



Janet T. Mills
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Dale F. Doughty
ACTING COMMISSIONER

January 30, 2026
Subject: Colson Bridge #2168
WIN: 025541.00
Location: **Prospect**
Amendment No. 1

In the Plan Set:

REMOVE SHEET NUMBER 2 OF 41, ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES, dated December 2025, and **REPLACE** with the attached, revised **SHEET NUMBER 2 OF 41, ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES**, dated January 2026.

REMOVE SHEET NUMBER 6 OF 41, INTERPRETIVE SUBSURFACE PROFILE, dated December 2025, and **REPLACE** with the attached, revised **SHEET NUMBER 6 OF 41, INTERPRETIVE SUBSURFACE PROFILE**, dated January 2026.

REMOVE SHEET NUMBER 9 OF 41, TYPICAL SECTIONS, dated December 2025, and **REPLACE** with the attached, revised **SHEET NUMBER 9 OF 41, TYPICAL SECTIONS**, dated January 2026.

REMOVE SHEET NUMBER 10 OF 41, CROSS SECTIONS, dated December 2025, and **REPLACE** with the attached, revised **SHEET NUMBER 10 OF 41, CROSS SECTIONS**, dated January 2026

The following questions have been received and answered:

Question: Please reference existing plans labeled Abutment No.1 and Abutment No. 2 dated Feb 1976. Please confirm that only the parapet portion of the wingwall was removed and that the remainder of the abutments are still in place. If so, how will removal of the old wingwalls be paid (Item 202.19 or one of the excavation items)? Has this quantity been considered in the parenthetic quantity if to be paid in item 202.19?

Response: There is no guarantee as to how much of the old wingwalls were removed. For estimating purposes, it was assumed that the parapet removals matched those shown in the 1976 existing plans, and the remaining sections of the old abutments are to be paid for under Item 202.19 – Removing Existing Bridge. Please see parenthetic quantity on revised Sheet 2.

Question: The profile sheet(s), cross sections and typical sections indicate there is 5” of total HMA but the 403SP Specials page state there is 6” of total HMA in the Full Depth Construction areas. Would the department please clarify how much total HMA is being placed in the reconstruction areas?

Response: The total HMA depth in Full Depth Reconstruction Areas, for both travel way and shoulders, shall be 6”.

Question: Similarly to question 1, the shoulder reconstruction areas are also not clear how much total HMA is expected to be placed. Does the department want 3” of total HMA in these areas or 5” or 6” of total HMA (depending upon the department’s answer to question 1).

Response: See Typical Sections on revised Sheet 9 for the depth of pavement required on the shoulders.

Question: Based upon the answers to questions 1 and 2 above, would the department please clarify the estimated HMA quantities for more accurate bidding purposes.

Response: Quantities were estimated based on the HMA depths noted in the previous response.

Question: Does the proposed special detour require a 5-foot sidewalk?

Response: The proposed special detour does not require a sidewalk.

Question: Please verify the underlying quantity for item 202.19 Remove Existing Bridge.

Response: There is no guarantee as to how much of the old abutments are remaining. For estimating purposes, it was assumed that the parapet removals matched those shown in the 1976 existing plans, and the remaining sections of the old abutments are to be paid for under Item 202.19 – Removing Existing Bridge. Please see parenthetic quantity on revised Sheet 2.

Question: Notes 21 and 22 on sheet 2 are unclear. Please verify areas of common excavation, structural earth, and incidental excavation to 202.19.

Response: All material between the existing and proposed abutments not otherwise classified as structural earth excavation shall be considered incidental to Pay item 202.19, Removing Existing Bridge. See revised sheet 2.

Question: Can the special detour run on gravel until HMA plants open in the spring of 2027.

Response: No.

Consider these changes and information prior to submitting your bid on **February 4, 2026**

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer

| ESTIMATED QUANTITIES | | | |
|----------------------|--|------------|------|
| ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
| 202.13 | REMOVING EXISTING RAILINGS (RETAINED BY THE DEPARTMENT) | 76 | LF |
| 202.19 | REMOVING EXISTING BRIDGE | 1 | LS |
| 202.202 | REMOVING PAVEMENT SURFACE | 1040 | SY |
| 203.20 | COMMON EXCAVATION | 1560 | CY |
| 203.24 | COMMON BORROW | 10 | CY |
| 203.25 | GRANULAR BORROW | 1430 | CY |
| 206.082 | STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES | 3490 | CY |
| 206.092 | STRUCTURAL ROCK EXCAVATION - MAJOR STRUCTURES | 100 | CY |
| 304.10 | AGGREGATE SUBBASE COURSE - GRAVEL | 1400 | CY |
| 403.2081 | 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT | 262 | T |
| 403.2131 | 12.5 MM POLYMER MODIFIED HMA BASE | 486 | T |
| 409.15 | BITUMINOUS TACK COAT - APPLIED | 210 | G |
| 461.131 | TEMPORARY PAVEMENT | 160 | T |
| 502.219 | STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS | (741 CY) | 1 LS |
| 502.22 | STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS (PLACED UNDERWATER) | 496 | CY |
| 502.26 | STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES | (90 CY) | 1 LS |
| 502.31 | STRUCTURAL CONCRETE APPROACH SLABS | (30 CY) | 1 LS |
| 502.49 | STRUCTURAL CONCRETE CURBS AND SIDEWALKS | (10 CY) | 1 LS |
| 503.12 | REINFORCING STEEL, FABRICATED AND DELIVERED | 87200 | LB |
| 503.13 | REINFORCING STEEL, PLACING | 87200 | LB |
| 503.19 | LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATED & DELIVERED | 9600 | LB |
| 503.20 | LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING | 9600 | LB |
| 504.702 | STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED | (72000 LB) | 1 LS |
| 504.71 | STRUCTURAL STEEL ERECTION | (72000 LB) | 1 LS |
| 505.08 | SHEAR CONNECTORS | (780 EA) | 1 LS |
| 507.0821 | STEEL BRIDGE RAILING, 3 BAR | (158 LF) | 1 LS |
| 507.0822 | STEEL APPROACH RAILING, 3-BAR | 4 | EA |
| 508.14 | HIGH PERFORMANCE WATERPROOFING MEMBRANE | (399 SY) | 1 LS |
| 510.10 | SPECIAL DETOUR 14 FOOT WIDE ROADWAY WIDTH VEHICULAR & PEDESTRIAN TRAFFIC NOT SEPARATED | 1 | LS |
| 511.07 | COFFERDAM: ABUTMENT 1 | 1 | LS |
| 511.07 | COFFERDAM: ABUTMENT 2 | 1 | LS |
| 512.081 | FRENCH DRAINS | (265 LF) | 1 LS |
| 515.21 | PROTECTIVE COATING FOR CONCRETE SURFACES | (750 SY) | 1 LS |
| 523.52 | BEARING INSTALLATION | 10 | EA |
| 523.5401 | LAMINATED ELASTOMERIC BEARINGS, FIXED | 5 | EA |
| 523.5402 | LAMINATED ELASTOMERIC BEARINGS, EXPANSION | 5 | EA |
| 526.301 | PORTABLE CONCRETE BARRIER TYPE I | (60 LF) | 1 LS |
| 527.34 | WORK ZONE CRASH CUSHIONS | 4 | UN |
| 530.30 | GFRP, REINFORCEMENT BARS, FABRICATED & DELIVERED | 24620 | LF |
| 530.31 | GFRP, REINFORCEMENT BARS, PLACING | 24620 | LF |
| 606.1301 | 31" W-BM GR, MID-WAY SPLICE-SGL FACED | 693 | LF |
| 606.1305 | 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL | 4 | EA |
| 606.1721 | BRIDGE TRANSITION - TYPE 1 | 4 | EA |
| 606.353 | REFLECTORIZED FLEXIBLE GUARDRAIL MARKER | 8 | EA |
| 607.24 | REMOVE AND RESET FENCE | 251 | LF |
| 610.08 | PLAIN RIPRAP | 115 | CY |
| 610.16 | HEAVY RIPRAP | 805 | CY |
| 613.319 | EROSION CONTROL BLANKET | 228 | SY |
| 615.07 | LOAM | 78 | CY |
| 618.14 | SEEDING METHOD NUMBER 2 | 13 | UN |
| 619.12 | MULCH | 13 | UN |
| 619.14 | EROSION CONTROL MIX | 156 | CY |
| 620.58 | EROSION CONTROL GEOTEXTILE | 990 | SY |
| 627.18 | 12" SOLID WHITE PAVEMENT MARKING LINE | 40 | LF |
| 627.733 | 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE | 1950 | LF |
| 627.77 | REMOVING PAVEMENT MARKINGS | 475 | SF |
| 627.78 | TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW | 1483 | LF |
| 629.05 | HAND LABOR, STRAIGHT TIME | 10 | HR |
| 631.12 | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR) | 10 | HR |
| 631.14 | GRADER (INCLUDING OPERATOR) | 10 | HR |
| 631.15 | ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR) | 10 | HR |
| 631.172 | TRUCK - LARGE (INCLUDING OPERATOR) | 10 | HR |
| 639.18 | FIELD OFFICE TYPE A | 1 | EA |
| 643.72 | TEMPORARY TRAFFIC SIGNAL | 1 | LS |
| 652.312 | TYPE III BARRICADE | 4 | EA |
| 652.33 | DRUM | 25 | EA |
| 652.34 | CONE | 50 | EA |
| 652.35 | CONSTRUCTION SIGNS | 400 | SF |
| 652.361 | MAINTENANCE OF TRAFFIC CONTROL DEVICES | 1 | LS |
| 652.38 | FLAGGER | 400 | HR |
| 652.41 | PORTABLE CHANGEABLE MESSAGE SIGN | 2 | EA |
| 656.75 | TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL | 1 | LS |
| 659.10 | MOBILIZATION | 1 | LS |

△ (1300 CY)

GENERAL CONSTRUCTION NOTES

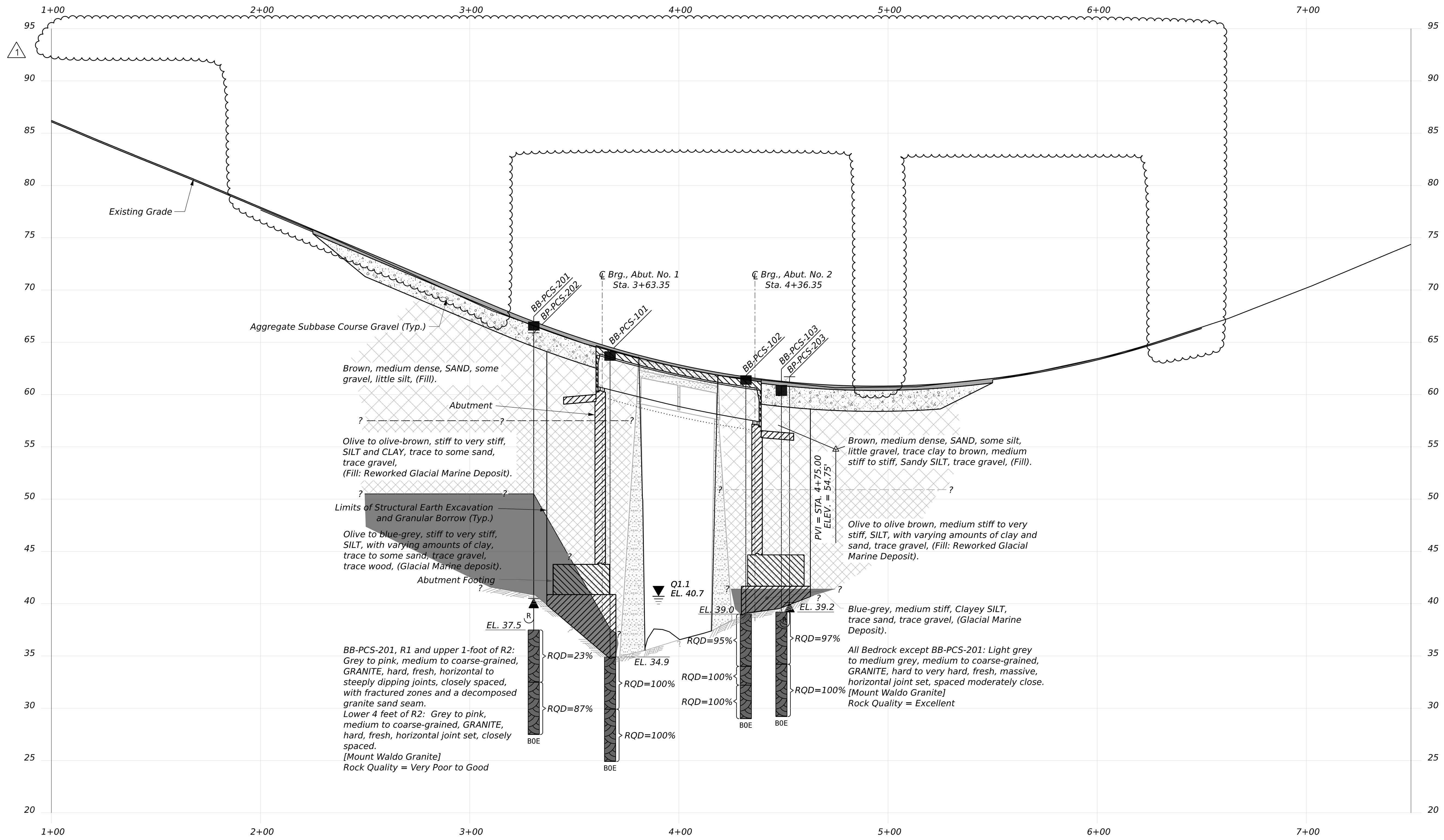
- For easements, construction limits, and right of way lines, refer to the Right of Way Map.
- The clearing limits as shown on the plans are approximate. The exact limits will be established in the field by the Resident. Payment for clearing will be considered incidental to Contract items.
- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
- All embankment material, except as otherwise shown, placed below EL 44.60 shall be Granular Borrow meeting the requirements of Standard Specification Subsection 703.19, Granular Borrow, Material for Underwater Backfill with the additional requirement that the maximum particle size be limited to 4 inches.
- Place heavy riprap on sideslopes up to EL. 55.0
- Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by the Resident.
- Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.
- Place a 24 inch wide strip of Erosion Control Blanket on the sideslopes along the top of the riprap and behind the wingwalls.
- A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each section of beam guardrail.
- Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, riprap downspouts, and other gutters lined with Stone Ditch Protection shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs and, Fascias down to the drip notch, Top of abutment backwalls and wingwalls, and To one foot below the ground on vertical walls against earth.

△

- Project information referred to below may be accessed at the following MaineDOT web address: <http://www.maine.gov/mdot/contractors/>
- The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.
- Reports on hydrology and/or hydraulics applicable to the bridge site may be accessed at the MaineDOT web address. The reports are based on MaineDOT's interpretation of the information obtained for the subject site. No assurance is given that the information or the conclusions of the report will be representative of actual conditions at the time of construction.
- The project geotechnical report titled: Geotechnical Design Report for the Replacement of Colson Bridge, Prospect, Maine, Soils Report 2025-08, dated September 29, 2025, may be accessed at the MaineDOT web address.
- Geotechnical information furnished or referred to in this plan set is for the use of the Bidders and the Contractor. No assurance is given that the information or interpretations will be representative of actual subsurface conditions at the construction site. MaineDOT will not be responsible for the Bidders' or Contractor's interpretations of, or conclusions drawn from, the geotechnical information. The boring logs contained in the plan set present factual and interpretive subsurface information collected at discrete locations. Data provided may not be representative of the subsurface conditions between the boring locations.
- Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:
 - If a Lump Sum pay item is eliminated, the requirements of Standard Specifications Section 109.2, Elimination of Items, will take precedence.
 - If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.
 - If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.
- Payment for the removal and disposal of any material that is adjacent to the existing bridge and outside the limits of Structural Earth Excavation of the new bridge shall be considered incidental to Pay Item No. 202.19, Removing Existing Bridge.

| | | | |
|-----------------------------|------------------------------------|------------------------------|---|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
| Federal Project No. 2554100 | | WIN 025541.00 | |
| COLSON BRIDGE NO. 2168 | CROSSING COLSON STREAM | PROSPECT | ESTIMATED QUANTITIES & GENERAL CONSTRUCTION NOTES |
| PROJ. MANAGER | D. TAYLOR | BY | DATE |
| CHECKED-DETAILED | W. CASEY | R. MAYER | DEC-2025 |
| CHECKED-REVIEWED | | | |
| DESIGN-DETAILED02 | | | |
| DESIGN-DETAILED03 | | | |
| REVISION | Updated 2025-19 | Revised | JAN 2026 |
| REVISIONS 3 | Existing Bridge Reference Quantity | Removed | |
| REVISIONS 4 | Removed Date #22 | | |
| FIELD CHANGES | | | |
| SHEET NUMBER | | 2 | |
| | | OF 41 | |



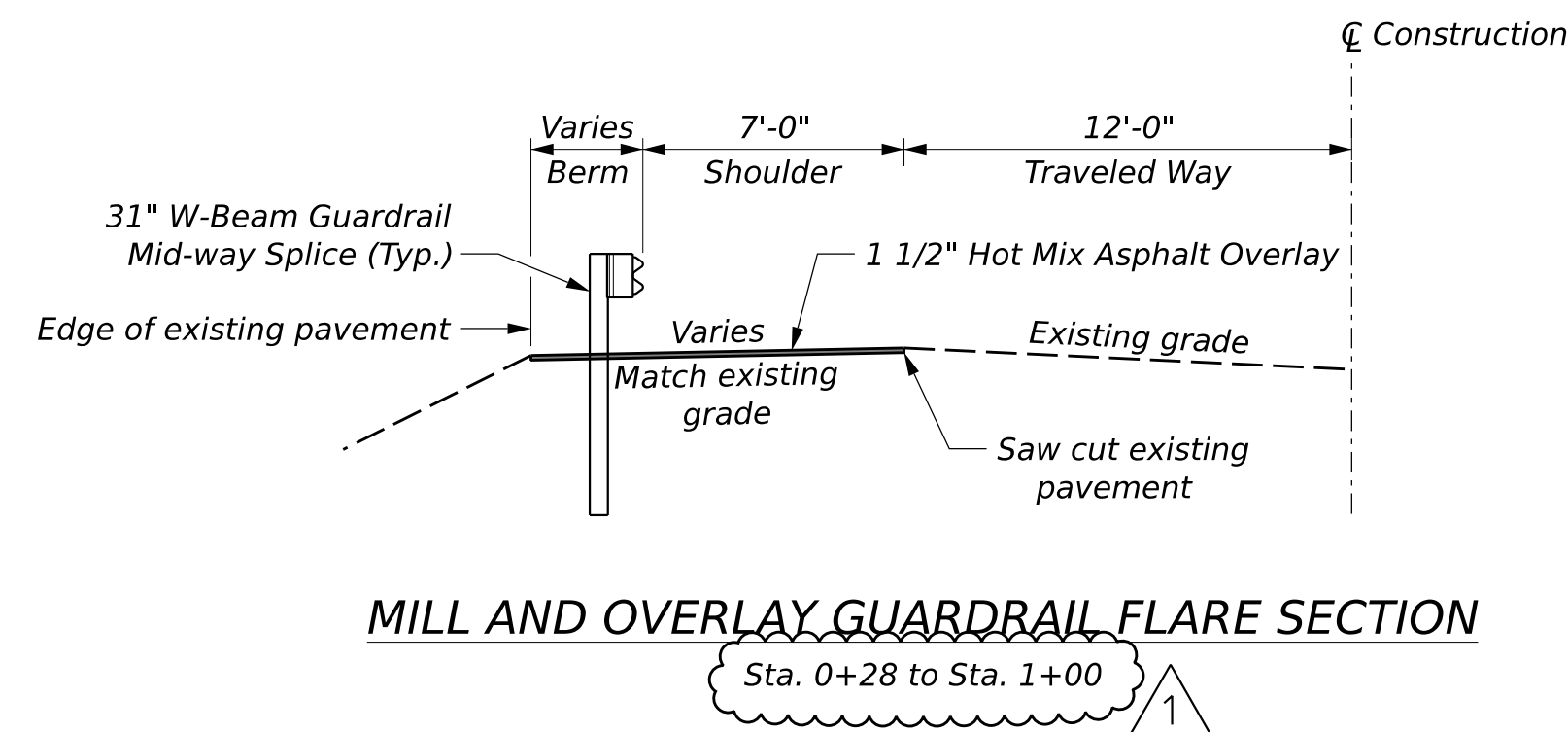
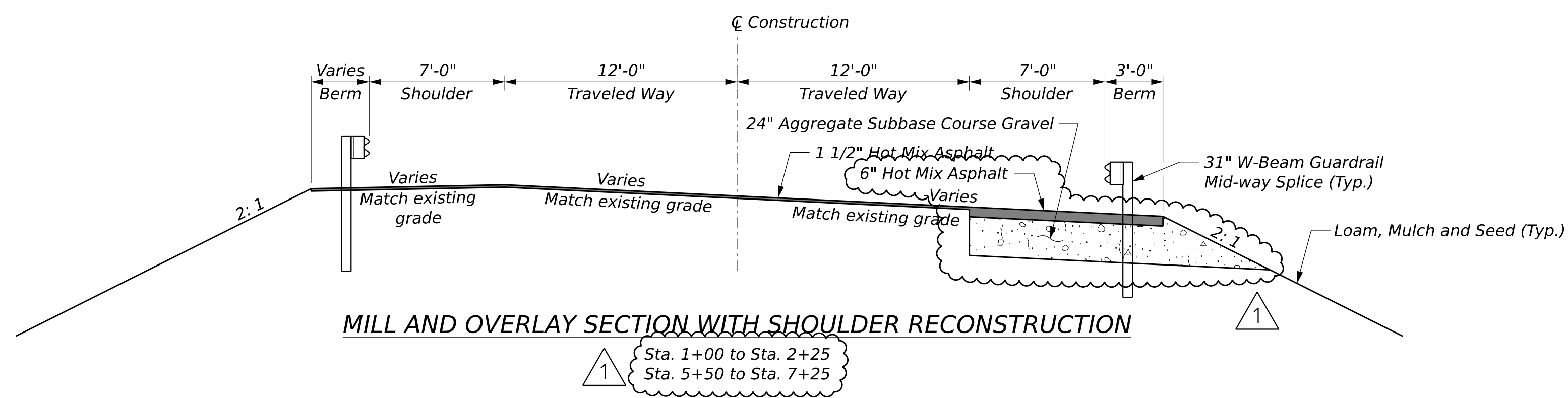
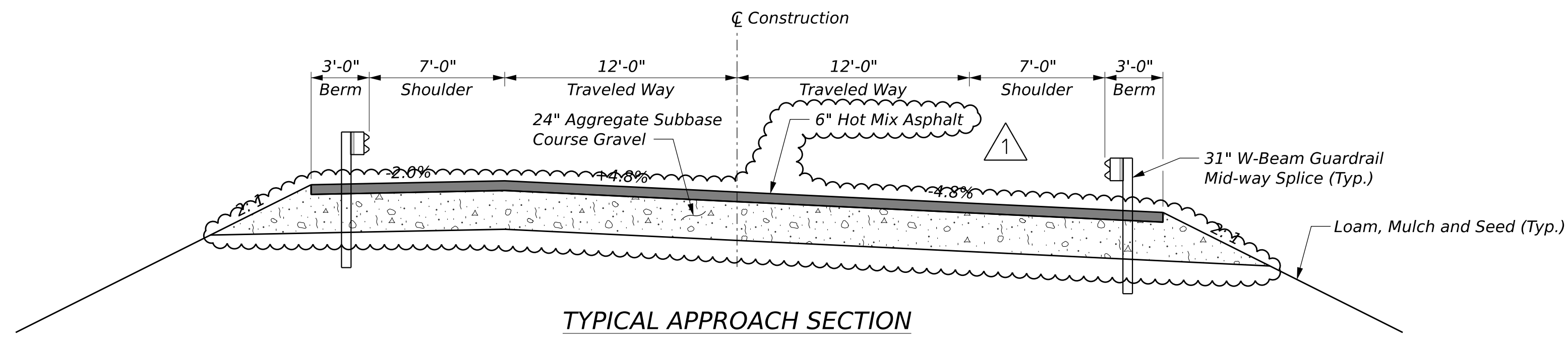
LEGEND

- Weathered Bedrock, if applicable
- Pavement Thickness, if applicable
- Approximate Top of Bedrock
- Rock Quality Designation of Bedrock Core Sample
- Bottom of Exploration
- Boring No. / Offset, if shown
- No Refusal
- Refusal



Notes: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.
 "Varying Amounts" term = Portion is 0 to 50 percent of Total.

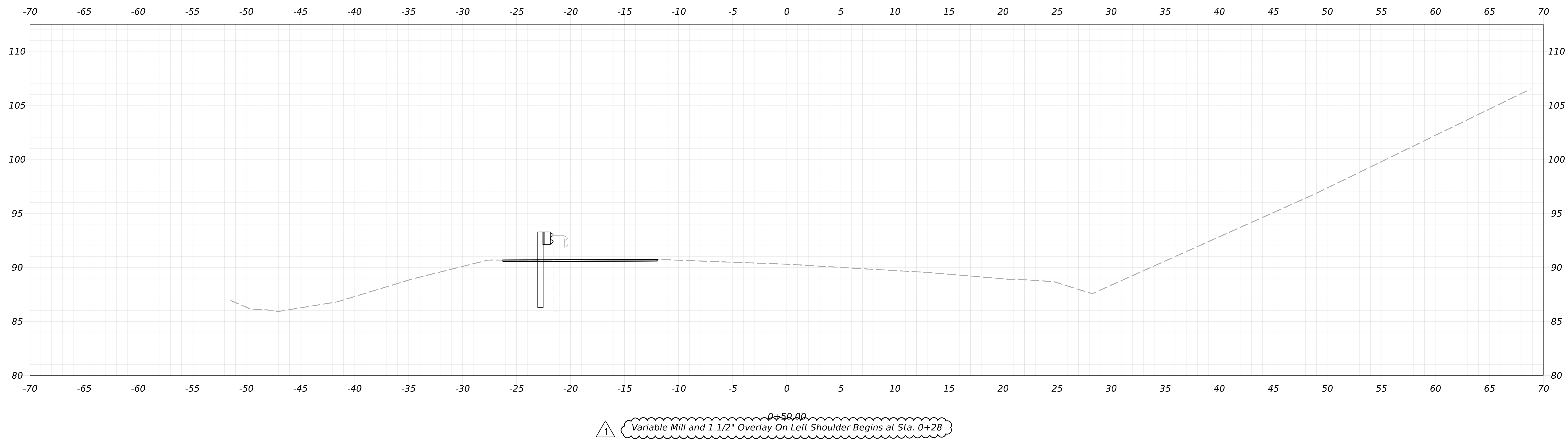
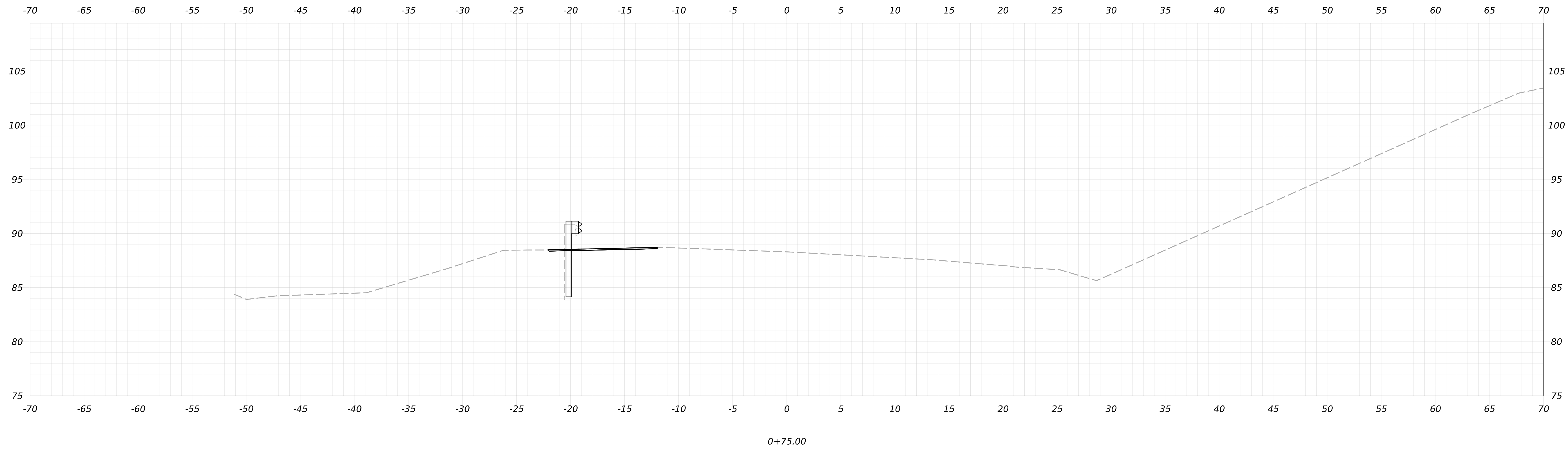
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|---------------------------------|-----------|------------------------------|----------|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
| Federal Project No. 2554100 | | WIN 025541.00 | |
| PROJ. MANAGER | G. DOSTIE | BY | R. MAYER |
| CHECKED/REVIEWED | W. CASEY | DATE | FEB 2025 |
| DESIGNED/DETAILS | N. BURWAY | SIGNATURE | |
| REVISION | 1 | P.E. NUMBER | |
| REVISIONS 2 | | DATE | |
| REVISIONS 3 | | | |
| FIELD CHANGES | | | |
| COLSON BRIDGE NO. 2168 | | | |
| CROSSING COLSON STREAM | | | |
| PROSPECT | | | |
| INTERPRETIVE SUBSURFACE PROFILE | | | |
| SHEET NUMBER | | | |
| 6 | | | |
| OF 41 | | | |



| | | | |
|------------------|-----------|-------------|----------|
| PROJ. MANAGER | D. TAYLOR | DATE | |
| DESIGN/DETAILED | W. CASEY | BY | R. MAYER |
| CHECKED/REVIEWED | | DATE | DEC 2025 |
| DESIGN/RETAILED | | SIGNATURE | |
| REVISION | 1 | P.E. NUMBER | |
| REVISIONS 2 | | DATE | JAN 2026 |
| REVISIONS 3 | | | |
| FIELD CHANGES | | | |

COLSON BRIDGE NO. 2168
CROSSING COLSON STREAM
PROSPECT
TYPICAL SECTIONS

Username: Richard.Mayer Date: 1/30/2026



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 2554100

SIGNATURE
P.E. NUMBER
DATE

| PROJ. MANAGER | BY | DATE |
|-------------------|---|----------|
| D. TAYLOR | R. MAYER | DEC 2025 |
| DESIGN-DETAILED | | |
| CHECKED-REVIEWED | | |
| DESIGN-DETAILED02 | | |
| DESIGN-DETAILED03 | | |
| REVISION | Update Callout on Section 0+50 to define start of Shoulder Mill and Overlay | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| FIELD CHANGES | | |

COLSON BRIDGE NO. 2168
CROSSING COLSON STREAM
PROSPECT
CROSS SECTIONS

SHEET NUMBER
10
OF 41