

**TOWN OF WOODSTOCK, NH
ROUTE 3 (N. STATION TO S. STATION) WATER MAIN REPLACEMENT**

ADDENDUM #1

July 13, 2026
Project: 250860



To all plan holders,

This ADDENDUM #1 shall become part of the Bidding Documents, Contract Documents and Technical Specifications (Documents) for the above-mentioned project. BIDDERS, please acknowledge receipt of this ADDENDUM #1 on the BID FORM. This ADDENDUM #1 consists of 1 page in total.

We are pleased to submit this response to plan holder questions/comments. Please see below for our response in *italics*.

- 1) Is there a distance at which blasting is not allowed due to close proximity to the live existing 6" existing watermain?

Response: *No. However, the contractor assumes liability should blasting damage an existing live water main.*

- 2) Is temporary water a permissible approach?

Response: *Yes, temporary water may be used per item 1 Mobilization. DOT has confirmed that temp water may NOT be passed through their culverts for road crossings. The contractor shall route any temporary water beneath the road for crossings. Woodstock will allow temporary water connections to hydrants, but bacteria testing is required before going live for consumption. Any temporary water main shall be 4" minimum.*

- 3) Is the measurement and payment for Item 20, 3" or 4" for the trench patch?

Response: *Item 20, Trench Pavement is meant to match the existing pavement full thickness or a minimum of 4". Measurement & Payment has been revised on page 01 22 13-9 to reflect this.*

- 4) Is milling required for the full width 1" overlay? What are the overlay limits?

Response: *Full Pavement overlay is for Route 3, Station 0+25 to 9+20. Per NHDOT District 3, a 100' to 1" transition is required at the beginning and at the end of the paving limits. The transition shall be milled per overlay transition detail on sheet 4.*

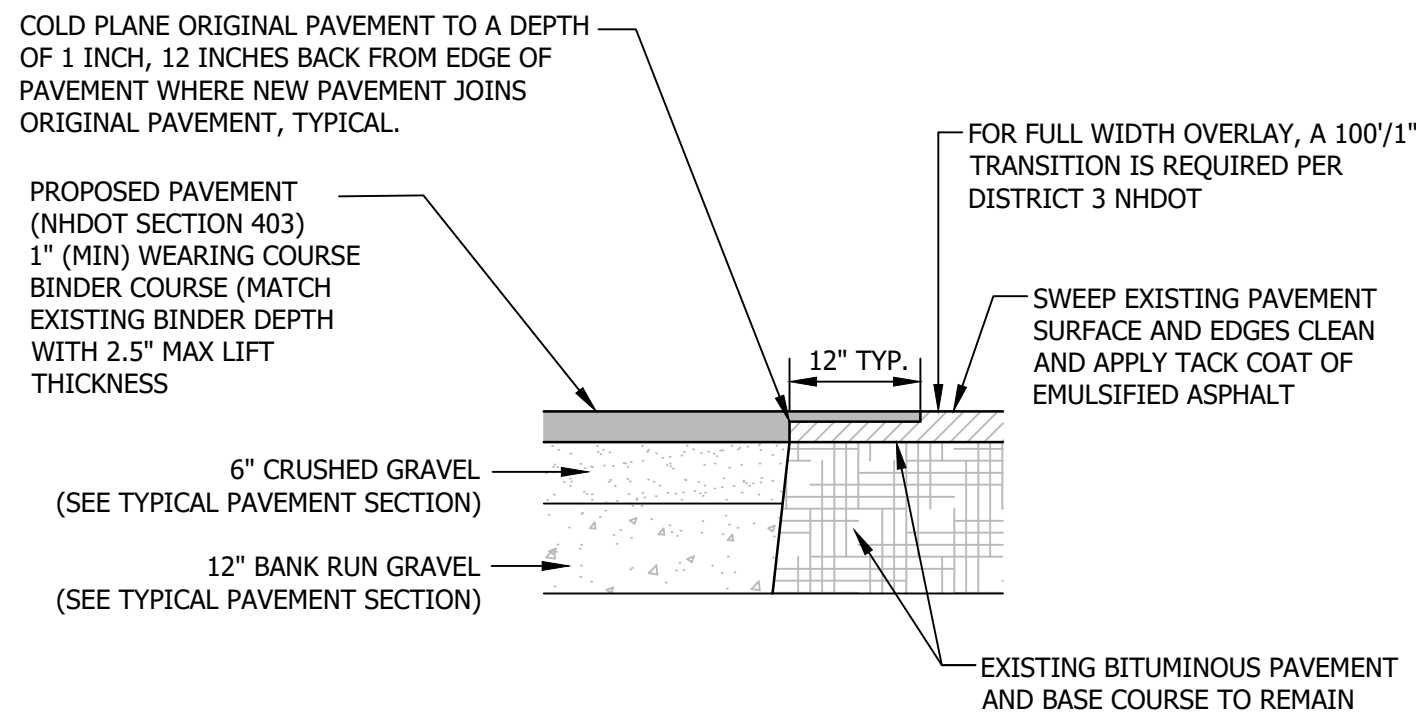
End of Addendum #1

STANDARD TRENCH NOTES - WATER

- ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE SHALL BE REPLACED WITH BEDDING MATERIAL. SEE ALSO NOTE 4.
- BEDDING: SCREENED GRAVEL AND/OR CRUSHED STONE FREE FROM ORGANIC MATTER, CLAY, AND/OR LOAM MEETING ASTM C33 STONE SIZE NO. 67.

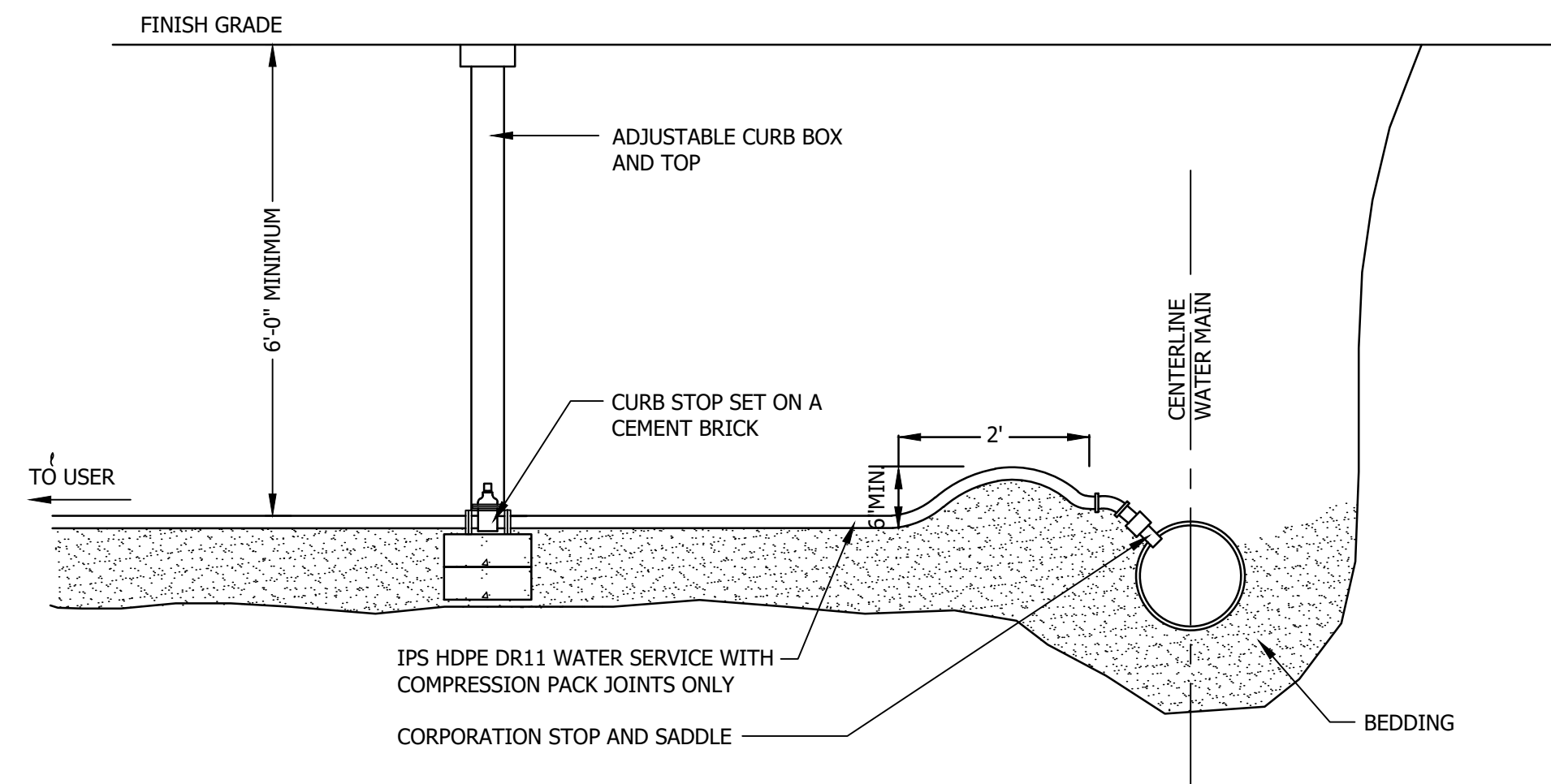
100% PASSING	1 INCH SCREEN
90-100% PASSING	¾ INCH SCREEN
20-55% PASSING	½ INCH SCREEN
0-10% PASSING	#4 SIEVE
0-5% PASSING	#8 SIEVE
- SAND BLANKET: CLEAN SAND FREE FROM ORGANIC MATTER, SO GRADED THAT 100% PASSES A ½ INCH SIEVE AND NOT MORE THAN 15% PASSES A #200 SIEVE.
- SUITABLE MATERIAL: IN ROADS, ROAD SHOULDERS, WALKWAYS, AND TRAVELED WAYS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED FROM THE TRENCH DURING THE COURSE OF CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, WET OR SOFT MUCK, PEAT OR CLAY, EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIAL NOT APPROVED BY THE ENGINEER.

TRENCH BACKFILL IN CROSS-COUNTRY LOCATIONS SHALL BE SUITABLE MATERIAL AS DESCRIBED ABOVE, EXCEPT THAT TOP SOIL, LOAM, MUCK, OR PEAT MAY BE USED PROVIDED THAT THE COMPLETED CONSTRUCTION WILL BE STABLE AND ACCESS TO THE PIPE FOR MAINTENANCE AND RECONSTRUCTION IS PRESERVED. BACKFILL SHALL BE MOUNDED TO A HEIGHT OF SIX INCHES ABOVE THE ORIGINAL GROUND SURFACE
- BASE COURSE FOR TRENCH REPAIR SHALL MEET THE REQUIREMENTS OF SECTION 300 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.
- SHEETING: ALL TRENCH SUPPORTS SHALL CONFORM TO OSHA STANDARDS. CONTRACTOR IS RESPONSIBLE FOR OSHA COMPLIANCE AND WORKER SAFETY THROUGHOUT CONSTRUCTION.
- TRENCH DIMENSIONS: W = MAXIMUM ALLOWABLE TRENCH WIDTH MEASURED 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER (D) OR LESS, W SHALL BE NO MORE THAN 36 INCHES; FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS THE PIPE OUTSIDE DIAMETER. W SHALL ALSO BE THE PAYMENT WIDTH FOR LEDGE EXCAVATION AND FOR ORDERED EXCAVATION BELOW GRADE. THE MAXIMUM ALLOWABLE TRENCH PAVEMENT PAYMENT WIDTH SHALL BE 8 FEET CENTERED OVER PIPE.
- WATER/SEWER SEPARATION: WATER MAINS SHALL BE SEPARATED FROM SANITARY SEWER BY A MINIMUM OF 10 FEET HORIZONTALLY AND A MINIMUM OF 18 INCHES VERTICALLY, WITH THE WATER MAIN ABOVE THE SEWER.
- PIPE COVER: COVER OVER WATER SHALL BE 6 FEET MINIMUM IN ALL LOCATIONS.



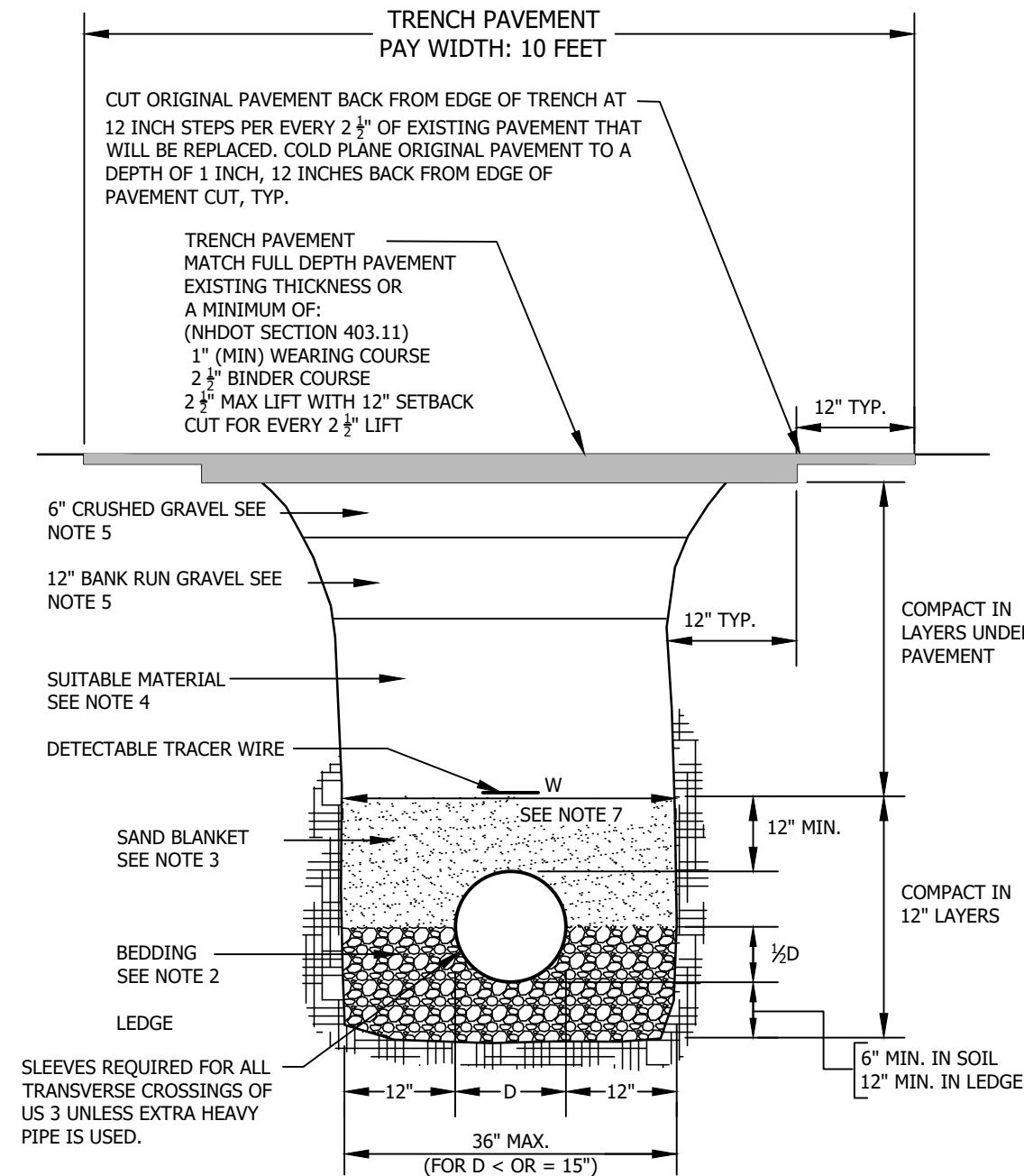
PAVEMENT MATCH JOINING DETAIL

NOT TO SCALE

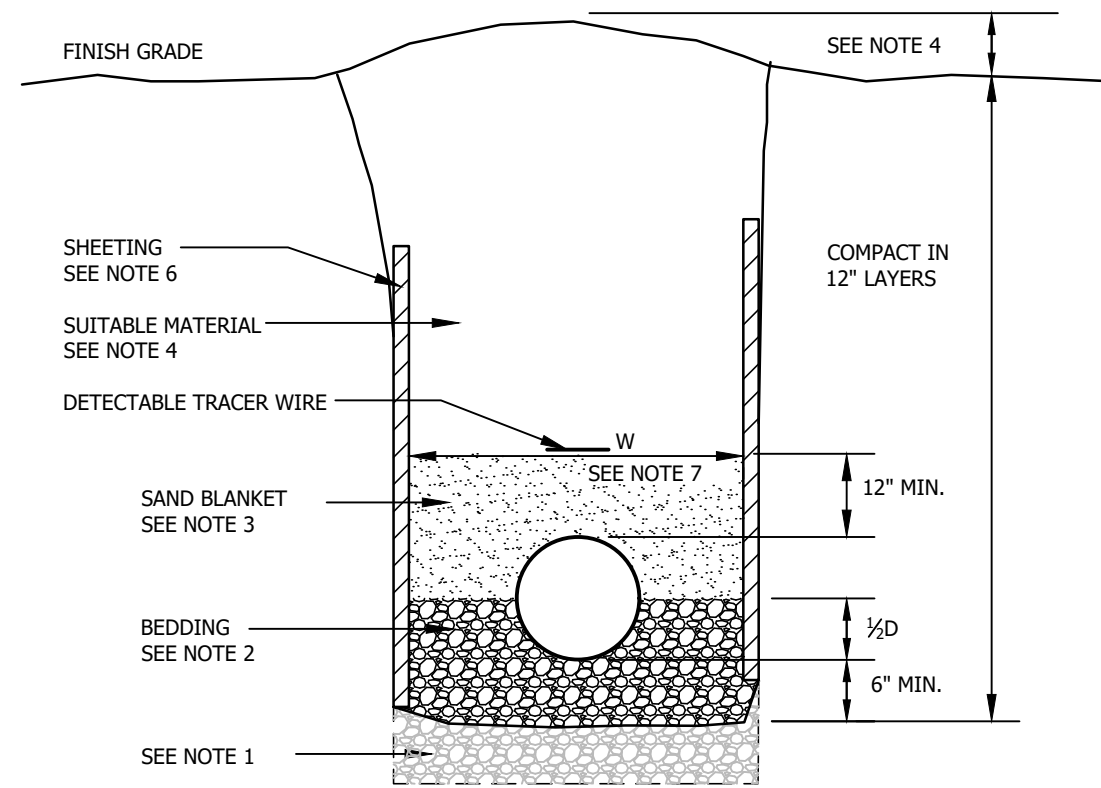


WATER SERVICE CONNECTION

NOT TO SCALE



LEDGE/SUB PAVEMENT CONSTRUCTION



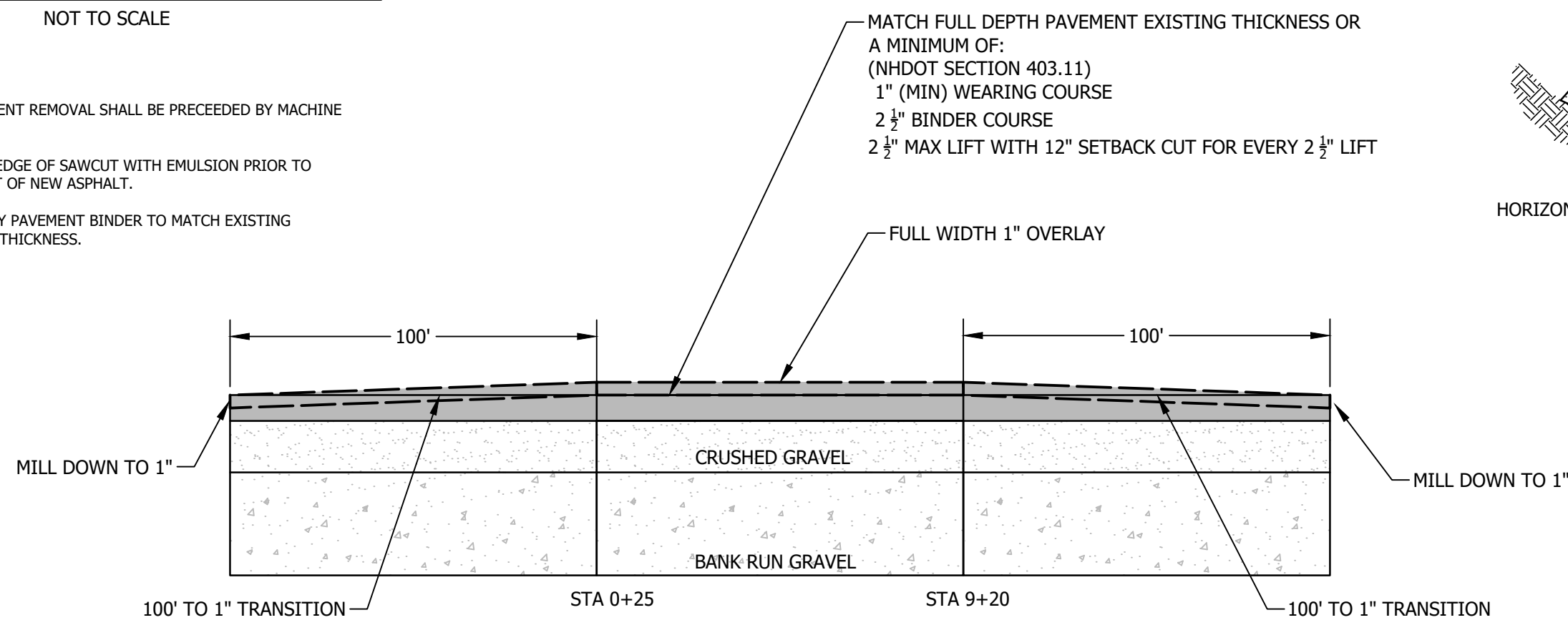
EARTH CONSTRUCTION WITH OR WITHOUT SHEETING

STANDARD TRENCH SECTIONS

NOT TO SCALE

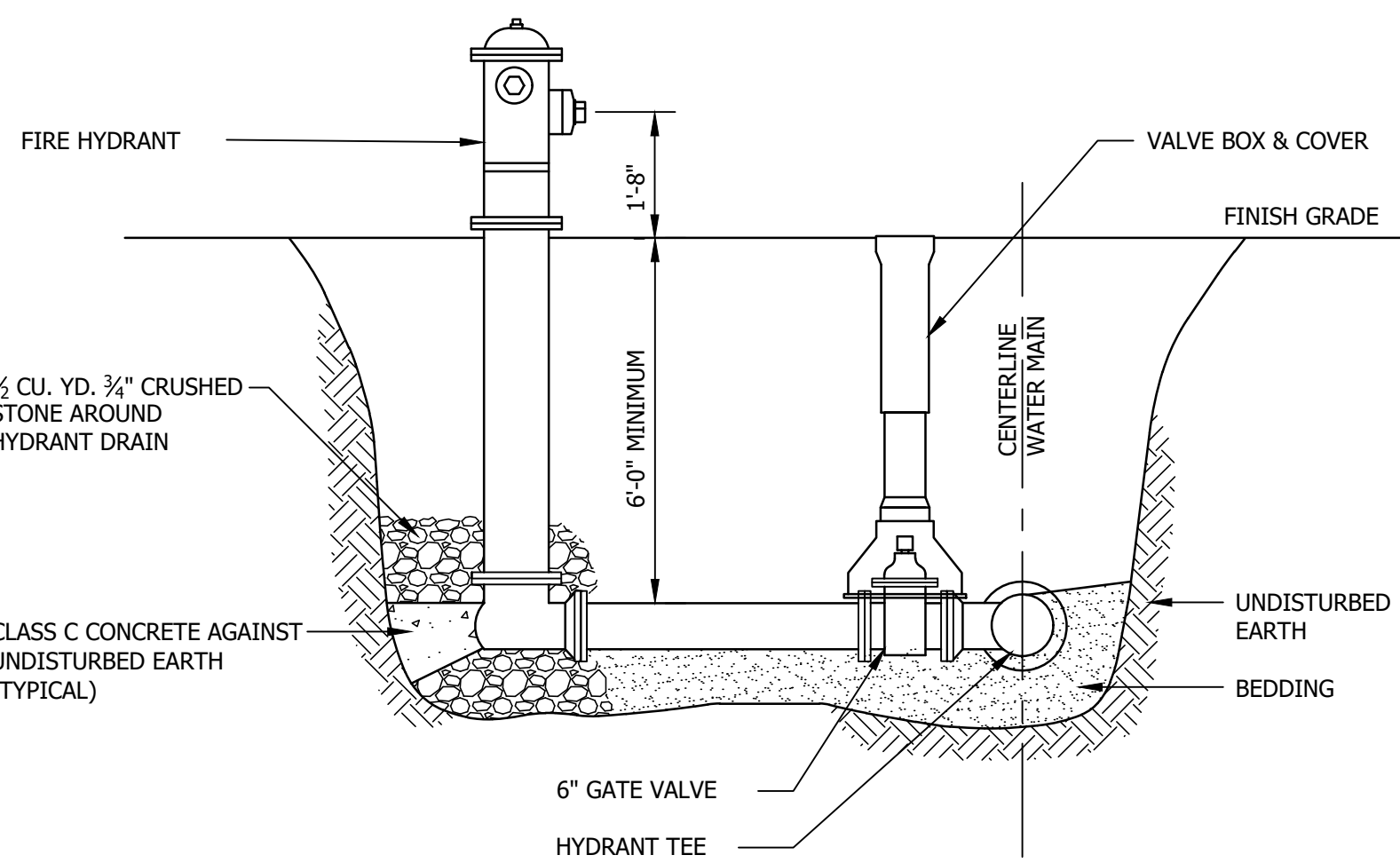
NOTES:

- ALL PAVEMENT REMOVAL SHALL BE PRECEDED BY MACHINE CUTTING.
- TACK THE EDGE OF SAWCUT WITH EMULSION PRIOR TO PLACEMENT OF NEW ASPHALT.
- TEMPORARY PAVEMENT BINDER TO MATCH EXISTING PAVEMENT THICKNESS.



100' to 1" OVERLAY TRANSITION

NOT TO SCALE



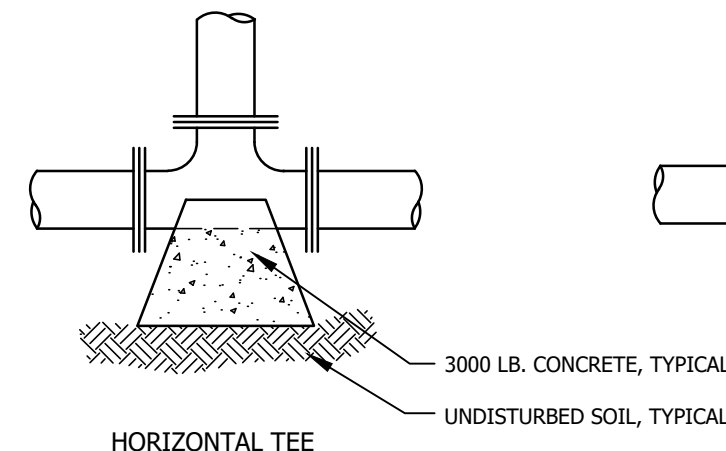
FIRE HYDRANT DETAIL

NOT TO SCALE

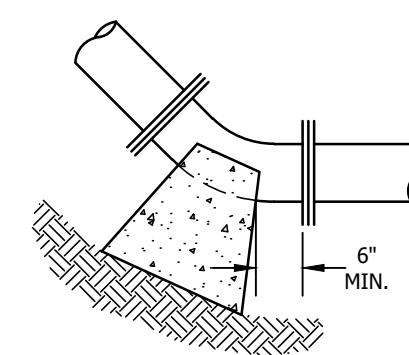
- BLOCKS MUST BE POURED AGAINST UNDISTURBED SOIL.
- THE PIPE JOINT AND BOLTS MUST BE ACCESSIBLE.
- CONCRETE SHOULD BE CURED FOR AT LEAST 5 DAYS AND SHOULD HAVE A COMPRESSION STRENGTH OF 3,000 LBS. AT 28 DAYS.
- BLOCKS MUST BE POSITIONED TO COUNTERACT THE DIRECTION OF THE RESULTANT THRUST FORCE.

RESTRAINED JOINTS MAY BE USED FOR RESISTING THRUST FORCES WHERE THERE IS A SHORTAGE OF SPACE OR WHERE THE SOIL BEHIND A FITTING WILL NOT PROVIDE ADEQUATE SUPPORT. THIS RESTRAINING METHOD INVOLVES PLACEMENT OF THESE SPECIAL JOINTS AT APPROPRIATE FITTINGS AND FOR A PREDETERMINED NUMBER OF PIPE LENGTHS ON EACH SIDE, (MINIMUM 15 FEET).

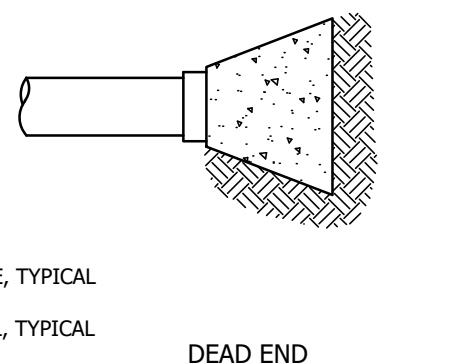
NOMINAL PIPE DIA. (INCHES)	TOTAL THRUST (POUNDS)				
	DEAD END	90° BEND	45° BEND	22½° BEND	11¼° BEND
4	1,810	2,559	1,385	706	355
6	3,739	5,288	2,862	1,459	733
8	6,433	9,097	4,923	2,510	1,261
10	9,677	13,685	7,406	3,776	1,897
12	13,685	19,353	10,474	5,340	2,683
14	18,385	26,001	14,072	7,174	3,604
16	23,779	33,628	18,199	9,278	4,661
18	29,865	42,235	22,858	11,653	5,855
20	36,644	51,822	28,046	14,298	7,183
24	52,279	73,934	40,013	20,398	10,249



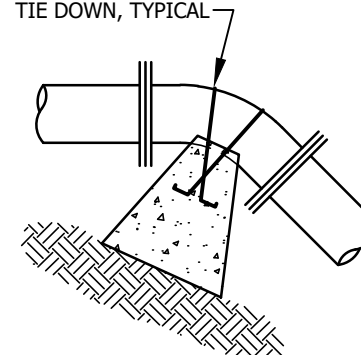
3000 LB. CONCRETE, TYPICAL
UNDISTURBED SOIL, TYPICAL



HORIZONTAL BEND



DEAD END



VERTICAL BEND

THRUST BLOCK NOTES & DETAILS

NOT TO SCALE

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TOWN OF WOODSTOCK

WATER MAIN REPLACEMENT

US ROUTE 3

(NORTH STATION RD. TO SOUTH STATION RD.)
WOODSTOCK, NEW HAMPSHIRE

US ROUTE 3 STANDARD WATER SYSTEM DETAILS AND NOTES

NO.	DATE	REVISION DESCRIPTION	ENG	DWG
Δ	7/2026	ADDENDUM 1: REVISED TRANSITION DETAIL	MLB	JCH

	DATE: JUL 2026	PROJECT #: 250860
	ENG'D BY: SML	DRAWN BY: JCH
	CHECK'D BY: MLB	ARCHIVE #: H-5253
	SHEET 4	

BIDDING PLANS

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