

Reasons to Repurpose the Bridge

Relocating the historic Van Buren Bridge as a pedestrian crossing will NOT in any way jeopardize the construction of the new bridge, nor result in a major cost to the City. A new bridge should be built.

Cost: Oregon Department of Transportation (ODOT) funds allotted for demolition are available to the new owner to relocate the Van Buren Bridge. Grants and other resources are also available.

Safe: People would be separated from cars and trucks on the relocated bridge dedicated to pedestrians and bicycles. On the Van Buren Bridge, large metal trusses have protected people from vehicles; the new bridge will have a 3.5 ft. barrier.

Sound: The Van Buren Bridge is structurally sound and well-maintained by ODOT. It will be moved onto new, seismically resilient substructures. It is only considered “functionally” obsolete because it has one lane, and its load limit for trucks.

Level: A flat, accessible grade for bicyclists, elderly and disabled; strollers, skateboards, walkers and wheelchairs. The new bridge grade is 5.0% (west) and 3.9% (east) (*the 30% design*), a little less than the Harrison bridge of 6.0% and 4.8%. The Van Buren Bridge is level, except for the very gently-sloped approaches.

Goal: To be environmentally and fiscally responsible by reusing a well-maintained bridge. To provide a safe river crossing for people of all ages and abilities; vehicle speeds will increase with two traffic lanes, and traffic volume will increase over time.

Question: *Why is ODOT not following the recommendations from its public processes in 1997 & 2004-06 to repurpose the Van Buren Bridge as a pedestrian/bicycle facility? ODOT should keep the Van Buren Bridge to give equal standing to pedestrians and bicylists, as a part of the State's transportation system.*

Van Buren Bridge Proposed New Location



Approximate new location for the Van Buren Bridge, 175 ft. upstream of its current location. It would connect with the new bridge project and the existing bicycle/pedestrian facilities across the river. (ODOT image, Van Buren Bridge added)

How can you help? Please contact:

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[Background photograph courtesy of the Benton County Historical Museum. "No. 07 New Bridge at Corvallis, Oregon." photo # 19940380129. A sister image with title: "New Steel Bridge across the Willamette River, Corvallis, Oreg. 1913"]

N'U, NEW BRIDGE AT CORVALLIS, OREGON.

Opportunity to Relocate the Van Buren Bridge for Walking, Bicycling, and more... and Why.



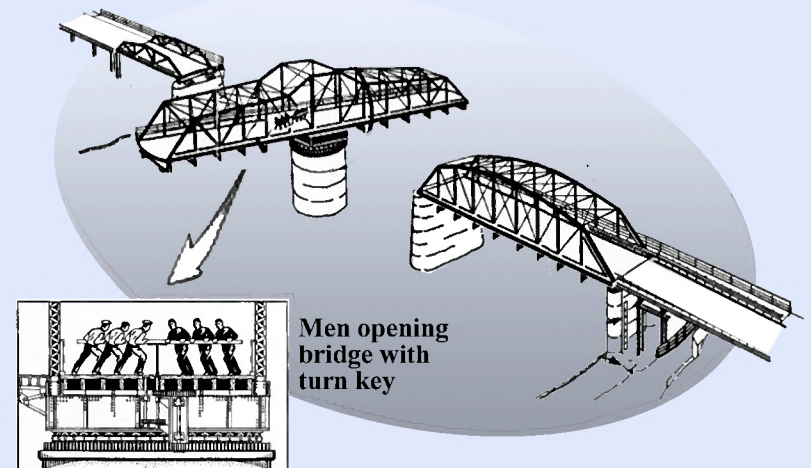
During the 2019 flood, did most people choose to cross the river on the arched Harrison bridge, or the level Van Buren bridge?

Van Buren Bridge, April 2019 without vehicles (*photo enhanced*); Bicyclist added to illustrate another very typical use.

PreservationWORKS!

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Men opening
bridge with
turn key

The 1913 historic Van Buren bridge was level by design so that it could pivot horizontally to open for steamboats (see sketch, above). It is the “oldest swing span bridge and last remaining pin-connected swing-span truss roadway west of the Mississippi River” (ODOT).