

Barton Newton, State Bridge Engineer has left the Department and Dolores Valls is acting.

3. **Updates on Previous Topics**

- **Falsework** – John Babcock
 - Falsework Removal Specification – Spend more time on specification and plans. Emphasis on erection/removal pre-meet to discuss the plan and key points. Suggestion is that number 2: “Within 7 days after the falsework has been released” should be modified to use “Begin removal within 14 days after falsework has been released and continue expeditiously until all falsework over or adjacent to traffic is removed.” Rather than 7 days for cases where weather or other restrictions would prevent the falsework from being removed within 7 days but that it would be removed promptly.
 - Falsework Fire – Discussed 3 recent falsework fires which all were likely ignited by careless handling of rebar cutting operations. Requiring form oil that are water based or have a high flash point, was discussed as one option for reducing the potential for fires. Industry mentioned many workers using torches etc. need to have a “hot tool certification” which may be within other requirements for a competent person. Monitoring is important following any cutting operation. There was general agreement that the focus should be on the suppression side rather than a prescriptive use of certain form oil products.
 - Wind loads - reviewing current criteria to determine if revisions need to be made to the specifications. The values in the Standard Specifications were placed there in the ‘70s and need to be evaluated to ensure they are still relevant and not overly restrictive.
- **Bridge Demolition** – requirements for the Engineer of Record (EOR) to be present during bridge removal were discussed. Industry suggested that the specification may need modification since the EOR may not be able to be present at all times due to the length of the removal operations (e.g. full weekend closure). Spend more time on specification and plans. Developing criteria to allow substitution under certain circumstances without compromising safety should be discussed. Any change must ensure removal plans are being followed, that there are provisions for modifications if needed, and that the person delegated this responsibility understands their role and the work at hand.
- **Design Information Bulletin – Wall Structure Aesthetics Guidelines** - Henry Kirzhner –
 - Final draft reviewed. **Comments to Henry or Dennis by October 17th**.
Henry.kirzhner@dot.ca.gov or Dennis.wilder@dot.ca.gov
 - Henry walked the committee through the draft document pointing out key elements of the guideline that would be important for industry to review.
 - In one section, the document suggests using an integral cap at the top of wall to highlight the architectural treatment. This requires two pours unless the form liner is trimmed off to form the cap.
 - More diagrams are needed to clarify what is buildable. Industry noted there may be times where a one use liner (e.g., plastic) in conjunction with an elastomeric would be suitable due to wall configuration. Allowing this may require an additional test panel to ensure it matches the elastomeric.
 - Industry asked if there a way to make abutments adjoining MSE wall panels match rather than making the abutment so “perfect.”
- **Draft Specification Package for Architectural Treatments** – John Weldon –
 - **Clear cure** - The use of a clear cure in lieu of a water cure for retaining walls has many benefits.
 - A key selling point is that it the change would reduce water use in construction during this drought. SWPPP has issues with water running across roadways was also noted.
 - Clear cure specification is a high priority with CT/DES/SP&I/the Specification Development Branch and once the 2015 Standard Specifications are complete, the clear cure specification will be moving forward.
 - Some concern if staining over clear cure is possible or if the concrete would have to be sand blasted? The test panel would show if it is possible, especially if the wall will be stained.

- There are some curing compounds that go away in 7 days and have a fugitive dye.
- Technical teams will be looking into the quality of the material and could the release agent be improved.
- **Early stripping of wall forms –**
 - More tests to show that curing compound works. Sample and test for strength over time. Does early stripping affect the bond on the rebar “gripping strength”? Is it a factor of the concrete strength? What affect does early stripping have on the architectural treatment e.g. thin fins?
 - The proposal is to pull the form and cure immediately using a clear cure versus stripping an entire wall.
- The specification development for the use of a clear cure should be separated from early stripping of forms to facilitate the process.
- The use of clear cure and stripping forms early will still require that the final product is satisfactory to the owner.
- Is it possible to get a pilot started? A specification needs to be developed first. Is it possible to get something by December?

4. **Traffic Control Windows for Falsework, Demolition, and Girder Erection** - A discussion, what can we do?
- John Weldon described a tight traffic window with a complex falsework erection plan. 45 minutes to close freeway, an additional 45 minutes to set up crane. Experienced crew that attempted to accomplish their goals with a shrinking traffic window due to issues on other parts of the project. Crew made a series of bad decisions that just added up resulting in the falsework stringers falling over, off of the bent, and onto the roadway.
 - Industry noted that longer windows provide a better perception to the public that something is being accomplished. Small windows each night may be perceived by the public that nothing is being accomplished; the smaller changes may not be perceptible to the untrained eye.
 - Celso Izquierdo commented on the Division of Construction’s efforts to make highway work safer. Twelve points covered included:
 - A. Enhanced COZEEP – this is available, work through the RE.
 - B. Reduce speed in construction zones – No new law needed, sections in vehicle code already allow for reducing the speed limit.
 - C. More positive barriers in the work zones. Still in progress with the Division of Design. About 80% complete.
 - D. **Lengthen work windows** – Working with Traffic Operations, lane closure charts were modified to allow for an extra half hour on each end. District Traffic Managers have received this direction. This could be applied to going projects.
 - Previously traffic windows were determined being commensurate with 0 delays. Extra half hour recognizes that there may be some delay. After construction starts many traffic managers allow longer windows than conceived during project development. Sometimes longer windows require a robust media “blitz” and alternative detours. Static vs. dynamic modeling; static being a review of traffic counts, dynamic with Public Information Office efforts (media blitz) changes traveler behavior that allows for a longer traffic window.
 - Minor deviations allowed in the Standard Specifications. – History is that the pendulum swung to zero delay due to an incident
 - E. **Use more freeway closures.** Including in the guidelines the increased use of full freeway closures. Informing the public generally results in more acceptance of the closure and associated inconvenience.
 - Getting to a level playing field. Effective for falsework, steel and concrete girder erection,

traffic switches, demolition.

- Would it be possible to present options for nightly or super windows in the contract? If chosen, super windows would require more CMS boards etc. A biddable option. Many have changed the duration of the closure with CCO's or even VECP's now.
 - Super closures require a lot of public notification, importance on ensuring that they occur.
 - Can this group contribute in identifying the time to perform operations?
 - Some contractors have received calls from private designers as to how much time or how much room is needed to perform an operation, but they do not receive calls from CT designers. Caltrans should consider using contractors during project development for input.
 - Adjacent projects have a tendency to book every day for lane closures but a small percentage may actually be used.
 - What can industry do to give CT the confidence to allow extended closures to take place?
 - What happens in other states?
- F. **Lengthen closure**, 2 miles for the work area + tapers
- G. Best placement of CHP officers – a research project
- H. Portable rumble strips for flagging operations – one approved for use.
- I. Using more COZEEP – Funding issues, need to be more selective. Looking at radar trailers or maybe a combination of both. Radar trailers require law change.
- J. **Use of buffer lanes**. Some issues on narrow roadways. Looking for input on how to implement.
- K. Law, hit a worker go to jail. Already have double fines in construction zones.
- L. Change the law so workers are not classified pedestrians. Already in place.

Always looking for improvements to the specifications. Provide them to Dennis or Rob.

Dennis.wilder@dot.ca.gov or rob.stott@dot.ca.gov

Brief Overview of Our ABC (Accelerated Bridge Construction) Pilot Projects – Presentation by Roberto Lacalle.

- 6.
- Seismic design criteria for bridges pose a challenge on the use of ABC in CA.
 - Many of these concepts involve the use of precast elements and the Department would like to have them built as designed rather than be changed by VECP to see if ABC is feasible. Need to identify constructability issues.
 - Goal is to have another method for challenging situations. Reduce time on the roadway.
 - There may be an increase in cost, but benefit would be in the time saved.
 - The intent of the pilot projects is to test the constructability of the concepts, there may be opportunities to make minor changes to the details as long as the intent of the project remains the same.

Industry question: Can precast be completed on site?

7. **Recap**

- Minutes will be posted and emailed to attendees.
- Next meeting in Northern California March 20, 2015.
- Co-chairs selection, for the next meeting the co-chairs will be: –
 - **Steve Harvey, Structure Construction ACM North Region**
 - **David Kennedy, RGW**
- Action items and questions that arose during the meeting:
 - Continue work on falsework:
 - Removal specification
 - Fire prevention
 - Wind loads
 - Engineer of Record on demolition work, criteria for substitution
 - Clear cure specification and pilot project usage

	<ul style="list-style-type: none"> ○ Early stripping of wall forms. ○ Comments on the DIB Wall Structure Aesthetic Guidelines. ○ Traffic windows. ○ Can precast be completed on site?
8.	<p><u>Future Agenda Concepts</u> – The following concepts were listed as potential future agenda topics:</p> <ul style="list-style-type: none"> ● Demolition Engineer of Record, concepts coming forward, bring a friend; include those that develop demolition plans. ● Shoring, presentation by FCI’s PhD? A precursor to the WT 2016. Is it applicable to the group, more technical than an operation topic? Suggestion is to take it up in the Falsework Team, add Jeff Abercrombie who sponsors the SC Trenching and Shoring Technical Team to this meeting. What the soil properties are seems to be the underlying issue or cause for disagreement between the designer and CT reviewer. ● Industry suggested a topic working with drilling subs (always late and always in the way). Best bid item would be one that minimizes the risk. If the Department accepted the benefit as well as the risk you would get a better price. It would be good if the Geotechnical Engineers could hear what is needed from the contracting side.
	<p><u>Adjourn</u></p>

15
1/21
29

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back to work with me

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16

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