NOTES:

1. *Cap Top and Bottom Longitudinal Reinforcement shall be as per Table on Dwg. No. 12.2.13.*

2. *The horizontal leg of the L–shaped connection bars shall be extended into the deck beyond the inside face of the abutment diaphragm for a length of:*
   - *for Simple Span Bridges:*
     10% of the Span Length + Ld
   - *for Continuous Span Bridges:*
     10% of the End Span Length + Ld

3. *Continue stirrups to bridge seat construction joint or to a level just below approach slab support bracket, whichever is higher. Specify same spacings as horizontal and vertical bars.*

4. *Minimum Required Primary (Longitudinal) and Secondary (Vertical) Integral Wingwall Reinforcement shall be as per Dwg. No. 12.2.13.*

5. *The Fillet Reinforcement as well as the End of Integral Wingwall Reinforcement shall be of the same size and spacing as the Primary Integral Wingwall Reinforcement.*

6. *The Tension Zone Reinforcement shall be of the same size as the Primary Integral Wingwall Reinforcement and shall be distributed throughout the tension zone as shown.*

7. *Check constructability of NEBT integral abutment bridges on skew. Ensure sufficient clearance between flanges and the back of the abutment for placement of reinforcement and consolidation of concrete. The minimum clear cover between flanges and the back of the abutment shall be 4". The abutment thickness may be increased to accommodate these requirements. Box and Deck Beam ends shall be skewed for this purpose.*

8. *Reinforcement configuration shown is conceptual. The Designer shall modify the arrangement as necessary by design.*

9. *Deck drains shall be specified for all integral abutment bridges with HMA wearing surface and shall be located in relation to the abutment diaphragm as shown on Dwg. No. 7.3.1.*