

Form Camber Diagram

This diagram shows the form camber required to compensate for the anticipated ultimate dead load deflection. The above dimensions do not include any allowance for form deflection or falsework settlement.

Camber values were computed for 0 degree skew. Other skews will result in slightly smaller deflection. Adjustments in camber may be considered if a wearing surface will not be placed.

Notes:

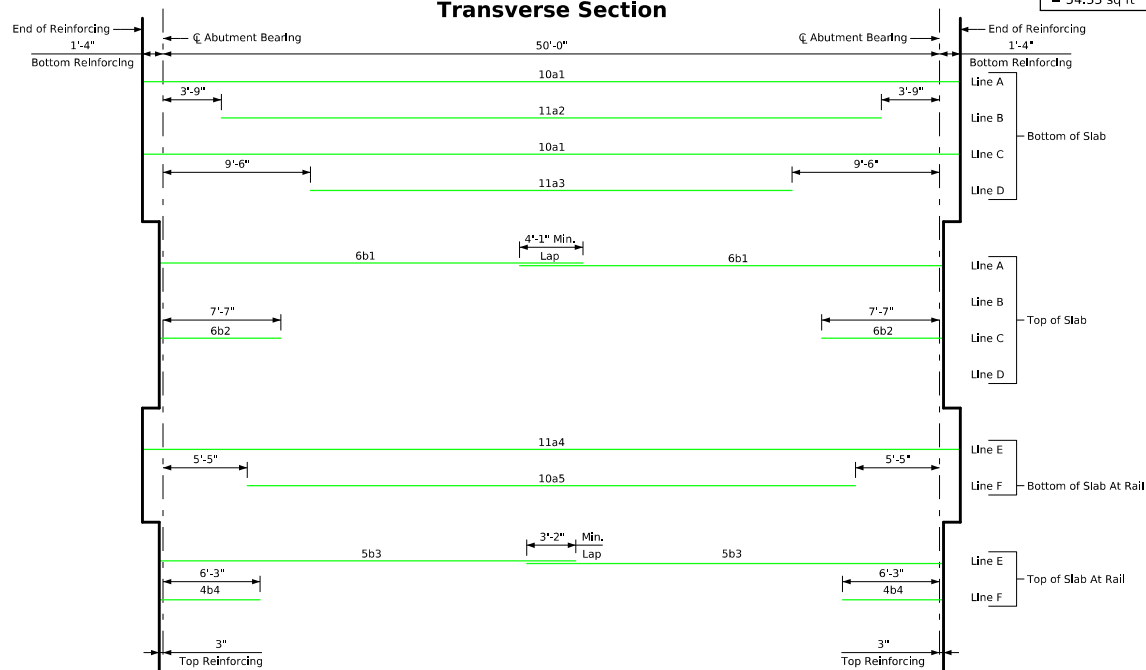
Top longitudinal reinforcing steel is to be parallel to and 2 1/2 inches clear below top of slab. Bottom longitudinal reinforcing steel is to be parallel to and 1 1/2 inch clear above bottom of slab. Reinforcing steel is to be securely wired in place and adequately supported on bar chairs before concrete is poured.

I.M. 451.01 requirements shall apply for bar chairs.

See Slab Reinforcing Plan Details for the top and bottom transverse slab reinforcing steel.

Transverse Section

Slab Cross-Section Area
= 54.33 sq ft



Placement for Longitudinal Reinforcement

Latest Revision Date	IOWA DOT	
	Standard Design - 24'-0" Roadway, Single Span Bridge	
	Single Span Concrete Slab Bridges	
Approved By Bridge Engineer	July, 2025	
	Superstructure Details 50'-0" Bridge	J24S-09-25