



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
MANILA

DEC 01 2011

DEPARTMENT ORDER)

No. 62)
Series of 2011 12.01.11)
X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X)

SUBJECT: GUIDELINES IN THE
INSTALLATION OF PEDESTRIAN
CROSSING MARKINGS ALONG
NATIONAL ROADS


In order to set a standard for the proper installation of pedestrian crossing markings along national roads, the following guidelines are hereby prescribed for the guidance of all concerned:

1. Pedestrian crossing markings shall consist of Zebra for non-signalized crossing and Crosswalk for signalized crossing with the following detailed descriptions.
 - 1.1 Zebra – Consists of a series of longitudinal bars 300 millimeters (for speed less than 60.0 kph) or 600 millimeters (for speed more than 60.0 kph) wide and generally not less than 4.0 meters long. The bars are placed parallel to the road center line with gaps of equal width between bars. (Figure 1)
 - 1.2 Crosswalk – Defined by a pair of solid white lines across the road surface not less than 4.0 meters and not more than 8.0 meters apart, 150 millimeters (for speed less than 60.0 kph) or 300 millimeters (for speed more than 60.0 kph) in width. (Figure 2)
2. A pedestrian zebra crossing shall be installed under any of the following conditions during peak hours of an average day:
 - 2.1 The number of pedestrians crossing within 30.0 meters of the proposed site exceeds one hundred fifty (150) persons per hour.
 - 2.2 The number of vehicles in one direction of the carriageway where there are concentration of pedestrians, exceeds eight hundred (800) vehicles per hour.

However, such crossing shall not be installed within 500 meters of any other pedestrian facility in order to provide a longer distance of continuous and uninterrupted flow of vehicular traffic.
3. Pedestrian crossing markings at road intersections without channelized islands (median and corner islands) shall be placed outside the intersection area at least 2.0 meters setback from the edge of the carriageway of the intersecting road. (Figures 3 and 4)
4. In channelized road intersections with corner island, pedestrian crossing markings shall be placed/connected with the corner island (Figures 5 and 6) to aid pedestrians in crossing large pavement area and in determining correct vehicle paths.

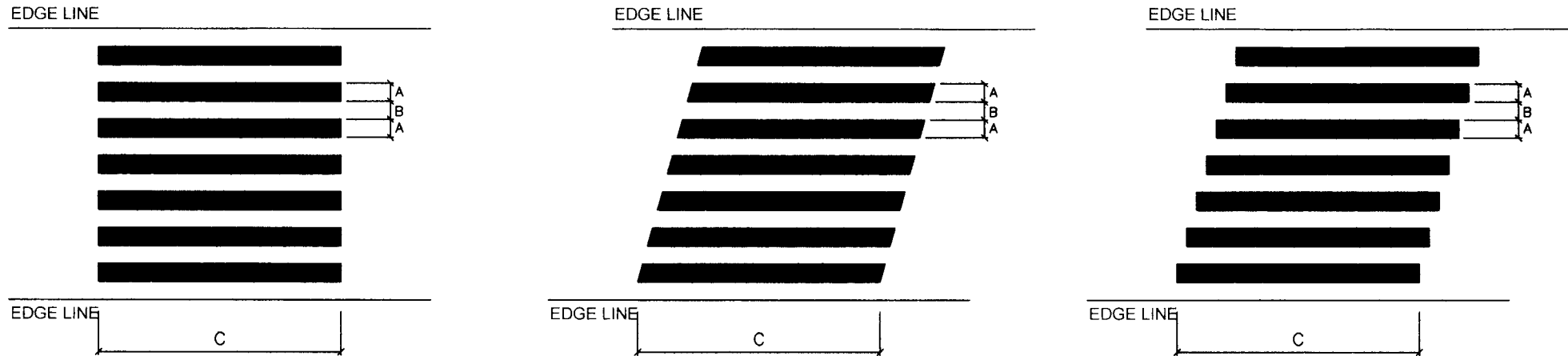
4. In channelized road intersections with corner island, pedestrian crossing markings shall be placed/connected with the corner island (Figures 5 and 6) to aid pedestrians in crossing large pavement area and in determining correct vehicle paths.
5. Mid-block pedestrian crossing marking shall be provided at locations where pedestrians are normally concentrated, but should not be placed on or adjacent to horizontal and vertical curves that limit the sight distance in either direction.
6. Median island which serves as pedestrian refuge shall be installed on carriageway with more than one lane in each direction, provided that it satisfies any of the following: (Figures 5 and 6)
 - 6.1 During peak hours of an average day, the number of vehicles exceeds one thousand (1,000) per hour.
 - 6.2 There is a history of accidents involving pedestrian waiting in the center of the road before completing the crossing.
7. In conjunction with pedestrian crossing marking, a stop line should be placed across the appropriate portion of the roadway at positions where vehicles are required to stop. A stop line is a solid white line 450 millimeters wide on urban roads and 600 millimeters wide on rural roads. The stop line should be placed at 1.50 meters from the nearest pedestrian lane except for mid-block pedestrian actuated signals where the stop line should be placed 3.0 meters before the nearest pedestrian crossing line. (Figure 7)

This Order shall take effect immediately.


ROGELIO L. SINGSON
Secretary



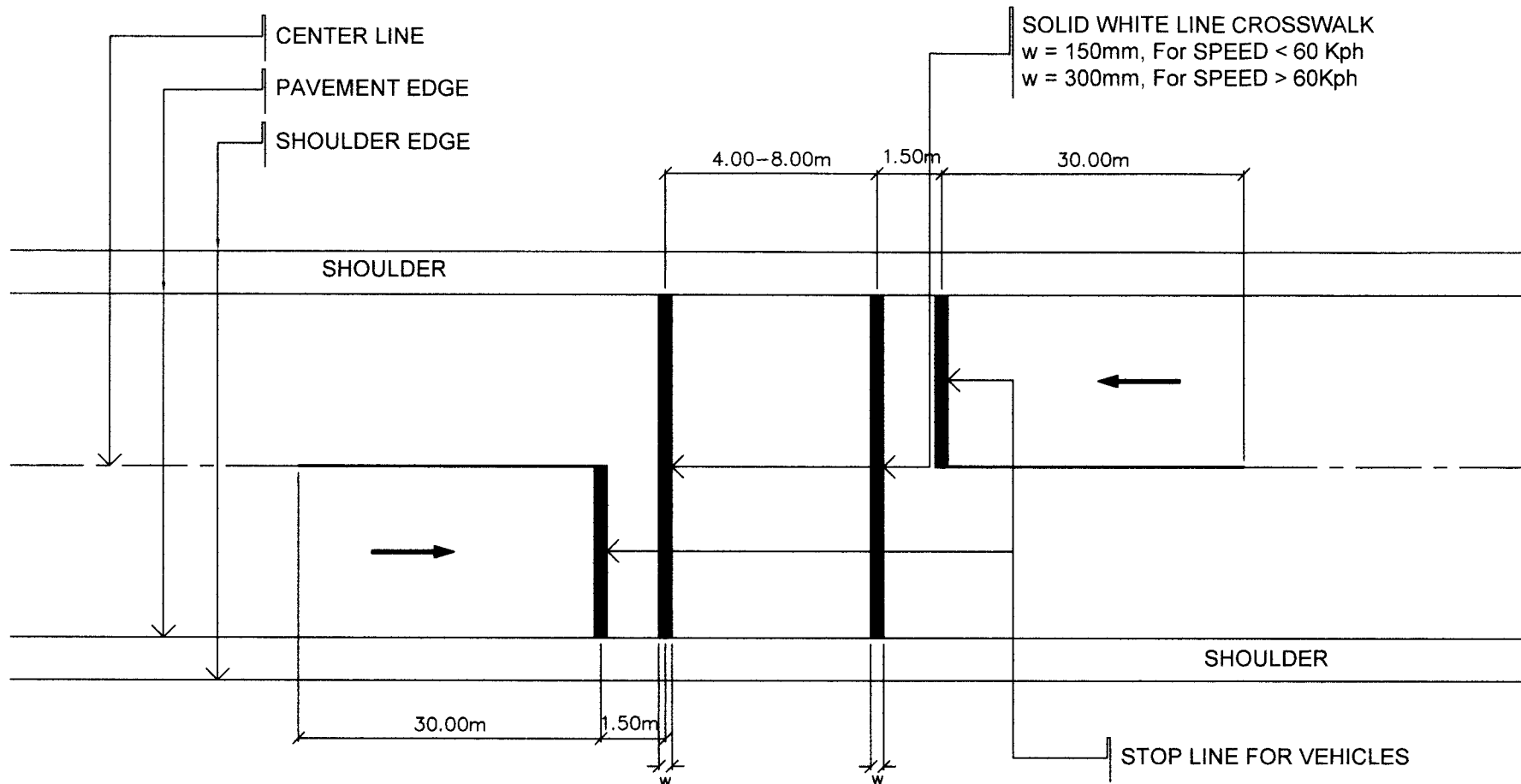
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CATEGORY	FOR SPEED < 60KPH	FOR SPEED > 60KPH
A	300 mm	600 mm
B	300 mm	600 mm
C (Minimun)	4.0 m	4.0 m

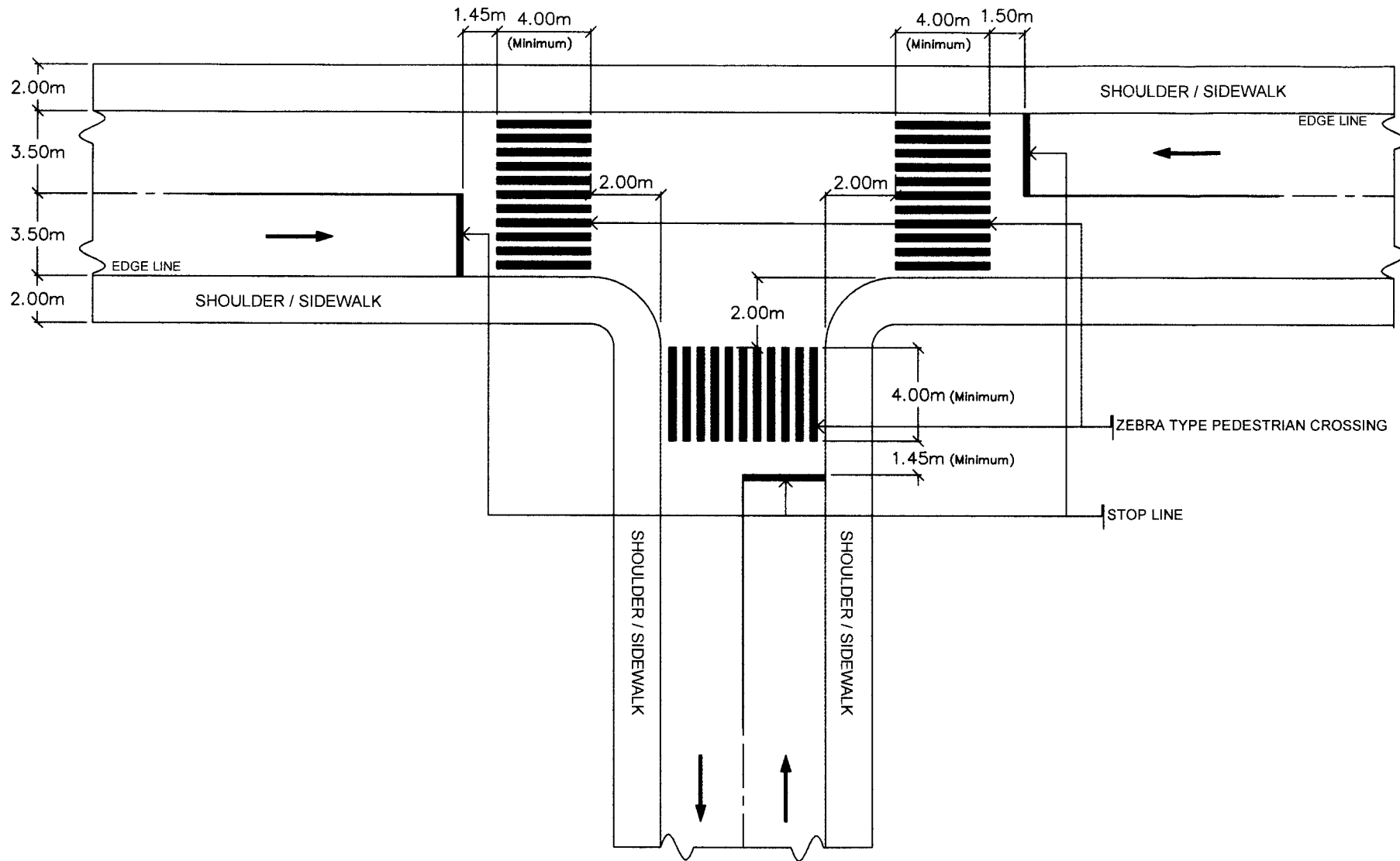
UNSIGNALIZED PEDESTRIAN CROSSING, ZEBRA TYPE

FIGURE 1



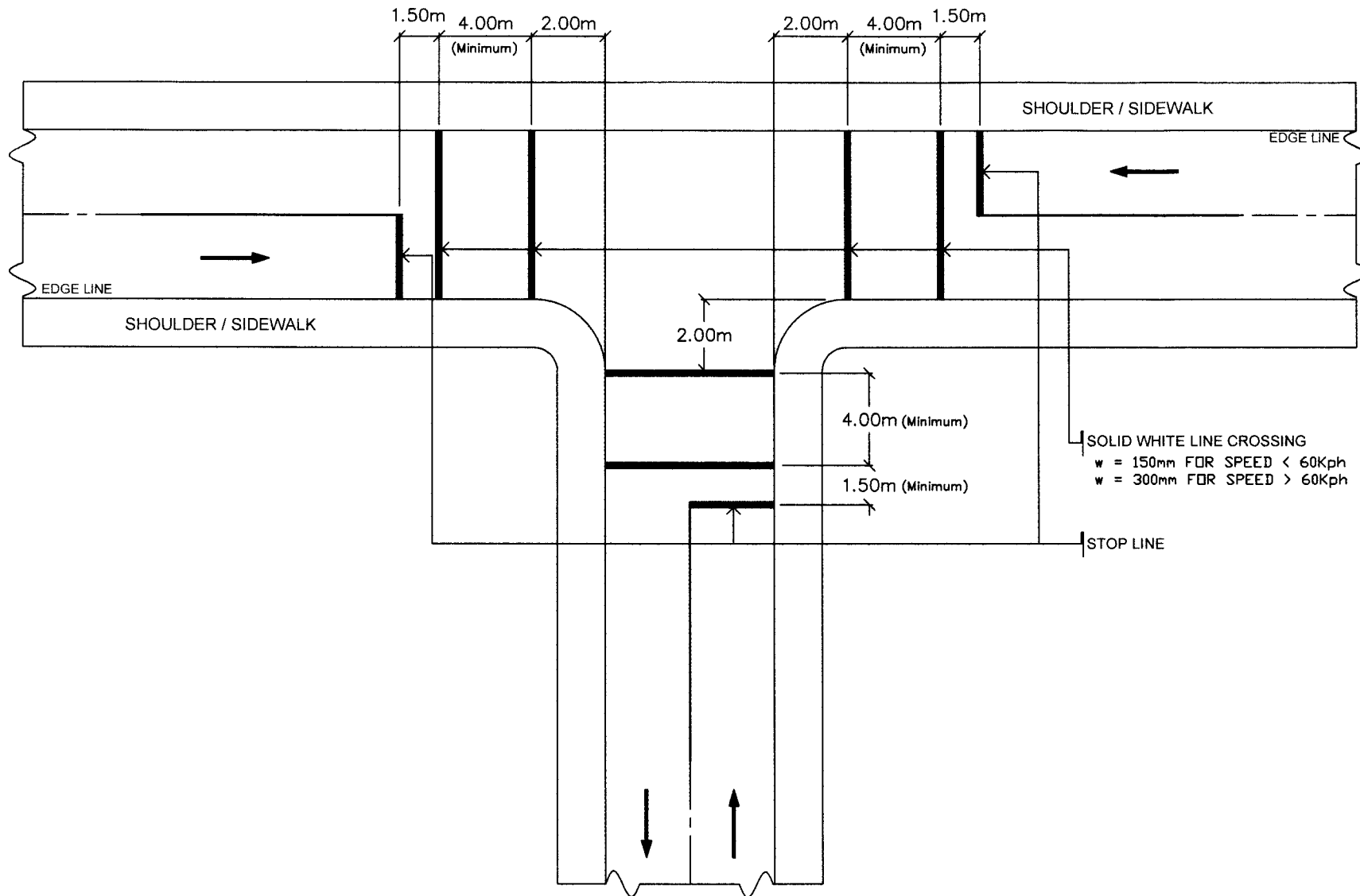
SIGNALIZED PEDESTRIAN CROSSING, CROSSWALK TYPE

FIGURE 2



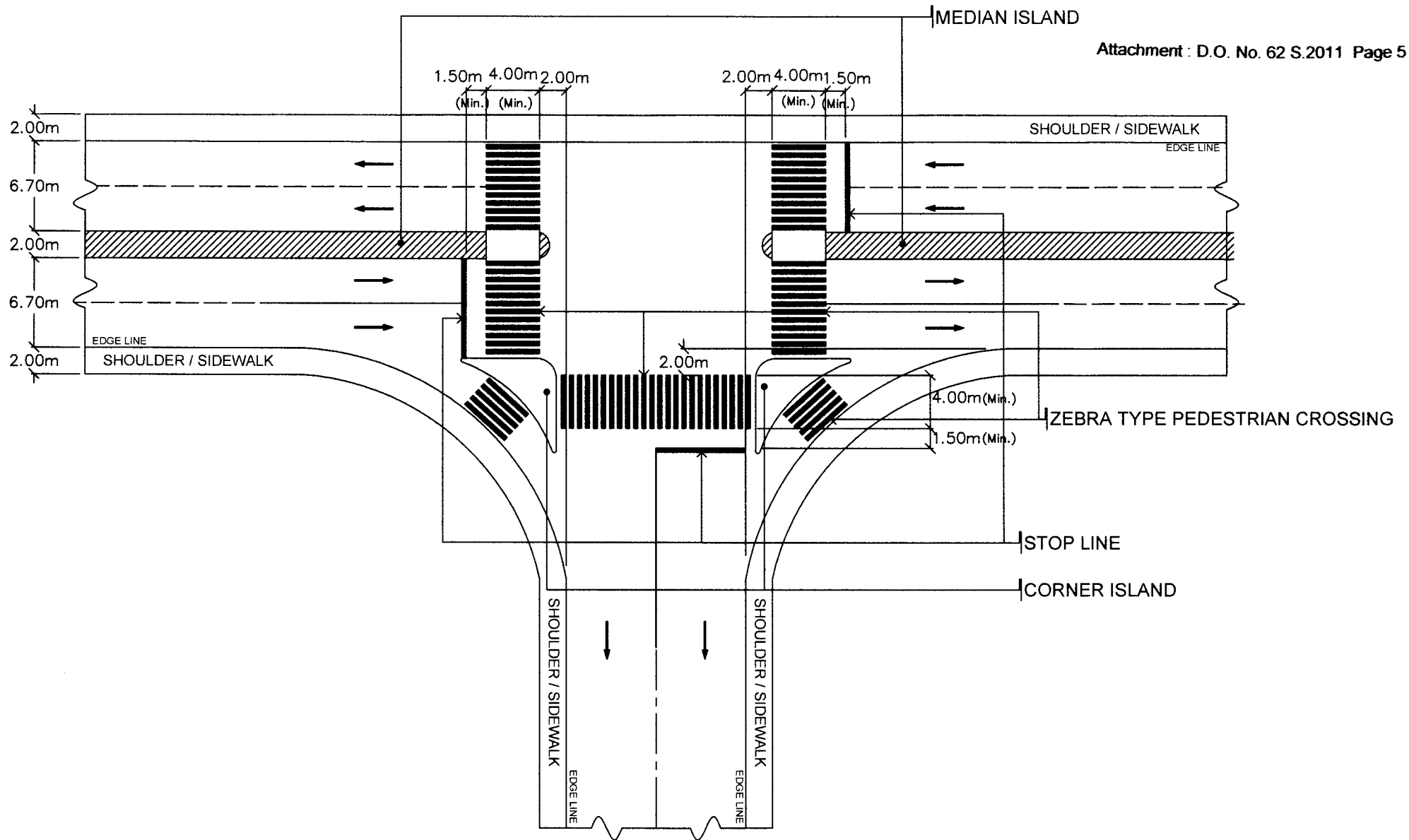
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING
(WITHOUT CORNER ISLAND)

FIGURE 3



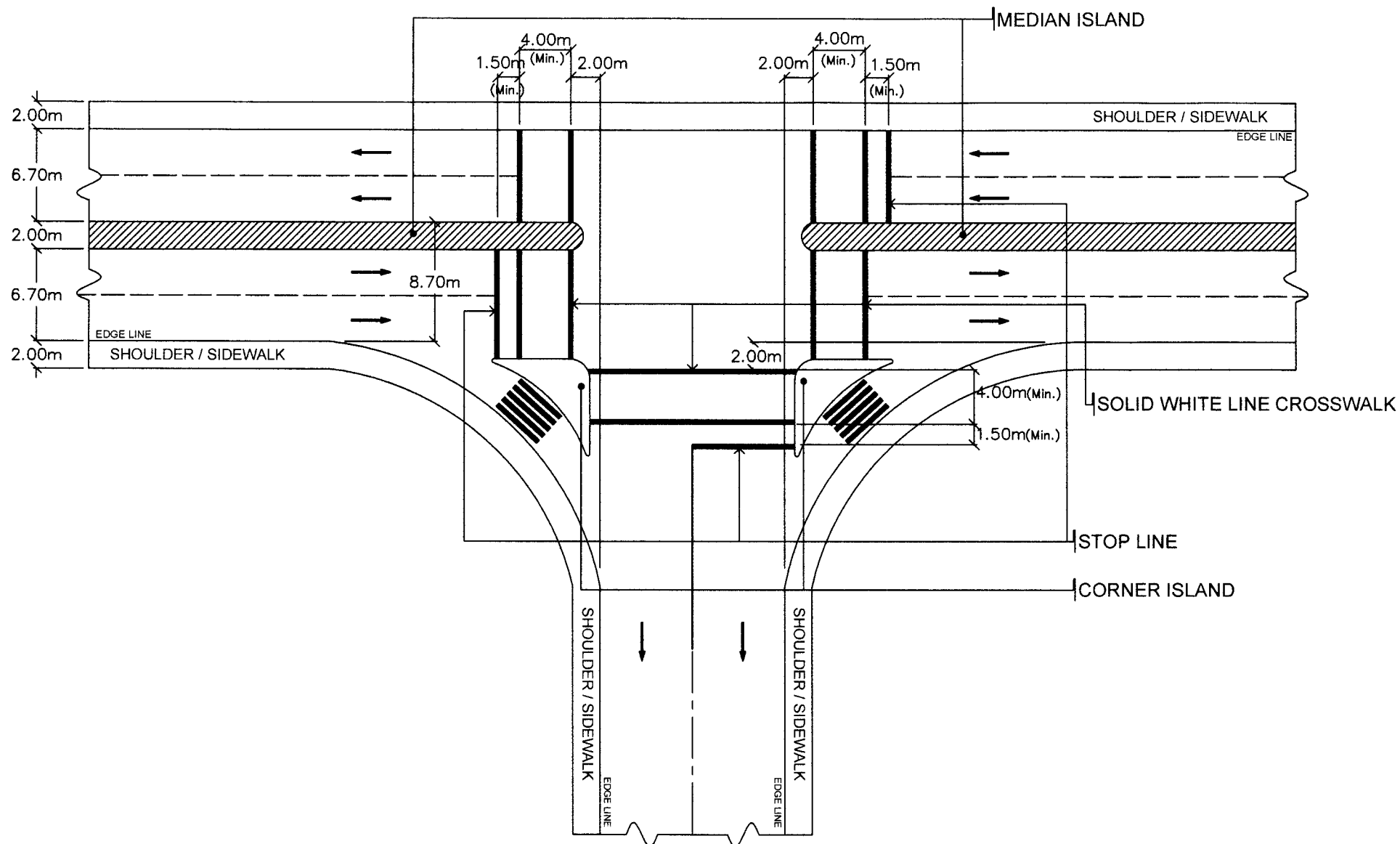
TYPICAL CROSSWALK MARKING
(WITHOUT CORNER ISLAND)

FIGURE 4



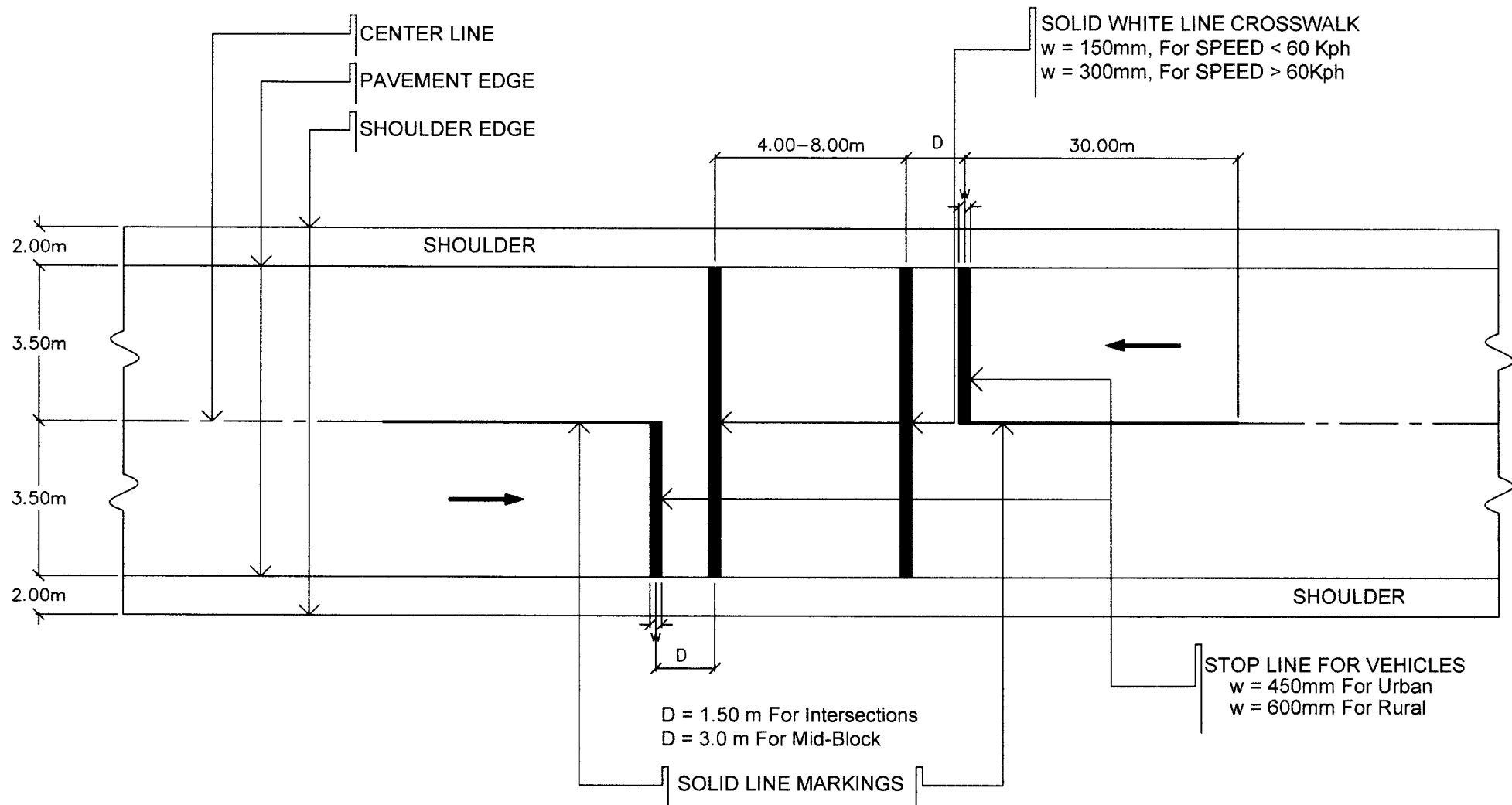
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING
(WITH CORNER ISLAND)

FIGURE 5



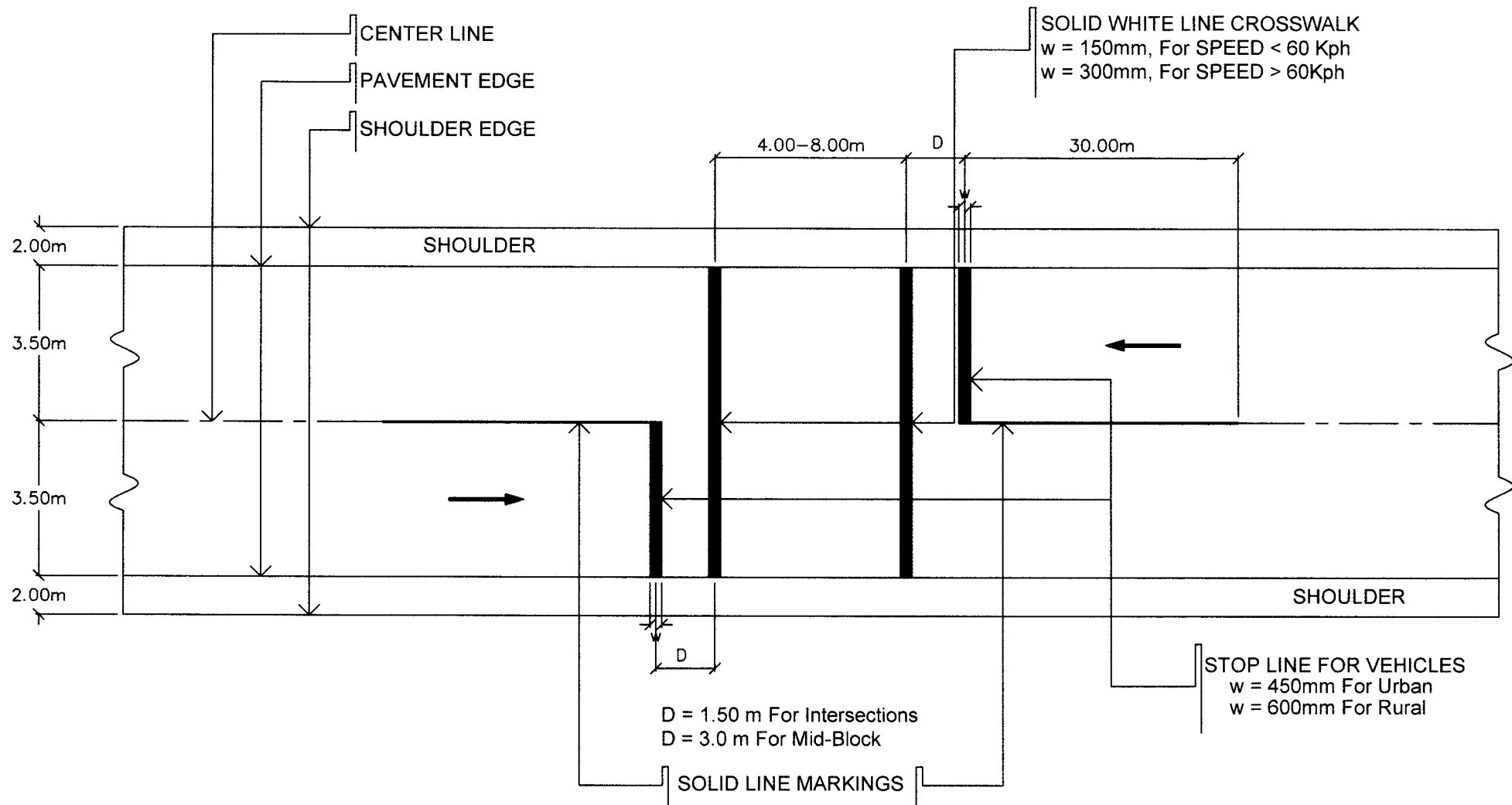
TYPICAL PEDESTRIAN CROSSWALK MARKING
(WITH CORNER ISLAND)

FIGURE 6



STOP LINES AT PEDESTRIAN CROSSING

FIGURE 7



STOP LINES AT PEDESTRIAN CROSSING

FIGURE 7