



Spring Street Bridge Phase 2 Project

***Project of the Year Award
\$5 Million but less than \$25 Million***

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

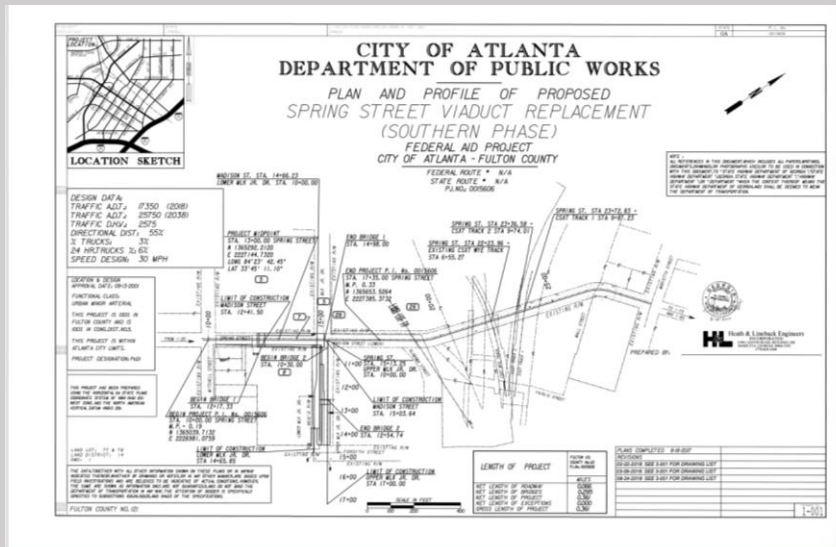
In Conjunction With:



Heath & Lineback Engineers, Inc.

The Spring Street Bridge Phase 2 Project was a project used to fix infrastructure in the heart of Downtown Atlanta. The project had its unique challenge including a delay due to COVID-19 Pandemic and other unforeseen conditions. However, through it all the Atlanta Department of Transportation (ATLDOT) and the contractor C.W. Matthews Contracting Company, along with the designer Heath & Lineback Engineers, persevered and completed this important transportation link, which reopened to traffic in April 2022. The scope of this project was:

- Demolition and Reconstruction of the Viaduct and Roadway from the Mitchell Street Intersection of Ted Turner Drive SW to Martin Luther King Jr. Drive SW.
- Widening of the new Martin Luther King Jr. Drive Viaduct Construction from the new abutment to the Spring Street viaduct.
- Construction of a new retaining wall and reconstruction of lower Martin Luther King Jr. Drive.
- Two newly resurfaced lanes northbound on Ted Turner Drive SW and one newly resurfaced southbound lane on Ted Turner Drive SW.
- Resumption of two-way traffic at the intersection of Ted Turner Drive SW and Martin Luther King Jr. Drive SW.



The project cost is \$10,407,825.59. The Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT) helped to ensure funding and the success of the project.

Good Construction Management Techniques included:

- A full-time inspector from ATLDOT was always onsite to monitor the construction work and be able to address any challenges that came up immediately.
- Frequent visits to the project site were made by ATLDOT Construction Management Team.
- Bi-weekly meetings were held with the construction team and the designer on record.
- Monthly reports were provided to management.
- DBE (Disadvantaged Business Enterprise) Labor Interviews were performed routinely with Commercially Useful Function (CUF) Forms being submitted for compliance.

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Monthly DBE Participation Report

PROJECT NO. FC-10077 CITY OF ATL. SPRING ST VIADUCT

CONTRACTOR: C.W. MATTHEWS CONTRACTING CO., INC.

MONTH	DBE PARTICIPATION	PERCENTAGE	REMARKS
01	1,518,000.00	15.00%	
02	1,518,000.00	15.00%	
03	1,518,000.00	15.00%	
04	1,518,000.00	15.00%	
05	1,518,000.00	15.00%	
06	1,518,000.00	15.00%	
07	1,518,000.00	15.00%	
08	1,518,000.00	15.00%	
09	1,518,000.00	15.00%	
10	1,518,000.00	15.00%	
11	1,518,000.00	15.00%	
12	1,518,000.00	15.00%	

C.W. MATTHEWS CONTRACTING COMPANY
 DRAWER 970
 MARIETTA, GEORGIA 30061
 TELEPHONE (770) 422-7100
 FAX (770) 422-7098

November 30, 2021
 Tamae M. Partain, Program Construction Manager
 City of Atlanta
 55 Trinity Avenue SW, Suite 4350
 Atlanta, GA 30303

Re: FC-10077 SPRING ST VIADUCT, FULTON COUNTY
 DBE Report

Dear Tamae Partain:

We are enclosing the DBE reports and cancelled check copies, if applicable for the current period, on the above referenced project. These check copies serve as proof of payment to all DBE firms reported by C.W. Matthews Contracting Co., Inc. on the above referenced project for the period ending November 30, 2021. Please note that C.W. Matthews Contracting Co., Inc. pays its haulers weekly, for work performed on all projects. Keeping this in mind, the amounts displayed on the provided check copies will often be more than the amount of DBE participation listed for the respective hauler, during the period.

Should you have any questions please feel free to give me a call or email me at kgray@cwmatthews.com

Sincerely,
 C.W. Matthews Contracting Co., Inc.

Katie Gray
 Contract Administration

Enclosure
 CC: Job File #2385

Note: C.W. Matthews Contracting Co., Inc. charges most subcontractors a 1% bond fee. This bond fee is a standard fee, which covers these subcontractors under the C.W. Matthews bond. This bond fee may cause some DBE participation to not match their cleared checks slightly. If there are any questions, please refer to 49 CFR 26.55.

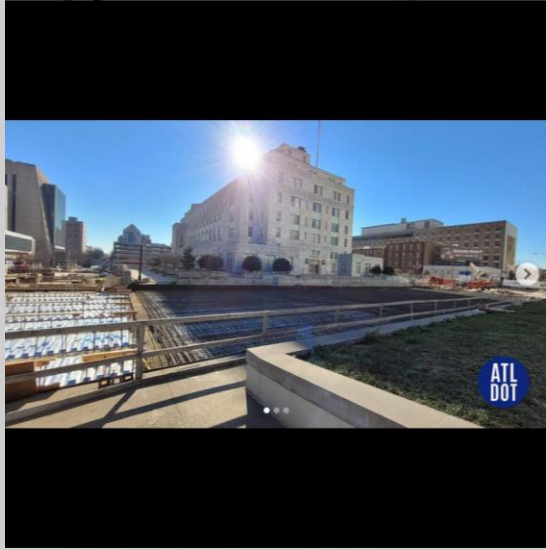
- While there was an unforeseen delay due to the pandemic and other unforeseen conditions, the schedule was constantly updated, and major milestones were noted.

When it comes to Safety, our motto at ATLDOT is “Safety is our business.” The goal is that every worker who comes to the site, goes home back to their families every day. Key things that we did in regard to safety included:

- A full-time safety officer was assigned to the project and visited the project constantly.
- Safety Observation Reports were made when the safety officer during their site visit.
- When a safety issue was found the contractor was notified immediately. The contractor was then required to complete a report acknowledging the issue. Plans to correct the issue, including necessary steps that they to prevent the issue from occurring in the future was also required.

Maintaining ongoing community relations interaction was a critical aspect of this project. This included ongoing communications with teams at both the Richard B. Russell Federal Building and the Martin Luther King Federal Building. Extreme caution had to be used as to not disrupt the operations of the services of the federal government. The project was situated near the Mercedes Benz Stadium, State Farm Arena, and the Georgia World Congress Center. These entertainment venues maintained events throughout the year. Extreme care had to be used to ensure that operations at these facilities were not disturbed. Among some of the actions items that were initiated included:

- Notifications sent out to the federal buildings and other surrounding business regarding major construction activities that would be impacting their business.
- ATLDOT’s communications team provided updates on its website and social media platforms (Facebook/Twitter/Instagram).



atl.dot · Following
Atlanta, Georgia

atl.dot Last week, clear blue skies meant plenty of construction progress. At Spring Street Bridge, crews worked on installing diaphragms and edge beams, stripping formwork on concrete pours, and installing expansion joints. It's beginning to really take form!

22w

atl.dot #atldot #atlanta #atl #atlantageorgia #atiga #atlgeorgia #atlantaga #ga #Georgia #cityofatlanta #downtownatlanta #downtownatl #midtownatl #midtownatlanta #atltraffic #atlantatraffic #atltransportation #atlantatransportation #atlantaconstruction #atlconstruction

22w Reply

Like Comment Share

Liked by **atlairport** and 15 others

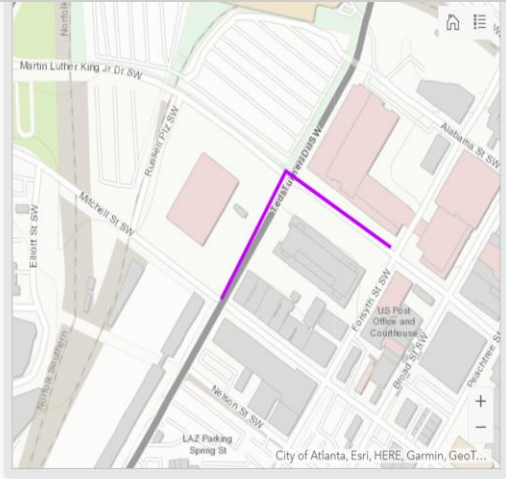
DECEMBER 21, 2021

Add a comment... Post

Scope

Includes demolition and reconstruction of the viaduct and roadway from the Mitchell St intersection between the Richard B. Russell Federal Building and the MLK Jr. Building to the MLK Jr. Dr intersection, widening of the new MLK Jr. Dr viaduct construction from the new abutment to the Spring St viaduct, and widening of the approach slab, construction of a retaining wall, and reconstruction of lower MLK Jr. Dr.

PAID	\$9,207,581
PROJECT START	Mar 2017
DESIGN FINISH	Mar 2018
CONSTRUCTION START	Jul 2018
CONSTRUCTION FINISH	Dec 2022



PHASE

ATLDOT @ATLDOT · Apr 7

The Spring Street Bridge Project has made a lot of progress! These recent photos show how far the project has come and a light signal installation at the intersection of Ted Turner Drive SW and MLK Jr. Drive SW.

1 2 6



When it comes to protecting the environment, it is a critical function to always ensure that any impacts to the environment are non-existent or minimal. Among the things that ATLDOT did to protect the environment were:

- Daily Erosion Control reports done by C.W. Matthews and submitted to ATLDOT which inspected the project. If any deficiencies were found, they were immediately documented and corrected.
- As the project had GDOT Funding and FHWA Funding, the reports were submitted to them as well for compliance.

Report # 2

Erosion Control Checklist

CWM CONTRACTING CO.

CWM Project #: 2385
DOT Project #: FC-1077
Project Name: 205 - Spring Street

Division: Major Projects
WECS No: 130540 Expires: 2/22/2023
SAR/ICC Level: A No: 00011744 Expires: 2/28/2020

Date of Inspection: 8/27/2018

Weekly Inspection

To be completed by contractor, checked by DOT Engineer, and entered into Project records.

Component	Current Date	% Done	Meets Plan	Maintenance Needed	ACCIDENTS	Comments W/CE Engineer	Date Event
SP-1 Filter Bed	15-105 - 12461 ft	08/30/2018	0.00	No	AM		
SP-2 Total Sediment Trap	15-105 ft	08/30/2018	0.00	No	AM		
SP-3 Total Sediment Trap	15-105 ft	08/30/2018	0.00	No	AM		

Comments:
 Deflected Average: 0.27
 Qualifies to construct
 Current Phase: _____

I certify under penalty of law that this report and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that certified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature: _____ 8/27/2018
 Erosion Control Supervisor Date Signed

Reviewed By: _____ Date Signed _____
 Project Engineer

Inspected By: _____
 Date _____

Report ID: 106780

The project had some challenges working in adverse conditions and some constraints:

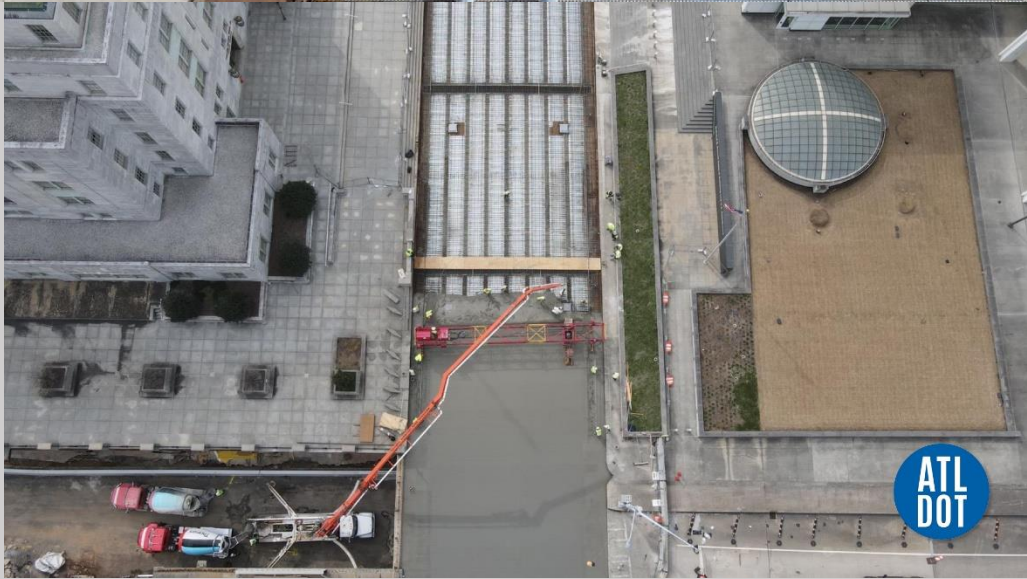
- An unforeseen condition with structural interference between the new drainage construction and the new caissons of the bridge caused a redesign for a drainage alignment.
- There was also an Alkali-Silica Reaction (ASR) that came as a result during the demolition of the existing bridge. As a result an ASR consultant had to be brought onto the project to assist.
- As a result of the unforeseen conditions, there was flooding that also took place in one of the adjacent buildings as a result of the delays and that had to be remediated and addressed.
- The COVID-19 Pandemic also created material and labor shortages which caused delays as well.

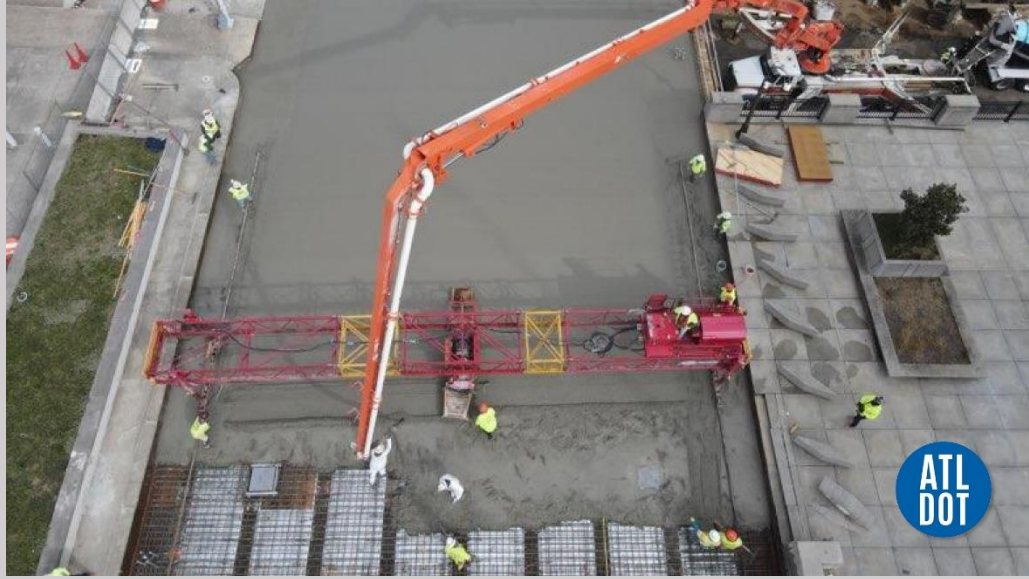
Through all these challenges, the project team preserved and ensured that the project was completed. The reason that this project ended up having the success that it did was due to construction innovations, one of the major innovations was:

- Beams that carried the structural load of the bridge deck were fabricated offsite and then set with a crane which allowed the deck of the bridge to be constructed faster.









The Spring Street Bridge Phase 2 Project would not have been successful without assistance. Some of the assistance came in relation to funding by the GDOT. Also, the ASR consultant helped ensure the project getting back on track after the unforeseen condition was discovered. When ATLDOT was created in 2020 and officially launched the project was kicked back into high gear even with all of the challenges and ended up being successfully completed. On April 20, 2022, the bridge was reopened to vehicular traffic after almost four years of construction. This project is an excellent candidate for Project of The Year.

Although it wasn't the smoothest and easiest project in the world to work in, the team persevered and continued to work hard to get this important piece of infrastructure back in operations for the City of Atlanta!

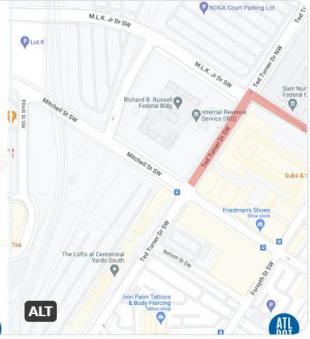
← Thread

Mitchell Street SW (Spring Street Bridge) will reopen to traffic in both directions this morning.
Full advisory: bit.ly/3rCXKSQ
#ATLTraffic

**NOTICE OF ROADWAY REOPENING:
TED TURNER DRIVE SW
(SPRING STREET BRIDGE)**

Beginning Wednesday, April 20 at 10:30 a.m.

Ted Turner Drive SW at Mitchell Street SW (Spring Street Bridge) will reopen to traffic in both directions. This includes two newly resurfaced northbound lanes and one southbound lane. In addition, two-way traffic has resumed at the intersection of Ted Turner Drive SW and Martin Luther King, Jr. Drive SW. Testing for the newly installed traffic signal also begins with the reopening of the bridge. The testing will continue for 30 days before permanent operation begins.



9:49 AM · Apr 20, 2022 · Twitter Web App

