

VOTED:

That the Traffic Rules and Orders adopted by the Board of Selectmen July 1, 1940, and subsequent amendments thereto, be and hereby amended in accordance with the provisions of Chapter 85, Section 2 of the General Laws by adding to Article III, Section 3-5, Schedule R3-5, ADVISORY SIGNS the following streets designated for SPEED REDUCTION MARKINGS as authorized by Section 3B.22, Speed Reduction Markings of the Manual on Uniform Traffic Control Devices at the location and in the direction indicated:

Northbound on the Route 39 curve approaching Pleasant Bay Road, and  
Southbound on the Route 39 curve approaching Pleasant Bay Road.

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HARWICH BOARD OF SELECTMEN

Effective Date of passage \_\_\_\_\_

Printed in the Cape Cod Chronicle on \_\_\_\_\_

\_\_\_\_\_  
initial

Attest

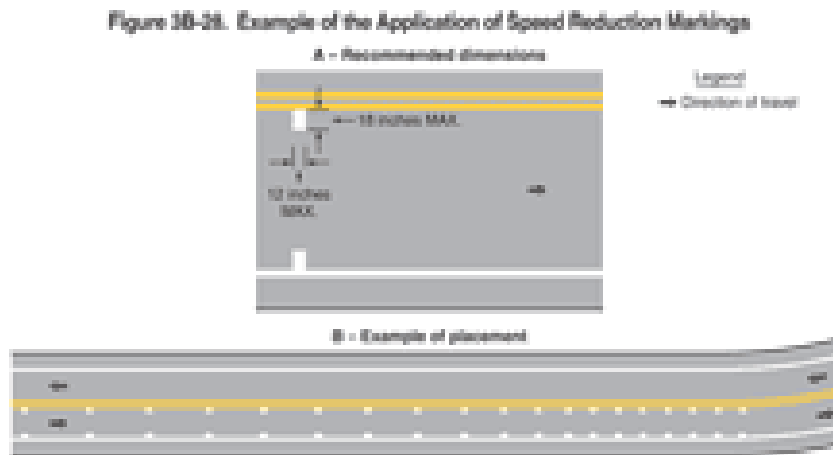
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Town Clerk

## Section 3B.22 Speed Reduction Markings

Support:

01 Speed reduction markings (see [Figure 3B-28](#)) are transverse markings that are placed on the roadway within a lane (along both edges of the lane) in a pattern of progressively reduced spacing to give drivers the impression that their speed is increasing. These markings might be placed in advance of an unexpectedly severe horizontal or vertical curve or other roadway feature where drivers need to decelerate prior to reaching the feature and where the desired reduction in speeds has not been achieved by the installation of warning signs and/or other traffic control devices.

Figure 3B-28 Example of the Application of Speed Reduction Markings



Guidance:

02 If used, speed reduction markings should be reserved for unexpected curves and should not be used on long tangent sections of roadway or in areas frequented mainly by local or familiar drivers, (e.g., school zones). If used, speed reduction markings should supplement the appropriate warning signs and other traffic control devices and should not substitute for these devices.

Standard:

03 If used, speed reduction markings shall be a series of white transverse lines on both sides of the lane that are perpendicular to the center line, edge line, or lane line. The longitudinal spacing between the markings shall be progressively reduced from the upstream to the downstream end of the marked portion of the lane.

Guidance:

04 Speed reduction markings should not be greater than 12 inches in width, and should not extend more than 18 inches into the lane.

Standard:

05 Speed reduction markings shall not be used in lanes that do not have a longitudinal line (center line, edge line, or lane line) on both sides of the lane.