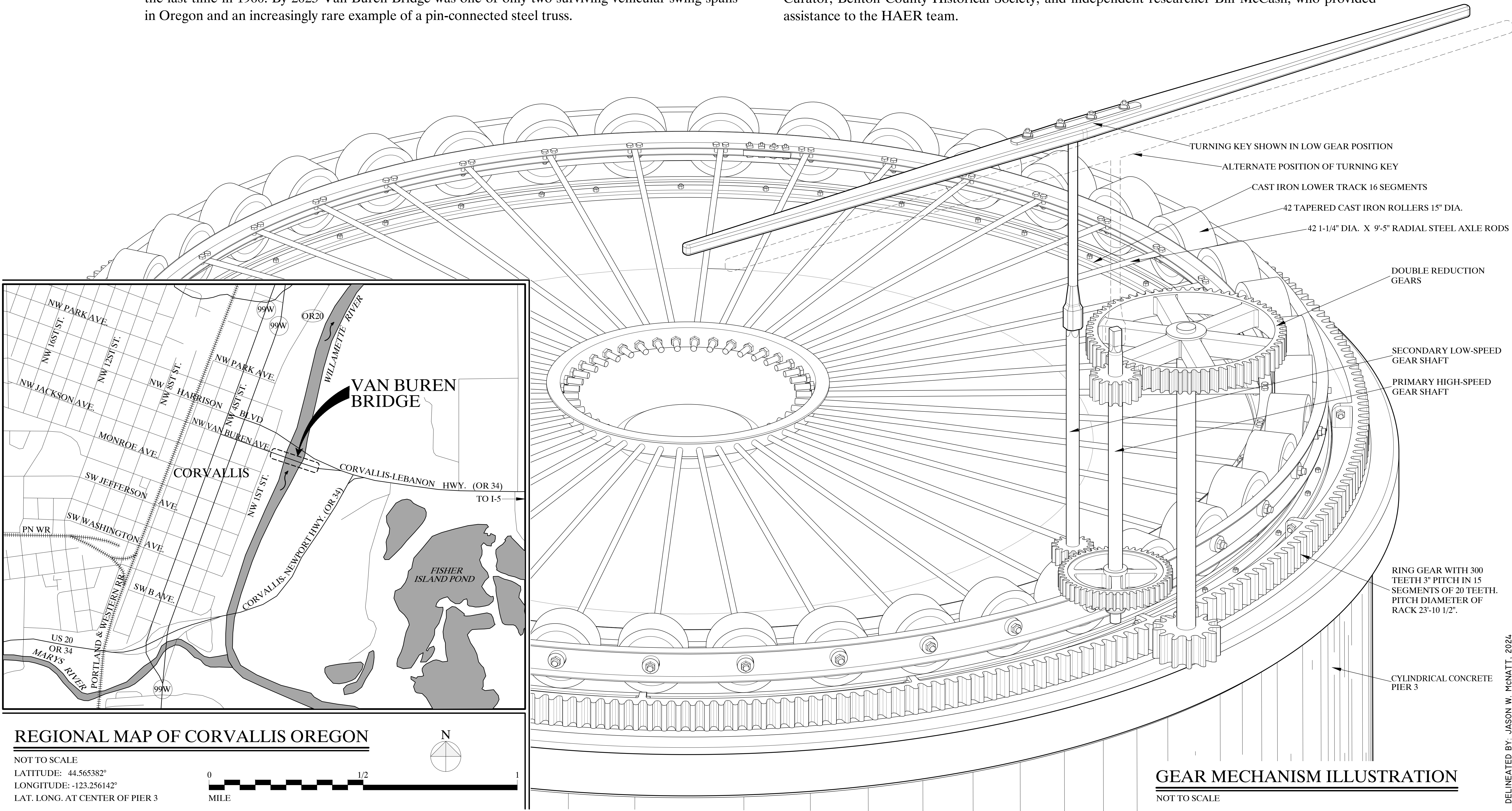
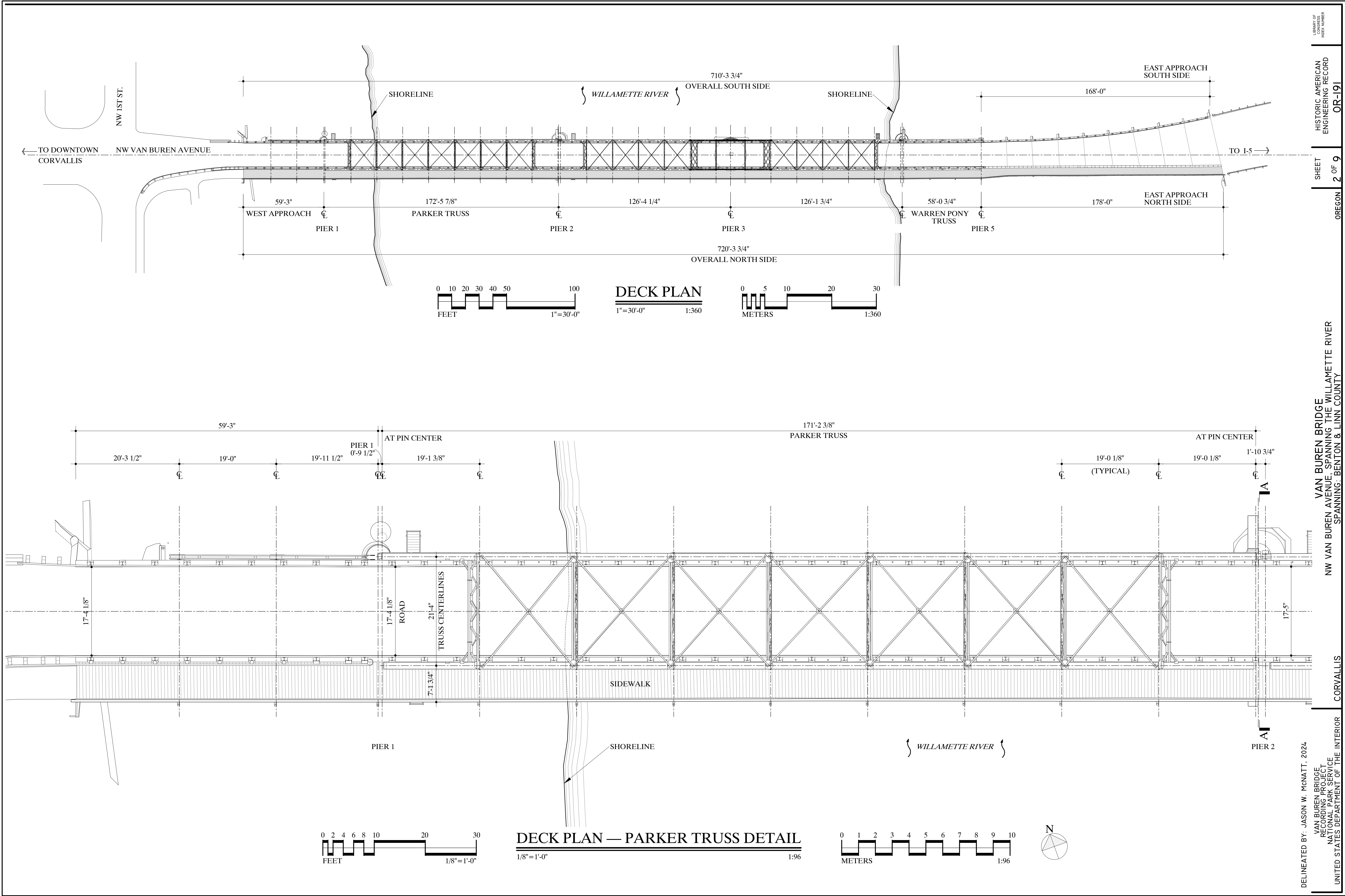


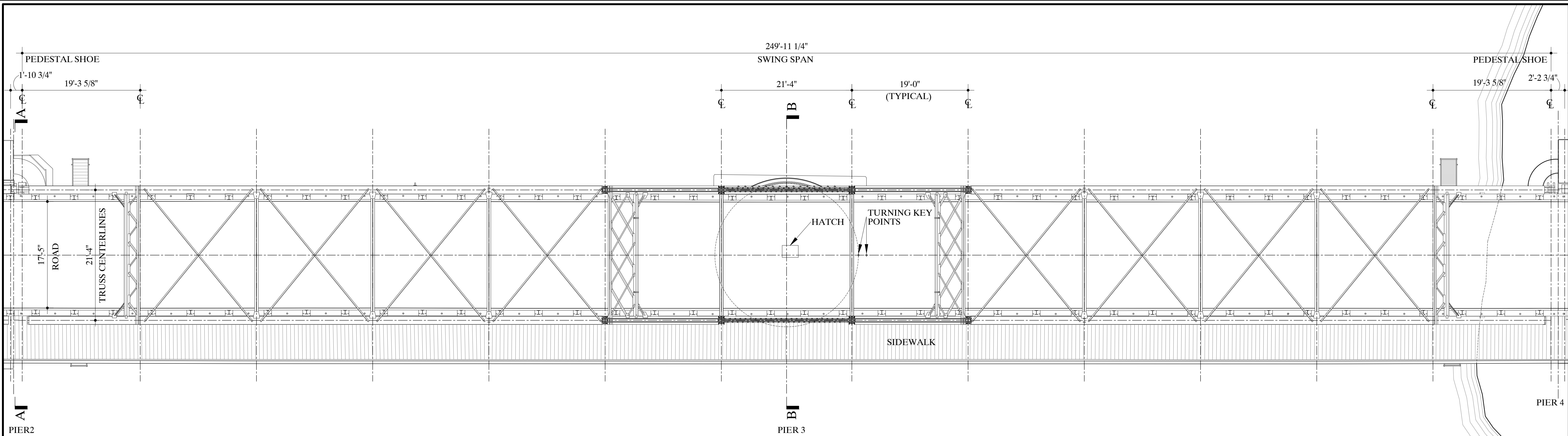
VAN BUREN BRIDGE - 1913

When it opened in 1913, the Van Buren Bridge was the uppermost movable bridge on the navigable portion of the Willamette River. It was the first bridge across the river at Corvallis, replacing a cable ferry located about 450' downstream (north). Built for Benton County by Coast Bridge Company of Portland, OR, the Van Buren Bridge had a human-powered swing span with two Pratt through trusses that could be opened to provide a 102'-wide navigation channel on either side of the central pier. Approach spans included a fixed pin-connected Parker through truss and two Warren pony-truss approach spans. George A. Sears of Coast Bridge Company prepared initial designs. Andrew Lee Porter served as construction superintendent on behalf of Benton County. The swing span opened for the last time in 1960. By 2023 Van Buren Bridge was one of only two surviving vehicular swing spans in Oregon and an increasingly rare example of a pin-connected steel truss.

The Oregon Department of Transportation sponsored the Van Buren Bridge Recording Project in 2023-24 as mitigation for removing the historic bridge. ODOT staff members who helped facilitate the project include Chris Bell, Christine Hildebrant, Kirsten Straus, Markus Schaff, and Jennifer Barrett. The documentation of the Van Buren Bridge was undertaken by the Historic American Engineering Record (HAER). HAER is part of the Heritage Documentation Programs (HDP) division of the National Park Service (Scott Keyes, Chief). The HAER field team consisted of Christopher H. Marston, Project Leader; Jason W. McNatt, Dana Lockett, Architects; Duncan Hay, Historian; and Justin Scalera, Photographer. Special thanks to Hamilton Construction Company; Patti Larkin, Curator, Benton County Historical Society; and independent researcher Bill McCash, who provided assistance to the HAER team.

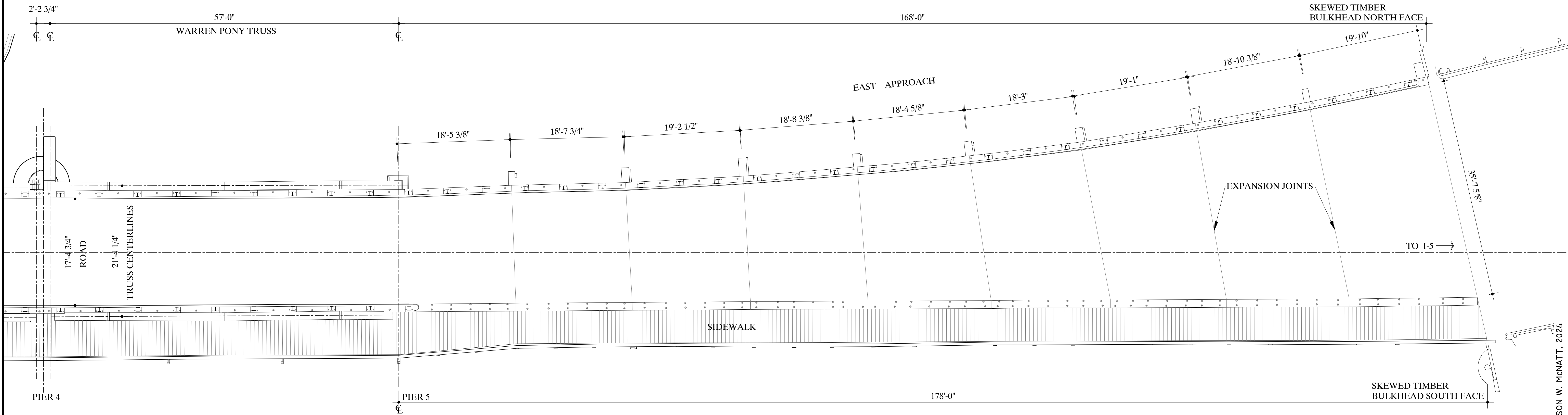






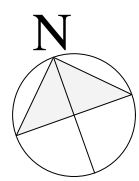
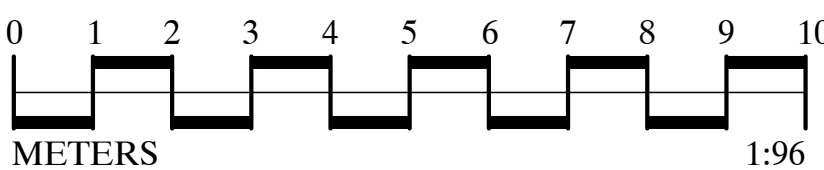
DECK PLAN — SWING SPAN DETAIL

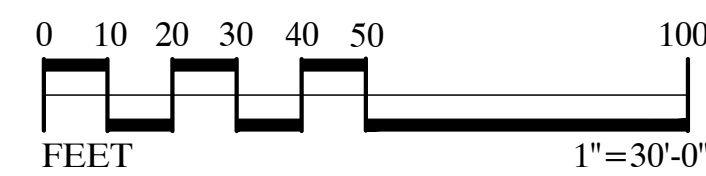
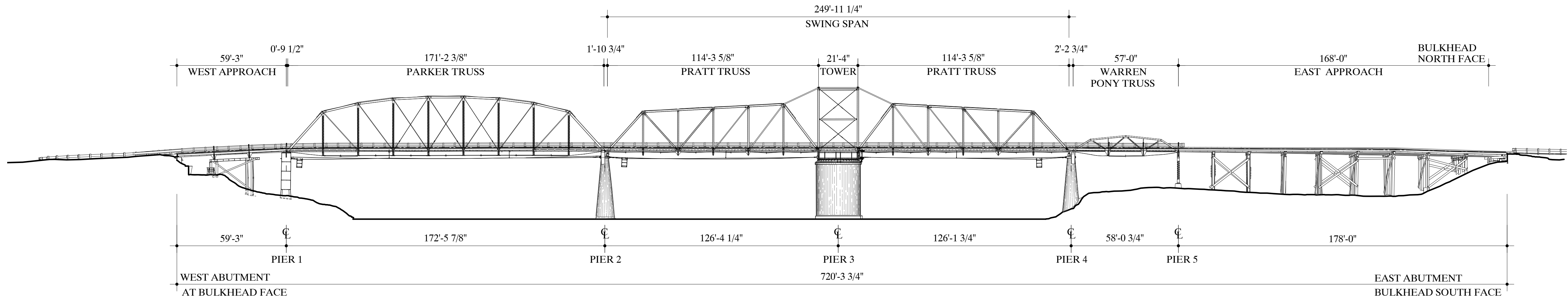
1/8"=1'-0" 1:96



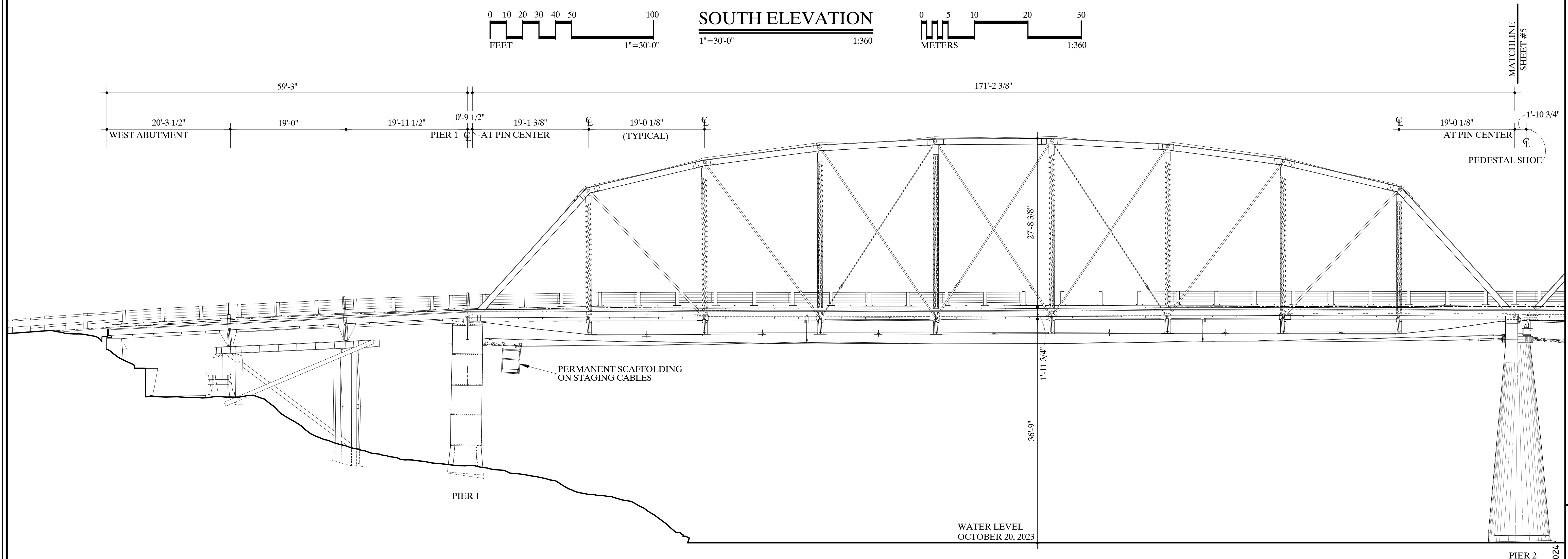
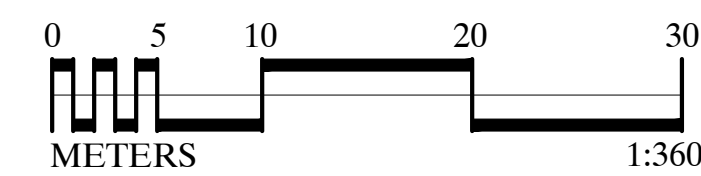
DECK PLAN — EAST APPROACH

1/8"=1'-0" 1:96

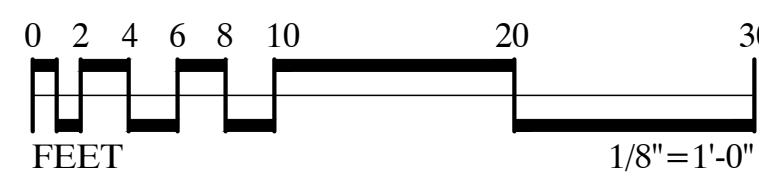




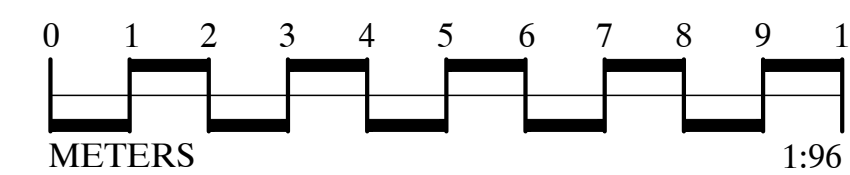
SOUTH ELEVATION
1" = 30'-0" 1:360

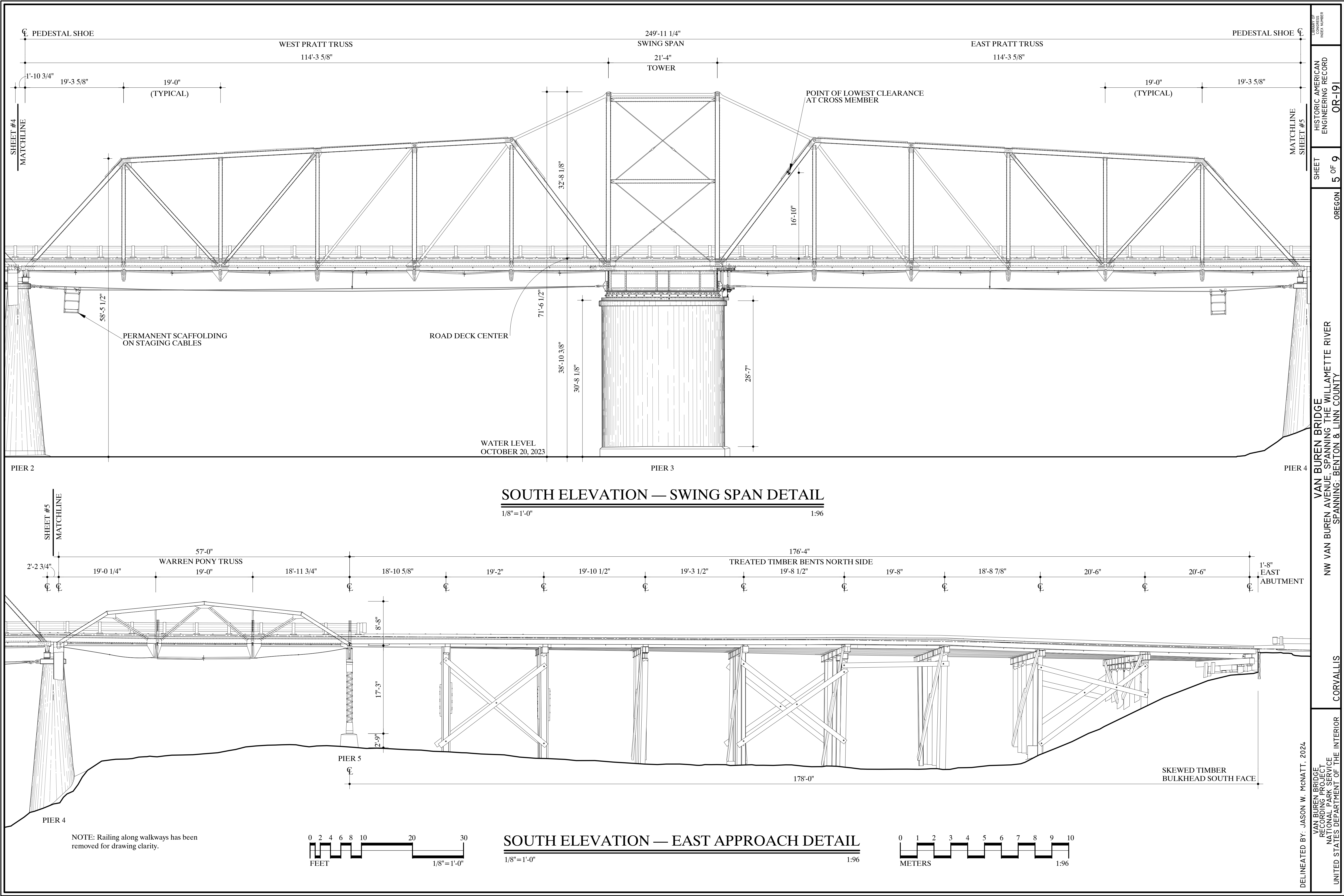


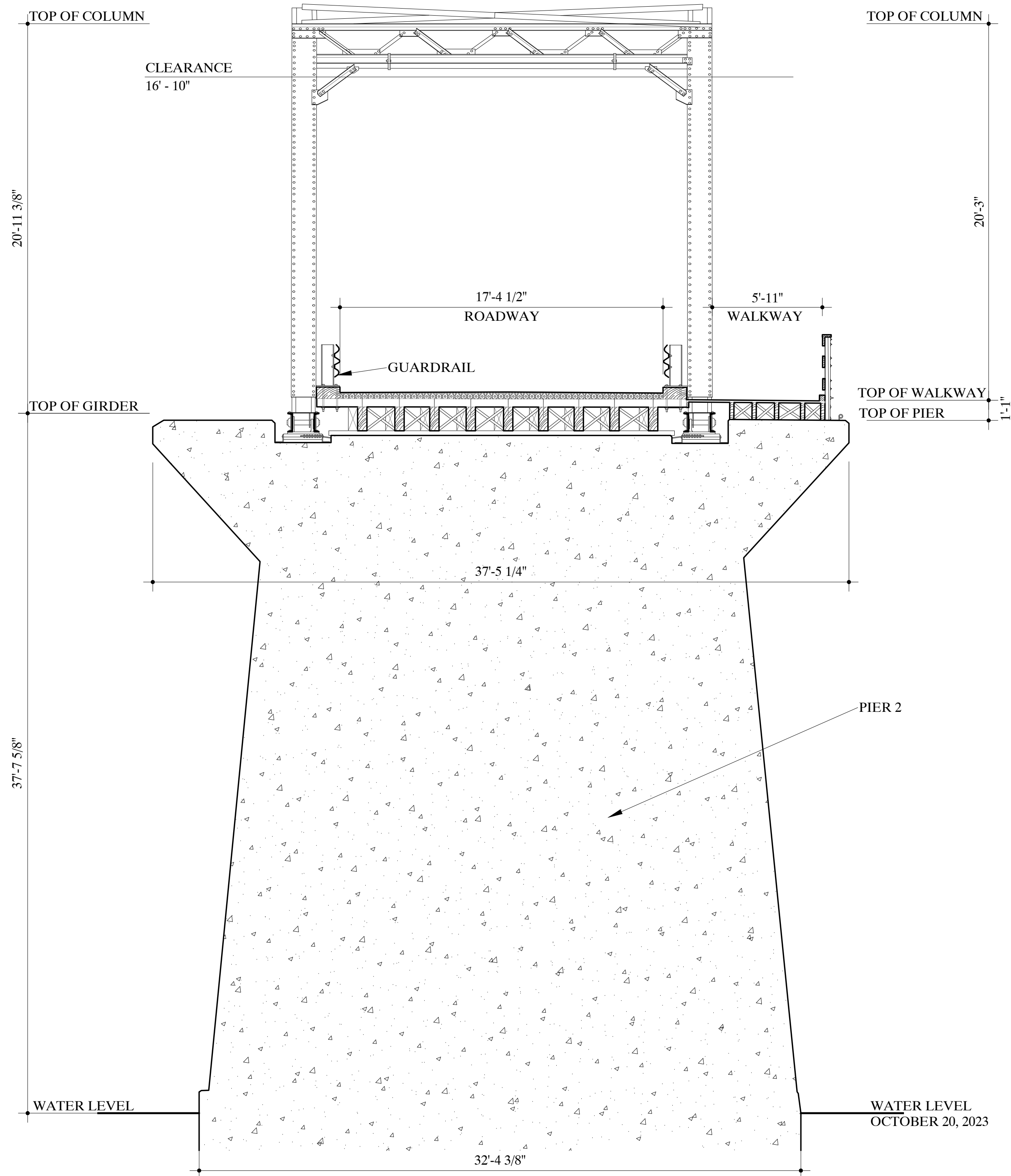
NOTE: Railing along walkways has been removed for drawing clarity.



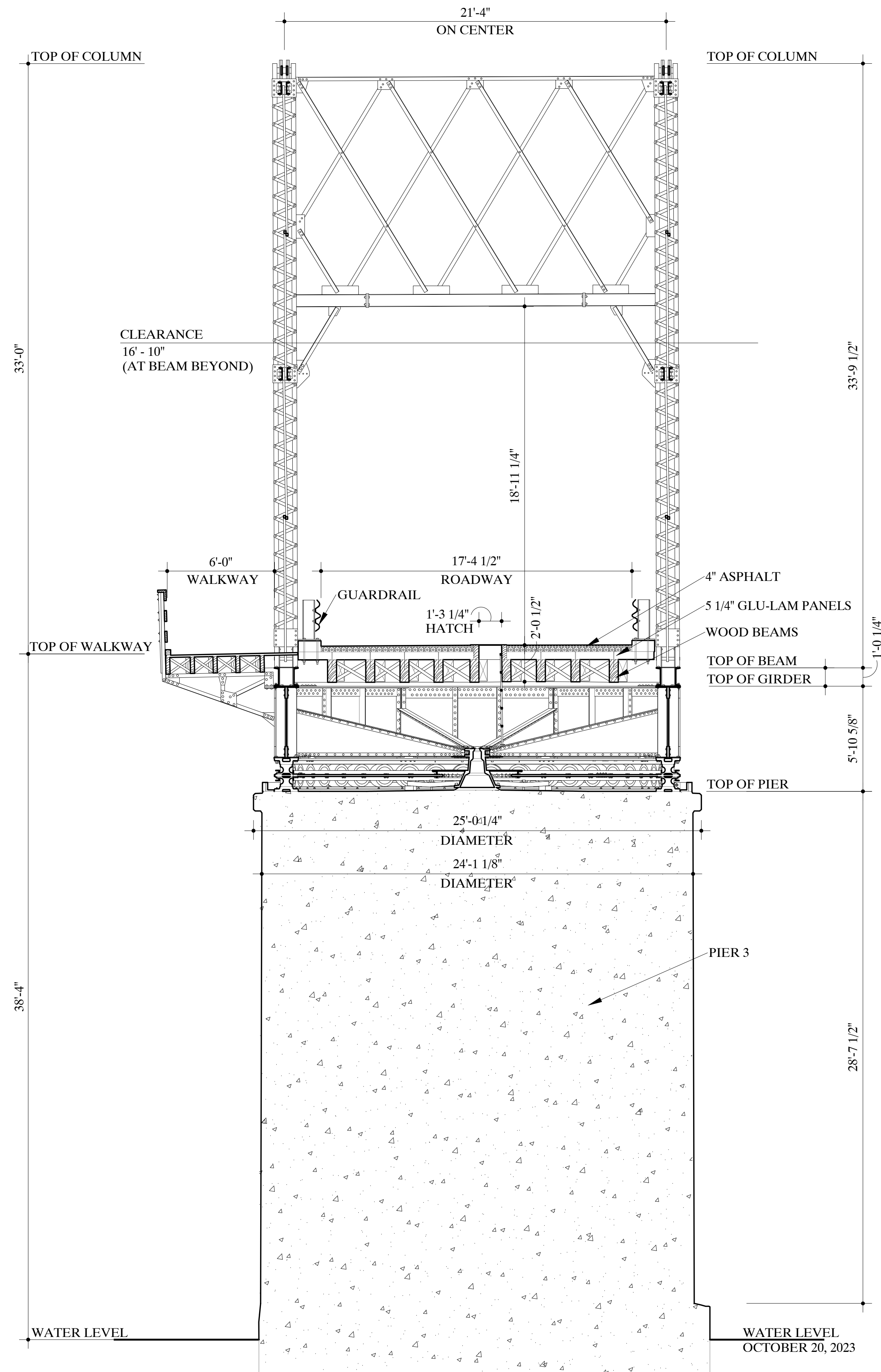
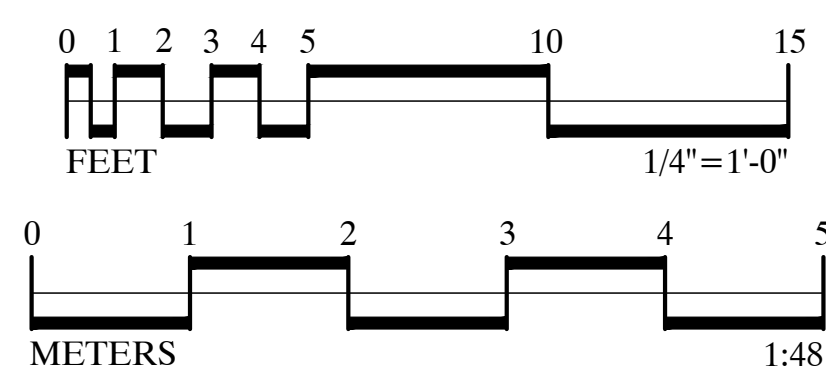
SOUTH ELEVATION — PARKER TRUSS DETAIL
1/8" = 1'-0" 1:96







PRATT TRUSS PORTAL SECTION A-A
1/4" = 1'-0" 1:48



SWING SPAN SECTION B-B
1/4" = 1'-0" 1:48

DELINEATED BY: JASON W. McNATT, 2024

VAN BUREN BRIDGE
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

CORVALLIS

VAN BUREN BRIDGE
NW VAN BUREN AVENUE, SPANNING THE WILLAMETTE RIVER
SPANNING: BENTON & LINN COUNTY

OREGON

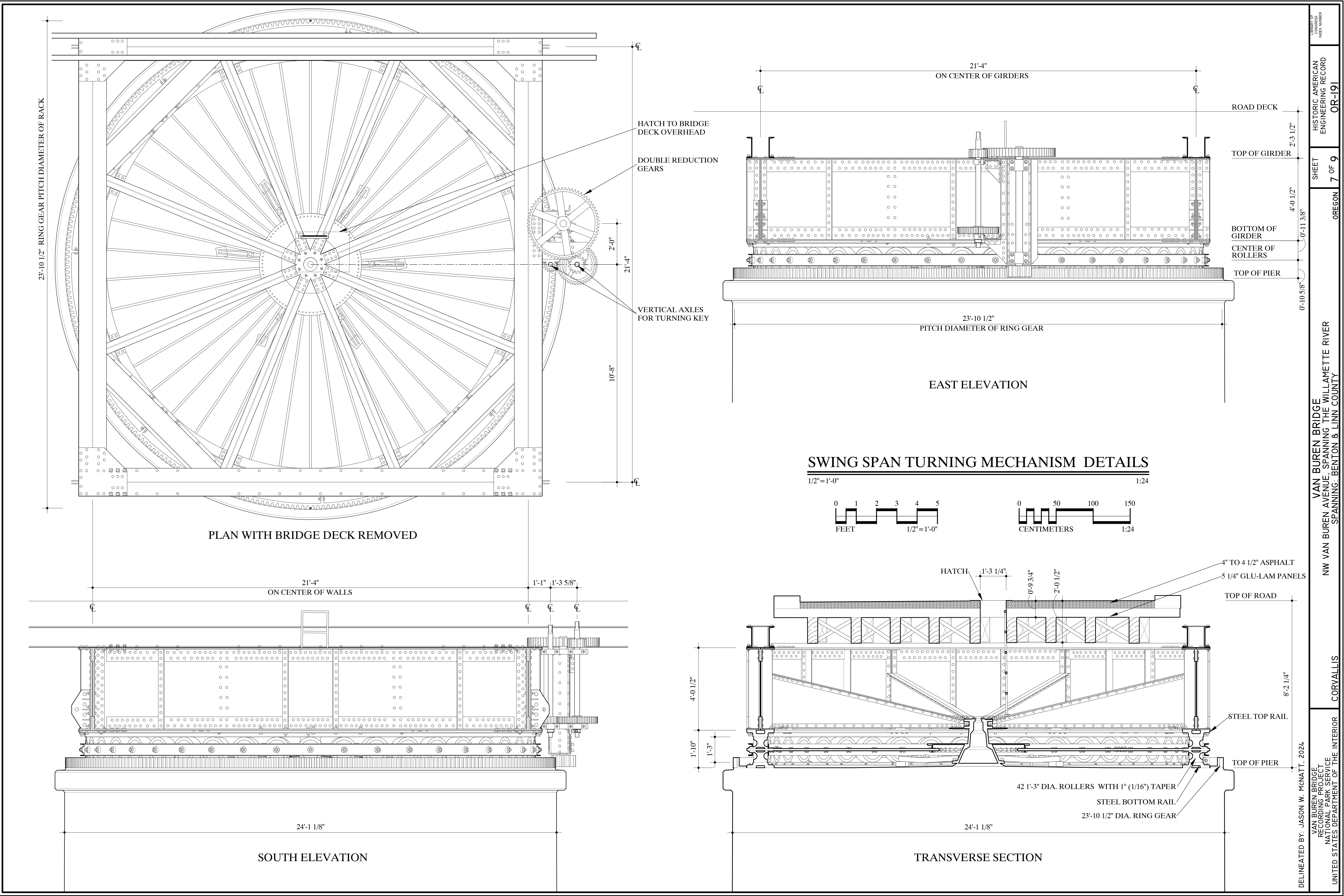
SHEET 6 OF 9

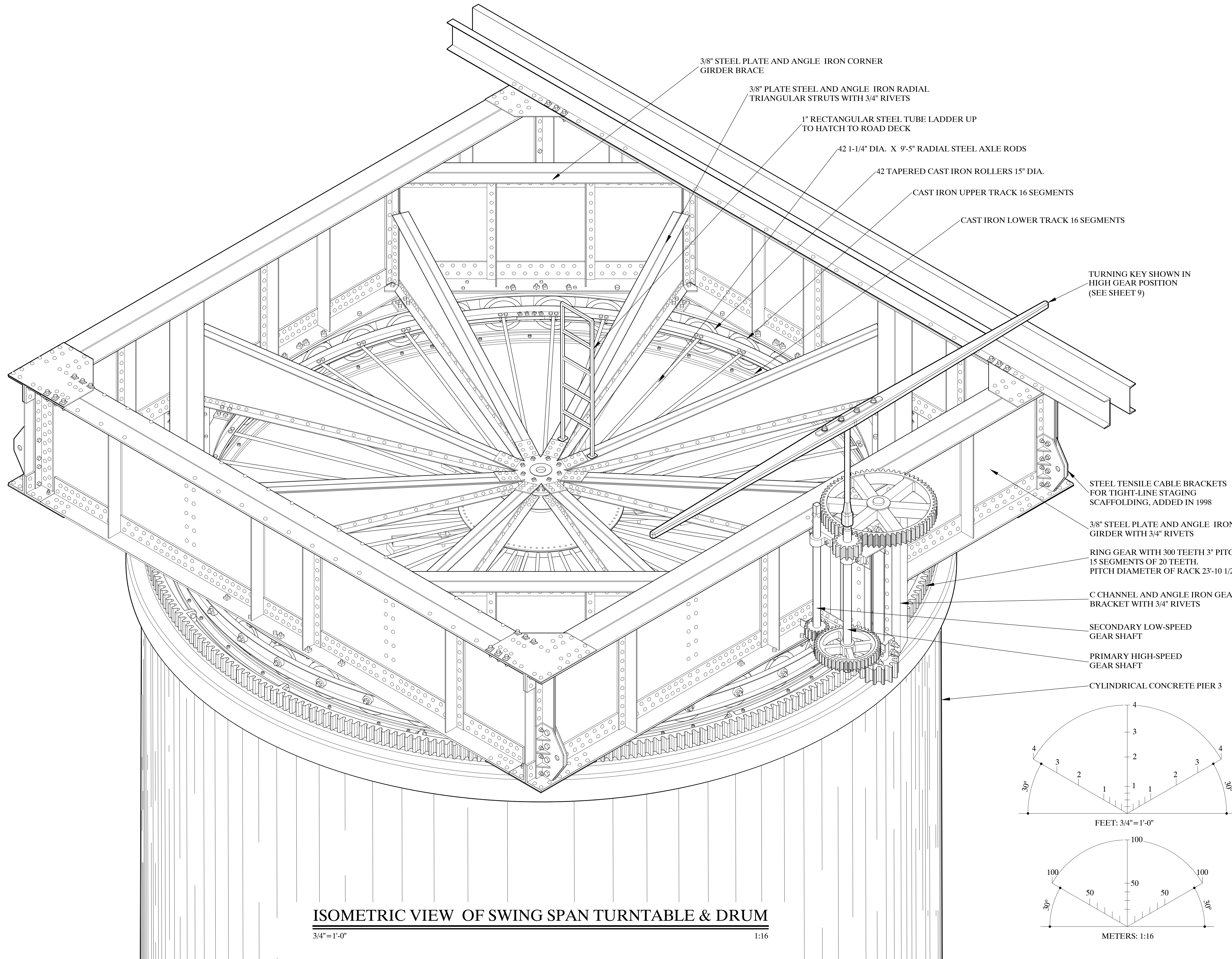
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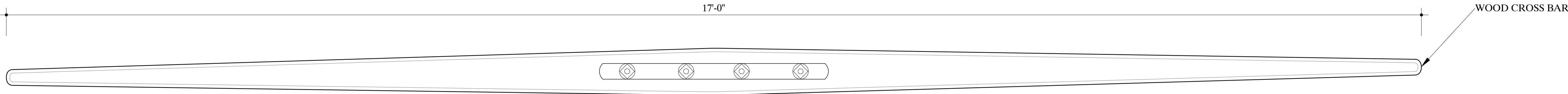
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INDEX NUMBER

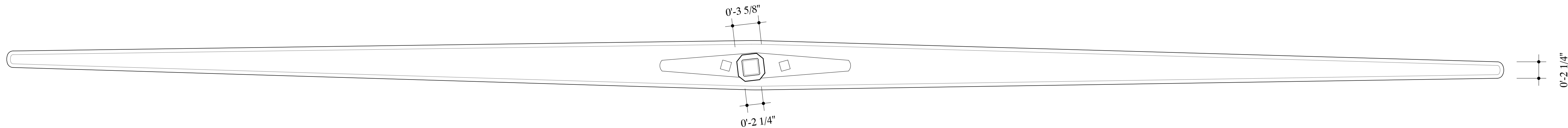
IF REPRODUCED, PLEASE CREDIT THE HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF DRAWING



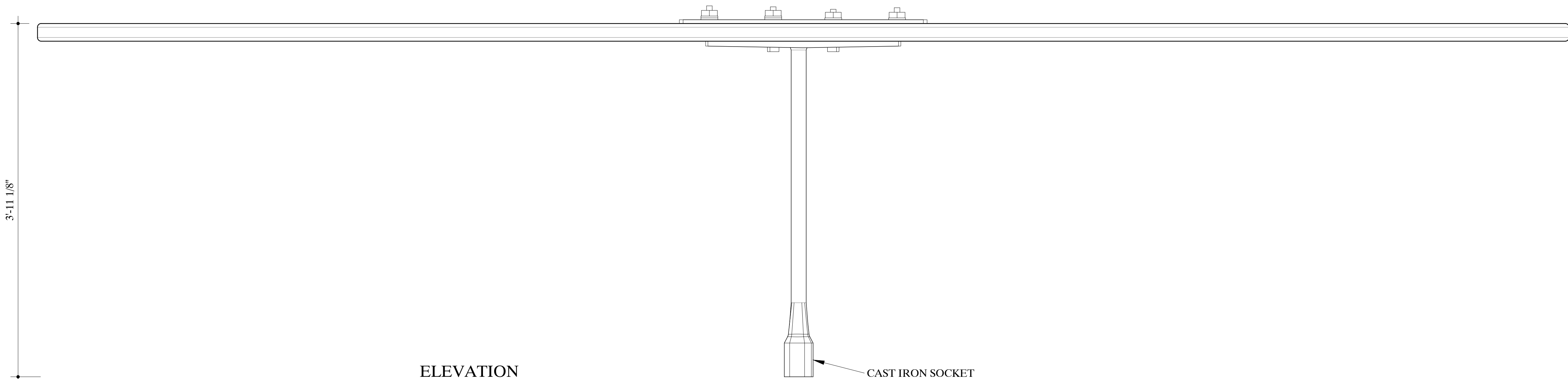




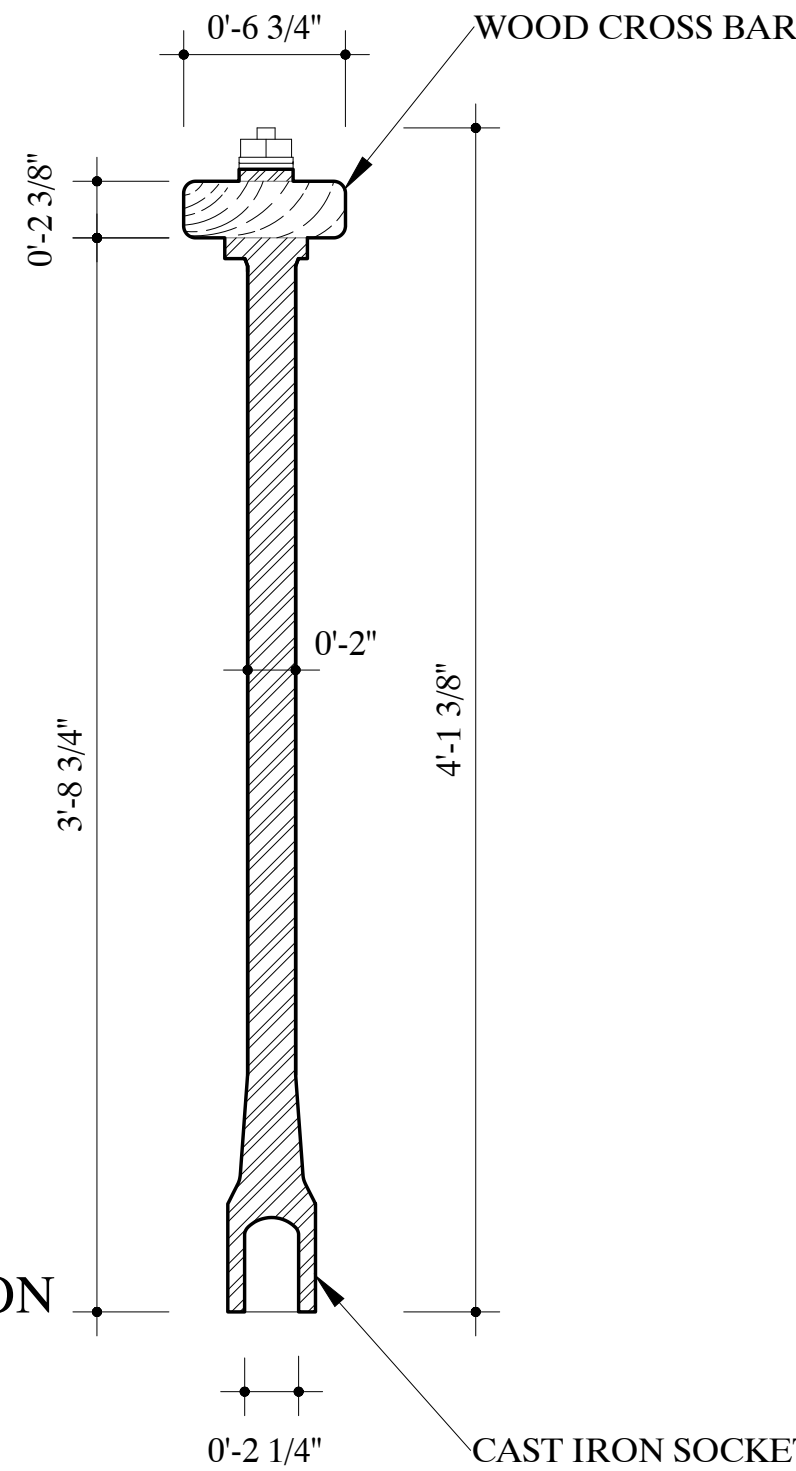
TOP PLAN VIEW



BOTTOM PLAN VIEW



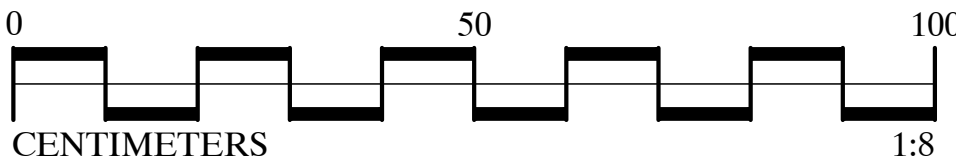
ELEVATION



SECTION



TURNING KEY DETAILS
1 1/2" = 1'-0" 1:8



NOTE: Turning key stored at Benton county Historical Society.

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VAN BUREN BRIDGE
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

CORVALLIS

VAN BUREN BRIDGE
NW VAN BUREN AVENUE, SPANNING THE WILLAMETTE RIVER
SPANNING: BENTON & LINN COUNTY

OREGON

SHEET
9 OF 9

HISTORIC AMERICAN
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