
Moldova Roads Rehabilitation V

NATIONAL ROAD ADMINISTRATION

CLARIFICATION DOCUMENT No.4

to Procurement Document

Rehabilitation of M1 – Leuşeni - Chişinau Road:

Lot 1: km 1+000 -km 9+000,

Lot 2: km 9+000 - km 39+000

(client's reference RSP/W16/01-02)

Issued on October, 2026 (exact date per ECEPP)

CLARIFICATIONS to Procurement Document

Procurement identification data:

Country:	Republic of Moldova
Project:	Moldova Roads Rehabilitation V
EBRD Project ID:	Operation Number 54423
Client:	J.S.C. „NATIONAL ROAD ADMINISTRATION”
Contract:	Rehabilitation of M1 – Leuşeni - Chişinau Road: Lot 1: km 1+000 -km 9+000, Lot 2: km 9+000 - km 39+000
Type of Contract:	Works
Procurement Method:	Open Tender Single Stage
Procurement Process ID:	40999641

Q #	Questions received from Participants on ECEPP:	Answers from Client/NRA:
1.	Visibility sensor — maximum reported range: We note that the majority of visibility sensors specifically designed and validated for road-weather applications (as opposed to aviation-grade instruments) report a maximum range in the 5–10 km band, which is already sufficient to detect and report all visibility conditions relevant to road safety and traffic management. Extending this to 25 km would require aviation-grade equipment at a materially higher cost, without a corresponding road-safety benefit. We therefore request confirmation that a maximum reported range of 5 km is acceptable for this application, or alternatively clarification of the specific road-safety use case that requires readings beyond 5–10 km.	Please be informed that for Lot 1, the visibility sensor shall comply with the specified maximum reported visibility range of 25 km, as well as all other applicable requirements set out in Section 3.1.4 – Road Weather Station Technical Specifications. Accordingly, a sensor with a maximum reported visibility range of 5 km does not meet the specified requirements.
2.	Pavement sensor — freezing-point measurement range: Since the specification itself defines measurement accuracy "for the NaCl anti-icing material," and the eutectic (lowest achievable) freezing point of sodium-chloride brine is approximately -21°C, we request that the freezing-point measurement range be revised to -20°C to 0°C, consistent with the physical/chemical limit of NaCl-based de-icing and with established reference sensors used in road-weather applications. Should the Contracting Authority require detection below this threshold, please confirm the intended anti-icing chemical (e.g. CaCl ₂ /MgCl ₂) so the requirement can be aligned accordingly.	Please note that the requirement is maintained. NaCl is only the reference material for accuracy. Volume IX, item 2, requires the sensor to determine the freezing point for NaCl, MgCl ₂ and CaCl ₂ , which freeze below the NaCl limit, so the -30°C to 0°C range remains as specified.
3.	Control unit — sensors from independent manufacturers: Please confirm whether this requirement refers to the control unit's proven capability to integrate sensors from multiple independent manufacturers via open, non-proprietary protocols (RS-485/Modbus/SDI-12) — which is the standard industry practice to avoid vendor lock-in — rather than a mandatory minimum count of manufacturer brands physically present in the delivered solution. If the	Please note that the requirement concerns capability. The control unit must natively support sensors from at least 3 independent manufacturers, as required by Volume IX, item 4. The delivered configuration may use sensors from 2 manufacturers, provided all other requirements of the Technical Specifications are met.

	latter is intended, we request confirmation that a 2-manufacturer configuration using fully open protocols satisfies the interoperability objective.	
4.	Visibility sensor — power-supply voltage: Please confirm that the 24 Vdc requirement refers to the power bus supplied at station/cabinet level, and that individual sensor modules may operate at their own manufacturer-specified voltage downstream of a regulated internal converter — which is standard practice in multi-sensor road-weather stations combining components with different native supply voltages.	Please note that the 24 V figure in Volume IX, item 3, refers only to the visibility sensor's hood heaters, which take 24 V dc or ac at 2×30 W. The sensor electronics are specified at 7–30 Vdc. Sensors may be powered through regulated converters within the station cabinet, provided all requirements of the Technical Specifications are met.
5.	Water-film thickness resolution (pavement/road sensor): The Terms of Reference require the pavement sensor to measure water-film thickness with a resolution of 0.001 mm (1 μ m) over a 0–4 mm range, using a radar-based measurement principle. Our market review indicates that the resolution currently achievable by radar-based pavement sensors from established manufacturers is in the order of 0.01 mm (10 μ m). We kindly ask You to confirm whether a resolution of 0.01 mm (10 μ m) would be acceptable, given that this appears to be the current technical limit for this type of sensor.	Please be informed that a resolution of 0.01 mm (10 μ m) is acceptable. All other requirements of Volume IX, item 2, apply as specified, including the 0–4 mm range, radar measurement principle and accuracy. Please refer to the amended Chapter 805 of the TS: correction is provided via an Amendment to Contract TS Eng Final Lot 1 and Contract TS Eng Final Lot 2. Please see appended amended documents for more details.
6.	Precipitation sensor accuracy :The Terms of Reference require the precipitation sensor to measure precipitation intensity with an accuracy of approximately $\pm 10\%$. Our market review of radar-based precipitation sensors (24 GHz Doppler, integrated in combined weather-sensor units) indicates that manufacturers typically specify an accuracy in the order of $\pm 20\%$ for this parameter. We kindly ask You to confirm whether an accuracy of $\pm 20\%$ would be acceptable for this measurement.	Please be informed that Volume IX, item 3, specifies a precipitation intensity accuracy of $\pm 15\%$, not $\pm 10\%$. Precipitation is measured by the combined visibility and present-weather sensor, using the scattered-light principle. An accuracy of $\pm 20\%$ is not accepted, and the offered equipment must comply with the Technical Specifications.
7.	Regarding the Concrete Batching Plant 120–180 m ³ /h - for Lot 1, please specify whether it is possible to propose a concrete batching plant with a capacity < 120 m ³ /h, because the capacity of 120 m ³ exceeds the maximum daily requirement derived from the execution schedule—which is based on a traffic management plan involving phased work—and the peak concrete demand can be met by a concrete batching plant with an output of less than 120 m ³ /h. We confirm that our plant fully ensures the completion of the works for Lot 1 within the required contractual timeframe.	Please note that the specified capacity range of 120–180 m ³ /h remains applicable and shall be complied with. The Bidder shall take into account the specified capacity requirement when preparing its Bid and proposing the equipment and construction methodology for the Works.
8.	Please specify what are the technical characteristics of an Auxiliary Slipform Paver as requested according to article no. 3 from Table 8. Equipment.	Please note that the Auxiliary Slipform Paver specified under Item 3 of Table 8 – Equipment is intended for construction of narrower and geometrically constrained cement-concrete pavement sections where the main slipform paver may not be suitable. The equipment shall be capable of placing, compacting, forming and finishing cement-concrete pavement of the applicable design thicknesses, including 18 cm and 22 cm, in accordance with Chapter 309 of the Technical Specifications. It shall be suitable for the required paving widths and provide appropriate concrete distribution, vibration, finishing and line-and-level control.

		Tenderers shall submit the manufacturer's technical documentation establishing the suitability of the proposed equipment. The requirements of Table 8 – Equipment remain applicable
9.	In case that we present a high-performance Slipform Concrete Paver, please confirm that it is not necessary to present a Concrete Placer for feeding the slipform paver.	Please note that the Bidder shall propose the equipment necessary to ensure the proper execution of the Works in accordance with the Tender Documents and its proposed construction methodology. The need for, and configuration of, any additional equipment, including a Concrete Placer, shall be determined by the Bidder based on the proposed equipment and construction methodology.
10.	Please clarify whether it is necessary to provide an Asphalt mixing plant, given that a 180t Asphalt Plant is listed in FORM EQP-3: Planned Equipment Mobilisation? Is it necessary to fill in EQP1 / EQP2 forms?	Please note that Asphalt-concrete works form part of Lot 1. A source of compliant asphalt mixture is therefore required, but a dedicated or Contractor-owned asphalt mixing plant for Lot 1 is not mandatory, as already clarified in Clarification Document No. 3, Question 56. An owned, leased or third-party asphalt plant may be proposed, subject to documented availability and adequate production and delivery arrangements. A third-party source shall be supported by a firm supplier commitment or supply agreement submitted with the Tender. The proposed plant shall comply with Section 305.04 of the Technical Specifications, including the batch-mix requirement and rated capacity of at least 120 t/hour, and with all other applicable requirements of the Procurement Documents. Forms EQP-1 and EQP-2 shall be completed as required to identify the proposed equipment/source and demonstrate assured access. Form EQP-3 shall reflect the planned equipment mobilization and supply arrangements. The 180 t/hour reference in EQP-3 does not, by itself, require ownership of a dedicated plant.

[illegible]

Please specify under which Bill of quantities item the collection wells shown on Drawing no. 41.1 should be classified and priced covering both for the well structure itself and for the associated piping of Ø200 mm.

Additionally, please clarify whether these elements should be priced separately (well and Ø200 mm pipe) or as part of a complex (global) item.

Please note that the collection wells shown on Drawings 41.1 and 41.2 shall be measured and priced separately from the associated Ø200 mm PVC pipework. The 12 collection wells shown on these drawings are included in the total of 46 No. circular Ø1.0 m manholes/catch basins under Bill No. 800, Item 80203.4; they shall not be added to that quantity again.

The 24.00 m of Ø200 mm PVC connecting pipe sections shown on Drawings 41.1 and 41.2 correspond to the 24 m quantity under the Ø200 mm pipe item in Bill No. 800 (currently designated Item 80203.2).

Drawing 41.1 also shows Ø200 mm PVC pipes installed along the wall, with a total design length of 39.45 m (39.50 m in the detailed resource estimate, Item 994). These additional pipes are not included in the 24 m quantity of the issued BOQ. The BOQ will be revised to identify and price these wall-mounted pipes and their associated fixing/installation works unambiguously. The duplicated item numbering in Bill No. 800 will also be corrected.

The wells and pipework shall not be priced as a single global item. Tenderers shall price the relevant separate items in accordance with the revised BOQ issued to all Tenderers.

The Bill of Quantities for Lot 2 includes one traffic intensity monitoring system, while the available information on Lot 1 – file Vol 6_Book 1_Telecommunication lines, indicates a configuration comprising three video cameras.

Please confirm whether the Lot 2 system must include three physical video cameras connected to a single processing unit capable of simultaneously analysing all three video streams.

If a different configuration is required, please specify:

- the exact number of cameras;
- the exact number of processing units;
- the allocation of the cameras to the processing units.

Please be informed that for Lot 2, Item 80109 (1 pc, Sector 2), the required configuration is one (1) video camera and one (1) processing unit, located at PC 192+65 on M1, for monitoring traffic in both directions.

The three-camera configuration indicated in Vol. 6, Book 1 applies to Lot 1, Item 80111 only.

The Bill of Quantities for Lot 1 includes three traffic monitoring cameras installed at three separate locations.

Please note that processing is local (according to Chapter 805, TS).
Lot 1, Item 80111 (3 pcs): 3 cameras + 3 processing units, one per

	Please confirm whether each camera must be supplied with its own local processing unit, resulting in a total of three processing units for Lot 1. If centralised or shared processing is intended, please provide the required system architecture and indicate the number and location of the processing units.	location: locations - PC 23+80, PC 47+60, PC 86+00. Centralized or shared processing is not intended.
14.	Please provide the technical drawing for the Lot 2 traffic monitoring system, indicating: - the number and position of the cameras; - the traffic lanes and directions to be monitored; - the position of the processing unit and technical cabinet; - the type and position of the mounting supports; - the approximate distances between the cameras and the cabinet; - the connection and power-supply arrangement.	Please see Equipment mounting diagram, Chapter 805 (according to the last amendment)): – 1 camera + processing unit enclosure on one lighting pole at PC 192+65, both directions of M1; – camera–unit: PoE cable; power: 230 V AC from the pole; data: LTE to Employer’s (NRA) server. Installation drawings by the Contractor, for the Engineer's approval.
15.	The hardware specifications require an IP66 enclosure with approximate dimensions of 400 × 300 × 200 mm. Please confirm whether a processing unit with a lower individual ingress-protection rating is acceptable when installed inside a certified IP66 outdoor cabinet, so that the complete outdoor assembly meets the IP66 requirement.	Please be informed that the proposed equipment is acceptable, provided that the complete assembly complies with IP66 protection and the specified operating temperature range of –20°C to +50°C.
16.	Please confirm whether a processing unit operating internally at 12/24 V DC is acceptable when supplied through a suitable 220/230 V AC to DC power supply installed inside the outdoor technical cabinet.	Please be informed that this is acceptable, provided that the AC/DC power supply is installed within the IP66 enclosure and the unit power consumption does not exceed 50 W, excluding cameras.
17.	The technical specifications require PoE ports with a total power budget of at least 75 W. Please confirm whether this requirement may be fulfilled using a separate industrial PoE switch or PoE injectors installed inside the same IP66 cabinet as the processing unit. Please also confirm whether the minimum 75 W value applies to the total available PoE power of the complete assembly.	Please be informed that the equipment shall be installed within the same IP66 enclosure. The 75 W requirement refers to the minimum total PoE power of the assembly, with a minimum of four (4) PoE ports compliant with IEEE 802.3.
18.	Please confirm whether LTE/4G and Wi-Fi connectivity must be integrated into the processing unit or whether separate industrial communication equipment installed inside the same technical cabinet and connected via Ethernet is acceptable. Please also specify whether the contractor or the Contracting Authority will provide: - the SIM card; - the mobile-data subscription; - the private APN, VPN or fixed IP address, if required; - the LTE/Wi-Fi antennas and cables.	Please be informed that a separate LTE router installed within the same enclosure and connected to the processing unit via Ethernet is acceptable. Wi-Fi functionality is not required. The Contractor shall provide the router, antennas, cables and data subscription until Final Taking-Over. Employer will provide the necessary APN/VPN/IP parameters and the SIM card.

19.	The technical specifications require a minimum of 8 GB 128-bit LPDDR4x memory. Please confirm whether a newer and higher-performance technology, such as a minimum of 8 GB 128-bit LPDDR5x memory, will be accepted as technically equivalent or superior.	Please be informed that 8 GB, 128-bit LPDDR5x memory is acceptable.
20.	The technical specifications require a minimum of 16 GB eMMC 5.1 storage. Please confirm whether NVMe SSD storage with a capacity exceeding the required minimum will be accepted as technically equivalent or superior.	Please be informed that the proposed solution is acceptable, provided that the memory capacity is at least 16 GB and is rated for the specified operating temperature range.
21.	Please confirm whether the 1 TB storage requirement applies exclusively to the central MongoDB virtual machine/server and does not apply to each local traffic-analysis processing unit.	Please refer to the Chapter 805 of the Technical Specifications.
22.	Please clarify the contractor's exact responsibilities regarding integration of the traffic monitoring system with the existing Invipo platform. Please indicate: • whether the Contracting Authority will provide the API and integration documentation; • whether the contractor must employ an authorised Invipo integrator; • whether the existing Invipo licence must be extended; • the total number of devices that must be licensed; • whether the costs associated with the Invipo licence extension must be included in the tender price.	Please refer to the Chapter 805 of the Technical Specifications. All the additional information will be provided by the Employer, if necessary, during the implementation phase.
23.	Please provide the technical requirements for transmitting data to the existing Invipo platform, including: • the required data format and structure; • the communication protocol; • the authentication mechanism; • the required data-transmission frequency; • the required access to historical data; • the procedure for recovering data following a communication interruption.	Please note that all the required information for this stage is provided in the TS.
24.	Please confirm whether the vehicle-speed information generated by the system will be used exclusively for statistical and traffic-analysis purposes. If the speed information will be used for enforcement purposes, please specify the required type approval, metrological certification and verification applicable to the offered equipment.	Please be informed that the vehicle-speed information generated by the system will be used exclusively for statistical and traffic-analysis purposes.
25.	Please specify the exact number of technical cabinets required for each lot and confirm whether each cabinet must be pole-mounted or ground-mounted. Please also confirm whether any existing technical cabinets are available at the monitoring locations.	Please note that all the required information for this stage is provided in the TS. All the additional information will be provided by the Employer, if necessary, during the implementation phase.
26.	Please confirm whether the technical cabinets included in the contractor's scope must contain: • the processing unit;	Please be informed that all listed components are in the Client's scope.

	- the AC/DC power supply; - the PoE switch or PoE injectors; - the LTE/4G modem; - electrical circuit breakers; - surge-protection devices; - terminal blocks and internal wiring; - heating, ventilation or temperature-control equipment; - cable glands and mounting accessories. Please specify any minimum technical requirements applicable to these components.	Minimum: IP66 assembly, –20...+50 °C, lockable, surge protection on power and data lines, earthing to pole earthing system, IP66 cable glands, CE-marked components. Subject to the Engineer's approval.
27.	Please confirm whether all licences required for traffic detection, classification, counting, trajectory analysis, statistical outputs, REST API access and remote management must be perpetual. Please also confirm whether any recurring software, maintenance, cloud-service or subscription fees must be included in the tender price.	Please be informed that all licences shall be perpetual. No recurring fees payable by NRA. Any recurring costs incurred up to Final Taking-Over, i.e. until the end of the Defects Notification Period, shall be deemed included in the unit rates for Item 80111 (Lot 1) / Item 80109 (Lot 2).
28.	The technical specifications require the extracted traffic information to be supplied continuously at a frequency of at least 1 Hz. Please confirm whether this requirement applies to the analytical results and traffic data generated by the processing unit, rather than to the video frame rate.	Please be informed that this requirement is confirmed. The 1 Hz frequency applies to the analytical/traffic data output and not to the video frame rate. The camera shall provide 1080p video at 30 fps.
29.	Please specify the minimum period during which the supplier must provide: - technical support; - corrective software updates; - security updates; - remote system-management capability; - compatibility support for the Invipo integration. Please also confirm whether these services must be included in the tender price.	Please refer to the amended TS Chapter 805: “Minimum warranty period: 2 (two) years from the commissioning date, until Final Taking-Over.” Services must be included in the tender price in BoQ Items Lot 1 – 80111; Lot 2 - 80109. Correction is provided via an Amendment to: Contract TS Eng Final Lot 1 and Contract TS Eng Final Lot 2. Please see appended amended documents for more details.
30.	Please confirm whether the supply and installation of the traffic monitoring systems must include: - camera and cabinet mounting; - electrical connections; - data cabling; - connection to the existing power supply; - grounding and equipotential bonding; - system configuration; - integration with the central platform; - testing and commissioning;	Please refer to the Construction Drawings and Technical Specifications. All the additional information will be provided by the Employer, if necessary, during the implementation phase.

	• training of the Contracting Authority's personnel. Please identify any works or materials that will be provided separately by the Contracting Authority or by another contractor.	
31.	The Terms of Reference state "Number of sensors to be installed: 4 pieces" for the visibility and present-weather sensor, while the contract includes 2 road weather stations. Please confirm the total number of visibility sensors required: one per station (2 in total), or 4 in total. If 4, please indicate how they are to be allocated between the stations.	Please be informed that one combined visibility and present-weather sensor shall be provided per road weather station. Accordingly, one (1) sensor is required for Lot 1 and one (1) sensor for Lot 2, i.e. two (2) sensors in total.
32.	Please confirm whether the visibility sensor must also identify present weather, i.e. precipitation type and intensity, with discrimination between liquid and frozen particles. Alternatively, please confirm whether a visibility-only sensor is acceptable, given that precipitation type and intensity are already measured by the radar precipitation sensor.	Please be informed that the combined visibility and present-weather sensor shall measure visibility and identify the type and intensity of precipitation, including discrimination between liquid and frozen precipitation, in accordance with the Terms of Reference. A visibility-only sensor shall not be considered an equivalent substitute.
33.	Please indicate the lot and the chainage of each of the 2 road weather stations, and confirm: • whether the stations are to be installed on existing poles or on new poles supplied by the contractor, and the required pole height; • whether a 230 V AC power supply is available at each location, and the connection point; • the lane and position of the passive road sensor, and whether it is to be installed in the new asphalt layer or by core-drilling after paving; • whether the pole foundation (type Fm-2 in the drawings), cabling, grounding, installation, commissioning and training are part of the contractor's scope.	Please note that for Lot 1, one Road Weather Station is included under BOQ Item 80110 and shall be located before the grade-separated interchange at PC 86+72, as indicated in the relevant project documentation. The station, its support, foundation, power and communication connections, road sensor, installation, integration, testing, commissioning and training shall comply with Chapter 805 and the applicable project drawings. The Contractor shall verify the exact installation position and utility connection arrangements with the Engineer prior to execution. For Lot 2, the road weather station and the video surveillance camera shall be installed on new poles designed within the IEE volume, at chainage PC 192+70, on the left side. The foundation works and pole installation works are included in volume IEE.
34.	The Terms of Reference require the combined weather sensor and the precipitation sensor to be mounted on a tube with an outer diameter of 44.5–76 mm. Please confirm that sensors designed for a mast diameter of 60–76 mm, which lies within the required range, are acceptable.	Please be informed that sensors compatible with a mast outside diameter of 60–76 mm are acceptable, provided all other requirements of the Technical Specifications are satisfied.

35. The Terms of Reference require extension of the Invipo Meteo module licence from 17 to 35 devices, which corresponds to the 14-station national programme. For the 2 stations in this contract, please confirm: - the number of devices to be licensed; - whether the licence extension cost must be included in the tender price; - whether an authorised Invipo integrator is mandatory, and whether the Contracting Authority will provide the API and integration documentation.	Please note that for Lot 1, the Contractor shall provide and fully integrate the one road weather station included in BOQ Item 80110 with the Employer's existing Invipo Meteo module. All integration costs applicable to the Lot 1 station shall be included in the tender price. The reference to extending the national licence from 17 to 35 devices relates to the wider road-weather programme and shall not be interpreted as a requirement for the Lot 1 Contractor to finance a platform-wide licence expansion unrelated to its station. Integration shall be carried out through a duly authorised provider or integrator. Detailed interface and access parameters shall be coordinated with the authorised platform provider during implementation.
36. Please confirm whether the SIM card, the mobile-data subscription and any private APN/VPN for the weather stations will be provided by the contractor or by the Contracting Authority, and for what period.	The Contractor shall provide the router, antennas, cables, and data subscription until Final Taking-Over. Employer will provide the necessary APN/VPN/IP parameters and the SIM card.
37. Section 3.4.2 requires a minimum warranty of 1 year, while Section 3.5.1.1 requires 2 years from final acceptance. Please confirm which warranty period applies.	Please refer to the amended TS Chapter 805: "Minimum warranty period: 2 (two) years from the commissioning date, until Final Taking-Over." Correction is provided via an Amendment to Contract TS Eng Final Lot 1 and Contract TS Eng Final Lot 2. Please see appended amended documents for more details.
38. Please confirm: - whether the 24-hour fault resolution time or the response/resolution times in Table no. 1 apply; - whether preventive maintenance (2 visits per year) is limited to the warranty period.	Please be informed that the response and resolution times specified in Table No. 1 of the Technical Specifications shall prevail over the general 24-hour reference. Preventive maintenance shall include two (2) visits per year throughout the applicable warranty and maintenance period specified in the Contract.
39. Section 3.8.6 states a training duration of 2 days, but also lists 2 days for equipment plus 2 days for software. Please confirm the total training duration and the number of participants.	Please refer to the TS. Days and number of participants is subject to Engineer's and Employer's prior approval.
40. Section 3.6.1 requires compliance with Directive 2014/34/EU (ATEX). As the stations will not be installed in potentially explosive atmospheres, please confirm whether ATEX compliance is required.	Please be informed that the road weather stations will not be installed in potentially explosive atmospheres. Therefore, compliance with Directive 2014/34/EU (ATEX) is not required. All other applicable technical and safety requirements remain unchanged.
41. The Terms of Reference require MIL-STD-810G, FCC, E-Mark and EN 50155 certification for the processing unit. As the unit will be installed in a pole-mounted IP66 cabinet, not in vehicles	Please note that the CE marking and compliance with the applicable EMC, Low Voltage and RoHS requirements, the specified operating-

	or rolling stock, please confirm whether CE marking (EMC, LVD, RoHS), FCC and the declared operating-temperature range are sufficient, or whether all the listed certifications are mandatory.	temperature range and the relevant technical and functional requirements shall be demonstrated for the proposed equipment. Vehicle- and railway-specific standards (including E-Mark and EN 50155) are not applicable solely by reason of the processing unit being installed in a stationary pole-mounted IP66 cabinet. Equivalent evidence of suitability remains subject to the Engineer's and Employer's approval.
42.	The camera requirements (1/2.8" CMOS, colour 0.01 lux @ F1.2, 0.018 lux @ F1.6, microSD up to 128 GB, IP67, IK10) correspond to a specific model that has been discontinued by the manufacturer. As the equipment will be purchased at a later stage of the works, please confirm that the camera parameters are minimum performance requirements, and that current models with equivalent or superior performance are acceptable when demonstrated by the manufacturer's datasheet. For example, this would cover a larger sensor (1/1.8") with IP66 instead of IP67, or a 1/3" sensor with higher resolution (4 MP) and higher sensitivity.	Please note that equivalent or superior models accepted per datasheet, subject to the Engineer's and Employer's approval.
43.	The Terms of Reference require the goods to be accompanied by a calibration certificate. Please specify which equipment the calibration certificate applies to (cameras, processing units), and the standard or methodology required.	Please be informed that calibration certificates shall be provided for measuring instruments and sensors where calibration is applicable, in accordance with the relevant Technical Specifications and the manufacturer's requirements. Routine calibration certificates are not required for traffic cameras or processing units solely due to their function in image processing.
44.	Regarding Answer No. 1 to Question No. 6 of Clarification No. 2 dated 18 September 2026 – Type designation (Type 1 versus Type 2) We understand that the reference “Section 2, Volume 3, Book 2 – Road Works, page 48” may refer to the document entitled “V3_Book 2_Chapter 2_Cross Section.pdf”. However, this document is dedicated to cross sections rather than specific road-work details. Drawing sheet No. 48 presents the cross sections at PC 224+50 and PC 224+75 and includes only general references to ditch reinforcement and left/right ditches. It does not contain a gully detail and does not identify any element as Type 1 or Type 2. The response also states: “Please refer to the correct drawing attached, Section 1, Volume 3, Book 1, page 43.” However, we could not identify this drawing among the documents included in the clarification package. Please therefore: • attach the drawing referred to as “Section 1, Volume 3, Book 1, page 43”; • indicate the complete file name and drawing number; • clearly identify the details corresponding to Type 1 and Type 2;	Please be informed that the details of the ditch and channel types are provided on Drawing Sheets No. 49, 55, 56 and 57, which shall be read together with the longitudinal profile and the alignment plan of the road. Section 2, Volume 3, Book 1.

45. Regarding Answer No. 1 to Question No. 11 of Clarification No. 2 dated 18 September 2026: For BoQ Item 20501, “Planting of trees”, please specify: • the required tree species; • the minimum height at the time of planting; • the minimum trunk circumference and/or age; • whether the trees shall be supplied with a root ball or in containers. Please also provide the exact planting locations, including the applicable chainages, side of the road, spacing between trees and the relevant drawing or planting layout. This information is required to obtain comparable quotations from nurseries and to price the BoQ item correctly.	Please note that the information provided at this stage in the TS (Chapter 205) and BoQ is sufficient.
46. Regarding the answer to Question 43 of Clarification No. 2 dated 18 September 2026: The Contracting Authority states that the location of the “Closed concrete channel, Type A (b = 0.40 m; h = 0.60 m), including concrete cover slabs” is shown in Volume 2, Book 1, Drawings 82 and 83. We have reviewed the referenced drawings and note that: • Drawing 82 is the plan layout of the grade-separated intersection and indicates an “orthogonal concrete lined channel with concrete slabs”; • Drawing 83 is the longitudinal profile of Road G91 and indicates the same channel over an approximate length of 70 m. Although these drawings indicate the general location of the channel, they do not provide the construction details required for accurate pricing and execution of the item described in the Bill of Quantities as “Closed concrete channel, Type A (b = 0.40 m; h = 0.60 m).” Please provide the applicable construction detail drawing, including at least: • the complete cross-section and confirmation whether the stated dimensions are internal or external; • wall and base-slab thicknesses; • concrete class and exposure class; • reinforcement details; • bedding and foundation requirements; • dimensions, reinforcement and spacing of the concrete cover slabs; • required load-bearing class of the cover slabs; • joint, connection and waterproofing details; • inlet/outlet and connection details; • confirmation of the exact chainage, total length and whether prefabricated elements are acceptable. These details are necessary to establish the correct quantities, construction method and tender price.	Please be informed that, for Lot 1, the construction details shown in Volume 2, Book 1, Drawings 45 and 46 shall apply. The quantity of 118.70 linear metres originally included under BOQ Item 50502.3 shall be transferred to Item 50502.2. Accordingly, the quantities to be priced are: • Item 50502.2: 1,201.70 linear metres • Item 50502.3: 0.00 linear metres Tenderers shall price the above quantities in accordance with the referenced construction details.

47.	With reference to Item 60403 – Pipe drain (in accordance with the technical drawings), and in conjunction with Response No. 75 in Clarification No. 2 dated 18 September 2026, please clarify the type of drainage pipe required, as we could not identify any specification or detail regarding its type in the drawings you referenced (drawings 185–200 in Volume 3, Book 2, Section 2).	Please be informed that, for Lot 1, BOQ Item 60403 covers 27.00 linear metres of corrugated HDPE drainage pipe DN110, stiffness class SN8, perforated over 180°. The quantity comprises 13.50 m + 13.50 m for the bridge at PC 86+72, as indicated in Volume 3, Book 3, Drawing Sheets 10.4 and 11.4. For Lot 2 the drainage pipe is indicated on Drawing Sheet No. 185. PVC pipe SN12 D=315mm.
48.	With reference to the response to Clarification Question No. 76 of Clarification No. 2 dated 18 September 2026, you stated that the granular fill material between the reinforced earth panels is included under Item 90403 – “Fill material behind the modules (units)”, measured in m³. Since we cannot find an item with this description either in the BOQ for the overpass at chainage 86 or in BOQ 600 – Additional Construction, please clarify under which item the granular fill for the reinforced earth structure should be priced.	Please be informed that, for Lot 1, the granular fill for the reinforced-earth retaining walls is included under BOQ Bill 300 – Road Junction, Item 30302, “Drainage layer of optimal mixture of ballast 0–63 mm”, measured in cubic metres. The quantity under this item includes the fill required for the reinforced-earth retaining walls. Accordingly, the reference to Item 90403 in Response No. 76 of Clarification No. 2 is hereby corrected. No separate BOQ item or additional quantity is required.
49.	In the response to Question No. 77 of Clarification No. 2 dated 18 September 2026, you indicate that traffic will be completely closed during the execution of the works. Although you refer to the traffic diversion schemes included in the Technical Documentation, we have not identified any clear information in the documents provided regarding the diversion routes. Please explicitly specify the roads and routes proposed for diverting traffic during the execution of the works, and clearly identify the documents and drawings within the Technical Documentation in which these are presented.	Please note the following: Lot 2 Sector 1 from p.81.1 and next 4 pages (PDF 90-94) Lot 2 Sector 2 from p.125+1 and next 4 pages (PDF 136-140) Lot 2 Sector 2 from p.100+1 and next 4 pages (PDF 109-113)
50.	Regarding the answer to Question No. 81 of Clarification No. 2 dated 18 September 2026: We acknowledge the confirmation that the required quantity under Lot 2, BoQ Item 80108 – “Road Weather Station”, is 1 pc. However, after reviewing the documents appended to Clarification No. 2 and Amendment No. 2, we could not identify the referenced technical drawings or the detailed amended Technical Specifications for the Road Weather Station. Please provide the missing technical drawings and detailed Technical Specifications or indicate the exact document name, section and page number where these requirements can be found. The information is required to obtain a compliant supplier quotation and to prepare the technical and financial offer.	Please refer to Chapter 805 of the TS, where the detailed drawing is included.

51. Regarding the answer to Question No. 89 of Clarification No. 2: The Contracting Authority states that the execution details for Type 4 gutter, with $b = 0.68$ m, $h = 0.45$ m, Type L4-8, are provided in Drawing 60, Section 3, for chainage PC 291+00 – PC 388+00. However, our review of Drawing 60 indicates that the drawing is entitled “Prefabricated rectangular gutter $i > 5\%$” and shows the following dimensions: • internal height: 0.45 m; • indicated internal width: 0.62 m; • external width: 0.78 m. The drawing does not appear to indicate a width of 0.68 m or the designation “L4-8”. Furthermore, the chainage PC 291+00 – PC 388+00 is not identified on Drawing 60 itself. Please clarify and confirm: 1. whether Drawing 60 is the applicable execution detail for the Type 4 / L4-8 gutter included in the Bill of Quantities; 2. whether the required internal width is 0.62 m or 0.68 m; 3. the meaning and applicable technical standard/reference for the designation L4-8; 4. the exact locations and total length over which this gutter type is to be executed; 5. which dimensions and requirements shall prevail for tender pricing in the event of discrepancies between the Bill of Quantities, the clarification response and Drawing 60. Please also provide a revised or supplementary construction detail if the required Type 4 / L4-8 gutter differs from the gutter shown in Drawing 60.	Please be informed that “Prefabricated rectangular gutter $i > 5\%$” with external dimensions $b = 0.78$ m, $h = 0.53$ m, Type L4-8, are provided in Drawing 60, Section 3, for chainage PC 291+00 – PC 388+00. The chainage location shall be taken from the longitudinal profile. The gutters are manufactured by local precast concrete product manufacturers, and the designation L4-8 corresponds to their product nomenclature.
52. With reference to Annex 7 – List of Suppliers/Vendors for Major Items of Plant and Materials, please clarify exactly which documents are understood by the term “Manufacturer’s Authorisation Forms”. Please confirm whether this refers to a simple authorisation letter issued by the manufacturer confirming that the proposed supplier is authorised to offer and supply its products, or whether other supporting documents concerning the manufacturer, supplier or proposed products must be submitted. Please provide a clear description of the documents required.	Please be informed that for Lot 1, a Letter of Intent from each proposed supplier listed in Annex 7 is sufficient. It may be prepared in the supplier’s own format and shall confirm the supplier’s intention to provide the proposed plant or materials in the event of contract award. A separate Manufacturer’s Authorisation Form is not required solely for the purposes of Annex 7.
53. Section II – Data Sheet requires a Letter of Intent from each supplier included in Annex 7. However, the Procurement Documents do not contain a standard form or specify its minimum content. Please confirm that each supplier may prepare the Letter of Intent in its own format, provided that it confirms its intention to collaborate with the Participant on pre-agreed terms if the Contract is awarded.	Please note that the letter of intent is sufficient and shall be prepared in its own format.

	Please also confirm whether the Letter of Intent is sufficient for the suppliers listed in Annex 7 or whether a separate Manufacturer's Authorisation Form must also be submitted.	
54.	Please provide the interface specification of the Invipo Meteo module (protocol, data structure) and indicate the manufacturer and type of the 17 weather stations currently connected. Please also confirm whether the Invipo integrator certification may be obtained after contract award.	Please be informed that, for Lot 1, the road weather station shall be integrated with the Employer's existing Invipo Central Integration Platform (Meteo module) in accordance with Section 3.1.7 of the Technical Specifications. The required data and integration requirements shall be coordinated with the authorised Invipo provider during implementation. The existing equipment shall not restrict the manufacturer of the new compliant station. All costs related to integration, configuration, testing and commissioning shall be included in the Contractor's tender price.
55.	Please confirm that, in case a specified sensor is discontinued by the manufacturer before delivery, an equivalent or superior model from the current range may be supplied, subject to the Engineer's approval.	Please be informed that If the specified sensor is discontinued, an equivalent or superior model from the manufacturer's current range may be proposed, subject to prior written approval by the Engineer. The Contractor shall demonstrate compliance with all applicable technical and integration requirements through the manufacturer's datasheets and shall bear any related costs.
56.	The drawings made available in the documentation, both for the lighting works and for the relocation of electrical networks, are not sufficiently clear to identify and verify the individual works. The plans mainly show the positions of the works, without sufficient information on their location on site. Please provide drawings for lighting and relocation works with the corresponding kilometre markers, legible and in detailed form, together with the related legend, so that the works and equipment can be clearly identified	Please note that for Lot 1, the relevant drawings, layouts, legends and equipment/material schedules for the relocation of electrical networks and the lighting installations are included in Volume 4 – LEA and Volume 5 – IEE, respectively. Tenderers shall use these volumes together with the Bill of Quantities and Technical Specifications for pricing and proposal. Final setting-out and installation positions shall be verified during construction in coordination with the Engineer and the relevant utility operators. No additional tender drawings are envisaged.
57.	The service connections to the electrical network are not identified in the technical documentation or the drawings made available. Please provide the related drawings and Bills of Quantities, as well as the information required to price these works	Please note that for Lot 1, the Contractor shall include in its tender price all costs required to connect the electrical installations to the existing power network, including connections, cables, equipment, accessories, coordination with the network operator, applicable fees, testing and commissioning. These costs shall be included in the rates for the relevant BOQ items; no separate payment will be made. Final connection arrangements shall be coordinated with the relevant network operator and the Engineer prior to execution.

58.	In Lot 1 Bills of Quantities the quantity for Item 80103.1 – Rearrangement of 10 kV electrical networks, including overhead line, is 39 pcs . However, when checking the documentation, we identified a quantity of 65 pcs. Please clarify the correct quantity to be priced for item 80103.1.	Please note that for Lot 1, the correct quantity under BOQ Item 80103.1 is 39 poles. This corresponds to the pole schedule 30/2024-LEA.EP in Volume 4 – LEA. Tenderers shall price 39 pcs. The quantity of 65 pcs is not applicable to this item.
59.	A quantity of 11.880 m is provided for Item 80104 – Rearrangement of 10 kV electrical lines (underground cable) (Lot 1). After checking the documentation made available, we could not identify this cable length in either the drawings. Please indicate the drawing and specify the type and characteristics of the cable to be priced for this quantity.	Please note that for Lot 1, the 10 kV underground cable to be priced under BOQ Item 80104.2 is NA2XSY-10, 3 × (1 × 240/50) mm ² , as specified in Volume 4 – LEA, the Explanatory Memorandum and the material schedule 30/2024-LEA.VL. The BOQ quantity to be priced is 11,880 linear metres. Tenderers shall refer to the issued BOQ, drawings and specifications.
60.	For Items 80101.1, 80101.2 and 80101.3 – Rearrangement of 0.4–10 kV electrical networks, including overhead/underground lines and street lighting (Lot 2), in the BoQ are specified the following total quantities: • item 80101.1 – 10 m pole: 121 pcs.; • item 80101.2 – 7 m pole: 48 pcs.; • item 80101.3 – 12 m pole: 21 pcs. For each of these items, the documentation does not clearly show whether the quantity refers only to lighting poles that will also carry the electrical network, or whether separate lighting poles and electrical network poles are provided. Please specify the works, equipment and materials included in each quantity, as well as the actual configuration of the poles and the related electrical networks. For each pole type (10 m, 7 m and 12 m), please also provide: • the number of arms/brackets on each pole; • the length of each bracket/arm; • the bracket design type; • the position of the brackets on the pole; • the number and type of luminaires mounted on each bracket/arm; • the power and type of the luminaires, if defined in the documentation. We identified that the 12 m poles are provided with a 6-arm bracket, but the configuration of the 10 m and 7 m poles is not clearly specified. Please provide this information for each pole type, together with the related drawings and technical details, so that we can correctly determine the quantities of materials and equipment required.	Please be informed that each volume includes various types of poles, depending on their intended use and role within the electrical installation: intermediate poles; connection poles equipped with switchgear; corner poles fitted with two struts; metal lighting poles of various heights; and poles designed to support the structure and equipment of pole-mounted transformer substations (PTA). The design characteristics, intended use, equipment, and fittings associated with each type of pole are detailed in the technical documentation and specifications corresponding to each volume.
61.	As we cannot identify from the drawings the equipment for each pole type, and the cable lengths for each item cannot be determined, please provide in Excel format the detailed Bills of Quantities for the following items: • Lot 1: items 80103.1, 80103.2 and 80104; • Lot 2: items 80103.1, 80104.1 and 80104.2.	Please note that for Lot 1, BOQ Items 80103.1, 80103.2 and 80104.2 shall be priced using the existing Bills of Quantities, Volume 4 – LEA drawings, equipment/material schedules and Technical Specifications. The quantities specified in the issued BOQ remain applicable. All necessary materials, accessories, equipment, labour,

		installation and testing shall be included in the relevant unit rates. No separate detailed Excel BOQ will be issued for these items. For Lot 2 the specifications for each album indicate the technical characteristics, quantities, and types of equipment outlined in the technical documentation. Detailed information regarding these aspects is provided in the PDF version of each album.
62.	Regarding article 80105 – Installation of the new substation (Lot 1 and Lot 2) please clarify: - the equipment and components of the new substation; - where the new substation is to be installed; - which drawings or documents in the documentation contain the technical drawings referred to in the BoQ; - the technical datasheet and technical documentation of the new substation, required to price the works properly.	Please note for Lot 1, the new substation under BOQ Item 80105 shall be provided in accordance with Volume 5 – IEE (External Electrical Lighting). The proposed location is indicated on Drawing No. 4 (“PT proiectat”). The equipment, materials and installation requirements are specified in 30/2024-IEE.VL and 30/2024-IEE.SU. The unit rate shall include complete supply, installation, connections, protection, earthing, testing and commissioning in accordance with the project documentation. The BOQ quantity remains unchanged.
63.	We require clarification regarding the exact technical specifications for the D250mm pipe intended for the underground water supply network. For Lot 1, Item No. 80202 - Arrangement of underground water supply diam.250mm", a quantity of 268.5 L.m. / m.l. is specified. Could you please confirm if the 268.5 L.m. / m.l. quantity for the D250mm underground water supply (Item No. 80202) refers specifically to PE100 PN 10 SDR 17 Dn250mm pipe, or if alternative material specifications are intended for this item?	Please note that the Client confirms the full quantity of 268.50 linear metres under BOQ Item 80202.6, Lot 1, refers to new PE100 PN10 SDR17 DN250 mm pipes. No alternative pipe material specifications are intended.
64.	Regarding the Criteria 5.2 Specific ESHS Management Experience, requirement to “demonstrate experience with the satisfactory execution of key ESHS measures and activities in compliance with international standards in relation to a minimum of 1 (one) contract similar in nature and complexity to the Contract” please confirm that <u>compliance may be demonstrated</u> by submitting a national road (DN) construction contract with a value higher than the required threshold, where the scope involved conventional road infrastructure paved with asphalt rather than cement concrete.	Please be informed that a national road construction contract involving asphalt pavement rather than cement concrete pavement shall not be considered equivalent for the purposes of Criterion 5.2, irrespective of the contract value. The qualification requirements specified in the Tender Documents remain unchanged and shall be complied with.
65.	Regarding the Criteria 3.1 General Experience Qualification, requirement that the lead partner “ Should demonstrate experience in at least one successfully completed contract of similar nature and at least one successfully completed contract of similar magnitude. (could be the same contract)” please confirm that <u>compliance may be demonstrated</u> by submitting a national road (DN) construction contract with a value higher than the required threshold, where the scope involved conventional road infrastructure paved with asphalt rather than cement concrete.	Please be informed that a national road construction contract involving asphalt pavement only shall not, by itself, be considered sufficient to demonstrate compliance with Criterion 3.1. The Lead Partner shall demonstrate experience of both similar nature and similar magnitude, in accordance with the Tender Documents. A higher contract value shall not substitute for the requirement of similar nature.

		The qualification requirements specified in the Tender Documents remain unchanged.
66.	Regarding the Criteria 3.2 Management Experience please confirm that <u>compliance may be demonstrated</u> by submitting a national road (DN) construction contract or a highway construction contract with a value higher than the required threshold, where the scope involved conventional road infrastructure paved with asphalt rather than cement concrete.	Please be informed that contracts involving asphalt pavement only shall not be considered equivalent experience for concrete pavement works solely on the basis of their contract value. Tenderers shall demonstrate compliance with Criterion 3.2 of the Tender Documents.
67.	With reference to clarification answer number 29 from “Clarifications (nr 2) to Procurement Document”, please confirm the fact that the material used under the New Jersey barrier in the hatch area is the same as for the concrete pavement of the road and will be executed using same technology.	Please be informed that the concrete pavement in the hatched area beneath the New Jersey barrier shall have the same specified material characteristics and thickness as the adjacent concrete pavement, in accordance with the design drawings. The area is shown separately to accommodate the installation of the barrier; therefore, the construction sequence and concrete placement method may differ from those used for the main carriageway. The Contractor shall propose an appropriate construction methodology for the Engineer’s review and approval, ensuring compliance with the specified pavement characteristics, joint details and barrier installation requirements.
68.	With reference to clarification answer number 77 from “Clarifications (nr 2) to Procurement Document”, please confirm, for both lot 1 and lot 2, the fact that for the whole period of the execution the roads will be permanently closed, and the traffic will be fully relocated on other roads. Please indicate to the bidders in what tender documents the diversion schemes can be found, and if they cannot be found, for them to be provided along with the necessary time extension to implement the given information. Also please indicate clearly if the Contractor is responsible for any repair of temporary roads used during this period, to what extend his duty is, and where do these costs have to be included in the boq.	Please be informed that the full road closure and traffic diversion arrangements referred to in the previous clarification apply to Lot 2 only. For Lot 1, the road shall remain open to traffic throughout the construction period. The Contractor shall maintain traffic in accordance with the Tender Documents and the applicable traffic management requirements. Detailed traffic management arrangements shall be prepared by the Contractor and submitted for the required approvals in accordance with Chapters 007 and 105 of the Technical Specifications. The applicable costs shall be included in the corresponding BOQ items. Temporary diversion roads specifically provided for in the design shall be paid under the relevant BOQ items, while any additional diversions proposed by the Contractor shall be at the Contractor’s own expense. For Lot 2, during the entire period of execution of the works, the road will be completely closed to traffic, and all traffic flows will be fully diverted to alternative roads.

		Lot 2 Sector 1 from p.81.1 and next 4 pages (PDF 90-94) Lot 2 Sector 2 from p.125+1 and next 4 pages (PDF 136-140) Lot 2 Sector 2 from p.100+1 and next 4 pages (PDF 109-113)
69.	Inside Chapter 904 from the Technical Specifications for Lot 1 is specified and described a “Geosynthetic reinforced soil and anchor mesh gabions”. Inside Lot 1 construction drawings no. 149 – 169: 30/2024 – “DA. Road M1 Cross sections/ Drum M1 Profile transversal” and drawings no. 170– 174 – “Execution of wall of prefabricated panels and reinforced ground/ Amenajarea zidului din panouri prefabricate si pamant armat” is a reference and representation of a different type of wall (reinforced soil with anchored prefabricated concrete façade elements). Under FIDIC Red Book 2017, the provisions of Sub-Clause 1.5 establish a clear hierarchy/ priority among the Contract documents case of a conflict, ambiguity, or discrepancy. As consequence, the Specifications will prevail over the Drawings and Bill of Quantities and therefore, the retaining wall should be with gabions façade for which there are no construction drawings. Please clarify what kind of reinforced soil wall should be considered to be evaluated by the tenderers.	Please be informed that, for Lot 1, the retaining walls shall be constructed as reinforced soil structures with precast concrete facing panels and synthetic reinforcing strips, in accordance with Drawings No. 170–174 of 30/2024-DA. The requirements of Chapter 904 relating to geosynthetic reinforced soil systems with gabion facing do not apply to the retaining wall structures shown in these drawings. Tenderers shall base their offers on the retaining wall system indicated in the project drawings and corresponding Bill of Quantities.
70.	Chapter from the Specifications for Lot 1 refers to “Bored Piles”. As we could not identify where this work should be executed, please confirm that this Chapter should be also considered as “not applicable”, same as chapters 413 and 414 from the same Specifications, which are clearly defined as not applicable in their titles.	Confirmed. Chapter 903 “Bored Piles” of the Technical Specifications is not applicable to Lot 1. The bridge foundations shall be constructed using driven precast reinforced concrete piles, as specified in the relevant project drawings. Tenderers shall price the foundation works in accordance with the project drawings and the Bill of Quantities.
71.	Inside the Technical Specification for Lot 2 can be found Chapter 4 – “Bridges and Overpasses” - As we could not identify such structures in the scope of works for Lot 2, please confirm that this Chapter should be considered as “not applicable”.	Please be informed that no bridges or overpasses are included in the scope of works for Lot 2. Therefore, Chapter 4 – “Bridges and Overpasses” is not applicable to Lot 2.
72.	Inside the Technical Specification for Lot 2 can be found Chapter 904 – “Geosynthetic reinforced soil and anchor mesh gabions” - As we could not identify such structures in the scope of works for Lot 2, please confirm that this Chapter should be considered as “not applicable”.	Please refer to Lot 2 Vol III Ch1 Book 1 p. 44-45 Lot 2 Vol III Ch2 Book 1 p. 43,47 It should also be considered in conjunction with the cross-sections
73.	With reference to point 305.05 Asphalt finishers – Technical Specifications, for both Lot 1 and Lot 2. Given the fact that the asphalt laying is not a main activity for this project, fact established also by the qty’s given in the boq, approximately 4,851 tons for Lot 1 and 41,779 tons for Lot 2 , we kindly ask removing the requirement of an asphalt plant located at a maximum distance of 45 km to the site and accepting the usage of asphalt plants at greater	Noted. The 305.05 Asphalt finishers – Technical Specifications is amended as follows: “The asphalt plant shall be located at a reasonable distance from the relevant worksite, taking into account the planned asphalt paving operations and the applicable requirements for the transportation, delivery and placement of

distances (Ex: 80 km), under the assumption that the Contractor will assure adequate transport measures and guarantee for both the quality of the material and execution. Mobilizing an asphalt plant given current quantities does not make sense from an economic point of view for both the Tenderer and the Client. Also, please consider taking out completely the requirement that the mobilized plants to have minimum 120 to/h production capacity, given that this requirement would force the Bidders to mobilize overestimated plants for the current necessity (5 days to prepare the whole quantity of asphalt for lot 1 and 35 days for the Lot 2, given total duration of the project is 30 months).	asphalt mixtures. The proposed supply arrangements shall ensure that the asphalt mixture is delivered and placed within the required temperature range and that its specified quality and performance characteristics are maintained, in accordance with the Technical Specifications.” Correction is provided via an Amendment to: Contract TS Eng Final Lot 1 and Contract TS Eng Final Lot 2. Please see appended amended documents for more details.
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Appended to this Clarifications # 4 are the following documents:

- 1. AMENDMENT 4 to TDs WORKS;**
- 2. Amend 3 Contract TS Eng Final Lot 1;**
- 3. Amend 3 Contract TS Eng Final Lot 2.**

End of section.