



STANDARD CONSTRUCTION DETAIL  
SIDEWALK CONSTRUCTION REQUIREMENTS

REV. 12/18

FILE NAME:

M6.DWG

DETAIL REF:

M-6

NOTES:

1. ALL CONCRETE SIDEWALKS AND BIKE PATHS IN PUBLIC RIGHT-OF-WAYS, PRIVATE RIGHT-OF-WAYS, COMMON AREAS IN RESIDENTIAL SITES, COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, MULTI-FAMILY OR MIXED-USE SITES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS LISTED BELOW.
2. EXCEPTION TO THE SPECIFICATIONS BELOW WILL BE FOR PRIVATE RESIDENTIAL SIDEWALKS NOT LOCATED IN A COMMON AREA.
3. SIDEWALKS, BIKE PATHS, RAMPS, AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF PLAIN PORTLAND CEMENT CONCRETE HAVING A MAXIMUM SLUMP OF 3", A MINIMUM DEVELOPED COMPRESSIVE STRENGTH OF 2,500 PSI IN 28 DAYS, AND A MINIMUM UNIFORM THICKNESS OF 4" WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6" WHERE MOTOR VEHICLES ARE LIKELY TO CROSS.
4. 2-#4 METAL REINFORCEMENT BARS WITH MINIMUM 6" OVERLAPS SHALL BE INSTALLED LONGITUDINALLY 3" FROM THE EDGE. THE BARS SHALL BE LOCATED AT MID DEPTH OF THE CONCRETE. THE BARS SHALL BE PLACED ON NON FERROUS SPACERS TO ENSURE REQUIRED SEPARATION FROM SUBGRADE.
5. THE EXISTING SUBGRADE SHALL HAVE ALL ORGANIC, LOOSE, AND DELETERIOUS MATTER REMOVED, AND THE REMAINING CLEAN SOIL AND FILL SHALL BE SMOOTH, SOUND, AND SOLID. THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM 95% DENSITY BASED ON MODIFIED PROCTOR DRY TEST PER AASHTO T-180.
6. ALL CONCRETE WORK IN THE RIGHT-OF-WAY SHALL BE INSPECTED BY THE CITY AFTER THE SUBGRADE IS PREPARED AND THE FORMS ARE SET, BUT BEFORE THE CONCRETE PLACEMENT BEGINS.
7. SIDEWALKS SHALL BE PLACED PARALLEL TO AND 12" WITHIN THE RIGHT-OF-WAY LINE, EXCEPT THAT THE CITY MAY APPROVE DEVIATIONS TO SAVE SPECIMEN TREES PROVIDED THAT THE SIDEWALK REMAINS WITHIN THE RIGHT-OF-WAY OR AN APPROVED SIDEWALK EASEMENT ABUTTING THE RIGHT-OF-WAY IS RECORDED.
8. THE TOP OF THE SIDEWALK PARALLEL WITH CURB AND GUTTER SHALL BE AT AN ELEVATION NO LOWER THAN THE CROWN OF THE ADJACENT ROADWAY AND NO HIGHER THAN 6" ABOVE THE CROWN, UNLESS APPROVED BY THE CITY, TO MAKE A MORE NATURAL TRANSITION WITH THE ADJACENT LAND.
9. THE CONCRETE SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.
10. ISOLATION JOINTS (TYPE A JOINTS) SHALL BE PROVIDED BETWEEN EXISTING CONCRETE OR STRUCTURES AND FRESH CONCRETE, TO SEPARATE PEDESTRIAN SECTIONS FROM SECTIONS WHICH WILL ENCOUNTER VEHICLE TRAFFIC, TO SEPARATE FRESH PLACEMENT FROM CONCRETE WHICH HAS SET FOR MORE THAN 60 MINUTES, AND NO FARTHER APART THAN 100'. JOINT MATERIAL SHALL BE PREFORMED JOINT FILLER MEETING FDOT SPECIFICATIONS.
11. CONTROL JOINTS (TYPE B JOINTS) SHALL BE TOOLED INTO THE FRESH CONCRETE TO A DEPTH EQUAL TO 1/4 THE SLAB THICKNESS, 1/8" WIDTH, AND SPACED APART A DISTANCE EQUAL TO THE WIDTH OF THE SLAB OR 48", WHICHEVER IS GREATEST.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SIDEWALK FROM ALL DAMAGE AND VANDALISM UNTIL THE CITY ACCEPTS OR APPROVES THE SIDEWALK, AFTER WHICH TIME THE OWNER OF THE ABUTTING LAND SHALL BE RESPONSIBLE FOR THE SIDEWALK IN ACCORDANCE WITH THE CITY CODE. ANY SIDEWALK SECTION DAMAGED OR VANDALIZED PRIOR TO ACCEPTANCE OR APPROVAL SHALL BE CUT OUT BETWEEN JOINTS AND REPLACED. REPAIRS ARE NOT ACCEPTABLE.
13. SIDEWALKS LOCATED WITHIN THE RIGHT-OF-WAY SHALL NOT BE TINTED, STAINED, COLORED, OR COATED.
14. ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACKFILLED, RE-GRADED, AND SODDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT SOIL GRADE.
15. AT INTERSECTIONS WITH SIDEWALK TO MIAMI CURB CONNECTIONS AT EACH CORNER, THE 3" RISE TO SIDEWALK FINAL GRADE WILL BE OMITTED BETWEEN CONNECTIONS.



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