



Southaven Fire Department

**Fire Marshal's Office
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Southaven Mississippi 38671**

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Marking. Approved striping and signs shall be provided and maintained for fire apparatus roads to identify such roads and prohibit the obstruction thereof. Signs and striping shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

1. **Striping.** Fire apparatus access roads shall be marked by painted lines of red traffic paint six inches (6") in width to show the boundaries of the lane. The words "FIRE LANE" shall appear in four inch (4") white letters at 25 feet intervals on the red border markings along both sides of the fire lanes. Where a curb is available, the striping is preferred to be on the vertical and horizontal face of the curb. Curbing in front of a fire hydrant is designated as a fire lane 15' on either side of the hydrant.
2. **Signs.** Fire lane signs shall be spaced approximately every 100 feet and at every change of roadway direction. A fire lane sign must be visible in the direction of vehicular travel, from any point along the curb of a fire lane. Signs may be installed on permanent buildings or walls or as approved by the fire code official.
3. **Coordination with fire hydrants.** The placement of fire lanes should be coordinated with the placement of fire hydrants. This is particularly true when only one side of the roadway requires fire lane marking. By placing the fire lane on the same side of the road as the fire hydrants, the fire hydrants are then provided with an increased level of protection from obstruction-by-parking. Curbing in front of a fire hydrant is designated as a fire lane 15' on either side of the hydrant.
4. **Single points of access.** When a site is provided with a single point of access, that single point of access may require fire lane markings along both sides regardless of the width of the access. This is determined on a case-by-case basis and a sites use plays a significant role in this determination. Higher risk uses will typically drive marking both sides of single access points over lower risk hazards.

