



DelDOT – Development Coordination

SHARED-USE PATH AND/OR SIDEWALK

TERMINATION REFERENCE GUIDE

This document details the regulatory requirement dictated by Section 3.5.4.2 in the Development Coordination Manual with relation as to how to terminate a sidewalk/shared-use path (SW/SUP) along a project’s frontage at the adjacent property line and roadway.

A SW/SUP is a facility that is physically separated from the roadway, serves as part of a transportation circulation system and is intended for exclusive use of transportation modes other than motorized vehicles. A SW/SUP typically has a surface that is asphalt or concrete (firmly packed crushed aggregate or other materials, such as brick requires pre-approval). SW/SUP’s serve many uses such as bicycling, in-line skating, roller skating, wheelchair users, and pedestrians (walkers, runners, people with baby strollers, people walking dogs, etc).

These facilities shall be designed in accordance with the Americans with Disabilities Act (ADA) standards for shared transportation paths.

Guidance for SUP signing and pavement marking is shown in the DE MUTCD and AASHTO publications.

1. When a minimum 5 ft wide shoulder is present the SW/SUP shall tie into the shoulder at a 45 degree angle with a detectable warning surface (truncated domes) and Type 2 curb ramp (with ADA landings), leading to the road connection. The tie-in segment shall match the width of the SW/SUP. The SW/SUP should still dead-end at the property line.
 - i. To promote pedestrian/user safety and minimize the distances that must be traversed within the road/travelway, when no shoulder exists within the project’s own frontage, DelDOT may exercise discretion and request the tie-in of the SW/SUP to a turn/deceleration lane. DelDOT will avoid such tie-ins wherever possible, and will consider other practical alternatives. When DelDOT deems it more practical, and sufficient Right-Of-Way (ROW) or Permanent Easement (PE) exist, DelDOT may require that the SW/SUP be extended beyond project’s own frontage a minimal distance to tie-in to the shoulder beyond a turn/deceleration lane or to allow for a connection to an adjacent SW/SUP facility or driveway.
2. Where a ditch must be crossed to tie-in to the roadway, a 2 ft graded shoulder with a slope of 6H:1V or flatter shall be provided from the edge of the path followed by a maximum 3H:1V slope to the invert of pipe or swale.
3. When no shoulder is present no connection to the roadway shall be established. The SW/SUP shall terminate at the property line, other facility or DelDOT determined location to promote a safe termination.

If a property is developed adjacent to a parcel with a SW/SUP stub and road tie-in, it shall be the responsibility of that Developer to remove the road tie-in on the adjacent property once the main line connection is made. This requirement should be identified during the plan review process and a note shall be placed on the Record Plan defining the Developer’s responsibility. Physical removal of the SW/SUP road tie-in on the adjacent property shall be at DelDOT’s discretion. (<http://www.deldot.gov/business/subdivisions/> Under the Guidance Tab/General Notes)

