INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N758 CM
Indianapolis, Indiana 46204
www.in.gov/indot
Mike Braun, Governor
Lyndsay Quist, Commissioner

FINAL DRAFT MINUTES

January 15, 2026, Standards Committee Meeting

(Changes to the Agenda by the Action of the Committee shown as highlighted yellow, also changes to draft of E 726-BEBP-01, -03, and -04 shown highlighted green.)

February 5, 2026

TO: Standards Committee

FROM: Scott Trammell, Secretary

RE: Minutes from January 15, 2026, Standards Committee Meeting

The Standards Committee meeting was called to order by Mr. Pankow, Chair, at 09:01 a.m. on Thursday, January 15, and was held virtually via *Teams* (Microsoft application). The meeting was adjourned at 09:47 a.m. The next scheduled meeting will be held on Thursday, **February 19, 2026**.

The following committee members were in attendance:

Pankow, Gregory, Chairman, Director, Construction Management
Boruff, David Traffic Engineering
Dave, Kumar, Pavement Engineering
Golkhajeh, Jaffar, Asset Management
Koch, Mike, District Construction, Fort Wayne District
Novak, Joseph, Construction Management
Orton, Mark, Highway Engineering
Pelz, Kurt, Construction Technical Support
Reilman, Jim, Materials and Tests
White, Peter, Bridge Engineering
Wooden, John, Contract Administration
**Proxy* for Rearick, Anne

Also, the following attendees were present:

Awwad, Nathan E., INDOT
Barnes, Tracy, INDOT
Blanchard, Jacob, INDOT
Borgmann, Kathy, INDOT
Kachler, Mischa, INDOT
Mouser, Elizabeth, INDOT
Mueller, Bart, INDOT
Nunley, Cindy, INDOT

Chandore, Gauri, INDOT
Delp, Patrick, INDOT
Duncan, Thomas, FHWA
Emmert, Rhonda, INDOT
Fox, Gary A, INDOT
Galetka, Jason, INDOT
Gulinson, Brent, ISP
Harding, Matthew, INDOT
Harris, Tom, INDOT
Hauser, Derrick, INDOT
Jacobs, David L, INDOT
Podorvanova, Lana, INDOT
Powell, Traci M, INDOT
Ranck, Amanda, INDOT
Reedy, Joseph, INDOT
Reese, Sarah, INDOT
Siddiki, Nayyar Zia, INDOT
Smith, Charles, INDOT
Trammell, Scott, INDOT
Waterfall, Edward, Rinker Pipe
Wortkoetter, Andrew, INDOT

The following items were discussed:

A. GENERAL BUSINESS

OLD BUSINESS *(No items were listed)*

NEW BUSINESS

Approval of the Minutes from the December 19, 2025 meeting

Mr. Pankow requested a motion to approve the Minutes from the December 19, 2025 meeting.

Motion: Mr. Reilman
Second: Mr. Pelz
Ayes: 10
Nays: 0

ACTION: PASSED AS SUBMITTED

B. CONCEPTUAL PROPOSAL

(No items were listed)

C. STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS PROPOSAL

OLD BUSINESS *(No items were listed)*

NEW BUSINESS

Item No. 1	Mr. Novak	pg. 4

2026 Standard Specifications:

108.01 Subletting of Contract

ACTION: PASSED AS REVISED

Item No. 2	Mr. Pelz	pg. 9

Recurring Special Provision:

801-R-672	LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY
ACTION:	PASSED AS REVISED

Item No. 3	Mr. White	pg. 23

Standard Drawings:

E 726-BEBP series	BRIDGE ELASTOMERIC BEARING PADS

cc: Committee Members
FHWA
ICI

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Changes related to the DBE program that have raised questions about the permissibility to have supplemental trucking in certain cases.

PROPOSED SOLUTION: Provide clear contract requirements on the permissibility to use supplemental trucking regardless of DBE status.

APPLICABLE STANDARD SPECIFICATIONS: 108.01

APPLICABLE STANDARD DRAWING: n/a

APPLICABLE DESIGN MANUAL CHAPTER: n/a

APPLICABLE SECTION OF GIFE: Section 2.7.3

APPLICABLE RECURRING SPECIAL PROVISION OR PLAN DETAILS: n/a

PAY ITEMS AFFECTED: n/a

APPLICABLE SUB-COMMITTEE ENDORSEMENT: Ad hoc Joe Novak and District CCO's

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE: No RSP. Revision to incorporate into 2028 Standard Specifications only.

IMPACT ANALYSIS (attach report):

Submitted By: Joe Novak

Title: State Construction Engineer

Division: Construction Management

E-mail: jnovak@indot.in.gov

Date: 10/24/25

IMPACT ANALYSIS REPORT CHECKLIST

Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.

Does this item appear in any other specification sections? 103.01
Will approval of this item affect the Qualified Products List (QPL)? no
Will this proposal improve:

- Construction costs? no
- Construction time? no
- Customer satisfaction? no
- Congestion/travel time? no
- Ride quality? no

Will this proposal reduce operational costs or maintenance effort? no

Will this item improve safety:

- For motorists? no
- For construction workers? no

Will this proposal improve quality for:

- Construction procedures/processes? yes
- Asset preservation? no
- Design process? no

Will this change provide the contractor more flexibility? yes

Will this proposal provide clarification for the Contractor and field personnel? yes

Can this item improve/reduce the number of potential change orders? no

Is this proposal needed for compliance with:

- Federal or State regulations? no
- AASHTO or other design code? no

Is this item editorial? no

Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda:

(Note: Proposed changes shown highlighted gray)

The Standard Specifications are revised as follows:

SECTION 108, BEGIN LINE 3, DELETE AND INSERT AS FOLLOWS:

108.01 Subletting of Contract

The contract, contracts, or portions thereof; or the right, title, or interest therein shall not be sublet, sold, transferred, assigned, or otherwise disposed of without written consent. In case such consent is given, the Contractor will be allowed to sublet a portion thereof, but shall perform with its own organization, work amounting to not less than 50% of the original or revised contract amount, whichever is less. All items designated in the contract as specialty items may be performed by subcontract. The cost of such specialty items so performed by subcontracts may be deducted from the total cost before computing the amount of work required to be performed by the Contractor with its own organization. No subcontracts or transfer of contracts will release the Contractor of liability under the contract and bonds. Approved subcontractors will not be allowed to further subcontract their work.

Unless the Department provides written consent, the Contractor shall not be entitled to any payment for subcontracted work or materials unless it is performed or supplied by a subcontractor approved on the contract prior to the work being performed.

The minimum wage for labor as stated in the Proposal shall apply to all labor performed on all work sublet, assigned, or otherwise disposed of in any way.

With the approval of the Department, ~~T~~the Contractor or subcontractor may enter into leases or rental agreements for equipment with operators or trucks with drivers. *The Contractor or subcontractor may also enter into such agreements with trucking companies that intend to provide supplemental trucks with or without drivers in addition to its own. These primary trucking companies that serve as a lessee may enter into leases for supplemental trucking lessors. Supplemental trucking lessors* ~~*may*~~*shall not further supplement. The Department may limit the number of agreements a trucking company may be a party to per contract. All trucking companies, lessees, and lessors* ~~*must*~~*shall be as approved by the Department prior to use. All general or standing agreements* ~~*must*~~*shall contain contract specific addendums. All such agreements and addendums shall be provided as a condition of approval. Failure to comply with these provisions may result in the discontinued allowance of supplemental trucking.* When certified payrolls are required, they shall be submitted for all such equipment operators and truck drivers who perform work. This payroll shall verify that these employees have been paid not less than the predetermined wage rate set out elsewhere in the contract for the classification of work performed.

The subcontractor shall be in accordance with the requirements of 105 IAC 11-2-10, Subcontractors.

The Contractor shall submit payment records through the Department's

Subcontractor Payment Tracking System (http://itap.indot.in.gov) of all payments made to subcontractors and DBE, MBE, WBE, and IVOSB firms approved by the Department. Reports shall be submitted no later than 10 days after the end of each month in which a subcontractor is paid for work on the contract. Reports shall include any release of retainage payments made to subcontractors.

All subcontractors and DBE, MBE, WBE, and IVOSB firms approved by the Department shall verify all payments made to them through the Department's Subcontractor Payment Tracking System (http://itap.indot.in.gov). All payments received for work on the contract shall be verified no later than 20 days after the end of the month in which payment was received.

COMMENTS AND ACTION

108.01 Subletting of Contract

DISCUSSION:
This item was introduced and presented by Mr. Novak who stated that changes related to the DBE program have raised questions about the permissibility to have supplemental trucking in certain cases.

Mr. Novak proposed to provide clear contract requirements on the permissibility to use supplemental trucking regardless of DBE status.

Mr. Koch expressed concern with some of the language in the fourth paragraph of 108.01. Mr. Novak concurred with the proposed revisions and they, along with some minor editorial revisions, are as shown above.

Mr. Novak proposed that this item be accepted as revised. Mr. Novak stated that an RSP is not necessary, and the release of the Construction memo will suffice.

There was no further discussion and this item passed as revised.

Motion: Mr. Novak Second: Mr. Koch Ayes: 10 Nays: 0 FHWA Approval: YES	**Action:** ___ Passed as Submitted _X_ Passed as Revised ___ Withdrawn
2026 Standard Specifications Sections: 108.01, pg. 86 - 87. Recurring Special Provisions or Plan Details: NONE Standard Drawing affected: NONE Design Manual Chapter: NONE GIFE Section: NONE	_X_ 2028 Standard Specifications ___ Revise Pay Items List ___ Notification to Designers if change is not addressed by RSP ___ Create RSP (No.___) Effective: ___ Revise RSP (No.___) Effective: ___ Standard Drawing Effective: ___ Create RPD (No. ___) Effective: _X_ GIFE Update (Section 2) ___ Frequency Manual Update ___ AWP Update

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: With a history of problematic implementation of Law Enforcement Officers (LEOs) on active Department contracts, there was a need to revise the current RSP 801-R-672 to help provide guidance and clarity.

PROPOSED SOLUTION: New procedures and training methods will help provide officers for Department contracts that have appropriate training. The new process will also help the LEO's appointing authority with an acknowledgment of their officer's work area and use of police vehicles during Department operational shifts.

APPLICABLE STANDARD SPECIFICATIONS: N/A

APPLICABLE STANDARD DRAWING: N/A

APPLICABLE DESIGN MANUAL CHAPTER: N/A

APPLICABLE SECTION OF GIFE: Section 26.2

APPLICABLE RECURRING SPECIAL PROVISION OR PLAN DETAILS: RSP 801-R-672

PAY ITEMS AFFECTED: Pay Item 801-12324, Law Enforcement Officer

APPLICABLE SUB-COMMITTEE ENDORSEMENT: Ad hoc committee: John McGregor, Mischa Kachler, Brent Gulinson (ISP), Marjorie Millman, Roland Fegan, Sarah Reese, Kurt Pelz

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE: Same as current: Required for all contracts identified **as significant** in relation to work zone impacts in accordance with IDM Section 503-2.02. For contracts identified **as non-significant**, as determined necessary by the **District Construction** [pay item: **801-12324**].

IMPACT ANALYSIS (attach report): Yes

Submitted By: Kurt Pelz

Title: Technical Support Engineer

Division: Construction Management

E-mail: kpelz@indot.in.gov

Date: 12/15/2025

IMPACT ANALYSIS REPORT CHECKLIST

Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.

Does this item appear in any other specification sections? No
Will approval of this item affect the Qualified Products List (QPL)? No
Will this proposal improve:

Construction costs? No
Construction time? No
Customer satisfaction? Yes
Congestion/travel time? Yes
Ride quality? No

Will this proposal reduce operational costs or maintenance effort? No

Will this item improve safety:

For motorists? Yes
For construction workers? Yes

Will this proposal improve quality for:

Construction procedures/processes? Yes
Asset preservation? No
Design process? No

Will this change provide the contractor more flexibility? Yes

Will this proposal provide clarification for the Contractor and field personnel? Yes

Can this item improve/reduce the number of potential change orders? Yes

Is this proposal needed for compliance with:

Federal or State regulations? No
AASHTO or other design code? No

Is this item editorial? No

Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda: Improvement in safety for field personnel and the traveling public. Aid in the traffic flow through an active contract using off-duty law enforcement officers by focusing on queue protection, reducing aggressive driving through enforcement, and patrolling the site.

(Note: Proposed changes shown highlighted gray.)

801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY

(Revised 09-16-21)

Description

This work shall consist of providing a Law Enforcement Officer, LEO, to assist with the safe, efficient, *and* orderly movement of traffic. *LEOs ~~are to~~shall be used, along with properly utilized and implemented maintenance of traffic devices,* ~~and~~ to enhance ~~worker~~ safety during construction activities. *The primary functions of LEO efforts within work zones shall be to provide queue protection, reduce aggressive driving through focused enforcement, and patrol the site. Any accepted and utilized LEO shall be in accordance with 103.05 ~~and 108.01~~. If a private company is used, the Contractor shall enter into a subcontract agreement with the private company in accordance with 108.01. A subcontract agreement will not be required if the LEO is obtained directly from a law enforcement agency.*

Materials

Materials shall be in accordance with 801.02 and as described herein.

[NOTE: shown below in strikethrough format to be replaced with proposed new in *italicized format* followed statements]

~~**Construction Requirements**~~

~~Traffic control and work zone safety shall be in accordance with 801 and the MUTCD. Utilization of the LEO may include providing advanced warning for:~~

~~1. Maintenance of traffic set up, tear down, and substantial traffic shifts.~~

~~2. New lane closure arrangements initiated for long term lane closures or shifts.~~

~~3. The first and last day of major changes in traffic control set up, and queue protection.~~

~~4. Other unique contract uses specified to enhance overall worker and motorist safety.~~

~~Use of a LEO by the Contractor will not be allowed at contract cost without prior approval by the Engineer. The LEO shall not be used where the MUTCD specifies flaggers are to be used.~~

~~**LEO Personnel Requirements**~~

~~The LEO shall be:~~

~~a) an off-duty, non-Indiana State Police Law Enforcement Officer in full police uniform, and~~

~~b) a graduate of an Indiana approved Law Enforcement Academy, and~~

c) a police officer or deputy actively employed by a police agency in Indiana.

In accordance with IC 8-23-2-15(b), the duties of a police officer hired under this special provision shall:

1. Be limited to those duties that the police officer normally performs while on active duty; and

2. Not include the duties of a
   a. Flagman; or
   b. Security Officer.

Equipment

The LEO shall use a marked police vehicle with emergency flashing lights and complete markings of the appropriate law enforcement agency. At a minimum, the marked police vehicle shall be equipped with an 800 MHz radio/portable radio that contains the local and statewide mutual aid channels within the area the LEO is working.

When outside of the marked police vehicle, the LEO shall wear the correct ANSI certified high-visibility safety apparel provided by their agency.

Operation

The Contractor shall be responsible for securing the services of the LEO with the appropriate agency and communicating the intentions of the plans with respect to the duties of the LEO as approved by the Engineer. The Contractor and the LEO shall follow the standards for placement of the LEO in work zones set forth by the NCHRP Report 746.

The Contractor shall establish direct communication with the LEO prior to the start of their shift. The method of communication shall be at the discretion of the Contractor and may include the exchange of mobile telephone numbers or dedicated communication devices, such as mobile phones and walkie-talkies. The Contractor may provide the LEO with dedicated communication devices. Contractor provided dedicated communication devices shall be returned to the Contractor at the end of the LEO's shift.

Training

Training for the LEO, the Contractor, and the Engineer will be conducted in two parts. Both parts shall be completed prior to involvement in traffic maintenance operations on the contract. The first part of the training will be web based and provide concepts and reasoning for the use of LEOs on Department contracts. The second part of the training will provide supplementary guidance for LEOs working within Department work zones.

Part 1

Prior to involvement in maintenance of traffic operations, the LEO, at least one representative of the Contractor who will be onsite when the LEO is present, and the Engineer shall complete the Department's web based "Law Enforcement Officers in INDOT Work Zones Training". The training

~~consists of three modules and is available on the Work Zone Safety website located at https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.~~

~~**Part 2**~~

~~The LEO, the Contractor, and the Engineer are also required to review and agree to adhere to the requirements contained in Department specific training entitled "Instructions and Procedures For Non-ISP Law Enforcement Officers When Working in INDOT Work Zones". The training document is available on the Work Zone Safety Website located at https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.~~

~~All individuals completing Parts 1 and 2 training shall sign the signature page located at the end of the Part 2 training document. By signing, individuals shall be confirming they have completed Parts 1 and 2 of the law enforcement training requirements.~~

~~The Part 2 training instruction document, any training notes, and the signature document will be retained within the contract files.~~

~~**Engineer Responsibilities**~~

~~The activities of the LEO are subject to the authority and direction of the Engineer, in accordance with 105 and 108, and are limited to the activities associated with the contract work zone. The Contractor's choice of duties and placement of the LEO on any given work shift are subject to approval by the Engineer. The Engineer will have no authority over the LEO when the LEO is acting in a law enforcement agency capacity. The Engineer may direct the LEO to perform enforcement and other unspecified activities to encourage motorists to respect the work zone. Other unspecified activities of the LEO will not be allowed without prior approval of the Engineer.~~

~~**Contractor Responsibilities**~~

~~The Contractor shall be responsible for the LEO's duties and placement. The Contractor shall inform the Engineer of all planned LEO activities, any issues that may arise, and when the LEO leaves the construction site for any reason. Duties and placement of the LEO are subject to approval by the Engineer. The Contractor shall verify that the LEO remains at the construction site for the entire duration of their shift and reports back at the end of the shift unless directed otherwise by the Engineer.~~

~~**LEO Responsibilities**~~

~~The LEO shall report to the Contractor prior to the start of the shift in order to receive instructions regarding specific work assignments. The LEO shall remain at the construction site for the entire duration of their shift. If the LEO has completed the duties described above and still has time remaining on their shift, the LEO may be asked to patrol through the work zone, with flashing lights off, or be placed at a location to deter motorists from speeding or following too closely. At the end of the shift, the LEO shall notify the Contractor before leaving the construction site.~~

REVISION TO SPECIAL PROVISION

801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY

~~All LEOs shall follow the procedures for infraction and ordinance violation enforcement established by IC 9-21-5-11 while working within the work zone. This shall include issuing citations for infractions or detaining individuals in violation of traffic laws when and where appropriate.~~

~~The LEOs shall not forgo their traffic control responsibilities to apprehend motorists for routine traffic violations, except that enforcement action is encouraged to enhance motorist compliance and increase driver awareness. If a motorist's actions are considered reckless or endangering to the workers or to the motoring public, then pursuit of the motorist is appropriate. LEOs shall also respond to any incident or situation involving public safety, including but not limited to crashes, near or within the contract limits to ensure the safety of the parties involved, and the motoring public. When it is necessary for the LEO to leave the construction site under these circumstances, the LEO shall notify the Contractor as soon as reasonably possible.~~

Construction Requirements

Traffic control and work zone safety shall be in accordance with 801 and the IMUTCD. The use of a LEO shall not be a substitute for the appropriate implementation of temporary traffic control devices in accordance with the IMUTCD and CFR 23 630.1108(d).

The Contractor shall schedule ~~P~~pre-shift meetings ~~shall~~ to be held on-site and involve the LEO, all Contractor representatives involved in LEO placement, and appropriate Department field staff. The intent of the pre-shift meeting shall be to exchange contact information, discuss specific problematic situations of the work zone, develop solutions to those situations, and focus on other pertinent aspects of the maintenance of traffic plan for the jobsite involving the LEO. If requested in writing, pre-shift meeting requirements may be waived in part or in full subject to the acceptance of the Engineer.

A LEO used on a project shall concentrate on:

a) queue protection,

b) focused enforcement to reduce aggressive driving, and

c) patrolling the site.

A LEO may also be directed to provide advance warning on the project for:

a) maintenance of traffic set ups, tear downs, and substantial traffic shifts when there are significant risks to workers and the traveling public,

b) new lane closure arrangements initiated for long-term lane closures or shifts,

c) the first and last days of major changes in traffic control set ups, and

d) other unique project uses specified to enhance overall safety during construction activities.

The use of a LEO will be allowed at the contract cost only with the prior acceptance of the Engineer. The LEO shall not be used where the IMUTCD specifies flaggers shall be used.

LEO Personnel

A LEO shall:

a) Be an off-duty, non-Indiana State Police Law Enforcement Officer.

b) Wear an official agency issued full police uniform with an agency issued badge. The uniform shall have the appropriate law enforcement department patches affixed.

c) Be a graduate of an Indiana approved Law Enforcement Academy.

d) Be a police officer or deputy actively employed by a law enforcement agency within Indiana.

LEO Limitations

The duties of an off-duty LEO hired under this special provision:

a) shall be limited to those duties that the police officer normally performs while on active duty, and

b) shall not include the duties of a:
1. flagman, or
2. security Officer.

LEO Equipment

LEO equipment shall include:

a) The use of an official law enforcement agency issued vehicle with blue and red flashing lights.

b) A radio or portable radio capable of accessing and communicating over the mutual aid channels within the area where the LEO is working.

c) The necessary tools to issue citations and to process crashes and incidents within, and in a reasonable distance from, the work zone.

d) The correct ANSI certified high-visibility safety apparel, provided by their agency, when the LEO is out of the agency issued vehicle.

LEO Responsibilities

A LEO shall:

a) Be the sole occupant of the agency issued vehicle, unless otherwise directed by the Engineer.

b) Report to the Contractor and the Engineer prior to the start of the operational shift to exchange contact information, obtain the placement location within the work zone, and discuss any additional specific work assignments.

A LEO shall remain at the construction site for the duration of the assigned operational shift unless called to return to active duty. If a LEO has completed the specific work assignments, as described above, and time remains in the shift, the LEO may be directed to:

a. be placed at a location for queue protection,

b. provide enforcement focused on slowing traffic through the work zone, or

c. patrol through the work zone, with flashing lights off.

At the end of the shift, the LEO shall notify the Contractor and the Engineer before leaving the construction site.

A LEO shall follow the procedures for infraction and ordinance violation enforcement established by IC 9-21-5-11 while working within the work zone, including issuing citations, written warnings, or verbal warnings for infractions. Detaining individuals in violation of traffic laws may also be an option, when and where appropriate.

A LEO's enforcement actions are encouraged to enhance motorist compliance and increase driver awareness. If a motorist's actions are considered reckless, or endangering workers or the motoring public, then pursuit of the motorist shall be appropriate.

A LEO shall respond to incidents including, but not be limited to, situations involving public safety, crashes, and answering emergency service calls within, and in a reasonable distance from the project limits to ensure the safety of the parties involved and the motoring public. ISP may be called if backup is necessary.

When a LEO is called to active duty by their agency and it becomes necessary for the LEO to leave the construction site, the LEO shall notify the Contractor and the Engineer as soon as possible.

It is the intent of the contract to provide effective use of LEO resources to work the construction zone by providing queue protection, reducing aggressive driving through speed enforcement, and patrolling the site. An officer's presence behind ~~barricades~~a barrier wall is not an efficient use of the LEO resource.

When planning to work on contracts involving interstate operations, the LEO, in addition to the responsibilities described above, shall:

a. Be responsible for indicating their interstate experience to the Contractor and the Engineer prior to the start of any project work zone shift involving interstate operations. If, in the opinion of the

Engineer, the officer does not possess appropriate interstate experience, the officer shall not work the intended interstate shift.

b. Communicate with the Indiana State Police, ISP, dispatch prior to the start of the operational shift to exchange contact information, placement location within the work zone, and any additional specific work assignments.

c. Communicate with ISP at the end of an operational shift or if it becomes necessary to leave the construction site.

For interstate shifts, the LEO officer shall communicate with ISP through an ISP Dispatch radio channel or by cell phone. Proper radio etiquette, in accordance with 18 US Code §1464, shall be maintained at all times.

1. *When the LEO has the ISP Dispatch radio channel on their radio, the LEO shall mark on at the start of the interstate operational shift. The LEO shall then monitor this channel for the duration of the shift and mark off at the end of the shift.*

2. *When the LEO does not have the appropriate ISP dispatch channel, the LEO shall contact the correct ISP dispatch center, by phone, for the work area. ISP Dispatch shall be provided with:*

   a. the LEO's name and contact number,

   b. the LEO's planned work location, and

   c. the LEO's interstate operational shift hours.

A list of ISP dispatch centers is located on the Department's Law Enforcement Officers for Work Zone Safety website located at: https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.

Once contacted, the ISP Dispatch operator will assign a mutual aid channel that is available on the LEO's radio.

The LEO shall monitor this assigned channel for the duration of the interstate operational shift. The LEO shall mark off the channel at the end of the shift.

The LEO shall use the ISP radio channel for interstate incident communications, to relay information, or to receive instructions and other information.

Contractor Responsibilities

The Contractor shall secure the services of a LEO with a police agency or private company capable of supplying officers that meet the

requirements for a LEO as stated herein. If a private company is used, the Contractor shall enter into a subcontract agreement with the private company in accordance with 108.01. A subcontract agreement ~~shall~~ will not be required if the LEO is obtained directly from a police agency. In either case, a Letter of Concurrence shall be required. A copy of the Letter of Concurrence is available on the Department's Law Enforcement Officers for Work Zone Safety website.

The Contractor shall:

a) be responsible for securing, planning, placement, coordinating, and obtaining the acceptance of the Engineer for any selected LEO used for a project,

b) be responsible for ensuring any selected LEO officer meets the personnel and equipment requirements listed herein,

c) be responsible for the conduct and experience of any selected LEO in accordance with 108.07,

d) maintain communications with the Engineer concerning all planned LEO activities, any issues that may arise, and when the LEO leaves the construction site for any reason,

e) verify that the LEO remains at the construction site for the entire duration of the operational shift and reports back at the end of the shift, unless directed otherwise by the Engineer, and

f) upon request, provide a copy of the subcontract agreement for the utilization and implementation of the LEO to the Engineer.

g) obtain a Letter of Concurrence between the LEO and their agency and supply the Engineer with a copy of the Letter.

All planned duties and placement of the LEO will be subject to the acceptance of the Engineer.

The Contractor shall initiate and maintain communications with the LEO and the Engineer. The communications shall include the planning and coordination of the intended duties of the LEO. The Contractor and the LEO shall follow the placement of a LEO in work zones set forth by the Strategy for Law Enforcement in Work Zone Visor Card available on the Department's Law Enforcement Officers for Work Zone Safety Website located at:

https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.

The Contractor shall establish direct communication with the LEO and the Engineer prior to the start of LEO operational shifts. The methods of communication shall be consistent for the contract and may include the

exchange of mobile telephone numbers or dedicated communication devices such as mobile phones and walkie-talkies. The Contractor may provide the LEO with dedicated communication devices which shall be returned to the Contractor at the end of the LEO's shift.

The Contractor shall have no authority over a LEO when the LEO is called away from the project and acting in an official law enforcement agency capacity not related to the contract.

Engineer Responsibilities

The Contractor's choice of activities and placement of a LEO associated with the project work zone shall be subject to the acceptance and direction of the Engineer, in accordance with 105 and 108.

The Engineer may direct a LEO to perform additional queue protection, enforcement, or other patrolling activities to encourage motorists to respect the work zone. Other activities of a LEO will not be allowed without prior acceptance of the Engineer.

The Engineer may request a copy of the subcontract agreement from the Contractor for the utilization and implementation of the LEO.

The Engineer will have no authority over a LEO when the LEO is called away from the project and acting in an official law enforcement agency capacity not related to the contract.

Training

Training for the LEO, the Contractor, and the Engineer will be conducted as stated herein.

a) LEO Training:

Any individual LEO designated to perform a work zone shift shall provide evidence acceptable to the Engineer of valid and successful completion of either Tier 1 or Tier 2 police academy training.

b) Contractor and Engineer Training:

The Contractor and the Engineer shall successfully complete the Department's Part 1 web based "Law Enforcement Officers in INDOT Work Zones Training" available on the Department's Law Enforcement Officers for Work Zone Safety website located at:

https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.

c) Additional Training

In addition to the individual training listed above for each group, the LEO, the Contractor, and the Engineer shall review the Department's Part 2 Training and agree to adhere to the requirements contained in the specific training entitled "Instructions and Procedures For Non-ISP Law Enforcement Officers When Working in INDOT Work Zones".

All individuals shall sign the signature page located at the end of the Part 2 Training document. By signing, individuals will be confirming the successful completion of the individual training requirements and Part 2 of the law enforcement training.

REVISION TO SPECIAL PROVISION

801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY

The Part 2 training document is available on the Department's Law Enforcement Officers for Work Zone Safety website located at:

https://www.in.gov/indot/safety/work-zone-safety/law-enforcement-officers-for-work-zone-safety/.

Method of Measurement

~~Law enforcement officer~~*The use of a LEO* for work zone safety will be measured by the number of hours during traffic control phases requiring a LEO *and accepted by the Engineer*. Each portion of an hour *worked on an accepted shift* will be measured as a whole hour.

If a LEO is directed, by their agency, to respond to a situation not related to the ~~contract~~*project*, the time away from the ~~contract~~*project* involved in responding to that situation will not be measured for payment.

~~Law enforcement officer t~~*T*raining will not be measured for payment.

Basis of Payment

Law ~~e~~*E*nforcement ~~o~~*O*fficers *utilized for work zone safety* will be paid for at the contract unit price of $~~60~~75 per hour *for those hours accepted by the Engineer. Each portion of an hour worked on an accepted shift will be paid for as a whole hour*.

~~Training shall be included in the cost of other items.~~

Payment will be made under:

Pay Item	**Pay Unit Symbol**
Law Enforcement Officer	HR

All costs associated with obtaining and implementing a qualified Law Enforcement Officer shall be included in the cost of the pay item.

COMMENTS AND ACTION

801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY

DISCUSSION:

Mr. Pelz introduced and presented this item explaining that with a history of problematic implementation of Law Enforcement Officers, LEOs, on active Department contracts, there was a need to revise the current RSP 801-R-672 to help provide guidance and clarity.

Mr. Pelz proposed to revise the RSP with new procedures and training methods that will help provide officers for Department contracts that have appropriate training. The new process will also help the LEO's appointing authority with an acknowledgment of their officer's work area and use of police vehicles during Department operational shifts.

Following some questions and comments from Mr. Koch and industry, revisions have been incorporated, along with some minor editorial changes for clarification, and are shown in these minutes.

Mr. Pelz proposed to accept this item as revised.

Mr. Duncan, FHWA, asked about the subcontracting of the LEO. Mr. Pelz said yes, the sub needs to hire a LEO that has a regular job as a LEO and needs to be off duty. Ms. Borgmann responded that head hunting organizations go out and contact officers a lot of time. It's word by mouth so they can come and work for them for off duty hours.
Ms. Reese from the Greenfield District provided further clarification as to how the District arranges for the use of LEOs on a contract, whether it is ISP or local. Mr. Pelz clarified that the officer still needs to meet the requirements stated in the RSP, and further information will be provided in the construction memo.

Ms. Borgmann expressed concerns regarding language about interstate aspects and reporting to ISP dispatch.
Mr. Gulinson, ISP, responded that the Interstate shift aspect and reporting to ISP dispatch, I think that's off the premise that in almost all interstates around the state of Indiana, ISP dispatch would be handling as the primary agency in that particular area. And that's why it's pivotal that they contact ISP dispatch. I think when we start getting into some of our major US routes and State routes you start really opening Pandora's box because there's so many different municipalities and county agencies that handles all those areas as primary dispatch centers that I think if we're just trying to make sure there's good communication with ISP, the Interstates make complete sense to me. If we're looking to make sure they check in with the applicable dispatch center that is the primary.

Further discussion on the determination as to the hours needed for the LEOs and when, and how, to require them was addressed by Mr. Pelz, Mr. Kachler, Ms. Mouser, and Ms. Borgmann. Pelz said they can discuss those issue outside of the meeting and what is presented in this item will suffice for now, and let the area engineers make those determinations for now.

There was no further discussion and this item passed as revised.

[continued on the next page]

COMMENTS AND ACTION

801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY

[continued]

Motion: Mr. Pelz Second: Mr. Boruff Ayes: 10 Nays: 0 FHWA Approval: YES	**Action:** ___ Passed as Submitted _X_ Passed as Revised ___ Withdrawn
2026 Standard Specifications Sections: NONE Recurring Special Provisions or Plan Details: 801-R-672 LAW ENFORCEMENT OFFICER FOR WORK ZONE SAFETY Standard Drawing affected: NONE Design Manual Chapter: NONE GIFE Section: 26.2	___ 2028 Standard Specifications _X_ Revise Pay Items List (unit price) ___ Notification to Designers if change is not addressed by RSP ___ Create RSP (No.___) Effective: _X_ Revise RSP (No. 801-R-672) Effective: May 1, 2026 ___ Standard Drawing Effective: ___ Create RPD (No. ___) Effective: _X_ GIFE Update (Section 26) ___ Frequency Manual Update ___ AWP Update

PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Standard drawing series E 726-BEBP provides standard details for elastomeric bearing pads, but the load plates that are vulcanized to the pads may vary by project. Therefore, the final bearing assembly isn't currently standardized, and each project may require a unique bearing detail. This results in fabrication and construction inefficiencies.

PROPOSED SOLUTION: Revise standard drawing series E 726-BEBP to provide standard bearing plate, shim, and flange connection plate details for prestressed bulb-tee and wide flange prestressed bulb-tee beams. The new details will also facilitate field adjustment of shim thickness and future bearing replacement.

APPLICABLE STANDARD SPECIFICATIONS: Section 726 (no changes required)

APPLICABLE STANDARD DRAWING: E 726-BEBP series

APPLICABLE DESIGN MANUAL CHAPTER: IDM Chapter 409 – Abutment, Bent, Pier, and Bearing (changes forthcoming)

APPLICABLE SECTION OF GIFE: N/A

APPLICABLE RECURRING SPECIAL PROVISION OR PLAN DETAILS: RSP 726-B-328 (no changes required)

PAY ITEMS AFFECTED: N/A

APPLICABLE SUB-COMMITTEE ENDORSEMENT: INDOT/ASCE Structures Committee

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE: Contracts that contain 726 pay items.

IMPACT ANALYSIS (attach report):

Submitted By: Pete White

Title: Design Manager

Division: INDOT Bridge Engineering

E-mail: pewhite@indot.in.gov

Date: December 22, 2025

IMPACT ANALYSIS REPORT CHECKLIST

Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.

Does this item appear in any other specification sections? No
Will approval of this item affect the Qualified Products List (QPL)? No
Will this proposal improve:

- Construction costs? Yes
- Construction time? Yes
- Customer satisfaction? No
- Congestion/travel time? No
- Ride quality? No

Will this proposal reduce operational costs or maintenance effort? No

Will this item improve safety:

- For motorists? No
- For construction workers? No

Will this proposal improve quality for:

- Construction procedures/processes? Yes
- Asset preservation? Yes
- Design process? Yes

Will this change provide the contractor more flexibility? No

Will this proposal provide clarification for the Contractor and field personnel? No

Can this item improve/reduce the number of potential change orders? No

Is this proposal needed for compliance with:

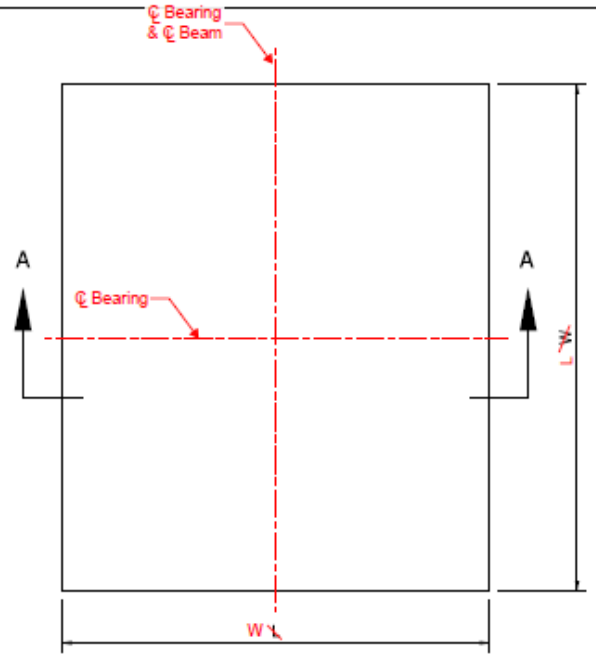
- Federal or State regulations? No
- AASHTO or other design code? No

Is this item editorial? No

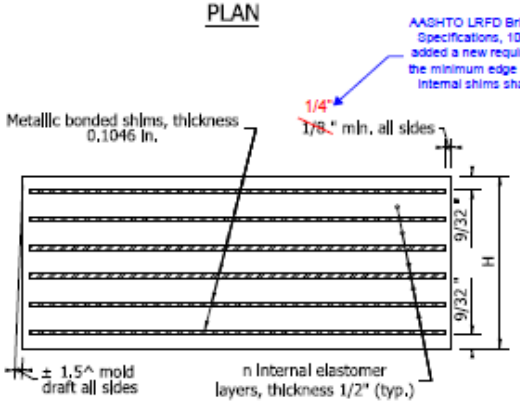
Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda:

REVISION TO STANDARD DRAWINGS

E 726-BEBP-01 BRIDGE ELASTOMERIC BEARING PADS (WITH MARKUPS)



ELASTOMERIC BEARING PAD
PLAN



SECTION A - A

NOTES:

~~1. The rectangular Elastomeric Bearing Pad shall be placed with L dimension parallel to longitudinal bridge axis.~~

(1) 2. h_{rt} is defined as the summation of all internal elastomer thickness plus the two external layers thickness.

TABLE OF DIMENSIONS

Bearing Designation	Bearing Width W	Bearing Length L	Number of Internal Elastomer Layers n	h_{rt} (1)	Number of Steel Shims n_s	Bearing Total Thickness H
TYPE 1	14"	10 1/2"	3	2 1/16"	4	2 15/32"
TYPE 2	14"	11 1/2"	4	2 9/16"	5	3 3/32"
TYPE 3	18"	11"	4	2 9/16"	5	3 3/32"
TYPE 4	24"	12"	5	3 1/16"	6	3 11/16"
TYPE 5A	22"	11"	4	2 9/16"	5	3 3/32"
TYPE 6A	22"	10"	4	2 9/16"	5	3 3/32"
TYPE 7A	22"	9"	3	2 1/16"	4	2 15/32"
TYPE 5B	12"	12"	4	2 9/16"	5	3 3/32"
TYPE 6B	12"	11"	4	2 9/16"	5	3 3/32"
TYPE 7B	12"	10"	3	2 1/16"	4	2 15/32"

Note: Sheet 01 was added to include an index of all sheets in this series.

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
TYPE 1 to 7
FOR PRESTRESSED I-BEAMS & BOX BEAMS

SEPTEMBER ~~2009~~ 2026 02

STANDARD DRAWING NO. E 726-BEBP-~~01~~

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

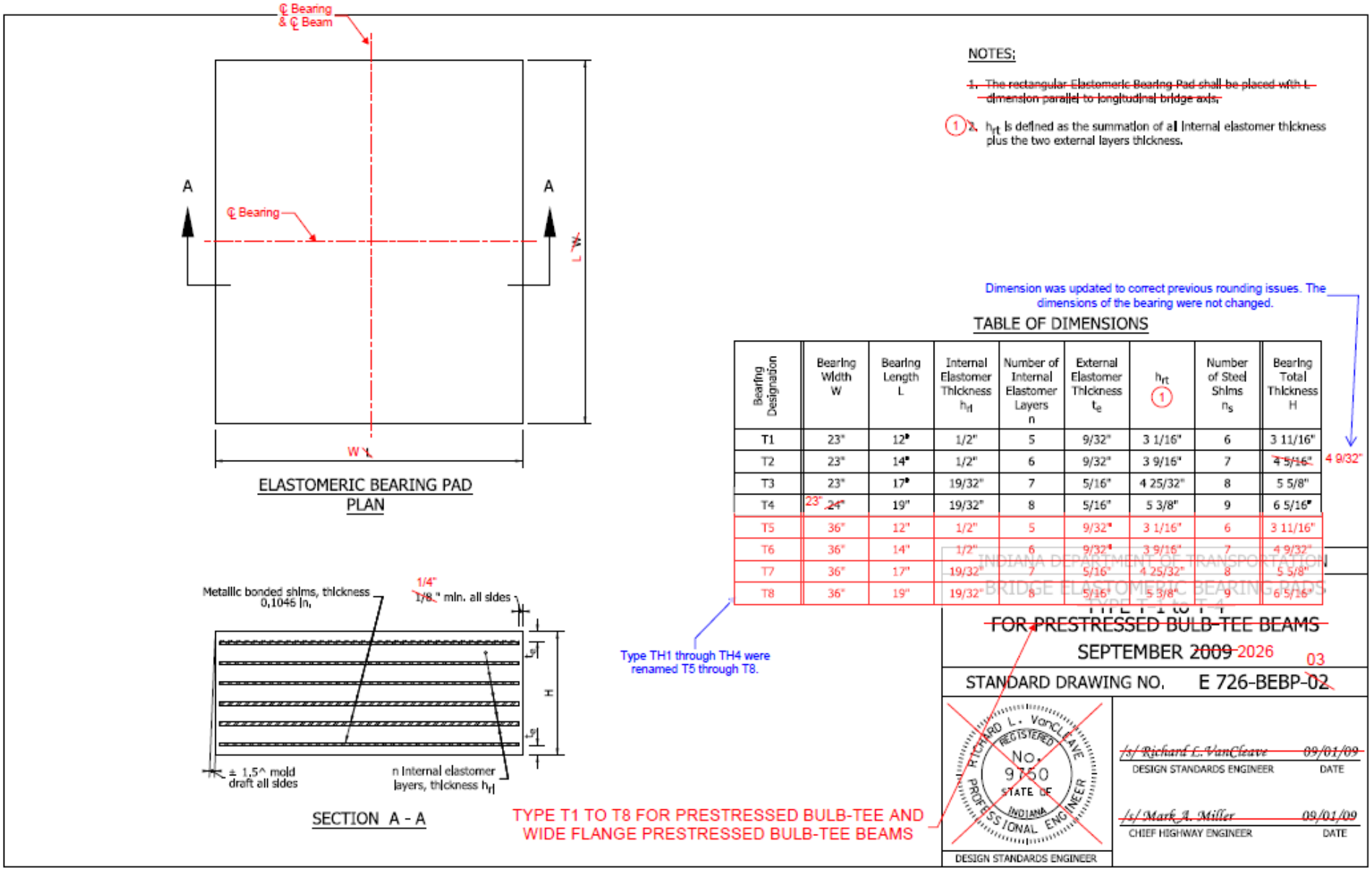
DESIGN STANDARDS ENGINEER

~~/s/ Richard L. VanCleave~~ ~~09/01/09~~
DESIGN STANDARDS ENGINEER DATE

~~/s/ Mark A. Miller~~ ~~09/01/09~~
CHIEF HIGHWAY ENGINEER DATE

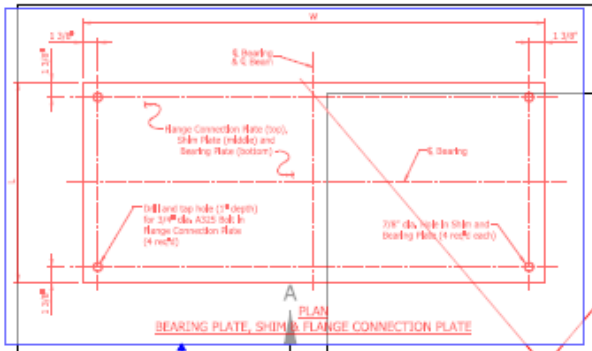
REVISION TO STANDARD DRAWINGS

E 726-BEBP-02 BRIDGE ELASTOMERIC BEARING PADS (WITH MARKUPS)



REVISION TO STANDARD DRAWINGS

E 726-BEBP-03 BRIDGE ELASTOMERIC BEARING PADS (WITH MARKUPS)



Bearing Designation	Plate Width W	Plate Length L	Flange Connection Plate Thickness	Bearing Plate Thickness
T1	26 1/2"	18"	1 1/2"	3/4"
T2	26 1/2"	18"	1 1/2"	3/4"
T3	26 1/2"	18"	1 1/2"	3/4"
T4	26 1/2"	20"	1 1/2"	3/4"
T5	41 1/2"	18"	1 1/2"	3/4"
T6	41 1/2"	18"	1 1/2"	3/4"
T7	41 1/2"	18"	1 1/2"	3/4"
T8	41 1/2"	20"	1 1/2"	3/4"

NOTES:

1. The rectangular Elastomeric Bearing Pad shall be placed with L dimension parallel to longitudinal bridge axis.
2. h_{rt} is defined as the summation of all internal elastomer thickness plus the two external layers thickness.
3. The Contractor shall check that the bearing seat is level. Grinding may be required to obtain a level seat.
4. The bridge seat shall be finished level at the time concrete is placed. Finished concrete shall be ground if necessary to ensure full and level contact between the seat and the bearing pads when the beams are set.

Dimension was updated to correct previous rounding issues. The dimensions of the bearing were not changed.

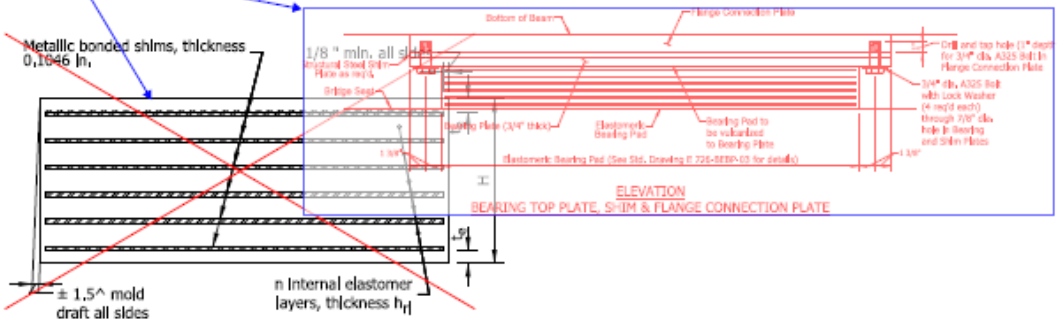
TABLE OF DIMENSIONS

Bearing Designation	Bearing Width W	Bearing Length L	Internal Elastomer Thickness h_{ri}	Number of Internal Elastomer Layers n	External Elastomer Thickness t_e	h_{rt}	Number of Steel Shims n_s	Bearing Total Thickness H
T5 ~~TH1~~	36"	12"	1/2"	5	9/32"	3 1/16"	6	3 11/16"
T6 ~~TH2~~	36"	14"	1/2"	6	9/32"	3 9/16"	7	~~4 5/16"~~ 4 9/32"
T7 ~~TH3~~	36"	17"	19/32"	7	5/16"	4 25/32"	8	5 5/8"
T8 ~~TH4~~	36"	19"	19/32"	8	5/16"	5 3/8"	9	~~6 5/16"~~

~~ELASTOMERIC BEARING PAD PLAN~~

Elastomeric pad information moved to previous sheet and table of dimensions revised to apply to bearing plate.

Elastomeric pad details replaced with new details for the Bearing Plate, Shim, and Flange Plates



~~SECTION A - A~~

ELASTOMERIC BEARING ASSEMBLY DETAILS
TYPE T1 TO T8 FOR PRESTRESSED BULB-TEE AND
WIDE FLANGE PRESTRESSED BULB-TEE BEAMS

INDIANA DEPARTMENT OF TRANSPORTATION

~~BRIDGE ELASTOMERIC BEARING PADS~~
~~TYPE TH1 - TH4 FOR PRESTRESSED~~
~~WIDE-FLANGE BULB-TEE BEAMS~~

SEPTEMBER ~~2012~~ 2026 04

STANDARD DRAWING NO. E 726-BEBP-~~03~~

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

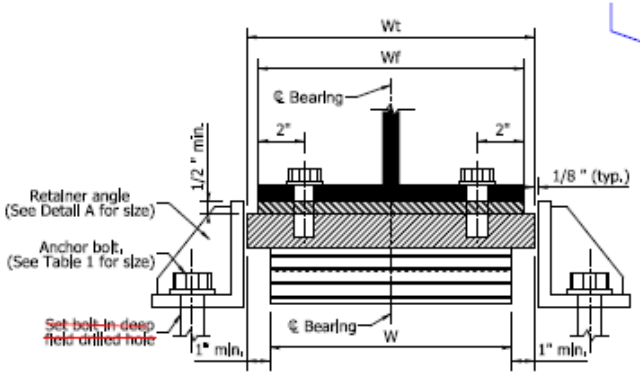
/s/ Richard L. Van Cleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS DATE

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER DATE

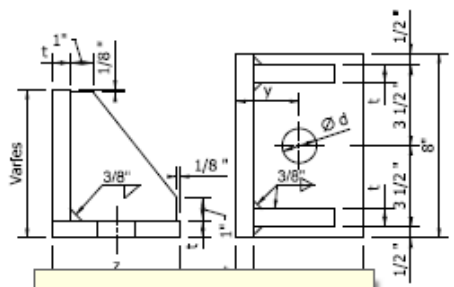
REVISION TO STANDARD DRAWINGS

E 726-BEBP-04 BRIDGE ELASTOMERIC BEARING PADS (WITH MARKUPS)

Detail moved to next sheet



CROSS SECTION THROUGH ASSEMBLY



INDOT Pete White - (1 Status)

Detail moved to next sheet

NOTES:

1. The bearing plate size shall be calculated as follows:
   Lt = L + 1" Wt = Wf + ~~2"~~ 1 or Wt = W + 2" whichever is greater,
2. ~~The shim thickness is 0.1046 in.~~ (information moved to callout)
3. ~~Equivalent rolled angle shape with stiffeners may be used in lieu of welded plates.~~ (information moved to next sheet)
4. ~~5.~~ Minimum dimension required is 1 1/2 " + flange thickness + ~~1/3"~~ shim thickness (for shim plate).
5. ~~4.~~ Minimum thickness 1 1/2"
6. See standard drawing E 726-BEBP-~~05~~ 06 for Table of Dimensions.

TABLE 1

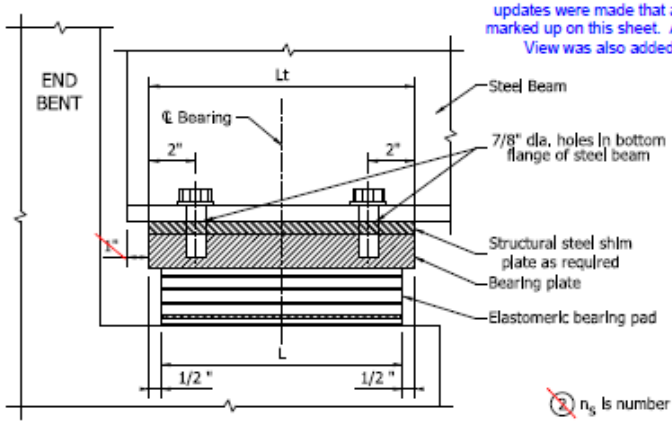
ANCHOR BOLT SIZE		
BEARING SIZE		BOLT SIZE
S1	11" x 8"	1" x 12"
S2	12" x 9"	1" x 12"
S3	13" x 10"	1" x 12"
S4	15" x 11"	1 1/4" x 15"
S5	16" x 12"	1 1/4" x 15"
S6	20" x 13"	1 1/2" x 18"
S7	20" x 15"	1 1/2" x 18"

TABLE 2

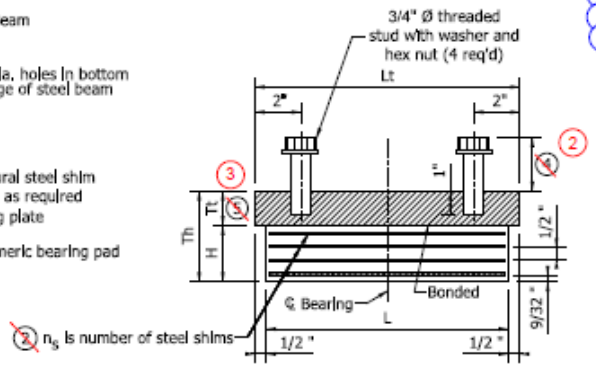
BOLT DIA.	y	z	t	d
1"	2 1/8"	4"	1/2"	1 1/8"
1 1/4"	2 1/4"	4 3/4"	1/2"	1 3/8"
1 1/2"	2 3/4"	5 1/2"	3/4"	1 5/8"

Tables combined, moved to next sheet, and combined with elastomeric bearing pad dimensions.

Note: Various editorial drafting updates were made that aren't marked up on this sheet. A Plan View was also added.



LONGITUDINAL SECTION THROUGH ASSEMBLY



(2) n_s is number of steel shims

BEARING ASSEMBLY

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
TYPE S - FOR STEEL BEAMS

SEPTEMBER ~~2012~~ 2026 05

STANDARD DRAWING NO. E 726-BEBP-~~04~~

RICHARD L. VanCLEAVE REGISTERED NO. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

/s/ Richard L. Van Cleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS DATE

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER DATE

REVISION TO STANDARD DRAWINGS

E 726-BEBP-05 BRIDGE ELASTOMERIC BEARING PADS (WITH MARKUPS)

TABLE OF DIMENSIONS - TYPE S BEARINGS FOR STEEL BEAMS

Bearing Designation	Bearing Width W	Bearing Length L	Number of Internal Elastomer Layers n	hrt (1)	Number of Steel Shims ns	Bearing Total Thickness H	
S1-A	11"	8"	2	1 9/16"	3	~~1 27/32"~~	1 7/8"
S1-B	11"	8"	3	2 1/16"	4	~~2 7/16"~~	2 15/32"
S2-A	12"	9"	2	1 9/16"	3	~~1 27/32"~~	1 7/8"
S2-B	12"	9"	3	2 1/16"	4	~~2 7/16"~~	2 15/32"
S3-A	13"	10"	3	2 1/16"	4	~~2 7/16"~~	2 15/32"
S3-B	13"	10"	4	2 9/16"	5	~~3 1/32"~~	3 3/32"
S4-A	15"	11"	4	2 9/16"	5	~~3 1/32"~~	3 3/32"
S4-B	15"	11"	5	3 1/16"	6	~~3 5/8"~~	3 11/16"
S5-A	16"	12"	4	2 9/16"	5	~~3 1/32"~~	3 3/32"
S5-B	16"	12"	5	3 1/16"	6	~~3 5/8"~~	3 11/16"
S6-A	20"	13"	5	3 1/16"	6	~~3 5/8"~~	3 11/16"
S6-B	20"	13"	6	3 9/16"	7	~~4 7/32"~~	4 9/32"
S7-A	20"	15"	6	3 9/16"	7	~~4 7/32"~~	4 9/32"
S7-B	20"	15"	7	4 1/16"	8	~~4 13/16"~~	4 29/32"

These dimensions were updated to correct previous rounding issues. The dimensions of the bearings were not changed.

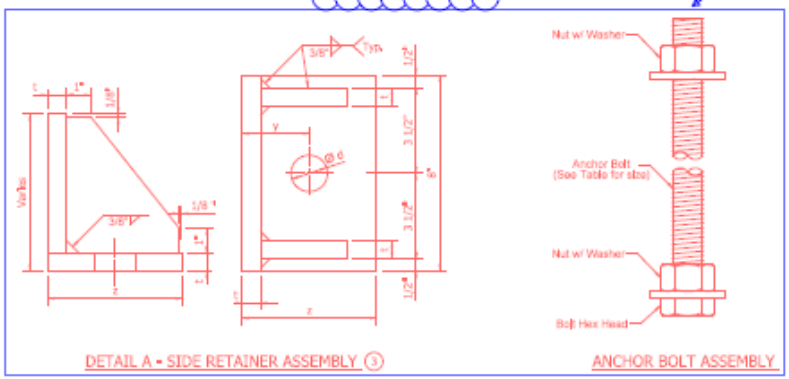
NOTES

(1) h_{rt} is defined as the summation of all internal elastomer thicknesses plus the external elastomer thicknesses.

2. See Standard Drawing E 726-BEBP-~~04~~ 05 for Type S bearing assembly details.

(3) Equivalent rolled angle shape with stiffeners may be used in lieu of welded plates.

Detail A moved here from previous sheet and Anchor Bolt Assembly detail added.



DETAIL A - SIDE RETAINER ASSEMBLY (3) ANCHOR BOLT ASSEMBLY

INDIANA DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING PADS
TYPE S

SEPTEMBER ~~2012~~ 2026 06

STANDARD DRAWING NO. E 726-BEBP-~~05~~

RICHARD L. VanCLEAVE REGISTERED NO. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

~~/s/ Richard L. Van Cleave~~ ~~09/04/12~~
SUPERVISOR, ROADWAY STANDARDS DATE

~~/s/ Mark A. Miller~~ ~~09/04/12~~
CHIEF ENGINEER DATE

REVISION TO STANDARD DRAWINGS

E 726-BEBP-01 BRIDGE ELASTOMERIC BEARING PADS (REVISED DRAFT)

INDEX	
SHEET NO.	SUBJECT
1	Bridge Elastomeric Bearing Pads Index
2	Bridge Elastomeric Bearing Pads Type 1 to 7 for Prestressed I-Beams and Box Beams
3	Bridge Elastomeric Bearing Pads Type T1 to TH4 for Prestressed Bulb-Tee and Wide Flange Prestressed Bulb-Tee Beams
4	Elastomeric Bearing Assembly Details for Type T1 to TH4 for Prestressed Bulb-Tee and Wide Flange Prestressed Bulb-Tee Beams
5	Bridge Elastomeric Bearing Pads Type S for Steel Beams
6	Elastomeric Bearing Assembly Details for Type S for Steel Beams

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
INDEX

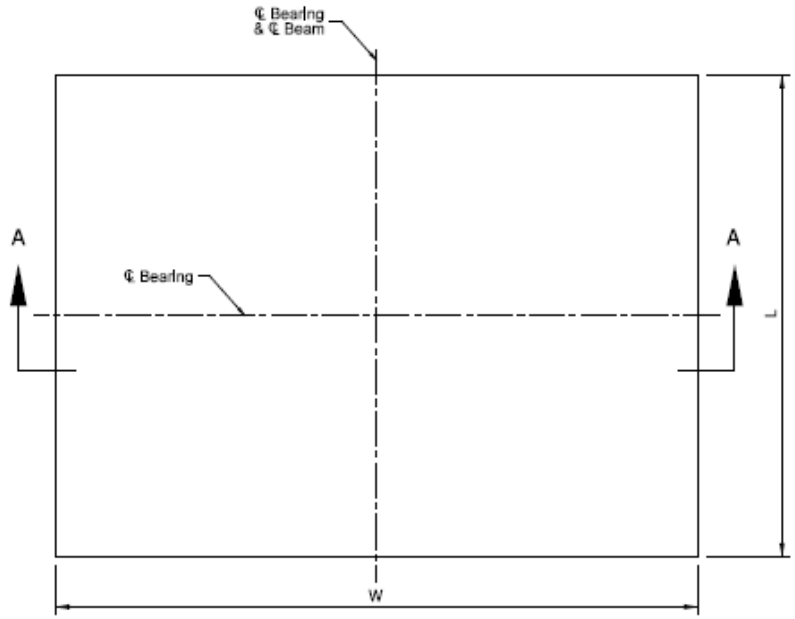
SEPTEMBER 2026

STANDARD DRAWING NO. E 726-BEBP-01

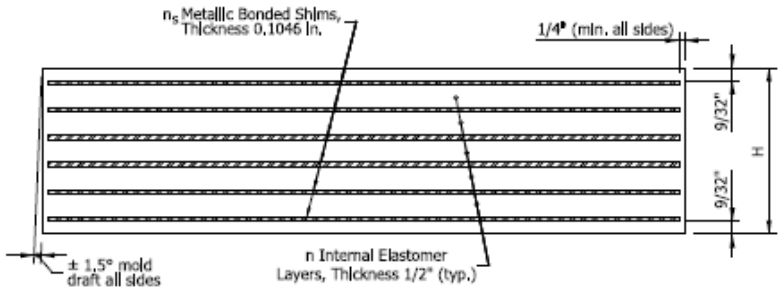
DESIGN STANDARDS ENGINEER DATE

CHIEF ENGINEER DATE

E 726-BEBP-02 BRIDGE ELASTOMERIC BEARING PADS (PROPOSED DRAFT)



ELASTOMERIC BEARING PAD
PLAN



SECTION A - A

NOTES:

① h_{rt} is defined as the summation of all internal elastomer thicknesses plus the thickness of the two external layers.

TABLE OF DIMENSIONS

Bearing Designation	Bearing Width W	Bearing Length L	Number of Internal Elastomer Layers n	h_{rt} ①	Number of Steel Shims n_s	Bearing Total Thickness H
TYPE 1	14"	10 1/2"	3	2 1/16"	4	2 15/32"
TYPE 2	14"	11 1/2"	4	2 9/16"	5	3 3/32"
TYPE 3	18"	11"	4	2 9/16"	5	3 3/32"
TYPE 4	24"	12"	5	3 1/16"	6	3 11/16"
TYPE 5A	22"	11"	4	2 9/16"	5	3 3/32"
TYPE 6A	22"	10"	4	2 9/16"	5	3 3/32"
TYPE 7A	22"	9"	3	2 1/16"	4	2 15/32"
TYPE 5B	12"	12"	4	2 9/16"	5	3 3/32"
TYPE 6B	12"	11"	4	2 9/16"	5	3 3/32"
TYPE 7B	12"	10"	3	2 1/16"	4	2 15/32"

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
TYPE 1 to 7
FOR PRESTRESSED I-BEAMS AND BOX BEAMS
SEPTEMBER 2026

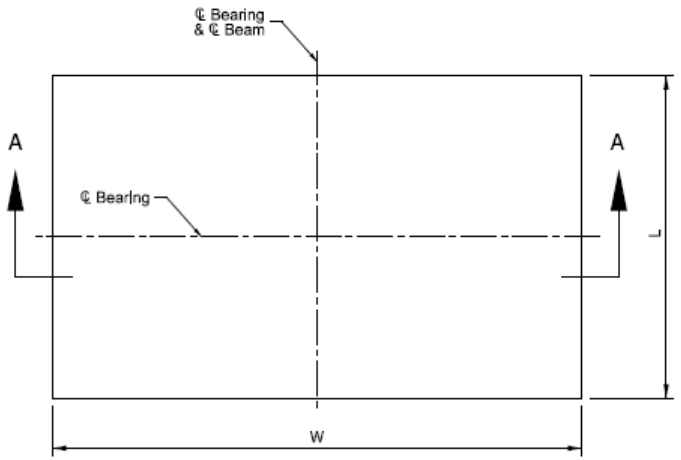
STANDARD DRAWING NO. E 726-BEBP-02

DESIGN STANDARDS ENGINEER DATE

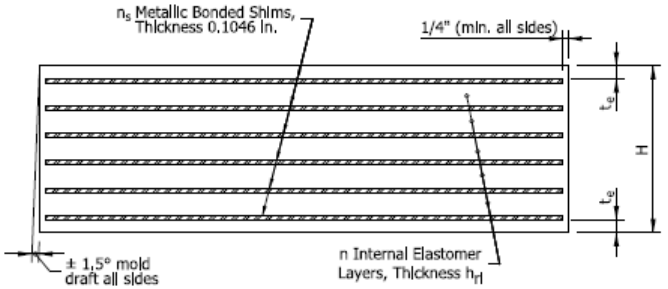
CHIEF ENGINEER DATE

REVISION TO STANDARD DRAWINGS

E 726-BEBP-03 BRIDGE ELASTOMERIC BEARING PADS (REVISED DRAFT)



ELASTOMERIC BEARING PAD
PLAN



SECTION A – A

NOTES:

① h_{ri} is defined as the summation of all internal elastomer thicknesses plus the thickness of the two external layers.

TABLE OF DIMENSIONS

Bearing Designation	Bearing Width W	Bearing Length L	Internal Elastomer Thickness h_{ri}	Number of Internal Elastomer Layers n	External Elastomer Thickness t_e	h_{rt} ①	Number of Steel Shims n_s	Bearing Total Thickness H
T1	23"	12"	1/2"	5	9/32"	3 1/16"	6	3 11/16"
T2	23"	14"	1/2"	6	9/32"	3 9/16"	7	4 9/32"
T3	23"	17"	19/32"	7	5/16"	4 25/32"	8	5 5/8"
T4	23"	19"	19/32"	8	5/16"	5 3/8"	9	6 5/16"
TH1	36"	12"	1/2"	5	9/32"	3 1/16"	6	3 11/16"
TH2	36"	14"	1/2"	6	9/32"	3 9/16"	7	4 9/32"
TH3	36"	17"	19/32"	7	5/16"	4 25/32"	8	5 5/8"
TH4	36"	19"	19/32"	8	5/16"	5 3/8"	9	6 5/16"

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
TYPE T1 to TH4 FOR PRESTRESSED BULB-TEE AND
WIDE FLANGE PRESTRESSED BULB-TEE BEAMS
SEPTEMBER 2026

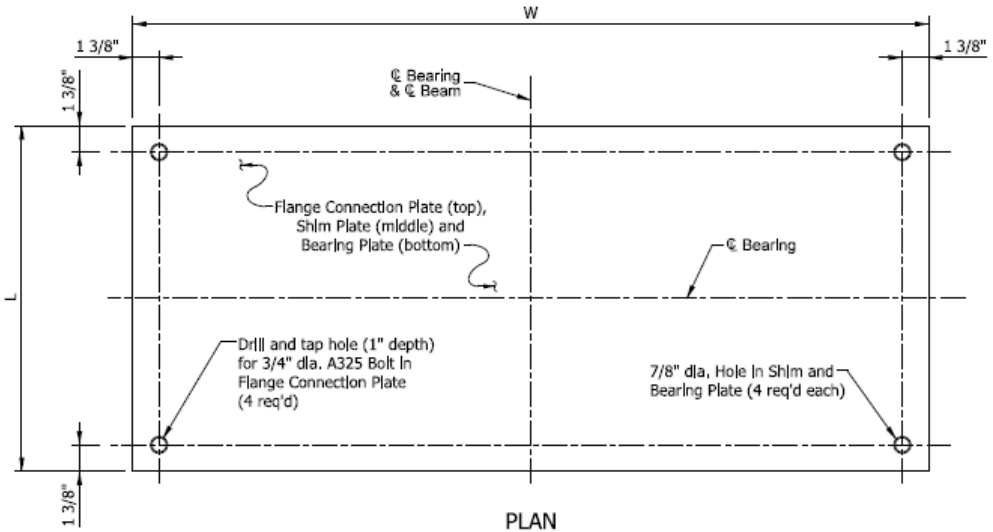
STANDARD DRAWING NO. E 726-BEBP-03

DESIGN STANDARDS ENGINEER DATE

CHIEF ENGINEER DATE

REVISION TO STANDARD DRAWINGS

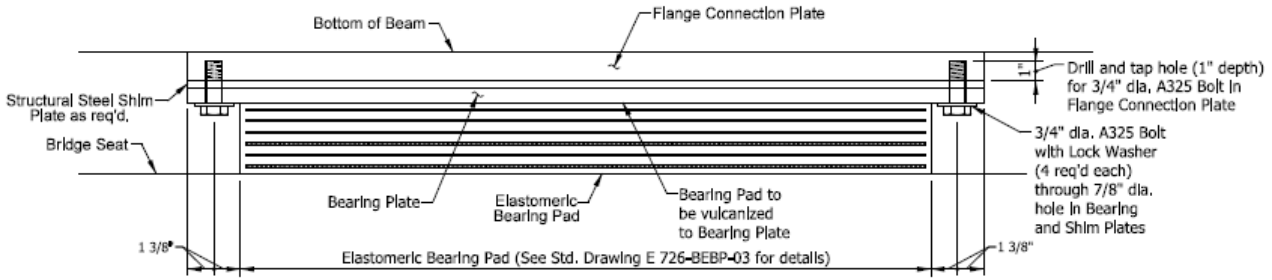
E 726-BEBP-04 BRIDGE ELASTOMERIC BEARING PADS (REVISED DRAFT)



PLAN
BEARING PLATE, SHIM & FLANGE CONNECTION PLATE

TABLE OF DIMENSIONS

Bearing Designation	Plate Width W	Plate Length L	Flange Connection Plate Thickness	Bearing Plate Thickness
T1	28 1/2"	18"	1 1/2"	3/4"
T2	28 1/2"	18"	1 1/2"	3/4"
T3	28 1/2"	18"	1 1/2"	3/4"
T4	28 1/2"	20"	1 1/2"	3/4"
TH1	41 1/2"	18"	1 1/2"	3/4"
TH2	41 1/2"	18"	1 1/2"	3/4"
TH3	41 1/2"	18"	1 1/2"	3/4"
TH4	41 1/2"	20"	1 1/2"	3/4"



ELEVATION
BEARING TOP PLATE, SHIM & FLANGE CONNECTION PLATE

INDIANA DEPARTMENT OF TRANSPORTATION

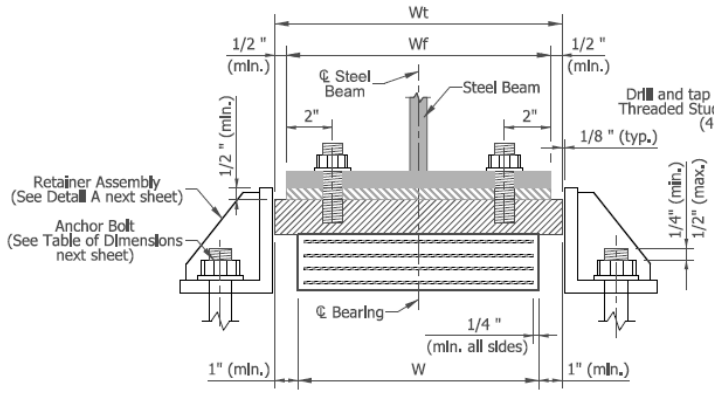
ELASTOMERIC BEARING ASSEMBLY DETAILS
TYPE T1 to TH4 FOR PRESTRESSED BULB-TEE AND
WIDE FLANGE PRESTRESSED BULB-TEE BEAMS
SEPTEMBER 2026

STANDARD DRAWING NO. E 726-BEBP-04

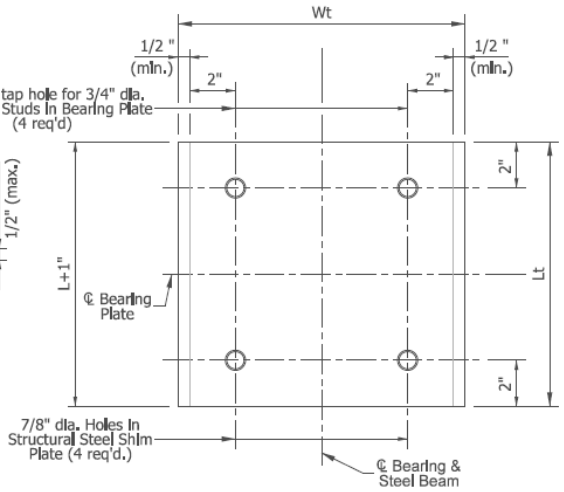
DESIGN STANDARDS ENGINEER DATE

CHIEF ENGINEER DATE

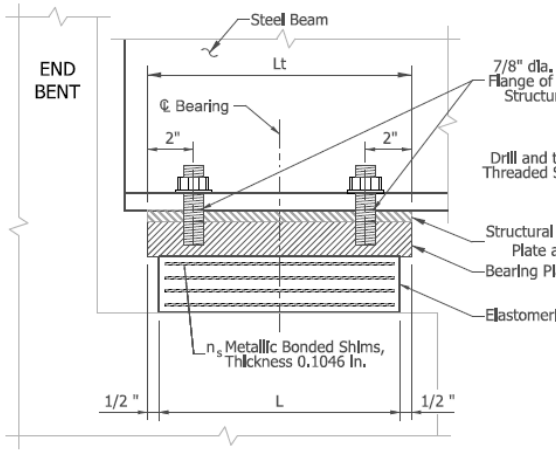
E 726-BEBP-05 BRIDGE ELASTOMERIC BEARING PADS (PROPOSED DRAFT)



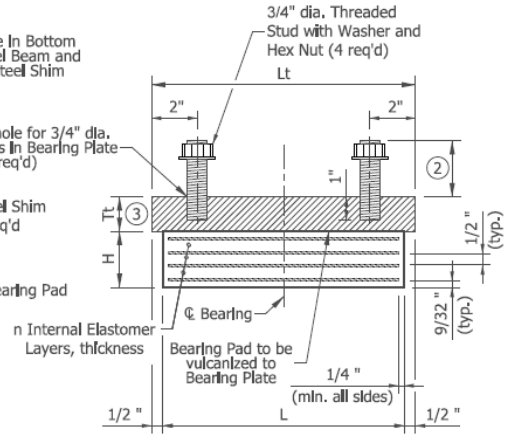
CROSS SECTION THROUGH ASSEMBLY



PLAN - BEARING & SHIM PLATES



LONGITUDINAL SECTION THROUGH ASSEMBLY



BEARING ASSEMBLY

NOTES:

1. The bearing plate size shall be calculated as follows: Lt = L + 1"; Wt = Wf + 1" or Wt = W + 2" whichever is greater.
2. Minimum dimension required is 1 1/2 " + flange thickness + shim thickness.
3. Minimum thickness 1 1/2".
4. See standard drawing E 726-BEBP-06 for Table of Dimensions and Detail A.

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE ELASTOMERIC BEARING PADS
TYPE S FOR STEEL BEAMS

SEPTEMBER 2026

STANDARD DRAWING NO. E 726-BEBP-05

DESIGN STANDARDS ENGINEER DATE

CHIEF ENGINEER DATE

E 726-BEBP-06 BRIDGE ELASTOMERIC BEARING PADS (PROPOSED DRAFT)

TABLE OF DIMENSIONS - TYPE S BEARINGS FOR STEEL BEARINGS

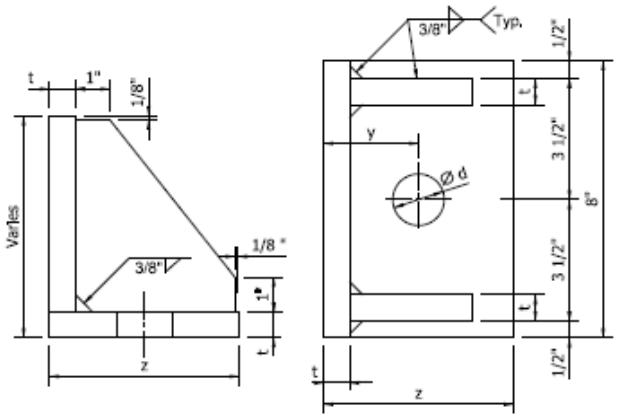
Bearing Designation	Bearing Width W	Bearing Length L	Number of Internal Elastomer Layers n	h_{rt} (1)	Number of Steel Shims n_s	Bearing Total Thickness H	Side Retainer Assembly				
							Anchor Bolt Size	Dimensions y	z	t	Ø d
S1-A	11"	8"	2	1 9/16"	3	1 7/8"	1" x 12"	2 1/8"	4"	1/2"	1 1/8"
S1-B	11"	8"	3	2 1/16"	4	2 15/32"					
S2-A	12"	9"	2	1 9/16"	3	1 7/8"					
S2-B	12"	9"	3	2 1/16"	4	2 15/32"					
S3-A	13"	10"	3	2 1/16"	4	2 15/32"					
S3-B	13"	10"	4	2 9/16"	5	3 3/32"					
S4-A	15"	11"	4	2 9/16"	5	3 3/32"	1 1/4" x 15"	2 1/4"	4 3/4"	1/2"	1 3/8"
S4-B	15"	11"	5	3 1/16"	6	3 11/16"					
S5-A	16"	12"	4	2 9/16"	5	3 3/32"					
S5-B	16"	12"	5	3 1/16"	6	3 11/16"					
S6-A	20"	13"	5	3 1/16"	6	3 11/16"	1 1/2" x 18"	2 3/4"	5 1/2"	3/4"	1 5/8"
S6-B	20"	13"	6	3 9/16"	7	4 9/32"					
S7-A	20"	15"	6	3 9/16"	7	4 9/32"					
S7-B	20"	15"	7	4 1/16"	8	4 29/32"					

NOTES:

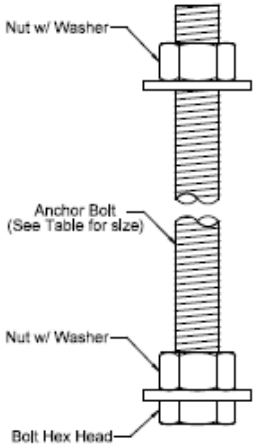
(1) h_{rt} is defined as the summation of all internal elastomer thicknesses plus the thickness of the two external layers.

2. See Standard Drawing E 726-BEBP-05 for Type S bearing assembly details.

(3) Equivalent rolled angle shape with stiffeners may be used in lieu of welded plates.



DETAIL A - SIDE RETAINER ASSEMBLY (3)



ANCHOR BOLT ASSEMBLY

INDIANA DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING ASSEMBLY
DETAILS FOR TYPE S
FOR STEEL BEARINGS
SEPTEMBER 2026

STANDARD DRAWING NO. E 726-BEBP-06

DESIGN STANDARDS ENGINEER DATE

CHIEF ENGINEER DATE

COMMENTS AND ACTION

E 726-BEBP series BRIDGE ELASTOMERIC BEARING PADS

DISCUSSION:
This item was introduced and presented by Mr. White who stated that standard drawing series E 726-BEBP provides standard details for elastomeric bearing pads, but the load plates that are vulcanized to the pads may vary by project. Therefore, the final bearing assembly isn't currently standardized, and each project may require a unique bearing detail. This results in fabrication and construction inefficiencies.

Mr. White proposed to revise standard drawing series E 726-BEBP to provide standard bearing plate, shim, and flange connection plate details for prestressed bulb-tee and wide flange prestressed bulb-tee beams. The new details will also facilitate field adjustment of shim thickness and future bearing replacement.

There were no further discussions and this item passed as submitted.

Post-meeting: editorial changes made to E 726-BEBP-01, -03, and -04 are shown in these minutes.
These edits were received from the sponsor of this item, Mr. White, and consist of changing some naming conventions and correcting some dimensions, as shown highlighted.

Motion: Mr. White Second: Mr. Novak Ayes: 10 Nays: 0 FHWA Approval: YES	**Action:** _X_ Passed as Submitted ___ Passed as Revised ___ Withdrawn
2026 Standard Specifications Sections: Section 726 (no changes required) Recurring Special Provisions or Plan Details: RSP 726-B-328 (no changes required) Standard Drawing affected: E 726-BEBP series Design Manual Chapter: IDM Chapter 409 – Abutment, Bent, Pier, and Bearing (changes forthcoming) GIFE Section: NONE	___ 2028 Standard Specifications ___ Revise Pay Items List ___ Notification to Designers if change is not addressed by RSP ___ Create RSP (No.___) Effective: ___ Revise RSP (No.___) Effective: _X_ Standard Drawing E 726-BEBP series Effective: September 1, 2026 ___ Create RPD (No. ___) Effective: ___ GIFE Update ___ Frequency Manual Update ___ AWP Update