

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

SPECIAL PROVISION

ATLANTA BELTLINE NORTHEAST TRAIL SEGMENT 2, PHASE 2

Section 150 – Traffic Control

Retain section 150 as written and add the following:

SECTION 150.6 SPECIAL CONDITIONS:

A. Lane Closures

1. Lane closures will be required on SR 13 Buford Spring Connector to complete the project. SR 13 Buford Spring Connector lane closures must be coordinated with Georgia Department of Transportation (GDOT) two weeks prior to any work on the Buford Spring Connector bridge. Lane closure shall be provided per the GDOT Standard 9107 and the MUTCD, current edition.
2. Single Lane Closures:

Westminster Drive, Mayson Street, Piedmont Avenue.
 - a. Single lane closures area allowed between the hours of 8:30am and 2:00pm and 7:00pm to 6:00am Monday through Thursday
 - b. Single lane closures are allowed between the hours of 8:30am and 2:00pm on Friday and between 7:00pm Friday to 6:00am Monday
3. Double lane closures are not allowed at any time except as noted in item 3 below
4. Construction staging will require the closure of streets as described below. Additional closures will be charged according to 108.08. The contractor shall prepare a detour plan with signing compliant with the Manual on Uniform Traffic Control Devices (MUTCD), current edition. The detour plan shall be submitted to the Engineer, the Georgia Department of Transportation and to City of Atlanta Department of Public Works for review and approval a minimum of four (4) weeks prior to the proposed closure date. Prior to commencing weekend detours, the Contractor will provide electronic message boards along closed roadways notifying motorists of the road closure not less than seven (7) days in advance of the road closure. A summary of allowable road closures is provided below:
5. Pedestrian access shall be maintained at all times on one side of Westminster Drive, Mayson Street, Piedmont Avenue, and any other adjacent local street. Sidewalk detours shall be provided as necessary per GA STD Details T-20, T-21 and T-22 and the MUTCD, current edition. A canopied walkway may be required to protect pedestrians from falling debris, as described in the MUTCD.

6. Pedestrian access shall be maintained at all times along the existing paved concrete trail between Clear Creek Bridge and the Buford Spring Connector Bridge. Pedestrian access will be available via the Montgomery Ferry Ramp.

(District Construction Office)