Bridge Advertisement

Van Buren Bridge, #02728, Benton and Linn Counties

The Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) are planning highway improvements that will impact the Van Buren Bridge (#02728), a structure eligible for listing in the National Register of Historic Places. Federal law requires any state proposing demolition of a historic bridge for a bridge replacement project using federal funds to first make the historic bridge available for donation to a state, locality, or private citizens, free of charge, providing certain conditions are met.

The existing Van Buren Bridge over the Willamette River in Corvallis is a one-lane bridge consisting of a 249-foot combination pin-connected and riveted steel Pratt through truss center-bearing swing span, a 171-foot pin-connected steel Parker through truss, a 57-foot riveted steel Warren pony truss and approach spans to the east and west that was designed by Andrew J. Porter and the Coast Bridge Company and constructed in 1913. Technical challenges and substantial costs associated with relocating and reconstructing the bridge should be anticipated.

Individuals and organizations interested in taking all or part of the bridge are invited to submit a proposal for reuse. Financial assistance, as described by FHWA, is available to help with bridge reuse. Details about the bridge as well as information about making a reuse proposal can be found below.

Marketing this historic bridge to a responsible party is required under Title 23, U.S. Code, Section 144.

Bridge Location

County: Benton and Linn Counties
Road: OR34 (Highway 210EB)
Feature Crossed: Willamette River
Other Location Information: Corvallis, Oregon
Structure Number: 02728

Bridge Information

Owner: Oregon Department of Transportation
Type: Combination pin-connected and riveted steel Pratt through truss swing span, pin-connected steel Parker through truss and riveted steel Warren pony truss span with timber trestle approaches
Length: 249’ Pratt swing span, 171’ Parker, 57’ Warren pony, 708’ overall
Width: 18’-6” curb to curb
Year Built: 1913

Builder: Andrew J. Potter, Engineer and Coast Bridge Company, Fabrication and Construction
Current Load Rating: Load posted 20,000 single axle, 34,000 tandem, max gross weight 80,000.
History of Modifications, Rehabilitations, etc.: Removal of western pony truss after damage in 1962 Columbus Day Storm; swing span no longer operable; replacement of some timber supports with steel; bridge repainting to include removal or containment of lead paint, removal of pack rust, rivet replacement, hip plate retrofits and other related repairs in 2007; deck asphalt repaved in 2019.

Description

Bridge #02728, the Van Buren Bridge, is comprised of four main unit spans and 12 approach spans with a total length of 708'. The substructure consists of one concrete abutment with wing walls, four piers, and one circular concrete pivot pier at center of the swing span. The west approach measures 60' while the east approach measures 171' – both are comprised of timber pile trestles with some steel reinforcement. The superstructure includes the primary span, a 249' combination pin-connected and riveted steel Pratt through truss center-bearing swing span, the secondary span, a 171' pin-connected steel Parker through truss, and the east span, a 57' riveted steel Warren pony truss. The primary and secondary span's lower chord is made of punched rectangular eyebars while the verticals are made of channels with lacing and the diagonals are made of rectangular eyebars. The inclined end posts and upper chords are made of two channels with top plates and lacing underneath. The deck of the bridge is asphalt on timber over steel stringers and is 18'-6" wide, curb-to-curb. The bridge has a thrie-beam rail on the roadway and a wooden rail on the pedestrian walkway.

The bridge was constructed in 1913 as the first bridge across the river at Corvallis. Originally owned by Benton County, the Oregon Department of Transportation purchased the bridge in 1938. The Van Buren Bridge is eligible for the National Register of Historic Places under criteria A and C for local significance in politics/government and national significance in transportation and engineering. It is a rare remaining example of a vehicular pin-connected swing-span type.

Proposal Information

ODOT is now accepting proposals for the relocation and reuse of the bridge or its components. ODOT is offering the Van Buren Bridge on an "as-is" basis and does not state or imply any warranty as to its structural soundness, although extensive rehabilitation work was conducted in 2007, as detailed above.

The recipient must agree to maintain the bridge and the features that give it historic significance and assume all future legal and financial responsibility for the bridge. Up to 100% of the demolition costs as described by FHWA (what would have been spent to demolish the bridge) is potentially available to reimburse recipients for reuse. If these demolition funds are used by the recipient, Federal law prohibits using any other Title 23 Federal transportation funder for the bridge in the future. Therefore, applicants should consider if other programs might be more beneficial for their project. The applicant may use other Federal funds (other

than demolition funds) to relocate bridges, such as Transportation Alternatives Program (TAP) or Recreation Trails Program (RTP) funds. Applicants should also be aware that "Buy America" provisions of Federal grants will apply, even for projects involving historic bridges. Waivers for the Buy America provisions can be obtained, but the process takes 6-12 months and should be factored into projected schedules for grant timelines.

All proposals for individual spans of the Van Buren Bridge will be entertained, but will be ranked lower than proposals for reuse of all of the spans. ODOT will send well-developed proposals to the Federal Highway Administration and the Oregon State Historic Preservation Office for review and approval. ODOT will give preference to respondents who can relocate the Van Buren Bridge within the construction contract's time frame, anticipated in the summer of 2022, and whose proposals demonstrate a commitment to maintaining the bridge and the features that give the historic bridge its historic significance at a publicly accessible site. Preservation covenants may accompany the bridge.

Proposals should include the following information:

1. Map(s) showing the new location of the historic bridge or its elements. This could include USGS topographic maps, city maps, or labeled aerial photographs, etc.
2. Images of the site where the historic bridge or its elements would be relocated to, including general photographs of the area and specific views of the location for the new substructure.
3. The proposed route for moving the bridge to the new site.
4. A description of how the bridge or elements will be reused.
5. A dismantling and relocation plan which should specify:
    a. How the bridge will be dismantled
    b. The name of the contractor, if known, involved in moving the bridge
    c. How the various components will be coded for property reassembly (if applicable)
    d. What rehabilitation work will be performed on the structure
6. Estimated time necessary for rehabilitation and/or estimates of the time before the bridge will be put into reuse.
7. Cost estimates for relocation and rehabilitation.
8. A statement of willingness to accept ownership of the bridge and all future legal and financial responsibility for the bridge, which may include an agreement to hold ODOT harmless in any liability action.
9. A plan demonstrating how the Secretary of the Interior's "Standards for Rehabilitation" will be utilized to preserve the bridge and features which make it historically significant.

    Complete proposals can be mailed to Hayli Reff, Architectural Historian, 455 Airport Rd SE Building B Salem, Oregon 97301. Please contact Ms. Reff with questions at hayli.reff@odot.state.or.us or 503-986-2654.