

NOV 4 1994

**Title 411 - NEBRASKA DEPARTMENT OF ROADS - TRAFFIC ENGINEERING DIVISION**

**Chapter 2 - Standards for School Bus Loading Area Warning Signs**

**001 THE FOLLOWING DESIGN AND USAGE STANDARD MUST BE USED FOR SCHOOL BUS LOADING AREA WARNING SIGNS PURSUANT TO NEB. REV. STAT. SECTION 60-6,175 AND 60-6,176.**

**002 SCHOOL BUS LOADING AREA WARNING SIGNS SHALL BE DESIGNED AND MANUFACTURED IN THE FOLLOWING MANNER:**

**002.01** The sign shall be Type S6-1A metal, rectangular sign 36 inches wide by 36 inches long.

**002.02** The sign shall have black letters on a yellow background and shall contain the following words "SCHOOL BUS LOADING AREA - PROCEED UNLESS BUS STOP SIGNAL ARM IS EXTENDED."

**002.03** Details of a conforming sign under this rule are shown on Exhibit 1.

**003 SCHOOL BUS LOADING AREA WARNING SIGNS SHALL BE INSTALLED IN THE FOLLOWING MANNER:**

**003.01** The bottom edge of the sign shall be 7 feet above the surface of the street or highway.

**003.02** The street side edge of the sign shall be 1 to 2 feet away from the curb or pavement edge of the street or highway.

**003.03** Details of a conforming installation are shown on Exhibit 1.

**004 SCHOOL BUS LOADING BAYS, ZONES AND WARNING SIGNS SHALL BE PLACED IN THE FOLLOWING MANNER:**

**004.01** The school bus loading area shall be a recessed curb off-street set-back bay area as shown on Exhibit 1, Diagram A, when:

**004.01A** The road is a two-lane street without parking on either side; or

**004.01B** The road is a two-lane street without parking along the school frontage; or

**004.01C** The road is a three-lane street without parking where the center lane is a two-way left turn lane.

**004.02** The school bus loading area may be on-street loading area as shown on Exhibit 1, Diagram B, when:

**004.02A** The road has two or more traffic lanes and a parallel or angle parking lane along the school frontage when parking control signs (curb painting and color optional) are in place to restrict parking in the school bus loading area to buses at all times that the area will be used to load and unload

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**Chapter 2 - Standards for School Bus Loading Area Warning Signs (Continued)**

passengers.

**004.03** The school bus loading area may be an on-street loading area when allowed under 004.04, and when:

**004.03A** The road is at least a two-lane street with traffic in more than one lane traveling in the same direction as the lane closest to the school property.

**004.04** A traffic lane may be used as a school bus loading area only after the authority in control of the road in question conducts a "capacity analysis" to ascertain the "Level of Service" (LOS) of the road at the times a lane of traffic would be used as a school bus loading area. The LOS will be ascertained according to the applicable portions of the Highway Capacity Manual, Special Report 209, of the Transportation Research Board.

**004.04A** If the LOS is Level "C" or better, the lane of traffic may be used as a school bus loading area.

**004.04B** If the LOS is lower than Level "C," a lane of traffic shall not be used as a school bus loading area unless the lane closure provisions of the Manual on Uniform Traffic Control Devices are implemented.

**004.05** Signs shall be placed not more than 50 feet from the extreme ends of the designated loading bay or area so that they face away from the loading area at a 90 degree angle to the direction of travel of the passing traffic (see Exhibit 1). A third sign shall be placed on the opposite side of the street immediately across from the sign nearest the exit point of the loading zone or bay. This third sign will face the same direction as the sign immediately across the street from it. Signs will be in place so that traffic moving in either direction can see a warning sign prior to reaching the area of the street immediately adjacent to the loading zone or bay.

**004.06** On a one-way street, one sign at the rear of the school bus loading area shall be sufficient.

**005 THE SCHOOL DISTRICT SHALL BE RESPONSIBLE FOR THE COST OF PURCHASING, INSTALLING AND MAINTAINING THE SIGNS.**

**ANNOTATION**

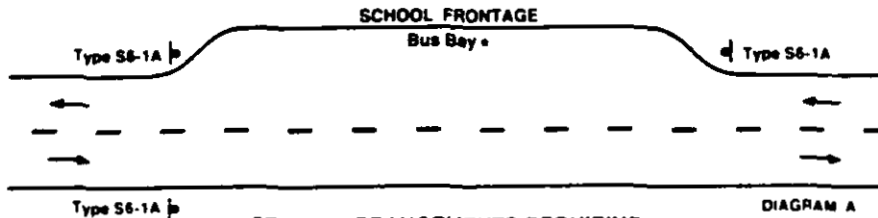
**Title 411  
Chapter 2**

**Enabling Legislation  
60-6,175 through 60-6,176  
Neb. Rev. Stat.**

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 10-1-94

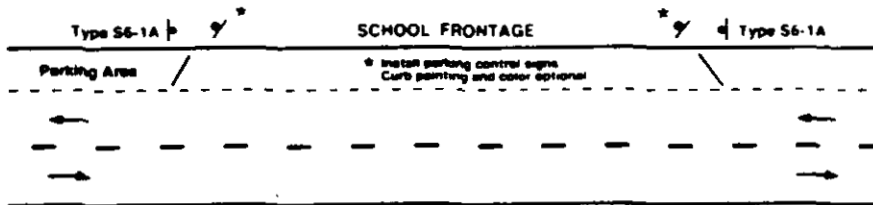
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Chapter 2 - Standards for School Bus Loading Area Warning Signs (Continued)



**STREET ARRANGEMENTS REQUIRING CURB SETBACK FOR BAY**

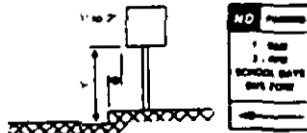
- 2-lane street without parking on either side
- 2-lane street without parking along school frontage
- 3-lane street without parking and center 2-way left-turn lane



**STREET ARRANGEMENTS IN WHICH BUS BAY CAN BE PROVIDED BY CURB PARKING CONTROL**

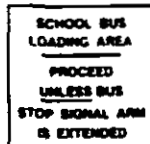
- 2-, 3- and 4-lane streets with parallel or angle parking along school frontage

\* Length of bay determined by maximum accumulation of buses during peak periods, plus entrance and exit maneuvering space.



Note: Appropriate parking control signs may be necessary for certain conditions.

NOTE: The term "lane" as used herein is a space intended for moving traffic.



Type S6-1A  
 36" x 36"  
 Back-on-Yellow

NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION	
Sect. 60-6 175, 60-6 176 Neb Rev Stat	
<b>SIGNING AND BUS BAY DETAILS</b>	
DATE	EXHIBIT
November 87	EXHIBIT 1

**APPROVED**  
 DON STENBERG  
 ATTORNEY GENERAL  
*Signature*  
 Assistant Attorney General  
 DATE SEP 26 '94

**APPROVAL**

NOV 4 1994

*Handwritten signature*

NEBRASKA DEPARTMENT OF ROADS