

REMOVAL OF FALSEWORK PROPOSED SPECIFICATION

Falsework that remains in place over a traffic opening after the load has been released presents a potential restriction on the movement of goods and the routing of permit loads through a construction zone. High load hits of released falsework over traffic openings has caused stringers to be dislodged resulting in freeway closures. There have also been instances where falsework remaining in place for an extended period of time has led to collapses due to the completed structure deflecting and reloading portions of the falsework regardless of its location.

Since starting the draft of this specification there have been three reported cases of falsework striking the falsework by vehicles entering median (or gore) work areas.

September 2014 revision:

Add the following after the 14th paragraph of section 48-2.03D:

Falsework at or over roadways with a vertical traffic opening less than 20' will be removed:

1. Within 60 days of the structure being self-supporting.
2. Within 7 days after the falsework has been released.

June 2014 revision:

Add the following after the 14th paragraph of section 48-2.03D:

Falsework over roadways will be removed within 60 days after the structure is self-supporting and all structural work is complete within the span except when the height of the traffic opening is 20' or greater.

Comments during editing:

- Elevation is not the correct word to use!
- Minimum clearance to overhead signs is 18'.

Original proposed specification:

~~Add the following after the 14th paragraph of section 48-2.03D:~~

~~Falsework at traffic openings will be removed within 60 days after release except when the elevation of the lowest member spanning the roadway remains above the elevation of the lowest member of the adjacent permanent structure.~~

Points considered in drafting the specification:

- How long can it sit there? CT cannot wait for contractors to get the next bid/project. Do closure pours affect this? Generally not since the notes on the plans would dictate how long

the falsework would need to remain in place. One of the following alternatives is used with bridges requiring closure pours:

- Alternative 1: Falsework shall be released as soon as permitted by the specifications. Closure pour shall not be placed sooner than 60 days after the falsework has been released.
- Alternative 2: Falsework shall not be released less than 28 days after the last concrete has been placed. Closure pour shall not be placed sooner than 14 days after the falsework has been released.

60 days would be reasonable.

- Perhaps it would be best for CT to dictate the time frame but it should consider:
 - Cases where there is an adjacent structure and there is a delay while waiting for the next stage as when the settlement period of the embankment has not finished, etc.
 - Protection by permanent structure.
 - Maintenance issues especially with timber where connections may have to be retightened, foundations, bracing etc.
 - Concerns of the clearance. – Lowering of 2x6 sand jacks. – Height threshold and associated risk.
 - Leaving falsework in place over traffic restricts Caltrans' ability to route permit loads restricting goods movement.
 - Winches and scheduling of equipment may make the time longer. Scheduling of falsework team, may drive to using the "B" team.
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