

Delaware Department of Transportation

Questions and Answers

Questions answered from
previous posting: Q20

Project Number: T201769009

Project Title: DOUBLE BRIDGES ROAD PATHWAY, MUDDY NECK TO NEPTUNE DRIVE

Posted to Web Site: Thursday October 8, 2026

Q #	Question	Answer
Tuesday October 6, 2026		
20	We have one question on the coating for the prefabricated truss bridge (Item 615001 – Steel Structures). Standard Specification 616.2.A.1 states: "Use a paint system from NEPCOAT Qualified Products List A for shop-painted new structural steel." There is only one option for Type A. Inorganic primer required by the only option on product list A requires a controlled environment including humidity for drying period. This requirement will add cost with little return on this type of bridge. Type B paints are also 3- Coat Systems qualified by NEPCOAT as protective coatings for NEW Steel Bridges. Further, the Type B offers multiple paint options from several manufacturers thus allowing competition. Will the Department accept a three-coat paint system from NEPCOAT Qualified Products List B (organic zinc rich primer / epoxy or urethane intermediate / aliphatic urethane finish) for the shop-painted prefabricated truss bridge, in place of a List A system? Basis for the request: 1. Section 616.2.A already sets its primer VOC limit in terms of an organic zinc primer: "below the VOC limits of 340	Upon review, the Department has decided to stay with the spec included in the contract.

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	g/l for the organic zinc rich primer coat and below 250 g/l for the intermediate and top coats." 2. NEPCOAT List A and List B are both three-coat systems accepted by NEPCOAT for "NEW and 100% BARE EXISTING Steel for Bridges." 3. The current NEPCOAT list shows a single system on List A, from one manufacturer. List B offers several systems from multiple manufacturers. All other requirements of Section 616 would be met, with the finish coat matching color chip 17038 (black), Federal Std. 595C, as called for on the plans. If a List B system is acceptable, please let us know if anything further is needed with the bid or the coating submittal.	
19	What is the per Pile Load for the design of the Helical Piles?	Helical pile load information has been added via addendum.
18	Please confirm the quantity of compression tests and tensions test required for the helical piles. In addition, please confirm if a "quick test" for the compression testing is acceptable.	Per the Special Provision, Section F.1, load testing is only required for design loads greater than or equal to 40 kips. So technically, no load testing is required for any substructure units. One test on each pier cap shall be performed (highest loading, at the water edge). As for the "quick test" question, Section F.2 of the special provision requires the compression test to be done in accordance with ASTM D-1143.
17	Due to this project not starting for a year, please consider adding a Special Provision for Steel Cost Price Adjustment.	We have evaluated the request to include special provision for steel price cost adjustment but do not feel it is necessary. It is intended to issue a partial NTP for award in March 2027 to order the prefabricated bridge.
16	Due to this project not starting for a year, please consider adding a Special Provision for Diesel Fuel Cost Price Adjustment.	We have evaluated the request to include diesel fuel price cost adjustment but do not feel it is necessary to include the special provision documents at this time.
15	Please confirm the load each helical pile has to support in kips or tons.	Please "Refer to Addendum No. 2, sheets 28, 29, and 31 for pile loading and pile loading units".

Q #	Question	Answer
Tuesday, September 29, 2026		
14	Plan sheet 23 is blank in the downloadable document from Bidx. Please provide.	Sheet 23 will be updated to provide construction details via an addendum.
13	What bid item is intended to be used for re-filling item 202003, undercut excavation?	Item 207021 – Structural Backfill, Borrow Type C, Providing Only will be used.
12	Please provide the “construction detail” referenced in note 7 on plan sheet 5.	Details will be provided on sheet 23 via an addendum.
11	Please provide a detail for the item 602013, Drainage Inlet, Special.	Details will be provided on sheet 23 via an addendum.
10	What are the load requirements, design loads, etc for the helical pile?	Helical pile loadings will be added via addendum.
9	Please advise if the helical pile load test, can be self-performed by the contractor under the supervision of a professional engineer.	The contractor may perform the load testing provided the contractor meets the qualifications for helical pile installations as outlined in the helical pile special provision; however, per the special provision, load testing set-up and equipment shall be pre-approved by the engineer, and the load tests shall be observed by the engineer or authorized representative.
8	Please provide additional details on the elastomeric bearing pads specifically for the durometer and AASHTO specification. For the neoprene compression filler, please provide the additional information on what requirements it must meet.	Elastomeric bearing pads shall be 1” min. thick 50 min. durometer in accordance with requirements specified in section 623 of the standard specifications. Per Section 1042.4 of the standard specifications, compression seals must meet ASTM D3542.
7	Please confirm the bid quantity for Item 605503 – Helical Piles. Sheet 25 section view indicates three helical piles at each abutment and pier cap location, and one pile at each beam location. The plan view indicates three piles across each location. Based on the plans, this would result in a total of 45 helical piles. Please confirm the required quantity for Item 605503.	The view shown on Sheet 25 only indicates that some of the piles might be battered to accommodate lateral forces. Sheet 26 (Bridge Layout and Pile Plan) shows 3 piles per abutment, pier cap, and boardwalk pier; 24 total.

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6	Please confirm that there is no special provision available for the prefabricated steel truss bridge, as we were unable to find one in the bid proposal package.	There is no special provision for the prefabricated steel truss bridge. Standard Specification for Item 615001 – Steel Structures covers this work.
5	The contract completion time, as indicated in section H of the General Description, is 120 calendar days from the date of issuance of Full Notice to Proceed. This section also indicates that the Full Notice to Proceed is expected on or around 9/20/27, with Limited Notice to Proceed for procurement of the pedestrian bridge on or around 3/20/27. It appears that these two dates could be reversed, since it would be expected that the Limited Notice to Proceed would be earlier than the Full Notice to Proceed. Please clarify.	It is anticipated that the lead time for ordering and delivery of the pedestrian bridge is 4 to 6 months. The Partial NTP builds in time for this delay. The contractor shall schedule work accordingly
4	Please confirm what treatment is required for the boardwalk timber.	Per Section 1041.4.A.6 of the 2026 Standard Specs: • Answer: Treat with either alkaline copper quarternary (ACQ), copper azole (CA), or micronized copper azole (MCA) preservative wood for hand-contact surfaces such as handrails, playground equipment, and picnic tables as specified in AWP A U1. With any wood preservative chemistry, always use fasteners or connectors with either 304 or 316 stainless-steel or hot-dipped galvanized, in accordance with the requirements of ASTM A153 or ASTM A653, Class G 185. Do not use mechanically galvanized steel.
3	The Pier Connection Detail on Sheet 29 calls for 2x10 decking, while Sheets 31 and 32 indicate 2x6 decking. Please confirm the required size of the decking.	The decking boards are 2x6.
2	On Sheets 28, 29, 31, and 32, the plans call for the use of a 2x10 stringer; however, the Pier Connection Detail on Sheet 29 indicates a 2x8 stringer. Please confirm the required size of the stringer.	The Stringers are 2” x 10”.
1	There is no data on page 23 of the plans. It is supposed to be the construction details.	Yes, it is the construction detail sheet. This will be corrected via an addendum.