

- (3) Solid paver unit sidewalks shall be constructed in accordance with VDOT's Location and Design Instructional & Information Memoranda IIM-LD-218, Paver Units (Sidewalk and crosswalk), located at <http://www.virginiadot.org/business/locdes/rd-ii-memoranda-index.asp>

C. Sidewalks along ditch section streets

- (1) Sidewalks along ditch section streets shall be constructed in accordance with VDOT's Road and Bridge Specifications for asphalt concrete sidewalk or hydraulic cement concrete sidewalk, on a compacted subgrade, and include underdrains in accordance with VDOT's Standard UD-3, located at <http://www.virginiadot.org/business/locdes/road-and-bridge-standards.asp>. may be installed on sections that will not have direct parcel access.
- (2) Sidewalks constructed along a shoulder and ditch section shall be placed behind the ditch in a manner that will be compatible with the roadway if the roadway is converted to a curb and gutter section. (Note: Placement of sidewalk within the shoulder area is not permitted.)

2. Shared use paths

Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Users are non-motorized and may include bicyclists, inline skaters, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians including walkers, runners, and people with baby strollers and people waking dogs. Shared use paths are most commonly designed for two-way travel, and the following guidance assumes a two-way facility is planned unless otherwise stated. When paths are planned, it is desirable to provide paths on both sides of the roadway to decrease the likelihood of children crossing the road. Pavement design for shared use paths are recommended by the Materials Division.*

• Separation Between Shared Use Paths and Roadways

When two-directional shared use paths are located adjacent to a roadway, wide separation between a shared use path and the adjacent highway is desirable to demonstrate to both the bicyclist and the motorist that the path functions as an independent facility for bicyclists and others. When this is not possible and the distance between the edge of the shoulder and the shared use path is less than 5 feet, a suitable physical barrier is recommended. A suitable physical barrier is defined as dense shrubbery, railing or chain link fence. Such barriers serve both to prevent path users from making unwanted movements between the path and the highway shoulder and to reinforce the concept that the path is an independent facility. Where used, the barrier should be a minimum of 42 inches high (54 inches on structures), to prevent bicyclists from toppling over it. A barrier between a shared use path and adjacent highway should not impair sight distance at intersections, and should be designed to not be a hazard to motorists or bicyclist.

* Rev. 7/09