WELCOME
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Tonight, we invite you to:

- Sign up and receive future updates
- Visit each station and learn more about the project
- Ask questions and talk with a staff member
- Complete a comment form to share your thoughts
PROJECT OVERVIEW AND GOALS

The Van Buren Bridge Project will construct a seismically-resilient eastbound bridge on OR 34 over the Willamette River. Design will be complete by September 2021. Construction is expected to start in 2022.

**Cost:** $9 million for design, $60 million for construction.

**Funding:** $69 million from Oregon’s Fix-It and HB 2017 bridge seismic funding.

The role of the existing bridge will be determined this summer through historic resource planning.
PROJECT HISTORY

It was first proposed to replace the bridge more than 20 years ago, but no funding was available.

1979-1983: Final Environmental Impact Statement. This study was conducted to consider an alternate route for traffic to bypass the central business area of Corvallis.

2004: Plans are revived. By 2006, options include a new bridge parallel to the existing bridge; and a curved bridge between the old bridge and the Harrison Street Bridge. By 2007, an additional option includes a bypass north to connect with Oregon 99W, but no funding is secured.

2005: Environmental Baseline Report. This environmental study assisted with determining requirements for the new Van Buren Bridge.

2005: Bridge and Roadway Alternatives Report. This design study was to assist in locating a new Van Buren Bridge.

2008-2009: Existing Traffic Conditions Report. This document focused on conducting additional traffic studies.

2017: The State Legislature’s passage of House Bill 2017 augments bridge funding and revives the project’s planning.

This effort will build upon these previous efforts.
2005 ALTERNATIVES REVALIDATION

HOW ARE PREVIOUS EFFORTS BEING CONSIDERED IN THIS CURRENT PROCESS?

The previous alternative analysis done in the 2005 Bridge and Roadways Concepts Report took a look at a wide range of alternatives. Yet recognizing that work is almost 15 years old and per the requirements of the USDOT, which insures that a current and relevant set of alternatives is considered whenever there is potential for a removal of a nationally significant historic bridge, ODOT is validating the conditions, assumptions and analysis that led to those alternatives – including the following:

**Alternative A: Widening the Harrison Bridge**

**Alternative B: Retrofitting and Retaining the Existing Bridge**

**Alternative C: Building a Southern Bridge**
THE EXISTING BRIDGE

Year completed: 1913.

Design features: One lane of motor traffic and a pedestrian path.

Annual average daily traffic: 10,800 vehicles per day.

National Bridge Inventory sufficiency rating: 48.9 on a scale of 100; a score of 50 or less recommends replacement over repair.

Considered for replacement because:

- It’s too narrow to add lanes.
- It’s vulnerable to earthquakes.
- Its rails and transitions are substandard and raise safety concerns.
- A 1995 evaluation recommended it be replaced by 2005 because of steel fatigue. (It is inspected bi-annually as a safety precaution.)
- Recent inspections have noted underwater erosion of its concrete piers and footings.
- Its construction and condition require vehicle height and weight restrictions.
## OR 34: Van Buren Bridge Design Phase

### VAN BUREN BRIDGE PROJECT TIMELINE

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### DESIGN CONCEPT
- Historic Resource Planning
- Concept Design Complete

### FINAL DESIGN

### BID
- Final Plans Complete
- Bid Opening

### CONSTRUCTION
- Construction Complete
  Approx. 2-2½ Years After Bid Opening

### PRIOR WORK
- Final Environmental Impact Statement: 1979-1983
- Plans are Revived: 2004
- Environmental Baseline Report: 2005
- Bridge and Roadway Alternatives Report: 2005
- Project Starts: February 27, 2019
WHAT TO DO WITH THE EXISTING BRIDGE
HISTORIC RESOURCES PLANNING

With the utilization of federal funds, this project requires compliance with Section 106 of the National Historic Preservation Act, a procedural law that requires agencies to consider the effects on historic properties. A Bridge Repurposing Study will look at the alternatives for use of the existing bridge.

This Bridge Repurposing Study investigates the need for a new bridge and the possible outcomes of the existing bridge, should the City or other 3rd party choose to take ownership of the existing bridge at its present or relocated location. Additional project alternatives not listed in this document and not directly related to City or 3rd party ownership of the existing bridge are being concurrently examined or revalidated.

The three alternatives studied are:

**ALTERNATIVE 1:** Repurpose it for walking, biking and more

**ALTERNATIVE 2:** Relocating the existing bridge

**ALTERNATIVE 3:** Dismantle it
AREA OF PROJECT EFFECT

This effort will include identification of historic properties within the project area through field survey and background research; assessment of potential effects to historic resources that are identified; and the resolution of adverse effects to historic resources, if needed. These efforts will be conducted with consultation from the Oregon State Historic Preservation Office, project stakeholders, and the general public.

A Historic Resource Baseline Report has already been conducted and will inform further identification of historic properties. Additionally, a revalidation will occur for the previously-documented Corvallis Downtown Historic District which has the potential to be affected by the project and features resources not situated within the project Area of Potential Effect (APE).

The public is encouraged to submit historical information for resources within the APE and within the potential historic district.
ALTERNATIVE 1:

REPURPOSE IT FOR WALKING, BIKING AND MORE

A new bridge could be built alongside the existing bridge, allowing the existing bridge to stay in its historic location and be used for walking, biking and other non-vehicular uses.

TRADE-OFFS AND CONSIDERATIONS

- A new bridge will have separated paths for biking and walking, so the existing bridge won’t be required for pedestrians to cross the river.

- The existing bridge would need to be carefully analyzed to verify the capacity of the structure to carry pedestrian loads.

- To safely accommodate pedestrians on the existing bridge, it would need to be modified. This would require removing the existing sidewalk to prevent its use, and retrofitting the main travel lane to incorporate pedestrian safety railing and loading requirements.

- The approach spans would need to be replaced to make room for the replacement bridge and create new access to the existing bridge.

- A new bridge would likely be built at a higher elevation to provide the minimum navigable channel required by the United States Coast Guard (USCG) with the unintended consequence of obstructing northward views from the existing bridge.

COSTS

CONSTRUCTION: More than $12 million
ANNUAL MAINTENANCE: About $150,000
ALTERNATIVE 2:

RELOCATING THE EXISTING BRIDGE

The existing bridge’s steel truss spans could be dismantled and moved to a public park in the area, to serve as a historic exhibit or pedestrian feature. Five theoretical locations in the city were looked at for cost estimating purposes. The future location would need to be determined by a new owner.

TRADE-OFFS

Along with the cost of moving, the bridge spans would need:

• A new deck and safety railings.
• Site preparation, with a wide range of cost depending on the site chosen.

COSTS

CONSTRUCTION: Estimated at $7 to 10 million (including a temporary work bridge and removal of the existing bridge’s underwater piers and footings), depending on the new location.

ANNUAL MAINTENANCE: $145,000
ALTERNATIVE 3: DISMANTLE IT

The existing bridge could be removed and demolished. Some of the work would be similar to moving the bridge — including building a temporary work bridge and removing underwater piers and footings — with similar costs.

TRADE-OFFS AND CONSIDERATIONS

If demolition of the existing bridge is identified as the appropriate course of action, the cost of removing the existing structure will be incorporated into the construction package of building the new bridge. The anticipated length of time to complete demolition work is less than one year.

COSTS

Mobilization, work bridge construction, debris containment measures, and removal of bridge components. Over $4 million.