**Section 1535.300 Crossbuck Signs**

a) Every rail carrier shall furnish, erect and maintain at every grade crossing on its line of railroad two crossbuck signs as set forth in MUTCD Section 8B.03 and MUTCD Figure 8B-1, except at crossings where flashing light signals or other warning devices incorporating a "crossbuck" as part of their design are maintained and except at crossings within the cities where train crews or watchmen provide warnings of all movements of cars or engines thereover. At such excepted crossings, crossbuck signs may be installed and maintained at the option of the rail carrier or may be required by specific order of the Commission.

b) Crossbuck signs shall be so located with reference to local conditions at each crossing as to provide proper visibility and in accordance with good practice. One crossbuck sign shall be placed on each side of the track or tracks preferably on the right hand side of the highway as viewed by a traveler approaching the crossing. An additional crossbuck sign shall be installed in accordance with MUTCD Section 8B.03 on the left side of the roadway where there is restricted sight distance or unfavorable roadway geometry. The distance from the crossbuck sign to the nearest track should be not less than 12 feet from the centerline of track, measured perpendicular to the track, as set forth in MUTCD Section 8B.03. This distance is to the center of the mast. The distance from the crossbuck sign to the edge of the shoulder should not be less than 6 feet or less than 12 feet from the crossbuck sign to the edge of the traveled way (whichever is greater). Where there are curbs, the distance from the crossbuck sign to the face of curb should not be less than 2 feet. These distances are as set forth in MUTCD Section 8B.03 and are measured from the nearest edge of the crossbuck sign. No crossbuck sign shall be permitted to be obscured materially by trees or other obstructions located on the right of way of the rail carrier.

c) The crossbuck signs referred to in Section 1535.300(a) shall be the 4 foot reflectorized blade type, as set forth in MUTCD Section 8B.03, each to be equipped with reflecting material to give an indication at night in both directions along the highway except that where, for any reason, the rear indication cannot be seen on any highway approaching the crossing, such rear indication will not be required. The back of each blade shall have one or more strips of retroreflective white material, the combined width of which shall not be less than 2 inches for its full visible length. The rear indication may also be obtained by placing two one way signs back to back. A strip of retroreflective white material, not less than 2 inches in width, shall be used on each crossbuck support for the full length of the front and back of the support from the crossbuck sign or "Number of Tracks" sign to within 2 feet above the edge of the roadway, except on the side of those supports where a STOP or YIELD sign or flashing lights have been installed or on the back side of supports for crossbuck signs installed on one-way streets. On or before January 17, 2011, the crossbucks at every highway-rail grade crossing in the State of Illinois shall be equipped with retroreflective white material in the manner set forth in this subsection and all crossbuck signs placed thereafter shall be equipped with retroreflective white material in the manner set forth in this Section. The height of the crossbuck above the surface of the pavement or roadway may be varied to suit local conditions, but ordinarily shall be such as will provide a clearance of approximately 7½ feet beneath the crossbuck.

(Source: Amended at 29 Ill. Reg. 20376, effective December 15, 2005)