

Special conditions have been met according to their several demands. In this way have been provided cast iron pipe at railroad crossings and concrete jackets at creek crossings.

Grades have been computed to maintain the water surface at uniform slope during maximum flow. Size changes have been accordingly effected largely by lowering the invert of the larger conduit.

Free discharge to the river is not practicable. At normal river stage the invert will be submerged about 1.6 foot (5 foot sewer) at Lock 6. Complete submergence will obtain during periods of quite high river and will occur each year.

Estimates

Estimates of cost have been made in detail. Prices have been accepted at current rates although there should be a tangible decrease before actual construction is started.

In the case of trunk sewers of larger than vitrified pipe size, estimates have been made on the basis of brick construction, although other types will be found suitable.

Much of the trunk line construction has been located in private property. Often such location is a benefit to the property concerned and in such cases no allowance has been made for purchase of easements. Elsewhere a quite moderate amount for this purpose has been included in the total cost.

Engineering -- including the preparation of detailed construction plans and of easement plats; and inspection charges for construction have been included in the totals.

The estimated costs of construction for trunk sewers are shown in summary in Table 5.