

3. Temporary Diaphragms *Jul 31 2026 at 9:26 AM*



Anonymous *Jul 31 2026 at 9:26 AM*

User information is private

Reference: Sheet 38 of 71 (Boise River BR).

Question: Temporary girder bracing is typically a contractor-designed engineering submittal. Are contractors expected to price the concept provided by the Engineer? Also Note 5 on the same page referenced notes that temporary bracing to be removed after overhang brackets are removed (i.e. after the superstructure is essentially complete). Typically (and to allow for easier constructability) temporary bracing of girders is removed after diaphragms are cast, allowing the bridge to achieve its final camber for 10th point calculations prior to deck placing. Should these notes be condensed a requirement?



Aug 3 2026 at 4:35 PM

Ada County Highway District

The temporary girder bracing is a contractor-designed submittal. The temporary brace is shown to provide a feasible, conceptual example for girder bracing (as labeled on sheet 38 of 71). The contractor is expected provide temporary bracing at locations shown on the drawings. The details for temporary bracing are per contractor means and methods but must satisfy design requirements of AASHTO LRFD/ AASHTO LRFD Bridge Temp. Works. The sequencing for temporary brace removal is per current ITD standards. The intent for removing the temporary braces after overhang brackets are removed is to better brace the exterior girder against construction loading on the deck overhang (e.g., overhang live load/ falsework, bid well, wet concrete loading). Leaving the temporary diaphragms in place until overhang brackets are removed will not significantly impact girder 10th point deflection/ camber calculations. It does add additional dead load; however, this should not significantly impact girder deflections. The notes on sheet 38 of 71 should remain as is, no changes are recommended.