
Moldova Roads Rehabilitation V
NATIONAL ROAD ADMINISTRATION

CLARIFICATION DOCUMENT No.2

to Procurement Document

Rehabilitation of M1 – Leuseni - Chisinau 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 September, 2026 (exact date per ECEPP)

CLARIFICATIONS (nr 2) 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 – Leușeni - Chișinau 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.	In accordance with ITP 9.1 “Clarification of Procurement Document, Site Visit, Clarification Meeting”, we kindly request the Client to provide clarification on the following: <i>Reference is made to: Lot II — Bill No. 800, items 80203.4, 80203.5 and 80203.6 (stormwater drainage of the roundabout at PC 230+00)</i> While pricing Bill No. 800 we came to items 80203.4, 80203.5 and 80203.6. We were able to identify the works on the drawings without difficulty, but not the chapter of the Technical Specification under which they are to be executed and accepted, and part of the quantity we cannot find at all. We set out below what we found, so that the three points can be answered together. 1. What the items are The three items carry quantities in the column “Sector 2, km 19+000 – km 29+100” only. Following that section through the drawings, we found the works on Volume III, Chapter 2 (PC 190+00 – PC 291+00), Book 1, in the group of sheets belonging to the roundabout at PC 230+00 (s. Chetroșeni / s. Mirești): <table><tr><th>Planșa</th><th>Title</th></tr><tr><td> </td><td> </td></tr></table>	Planșa	Title			Answers commence with line item 5, below.
Planșa	Title					

	174	Amplasarea în plan a rețelei canalizației pluviale / The layout of the stormwater drainage network — title block “Sens giratoriu la PC 230+00 (Canalizarea pluvială) / Roundabout at PC 230+00 (Stormwater drainage)”	
	175	Cross section at CC-1 capture chamber at PC 0 ⁺ +35.00	
	176	Cross section at CC-2 capture chamber at PC 0 ⁺ +40.50	
	177	Cross section at CC-3 capture chamber at PC 0 ⁺ +50.00	
	178	Camera de captare a apei de ploaie, Specificație / Rainwater drainage chamber, Specification	
	179	Perete de portal PP-1, Specificație / PP-1 Portal wall, Specification	
	These sheets describe a rainwater collection system of three chambers and one outfall: • pipework: PVC SN12 Ø315 on a sand bed — CC-1 → CC-2, L = 12.0 m, i = 24 ‰; CC-2 → CC-3, L = 17.5 m; CC-3 → PP-1, L = 6.0 m, i = 40 ‰; • chambers CC-1, CC-2, CC-3 — Ø1000 mm precast concrete rings to Type Design 902-09-46.88 (elements KИД-10a, KИ-10-96, KИП3-10, KИ 10-6), laid on cement mortar Mp200, materials to SM EN 13369:2018; • cast-iron grating class D400 to EN 124:2015, kerb BR 100.30.18, monolithic concrete C30/37 XC4 XF3 to SM EN 206+A1:2017 (0.27 m³ per chamber) and sand (0.22 m³ per chamber); • outfall through portal wall PP-1 into a trapezoidal ditch consolidated with cast-in-situ concrete C30/37 XF4 XC4 XD1, 0.08 m, over crushed stone LA30 fr. 16–32 mm, 0.08 m. This is the road’s own surface-water drainage at a roundabout. It is neither a communication line nor a sewer belonging to a third-party utility.		
2.	The chapter of the Technical Specification In the Bill, items 80203.4–80203.6 sit under the heading “Arrangement of communication lines”, and in the Technical Specification they appear in the payment schedule of Chapter 802 of the same name. Clause 802.01 defines that chapter as concerning “the rearrangement of aerial communication lines, the rearrangement of underground communication lines, protection of underground communication lines”. Clauses 802.02 and 802.03 deal with materials matching the existing installations of the owner organisation, with notifying that organisation before the works, and with the Contractor’s liability for damage to its installations; the only		

	technical requirement of general application is that “the service trenches and the backfill must be done in accordance with Chapter 203”. Nothing in Chapter 802 addresses a stormwater drainage system — its pipes, chambers, gratings, bedding, jointing, testing or acceptance. Conversely, the chapters that do address such works — Chapter 501 (Culverts and drainage systems), Chapter 504 (Minor concrete structures), Chapter 505 (Open drains, side drains) and Chapter 509 (Drains, manholes, exit gully) — belong to Bill No. 500 and contain no statement that the roundabout system is excluded from them. We note that the same arrangement exists in Lot I, where Bill No. 800 carries items 80202 (water supply Ø250) and 80203–80203.5 (sewerage Ø200, Ø250, Ø300, Ø1200 and manholes). In Lot I, however, those items correspond to a genuine relocation of third-party networks, supported by a separate volume of drawings (Vol 7 AE, External water supply network). In Lot II there is no such volume and no third-party network involved: the whole of item 80203 is the road’s own rainwater drainage.																
3.	The normative basis We also examined the list of reference standards annexed to the Technical Specification and the list of normative documents on planşa 3.3 of the drawings. Neither contains a standard for buried gravity drainage pipework — there is no SM SR EN 1401 (unplasticised PVC pipes for non-pressure drainage and sewerage), no EN 13476 (structured-wall pipes), no EN 1610 (construction and testing of drains and sewers), no EN 752 (drain and sewer systems outside buildings) and no NCM G.03 norm. The closest provisions we can find are in Chapter 509, which for pipe laying refers to SNiP 3.07.03-85 and SNiP 3.05.05-84 and for manholes and gullies to SM EN 124-4, and in Chapter 203 for the trench and the backfill. We are content to build to those documents if that is your intention, but we would rather be told so than assume it.																
4.	The quantities Measured off sheets 174–177, the network comprises $12.0 + 17.5 + 6.0 = 35.5$ m of pipe and three chambers. Compared with the Bill: <table><tr><th>Item</th><th>Description</th><th>Bill</th><th>Drawings</th><th>Difference</th></tr><tr><td>80203.4</td><td>Underground sewerage Ø315 mm</td><td>35 l.m.</td><td>35.5 m of PVC SN12 Ø315</td><td>agrees</td></tr><tr><td>80203.5</td><td>Underground sewerage Ø400 mm</td><td>20 l.m.</td><td>not found</td><td>–20 m</td></tr></table>	Item	Description	Bill	Drawings	Difference	80203.4	Underground sewerage Ø315 mm	35 l.m.	35.5 m of PVC SN12 Ø315	agrees	80203.5	Underground sewerage Ø400 mm	20 l.m.	not found	–20 m	
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80203.5	Underground sewerage Ø400 mm	20 l.m.	not found	–20 m													

	80203.6	Manholes Ø1.0 m	4 pcs	3 chambers (CC-1, CC-2, CC-3)	-1 pc	
	On planşa 174 the whole network is drawn: three chambers, the two runs between them, and the 6.0 m outfall from CC-3 to the portal wall PP-1. On planşe 175, 176 and 177 the row “Marcare şi tip tub / Marking and pipe type” reads PVC SN12 Ø315 for every run, including the outfall. We can find no Ø400 pipe and no fourth chamber anywhere in Chapter 2, and the sheet index of Chapter 2 (planşe 1–184) lists no stormwater drawing other than 174–179. We are aware that the Contract is re-measured, so a quantity of this size is not in itself a difficulty. We raise it because it is the same twenty metres and the same chamber that we would have to price without knowing their diameter, depth, location or outfall arrangement.					
5.	Our questions A. Classification and the governing specification 1. Please confirm that items 80203.4, 80203.5 and 80203.6 of Bill No. 800 are the stormwater drainage of the roundabout at PC 230+00 shown on planşe 174–179 of Volume III, Chapter 2, and that no other works are included in them. 2. Which chapter of the Technical Specification governs the execution, testing and acceptance of these works? If Chapter 802 is intended to apply, it contains no technical requirement for drainage pipework or chambers; if Chapters 501, 504, 505 and 509 are intended to apply, please confirm this expressly, since those chapters are written for the items of Bill No. 500. 3. Please confirm that these works are to be priced once only, under Bill No. 800, and are not also comprised in any item of Bill No. 500 — in particular items 50903 (Construction of manholes), 50904 (Construction of the exit gully), 50306 and 50307 (chute entry gullies) or 50401.1–50401.3 (miscellaneous minor concrete structures). B. Quantities					5. Answers A. 1. We confirm that Items 80203.4, 80203.5 and 80203.6 of Bill No. 800 refer to the stormwater drainage system of the roundabout at PC 230+00, as shown on Drawings 174–179 of Volume III, Chapter 2, together with the construction of the Ø400 mm stormwater culvert at PC 284+40, as shown on Drawings 106–107 of Volume III, Chapter 2. (please see drawings 106–107, Volume III, Chapter 2). (see 2. The 20 ml volume for item 80203.5 is included in the schedule of quantities for the collection chamber at station 284+40. The fourth well (1 m in diameter) is also listed in the schedule of quantities for the collection chamber at station 284+40. 3. We confirm that these works shall be priced only under Bill No. 800. B. Answers 4. Please refer to Section 2 Volume 3 Book 2 Road Works km 19+000 – km 29+100 page 106 5. Please refer to Section 2 Volume 3 Book 2 Road Works km 19+000 – km 29+100 page 106 1 manhole and 3 manholes page 174 6. Please refer to the response above.

4. Item 80203.5 — Ø400 mm, 20 l.m.: on which sheet is this pipe shown, and between which structures does it run? If it is the outfall from CC-3 to the portal wall PP-1, the drawings give that run as 6.0 m of Ø315, not 20 m of Ø400. 5. Item 80203.6 — 4 manholes: planşa 174 shows three capture chambers, CC-1, CC-2 and CC-3. Where is the fourth, and is it of the same type (Ø1000 to Type Design 902-09-46.88 with a D400 grating)? 6. If a further part of the network exists that is not in the set issued to us, we should be grateful to receive the corresponding drawings, or, failing that, the designer's take-off (lista de cantităţi) for items 80203.4–80203.6. C. Scope of the rates 7. Please confirm that the linear-metre rates of items 80203.4 and 80203.5 are deemed to include excavation, trench support, sand bedding, jointing, backfilling, compaction and disposal of surplus material, and that no part of this is measurable under Bill No. 200. 8. Please confirm what the per-piece rate of item 80203.6 is deemed to include: the precast elements to Type Design 902-09-46.88, the monolithic concrete C30/37 XC4 XF3 and the sand bed, the cement mortar Mp200, the cast-iron grating class D400 to EN 124:2015, the kerb BR 100.30.18 at the chamber, and the connection of the pipes. 9. Under which item are the portal wall PP-1 and the consolidation of the receiving ditch (cast-in-situ concrete C30/37 XF4 XC4 XD1 over crushed stone LA30) to be measured and paid — within item 80203.5, or under Bill No. 500? 10. Which standard governs the pipes themselves and the testing of the completed pipeline? The drawings specify PVC SN12 Ø315 but no product standard, and the Technical Specification does not list one. Why it matters Without an answer, tenderers will resolve the same three items in different ways — some pricing them as a utility relocation with the risks that Chapter 802 places on the Contractor, others as ordinary road drainage under Bill No. 500 — and the prices you receive will not be comparable. We should therefore be grateful for a reply before the deadline for submission and, should the answer change the scope or the quantities, for a corresponding addendum to the tender documents.	C. Answers. 7. The information provided is confirmed. 8. The information provided is confirmed. 9. Please be informed that the portal wall PP-1 and the consolidation of the receiving ditch (cast-in-situ concrete C30/37 XF4 XC4 XD1 over crushed stone LA30) to be measured and paid — within item 80203.5 10. Please refer to the standard PVC SN12 Ø315 SR EN 1401-1
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6. In accordance with ITP 9.1 “Clarification of Procurement Document, Site Visit, Clarification

Source document	Type	Element index	Construction method
Drawing Plansa 54 (detail) — dwg 10/02-10/126-DA	type 1	B-1-18-50	Precast blocks (“BLOCURI DIN BETON”)
Typical cross-sections (e.g. PC 289+59–PC 290+74)	type 1	B-1-20-50	— (shown on section)
BoQ Lot 2, Bill 500, item 50803.1	type 2	B-1-18-50	In situ (“Execuția in situ”)

Meeting”, we kindly request the Client to provide clarification on the following:

During review of the tender documents for Lot 2 we have identified a discrepancy in the designation, the element index and the construction method of the roadway gutter “Rigolă carosabilă B-1-18-50” between the Drawings and the Bill of Quantities. The identified references are summarised below:

We kindly request the Employer’s written clarification on the following points:

Question 1 — Type designation (type 1 vs type 2)

The Drawings (Plansa 54 title/header and Note 3, and the typical cross-sections) designate this element as “**Kerb type 1**”, whereas BoQ item 50803.1 designates the same element B-1-18-50 as “**type 2**”. In the BoQ, “type 1” is otherwise used for the precast standard kerbs (items 50801.1–50801.4). Please confirm the correct type designation for element B-1-18-50 so that the drawing detail and the BoQ item can be unambiguously correlated.

Answer 1 — Type designation (type 1 vs type 2)

The project provides for the installation of prefabricated roadway gullies type-1 "B-1-18-50". BoQ Item 50803.1 shall be modified from “In situ execution of concrete kerbing and backing – Type 2, (B-1-18-50)” to “In situ execution of concrete kerbing and backing – Type 1, (B-1-18-50)”. Section 2, Volume 3, Book 2 – Road Works, page 48, showing the element B-1-20-50, shall be excluded from the Project Documentation, as the element shown on the subsequent drawings on the same page 48 is B-1-18-50. Please refer to the correct drawing attached, Section 1 Volume 3 Book 1 page 43

	Question 2 — Element index (B-1-18-50 vs B-1-20-50) Detail Plansa 54 and BoQ item 50803.1 name the element “B-1-18-50”, while the typical cross-sections name it “B-1-20-50”. The two codes differ in the middle figure (nominal height 18 cm vs 20 cm). Please confirm the correct element / profile and identify the governing detail drawing. Question 3 — Construction method (precast vs in situ) Plansa 54 is headed “BLOCURI DIN BETON PENTRU RIGOLA TIP B-1-18-50” (precast concrete blocks) and shows 1.00 m units with lifting anchors/holes and a unit mass of 0.22 t — i.e. precast elements. BoQ item 50803.1, however, describes “In situ execution of concrete kerbing and backing” (Execuția in situ). Please confirm whether the gutter is to be executed as precast blocks or cast in situ, as this materially affects the method statement, jointing, reinforcement and unit price. Question 4 — Quantity / total length BoQ item 50803.1 (unit: L.m.) totals 18,205.56 m (Sector 1 = 2,830.00; Sector 2 = 7,389.56; Sector 3 = 7,986.00). Note 3 of Plansa 54 states that the gutter is to be arranged “according to the list of quantities”, but a detailed picket-by-picket take-off is not included in the drawings provided. Please confirm the total length of element B-1-18-50 and provide the detailed quantity list (volum de cantități) so that the BoQ quantity can be reconciled with the Drawings. Your clarification will allow us to price this item correctly. Pending the Employer’s answer, we reserve our position with respect to the pricing and method of item 50803.1.	Answer 2 — Element index (B-1-18-50 vs B-1-20-50) See answer before Answer 3 — Construction method (precast vs in situ) The project provides for the installation of prefabricated roadway gullies type-1 "B-1-18-50". Answer 4 — Quantity / total length The beginning and end of the sectors as well as the installation length is indicated in the outlines corresponding to each separate sector and correspond with Quantity of BoQ.
7.	Considering the scale and complexity of the project, additional time is required to complete a thorough review and coordination of all technical, commercial, and financial aspects of our bid. In particular, further time is needed to finalize certain technical solutions, and ensure that all components of our proposal are fully compliant with the requirements of the bidding documents. We believe that granting a reasonable extension would enable us, as well as other interested bidders, to prepare more complete, accurate, and competitive proposals, which would ultimately contribute to a more effective and competitive procurement process	Considering similar requests received from several Participants, to allow sufficient time for the preparation of Bids, the Employer extends the Bid Submission Deadline. The amended Bid submission deadline date is set for: October 20th, 2026. Please consult the revised/amended proposal submission deadline date in ECEPP.

	Therefore, we respectfully request the Employer to consider extending the bid submission deadline by one (1) month.	
	LOT - 1	
8.	Please provide the Tenderers with a site plan indicating the location of the borrow pit which, according to the procurement documentation, is to be provided by the Employer. In addition, please clearly specify the obligations and costs to be borne by the future Contractor in connection with the opening, use and closure of these sites.	The location of the Employer's borrow pit/reserve will be indicated (see attachment) to the Tenderers. The Contractor shall include in its rates all costs related to access, permits, opening, operation, extraction, loading, haulage, environmental protection, restoration and closure of the borrow pit, unless otherwise expressly provided in the BoQ.
9.	Considering the items providing for the recovery of the existing material from the road body beneath the asphalt/concrete layers, such as Item "20102 - Excavate all type of material in road area, incl. temporary storage at site and re-use" and Item "10306 - Removal of the old road system under pavement", we kindly request the Contracting Authority to provide the Tenderers with the borehole investigation records for the existing road, indicating the exact layer thicknesses, the types of aggregates used in the existing structure, and the nature of the underlying ground, including the physical and mechanical parameters of the materials. Furthermore, please provide the Tenderers with the Technical Assessment Report prepared for the existing road.	Please be informed that all necessary information is provided in the Tender Documentation. The Tenderers shall calculate their costs based on the quantities indicated in the BoQ and the requirements and details provided in the relevant Project Drawings.
10.	Please provide the Tenderers with further information regarding the location to which the timber resulting from tree cutting shall be transported and stored, and confirm that, apart from cutting, transport and unloading, no other costs shall be borne by the future Contractor.	Please be informed that in accordance with the Technical Specifications, the Contractor shall identify and arrange the required location for the storage of timber resulting from tree cutting, including all necessary approvals, site preparation, access, handling and transport costs. The timber resulting from tree felling shall be stored at a location designated by the Contractor and shall be delivered to the Employer.
11.	Please clarify which types of trees are to be priced in the Tender.	The Bill of Quantities provides two separate rates: one for tree cutting/removal and one for clearing shrubs and woody vegetation. Tenderers shall price the works under the corresponding BOQ items.
12.	Please specify the exact transport distance required for the recoverable materials resulting from demolition works to the designated storage or recovery location	According to the Technical Specification, Chapter 103.05, the exact locations for stockpiling the materials shall be selected by the Contractor, who shall be responsible for obtaining all necessary permits and authorizations.
13.	Please confirm that the pipes intended to discharge stormwater from the median/central area may also be made of materials other than concrete, provided that they can withstand the traffic loading specified in the Design. Example: PVC pipe, stiffness class SN 16.	The tender price shall be based on the reinforced-concrete Ø300 pipe specified in the Design.

14.	Considering that this is an execution-only contract, please clarify which costs must be included under Item “00601 - Preparation of AS-BUILT Drawings”.	Please refer to the Item 00601 – Preparation of AS-BUILT Drawings are fully defined in the Technical Specifications Chapter 006.05 As-built Drawings and Construction Book.
15.	With reference to the Bills of Quantities for Drainage Structures, please explain precisely what is meant by Construction of reinforced concrete inlet and outlet structures for pipe culverts and box culverts. Does this refer only to headwalls, wing walls and paving at the inlet/outlet areas, or does it include other elements?	Please refer to the Items 50103 and 50104 cover the complete reinforced-concrete inlet and outlet structures for pipe and box culverts, including headwalls, wing walls and associated structural components shown on the Drawings. Additional protection works measured separately under Item 50109.
16.	With reference to the Bills of Quantities for Drainage Structures, please clarify whether Items 50109.1, 50109.2 and 50109.3 under the category Additional Protection Works at Upstream and Downstream Ends refer to the paving at culvert inlets/outlets in accordance with the culvert details, or whether they are works to be executed beyond these areas.	Please refer to the Items 50109.1, 50109.2 and 50109.3 regarding the concrete protection/paving works at and immediately around the culvert inlets/outlets and adjoining slopes, as shown in the culvert details. They do not refer to separate remote works beyond the culvert areas.
17.	Please provide the Tenderers with details for the 2.5 x 2.0 m and 2.5 x 2.5 m box culverts and the D = 1.2 m and D = 0.6 m pipe culverts under Lot 1 of this procurement procedure, on the basis of which the Tenderers can prepare their financial offers.	The applicable details are provided in Volume 2, Book 3 – Culverts / Drainage of Rainwater. Tenderers shall use the issued drawings for the 2.5 × 2.0 m and 2.5 × 2.5 m box culverts and for the Ø1.20 m and Ø0.60 m pipe culverts.
18.	Please confirm that the wording Rehabilitation of waterways (Consolidarea Rigolelor), applicable to several items under the Paved Waterways category, is to be understood as referring to the construction of new elements. Please provide further explanations in this respect.	The Project Drawings provide relevant information for the construction of new concrete-lined drainage channels.
19.	Please provide the Tenderers with details for all types of ditches/channels referred to in the Bills of Quantities. In the drawing section of the Procurement Documentation, information appears only in the drawing entitled Rehabilitation of Side Channels, which provides very limited information considering the diversity of items in the Bills of Quantities and the fact that these items do not specify the thicknesses of all ditch/channel types.	The applicable construction details for the various ditch/channel types are provided in Volume 2, Book 1 and Volume 2, Book 3 of the Project Design. Tenderers shall use the corresponding drawings and BOQ descriptions for pricing.
20.	Please provide the Tenderers with the quantity take-offs forming the basis of the Bills of Quantities.	The quantities available to the Tenderers are provided in the Bills of Quantities and the relevant Project Drawings.
21.	Please clarify what is covered by Item “50902 - Construction of filter subdrains” and indicate the drawings corresponding to this type of work.	Item 50902 shall be excluded from the Bills of Quantities. The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
22.	Please clarify which works are included under Item “50503 - Rectangular reinforced manholes including all pipe connections to existing ditches etc. as instructed by the Supervision Engineer”, and identify the drawings corresponding to this item.	Item 50503, total quantity 177.70 m³, covers the reinforced-concrete drop chambers shown in the design: 80.50 m³ at PC 74+11, 45.20 m³ at PC 0+59.44, 48.40 m³ for the median drainage drop chamber, and 3.60 m³ at PC 84+48. Payment under Item 50503 is based on the reinforced-concrete volume of these four structures.

23.	Please clarify which type of New Jersey barrier shall be used for this project in accordance with EN 1317. The detail drawing indicates N2 W3; however, these characteristics do not correspond to the project and the specified type of traffic.	The N2 designation is a typographical error and will be corrected to the applicable H containment class in accordance with EN 1317. (see attachment)
24.	Please clarify and detail what must be priced under Items 00401 and 00402 in the Bills of Quantities.	Please refer to the Technical Specification, Chapter 004 ENGINEER'S FACILITIES from Technical Specification
25.	Please clarify whether Items “00401 - Provide and furnish contract office” and “00402 - Maintain contract office in the Bills of Quantities” must include the mobilization and maintenance of the containers for the Employer's representatives, or whether these items must include the Contractor's site establishment costs, comprising all costs related to the Site Organization, including offices, utilities, mobilization and maintenance costs for concrete batching plants, asphalt plants, etc.	Please refer to the Technical Specification Sub-Chapter 00401 “Provide and furnish contract office” and 00402 “Maintain contract office” refer specifically to the provision, furnishing, equipment, maintenance and servicing of the Engineer’s Contract Office, as specified in Chapter 004 of the Technical Specifications. Item 00401 shall include all costs associated with providing and furnishing the Engineer’s Contract Office, including the specified furniture, equipment and facilities required for the office to be complete and fit for occupation and use by the Engineer and his staff. Item 00402 shall cover the maintenance of the Engineer’s Contract Office and the provision and maintenance of the specified services and utilities throughout the required period. These Pay Items do not include the Contractor’s general site establishment costs, including the Contractor’s own site offices, general site organization, mobilization and maintenance of concrete batching plants, asphalt plants, or other facilities and equipment required for the Contractor’s execution of the Works, unless specifically stated otherwise in the Contract. The Employer does not require a dedicated office or containers at the Site for the Employer’s representatives
26.	With reference to Item “01701 - Inclusion Component”, for which a provisional amount of EUR 85,000 is provided, please clarify the approach to be followed if the allocated amount is insufficient to cover the salary, transport and accommodation of the minimum personnel required for the period stipulated in the documentation.	The Client considers that the Provisional Sum allocated for Item 01701 is sufficient for the required implementation of the Inclusion Component. The Provisional Sum shall be administered in accordance with the Contract and the approved Inclusion Implementation Plan and shall cover eligible and properly substantiated costs incurred for its implementation, including personnel, transport and accommodation, as applicable according to the Technical Specification.

		The Provisional Sum shall not be understood as a fixed lump-sum payment or as a fixed amount payable per trainee. Payment shall be made against eligible and properly substantiated costs incurred for the implementation of the Inclusion Component, in accordance with the applicable contractual procedures for Provisional Sums.
27.	Please clarify the maximum milling depth of the existing asphalt pavement structure. The document Technical Specifications - Contract RSP/W16/01-02, Chapter 302 - Asphalt Pavement Milling, states: In areas of overlays with asphalt concrete, the existing pavement shall be milled at a depth as specified on the Drawings, with a minimum milling width of 1.5 m. However, upon reviewing the drawings, no milling depth can be identified.	The required milling depths and related requirements are defined in the Tender Documentation, including the relevant Project Drawings and Technical Specifications. Tenderers shall determine and price the required milling works based on the information provided therein and the quantities included in the BoQ.
28.	Please clarify whether archaeological clearance and land demining activities are required for the new land areas on which construction is to take place. If so, please provide further information in this respect.	The Project does not require archaeological surveys or land demining activities on the areas required for construction.
29.	Please clarify what the hatching shown in the detail below beneath the New Jersey barrier, between the longitudinal joints filled with sealant, refers to, considering that the Typical Cross-Section shows either a rigid F4.5 concrete pavement structure or a green area. Also, please confirm that the concrete surface execution solution can be adopted based on the equipment which will be used.	The hatching beneath/adjacent to the New Jersey barrier represents the cement-concrete pavement in the median barrier area, as indicated on the relevant pavement-joint drawing. The green median applies only where specifically shown as green area. Concrete paving may be executed using fixed forms or slipform equipment in accordance with Chapter 309 and the approved method statement.

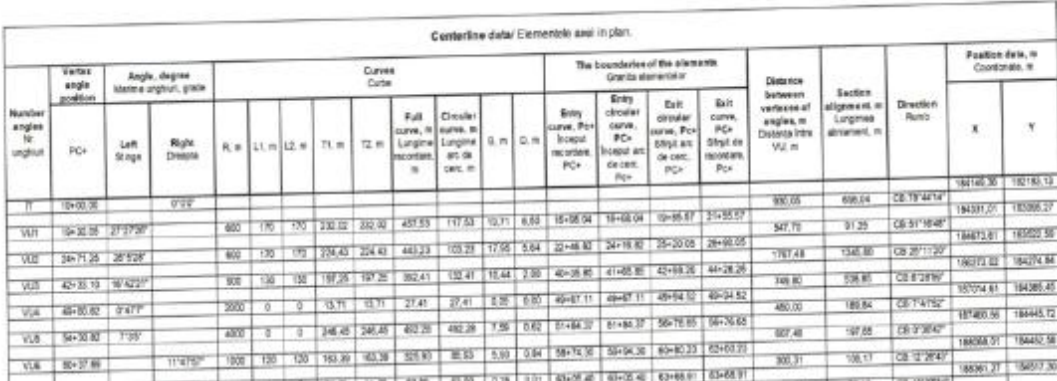
	View A <i>Vederea "A"</i> longitudinal joint filled with bitumen-rubber mastic roșt longitudinal umplut cu mastică din bitum-cauciuc Top wearing surface of concrete F4.5 Strat de beton de ciment rutier F4.5 0,50 guide strip banda de ghidare 25 25 0,50 guide strip banda de ghidare New Jersey parapet Parapet tip New Jersey 3,00	
30.	Please provide the Tenderers with the drawings for Item “50902 - Construction of filter subdrains”.	Item 50902 shall be excluded from the Bills of Quantities. The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
31.	Following the review of the Bills of Quantities and the drawings included in the technical documentation, inconsistencies were identified between the number of existing culverts scheduled for repair in the BoQ and the number of culverts shown in the drawings provided. In view of these inconsistencies, please clarify the correct number of culverts corresponding to each category and indicate which document shall prevail for tendering purposes, namely the Bills of Quantities or the technical drawings. Furthermore, to ensure the preparation of comparable tenders based on the same quantities of work, please publish the revised quantities and the coordinated documentation	Please be informed that the Lot 1 design identifies seven existing culvert locations on the main road. Four are retained/rehabilitated or extended, while three are demolished and replaced. The BOQ repair items are measured in m, m ² and m ³ and do not represent a count of culverts.
32.	We were unable to identify details relating to Item “50902 - Construction of filter subdrains” or Item “60403 - Pipe drain” (in accordance with the technical drawings). Please provide the relevant drawings or indicate the page of the Technical Design on which these details can be found.	Items 50902 – Construction of filter subdrains and 60403 – Pipe drain will be excluded from the Bills of Quantities.

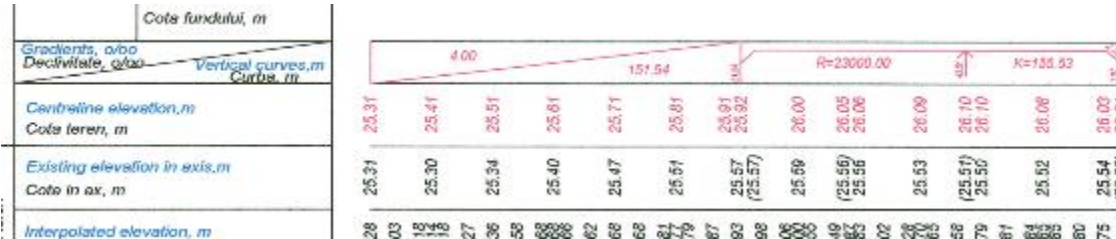
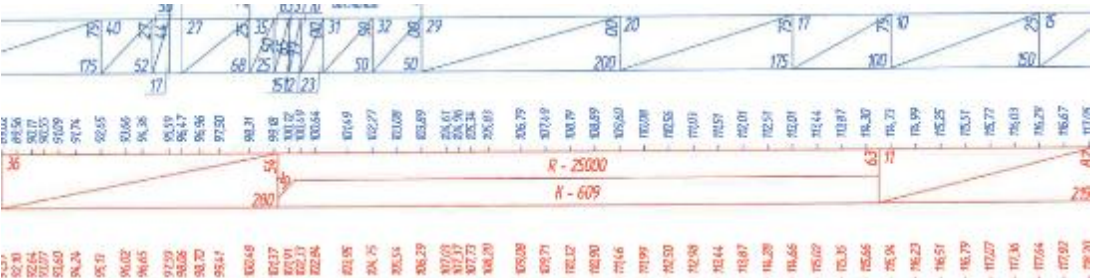
		The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
	With reference to Item 40105 - Removing of various reinforced concrete items of the superstructure for Bridge PC 83+32, please clarify the following: • how many girders the existing bridge comprises; • the location of the Employer's facility where the girders must be stored; • whether the crane hours under Item 40107A - Crane Working as work on manipulation and stock - lifting superstructure beams (60 t) include the hours required for storing the girders at the Employer's facility, or only the hours required to dismantle the girders from the existing bridge; • please also justify the use of the unit of measurement No. for the crane item, considering that such equipment is rented by operating hour or day of use.	Please refer to the Item 40105 that primarily covers the demolition of concrete sidewalks. The existing bridge comprises 20 superstructure girders to be removed. The Employer's storage location and the corresponding transport distance on average 50 km. Item 40107A is a payment item per handling/lifting operation at the construction site and at the storing facility (if necessary), the unit rate shall include crane time, mobilisation, rigging and labour. The unit is measured in number of precast items to be lifted, placed and/or displaced. The contractor shall determine the necessary time, mobilization, rigging and labor, etc. depending on the machinery and equipment owned or rented.
33.	Please provide the Tenderers with the budget for each of the two Lots under this procedure so that the Tenderers know the financial limits within which their tenders must fall.	The Client does not provide a budget estimate for either Lot. Tenderers are invited to independently assess the scope and requirements set out in the Tender Documents and determine the price of their Tenders accordingly.
34.	The Bill of Quantities for Bridge PC 83+32 includes the following items: 40201 - Driven Reinforced Concrete Piles - 1,890 m and 40303 - Construction of cast-in-place RC columns for piers and abutments - 29.40 m³ The quantity of 1,890 m corresponds exactly to the total length of the driven precast piles: 2 piers x 53 units x 9 m + 2 abutments x 36 units x 13 m. Please specify which structural elements are included under Item 40303 and whether it represents the columns of the piers, the abutments, or both types of substructure. The quantity cannot be directly correlated with the number of piles.	Please be informed that Item 40303, quantity 29.40 m ³ , refers to the cast-in-place reinforced-concrete columns (elevations) of the intermediate piers 2 piers x 7 units x 2.1 m ³ = 29.40 m ³ . (see drawings, pos.4 from sheets 7 and 8).
35.	Item 40301 - Construction of cast-in-place RC foundations and pile caps, 190.08 m ³ , corresponds only to the pile caps of the piers. Where shall the pile caps/foundation slabs of the two abutments be priced?	Please be informed that Item 40301 - corresponds only to the pile caps of the piers given the fact that it represents foundations.

		On the Abutments piles are embedded in the abutment cap under item 40304, together with the pier caps as both are similar 105.84 m³. (see drawings, pos.2, 3 from sheets 6 and 9 and pos.5, 6 from sheets 7 and 8): 2 abutments x (8.67 m³+11.10 m³) + 2 piers x (14.50 m³+18.65 m³) = 105.84 m³.																																										
36.	Please specify what is the approach regarding articles in the BoQ which do not present quantities? As example, we provide from Lot 2 BoQ – Bill 200 – Temporary Roads – article 20104. <table><tr><td colspan="7">TEMPORARY ROADS / DRUMURI DE OCOURE</td></tr><tr><td>20102</td><td>Excavate all type of material in road area, incl temporary storage at site and re-use Excavarea tuturor tipurilor de material din zona drumului, include stocarea temporară pe șantier și reutilizarea</td><td>m³</td><td>35,173.00</td><td></td><td></td><td>0.00</td></tr><tr><td>20103</td><td>Select Fill to Shoulders (Shoulder fill) Material selectiv pentru acostamente (umplerea acostamentelor)</td><td>m³</td><td>5,310.00</td><td></td><td></td><td>0.00</td></tr><tr><td>20104</td><td>Finishing and trimming of cut and fill slopes Finisarea și nivelarea taluzurilor ramboului și debleului</td><td>m²</td><td></td><td></td><td></td><td>0.00</td></tr><tr><td>20105</td><td>Shaping of the subgrade layer (formation level) Profilarea straturii fundației de pământ (patul drumului)</td><td>m²</td><td>83,040.00</td><td></td><td></td><td>0.00</td></tr><tr><td colspan="7">ROUNDABOUT PC 230+00 / INTERSECȚIE GIRATORIE PC 230+00</td></tr></table>	TEMPORARY ROADS / DRUMURI DE OCOURE							20102	Excavate all type of material in road area, incl temporary storage at site and re-use Excavarea tuturor tipurilor de material din zona drumului, include stocarea temporară pe șantier și reutilizarea	m³	35,173.00			0.00	20103	Select Fill to Shoulders (Shoulder fill) Material selectiv pentru acostamente (umplerea acostamentelor)	m³	5,310.00			0.00	20104	Finishing and trimming of cut and fill slopes Finisarea și nivelarea taluzurilor ramboului și debleului	m²				0.00	20105	Shaping of the subgrade layer (formation level) Profilarea straturii fundației de pământ (patul drumului)	m²	83,040.00			0.00	ROUNDABOUT PC 230+00 / INTERSECȚIE GIRATORIE PC 230+00							This type of work is not provided in the Construction Drawings. The mentioned BoQ item shall be deleted. (see amendment no.2)
TEMPORARY ROADS / DRUMURI DE OCOURE																																												
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37.	With reference to Bill No. 800 – ENGINEERING SERVICES / Lista Nr. 800 – SERVICII DE INGINERIE, section “ARRANGEMENT OF COMMUNICATION LINES – Amenajarea canalizării subterane”, which provides that the works are to be priced on the basis of the relevant technical drawings, please provide the drawings, approvals, construction details and technical specifications required for pricing the following works: - underground ducts/pipelines with diameters Ø200 mm, Ø250 mm, Ø300 mm and Ø1,200 mm; - manholes with a diameter of Ø1.00 m; - manholes measuring 3.00 × 3.00 m; - KKC-type manholes associated with the telecommunications network.	The Ø200, Ø250, Ø300 and Ø1200 pipelines, Ø1.0 m manholes and the 3.0 × 3.0 m chamber are stormwater drainage works (see Volume2 Book 3 Culverts) and are not part of the telecommunications network. Telecommunications works are limited to the relevant ducts and KKC-type manholes shown in the telecom documentation. The Bill 800 heading should not be used to redefine the technical scope of these items.																																										

	We note that, in the tender documentation made available to the bidders, specifically the file “Vol 6_Book 1_Telecommunication lines” – LOT 1, we could not identify any information, drawings or technical details relating to these works. In the absence of this information, the construction solutions, materials, configuration and other elements required for a proper technical and financial assessment of the works cannot be determined. Therefore, please provide the relevant technical drawings, construction details and technical specifications so that the works can be priced in accordance with the project requirements and on a consistent technical basis for all bidders.	
38.	With reference to Bill No. 800 – ENGINEERING SERVICES / Lista Nr. 800 – SERVICII DE INGINERIE, Item 80110 – Weather Station (in accordance with the technical drawings), please confirm that the quantity to be included in the tender for LOT 1 is 1 Pcs - Road Weather Station, as stated in the Bill of Quantities, rather than the 14 or 15 units indicated for LOT 1 in “Vol. 5_Book 1_Outdoor Lighting”. Furthermore, according to Annex No. 1 – “Location of Road Weather Systems on Poles Connected to the Electrical Network”, included in “Vol. 5_Book 1_Outdoor Lighting”, none of the indicated locations appears to fall within the project site limits. Please clarify the applicable locations and requirements for LOT 1.	For Lot 1, the tender quantity is one complete Road Weather Station under Item 80110. The multiple locations shown in Volume 5, Annex 1 shall not be interpreted as requiring 14 or 15 stations for Lot 1.
39.	Please confirm whether Item 50802 – “In situ execution of concrete kerbing and backing – type 2 (B-1-20-50) / Execuția in situ a bordurilor de beton și fixarea lor – tip 2 (B-1-20-50)” is to be priced in accordance with the detail shown on Drawing 42 – Kerbs Type 2, “Rigolă de acostament tip B1-22-75 (B-1-22-50)”. If not, please provide the construction detail applicable to Item 50802, as required for pricing.	Drawing 42 is the applicable construction detail for the Type 2 in-situ concrete drainage kerb. For the 0.50 m variant, Tenderers shall use the geometry shown on Drawing 42. The inconsistent B-1-20-50 / B1-22-50 references shall be interpreted in accordance with that drawing
40.	Following our review of the tender documentation, we could not identify the Geotechnical Study / Geotechnical Investigation Report. Please provide the Geotechnical Study, including the relevant geotechnical investigation data and the classification of the materials to be excavated.	All necessary information is provided in the Tender Documentation. The Tenderers shall calculate their costs based on the quantities indicated in the BoQ and the requirements and details provided in the relevant Project Drawings.
41.	Please confirm whether all road markings are to be applied manually using two-component paint, in accordance with the technical requirements.	The requirement is as follows: in accordance with Chapter 702, road markings shall be applied mechanically using appropriate road-marking equipment. Manual application shall only be permitted in exceptional circumstances where mechanical application is impracticable.

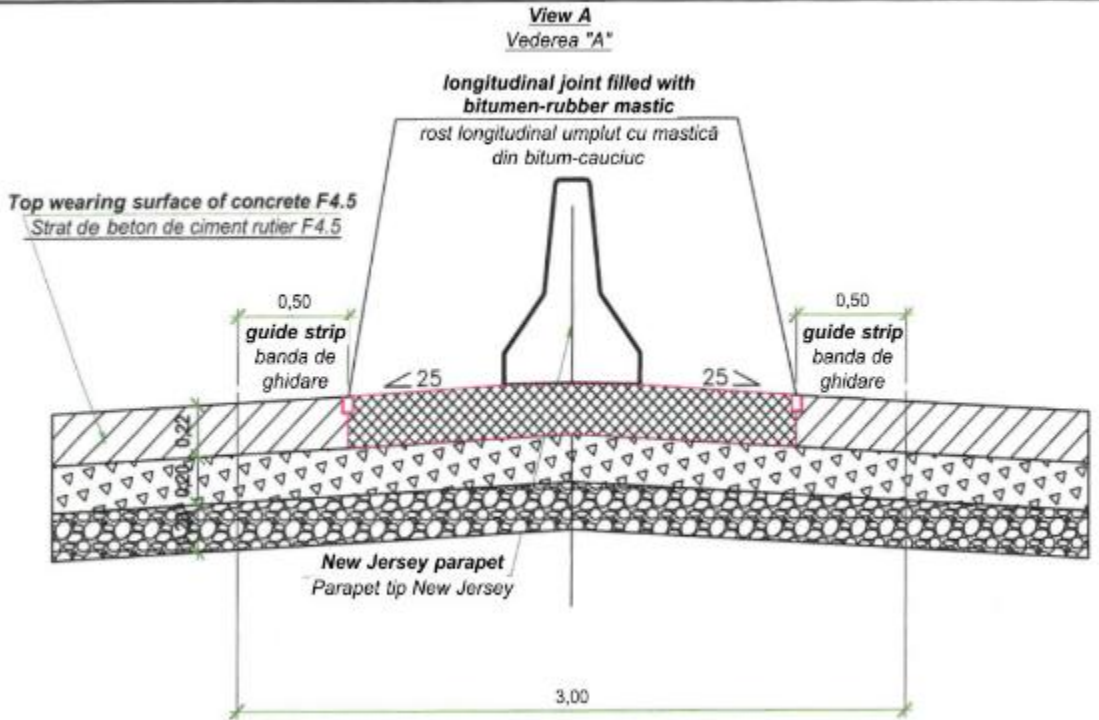
42.	Please confirm that the base width of the trapezoidal channel under Item 50302.3 is $b = 0.40$ m.		Please note that the Romanian description indicating 0.60 m is incorrect and is amended The correct base width for Item 50302.3 is $b = 0.40$ m.;
	Item No.	Description	
	50302.3	Consolidation of trapezoidal channel Type 1, $b=0.4$, $h=0.5$ (1:1.5/1:1.5) / Consolidarea rigolelor trapezoidale de Tip 1 $b=0.6$, $h=0.5$ (1:1.5/1:1.5)	
	The English and Romanian descriptions indicate different base widths (0.40 m and 0.60 m respectively). Please confirm the dimension to be used for pricing and execution.		
43.	Please provide the technical drawings and detailed technical specifications referred to in the tender documentation but currently missing for the following item:		Please be informed that the Item 50502.2 relates to the separate closed rectangular concrete drainage channel along the road edge/interchange area. Its location is shown on Volume 2, Book 1, Drawings 82 and 83, including the corresponding concrete cover slabs. The BOQ designation and dimensions shall be interpreted together with these drawings.
	Item No.	Description	
	50502.2	Closed concrete channel, Type A ($b=0.40$; $h=0.60$) (in accordance with the technical drawings) / Canal de beton închis cu capac, tip A ($b=0.40$; $h=0.60$) (conform desenelor tehnice)	
	LOT-2		
44.	Considering the items providing for the recovery of the existing material from the road body beneath the asphalt/concrete layers, such as Item “20102 - Excavate all type of material in road area, incl. temporary storage at site and re-use” and Item “10306 - Removal of the old road system under pavement”, we kindly request the Contracting Authority to provide the Tenderers with the borehole investigation records for the existing road, indicating the exact layer thicknesses, the types of aggregates used in the existing structure, and the nature of the underlying ground, including the physical and mechanical parameters of the materials. Furthermore, please provide the Tenderers with the Technical Assessment Report prepared for the existing road.		All necessary information is provided in the Tender Documentation. The Tenderers shall calculate their costs based on the quantities indicated in the BoQ and the requirements and details provided in the relevant Project Drawings.
45.	Please provide the Tenderers with further information regarding the location to which the timber resulting from tree cutting shall be transported and stored, and confirm that, apart from cutting, transport and unloading, no other costs shall be borne by the future Contractor.		In accordance with the Technical Specifications, the Contractor shall identify and arrange the required location for the storage of timber resulting from tree cutting, including all necessary approvals, site preparation, access, handling and transport costs The timber resulting from tree felling shall be stored at a location designated by the Contractor and shall be delivered to the Employer.
46.	Please clarify which types of trees are to be priced in the Tender.		The Bill of Quantities provides two separate rates: one for tree cutting/removal and one for clearing shrubs and woody vegetation. Tenderers shall price the works under the corresponding BOQ items.

47.	Please specify the exact transport distance required for the recoverable materials resulting from demolition works to the designated storage or recovery location.	Please refer to Technical Specification Chapter 103.05 - The exact locations for stockpiling the materials shall be selected by the Contractor, who shall be responsible for obtaining all necessary permits and authorisations.
48.	With reference to Bill No. 100 - LOT 2, Item “10313 - Demolition and relocation of existing structures (crucifixes)”, please clearly specify whether these structures are to be relocated or replaced. If replacement is required, please indicate their type, considering that their cost may vary significantly.	The Project provides for the relocation of the existing structures. The works shall include the dismantling of the existing foundation, careful removal and relocation of the structure itself, and its subsequent installation on a newly prepared foundation at the designated location.
49.	Please confirm that the pipes intended to discharge stormwater from the median/central area may also be made of materials other than concrete, provided that they can withstand the traffic loading specified in the Design. Example: PVC pipe, stiffness class SN 16.	See drawings on pages 106-107 (PVC pipe SN12 Ø400)
50.	Following our review of the procurement documentation for Lots 1 and 2 under this procedure, we noted that, for Lot 2, the documentation presenting the Horizontal Alignment Elements (Coordinates) is missing for both the main road and the secondary roads. Please make this documentation available to the Tenderers. Example for Lot 1: 	Please find attached Drawings for Horizontal Alignment Elements (see attachment)
51.	Considering that this is an execution-only contract, please clarify which costs must be included under Item “00601 - Preparation of AS-BUILT Drawings”.	Please refer to the the scope and requirements for Item 00601 – Preparation of AS-BUILT Drawings are fully defined in the Technical Specifications Chapter 006.05 As-built Drawings and Construction Book.
52.	With reference to the Bills of Quantities for Drainage Structures, please explain precisely what is meant by Construction of reinforced concrete inlet and outlet structures for pipe culverts and box culverts. Does this refer only to headwalls, wing walls and paving at the inlet/outlet areas, or does it include other elements?	Items 50103 and 50104 cover the complete reinforced-concrete inlet and outlet structures for pipe and box culverts, including headwalls, wing walls and associated structural components shown on the Drawings. Additional protection works measured separately under Item 50109.

53.	Regarding the road longitudinal profiles, it has been observed that, for Lot 1, these include the elevations at the entry to and exit from curves. However, the longitudinal profile for Lot 2 does not contain such information. Please make this information available. <i>Example for Lot 1 - curve entry elevation 25.92; curve exit elevation 26.01.</i> 	The information provided in the Tender Documents is considered sufficient for the current stage.
	Please also confirm that, for Lot 1, there is an error in the drawings and that, although the label states Ground Elevation, the information shown in red refers to the proposed road, while the information shown in black refers to the existing natural ground. Lot 2 - it can be observed that no explicit elevations are provided for curve entries and exits, only at the chainage point. 	
54.	With reference to the Bills of Quantities for Drainage Structures, please clarify whether Items 50109.1, 50109.2 and 50109.3 under the category Additional Protection Works at Upstream and Downstream Ends refer to the paving at culvert inlets/outlets in accordance with the culvert details, or whether they are works to be executed beyond these areas.	Items 50109.1 and 50109.2 refer to the concrete protection/paving works at and immediately around the culvert inlets/outlets and adjoining slopes, as shown in the culvert details. They do not refer to separate remote works beyond the culvert areas.
55.	Please provide the Tenderers with details for the 2.5 x 2.0 m and 2.5 x 2.5 m box culverts and the D = 1.2 m and D = 0.6 m pipe culverts under Lot 1 of this procurement procedure, on the basis of which the Tenderers can prepare their financial offers.	This question relates to Lot 1. The applicable details are provided in Volume 2, Book 3 – Culverts / Drainage of Rainwater. Tenderers shall use the issued drawings for the

		2.5 × 2.0 m and 2.5 × 2.5 m box culverts and for the Ø1.20 m and Ø0.60 m pipe culverts.
56.	Please confirm that the wording Rehabilitation of waterways (Consolidarea Rigolelor), applicable to several items under the Paved Waterways category, is to be understood as referring to the construction of new elements. Please provide further explanations in this respect.	The Project Drawings provide relevant information for the construction of new concrete-lined drainage channels.
57.	Please provide the Tenderers with details for all types of ditches/channels referred to in the Bills of Quantities. In the drawing section of the Procurement Documentation, information appears only in the drawing entitled Rehabilitation of Side Channels, which provides very limited information considering the diversity of items in the Bills of Quantities and the fact that these items do not specify the thicknesses of all ditch/channel types.	Please note that Types of channels are provided in: Section 1 Volume 3 Book 1 page 46 Section 2 Volume 3 Book 2 page 49 Section 3 Volume 3 Book 3 page 52 The position of channels is shown on the longitudinal profile from Construction Drawings
58.	Please provide the Tenderers with the quantity take-offs forming the basis of the Bills of Quantities.	The quantities available to the Tenderers are provided in the Bills of Quantities and the relevant Project Drawings
59.	Please clarify what is covered by Item “50902 - Construction of filter subdrains” and indicate the drawings corresponding to this type of work.	Item 50902 is excluded from the Bills of Quantities. The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
60.	Please clarify which works are included under Item “50503 - Rectangular reinforced manholes including all pipe connections to existing ditches etc. as instructed by the Supervision Engineer”, and identify the drawings corresponding to this item.	Please refer to the Section 3 Volume 3 Book 3 (km 29+100 – km 38+880) page 74 -75
61.	Please clarify which type of New Jersey barrier shall be used for this project in accordance with EN 1317. The detail drawing indicates N2 W3; however, these characteristics do not correspond to the project and the specified type of traffic.	Not applicable for lot 2
62.	Please clarify and detail what must be priced under Items 00401 and 00402 in the Bills of Quantities.	Please refer to the Technical Specification, Chapter 004 ENGINEER'S FACILITIES
63.	Please clarify whether Items “00401 - Provide and furnish contract office” and “00402 - Maintain contract office in the Bills of Quantities” must include the mobilization and maintenance of the containers for the Employer's representatives, or whether these items must include the Contractor's site establishment costs, comprising all costs related to the Site Organization, including offices, utilities, mobilization and maintenance costs for concrete batching plants, asphalt plants, etc.	Please refer to the Technical Specification Sub-Chapter 00401 “Provide and furnish contract office” and 00402 “Maintain contract office” refer specifically to the provision, furnishing, equipment, maintenance and servicing of the Engineer’s Contract Office, as specified in Chapter 004 of the Technical Specifications. Item 00401 shall include all costs associated with providing and furnishing the Engineer’s Contract Office, including the specified furniture, equipment and facilities required for the

		office to be complete and fit for occupation and use by the Engineer and his staff. Item 00402 shall cover the maintenance of the Engineer's Contract Office and the provision and maintenance of the specified services and utilities throughout the required period. These Pay Items do not include the Contractor's general site establishment costs, including the Contractor's own site offices, general site organization, mobilization and maintenance of concrete batching plants, asphalt plants, or other facilities and equipment required for the Contractor's execution of the Works, unless specifically stated otherwise in the Contract. The Employer does not require a dedicated office or containers at the Site for the Employer's representatives.
64.	With reference to Item "01701 - Inclusion Component", for which a provisional amount of EUR 85,000 is provided, please clarify the approach to be followed if the allocated amount is insufficient to cover the salary, transport and accommodation of the minimum personnel required for the period stipulated in the documentation.	The Client considers that the Provisional Sum allocated for Item 01701 is sufficient for the required implementation of the Inclusion Component. The Provisional Sum shall be administered in accordance with the Contract and the approved Inclusion Implementation Plan and shall cover eligible and properly substantiated costs incurred for its implementation, including personnel, transport and accommodation, as applicable according to the Technical Specification. The Provisional Sum shall not be understood as a fixed lump-sum payment or as a fixed amount payable per trainee. Payment shall be made against eligible and properly substantiated costs incurred for the implementation of the Inclusion Component, in accordance with the applicable contractual procedures for Provisional Sums
65.	Please clarify the maximum milling depth of the existing asphalt pavement structure. The document Technical Specifications - Contract RSP/W16/01-02, Chapter 302 - Asphalt Pavement Milling, states: In areas of overlays with asphalt concrete, the existing pavement shall be milled at a depth as specified on the Drawings, with a minimum milling width of 1.5 m. However, upon reviewing the drawings, no milling depth can be identified.	The required milling depths and related requirements are defined in the Tender Documentation, including the relevant Project Drawings and Technical Specifications. Tenderers shall determine and price the required milling works based on the information provided therein and the quantities included in the BoQ

66.	Please clarify whether archaeological clearance and land demining activities are required for the new land areas on which construction is to take place. If so, please provide further information in this respect.	The Project does not require archaeological surveys or land demining activities on the areas required for construction.
67.	Please clarify what the hatching shown in the detail below beneath the New Jersey barrier, between the longitudinal joints filled with sealant, refers to, considering that the Typical Cross-Section shows either a rigid F4.5 concrete pavement structure or a green area. Also, please confirm that the concrete surface execution solution can be adopted based on the equipment which will be used. 	The question is not applicable for Lot 2
68.	Please provide the Tenderers with the drawings for Item “50902 - Construction of filter subdrains”.	Please note that the Item 50902 is excluded from the Bills of Quantities. The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
69.	Upon reviewing Drawings 191 and 192 - Retaining Wall Sector 2.2, PC 288+72.00 - PC 289+58.59, it was observed that the foundation slab specified for this sector is Reinforced Concrete Foundation Slab Rf2. However, Drawings 193 and 194, containing the longitudinal	Please refer to the correct drawing attached. (Lot 2. Clarification 26. Retaining wall km 28+833,2 - km 28+958)

	profile of the same sector, refer to foundation slab type Rf1, as do the drawings for the corresponding sections. Please clarify which foundation type applies to the respective sector.	
70.	Please confirm that, for Lot 2, the quantity associated with Item “30502 - BA16 50/70 asphalt concrete layer”, h = 40 mm, is 327,350.00 m², considering that the area is very large for diversion roads and the difference compared with the area indicated under Item 30503 is significant.	Confirmed. For Lot 2, TEMPORARY ROADS the quantity under Item 30502 – BA16 50/70 asphalt concrete layer, h = 40 mm is 327,350.00 m².
71.	Following the review of the Bills of Quantities and the drawings included in the technical documentation, inconsistencies were identified between the number of existing culverts scheduled for repair in the BoQ and the number of culverts shown in the drawings provided. For example: • Pipe culverts Ø1000 mm: 9 units in the BoQ and 2 units in the drawings; • Pipe culverts Ø1200 mm: 2 units in the BoQ and 1 unit in the drawings; • Pipe culverts Ø1500 mm: 10 units in the BoQ and 6 units in the drawings; • Double pipe culverts Ø1000 mm: 1 unit in the BoQ and 0 units in the drawings; • Double pipe culverts Ø1500 mm: 6 units in the BoQ and 4 units in the drawings; • Box culverts 2.50 m x 2.00 m, with raised element: 1 unit in the BoQ and 3 units in the drawings. In view of these inconsistencies, please clarify the correct number of culverts corresponding to each category and indicate which document shall prevail for tendering purposes, namely the Bills of Quantities or the technical drawings. Furthermore, to ensure the preparation of comparable tenders based on the same quantities of work, please publish the revised quantities and the coordinated documentation.	The Employer clarifies that the question refers to the number of culvert inlets and outlets, rather than to the number of pipes. The requirements, details and quantities for the construction of concrete inlets and outlets for pipe culverts are provided in the relevant Project Drawings, as follows: Section 1, Volume III, Book 1, pages 61–78; Section 2, Volume III, Book 2, pages 65–110; Section 3, Volume III, Book 3, pages 73–97.
72.	For each existing culvert, detail drawings are provided which also include quantities relating to the component elements of the culvert, such as concrete, reinforcement, strengthening works and additional end protections. Please clarify the relationship between these quantities and the corresponding items in the general Bills of Quantities for the Contract.	

In particular, we note that consolidation quantities are shown in the drawings, while separate items also exist in the BoQ, such as those illustrated below.

Additional protection works at inlets and outlets: Lucrări suplimentare de protecție la capetele de amonte și aval						
50109.1	Additional protection works at inlets C30/37 XC4 XD1 XF4 h=8 cm, crushed stone LA30 h=10 cm Consolidarea cu beton monolit în amonte C30/37 XC4 XD1 XF4 h=8 cm pe un strat din piatră spartă LA30 h=10 cm	m ²	595.10	1313.30	783.70	
50109.2	Additional protection works at outlets C30/37 XC4 XD1 XF4 h=12 cm, crushed stone LA30 h=10 cm Consolidarea cu beton monolit în aval C30/37 XC4 XD1 XF4 h=12 cm pe un strat din piatră spartă LA30 h=10 cm	m ²	266.50	994.50	839.30	

Extension of concrete pipe culverts: Alungirea podețelor tubulare din beton						
50107.1	to Pipe culverts Ø 1 000 mm / Podețe tubulare Ø 1 000 mm	L.m. / m.l.		3.00	20.00	0.00
50107.2	to Pipe culverts Ø 1 500 mm / Podețe tubulare Ø 1 500 mm	L.m. / m.l.	8.00	8.00	2.00	0.00
50107.3	to Double pipe culverts Ø 1 500 mm (accordance with the technical drawings) / Podețe tubulare duble Ø 1500 mm (conform desenei tehnice)	L.m. / m.l.	7.00		3.00	0.00

Under these circumstances, please specify:

- whether the quantities indicated in the culvert detail drawings are for information only or must be complied with by each Tenderer;
- whether the strengthening works and quantities shown in the culvert drawings are those to be priced under Items 50109.1 and 50109.2, or whether these items refer to other works distinct from those shown in the culvert drawings;
- whether the concrete pipe culvert extension works and quantities shown in the culvert drawings are those to be priced under Items 50107.1, 50107.2 and 50107.3, or whether these items refer to other works distinct from those shown in the culvert drawings.

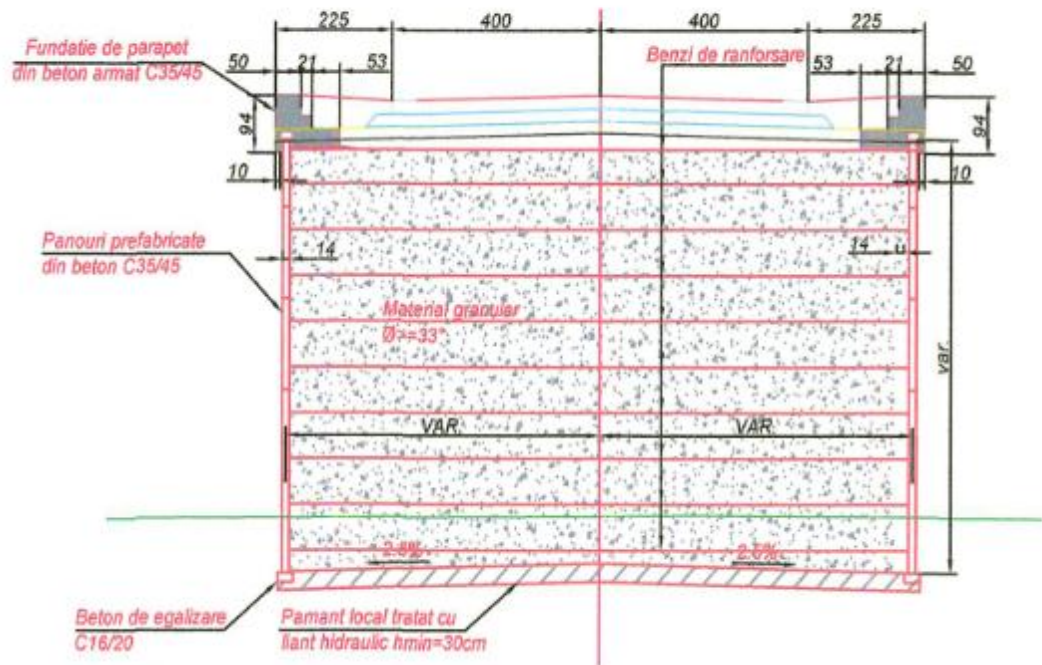
According to the Construction Drawings each Tenderer must comply with these.

Items 50109.1 and 50109.2 include the quantities for the Additional protection works at inlets and outlets for all types of culverts.

Confirmed. The concrete pipe culvert extension works and the corresponding quantities shown in the culvert drawings are those to be priced under Items 50107.1, 50107.2 and 50107.3.

73.	Within the Technical Design drawings, box culverts with dimensions of 3.0 x 2.5 m and 4.0 x 2.5 m have been identified, for which technical details and corresponding quantities are provided. However, no corresponding items for these culverts have been identified in the BoQ. Please clarify where the costs associated with the construction of these culverts must be included.	The costs associated with the construction of the box culverts with dimensions of 3.0 × 2.5 m and 4.0 × 2.5 m, as shown in the Technical Design drawings, shall be included under the following relevant BoQ Items: • Additional protection works at inlets and outlets; Item 50109.1, 50109.2 • Cleaning, Reconditioning and Repairing Existing Inlets, Outlets, Drains, Spillways and Chutes; Item 50201, 50208, 50209, 50112 and 50113
74.	We were unable to identify the detail corresponding to the new pipe culvert covered by Item 50105.2 - Pipe culverts Ø1200 mm. Please provide the drawings relating to this culvert or indicate the page of the Technical Design on which it can be found.	Please see Volum 3 Book 3 (section 3) Road works Drawings 81-82
75.	We were unable to identify details relating to Item “50902 - Construction of filter subdrains” or Item “deleted - Pipe drain” (in accordance with the technical drawings). Please provide the relevant drawings or indicate the page of the Technical Design on which these details can be found.	Item 50902 shall be excluded from the Bills of Quantities. In particular, Item 60403 included in the Bills of Quantities, and the corresponding drainage works are shown in Volume 3, Book 2, Section 2 – Road Works Drawings, Drawings No. 185–200. The respective BoQs (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
76.	With reference to the reinforced soil works shown in the typical cross-section:	The question refers to Lot 1 1. The C35/45 cast-in-place parapet foundation/concrete console is covered by the detailed quantity basis for the reinforced-soil retaining wall. The quantity basis provides 134,620 kg of B500 reinforcement for 612.70 m³ of C35/45 concrete, corresponding to an average reinforcement ratio of approximately 219.7 kg/m³ (≈220 kg/m³). The relevant reinforced-soil details are shown in Volume 2, Book 1, Drawings 171–174. 2. The granular fill forming the reinforced-soil mass shall be included under Item 90403 – “Fill material behind the modules (units)”, measured in m³, in accordance with

PROFIL TRANSVERSAL TIP



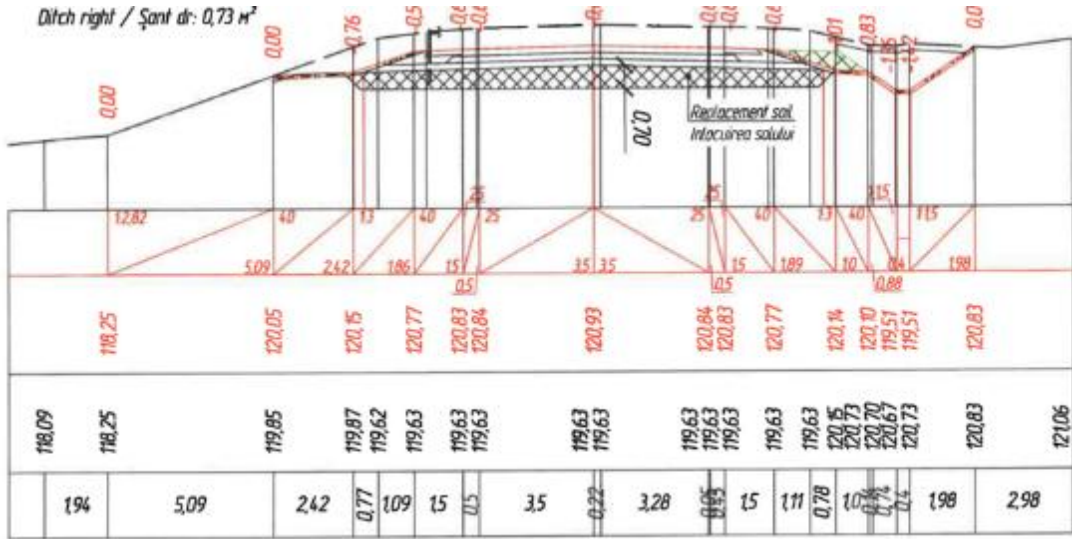
Chapter 904 of the Technical Specifications and the relevant Drawings.

3. The 13.00 m³ under Item 60401 does not relate to the reinforced-soil wall shown in the attached typical section. It relates to the separate 12.0 m retaining wall at PC 80+74.00, shown in Volume 2, Book 1, Drawing 17. The detailed quantity basis provides 13.00 m³ of cast-in-place C30/37 XF4 concrete for this wall.

1. Considering that the attached drawing indicates a C35/45 reinforced concrete safety barrier foundation, while the documentation contains no reinforcement details, please specify the reinforcement ratio assumed by the Designer for this element.
2. The typical cross-section indicates a significant volume of granular material between the prefabricated facing panels of the reinforced soil system. Please explicitly specify under which item in the Bills of Quantities the quantity of granular material must be included.
3. The Bills of Quantities include Item 60401 - Construction of retaining wall in reinforced concrete (in accordance with the technical drawings), 13 m³. Please clarify what this quantity represents, as the documentation provided does not clearly indicate the structural element or the method used to determine this quantity.

77. Please clarify whether it is possible to temporarily close and fully divert traffic on certain road sections. By way of example, we refer to the section beginning at km 10+900 and ending before km 18+400, which contains several areas where the proposed grade line is below the existing

The Project provides for the complete closure of traffic during the construction period of the road. The Project documentation includes traffic diversion schemes.

	one and where excavations exceeding 2 m are required. These conditions may present significant traffic risks if traffic is maintained on a single lane. Traffic could be fully diverted via Strimbeni and Bujor, allowing the works to be executed as quickly as possible and under maximum safety conditions for road users.	
78.	Please provide the Tenderers with the budget for each of the two Lots under this procedure so that the Tenderers know the financial limits within which their tenders must fall	The Client does not provide a budget estimate for either Lot. Tenderers are invited to independently assess the scope and requirements set out in the Tender Documents and determine the price of their Tenders accordingly.
79.	We draw attention to the fact that the longitudinal and transversal profiles at chainage 12+075 possibly other points do not have corresponding levels for the existing road. Please provide the Tenderers with the correct documentation. For example, the existing road has a level of 119.63 m while the designed level is 120.93 m. But the drawing shows that the existing road is higher than the designed level. Information seems to be correct in the longitudinal drawings.  The drawing is a cross-section of a road at chainage 12+075. It shows a central ditch with a width of 0.73 m. The existing road level is shown in black, and the designed level is shown in red. The drawing includes various elevation points and dimensions. The existing road level is 119.63 m, and the designed level is 120.93 m. The drawing also shows the replacement soil and the existing road level. The drawing is labeled 'PC 120+75' at the bottom.	Please refer to the the cross-sections indicate the design elevations (shown in red) and the elevations of the designed subgrade (shown in black), as well as the working elevations (shown in red), which represent the difference between the design elevation and the existing road elevation.
80.	With reference to Bill No. 800 – ENGINEERING SERVICES / Lista Nr. 800 – SERVICII DE INGINERIE, section “ARRANGEMENT OF COMMUNICATION LINES”, please provide the relevant technical drawings, construction details and technical specifications so that the works can be priced in accordance with the project requirements and on a consistent technical basis for all bidders.	The specific works referred to in the question are not sufficiently clear. Please note that all information related to Bill No. 800 – ENGINEERING SERVICES / Lista Nr. 800 – SERVICII DE INGINERIE, section “ARRANGEMENT OF COMMUNICATION LINES” and Road Works are provided in the relevant Project Drawings.

81.	With reference to Bill No. 800 – ENGINEERING SERVICES / Lista Nr. 800 – SERVICII DE INGINERIE, please confirm whether the quantity to be included in the tender for LOT 2 for Item 80110 – Road Weather Station is 1 Pcs, as stated in the Bill of Quantities. In addition, please provide the technical drawings and detailed technical specifications referred to in the tender documentation but currently missing from the documentation provided for LOT 2. This information is required in order to prepare our technical and financial offer in accordance with the tender requirements.			Please refer to the attached technical drawings and detailed amended Technical Specifications for the Road Weather Station. We confirm that, for Lot 2, the required quantity is 1 pc. of Road Weather Station. The respective Technical Specifications (for Lot 1 and Lot 2) are amended by Amendment nr 2 and appended to this Clarification #2
82.	Please provide the typical cross-sections and construction details applicable to the roundabouts at PC. 230+00 and PC. 364+25.			All necessary drawings are included in the Project documentation. For the roundabout at PC 230+00, please refer to drawings 127–184; for the roundabout at PC 364+25, please refer to drawings 151–192.
83.	Please clarify the technical solution adopted for the roundabout at km 364+25, taking into account the longitudinal gradient exceeding 4% and the observations included in the Road Safety Audit, which state that “the terrain has a gradient exceeding 4%, which, according to the technical standards, makes the design of such a type of intersection unfeasible. Moreover, considering the volume of heavy traffic, such a solution may create significant road-safety and environmental issues.” Please confirm the intended design solution and its technical justification with regard to feasibility and road safety.			The roundabout at km 36+425 has been designed in accordance with the applicable technical standards and requirements in force, including the requirements related to road traffic safety.
84.	Please provide the applicable details/typical cross-sections for minor intersections, side accesses and property accesses, including those at Ch. 109+44 and Ch. 313+53.			The Project documentation includes setting-out drawings and construction details for secondary accesses. please refer to sheets 56-56,2 (for exemple)
85.	Please clarify under which item of the Bill of Quantities – Parking Areas the work “Arrangement of a separating layer of geosynthetic material with a surface density of 400 g/m ² , according to EN 13251:200 (1 layer)”, shown on Drawing 51 – 10/02-10/126-DA, Typical Pavement Cross Section, Types 9, is to be priced.			Please note “Arrangement of a separating layer of geosynthetic material with a surface density of 400 g/m ² , according to EN 13251:200 (1 layer)” is included in item 30901
86.	With reference to Bill No. 500 – DRAINAGE STRUCTURES / Lista Nr. 500 – STRUCTURI DE DRENAJ, please clarify the final technical requirements applicable to the following item:			The final technical requirement for Drainage Geocomposite Type 3 is Rp = 50/50 kN/m
	Item No.	Item Description	Unit	
	90103	Geocomposite Type 3 / Geocompozit Tip 3	m ²	
			Quantity – Sector 3 Ch. 29+100–39+000	

	The drawings indicate “Geomaterial (Rp = 50/50 kN/m)”, whereas the Technical Specifications refer to “Drainage Geocomposite Type 3”. Please confirm which requirement governs and provide the final technical characteristics to be used for pricing. According to the Technical Specifications, the drainage geocomposite is to consist of a highly permeable core made of extruded synthetic polypropylene monofilaments, twisted and bonded to two filter geotextiles by heat treatment. It is to be installed in the area of a subdrain pipe for collecting and conveying water, manufactured by a specialist geosynthetics producer in accordance with ISO requirements, and compliant with the following parameters: <table><tr><th>Property</th><th>Standard</th><th>Unit</th><th>Required Parameter</th></tr><tr><td>Thickness</td><td>EN ISO 9863-1</td><td>mm</td><td>Min. 20</td></tr><tr><td>In-plane flow capacity – Soft/Rapid; i=1 (90°), load 20 kPa</td><td>EN ISO 12958</td><td>l/(m·s)</td><td>5.00</td></tr><tr><td>In-plane flow capacity – Soft/Rapid; i=1 (90°), load 50 kPa</td><td>EN ISO 12958</td><td>l/(m·s)</td><td>2.40</td></tr><tr><td>Opening size</td><td>EN ISO 12956</td><td>µm</td><td>Max. 85</td></tr><tr><td>Tensile strength, MD/CD</td><td>EN ISO 10319</td><td>kN/m</td><td>Min. 20/20</td></tr><tr><td>CBR puncture resistance</td><td>EN ISO 12236</td><td>N</td><td>Min. 1,600</td></tr><tr><td>Cone drop test</td><td>EN ISO 13433</td><td>mm</td><td>Max. 21</td></tr></table>	Property	Standard	Unit	Required Parameter	Thickness	EN ISO 9863-1	mm	Min. 20	In-plane flow capacity – Soft/Rapid; i=1 (90°), load 20 kPa	EN ISO 12958	l/(m·s)	5.00	In-plane flow capacity – Soft/Rapid; i=1 (90°), load 50 kPa	EN ISO 12958	l/(m·s)	2.40	Opening size	EN ISO 12956	µm	Max. 85	Tensile strength, MD/CD	EN ISO 10319	kN/m	Min. 20/20	CBR puncture resistance	EN ISO 12236	N	Min. 1,600	Cone drop test	EN ISO 13433	mm	Max. 21	
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87.	Following our review of the tender documentation, we could not identify the Geotechnical Study / Geotechnical Investigation Report. Please provide the Geotechnical Study, including the relevant geotechnical investigation data and the classification of the materials to be excavated.	Please note that all necessary information is provided in the Tender Documentation. The Tenderers shall calculate their costs based on the quantities indicated in the BoQ and the requirements and details provided in the relevant Constructions Drawings.																																
88.	Please confirm whether all road markings are to be applied manually using two-component paint, in accordance with the technical requirements.	According to the Technical Specification,Chapter 702 requires road markings to be applied mechanically using suitable road-marking equipment. Manual application is permitted only in special circumstances where mechanical application is impracticable.																																
89.	Please provide the technical drawings and detailed technical specifications referred to in the tender documentation but currently missing for the following item:	The details for the construction of Channel Type 4, b = 0.68 m, h = 0.45 m, type L4-8, are provided in Drawing 60, Section 3, PC 291+00 – PC 388+00.																																
	<table><tr><th>Item No.</th><th>Description</th></tr><tr><td></td><td></td></tr></table>	Item No.	Description																															
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	50305.2	Execution of channel Type 4, b=0.68, h=0.45, type L4-8 (in accordance with the technical drawings) / Execuția rigolelor de Tip 4, b=0.68, h=0.45, tip L4-8 (conform desenelor tehnice)	
90.	According to Section VI – Requirements: Lot 1: Km 1+000 – Km 9+000 (length: 8.2 km): «Main work items according to the Construction Drawings consist of: - o Over 1,000,000 m3 of earthworks - o Over 8,600 m3 of asphalt concrete milling to any depth; - o Over 187,000 m3 of a mixture of cement stabilized foundation layer C5/6; - o Over 32,000 m3 of concrete for road pavement; - o Over 4,400 tons of asphalt; ...» Lot 2: Km 9+000 – Km 39+000 (length: 29.6 km): «The main work items consist of: - o Over 384,034 m3 of Earthworks; - o Over 22,274 m3 of asphalt concrete milling to any depth; - o Over 40,094 m3 demolition of cement concrete pavement to any depth - o Over 314,399 m2 of foundation layer mixture of cement stabilized aggregates; - o Over 283,039 tons of asphalt; ...» Having reviewed the Construction Drawings (CD) and the BoQ, we note that the area of the top layer of cement concrete pavement on the main carriageway amounts to 158316 m² for Lot 1 and 286066 m² for Lot 2. These quantities do not appear to correlate with Section VI – Requirements (W) and with the requirements of Clause 3.3 Specific Experience of Section IV – Eligibility and Qualification Criteria, particularly with regard to the proportionality of the required quantities between the two Lots under the qualification requirements. Furthermore, Clause 3.1 Specific Experience of Section IV – Eligibility and Qualification Criteria, in addition to establishing a minimum value requirement for similar contracts, which in our view is not proportionate to the respective volumes of works under the two Lots, also includes requirements concerning the technical category of the road, operating speed, number of traffic lanes, and length of the contract sections. We understand and respect your intention to align the qualification requirements for similar experience as closely as possible with the characteristics of the project to be implemented under this tender procedure. However, the current requirements significantly restrict the number of		The Employer has reviewed the requests and informs that the qualification requirements shall remain unchanged.

	potential tenderers. At the same time, in our view, these requirements do not necessarily reflect the actual complexity of the works. The similarity of completed contracts should primarily be assessed on the basis of comparable pavement structures and quantities per comparable unit of area, rather than on the initial design parameters of the respective projects. In view of the above, we kindly request to consider the following: 1. Revise the minimum value requirement for similar contracts under Clauses 3.1 and 3.2 of Section IV – Eligibility and Qualification Criteria by reducing the required values, taking into account the proportionality of the respective volumes of works under Lots 1 and 2; 2. Remove the requirements concerning the technical category of the road, operating speed, number of traffic lanes, and length of the contract sections stipulated under Clause 3.1 Specific Experience of Section IV – Eligibility and Qualification Criteria; 3. Revise the required quantities under Clause 3.3 Specific Experience of Section IV – Eligibility and Qualification Criteria by reducing them to reflect the proportionality of the respective volumes of works under Lots 1 and 2; 4. Extend the eligible period for similar contract experience from «from 01/01/2019 to deadline for submission» to «from 01/01/2015 to deadline for submission» for Clauses 3.1, 3.2 and 3.3 of Section IV – Eligibility and Qualification Criteria, considering that, in our market, contracts involving cement concrete pavement are implemented significantly less frequently than contracts involving asphalt concrete pavement.	
91.	Equipment for Lot 1: Slipform Paving Train (Wirtgen SP 1500) For participation in the tender for Lot 1, the Tender Documents require the Participant to have available: 1 Auxiliary Slipform Paver, 1 Slipform Concrete Paver, and a Concrete Placer for feeding the slipform paver. We kindly request the Client to confirm whether it would be considered adequate proof of the availability of the above-listed equipment if the Participant submits, in support of its holding of the above equipment, supporting documentation for the Wirtgen SP 1500 paving train (concrete paving complex), which comprises an auxiliary slipform paver for placing the lower course of the pavement (also incorporating the function of a concrete placer) and a main slipform paver with a finisher for placing the upper course of the pavement. We would like to draw the Client's attention to the fact that the Wirtgen SP 1500 paving train consists of two machines which together place a two-layer concrete pavement and combine the functions of: an Auxiliary Slipform Paver, a Slipform Concrete Paver, and a Concrete Placer for feeding the slipform paver (see: https://www.wirtgen-group.com/ocs/en-ua/wirtgen/sp-1500-28-p/).	Please be informed that the proposed Wirtgen SP 1500 paving train may be accepted as functionally satisfying the specified equipment requirement, subject to submission of the manufacturer's technical documentation confirming the configuration, working widths, paving thickness, concrete feeding capacity and ability to execute the required pavement geometry. For avoidance of doubt, such acceptance relates to the availability and functional capability of the proposed Plant only and shall not be interpreted as approval of a two-layer concrete pavement. The permanent pavement shall be constructed in accordance with the Drawings and Technical Specifications, including the specified 220 mm cement-concrete pavement layer and the required joint arrangement. Irrespective of the above, please note: a formal analysis and approval of equipment compliance to TDs will be done at tender evaluation stage.

92.	Table 8 (Equipment), Items 13 and 20 - Duplicate Entries In Section IV: Eligibility and Qualification Criteria, Table 8 - Equipment, items 13 and 20 ("Single Drum Vibratory Roller" and "Single drum vibe roller") duplicate one another. We kindly request the Client either to remove the redundant (duplicate) item, or to clarify the difference between the equipment referred to under these two items.	The duplicate item has been removed, and Table 8 – Equipment has been amended accordingly by Amendment nr 2 to TDs: The respective Form IV - Eligibility and Qualification Criteria (W) is amended by Amendment nr 2 and appended to this Clarification #2.
93.	Tender Security - Validity Expiration Date The Participant intends to submit a Tender Security issued by a bank from the Employer's country. The bank is going to issue the guarantee within the financial instruments of joint international financial institutions, in particular against SBLC EBRO and a counter-guarantee of JSC "The State Export-Import Bank of Ukraine". The guarantee instruments of all banks participating in this guarantee transaction cannot have an open expiration date, as they are bound by exact terms: the validity period of the counter-guarantee and Stand-by Letter of Credit must exceed the validity period of the guarantee by at least 15 days. Considering the above argumentation, and referring to the previous precedents when such a request was satisfied, is it possible to add to the text of the Tender Security the exact date of its validity expiration?	The Tender Security may specify an exact expiry date, provided that it complies with the validity requirements set out in the Tender Documents. Where the issuing bank requires an exact expiry date due to the terms of the underlying guarantee instruments, the Participant may state such date in the Tender Security. However, the Participant shall bear responsibility for ensuring that the Tender Security remains valid for the required period. In particular, if the Tender validity period is extended, the Participant shall ensure, at its own responsibility, cost and in a timely manner, that the Tender Security is correspondingly extended in accordance with the Tender Documents.
94.	Please be advised that the recently-issued First Supplementary Addendum contains multiple technical updates and revisions. To duly address these changes and refine our bid proposals, we respectfully request to extend the bid submission deadline to 30th October 2026.	Considering similar requests received from several Participants, to allow sufficient time for the preparation of Bids, the Employer extends the Bid Submission Deadline. The amended Bid submission deadline date is set for: October 20th, 2026. Please consult the revised/amended proposal submission dates in ECEPP.
95.	We kindly request the Employer to consider extending the deadline for submission of proposals by 30 calendar days. Considering the substantial volume and complexity of the Works, including the technical, environmental, social, contractual, and financial requirements applicable to both Lots, a significant amount of time is required for the Tenderer to complete a thorough review of the Tender Documents and prepare a fully compliant and competitive proposal. Furthermore, the latest amendments, clarifications, and revisions to the Tender Documents require additional time for their detailed assessment and for incorporating the resulting technical, commercial, and financial implications into the proposal.	

Appended to Clarification nr 2:

- 1) AMENDMENT 2 to TDs WORKS
- 2) Amend 2 to Form IV - Eligibility and Qualification Criteria (W)
- 3) Amend 2 **BoQ** - M1 Lot1 km1-9 to be filled in
- 4) Amend 2 to **BoQ** M1 Lot2 km9-39 to be filled in

- 5) Amend 2 Contract **TS** Eng Final Lot 1
- 6) Amend 2 to Contract **TS** Eng Final Lot 2
- 7) Appended PDF documents (7 files):

 031. Typical pavement cross section-Model	Adobe Acrobat Document	569 KB
 033. Typical pavement cross section-Model	Adobe Acrobat Document	578 KB
 034. Typical pavement cross section-Model	Adobe Acrobat Document	573 KB
 056.1 Armarea perete-Model	Adobe Acrobat Document	374 KB
 Borrow pit location plan	Adobe Acrobat Document	941 KB
 Horizontal Alignment Elements	Adobe Acrobat Document	184 KB
 Lot 2. Clarification 26. Retaining wall km 28+833,2 - k...	Adobe Acrobat Document	2,147 KB

End of section.