



**STANDARD  
SPECIFICATIONS  
FOR PUBLIC  
IMPROVEMENTS**



# CITY OF VICTORVILLE

## ENGINEERING DEPARTMENT

### *STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS*

All public improvements constructed by or under the inspection of the City of Victorville shall conform to these specifications and the references contained herein. The design and construction standards used for any project should equal or exceed the minimum given in these Standard Specifications to the maximum extent feasible. The design and construction standards that are set herein are to provide a guide for the engineers and contractors to exercise sound judgment in applying standards with the approval of the City Engineer.

Public improvements undertaken by the City of Victorville may deviate from these specifications with plan and specification approval by the City Engineer. In the event of conflicts between any provision contained in these Standard Specifications and the references contained herein, these Standard Specifications shall govern, unless they conflict with State or Federal regulations.

Date: June 5, 2007

*John A. McGlade*

John A. McGlade, P.E., City Engineer  
R.C.E. 40935, Expires 3/31/09



RESOLUTION NO. 07-159

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VICTORVILLE AMENDING STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS WITHIN THE CITY AND RESCINDING RESOLUTION NO. 76-027

WHEREAS, the Victorville Subdivision Ordinance No. 458, makes reference to and authorizes the establishment of certain standard specifications for public improvements within the City of Victorville; and

WHEREAS, such standards have been established for the purpose of avoiding excessive maintenance to the City of Victorville and to protect the health, safety and welfare of the general public.

WHEREAS, this resolution supersedes Resolution No. 76-27, which was passed, approved, and adopted on the 19<sup>th</sup> day of April, 1976.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VICTORVILLE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the amended Standard Specifications for Public Improvements dated January 8, 2007, and entitled "City of Victorville Engineering Department Standard Specifications for Public Improvements" are hereby adopted.

SECTION 2. That said Standard Specifications for Public Improvements shall apply to the construction of all public improvements within the City of Victorville insofar as they shall apply.

PASSED, APPROVED AND ADOPTED this 5<sup>th</sup> day of June 2007.



\_\_\_\_\_  
MAYOR OF THE CITY OF VICTORVILLE

ATTEST:



\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:



\_\_\_\_\_  
ASSISTANT CITY ATTORNEY

I, CAROLEE BATES, City Clerk of the City of Victorville and ex-officio Clerk to the City Council of said City, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 07-159 and was adopted at a meeting held on the 5<sup>th</sup> day of June 2007, by the following roll call vote, to wit:

AYES: Councilmembers Almond, Cabriales, Hunter and Rothschild

NOES: None

ABSENT: Mayor Caldwell

ABSTAIN: None



\_\_\_\_\_  
CITY CLERK OF THE CITY OF VICTORVILLE



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# **STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS**

## **CITY OF VICTORVILLE**

### **PART I – DESIGN**

#### **1. General**

All public works shall conform to the design criteria set forth in Part I of these Specifications and the Standard Drawings included as part of these Specifications.

#### **2. Drainage**

Drainage facilities shall be designed to carry a one-hundred (100) year frequency of return storm with ultimate anticipated development of the watershed without the depth of water in streets exceeding the top of curbs by more than three inches, but in no case shall such water level reach the finished pad grade elevation where a building may be located. In areas where the natural relief of the ground does not preclude the possibility of the backwater elevation exceeding existing or future building floor elevations, the capacity of the drainage system shall be sufficient to insure that the backwater resulting from a 100-year return storm shall be below building floor elevations

Cross gutters may be used to carry water across minor or collector streets at intersections only. Where it is necessary to carry local drainage across a minor or collector street in the middle of a block, and upon approval by the City Engineer, it shall be carried in a pipe with a capacity to accommodate a ten-year frequency of return storm, and shall be combined with a properly engineered dip to accommodate the one-hundred (100) year frequency of return storm within the design parameters set forth herein.

Where it is necessary to carry local drainage across an arterial street in the middle of a block, it shall be carried in pipe with a capacity to accommodate the one-hundred (100) year frequency of return storm within the design parameters set forth herein.

Where a street must cross a major wash, the standard wash crossing (D-01A) as set forth herein in the Standard Drawings shall be utilized. The pipe culverts shown shall be adequate to carry the ten-year storm (beneath), and 100-year (with dip) frequency of occurrence flood flow for minor and collector streets and a 100-year storm (beneath) frequency of occurrence flood flow for arterial streets. The wash crossing shall have sufficient capacity to pass the 100-year frequency of occurrence flood flow as a dip crossing when acting with the culvert (local and collector streets).

In no case shall any pipe installed for drainage purposes within the highway be less than 18 inches in inside diameter or other than reinforced concrete pipe construction.

A soft-bottom channel will be permitted for flow velocities of up to 5 FPS, (feet per second) with side slope protection; however, velocities of 5 FPS to 12 FPS requires a concrete lining.

Drainage channels and conduit shall have sufficient capacity to contain a 100-year frequency of occurrence runoff with two feet of freeboard on channels and 0.75 feet of freeboard between design water surface elevation inside catch basin and gutter at catch basin inlet. In no case however, shall the 100-year frequency of return storm under ultimate anticipated development of the watershed area result in depth of water in streets exceeding the top of curbs by more than three inches. The maintenance of freeboard between the design water surface elevation and the gutter at catch basin inlet is not required for the 100-year frequency of return storm in the design of minor conduits.

### **3. Streets**

The structural section of streets shall be designed using the method set forth in the current California Department of Transportation "Highway Design Manual," latest version, and shall be based upon soil tests of representative soil samples. At least one set of results of California Test Method No. 301 and 217 must be submitted with subdivision improvement plans to substantiate the street structural section design for each 500 lineal feet or fraction thereof of street shown on the plans. The minimum thickness of asphalt concrete for locals, collectors, arterials, major arterials and super arterials shall be in accordance with Standard Drawing S-25 entitled "Street Design Standards" contained within these Standard Specifications. Also, the minimum base shall be eight inches of Class 2 Base (per Caltrans Std. Sec. 26-1.02 A, see Page 14 within this document).

Vertical curve lengths shall provide adequate passing and stopping sight distance. Stopping sight distance must be provided in all cases of design. Reference is made to the American Association of State Highway Officials' publication, "A Policy on Design of Urban Highways and Arterial Streets," for minimum lengths of vertical curves. Minimum design speed for residential streets shall be 30 miles per hour. See Standard Drawing S-25, "Street Design Standards" for additional information. Reference is made to the AASHTO publication, "Geometric Design of Highways and Streets" for general design guide parameters.

Cul-de-sacs shall have a property line radius of fifty (50) feet and a face of curb radius of forty-three (43) feet. Cul-de-sac streets shall have a maximum length of four-hundred (400) feet except that a maximum length of five-hundred (500) feet may be permitted provided said street fronts on no more than sixteen (16) lots, excluding corner lots.

Minimum centerline radii for local streets shall be not less than three-hundred (300) feet. For collector streets, the minimum centerline radius shall be not less than six-hundred (600) feet (see S-25). The minimum centerline radius for major and secondary arterials shall be based upon design speed considerations for the particular street and the design charts set forth in the California Division of Highways "Highway Design Manual of Instruction."

Grade of streets shall be not less than .4% and shall be no greater than 10% for local streets and 7% for arterial and collector streets unless otherwise approved by the City Engineer. Grades in excess of this may be approved based upon the length of such grades and/or other design considerations which will not compromise basic highway design standards referenced herein.

#### **4. Bike Routes**

##### **A. General**

Attention is directed to Chapter 1000, "Bikeway Planning and Design" of the California Department of Transportation "Highway Design Manual," latest version.

##### **B. Definitions**

**Shared Route** – A Shared Route is a street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles.

**Bike Lane** – A bike lane is a lane specifically delineated for use by bicycles on the paved area of a road. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane provided sufficient room exists to allow operation of the bicycle in this area without undue hazard to the cyclist. Bike lane facilities are utilized along arterials and parkways where on-street parking is not required and where traffic volumes will allow safe joint use of the paved street area. Bike lanes shall be located only upon streets where traffic volumes during peak hours do not require full use of the roadway and parking is: 1) not required, or 2) restricted. On such streets where bike lanes are installed, it may be necessary to eliminate parking on the side of the street where the bike lane is located.

**Bike Path** – A bike path is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by a space or a physical barrier. The bike path may be on a portion of the motorized network right-of-way or on a special right-of-way not related to the motor vehicle facility. It may be grade separated or have street crossings at designated locations. It is identified with guide signing and also may have pavement markings. These pathways are designed to serve major transportation corridors and are proposed as a joint use within drainage and utility easements.

# **CITY OF VICTORVILLE**

## **PART II – CONSTRUCTION SPECIFICATIONS – GENERAL PROVISIONS**

### **1. General**

The Standard Specifications referred to herein shall mean the California Department of Transportation Standard Specifications, current version. The technical provisions of said Standard Specifications relating to materials and methods of construction are hereby adopted and shall have the same force and effect as though set forth fully herein except to the extent that said Standard Specifications are modified by the provisions of these Standard Specifications for Public Improvements.

In the event of a conflict between these Construction Specifications and said Standard Specifications, these Construction Specifications shall govern.

In the event there is a conflict between these Construction Specifications and the Special Provisions and/or Plans which are approved by the City Council for any work undertaken by the City under contract, the approved Special Provisions and Plans, in that order, shall govern.

All references to the APWA “Green Book” shall mean the American Public Works Association, Standard Specifications for Public Works Construction, latest edition.

Work of public improvement, which is done under the inspection of the City of Victorville shall conform to these Construction Specifications and the technical provisions of the Standard Specifications as modified herein.

### **2. Definitions**

Wherever in these Construction Specifications or the applicable portions of the Standard Specifications the following terms are used, the intended meaning shall be as follows:

- A. State: Department of Transportation (Caltrans)
- B. City, or owner: City of Victorville
- C. Director: The City Engineer of the City of Victorville
- D. Engineer: Whenever not qualified, shall mean the City Engineer of the City of Victorville, California, acting either directly or through his properly authorized agents; each agent acting within the scope of the authority delegated to him.

- E. Contractor: The party of the second part entering into a contract with the City of Victorville, California, for furnishing of material and the performance of work required by the approved plans and special provisions, including his duly authorized agents acting severally within the scope of their authorities. Where works of subdivision improvement are being constructed under the inspection of the City of Victorville, the term "Contractor" shall mean subdivider as set forth in the applicable subdivision agreement for the construction of public improvements associated with the particular subdivision. In the case of other public improvements, "Contractor" shall mean the permittee to whom a permit has been issued for construction within the public right-of-way or easement.
- F. Definitions which apply to the technical provisions of the Standard Specifications shall be as set forth in said Standard Specifications.

### **3. Conformance with Laws and Regulations**

Contractor shall conform to all laws and regulations of the various State and local agencies having jurisdiction.

### **4. Payment Provisions of Standard Specifications**

References to payment in the Standard Specifications shall, with respect to construction performed by contract by the City of Victorville, apply only insofar as said references are or are not modified by the construction contract applying to that particular work or improvement.

When these Specifications and the Standard Specifications are applied to work which is being performed under the inspection of the City of Victorville, but which is being paid for by a third party, those provisions of the Standard Specifications relating to measurement and payment shall not apply.

# **CITY OF VICTORVILLE**

## **PART III – CONSTRUCTION SPECIFICATIONS - DETAILS**

### **Section I - Asphalt Concrete (A.C.)**

#### **1. General**

Asphalt Concrete material shall conform to Section 203, entitled “Bituminous Material” of the Standard Specifications for Public Works Construction by the American Public Works Association, latest edition.

Asphalt Concrete placement and construction methods shall conform to Section 302-5, entitled “Asphalt Concrete Pavement” of the Standard Specifications for Public Works Construction by the American Public Works Association, latest edition.

#### **2. Type**

Asphalt Concrete base course shall be B-PG 70-10.

Asphalt Concrete paving shall be C2-PG 70-10.

#### **3. Spreading and Compacting**

The depositing, distributing, and spreading of the Asphalt Concrete shall be accomplished in a single, continuous operation by means of a self-propelled mechanical spreading and finishing machine designed especially for that purpose. The machine shall be equipped with a suitable full-width compacting screed capable of being accurately regulated and adjusted to distribute a layer of the material to a definite predetermined thickness. When paving is of a size or in a location that use of a self-propelled machine is impractical, the City Engineer may waive the self-propelled requirement.

Asphalt Concrete shall be placed in layers not exceeding 3” or less than 1” in compacted thickness.

At the time of delivery to the job site, the temperature of the Asphalt Concrete mixture shall not be lower than 285-degrees Fahrenheit or higher than 350-degrees Fahrenheit; the lower limit to be approached in warm weather and the higher in cold weather. Asphalt Concrete shall be spread and the first coverage of initial or breakdown compaction shall be performed when the temperature of the mixture is not less than 250-degrees Fahrenheit, and all breakdown compaction shall be completed before the temperature of the mixture drops below 200-degrees Fahrenheit.

Longitudinal joints in the top layer shall correspond with the edge of the proposed traffic lanes. Longitudinal joints in all other layers shall be offset not less than 6" alternatively each side of the edge of traffic lanes.

Asphalt Concrete shall not be placed if the atmospheric temperature is not at least 50-degrees Fahrenheit and rising, or there is unsuitable weather.

Asphalt Concrete shall not be placed when underlying layer or surface is frozen.

#### **4. Smoothness**

Upon completion, the pavement shall be true to grade and cross section. When a 10-ft. straightedge is laid on the finished surface parallel to the centerline of the roadway, the surface shall not vary from the edge of the straightedge more than 1/8", except at intersections or at changes of grade. Any areas that are not within this tolerance shall be brought to grade immediately following the initial rolling. If the paving material has cooled below the lower limits of the spreading temperatures, the top lift of paving material in the area to be repaired shall be removed by a method approved by the City Engineer. Repairs shall not be made to pavement surface by feather-edging at the join lines.

#### **5. Density**

The compaction after rolling shall be 95% of the density obtained with the California Kneading Compactor per California Test 304.

Paved areas not to be subject to vehicular traffic shall be compacted to 90% of California Test 304.

## ***Section II - Concrete Curb and Gutter, Cross Gutters, Spandrels, Sidewalks, Driveway Approaches and Driveways***

### **1. General**

Attention is directed to the provisions of the Standard Specifications referring to "Concrete Curbs and Sidewalks" Section 73, and the provisions of the Standard Specifications referring to Section 90 "Portland Cement Concrete." Portland Cement concrete for construction of the improvements referred to in this Section shall contain not less than 550 pounds of cementitious material per cubic yard with four percent air entrainment and conforming with the applicable provisions of the Standard Specifications.

### **2. Driveway Locations**

The bottom edge of the curb depression at residential driveway approaches near road intersections shall be at least forty (40) feet from the prolongation of the curb face of the intersecting street. The bottom edge of the curb depression at residential driveway approaches shall extend no closer than five feet to side lot lines. A single driveway approach serving two single-family residential properties shall not be permitted.

The centerline of new commercial driveway approaches near road intersections shall be at least one hundred fifty (150) feet from the prolongation of the curb face of the intersecting street. The minimum length of full height curb between commercial driveway approaches shall be one hundred (100) feet.

### **3. Construction Methods**

The surface of concrete shall not vary more than 0.02 feet from a ten-foot straight edge, except at grade changes and the finished surface shall be free from blemishes.

Expansion joints one-half inch wide shall be constructed at all returns. Weakened plane joints shall be constructed at intervals of ten feet. Expansion joint filler material shall be shaped to fit the concrete that is being placed and shall conform to the standard specifications.

Whenever standard curb and sidewalk are being constructed and the sidewalk is being placed contiguous to the standard curb, the standard curb and sidewalk shall not be poured monolithically.

Score lines in sidewalks shall be transverse at a spacing of five feet. When placing new sidewalk adjacent to existing sidewalk, score lines shall be placed in line with and match those existing.

Concrete shall not be placed on anything frozen or ice-coated, including but not limited to ground, sub-grade, base, forms, reinforcing steel, structural steel, conduits, pre-cast members or construction joints.

Concrete shall be maintained at a temperature of not less than 40-degrees Fahrenheit for 72 hours after placing. If the Contractor chooses to place concrete when there is a possibility of the ambient temperature falling below 40-degrees Fahrenheit, the Contractor shall submit a written outline of the proposed method for protecting the concrete for the Engineer's approval.

Under conditions of precipitation, placing of concrete shall be stopped before the quantity of surface water is sufficient to damage surface mortar or cause a flow or wash on the concrete surface, unless the Contractor provides adequate protection against damage.

Concrete that has been frozen, rained on or damaged by other causes, as determined by the Engineer, shall be removed and replaced by the Contractor at the Contractor's expense.

Curing of concrete shall be in accordance with the provisions of Caltrans Standard Specifications, Section 90-7, "Curing Concrete."

#### **4. Base Material**

Base material for cross gutters and spandrels shall conform to the requirements for base material per Section 26-1.02A, Class 2 Aggregate Base of the State of California Department of Transportation Standard Specifications, latest edition.

Base material and forms for concrete curbs, curb and gutter, driveways, sidewalks, cross gutters and spandrels shall be watered and thoroughly compacted before placing concrete. Relative compaction and minimum thickness of base material for the various concrete facilities shall be as follows:

Concrete curbs and curb and gutter	95% relative compaction	4" thickness (Typical)
Sidewalk	90% relative compaction	4" thickness
Residential Driveways	95% relative compaction	6" thickness
Commercial Driveways	95% relative compaction	8" thickness
Cross gutters and Spandrels	95% relative compaction	8" thickness

## ***Section III - Concrete Structures***

### **1. General**

Attention is directed to the provisions of the Sections entitled "Concrete Structures" and "Portland Cement Concrete" of the Standard Specifications. Portland Cement Concrete for construction of concrete structures shall be Class 1. Class 1 concrete shall contain not less than 675 pounds of cementitious material per cubic yard, with or without air entrainment, as set forth on the applicable standard drawing and as directed by the engineer.

## ***Section IV - Concrete Block Retaining Walls and Garden Walls***

### **1. General**

Concrete block walls shall be constructed per the City of Victorville Development Department/Building Division standards for retaining walls and garden walls, or engineered plans shall be submitted to the Building Division for review and approval.

### **2. Footings for Concrete Block Walls**

Footings shall conform to the provisions of the Section entitled "Concrete Structures" of the Standard Specifications. Footings shall be formed in all cases, except where the natural angle of repose of the material against which the footings are being placed is satisfactory in the opinion of the engineer, to permit pouring of concrete directly against the existing soil material without detrimental effect to the design stability and structural integrity of the wall. Concrete for footings shall be Class 2 and shall contain not less than 590 pounds of cementitious material per cubic yard. Excavation and backfill for footings shall conform to the appropriate section of the Standard Specifications.

## ***Section V - Chain Link Fencing***

### **1. General**

Chain link fencing shall conform to the appropriate provisions of the Standard Specifications.

## ***Section VI - Earthwork***

### **1. General**

Attention is directed to the provisions of Section 19 entitled "Earthwork" of the Standard Specifications.

### **2. Compaction**

Attention is directed to the provisions of Section 19-5 entitled "Compaction" of the Standard Specifications. All compaction shall be at optimum moisture content and determined in accordance with the American Society for Testing and Materials (ASTM 1557). Other methods may be required for special circumstances as required by the Engineer.

Relative compaction of not less than 90% for sub-grade material for the right-of-way improvements shall be obtained for a minimum depth of twelve inches below the grading plane and for the width of the improvements.

Relative compaction of not less than 95% shall be obtained for embankment under bridge and retaining wall footings without pile foundation within the limits established by incline planes sloping one and one-half to one (1½:1) out and down from lines one-foot outside the bottom edges of the footing.

### **3. Structure Excavation and Backfill**

Structure excavation and backfill shall conform to the appropriate provisions of the Standard Specifications.

## Section VII - Aggregate Bases

### 1. General

Attention is directed to the provisions of Section 26-1.02A, entitled "Class 2 Aggregate Base of State of California, Department of Transportation," dated May 2006, as follows:

#### 26-1.02A Class 2 Aggregate Base

Aggregate for Class 2 aggregate base shall be free from organic matter and other deleterious substances, and shall be of such nature that it can be compacted readily under watering and rolling to form a firm, stable base. Aggregate may include material processed from reclaimed asphalt concrete, portland cement concrete, lean concrete base, cement treated base or a combination of any of these materials. The amount of reclaimed material shall not exceed 50 percent of the total volume of the aggregate used.

Aggregate shall conform to the grading and quality requirements shown in the following tables. At the option of the Contractor, the grading for either the 1½-inch maximum or ¾-inch maximum shall be used, except that once a grading is selected, the grading shall not be changed without the Engineer's written approval.

**AGGREGATE GRADING REQUIREMENTS**

Sieve Sizes	Percent Passing			
	1½" Maximum		¾" Maximum	
	Operating Range	Contract Compliance	Operating Range	Contract Compliance
2"	100	100	---	---
1 ½"	90-100	87-100	---	---
1"	---	---	100	100
¾"	50-85	45-90	90-100	87-100
No. 4	25-45	20-50	35-60	30-65
No. 30	10-25	6-29	10-30	5-35
No. 200	2-9	0-12	2-9	0-12

**QUALITY REQUIREMENTS**

Test	Operating Range	Contract Compliance
Resistance (R-value)	---	78 Min.
Sand Equivalent	25 Min.	22 Min.
Durability Index	---	35 Min.

The aggregate shall not be treated with lime, cement or other chemical material before the Durability Index test is performed. Untreated reclaimed asphalt concrete and portland cement concrete will not be considered to be treated with lime, cement or other chemical material for purposes of performing the Durability Index test.

If the results of either or both the aggregate grading and Sand Equivalent tests do not meet the requirements specified for "Operating Range" but meet the "Contract Compliance" requirements, placement of the aggregate base may be continued for the remainder of that day. However, another day's work may not be started until tests, or other information, indicate to the satisfaction of the Engineer that the next material to be used in the work will comply with the requirements specified for "Operating Range."

If the results of either or both the aggregate grading and Sand Equivalent tests do not meet the requirements specified for "Contract Compliance," the aggregate base which is represented by these tests shall be removed.

No single aggregate grading or Sand Equivalent test shall represent more than 500 cubic yards or one day's production, whichever is smaller.

When aggregate base is to be measured by the ton, the weight will be converted to volume for the purpose of the above paragraphs. Factors for converting tons to cubic yards will be determined by the Engineer.

## **Section VIII - Sewers**

### **1. General**

Sanitary sewers and appurtenances shall be constructed as shown on the Plans in accordance with these Standard Specifications and Drawings and the Standard Specifications for Public Works Construction and Section 64630, Title 22, of California Administrative Code regarding water and sewer separation.

### **2. Materials**

- A. Concrete – Concrete for manhole bases, sewer saddles, etc. shall be Class 1 with a compressive strength of 3250 PSI.
- B. Sewer Pipe – Sewer pipe and fittings shall conform to the standards set forth by ASTM. Sewer pipe and fittings shall be extra strength Vitrified Clay Pipe (VCP) per ASTM Standard C-700 or Polyvinyl Chloride Pipe (PVC) per one of these ASTM Standards; D-2680, D-3034 and F-679, with an SDR value not more than 35 or F-949. Pipe lengths shall not exceed 20 feet. Joints shall be push-on type bell and spigot with Elastomeric Ring Gaskets, per ASTM Standard Specifications F-477 and D-3212.
- C. Manholes – Manholes shall be constructed from pre-cast concrete sections per Standard Drawing SS-01.
- D. Frames and Covers – Frames and covers shall be cast-iron painted with a black bituminous paint. Manhole frame and cover shall be per Standard Drawing SS-02 and have a 24-inch diameter clear opening and shall be inscribed “Victorville” or “City of Victorville” and “Sewer.” Clean out frame and cover shall have a ten-inch diameter clear opening and be inscribed “Sewer.” All lettering shall be a minimum of one-inch in height.

### **3. Construction**

Mainline sanitary sewers shall be eight-inch diameter minimum and shall be constructed in the street with centerline sewer pipe, five-feet minimum from street centerline. Typically, centerline sewer pipe is installed five-feet off centerline street. Residential laterals shall be four-inch diameter minimum and commercial laterals shall be six-inch diameter minimum. Lateral shall be spaced at five-foot centers minimum and five feet clear of manholes, per Standard Drawing SS-03. Cover on mainline sewer is five-feet minimum unless concrete encased or special pipe approved by the engineer is used, then three-feet minimum. Laterals shall have four-foot minimum cover unless concrete encased or special pipe approved by the engineer is used, then three-foot minimum. Note: On shallow mainline sewer laterals, it may be impossible to construct due to cover requirements.

Sewer pipe shall be installed on straight line and straight grade. Flowline grade on mainline sewer shall be 0.5 percent minimum unless special conditions warrant, then flowline grade may be reduced to 0.4 percent with City Engineer's approval. Mainline in all cul-de-sacs and end of line with 24 or fewer lateral connections shall have a minimum flow line grade of 0.5 percent. Lateral shall have one percent minimum grade on six-inch diameter pipe and two percent minimum on four-inch diameter pipe. Sewer lines shall be designed to maintain two-feet per second flow velocity, assuming three-quarter full on trunk lines and one-half full on mainline. Pipe bedding shall be per Standard Drawings SS-05.

Sewer lines shall be installed below and as far from water mains as possible. Provide a minimum of ten-feet horizontal separation and one-foot vertical separation between sewer mains and laterals and water distribution lines. If the horizontal separation between sewer and water main must be less than ten-feet and the sewer is more than one-foot below the water main, special construction as approved by the City Engineer is required.

Backflow preventors shall be installed on all laterals if such lateral is connected to a ten-inch or larger mainline.

Manholes shall be constructed per Standard Drawing SS-01 and shall be spaced at 350-foot center maximum. A manhole shall be constructed for joining any lateral eight-inches diameter or larger to the mainline. Cleanouts may be used at the end for mainline sewer runs less than 175-feet per Standard Drawing SS-04. Invert elevations shall provide 0.10-foot fall through manhole on straight runs and 0.20-foot fall for side runs except if downstream pipe is a larger diameter; then match overt elevations.

Trunk line sewers are defined as those having a minimum capacity of 1.5 MGD when depth of flow divided by pipe diameter is equal to 0.75 ft., which are identified in the latest Sewer Master Plan. Cover on trunk line sewer is a minimum of eight feet.

#### **4. Testing**

After the sewer mainline cleaning (balling) to remove dirt and debris and a minimum of 14 days following completion of construction, the maximum deflection allowed on PVC pipe shall be checked by pulling a rigid nine-sided mandrel with a minimum diameter as specified in Section 306-1.2.12 of the Standard Specifications for Public Works Construction. Then a leakage air pressure test shall be run for all mainline and trunk sewers per Section 306-1.4.4 of the Standard Specifications for Public Works Construction. Any failures of these tests shall be corrected prior to the next test and final acceptance by the City.

# **CITY OF VICTORVILLE**

## **PART IV - MAP STANDARDS**

### **1. General**

These standards are to supplement and clarify the provisions of Title 17 of the Victorville Municipal Code.

### **2. Basis for Standards**

Standards contained in this part are based on the following:

- A. Manual of Surveying instructions for the Survey of the Public Lands of the United States, prepared and published by the Bureau of Land Management.
- B. Title 7, Division 2, Subdivisions of the Government Code referred to herein as the Subdivision Map Act.
- C. The Land Surveyors Act and Administrative Rules, State of California.
- D. Title 17 of the Victorville Municipal Code.
- E. San Bernardino County Surveyor's Office Final Map and Parcel Map Standards.

### **3. Monuments**

- A. Lead and Surveyor's tags set in concrete shall be considered a permanent monument or reference point.
- B. Standards:
  - (1) Two-inch I.D. (minimum) iron pipe shall be used at all section corners, quarter corners and boundaries of subdivisions requiring a final map.  
  
One-inch I.D. (minimum) iron pipe shall be installed on the boundaries of subdivisions requiring a parcel map on street centerlines and the intersection of street centerlines.
  - (2) For centerline intersection monuments, section corners and quarter corners, the surveyor or engineer shall provide the City of Victorville a copy of field notes showing a sufficient number (normally four) of durable, distinctive reference points. Such reference points may be lead and tack in sidewalks or curbs, iron pipes, or such substitutes, as not likely to be disturbed.

- (3) In asphalt concrete or cement concrete pavement, the top of the pipe with brass tag shall be set one-quarter inch below the finished pavement surface. Plastic survey monument markers (plastic plugs) will not be accepted.
- C. For lot corners, a nail and brass tag stamped "License No." shall be set in concrete curb on the prolongation of the side lot line in lieu of the front lot corners. A 1" iron pipe with brass tag or plastic plug stamped "License No." shall be set at rear lot corner unless otherwise noted. Where rear lot corners abut an arterial street with a screen wall in a landscape easement, or a screen wall is installed, a nail and brass tag stamped "License No." shall be set on top of the wall on the side lot line in lieu of the rear lot corner.
- D. (1) Government corners shall be replaced when necessary with a two-inch iron pipe with brass plate or brass cap as shown on Standard Drawing S-14.
- (2) The following shall apply to section corners wherever set:
- (a) Two-inch iron pipe with brass plate or brass cap at section corners. Two-inch I.D. (minimum) iron pipe with brass plate or brass cap shall be set at quarter corners. One-inch I.D. (minimum) iron pipe with brass plate or tag shall be set at one-sixteenth corners.
- (b) All section and quarter corners directly used in the subdivision of a section will be marked with a permanent durable monument as specified above. One-sixteenth corners will be so marked when pertinent to the survey.
- E. Control boundary monuments shall be set and are subject to inspection prior to recordation of final map or parcel map. If proposed grading conditions prohibit the setting of monuments as noted above, a letter of deferment shall be obtained from the City Engineer for each such subdivision. The top of all lot stakes will be set three to four inches above surface of ground.
- F. Diagrams of centerline tie standards. Standard drawings S-16 and S-17 show approved methods of tying out P.I.'s (Point of Intersection), B.C. (Begin Curve), E.C. (End Curve) and midpoints. Any three ties, as shown on the diagram, shall suffice.
- G. Basis of Bearings means the bearing in degrees, minutes and seconds, or equivalent, of a line between two (2) found controlling monuments which serves as the reference bearing for all other lines on the survey.

A clearly stated "Basis of Bearings" is referencing the bearing between two (2) found controlling monuments which are the same monuments shown on an existing map of record with the same bearing and which were physically existing at the time the property was surveyed.

#### 4. Soil Tests

- A. The preliminary soils report for subdivisions requiring a final map shall accompany the application for approval by the City Council of said map unless required by the Planning Commission to be submitted with the tentative map.

A note is required on the map stating the date of the report and the name of the engineer making the report. For example:

A soils report was prepared for this tract by \_\_\_\_\_ (name) \_\_\_\_\_, (RCE) or (GE) \_\_\_\_\_ (number) \_\_\_\_\_ of \_\_\_\_\_ (company) \_\_\_\_\_ dated \_\_\_\_\_ and is on file with the City of Victorville Engineering Department.

- B. The preliminary soil report for subdivisions requiring a parcel map, if such report has been required, shall accompany the original map submitted for acceptance by the City.

#### 5. Owners' Statement (Basic Format)

- A. Final Maps:

- (1) We hereby state that we are all of the parties having any record title interest in the land subdivided as shown on the annexed (tract/parcel) map and that we are the only persons whose consent is necessary to pass title to said land, and we consent to the preparation and recordation of said map and subdivision as shown within the subdivision boundary line, and we hereby dedicate to the City of Victorville for public use, all the streets shown on said (tract/parcel) map within said subdivision;
- (2) We also hereby grant to the City of Victorville, in fee simple, Lot (letter) for open space, basin, landscaping and drainage detention purposes shown on said map within said subdivision;
- (3) We further hereby dedicate to the City of Victorville, all rights of vehicular ingress to and egress from (name of street), over and across the southerly lines of Lots \_\_\_\_\_ and Lots \_\_\_\_ through \_\_\_\_\_, coincident with the right-of-way of \_\_\_\_\_ Street and the easterly lines of Lots \_\_\_\_\_ through \_\_\_\_\_, coincident with the right-of-way of \_\_\_\_\_ Avenue shown on said map within said subdivision as "Non-Vehicular Access" or "N.V.A.";

- (4) In addition, we hereby dedicate to the City of Victorville, Landscape Easements for the construction, installation and maintenance of landscaping, irrigation systems, slopes and walls shown on said map as "Landscape Easement" or "L.E.";
- (5) We also hereby grant to the City of Victorville, in fee simple, Lot \_\_\_ and Lot \_\_\_ for Open Space and Landscaping Purposes including the construction, installation and maintenance of landscaping, irrigation systems, slopes and walls shown on said map within said subdivision;
- (6) Further, we hereby dedicate to the City of Victorville for the use and benefit of the several public utility companies which are authorized to serve in said subdivision an easement for public utility purposes, delineated on said tract/parcel map as "Public Utility Easement," or "PUE", but reserving to ourselves, our heirs and assigns the right to use the underlying land, provided said use shall not interfere with said utility companies use thereof;
- (7) Furthermore, we hereby reserve to ourselves, our heirs, assigns and others for the use and benefit of present and future owners of lots/parcels \_\_\_ and \_\_\_ a Non-Exclusive Reciprocal Access easement for ingress to and egress from said lots/parcels by vehicular and pedestrian traffic, delineated on said map within said subdivision as "Reciprocal Access Easement".
- (8) We also hereby dedicate to the City of Victorville, for public use, easements for the construction, installation and maintenance of drainage systems and sanitary sewer systems, shown on said map as "Drainage Easement" and "Sanitary Sewer Easement;"

And further, by recordation of this final/parcel map, we hereby \_\_\_\_\_  
 \_\_\_\_\_ and we further hereby \_\_\_\_\_.

By: \_\_\_\_\_ By: \_\_\_\_\_  
 (Type in name and position (Type in name of position or  
 or title of person signing) title of person signing)

**6. City Engineer’s Statement**

**A. Final Maps:**

I hereby state that I have examined the annexed tract/parcel map, that the subdivision shown thereon is substantially the same as it appeared on the tentative tract/parcel map and any approved alterations thereof, and that all the provisions of Chapter 2 of the Subdivision Map Act and Title 17 of the Victorville Municipal Code have been complied with and I am satisfied that this final/parcel map is technically correct.

Dated: \_\_\_\_\_

\_\_\_\_\_  
City Engineer  
City of Victorville, California  
RCE No. \_\_\_\_\_ Exp. \_\_\_\_\_  
or LS No. \_\_\_\_\_ Exp. \_\_\_\_\_

**(LEAVE SPACE FOR  
CITY ENGINEER'S STAMP)**

**7. Signature Omissions**

Pursuant to the provisions of Section 66436 of the Subdivision Map Act of the State of California, the signatures of the following owners/holders of easements and/or other interests recorded in San Bernardino County have been omitted:

The signatures of the United States of America, the owner of a reservation subject to any vested and accrued water rights for mining, agricultural, manufacturing or other purposes, and reservations to ditches and reservoirs used in connection with such water rights as may be recognized and acknowledged by the local customs, laws and decisions of courts, and a right-of-way reserved for ditches or canals constructed by the authority of the United States" as disclosed by Patent No. \_\_\_\_\_ recorded \_\_\_\_\_ (date) \_\_\_\_\_ in book \_\_\_\_\_, of Patents, Deeds, Official Records, page \_\_\_\_\_, in the offices of the San Bernardino County Recorder, State of California. Said rights and reservations cover \_\_\_\_\_ being subdivided and not shown herein.

Southern California Utility Company and West Communications of California, the owners of a ten-foot wide grant of easement and right-of-way for the construction, maintenance and operation of overhead and underground electric and telecommunication systems as disclosed by Document No. 20-\_\_\_\_\_, recorded \_\_\_\_\_ (date) \_\_\_\_\_, Official Records of San Bernardino County. Said easement is shown herein. Said easement cannot be located per the record.

**8. Surveyor's (or) Engineer's Statement**

**A. Final Maps:**

I hereby state that I am a Registered Civil Engineer (or Licensed Land Surveyor) in the State of California and that this tract/parcel map consisting of \_\_\_\_\_ sheets is a true and complete representation of a field survey made (by me or under my direction) in conformance with the requirements of the Subdivision Map Act and local ordinance at the request of (name of the actual person requesting the survey) in (month and year) and that all the monuments shown hereon are of the character and occupy the positions indicated, or will be set in such position on or before (month and year), in compliance with Sections 66495 and 66496 of the Subdivision Map Act and are, or will be, sufficient to enable the survey

to be retraced. I hereby state that this final map substantially conforms to the conditionally approved tentative tract/parcel map.

Dated: \_\_\_\_\_  
LS No. \_\_\_\_\_ Exp. \_\_\_\_\_

(FOR PARCEL MAPS ONLY – ADD THE FOLLOWING STATEMENT ON THE TITLE SHEET)

## 9. City Engineer's Statement of Required Improvements

### A. Parcel Maps:

The following requirements for the construction of off-site and on-site improvements along the street frontages of each parcel created by this subdivision are a condition of the approval of this parcel map. In accordance with the provisions of Sections 66411.1 of the Subdivision Map Act, the improvements shall be installed at such time as a permit or other grant of approval for development of any or all parcels created by this subdivision is issued by the City of Victorville.

- (1) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall be responsible for any cost incurred in the relocation of existing utility facilities where such facilities conflict with the improvements required when said improvements are installed and for the undergrounding of all existing overhead utilities.
- (2) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall be required to provide underground electrical, telephone and communications cable to each parcel created by this subdivision.
- (3) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall provide sanitary sewer service to each parcel created by this subdivision in accordance with the requirements of the City Engineer.
- (4) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall install street lights along the street frontages in accordance with the requirements of the master street lighting plans of the City of Victorville, the Southern California Edison Company and as required by the City Engineer.
- (5) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall provide water service to each parcel created by this subdivision in accordance with the requirements of the City of Victorville Water District and the City Engineer.

- (6) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall install fire hydrants and on-site fire protection to serve each parcel created by this subdivision in accordance with the requirements of the Victorville Fire Department and the City Engineer.
- (7) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall install curbs, gutters, sidewalks, drive approaches, asphalt pavement and drainage facilities along the street frontages for this subdivision in accordance with the Standard Specifications of Public Improvements of the City of Victorville.
- (8) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall provide gas service to each parcel created by this subdivision.
- (9) The subdivider or any successor in interest of any of the parcels to be created by this subdivision shall install residential or commercial curb ramps at all intersections.

Dated: \_\_\_\_\_  
 \_\_\_\_\_  
 City Engineer  
 City of Victorville, California  
 RCE No. \_\_\_\_\_ Exp. \_\_\_\_\_

**(LEAVE SPACE FOR  
 CITY ENGINEER'S STAMP)**

**10. City Council's Acceptance Certificate**

A. For Parcel Maps:

I hereby certify that the City Council of the City of Victorville by Resolution No. 76-15, adopted on the 17<sup>th</sup> day of February, 1976, has authorized me, acting on their behalf, to acknowledge the foregoing offers of dedication, and to accept all streets, alleys or other public ways or places and drainage easements subject to their improvement in accordance with City of Victorville Standards.

B. For Tract Maps:

I hereby certify that the City Council of the City of Victorville, by a motion duly seconded and passed, approved the annexed tract map on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and acknowledged the foregoing offers of dedication and accepted all streets, drainage easements, landscape easements, and lots \_\_\_\_ and \_\_\_\_ in fee simple, subject to their improvement in accordance with City of Victorville Standards. The City of Victorville also accepted the "Non-Vehicular Access" rights.

Dated: \_\_\_\_\_

\_\_\_\_\_  
City Clerk of the City of Victorville  
State of California

By: \_\_\_\_\_  
Deputy

### 11. City Council's Abandonment Certificate

I hereby certify that, pursuant to Sections 66434(g) and 66499.20-1/2 of the Subdivision Map Act, the recordation of this tract map constitutes abandonment by Victorville's City Council of the (east) \_\_\_\_\_ feet of that \_\_\_\_\_ foot wide offer of dedication to the City of Victorville per \_\_\_\_\_, also known as "\_\_\_\_\_ Street" and said \_\_\_\_\_ are/is within the subdivision boundary line of this final map and not shown herein.

Dated: \_\_\_\_\_

\_\_\_\_\_  
(Name of Current City Clerk)  
City of Victorville  
State of California

By: \_\_\_\_\_  
Deputy

### 12. Auditor's Certificate

I hereby certify that according to the records of this office, as of this date, there are no liens against the real property shown upon the annexed map for unpaid State, County, Municipal or local taxes or special assessments collected as taxes, except taxes or special assessments not yet payable, estimated to be \$\_\_\_\_\_.

Dated: \_\_\_\_\_ (Name of Current County Auditor/Controller Recorder)  
County Auditor/Controller-Recorder  
County of San Bernardino, California

By: \_\_\_\_\_  
Deputy

### 13. Board of Supervisors' Certificate

I hereby certify that a bond in the sum of \$\_\_\_\_\_, has been executed and filed with the Board of Supervisors of the County of San Bernardino, State of California, conditioned upon the payment of all taxes, State, County, Municipal or local, and all special assessments, collected as taxes, which at the time of the filing of the annexed map with the County Recorder are a lien against said property, but not yet payable and that the subdivider has filed

with me a certificate by the proper officer giving his estimate of the amount of said taxes and special assessments, and said bond is hereby accepted.

Dated: \_\_\_\_\_ (Name of Current Clerk)  
Clerk of the Board of Supervisors  
County of San Bernardino, California

By: \_\_\_\_\_  
Deputy

#### 14. San Bernardino County Recorder's Certificate\*

This map has been filed under Document Number \_\_\_\_\_, O.R. this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, at \_\_\_\_\_ am/pm, in Book \_\_\_\_\_ of \_\_\_\_\_ at pages \_\_\_\_\_, at the Request of \_\_\_\_\_ in the amount of \$ \_\_\_\_\_.

(Name of Current Auditor/Controller Recorder)  
Auditor/Controller-Recorder  
County of San Bernardino, California

By: \_\_\_\_\_  
Deputy Recorder

\*Note: The Recorder's Certificate can be placed at lower or upper right of map title sheet.

#### 15. Amending Maps

The amending map may be a reproduction on linen or polyester base film of the original map to be amended. Space shall be provided for the Recorder's stamp in accordance with the requirements of the San Bernardino County Recorder. The words "Amending Map" shall appear prominently on each sheet of the map near the Tract Map number or Parcel Map number. The following certificate will be added to the original title sheet:

##### CITY ENGINEER'S STATEMENT (Amending Map)

I hereby state that I have examined the annexed amending tract/parcel map and that the only changes made are those set forth in Section 66469 of the Subdivision Map Act and I am satisfied that this map is technically correct.

Dated: \_\_\_\_\_  
\_\_\_\_\_  
City Engineer  
City of Victorville, California  
RCE No. \_\_\_\_\_ Exp. \_\_\_\_\_

/yb Revised 6/1/07  
Revised 7/25/07 (pgs. 20-26)