volume day was Friday August 9th with a total northbound volume of 3,366 vehicles and the heaviest peak hour was the 4:00 pm hour on the same Friday afternoon with a total of 542 vehicles.

The daily southbound 85% average ranged between 38.3 mph and 40.2 mph. There was a total of 24,594 vehicles heading southbound with 9.9% of vehicles exceeding 40 mph (2460) with many of the vehicles exceeding 40 mph were between the 3:00 and 6:00 pm hours. The heaviest traffic volume day



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was Thursday August 15th with a total southbound volume of 3,420 vehicles and the heaviest peak hour was the 7:00 am hour on Wednesday August 14th with a total of 412 vehicles.

Main Street just north of the Leominster Road intersection (Route 140)

Between October 23, 2024, and November 6, 2024, CMRPC conducted a speed evaluation in both north and south directions just north of the Leominster Road intersection on Main Street (Route 140) to provide Princeton with data for the potential MassDOT program to fund rapid warning beacons at crosswalks. Again, as above, in the vicinity of these counts, there is a Special Speed Regulation #702, dated April 13, 1972 with the posted speed in both directions being 30 mph. Per the Special Speed Regulations, the posted speed limit signs are installed in the proper location.

The daily northbound 85% average ranged between 31.7 mph and 33.1 mph. There was a total of 44,276 vehicles heading northbound with 0.6% of vehicles exceeding 40 mph (287). The heaviest traffic volume day was Friday October 25th with a total northbound volume of 3,821 vehicles and the heaviest peak hour was the 4:00 pm hour on the same Friday afternoon with a total of 613 vehicles.

The daily southbound 85% average ranged between 33.9 mph and 35.0 mph. There was a total of 43,843 vehicles heading southbound with 1.2% of vehicles exceeding 40 mph (518). The heaviest traffic volume day was Tuesday October 29th with a total southbound volume of 3,360 vehicles and the heaviest peak hour was the 8:00 am hour on Monday November 4th with a total of 604 vehicles.

Worcester Road (Route 31) north of Birchwood Road

Between Thursday August 8, 2024, and Friday August 16, 2024, CMRPC conducted a speed evaluation in both north and south directions on Worcester Road just north of Birchwood Road. In the vicinity of 80 the Birchwood Road intersection, there is a Special Speed Regulation #702, dated April 13, 1972, revised Special Speed Regulation #702-A, dated November 28, 1978, and further revised Special Speed Regulation #702-C, dated January 9, 2003 with the posted speed in both directions being 45 mph in the vicinity of Birchwood Road. Per the Special Speed Regulations, the posted speed limit signs appear to be installed in the proper location.

The daily northbound 85% average ranged between 46.3 mph and 47.1 mph. There was a total of 7,374 vehicles heading northbound with 4.5% of vehicles exceeding 50 mph (335). The heaviest traffic volume day was Saturday August 10th with a total northbound volume of 1003 vehicles and the heaviest peak hour was the 5:00 pm hour on Tuesday August 13th with a total of 116 vehicles.

The daily southbound 85% average ranged between 45.0 mph and 45.8 mph. There was a total of 7,788 vehicles heading southbound with 3.1% of vehicles exceeding 50 mph (241). The heaviest traffic volume



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day was Saturday August 10th with a total southbound volume of 1119 vehicles and the heaviest peak hour was the 11:00 am hour on the same Saturday morning with a total of 140 vehicles.

Hobbs Road near 27 Hobbs Road

Between Thursday August 8, 2024, and Thursday August 15, 2024, CMRPC conducted a speed evaluation in both east and west directions in the vicinity of 27 Hobbs Road. There is no special regulatory speed on file with MassDOT for Hobbs Road, therefore the prima facie speed is 40 mph. There are 30 mph advisory signs eastbound just east of the Keyes Brook culvert crossing and westbound across from 144 Hobbs Road. It needs to be noted that advisory signs are not enforceable, they are warning signs.

The daily eastbound 85% average ranged between 33.6 mph and 34.8 mph. There was a total of 3,206 vehicles heading eastbound with 0.5% of vehicles exceeding 45 mph (17). The heaviest traffic volume day was Friday August 9th with a total eastbound volume of 462 vehicles and the heaviest peak hour was the 4:00 pm hour on the same Friday afternoon with a total of 88 vehicles.

The daily westbound 85% average ranged between 35.2 mph and 36.2 mph. There was a total of 2,237 vehicles heading westbound with 0.4% of vehicles exceeding 45 mph (10). The heaviest traffic volume day was Tuesday August 13th with a total westbound volume of 318 vehicles and the heaviest peak hour was the 7:00 am hour on Wednesday August 14th with a total of 39 vehicles.

Leominster Road near 37 Leominster Road

Between Wednesday October 23, 2024, and Wednesday November 6, 2024, CMRPC conducted a speed evaluation in both east and west directions in the vicinity of #37 Leominster Road. There is no special regulatory speed on file with MassDOT for Leominster Road, therefore the prima facie speed is 40 mph. In the vicinity of #37 Leominster Road is not within a statutory defined thickly settled zone. There is however heading west a Thickly Settled sign just west of the Sterling townline, a 20 mph advisory sign just west of the Thickly Settled sign and a 30 mph regulatory sign just prior to #37 driveway. Heading easterly, there is a 20 mph advisory sign in front of the park near Main Street and then just past the advisory sign a 30 mph regulatory sign across from #11 Leominster Road. It needs to be noted that advisory signs are not enforceable as they are warning signs and the 30 mph regulatory signs are also not enforceable.

The daily eastbound 85% average ranged between 37.5 mph and 39.2 mph. There was a total of 5,497 vehicles heading eastbound with 1.8% of vehicles exceeding 45 mph (99). The heaviest traffic volume



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day was Friday October 25th with a total eastbound volume of 472 vehicles and the heaviest peak hour was the 8:00 am hour on Monday November 4th with a total of 56 vehicles.

The daily westbound 85% average ranged between 38.6 mph and 40.3 mph. There was a total of 6,158 vehicles heading westbound with 2.4% of vehicles exceeding 45 mph (147). The heaviest traffic volume day was Friday November 1st with a total westbound volume of 512 vehicles and the heaviest peak hour was the 4:00 pm hour on Thursday October 31st with a total of 76 vehicles.

Leominster Road just east of the park.

Between Wednesday October 23, 2024, and Wednesday November 6, 2024, CMRPC conducted a speed evaluation in both east and west directions in the just east of the park on Leominster Road. There is no special regulatory speed on file with MassDOT for Leominster Road. In the vicinity of the where the traffic counts was collected near the park may be located within a length of roadway within a thickly settled zone. Verification of whether the roadway meets the definition, then the prima facie speed is 25 mph. If the length of road does not meet the definition then the prima facie speed is 40 mph. There is heading west a Thickly Settled sign just west of the Sterling townline, a 20 mph advisory sign just west of the Thickly Settled sign and a 30 mph regulatory sign just prior to #37 driveway. Heading easterly, there is a 20 mph advisory sign in front of the park near Main Street and then just past the advisory sign a 30 mph regulatory sign across from #11 Leominster Road. It needs to be noted that advisory signs are not enforceable as they are warning signs.

The daily eastbound 85% average ranged between 31.9 mph and 33.0 mph. There was a total of 6,055 vehicles heading eastbound with 5.9% of vehicles exceeding 35 mph (360). The heaviest traffic volume days were Friday October 25th and Thursday October 31st with a total eastbound volume of 487 vehicles and the heaviest peak hour was the 3:00 am hour on Friday November 1st with a total of 57 vehicles.

The daily westbound 85% average ranged between 32.3 mph and 34.4 mph. There was a total of 6,370 vehicles heading westbound with 7.4% of vehicles exceeding 35 mph (473). The heaviest traffic volume day was Friday November 1st with a total westbound volume of 530 vehicles and the heaviest peak hour was the 4:00 pm hour on Thursday October 31st with a total of 74 vehicles.

Mountain Road near 22 Mountain Road

Between Thursday August 8, 2024, and Friday August 16, 2024, CMRPC conducted a speed evaluation in both north and south directions in the vicinity of 22 Mountain Road. In the vicinity of 22 Mountain Road, there is a Special Speed Regulation #4097, dated December 8, 1978, with the regulatory posted speed in both directions being 30 mph. However, there are no regulatory speed limit signs posted on Mountain Road in either direction. There are several advisory speed signs including a 30 mph sign northbound just before the church. There is a 30 mph Thickly Settled sign southbound near #30



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Mountain Road, the area does not meet the definition of thickly settled. Based upon the Special Speed Regulation, the speed increases from 30 to 40 northbound near the property line between #30 and #38 Mountain Road, conversely the speed reduces from 40 to 30 southbound in the same location.

The daily northbound 85% average ranged between 41.7 mph and 42.6 mph. There was a total of 4,970 vehicles heading northbound with 29.5% of vehicles exceeding 40 mph (1,465). The heaviest traffic volume day was Sunday August 11th with a total northbound volume of 819 vehicles and the heaviest peak hour was the 11:00 am hour on the same Sunday morning with a total of 108 vehicles.

The daily southbound 85% average ranged between 43.4 mph and 45.3 mph. There was a total of 4,820 vehicles heading southbound with 44.3% of vehicles exceeding 40 mph (2,137). The heaviest traffic volume day was Sunday August 11th with a total southbound volume of 932 vehicles and the heaviest peak hour was the 4:00 pm hour on the same Sunday afternoon with a total of 108 vehicles.

Ball Hill Road at Utility Pole #95

Between Monday September 23, 2024, and Thursday September 26, 2024, CMRPC conducted a speed evaluation in both east and west directions in the vicinity of Pole #95. Ball Hill Road has a Special Speed Regulation #7468, dated November 14, 1989, with the regulatory posted speed in both directions in vicinity of where the traffic counts were conducted being 40 mph. The regulatory signs appear to be installed in the proper location, however, there are several other advisory and non-compliant signs that have been installed that are not enforceable.

The daily eastbound 85% average ranged between 43.7 mph and 46.6 mph. There was a total of 949 vehicles heading eastbound with 18.0% of vehicles exceeding 45 mph (171). The heaviest traffic volume day was Wednesday September 25th with a total eastbound volume of 328 vehicles and the heaviest peak hour was the 7:00 am hour on the same Wednesday morning with a total of 44 vehicles.

The daily westbound 85% average ranged between 43.9 mph and 45.0 mph. There was a total of 984 vehicles heading westbound with 13.3% of vehicles exceeding 45 mph (131). The heaviest traffic volume day was Wednesday September 25th with a total westbound volume of 343 vehicles and the heaviest peak hour was the 5:00 pm hour on the same Wednesday afternoon with a total of 44 vehicles.

Summary

Based upon the traffic counts in the identified locations, the 85% speeds fall within the reasonable speed that is either the regulatory speed or the prima facie speed except for the Mountain Road location. However, without the proper regulatory speed limit signs being installed, enforcement would be difficult because the prima facie speed in that location would be 40 mph.



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There is no argument that some vehicles do speed, no amount of signage or even enforcement will stop all speeding.

Only roads that have a regulatory speed regulation approved by MassDOT and the RMV should have the regulatory speed limit signs installed (white rectangular with black numbers). All other roads are controlled by MGL Chapter 90, Section 17 and 17C. All signage shall meet the requirement of the most current addition of the Federal Highway Administration “Manual on Uniform Traffic Control Devices for Streets and Highways” and the MassDOT’s “Massachusetts Amendments to the 2009 Manual on Uniform Traffic Control Devices for Streets and Highways”, most recently updated on November 2022. The yellow advisory signs can be placed at the discretion of the Town, but these are warning signs and or not enforceable.

In order to modify an existing regulatory speed or to implement a new regulatory speed, an engineering study must be conducted as outlined in the MassDOT’s “Procedures for Speed Zoning on State Highways and Municipal Roads” as revised in September 2021 and be approved by both MassDOT and the RMV.

We look forward in meeting with you and other members of the town to discuss our findings before finalizing our recommendations.

Sincerely,

Jeffrey Howland, PE
Senior Transportation & Planning Engineer

April 13, 1972

TOWN OF PRINCETON
SPECIAL SPEED REGULATION NO. 702

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highways: ROUTE 62
Route 31
Route 140

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted
by the Board of Selectmen
of the Town of Princeton

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

OF NO. 62 - EASTBOUND

Beginning at the end of State Highway
Thence easterly on Route 62

0.12 miles at 30 miles per hour
0.23 " " 40 " " "
0.21 " " 20 " " "
0.19 " " 35 " " "
0.18 " " 20 " " "
0.29 " " 30 " " "
0.72 " " 40 " " "
1.94 " " 35 " " " ending at the

Princeton - Sterling line; the total distance being 3.88 miles.

ROUTE 62 - WESTBOUND

Beginning at the Sterling - Princeton line
Thence westerly on Route 62

1.94 miles at 35 miles per hour
0.72 " " 40 " " "
0.29 " " 30 " " "
0.18 " " 20 " " "
0.19 " " 35 " " "
0.21 " " 20 " " "

0.23 miles at 40 miles per hour
 0.12 " " 30 " " " ending at the beginning
 of State Highway; the total distance being 3.88 miles.

ROUTE 31 - NORTHBOUND

Beginning at a point 300 feet north of the Holden - Princeton line
 Thence northerly on Route 31

1.69 miles at 45 miles per hour	} Rev 1978 1.69 mi @ 40 M.P.H. 0.14 mi @ 35 " " 0.73 " " 40 " "
0.14 " " 35 " " "	
0.73 " " 45 " " "	
0.37 " " 35 " " "	
0.06 " " 20 " " "	

ending at Route 62
 south of town and beginning again on Route 31 north of town

Thence northerly

0.31 miles at 35 miles per hour	
1.21 " " 40 " " "	
Not Paved 0.83 " " 45 " " "	
0.10 " " 25 " " "	ending at Route 140,

south of East Princeton.

And beginning again on Route 31 north of East Princeton

Thence northerly

1.49 miles at 45 miles per hour ending at the
 Princeton - Westminster line; the total distance being 6.93 miles.

ROUTE 31 - SOUTHBOUND

Beginning at the Westminster - Princeton line

Thence southerly on Route 31

1.38 miles at 45 miles per hour	
0.11 " " 25 " " "	ending at Route 140,

north of East Princeton.

And beginning again on Route 31, south of East Princeton

Thence southerly

0.93 miles at 45 miles per hour	- MISSING
1.21 " " 40 " " "	erroneously posted 45 -
0.21 " " 35 " " "	
0.10 " " 20 " " "	ending at Route 62,

north of town.

And beginning again on Route 31, south of town
thence southerly

0.43	miles	at	35	miles	per	hour	
0.73	"	"	45	"	"	"	
0.14	"	"	35	"	"	"	
1.75	"	"	45	"	"	"	ending at the

Princeton - Holden line; the total distance being 6.99 miles.

ROUTE 140 - NORTHBOUND

Beginning at the Sterling - Princeton line.
thence northerly on Route 140

0.52	miles	at	40	miles	per	hour	
0.71	"	"	30	"	"	"	
1.42	"	"	45	"	"	"	
0.29	"	"	35	"	"	"	
0.48	"	"	45	"	"	"	
0.52	"	"	40	"	"	"	ending at the

Princeton - Westminster line; the total distance being 3.94 miles.

ROUTE 140 - SOUTHBOUND

Beginning at the Westminster - Sterling line
thence southerly on Route 140

0.52	miles	at	40	miles	per	hour	
0.48	"	"	45	"	"	"	
0.29	"	"	35	"	"	"	
1.42	"	"	45	"	"	"	
0.71	"	"	30	"	"	"	
0.52	"	"	40	"	"	"	ending at the

Princeton - Sterling line; the total distance being 3.94 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 Chapter 90, Section 14, of the General Laws. (rev. ed.)

Date of Passage

Robert A. Gray
Charles E. H. Hurd
 Board of Selectmen

Princeton, N.J.

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 703

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with public interest.

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

Date: April 13, 1972

By:

Bruce Campbell
BRUCE CAMPBELL

Commissioner

for Highway Engineering

David J. Lucey
Registrar of Motor Vehicles

Mr. Sullivan
NOV 28 1978

TOWN OF PRINCETON
SPECIAL SPEED REGULATION NO. 702-A

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highway: ROUTE 31

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed) as amended, the following Special Speed Regulation is

Special Speed Regulation number 702 dated April 13, 1972 is hereby amended on Route 31 in the Town of Princeton as follows.

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

ROUTE 31 - NORTHBOUND

By striking out the clauses reading:

1.69	miles	at	45	miles	per	hour
0.14	"	"	35	"	"	"
0.73	"	"	45	"	"	"

And inserting in place thereof:

1.69	miles	at	40	miles	per	hour
0.14	"	"	35	"	"	"
0.73	"	"	40	"	"	"

ROUTE 31 - SOUTHBOUND

By striking out the clauses reading:

0.73	miles	at	45	miles	per	hour
0.14	"	"	35	"	"	"
1.69	"	"	45	"	"	"

And inserting in place thereof:

0.73	miles	at	40	miles	per	hour
0.14	"	"	35	"	"	"
1.69	"	"	40	"	"	"

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 Chapter 90, Section 14, of the General Laws (Ter. Ed).

Date of Passage, November 13, 1977

John J. Finnerty
William J. Finnerty
J. O. Finnerty
Board of Selectmen

Attest Priscilla Hart
Town Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 702-A

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

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

DATE:

NOV 28 1978

FOR THE DEPARTMENT OF PUBLIC WORKS

BY:

J. J. Finnerty
Traffic Engineer

E. Theodore Quinn
Chief Deputy Registrar

THE COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT
TOWN OF PRINCETON
SPECIAL SPEED REGULATION #702-B

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highway (s): ROUTE 62

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

Hereby Adopted
by the Board of Selectmen
of the Town of Princeton

Special Speed Regulation number 571, dated September 18, 1970 is hereby amended by striking out the Regulation in its entirety. Special Speed Regulation number 702, dated April 13, 1972 is hereby amended by striking out all clauses pertaining to Route 62 and inserting in place the following revisions and addenda:

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

ROUTE 62 (HUBBARDSTON ROAD/STERLING ROAD) - EASTBOUND

Beginning at the Hubbardston/Princeton Town Line, thence easterly on Route 62 (Hubbardston Road/Sterling Road)
2.15 miles at 45 miles per hour
2.00 miles at 40 miles per hour
0.82 miles at 35 miles per hour
0.27 miles at 20 miles per hour
0.69 miles at 30 miles per hour
0.72 miles at 40 miles per hour
1.94 miles at 35 miles per hour ending at the
Princeton/Sterling Town Line; the total distance being 8.59 miles.

ROUTE 62 (STERLING ROAD/HUBBARDSTON ROAD) - WESTBOUND

Beginning at the Sterling/Princeton Town Line, thence westerly on Route 62 (Sterling Road/Hubbardston Road)

1.94 miles at 35 miles per hour

0.72 miles at 40 miles per hour

0.69 miles at 30 miles per hour

0.27 miles at 20 miles per hour

0.82 miles at 35 miles per hour

2.00 miles at 40 miles per hour

2.15 miles at 45 miles per hour ending at the Hubbardston/Princeton Town Line; the total distance being 8.59 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 Chapter 90, Section 14, of the General Laws (Ter. Ed.).

Date of Passage: _____

December 2, 2002

Melores A. Lyons
TREASURER
STAN MOSS clerk

Attest

Alan Sankowski
TOWN CLERK

BOARD OF SELECTMEN

COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT

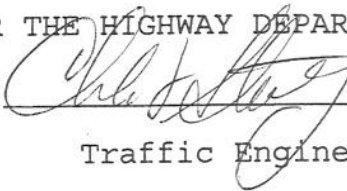
SPECIAL SPEED REGULATION NO.702-B

The Highway Department and the Registry of Motor Vehicles,
acting jointly, do hereby certify that this regulation is
consistent with the public interest.

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

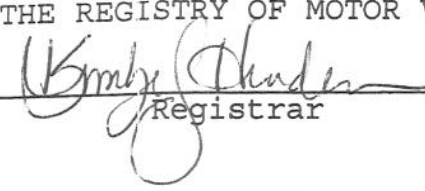
DATE: January 9, 2003

FOR THE HIGHWAY DEPARTMENT

BY: 

Traffic Engineer

FOR THE REGISTRY OF MOTOR VEHICLES

BY: 

Registrar

THE COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT
TOWN OF PRINCETON
SPECIAL SPEED REGULATION #702-C

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highway (s): ROUTE 31

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

Hereby Adopted
by the Board of Selectmen
of the Town of Princeton

Special Speed Regulation number 702, dated April 13, 1972 is hereby amended by striking the following clauses pertaining to Route 31 and inserting in place the following revisions and addenda:

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

ROUTE 31 - NORTHBOUND

By striking out the clause reading:
0.06 miles at 20 miles per hour ending at Route 62,
south of town.

And inserting in place thereof:
0.06 miles at 30 miles per hour ending at Route 62,
south of town.

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 Chapter 90, Section 14, of the General Laws (Ter. Ed.).

Date of Passage: _____

December 2, 2002

Delores P. Lyons
THORPES

SPAIN MOSS Clerk

BOARD OF SELECTMEN

Attest

Alan M. Santolucito
TOWN CLERK

COMMONWEALTH OF MASSACHUSETTS
HIGHWAY DEPARTMENT

SPECIAL SPEED REGULATION NO.702-B

The Highway Department and the Registry of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interest.

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

DATE: January 9, 2003

FOR THE HIGHWAY DEPARTMENT

BY: _____

Charles J. [Signature]

Traffic Engineer

FOR THE REGISTRY OF MOTOR VEHICLES

BY: _____

Bonny [Signature]
Registrar

TOWN OF PRINCETON
SPECIAL SPEED REGULATION NO. 4097

Wh. Sullivan
DEC 08 1978

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highway: MOUNTAIN ROAD

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted
by the Board of Selectmen
of the Town of Princeton

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

MOUNTAIN ROAD - NORTHBOUND

Beginning at a point 200 feet north of Route 62
Thence northerly on Mountain Road
0.31 miles at 30 miles per hour
1.06 " " 40 " " "
1.67 " " 45 " " "
1.08 " " 35 " " " ending at the Westminster
Town Line; the total distance being 4.12 miles.

MOUNTAIN ROAD - SOUTHBOUND

Beginning at the Westminster Town Line
Thence southerly on Mountain Road
1.08 miles at 35 miles per hour
1.67 " " 45 " " "
1.06 " " 40 " " "
0.35 " " 30 " " " ending at Route 62;
the total distance being 4.16 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 Chapter 90, Section 14, of the General Laws (Ter. Ed.).

NO. 4097

-2-

Date of Passage

John J. Linn
William A. Linn
O'Brien
Board of Selectmen

Attest

Priscilla Hart
Town Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 4097

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

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

DATE: DEC 08 1978

FOR THE DEPARTMENT OF PUBLIC WORKS

BY:

W. J. Cantone
Traffic Engineer

W. J. Cantone
Chief Deputy Registrar

November 14, 1989

File Copy

TOWN OF PRINCETON
SPECIAL SPEED REGULATION NO. 7468

Highway Location: PRINCETON
Authority In Control: TOWN OF PRINCETON
Name of Highway: BALL HILL ROAD

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted
by the Board of Selectmen
of the Town of Princeton

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

BALL HILL ROAD - NORTHBOUND

Beginning at Worcester Road, (Route 31)
Thence northerly

0.23 miles at 35 miles per hour
0.28 " " 30 " " "
0.65 " " 40 " " "

To a stopped condition at Brooks Station Road
Thence continuing northerly

1.44 miles at 40 miles per hour
1.01 " " 35 " " "
0.29 " " 40 " " " ending at Hubbardston

Road, (Route 62); the total distance being 3.90 miles.

BALL HILL ROAD - SOUTHBOUND

Beginning at Hubbardston Road, (Route 62)
Thence southerly

0.29 miles at 40 miles per hour
1.01 " " 35 " " "
1.43 " " 40 " " "

To a stopped condition at Brooks Station Road
Thence continuing southerly

0.66 miles at 40 miles per hour
0.28 " " 30 " " "
0.23 " " 35 " " " ending at Worcester

Road, (Route 31); the total distance being 3.90 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 Chapter 90, Section 14, of the General Laws (Ter. Ed).

Date of Passage OCT 16 1989

Jim Carlin
Clare Butcholo
W. J. [unclear]
Board of Selectmen

Attest Marion H. Chapman
Town Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 7468

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

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

DATE: November 14, 1989

William T. Huteh
Chief Deputy Registrar

FOR THE DEPARTMENT OF PUBLIC WORKS
BY: Robert L. Shea
Traffic Engineer