POOR LEGIBILITY

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City Engineer 6 April 1953

Mr. J. J. Jordan, Superintendent
Southern Pacific Railroad Company
Third and Townsend Streets
San Francisco 7, California

Dear Mr. Jordan:

The City of Mountain View is proposing the installation of a 12" sanitary sewer line on Whisman Road which must cross your tracks at Evelyn Avenue, as shown on the enclosed sketch. Also please find enclosed a preliminary draft of the specifications. We respectfully request this permission.

It is our intent to specify that the contractor may either jack a C.M.P., 10 gauge, casing into place or dry bore and place a steel, 10 gauge, casing. The sewer pipe, as we propose to specify, may either be vitrified clay with bituminous compound joints, or cast iron pipe with lead joints.

The City hopes that the dry bore method will meet with your approval since the encountering of large rocks does not interfere so much with this operation as with the jacking of C.M.P. operation. The gas company had considerable trouble with their crossing due to the large rocks.

The top of the pipe will be approximately 9' under the track roadbed. The length of the crossing will be 60 feet. This provides the nearest open cuts to be 8.5 feet from the center of the spur track at one end and 10 feet from the center of the main track at the other end.

This office hopes that we will be able to present a finished set of drawings and specifications to the City Council on Wednesday, April 22, 1953. We therefore would appreciate a reply from you as soon as possible.

Thank you very much for your kind and prompt attention.

Yours very truly,

VWL:po
encs.

VICTOR W. LAUDERBACH
Deputy City Engineer

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CROSSING WHITE RAILROAD TRACKS

WHISMAN ROAD OUTFALL TRUNK SEWER

Where the proposed sewer line crosses the railroad track as shown on the plans, it shall be placed in a 60' casing placed under the roadbed either by jacking or by dry boring. Whether the casing be C.M.P. or steel pipe, it shall be 10 gauge. No concrete pipe shall be allowed in the casing. The contractor may use either vitrified clay pipe or cast iron pipe of the size called for. The clay pipe shall be layed with a hot bituminous joint compound. The cast iron pipe shall be layed with lead joints. Water tight concrete or brick bulkheads shall be constructed at each end of the casing for a thickness of one foot to prevent any leakage from the ends of the casing.

No open excavation shall be allowed within 8.5 feet of the center of the spur track nor 10 feet from the center of the main track. Planking shall be placed across the top of the trench for a distance of ten (10) feet on each side of the railroad roadbed with handrails at the far ends of both platforms to provide a safe walkway for trainmen.

Installation of the casing, placing of the pipe and all of the work incidental to this operation shall meet with the approval of the Railroad Company.

The necessary bonds shall be posted with the Railroad Company and notice shall be given at least two (2) weeks prior to the start of any work adjacent to or under the roadbed.