



Republic of the Philippines  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS  
**OFFICE OF THE SECRETARY**  
Manila

JUL 17 2013

DEPARTMENT ORDER )  
No. **65** )  
Series of 2013 )

**SUBJECT : REVISED GUIDELINES ON THE  
INSTALLATION OF PEDESTRIAN  
CROSSING MARKINGS ALONG  
NATIONAL ROADS**

In line with the Department's continuing process of upgrading our road safety standards, the guidelines on the installation of pedestrian crossing markings as set forth in Department Order No. 62, series of 2011, are hereby amended, as follows:

1. Pedestrian crossing markings shall consist of Zebra for non-signalized crossing and Cross walk for signalized crossing with the following detailed descriptions.
  - 1.1 Zebra (Longitudinal Bars) - Consists of a series of continuous 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 Zebra (Staggered Bars) - Consists of a series of staggered longitudinal bars, 300 millimeters (for speed less than 60 kph) or 600 millimeters (for speed more than 60kph) wide and each bar is generally not less than 2.0 meters long. The bars are placed parallel to the road center line with gaps of equal width between bars. (Figure 2)
  - 1.3 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, 150millimeters (for speed less than 60.0 kph) or 300 millimeters (for speed more than 60.0 kph) wide. (Figure 3)
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 is between one hundred (100) and one hundred fifty (150) persons per hour for zebra longitudinal bars and more than one hundred fifty (150) persons per hour for zebra staggered bars.
  - 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 set back from the edge of the carriageway of the intersecting road. (Figures 4, 5 & 6)

4. In channelized road intersections with corner island, pedestrian crossing markings shall be placed/connected with the corner island (Figures 7, 8 & 9) to aid pedestrians in crossing large pavement area and in determining correct vehicle paths.
5. Mid-block pedestrian crossing markings 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 7, 8 & 9)
  - 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 an 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 10)

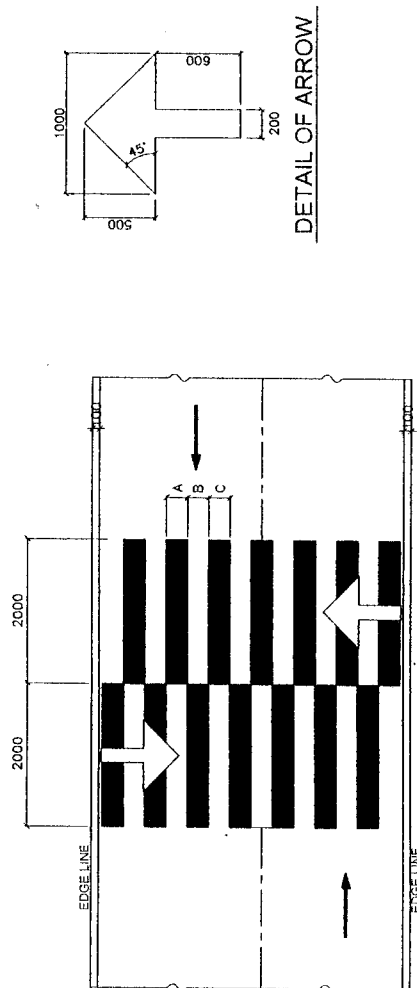
This Order supercedes Department Order No. 62, series of 2011 and shall take effect immediately.

  
**ROGELIO L. SINGSON**  
Secretary

Department of Public Works and Highways  
Office of the Secretary



WIN3R00795

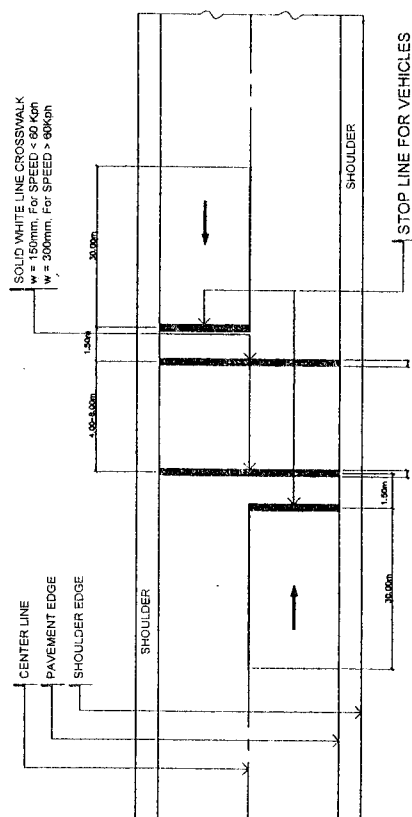


UNSIGNALIZED PEDESTRIAN CROSSING, ZEBRA TYPE (LONGITUDINAL BAR)

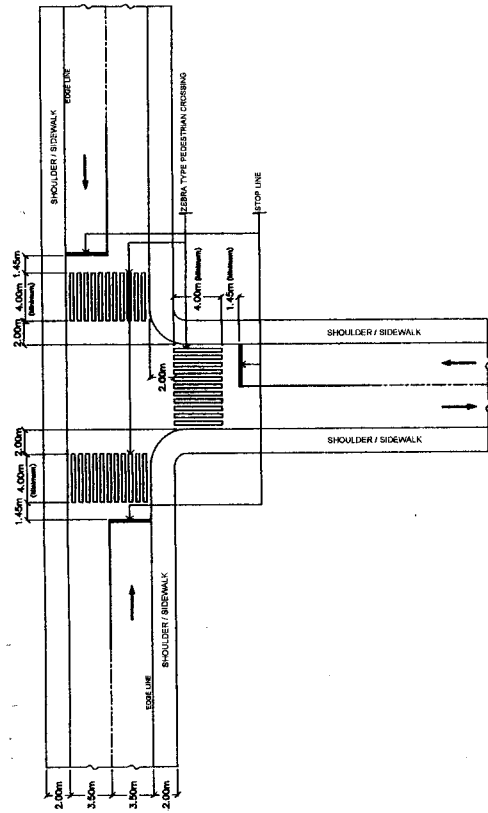
UNSIGNALIZED PEDESTRIAN CROSSING ZEBRA TYPE ( STAGGERED BAR )

NOTE :

1. For 85 percentile Speed < 50kph  
A=9-300mm  
A=9-600mm
2. For 85 percentile Speed > 50kph  
A=9-600mm
3. Staggered White bar pavement markings shall be considered at locations where there is heavy concentration of overruns and where there is heavy concentration of misalignment and separation for two-way pedestrian flow movement.
4. Pedestrian crossing markings at road intersection with channelized round-median and corner island shall be placed outside the intersection area at least 2.00m set back from the edge of the carriageway of the intersecting road.

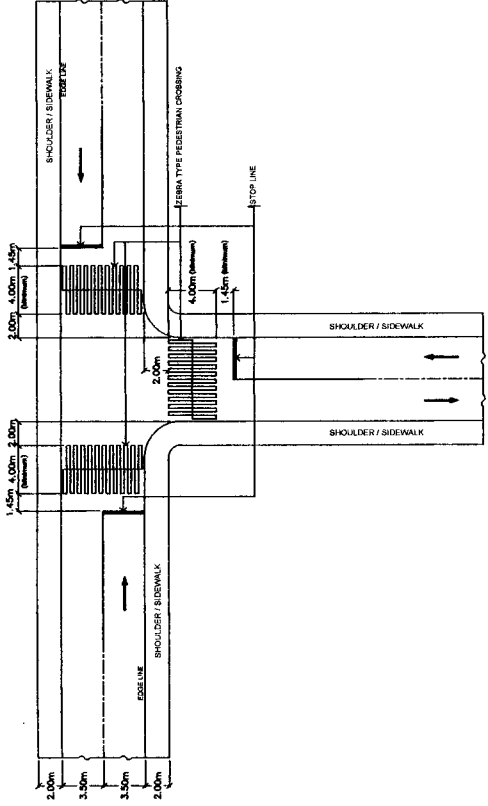


SIGNALIZED PEDESTRIAN CROSSING, CROSSWALK TYPE



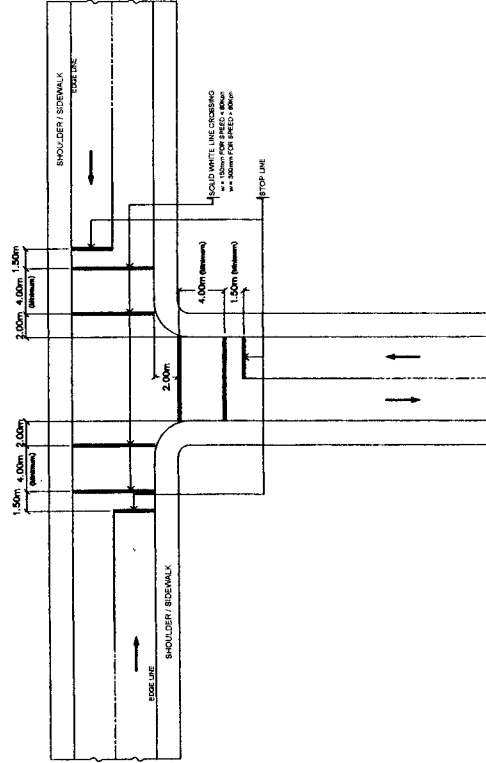
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING ( LONGITUDINAL BAR )  
( WITHOUT CORNER ISLAND )

FIGURE 4



TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING ( STAGGERED BAR )  
( WITHOUT CORNER ISLAND )

FIGURE 6



TYPICAL CROSSWALK MARKING  
( WITHOUT CORNER ISLAND )

FIGURE 5



SHEET TITLE:

PEDESTRIAN PAVEMENT MARKINGS

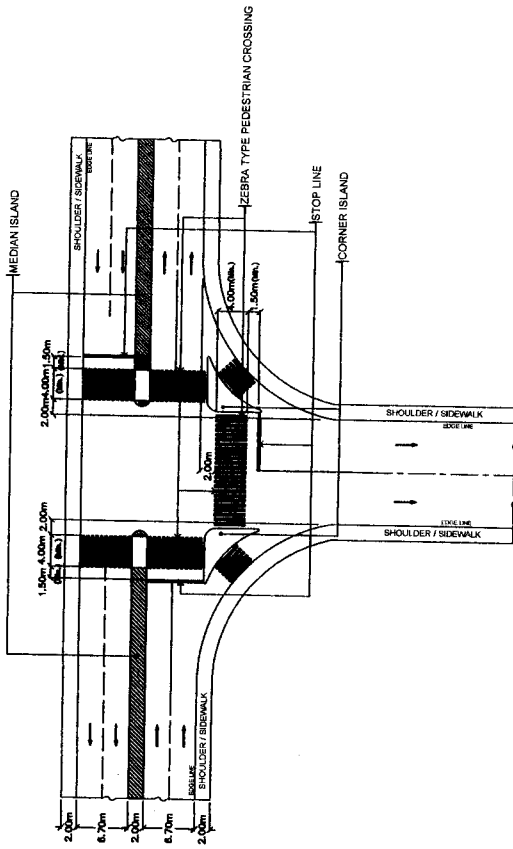
SHEET CONTENT :

TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING (LONGITUDINAL BAR)  
( WITHOUT CORNER ISLAND )  
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING (STAGGERED BAR)  
( WITHOUT CORNER ISLAND )  
TYPICAL CROSSWALK MARKING  
( WITHOUT CORNER ISLAND )

SHEET NO.

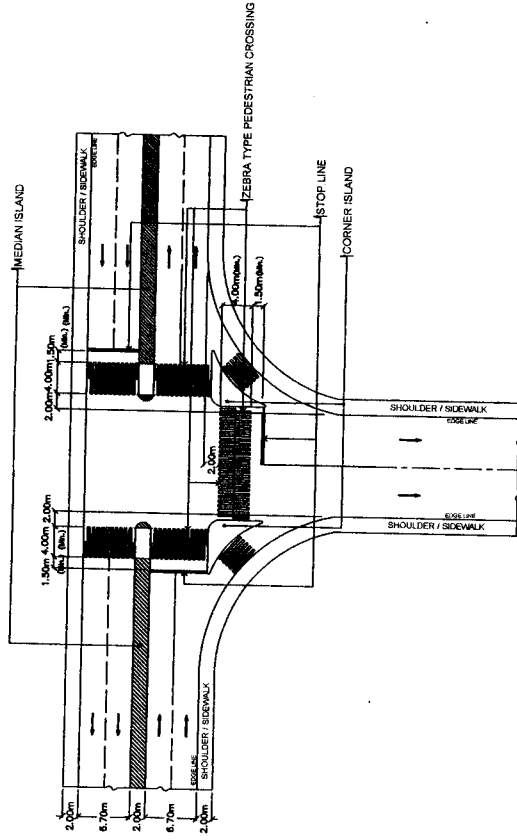
2

3



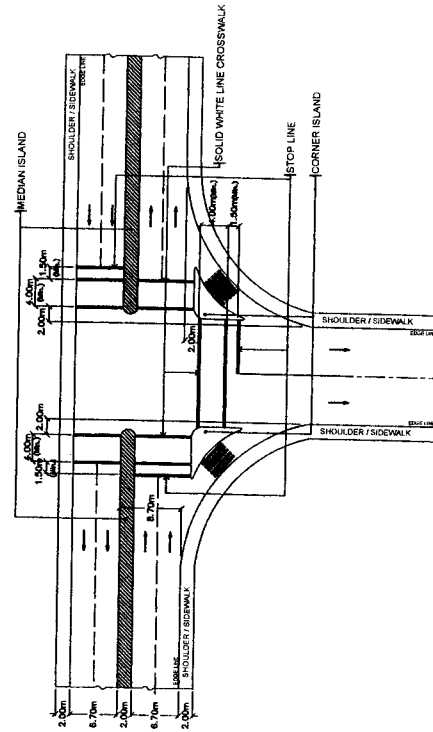
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING  
(WITH CORNER ISLAND)

FIGURE 7



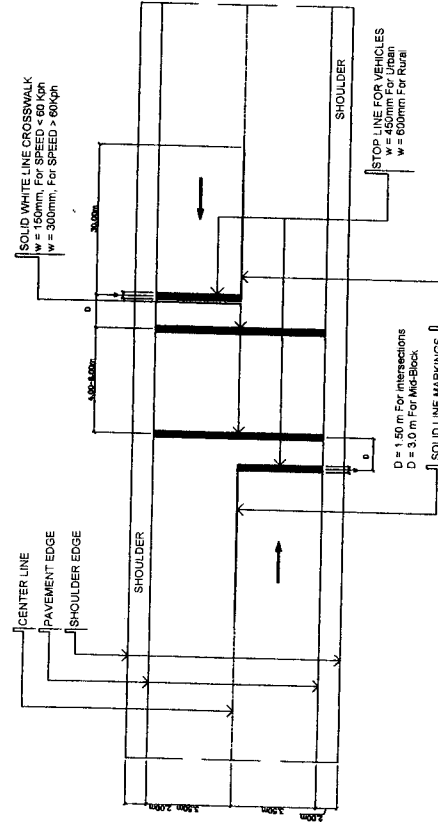
TYPICAL ZEBRA TYPE PEDESTRIAN CROSSING (STAGGERED BAR)  
(WITH CORNER ISLAND)

FIGURE 8



TYPICAL PEDESTRIAN CROSSWALK MARKING  
(WITH CORNER ISLAND)

FIGURE 9



STOP LINES AT PEDESTRIAN CROSSING

FIGURE 10