

Bridge from A1

the bridges requires recoating of the rails to stave off rust as well as repairs and replacements of rail anchors and damaged concrete. Years of built-up moss and debris will also likely be power washed from some concrete rail elements to make way for a new coat of paint.

Some approaches to the bridges and their decks have also fallen into disrepair, requiring them to be resurfaced and repaved. On top of this, the deck of the Main Street Bridge will receive a polyester-polymer concrete overlay, material de-

signed to protect bridge decks from the infiltration of corrosive deicing salts and reduce long-term maintenance costs.

The report also identified the need to repair riprap at the Harrison Bridge. Riprap is a barrier of large rocks which protects land from erosion from bodies of water, such as at bridge abutments. Plans for the repair include steps for preventing the riprap material and grout from entering the stream.

Finally, a significant improvement to the underside of the Main Street and Silk Creek bridges will include construction of cut-off walls underneath the ends of both bridges where large voids have been carved

out by erosion, destabilizing the top-side approaches.

As the project moves forward, some work items may be subject to change.

Tentative plans are to start construction sometime mid-March and a contractual deadline for completion has been set for May 24.

During that time, an impact on traffic is expected.

Special regard is being given to the Main Street bridge and the potential impact on businesses. Even with a full closure of the bridge, it could take up to five business days to complete the project. Flagging traffic through one lane may extend the construction period to around

two weeks but will also have the least impact on traffic to the downtown area.

"With Silk Creek and Harrison, I'm mostly concerned about, number one, fire and ambulance – so EMS – and the school district," Sisson said. "So, I'm not going to back down on keeping one lane open. They must stay open."

Harrison's width may even allow for squeezing half of the bridge into a two-lane throughway.

On top of some slower traffic at the construction sites, the approaches to each bridge also need work that extends to varying lengths depending on the bridge. While the Main Street and Silk Creek bridges will

get transitional road work 25 feet extending from either side, Harrison will need work as far as 45 feet on its west side and about 60 feet to its east.

Current plans for approach work will place construction in front of at least one residence at the Harrison bridge and in front of the Old Mill Farm Store by Silk Creek.

As of the time of this article's submission, outreach plans are still in motion to contact the concerning properties and raise public awareness.

"We're making sure people have an avenue to raise concerns and complaints and then respond quickly and have a positive impact despite

the inconvenience," Sisson said.

Two public meetings are scheduled at Stacy's Covered Bridge Restaurant to facilitate public discussion. A Rotary Club meeting is set for noon on Feb. 25 and an open house display of the project is scheduled for March 5 from 5 to 7 p.m.

Sisson emphasized a desire to minimize impact on the daily operations of the city.

"We're going to be reviewing temporary traffic control as we move forward to keep traffic flowing as a priority," he said.

Updates on construction information can be found at www.cottagegrove.org/publicworks/page/construction-corner.



DAMIEN SHERWOOD/COTTAGE GROVE SENTINEL

Erosion has eaten away at infill under the bridge, causing a void to form under the roadway. A cut-off wall will be installed to prevent further erosion and protect the roadway from further topside destabilization.



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