

Spring Street Bridge Phase 2 Project

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



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 or 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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				C W MATTHEWS CONTRACTING COMPANY
te: Please select the appropriate participation report for	r the drop down menu below			(WM)
Monthly DRE Dotti	instice Report			DRAWER 970
Monutiny Obe Partie	ipation Report			MARIETTA, GEORGIA 30061
		REPORT SUBMISSION DATE	November 30, 2021	TELEPHONE (770) 422-7520
WORLT NO.(5) FC-10077 CITY OF ATL SPRING ST VD	DUCT CWM#238		EPORT #	FAX (770) 422-1068
CONTRACT DE:			-	
CONTRACTOR: C.W. Matthews Contracting Co., Inc.		JANUARY 3	1 2017 21	November 30, 2021
OUT HOM HOLD	ONE RECORDED IN: 15 0006	FEBRUARY 2	AUGUST 31	Torres II Destric Deserve Construction Management
ONTRACT 5 AMOUNT: \$10,407,825.59	IN DOLLAR COMPLETE: 55.90%	MAKON S APRIL 8		Tamae M. Partain, Program Construction Manager
DBE \$ AMOUNT: \$1,561,173.84	N PROJECT COMPLETE: 167.44%	MAY 3	NOVEMBER 30	55 Trinity Avenue SW, Suite 4350
		AINE 3	DECEMBER 31	Atlanta, GA 30303
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0 SC 1/8 IN IS ORG SUBCOMMETANING	PREVIOUS PRIMENTS	PROMENTS THIS REPORT	PAYMENTS TO DATE	Re: FC-10077 SPRING ST VIADUCT, FULTON COUNTY
THE SHARON CO	25H090 GUARDRAIL			DBE Report
F F F S38,000.00	\$150.00	\$0.00	\$150.00	The second second second
CELEBRITY FENCE	20E1SO FENCE			
F P P F F 530,000.00	\$39,421.00	\$0.00	\$39,421.00	Dear Tamae Partain:
CELEBRITY FENCE	CE150 ORNAMENTA	LFENCE		
F P F F 527,000.00	\$0.00	\$0.00	\$0.00	We are enclosing the DBE reports and cancelled check copies, if applicable for the
HIGHWAY SERVICES	2H351 SIGNS			current period, on the above referenced project. These check copies serve as proof of
P P 513,000.00	\$2,750.88	\$0.00	\$2,750.88	payment to all DBE firms reported by C.W. Matthews Contracting Co., Inc. on the above
HIGHWAY SERVICES	24033 PAVEMENT N	ARCINGS	1	referenced project for the period ending November 30, 2021.
SOUTHERN SITE DEVILOPMENT	\$0.00 150272 Beautyde aesw	50.00	90.00	Please note that C.W. Matthews Contracting Co., Inc. pays its haulers weekly, for work
C P P C P \$391,509.81	\$424,530.00	50.00	\$424,530.00	performed on all projects. Keeping this in mind, the amounts displayed on the provided
C & G CONCRETE	206050 CONCRETE FL	ATWORK		check copies will often be more than the amount of DBE participation listed for the
F P F F F 5190,000.00	\$0.00	\$0.00	\$0.00	respective hauler, during the period.
GOSALIA CONCRETE	CONCRETE ST	RUCTURES		
F F F 5282,000.00	\$0.00	\$0.00	\$0.00	Should you have any questions prease feel free to give me a call or email me at
F L HAYNE	2HA071 DRAINAGE ST	RUCTURES		kgray(gcownathews.com
h loc loc lo loc brag000000	5166,900.00	50.00	\$186,900.00	
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II DM	20007 ELECTRIC SUP	PLY	100,002.00	Silicerely,
FFFF521930.00	\$48,453,70	\$19,389.35	\$67.843.05	C.W. Matthews Contracting Co. Inc.
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F F F 544,586.00	\$0.00	\$0.00	\$0.00	
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F F F 594,000.00	\$37,171.00	\$0.00	\$37,171.00	Contract Administration
MARIO'S REINFORCE STEEL, LLC	REINFORCE S	m		
F P P F P 560,000.00	\$50,034.66	\$0.00	\$50,034.66	Enclosure
	-	10.00		
	_	10.00		CC: Job File #2385
		50.00		
الد العراقة ال		\$0.00		COMPANY CONTRACTOR AND ADDRESS OF COMPANY CONTRACTOR ADDRESS
				Note: C. W. Matthews Contracting Co., Inc. charges most subcontractors a 1% bond

• 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 Mercedez 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).



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



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.

Cw	
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CONTRACTORS CR.	
GDOT	DAILY INSPECTION REPORT
ENGINEER = DOT	WECS OR INSPECTOR = CONTRACTOR
DOT Project #: FC-10077 County: Fulton	Date of Inspection: 8/27/2018 Project No: 2385
CO CONSTRUCTIO	ON EXIT
1. Tracking material onto ro	adway? No
2. Stone consolidated? Yes	
Maintenance required? N	0
4. Location of exits:	
Comments:	
PETROLEUM PRODUCTS ST	ORAGE/TRANSFER
1. Spills/leaks of petroleum	products from vehicles? No
2. Spills/leaks of petroleum	products from equipment? No
3. Spills/leaks of petroleum	products from storage tanks? No
4. If the answer to 1, 2, or 3 i	was yes, describe how the spill/leak was handled:
Daily Rainfall: 0.0 inch	- A will M
CONTRACTOR INSPECTOR	SIGNATURE:
INSPECTORS WECS CARD N INSPECTORS GROUP LEVEL	AUMBER: 6393491
EMPLOYED BY: CWM	
I certify under the penalty of law supervision in accordance with evaluate the information submit system, or those persons direct to the best of my knowledge en significant penalties for automitti knowing violations.	that this report and all attachments were prepared under my direct is pritern obsigned to assure that cartified personnel properly patient and the Based on my landy of the parent or persons who menage the yrresponsible for gathering the information, the information submitted is, Defer (true, accurrent, and complian). I an wave that there are in false information, including the possibility of fine and impresented for
DATE RECEIVED BY ENGINE	ER:
DEADLINE TO CORRECT	
RE-INSPECT DATE:	
f there are no incidents of non-o	compliance initial the statement below.
The T certify the facility is in	n compliance with the Erosion, Sedimentation and Pollution Control Plan

					Report #	2		
CONTRACTING Co.								
		Erc	osion	Contro	Checklist			
CWM Project #: 2385 DOT Project #: FC-10077 Project Name: 2385 - Sprin	elalion: Major Project ECS No: 630349 A NSWCC Level 1-A P	iclis Explines: 2/22/2020 Ne: 000014764 Explines: 2/26/2020				Date of Inspection: 8/27/2018		
Weekly Inspection								
To be completed by contract	tor, checked by DOT Enginee	r, and entered into F	Project record	ds.				
Contraction	Location	Date of Install	1000	MANIL FIRE	Wahrtenance Needed	ADD Ram BARPS	Commente WX CS Engine	DM4TS
Dd-Fis - Filter Stock	10+25 - 13+80 H	08/03/2018	0.00	No	10-4 C C C C C C C C C C C C C C C C C C C	A112		
(install)	15+50 R	06/03/2018	0.00	No		Abl		
5d2-F - Inlet Sedenent Trap (Inutat)	15+50 rt	08/03/2018	0.00	No		Add		200.0
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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 Alkai-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!



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