1.4.9 Temporary Works

1.4.9.1 Introduction

Temporary Works are considered any temporary construction used to construct highway related structures but are not incorporated into the final structure. Temporary works required for construction of permanent structures include: temporary detour bridge, Work Bridge, falsework, formwork, shoring, cofferdams and temporary retaining structures.

Temporary Works shall be designed according to the AASHTO *Guide Design Specifications for Bridge Temporary Works* unless specified otherwise herein. Temporary Works shall be constructed according to the AASHTO *Construction Handbook for Bridge Temporary Works.*
Where failure of a temporary structure would have an impact on environmental protection, traffic, or public safety shall be designed and constructed using the criteria below.

Temporary Works is not included in the Oregon Standard Specifications for Construction but the Special Provisions are available on the web. Common Special Provisions, SP, used are:

Title	SP number
• Temporary Detours	00230
• Agency Provided Material and Disposal Site	00235
• Temporary Drainage Facilities	00240
• Temporary Bridges (Contractor Provided)	00250
• Temporary Bridges (Agency Provided)	00251
• Temporary Work Bridges	00252
• Temporary Work Platforms	00253
• Temporary Work Access	00254
• Temporary Retaining Wall	00256
• Temporary Fence	00270

General requirements

Roadway and Railroad Crossings - For roadway and railroad crossings, provide the vertical and horizontal clearances as shown and the following:

Bents Adjacent to Highways - Bents adjacent to highway traffic openings shall have:

- Temporarily pinned, pin and loop concrete barriers to protect the structure from damage by the adjacent traffic. Provide at least 1 foot clearance between the barrier and the bent.
- Posts designed for 150% of the calculated vertical loading
- Provide mechanical connections for posts to the supporting footing with capacity to resist a minimum lateral force of 2,000 pounds applied in any direction at the base of the post.
- Provide mechanical connections between top of posts and the cap or stringer capable of resisting a minimum lateral force of 2,000 pounds from any direction.
- Tie down all beams or stringers spanning traffic so that each will resist a 500 pound force from any direction.
- 5/8 inch diameter minimum bolts at timber bracing connections.

Bents Adjacent to Railroads - Bents adjacent to railroad traffic openings shall, in addition to the requirements of (d-1) above, provide the following:

- Collision posts as shown

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- Bents within 20 feet of the centerline of track sheathed solid between 3 feet and 16 feet above top of rail with 5/8 inch thick minimum plywood and properly blocked at the edges
- Bracing on bents within 20 feet of the centerline of the track shall be adequate to resist the required horizontal design loading or minimum a 5,000 pounds horizontal loading

Width - Design temporary bridges to match the temporary roadway width and vertical and horizontal alignment as shown.