

Exhibit 3.4 A regular cul-de-sac turnaround, with the 50-ft (15-m) centerline turning radius required by NFPA 1.

utilized by fire apparatus shall be constructed and maintained to accommodate fire apparatus.

Bridges and elevated surfaces, such as piers and boardwalks, that are used to provide fire department access must be designed to support the live load of the heaviest piece of fire apparatus that is likely to be driven on them. All bridges and elevated surfaces should be designed for an HS-20 highway vehicle load rating in accordance with the *Standard Specifications for Highway Bridges* (1996 edition), which is published by the American Association of State Highway and Transportation Officials.

**3-5.4** Fire lanes shall be marked with freestanding signs or marked curbs, sidewalks, or other traffic surfaces that have the words FIRE LANE—NO PARKING painted in contrasting colors at a size and spacing approved by the authority having jurisdiction.

Fire lanes must be adequately marked with signs or painted surfaces, as shown in Exhibit 3.6. These markings must be obvious to the public so that the property owner, as well as police and fire officials, can enforce the no parking provisions of the fire lane. In areas where snow and ice can obscure curbs and painted pavement, freestanding or permanently mounted signs should be considered for identifying fire lanes.

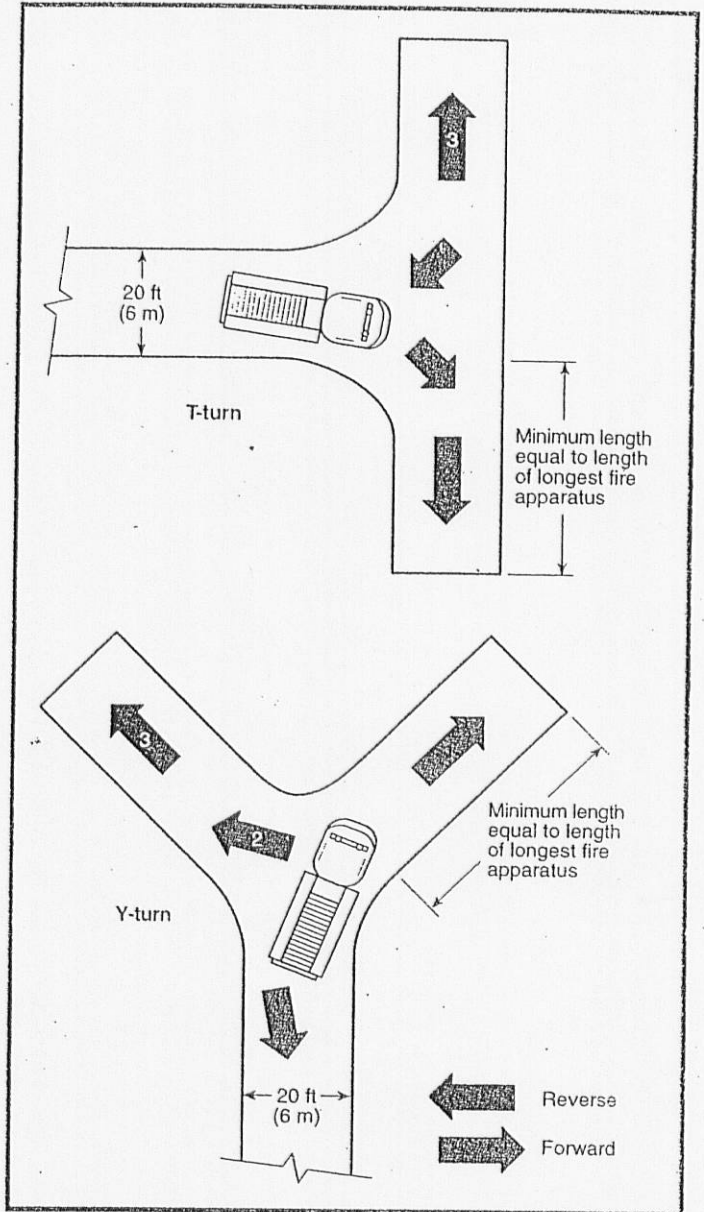


Exhibit 3.5 The T-turn and Y-turn arrangements shown here are allowed but are less desirable than a regular cul-de-sac turnaround.

Local ordinances should be developed so that the no parking restrictions can be enforced on both private and public property. No parking ordinances for fire lanes should contain provisions that allow for the towing of vehicles that are left unattended in fire lanes on either private or public property.

**3-5.5\*** Fire lanes shall be maintained free of all obstructions at all times.

*Exception:* Approved security gates and other movable barriers.