



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		2-3-55
CHAPTER 2	Signing	
SECTION 3	Warning	
SUBJECT 55	School Bus Stops on 65MPH Expressways	

A. Purpose

The 2009 Federal MUTCD [Section 7B-13](#) states that school bus stop signs are not intended to be used at every school bus stop location. It *should* be used where terrain and roadway features limit the approach sight distance and where there is no opportunity to relocate the stop to another location with adequate visibility. However, with the expanding usage of 65 mph multilane expressways, there is a natural safety concern about school buses stopping on these routes. This concern stems from the fact that motorists typically do not expect to encounter school buses stopping on 65 mph highways and also because of the higher operating speeds of traffic. Therefore, inadequate sight distance is not exclusively a factor. As a result, the accident potential on 65 mph expressways between school buses and other vehicles is increased. The purpose of this policy is to provide a consistent statewide policy on the signing of school bus stops on 65 mph expressways. **This policy only applies to expressways having 65 mile per hour speed limits and having school bus traffic either on or beside the expressway.**

B. Definitions

Expressways are defined as divided arterial highway facilities that have partial control of access and generally with grade separations at major intersections. This definition of expressway includes both designated and non-designated expressways.

C. Policy and Installation Guidelines

For the application of this policy, the Region is encouraged to obtain a school bus route map or other information supplied by the school district to identify locations of the stops. The Region *should* contact school Districts each year as to where stops are no longer made so the signing can be adjusted accordingly, or where new stops are made. The Region *may* convey to the school officials that signs will be removed unless this information is provided. If the Region is not aware of stops, or the expectation of stops, the school bus stop signs will not be installed.

A map is provided by the Wisconsin Department of Public Instruction that shows all of

the school district boundaries in the state. To order a copy of this map, the telephone number is 1-800-243-8782.

1. The "SCHOOL BUS TRAFFIC" (S3-51) sign, when required, *should* be placed on the right side of the roadway at the beginning of the segment of the expressway that includes the stops or driveways with potential stops. This sign is not intended to be used for isolated stops (see item #4 for isolated school bus stop signing). This sign **shall** be supplemented with the "NEXT __ MILES" (S57-51) sign. For this sign, the Region *may* permit the school district the option of supplementing it with one or two flashing yellow beacons mounted directly above the sign. The beacons **shall** be activated by 365 day timers to accurately define the periods of school bus activity. The school district will be solely responsible for the installation, operation and maintenance of the flashing beacons. All existing flashing beacons that have been installed, operated and maintained by the Regions can continue to be operated and maintained by the Regions.
2. The "STOP FOR SCHOOL BUS FLASHING RED LIGHTS STATE LAW" (R59-51) sign *should* be used at the beginning of the segment of the expressway that includes the stops or driveways with potential stops. This sign *should* be erected after the "SCHOOL BUS TRAFFIC" (S3-51) sign outlined in item 1 above.
3. The "SCHOOL BUS TRAFFIC" (S3-51) sign *should* be repeated after every interchange and *may* be repeated after every State Trunk Highway, County Trunk Highway or after higher volume local road intersections. These signs **shall** be placed on the right side of the roadway only. Higher volume local road intersections are those serving retail shopping, commercial activity, recreational activity or other activities with high concentrations of entering/leaving traffic or heavy slow moving vehicle traffic. The S3-51 sign would not be installed after at-grade intersections of lower volume local roads that are dead ends or only serve individual property owners. The "NEXT __ MILES" (S57-51) sign **shall** be used with these signs.
4. For individual school bus stops, within a cluster or isolated stops, the Region has the option of using the "SCHOOL BUS STOP AHEAD" (S3-1) warning sign at those selected stops. Criteria for this usage could be reduced sight distance, heavy volume of trucks, etc. The minimum site distance criteria for this facility is 720 feet, per the minimum visibility distance table for warning signs in the 2011 MUTCD Wisconsin supplement, 2C-36. If the Region elects to use these signs at selected stops, they *should* be placed a suggested minimum of 1000 feet in advance of the stop per the 2011 MUTCD Wisconsin supplement 2C-05. Flags and double marking of these signs are also optional.

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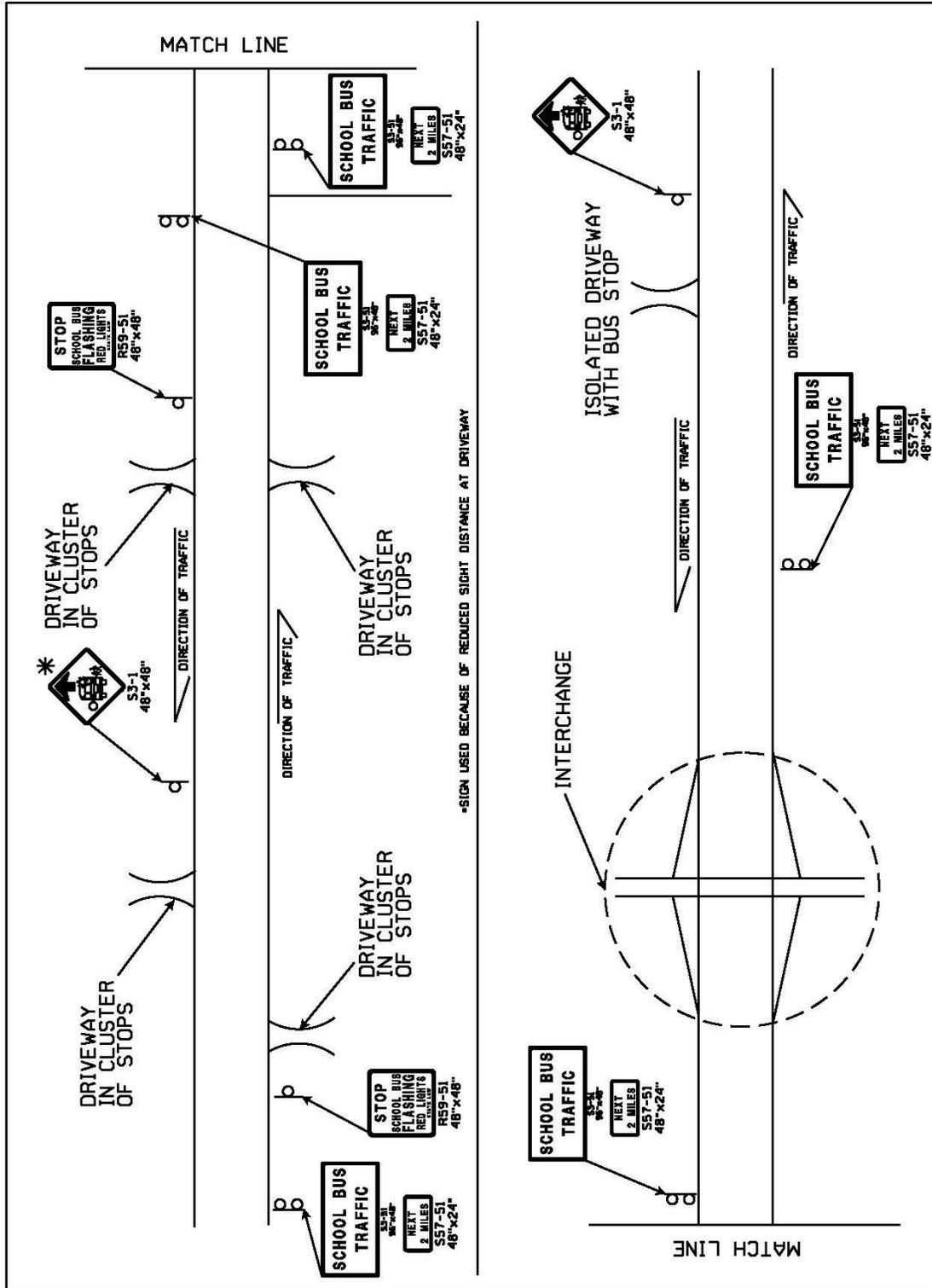


FIGURE 1