

STATE OF OREGON

First Annual Report

OF THE

HIGHWAY ENGINEER

FOR THE

Period Ending November 30, 1914



SALEM, OREGON :
STATE PRINTING DEPARTMENT
1914

This shows an overcharge to the county on this basis of \$17,532.00, which is a profit to the contractor on the steel alone of 105 per cent.

The county paid the Coast Bridge Company \$4,550.00 for erecting the superstructure. This is at the rate of \$24.00 per ton. An average figure for erection would be \$20.00 per ton.

Contract for the substructure on this bridge was let to Beebe & Stevenson for \$29,483.50. We have not had an opportunity of investigating the reasonableness of this figure.

LANE COUNTY

Ferry Street Bridge—

Located at Eugene over the Willamette River. Consists of one 100-foot and one 120-foot Warren pony steel spans, and one 300-foot, Pratt, pin-connected through, steel span.

Price paid Coast Bridge Company for the 300-foot and 100-foot spans, f. o. b. Eugene.....	\$23,700.00
Weight of these two spans 127.2 tons, which gives unit price, f. o. b. Eugene, \$186.32 per ton.	
Mill price at Pittsburg on this date was \$28.00 per ton. Steel cost contractor, 127.2 tons at \$75.00 f. o. b. Eugene.....	9,540.00
As county paid \$23,700.00, profit to contractor on steel was 148%, or.....	\$14,160.00
Deducting from this a fair profit of 15 per cent.....	\$1,431.00
And engineering fee of 5 per cent, for plans, etc.....	548.00
	<u>1,979.00</u>

The sum which was lost to taxpayers on this transaction..... \$12,181.00

After this work was started an additional span was purchased as follows:

One 120-foot Warren pony riveted span, weight 21.4 tons, price paid, f. o. b. Eugene.....	\$3,750.00
A unit price of \$175.20 per ton.	
Cost of steel to contractor at \$75.00.....	1,605.00
	<u>2,145.00</u>
Giving contractor a profit of 135 per cent.....	\$240.00
Deducting from this a 15 per cent profit.....	95.00
And allowing 5 per cent for plans, etc.	335.00
	<u>\$1,810.00</u>

This makes a total overcharge on the superstructure, \$13,991.00.

An additional payment was made to the Coast Bridge Company of \$3,750.00 for "necessary changes and additions."

The substructure and the erection of the superstructure was bid in by the Coast Bridge Company for \$10,800.00. Total cost of bridge to the county was \$42,000.00.

YAMHILL COUNTY

Newberg Bridge—

This bridge is located near Newberg, across the Willamette River, between Marion and Yamhill Counties. The bridge consists of one 273-foot Warren riveted steel span with cantilever arm of 105 feet, and one 147-foot Howe riveted steel span with cantilever arm of 105 feet. These cantilever arms support a 105-foot Warren pony, riveted steel span. Width of roadway, 20 feet, with wooden hand railing and deck. Clearance above low water, 90 feet. Bridge completed, January, 1914. Substructure

consists of tubular steel piers filled with concrete. Weight of steel, superstructure, 263 tons, complete. Weight of steel in tubular piers, 90 tons.

NEWBERG BRIDGE ACCOUNT FROM COUNTY TREASURER'S BOOKS
Dates and amounts of warrants issued to cover payment of Newberg Bridge.
"Special Newberg Bridge account."

March 6 1912	.....	\$15,500.00	
24	.....	4,500.00	
April 3 1913	.....	5,500.00	
July 8	.....	9,500.00	
Sept. 9	.....	10,000.00	
Nov. 5	.....	9,686.00	
	.....	8,000.00	
Dec. 8	.....	20,663.98	
Jan. 14 1914	.....	528.70	\$83,878.68
Total cost to Marion and Yamhill counties.....			\$83,878.68
Steel contract with Northwest Steel Co.			19,686.00
Substructure, erection of superstructure and approaches, paid to Coast Bridge Co.			\$64,192.68

Calculation of Cost of Construction—

Metal in tubes, 90 tons, at \$60.00.....	\$5,400.00	
Excavation, wet, 380 cubic yards, at \$5.00.....	1,900.00	
Excavation, dry, 115 cubic yards, at \$1.00.....	115.00	
Erection of tubes, 90 tons, at \$10.00.....	900.00	
Piling in tubes, 1,360 feet, at 50c.....	680.00	
Concrete in tubes, 712 cubic yards, at \$7.50.....	5,349.00	
Approaches, 1,127 feet, at \$4.50.....	5,072.50	
Labor on 273 feet of approach (extra).....	273.00	
Paint, hardware account.....	27.30	
Erection of superstructure, 263 tons, at \$20.00.....	5,260.00	
Decking (extra).....	49.68	
Roadway on spans, 135.17 M, at \$20.00.....	2,700.00	\$27,717.48
Bridge Company's profit, 131 per cent.....		\$36,475.20
Allowing a contractor's profit of 15 per cent.....	\$4,157.60	
And engineering fee of 5 per cent on entire job.....	2,578.05	6,735.65
Amount of money lost to taxpayers.....		\$29,729.55

On March 26, 1913, a payment of \$4,500.00 was made for steel to the Northwest Steel Company. On April 5, 1913, a second payment for steel was made to this company of \$5,500.00. This made a total payment, on a steel contract for \$19,686.00 of \$10,000.00 just 17 days after the contract was entered into, which was March 19, 1913. The steel was not delivered for six months.

Records further show that a payment of \$15,500.00 was made on this bridge in November, 1912, to the Coast Bridge Company, five months before the contract was made with this company, which was March 19, 1913. The excessive cost of this bridge to the taxpayers is mostly due to the fact that there was not full and open competition when the bids were open. The letting of the contracts for the construction of the bridge and all details connected therewith were handled by the Yamhill County Court. The Marion County Court paid \$41,192.68, or about one-half of the cost of the structure.