

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.

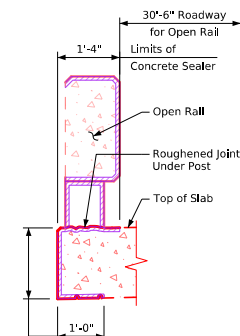
Camber values were computed for 0 degree skew. Other skews will result in slightly smaller deflection. Adjustments in camber may be considered if a wearing surface will not be placed.

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.

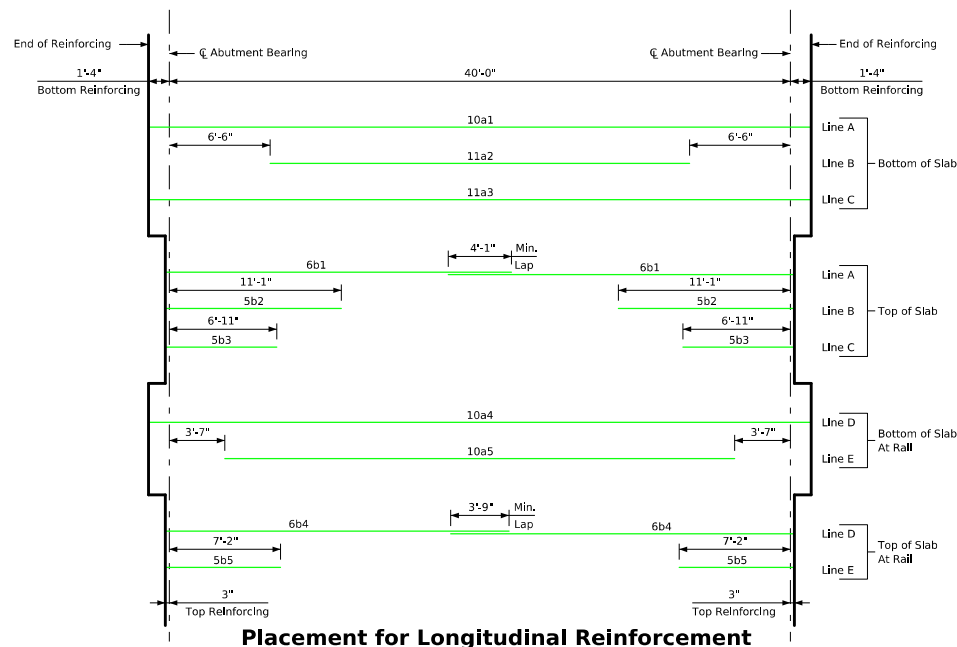
See Slab Reinforcing Plan Details for the top and bottom transverse slab reinforcing steel.



Alternate Rail Option With Concrete Sealer

Concrete sealer shall be applied to both sides of bridge slab on the top, edge of slab, and under the slab. The concrete sealer shall also be applied to the open rail on the top, traffic face side, bottom of rail, and on all sides of the open rail posts.

The concrete sealer limits are shown in the detail and shall apply to the full length of bridge. Concrete sealer shall be applied in accordance with Article 2403.03, P. 3 of the Standard Specifications.



Latest Revision Date	IOWA DOT	
	Standard Design - 30'-0" Roadway, Single Span Bridge	
	Single Span Concrete Slab Bridges	
Approved by Bridge Engineer	July, 2025	
	Superstructure Details 40'-0" Bridge	J30S-07-25