



APPLICATION FOR ENGINEERING PERMIT

For Work Within a Public Right-of-Way

DATE: _____

PROCESS #: _____

LOCATION OF WORK TO BE PERFORMED:

CONTRACTOR: _____

ADDRESS: _____ PHONE: _____

WORK TO BE ACCOMPLISHED FOR: _____

NATURE OF WORK TO BE ACCOMPLISHED: _____

ESTIMATED COST: _____

IF ROAD CUT, HOW MANY LINEAL FEET? _____

SURFACE _____ UNDERGROUND _____ OVERHEAD _____

NEW _____
REPAIR _____
REPLACE _____
REMOVE _____

THIS PERMIT IS VOID IF CONSTRUCTION IS NOT STARTED WITHIN 180 DAYS. ALL WORK IN ANY PUBLIC RIGHT-OF-WAY TO BE COMPLETED IN ACCORDANCE WITH AN APPROVED PLAN AND SPECIFICATIONS AND UNDER THE SUPERVISION AND INSPECTION OF THE PUBLIC WORKS DEPARTMENT OF THE CITY OF NORTH MIAMI.

PRINT NAME OF QUALIFIER

SIGNATURE OF QUALIFIER

PERMIT FEE \$ _____

APPROVED: _____

DIRECTOR OF PUBLIC WORKS/Designee

Sec. 17-47. Same—Replacement and repair by city.

If the repair or replacement has not been done within the thirty-day period, as above set forth, then and in that event, the cost thereof shall be imposed or charged as a lien against the abutting property and collected as provided by law. (Code 1958, § 23-18)

Sec. 17-48. Sidewalk specifications.

The specifications for sidewalks in the city shall be as follows:

- (1) *Official elevations.* The back of sidewalk elevations shall be shown on the plans and shall be not less than the street center elevations. Sidewalk elevations may exceed the street center elevations only with the approval of the city engineer.

(Code 1958, § 23-20)

Sec. 17-49. Plans.

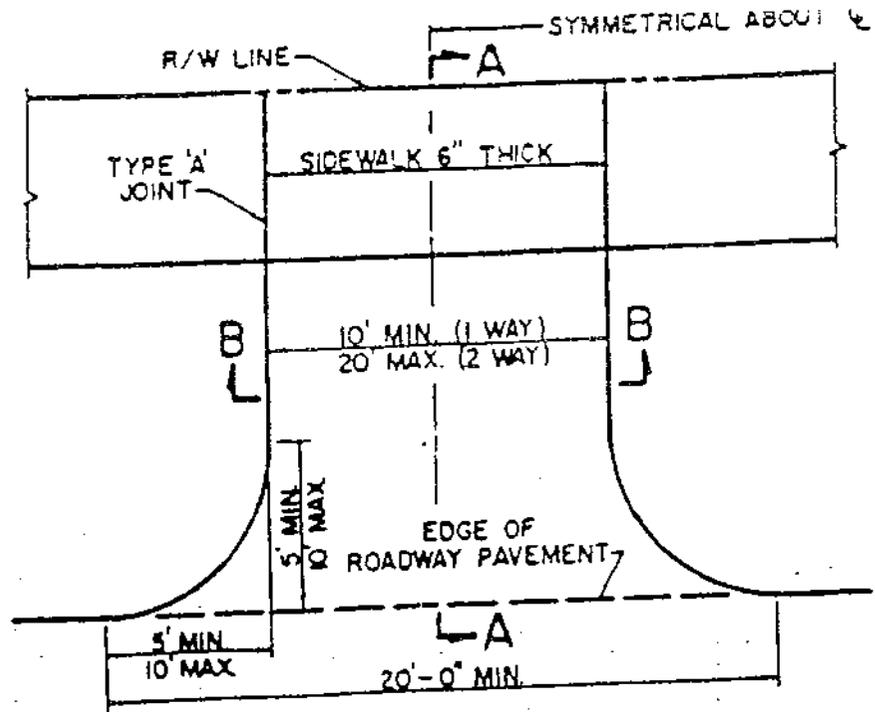
No sidewalk shall be constructed in the city unless and until a plan (or working drawing) for construction thereof has been approved by the city engineer. (Code 1958, § 23-21)

Sec. 17-50. Sidewalk construction mandatory.

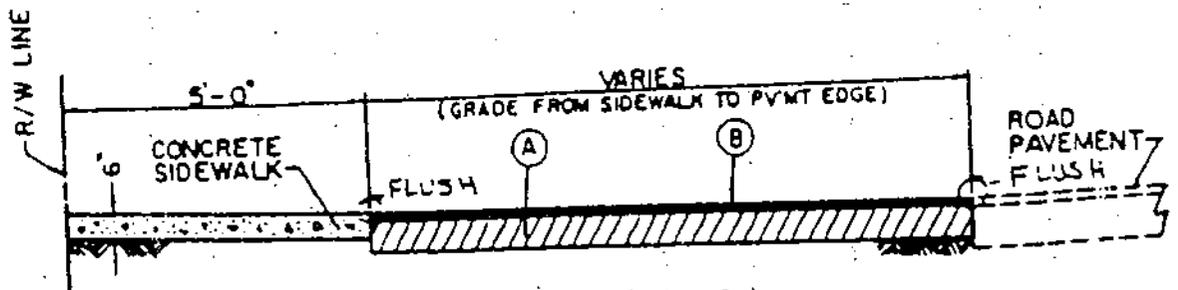
(a) *New subdivisions.* Unless specifically waived by the city council in the resolution accepting and approving any particular plat, all persons, firms or corporations submitting any plat to the planning and planning commission for the subsequent acceptance and approval of the city council shall accompany such proposed plat with an agreement providing for the construction of sidewalks along the full length of all streets shown thereon. All sidewalks shall be included in the dedicatory provision set forth on the plat or in any separate dedicatory instrument to be filed therewith. Such agreement shall be accompanied by a surety bond in the penal sum of not less than one hundred ten (110) percent of the estimated cost of such construction. The agreement and bond shall be on forms approved by the city engineers and furnished by the city clerk. The condition of the bond shall be such that if the principal shall fully and faith-

fully perform all the terms and conditions of the principal's agreement and within the time therein specified, then same shall be void, otherwise the city shall have the right to construct such sidewalks, or, at its option, to cause the same to be constructed pursuant to public advertisement and receipt and acceptance of bids. The principal and surety jointly and severally shall agree to pay and indemnify the city, upon completion by the city, the final total cost of such construction, including, but not limited to, engineering, legal and contingent costs together with any damages, either direct or consequential, which the city may sustain on account of the failure of the principal to comply with the terms of such agreement. The agreement shall provide for the construction of sidewalks within six (6) months from and after the date of the approval of any such plat by the city council; provided, however, that the city council may, in case of unusual circumstances, extend the time for completion of such construction for not to exceed an additional six (6) months; provided, the principal first obtains and furnishes the city council with the surety's written consent to such extension. The agreement and performance bond for construction of sidewalks required by this section may be combined with the agreement and performance bond for construction of streets, alleys and other rights-of-way required by article I of this chapter.

(b) *Old subdivisions.* In old subdivisions or tracts of land not subdivided, no permit shall be issued for any construction in excess of one thousand dollars (\$1,000.00) unless and until the person, firm or corporation applying for the permit agrees to repair any unsafe sidewalk or, where no sidewalk exists, agrees to construct a sidewalk for the full footage abutting the public right-of-way except alleys, as part of the permit sought or by entering into an agreement with the city providing for construction thereof except as to properties located in a block where sidewalks do not exist or are exempted by the city council after a public hearing. At corner lots or tracts such agreement shall require construction of a sidewalk along both thoroughfares abutting such corner lot or tract for which the permit is sought. The agreement shall provide, among other things, that before a certificate of occupancy will be issued, con-



PLAN



SECTION A-A



SECTION B-B

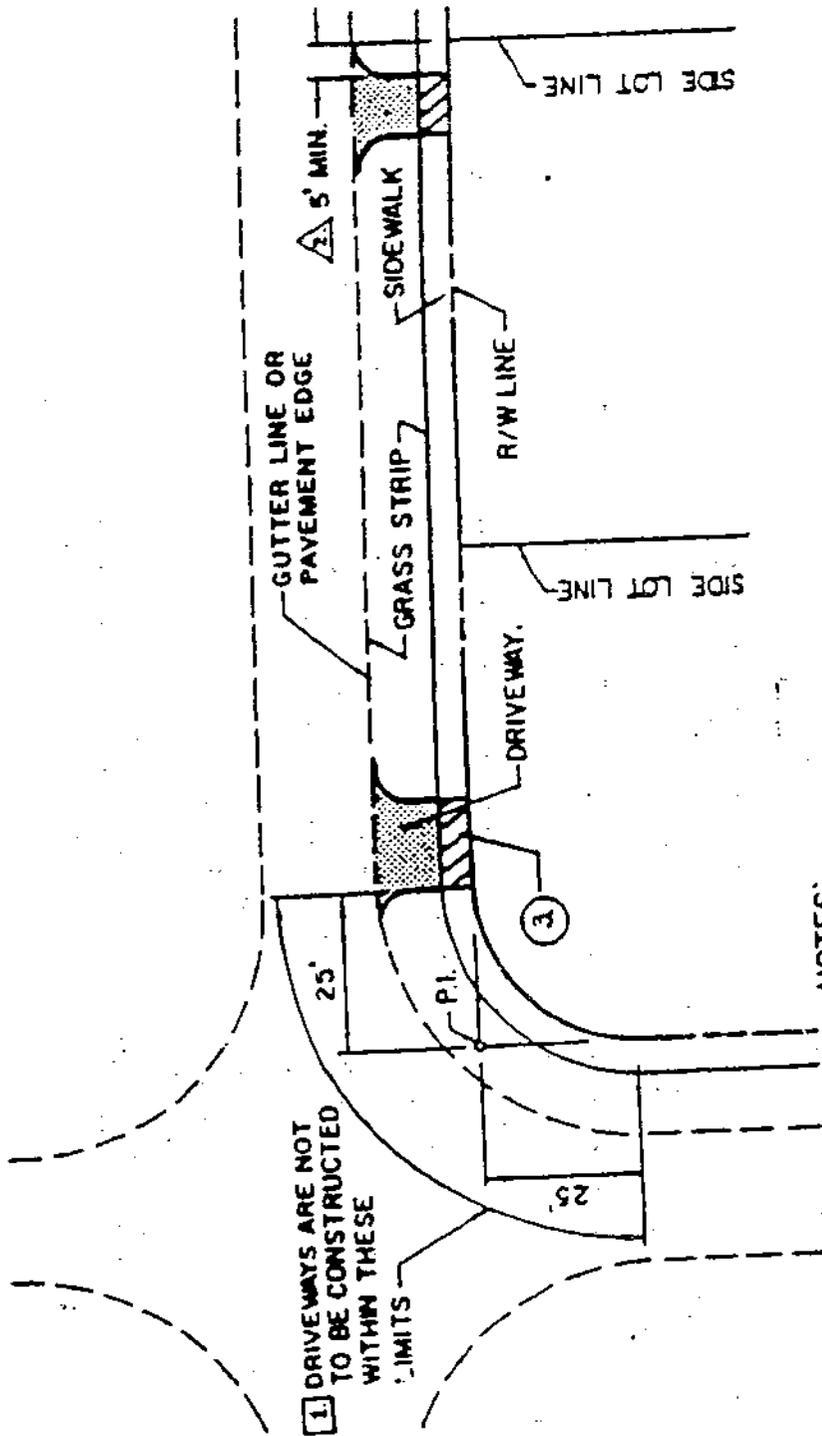
NOTES:

1. THE DRIVEWAY APPROACH IS TO FOLLOW THE CONTOUR OF THE SWALE. THE ELEVATION OF THE APPROACH SLAB SHALL BE A MAXIMUM OF 2" OVER THE GROUND ELEVATION.

A BASE COURSE 6" THICK

B ASPHALT CONCRETE SURFACE COURSE 1" THICK

	APPROVED	REVISED	STANDARD ROAD DETAIL ASPHALT DRIVEWAY RESIDENTIAL
	6/5/61	3/10/61	



NOTES:

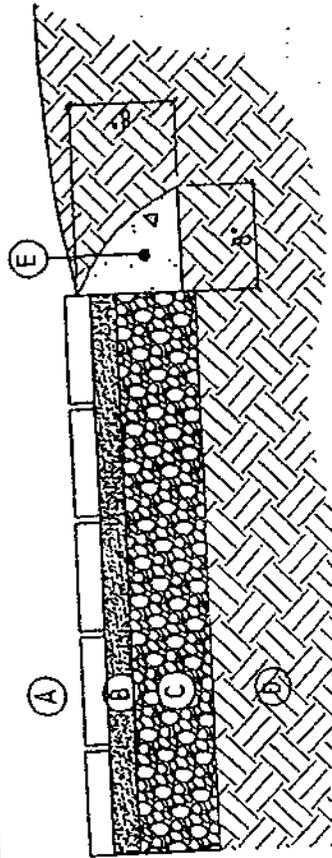
- 1. THE LIMITS WITHIN WHICH THE DRIVEWAYS MAY NOT BE CONSTRUCTED ARE DETERMINED BY MEASURING THE P.I. OF THE R/W LINES A DISTANCE OF 25' ALONG THE R/W LINE CURVE TANGENTS.
- 2. ALL DRIVEWAYS MUST BE CONSTRUCTED SO THAT NO PART OF THE DRIVEWAY (EXCLUDING THE TRANSIT) BETWEEN THE EDGE OF ROADWAY PAVEMENT AND THE R/W LINE IS CLOSER THAN THE 5' FROM A SIDE LOT LINE EXTENDED.
- 3. ALL SIDEWALK SECTIONS WHICH BECOME PART OF THE PERMANENT DRIVEWAY SHALL BE CONSTRUCTED 6" THICKNESS.
- 4. NO REBAR OR WIRE MESH SHALL BE UTILIZED IN THE CONSTRUCTION OF THE APPROACHES ALONG ANY CURVE SECTION OF THE SWALE.

CITY OF
NORTH MIAMI

APPROVES
6/5/61

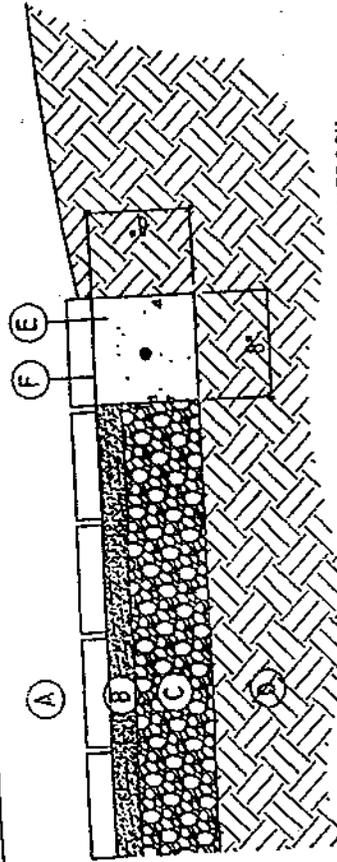
REVISED
5/17/72

STANDARD ROAD DETAIL
RESIDENTIAL DRIVEWAY
SPACING



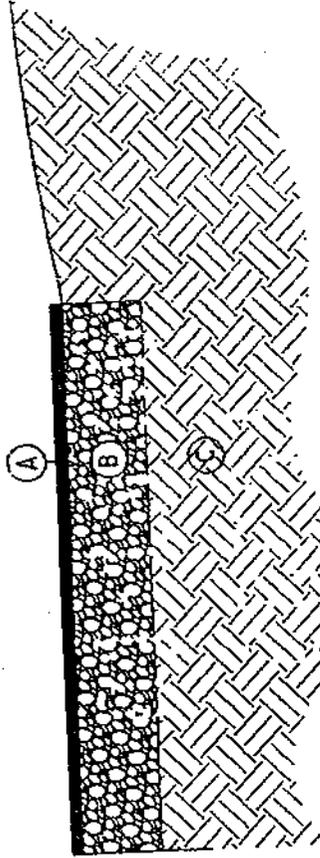
- A) 2" MIN. PAVER B) 2" MAX. LEVELING SAND C) 6" MIN. LIMEROCK
 D) 1" MIN. COMPACTED BASE E) 1/4" MIN. CONTINUOUS COMPACTED BASE

PAVER DETAIL OPTION 1



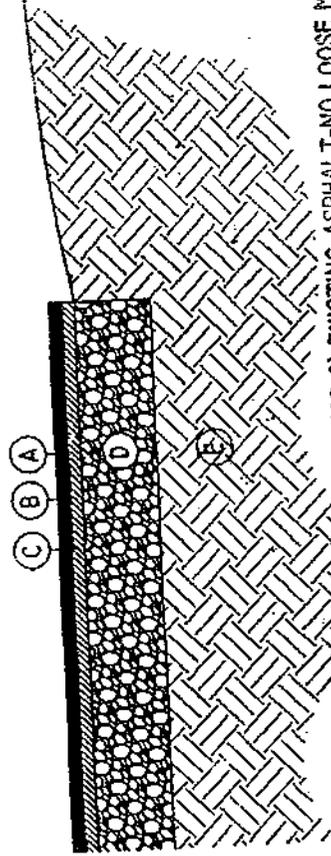
- A) 2" MIN. PAVER B) 2" MAX. LEVELING SAND C) 6" MIN. LIMEROCK
 D) 1" MIN. COMPACTED BASE E) 1/4" MIN. CONTINUOUS COMPACTED BASE

PAVER DETAIL OPTION 2



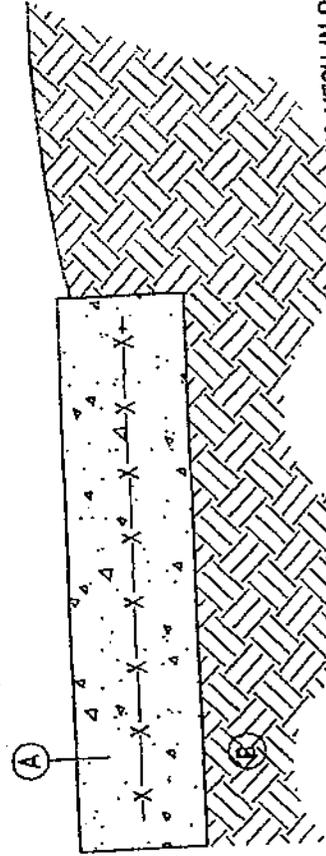
- A) 1" MIN. ASPHALT B) 6" MIN. LIMEROCK C) COMPACTED BASE

NEW ASPHALT DRIVEWAY



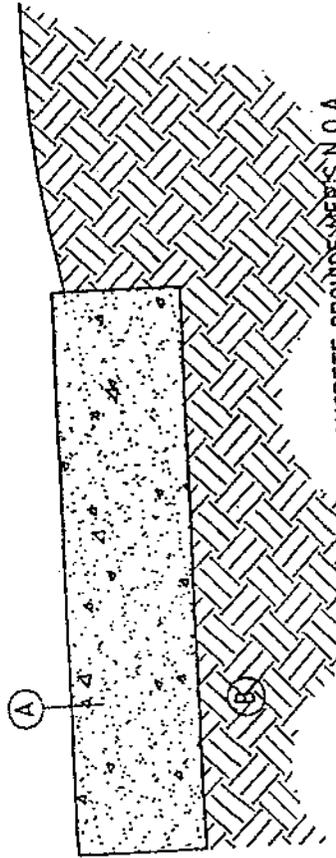
- A) 1" MIN. ASPHALT B) 1" LAYER HOT MOP C) EXISTING ASPHALT-NO LOOSE MATERIAL
 D) EXISTING LIMEROCK BASE E) EXISTING COMPACTED BASE

ASPHALT RESURFACE OVER EXISTING DRIVEWAY



- A) 6" MIN. WIRE MESH (SPECIFY SIZE) REINFORCED CONCRETE-NO MESH IN R.O.W.
 B) COMPACTED BASE

CONCRETE DRIVEWAY APPROACH NON-REINFORCED



- A) 6" MIN. FIBER MESH REINFORCED CONCRETE-PROVIDE MFR'S N.O.A.
 B) COMPACTED BASE

CONCRETE DRIVEWAY APPROACH FIBER MESH