
REPUBLIC OF MOLDOVA

MOLDOVA RURAL CONNECTIVITY PROJECT - P180153

NATIONAL ROAD ADMINISTRATION

**CLARIFICATION DOCUMENT No.3
TO BIDDERS' QUESTIONS ON RfB**

Rehabilitation Works on Corridor 24:

Lot 1: Contract MRCP/W2/01: Road G133: G132 – Tartaul – Gotești – R34, km 0+000 - km 14+920 (Section 1) and Road G132: R35 – Baimaclia – Taraclia de Salcie – R32, km 14+220 - km 20+350 (Section 2).

Lot 2: Contract MRCP/W2/02: Road G131: R35 - Bobocica - G132, km 0+000 - km 12+000 (Section 1) and Road G131: R35 – Bobocica - G132, km 12+000-km 22+110 (Section 2).

Issued on September 25, 2026

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Question 1

Lot 2: Contract MRCP/W2/02

Road G131: R35 - Bobocica - G132, km 0+000 - km 12+000 and Road G131: R35 - Bobocica - G132, km 12+000 – km 22+110

BOQ Item No. 20106:

“Improvement of the overhead layer of the embankment (50/50, soil/aggregates from demolition), h = 200 mm.”

We note that, according to our understanding, the description of BOQ Item 20106 differs from the requirements of the Technical Specification regarding the construction of the upper subgrade / upper embankment layer.

Considering the order of priority of the Contract documents, where the Technical Specification has higher priority than the completed Bill of Quantities, we kindly request clarification of the following:

1. Please confirm whether BOQ Item 20106 shall be executed strictly in accordance with the BOQ description, namely as a 200 mm layer consisting of 50% soil and 50% aggregates from demolition, or whether it shall be executed as cement-stabilized material in accordance with the Technical Specification.
2. If cement stabilization is required, please confirm the required type/class of binder and the required cement content/percentage.
3. Please confirm the source of the soil material to be used for this item: existing material on site, material from excavation, borrow pit material, quarry material, or another approved source.
4. Please confirm what material shall be considered as “aggregates from demolition” for this item, and whether the available quantity of such material is sufficient for the full execution of BOQ Item 20106.
5. Please clarify how the 200 mm thickness indicated in the BOQ shall be coordinated with the Technical Specification requirement related to the upper 300 mm of the subgrade / upper embankment layer.

Answer

This matter has already been addressed under Question 1 of Clarification Document No. 2 – To Bidders’ Questions on RfB.

The Bidder is requested to refer to the corresponding response provided therein, which remains applicable.

Question 2

BOQ Item 20106 - Discrepancy in Thickness of Stabilized Layer

Clause 201.13 of the Technical Specifications defines the upper layer of the embankment - subgrade - as having a thickness of 300 mm, whereas the description of BOQ Item 20106 provides for an improved layer consisting of a 50/50 mixture of soil and aggregates from demolition, stabilized with cement, with a thickness of h = 200 mm.

Please confirm:

- a) whether Item 20106 is intended to constitute a separate 200 mm stabilized layer within the overall 300 mm upper subgrade zone;

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- b) what material shall be used, and under which BOQ Item the remaining 100 mm shall be constructed;
 - c) whether the entire upper 300 mm zone is required to be stabilized notwithstanding the $h = 200$ mm thickness stated under Item 20106;
 - d) on the basis of which thickness the quantity of Item 20106 included in the BOQ has been calculated.
- If necessary, we kindly request that the BOQ, Drawings and Technical Specifications be aligned accordingly.

Answer

The reference to 300 mm in Clause 201.13 of the Technical Specifications is an inconsistency. The correct thickness of the improved upper embankment layer (subgrade) applicable to this Project is 200 mm, as indicated in BOQ Item 20106, the Detailed List of Quantities and the relevant Typical Cross-Sections.

Accordingly:

- a) BOQ Item 20106 shall be constructed as a 200 mm improved layer consisting of a 50/50 mixture of soil and aggregates from demolition, stabilized with hydraulic road binder in accordance with the applicable requirements of Clause 201.13 of the Technical Specifications.
- b) There is no additional 100 mm layer resulting from the reference to 300 mm in Clause 201.13 and, consequently, no separate BOQ Item is applicable for such a layer.
- c) The required thickness of the improved/stabilized upper embankment layer is 200 mm. Stabilization of a 300 mm thickness is not required.
- d) The quantity under BOQ Item 20106 has been calculated on the basis of the 200 mm thickness.

For bidding and execution purposes, the 200 mm thickness shall apply.

Please refer to the Amendment no.7 to the RfB issued on the same date of these Clarifications.

Question 3

BOQ Item 20106 - Availability of 50% Aggregates from Demolition

BOQ Item 20106 provides for a 50/50 mixture of soil and aggregates from demolition. Considering the quantities of demolition works, there is a risk that the actual quantity of demolition aggregate obtained and suitable for reuse may be insufficient to execute the full quantity of BOQ Item 20106.

Please confirm:

- a) whether the Contractor is required to use exclusively material generated from demolition works under this Contract;
- b) whether, in case of a shortage, the use of approved imported crushed aggregate is permitted;
- c) whether approved recycled material from external sources may be used;

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d) whether the Employer has prepared a material balance confirming the sufficiency of demolition material for the full quantity of Item 20106;

e) whether the Bidder is required to include the cost of any potentially required imported aggregate directly in the unit rate for Item 20106.

This matter has a material impact on pricing, haulage requirements and construction methodology.

Answer

The material specified under BOQ Item 20106 is a 50/50 mixture of soil and suitable crushed stone and gravel recovered from demolition of the existing road structure, as specified in the Bidding Documents.

Accordingly:

a) The Contractor shall use suitable crushed stone and gravel recovered from the demolition works under the Contract, subject to compliance with the applicable requirements of the Technical Specifications and acceptance by the Engineer.

b) The Bidder shall base its Bid on the materials and requirements specified in the Bidding Documents. Should an actual shortage of suitable demolition material be established during execution, the matter shall be tackled under GCC Clause 13 of the Contract.

c) No. The Bidding Documents do not provide for the use of recycled material from external sources under BOQ Item 20106. Any proposed alternative material or source would be subject to the Engineer's review and the applicable provisions of the Contract and shall not be assumed by the Bidder as the basis for pricing.

d) The quantities included in the Bidding Documents are based on the design documentation and the estimated quantities of materials generated by the Works. The Employer does not provide a separate guarantee of the actual quantity of demolition material that will ultimately satisfy the specified requirements for reuse.

e) The Bidder shall take into account, in the unit rate for BOQ Item 20106, all resources necessary for execution of the Item in accordance with the Contract, taking into account the information provided in the Detailed List of Quantities, including the provision, processing, transportation and incorporation of compliant aggregate required to supplement any shortage of suitable material recovered from demolition.

Question 4

BOQ Item 20106 - Hydraulic Binder Content

Clause 201.13 provides for the use of hydraulic binder of a class not lower than HRB E2 in a quantity of 2-4%, with the final content to be determined by the Mix Design and approved by the Engineer. Please clarify:

a) whether a fixed binder content has been established for tender pricing purposes;

b) if not, whether the Bidder shall build up the unit rate on the basis of a possible binder content of up to 4%;

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- c) whether any change in the actual binder content following approval of the Mix Design will constitute grounds for adjustment of the unit rate;
d) whether it is confirmed that the binder, spreading, mixing, water, curing, trial section, Mix Design and all required laboratory tests are fully included in BOQ Item 20106.

Answer

According to the Designer's recommendation, a hydraulic road binder content of 2% is considered sufficient to achieve the specified performance requirements. The final binder content shall nevertheless be confirmed through the Mix Design, based on the actual materials to be used and the performance requirements specified in the Technical Specifications, and shall be subject to the Engineer's approval.

Accordingly:

- a) According to the Designer's recommendation, a hydraulic road binder content of 2% is considered sufficient. The final binder content shall be confirmed through the Mix Design and approved by the Engineer.
- b) The Bidder shall establish its unit rate taking into account the requirements of the Bidding Documents, including the specified binder content requirements, and based on its own assessment, experience, proposed materials and construction methodology.
- c) The final binder content shall be determined through the Mix Design and approved by the Engineer. No automatic adjustment of the unit rate shall arise solely from the binder content determined through the Mix Design.

Should the specified performance requirements not be achieved during execution, despite compliance with the specified requirements and the approved Mix Design, the matter shall be addressed at the time it is identified and in accordance with the applicable provisions of the Contract.

- d) The unit rate for BOQ Item 20106 shall include all materials, plant, labour and operations necessary for the complete execution of the Item in accordance with the Contract, including hydraulic road binder, spreading, mixing, water, compaction, curing, trial section, preparation of the Mix Design, and all required laboratory testing and quality control.

Question 5

Qualification Criterion 4.2(b) - Cement Stabilized Base / Cold Recycling

According to the latest revision of the qualification criteria, Lot 2 requires evidence of execution of at least 30,000 tonnes of cement stabilized base / cold recycling stabilized with cement under one contract during the last five years.

At the same time, the Scope of Works for Lot 2 provides for approximately more than 21,000 m² (approximately 8,000 tonnes) of the corresponding type of works.

Please confirm that:

Lot 1: Contract MRCP/W2/01: Road G133: G132 – Tartaul – Gotești – R34, km 0+000 - km 14+920 (Section 1) and Road G132: R35 – Baimaclia – Taraclia de Salcie – R32, km 14+220 - km 20+350 (Section 2).
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- a) the final and mandatory qualification requirement for Lot 2 is 30,000 tonnes;
 - b) the required quantity must be demonstrated under one single contract;
 - c) previous versions of the Tender Documents containing different values are considered superseded by the latest Addendum;
 - d) certified quantities originally measured in m² or m³ may be converted into tonnes on the basis of substantiated thickness and density.
- The Employer has previously confirmed that aggregation of quantities from different contracts is not permitted.

Answer

The Employer confirms that the quantities stated under Qualification Criterion 4.2(b)(ii) for Lot 1 and Lot 2 were inadvertently interchanged.

The correct qualification requirements for production and laying of cement stabilized base/cold recycling stabilized with cement layer under a single contract during the past five (5) years shall be:

Application	Minimum Quantity
Lot 1	30,000 tonnes
Lot 2	5,000 tonnes
Lot 1 + Lot 2	30,000 tonnes

Accordingly:

- a) The final and mandatory qualification requirement for Lot 2 is 5,000 tonnes, not 30,000 tonnes.
- b) The required quantity shall be demonstrated under a single contract, as specified under Qualification Criterion 4.2(b)(ii). Aggregation of quantities from different contracts is not permitted.
- c) Please refer to the Amendment no.7 to the RfB issued on the same date of these Clarifications.
- d) Where the relevant works submitted as evidence were originally measured and certified in m² or m³, conversion into tonnes may be accepted, provided that the Bidder submits sufficient supporting documentation demonstrating the executed quantity, applicable layer thickness and density, allowing the converted quantity to be objectively verified during the qualification evaluation.

Question 6

Milestone 1 - 8 km or 9 km

Different parts of the Tender Documents contain inconsistent requirements for Milestone 1, referring respectively to 8 km and 9 km of binder layer together with the corresponding shoulders to be completed by Day 400.

We kindly request the Employer to confirm unequivocally the final contractual requirement applicable to Milestone 1.

Considering that Delay Damages are linked to achievement of this Milestone, we consider it necessary to resolve this discrepancy prior to Bid submission.

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Answer

The Employer confirms that the contractual requirement for Milestone 1 is 8 km, as specified in Section IX – Particular Conditions, Sub-Clause 4.26 – Definitions of Milestones.

Milestone 1 requires the completion of 8 km of binder layer and 8 km of shoulders up to binder level within 400 days.

For the purpose of Bid preparation and Contract implementation, the requirement specified in Section IX – Particular Conditions, Sub-Clause 4.26 shall apply.

Question 7

During our detailed review of the design documentation and the Bill of Quantities (BOQ), we identified that a number of works required by the design for the construction of temporary diversion roads are not reflected as separate items and quantities in the BOQ.

According to the design documentation, for carrying out the repair works to the bridge located at **PK 138+80 on Road G131 (exit from Bobocica village)**, a temporary diversion road approximately **129m** long and **6m** wide is provided, together with a culvert made of rectangular units with a cross-section of **2500 x 2000 mm**.

However, the corresponding quantities for the construction of this temporary diversion road and the installation of the culvert are not reflected in the BOQ.

In this regard, we kindly request clarification as to:

whether these quantities were inadvertently omitted from the BOQ and are intended to be included as separate items, or whether the Bidder is required to include all costs associated with the construction, maintenance and subsequent dismantling of the temporary diversion road in the rates/prices of the existing BOQ items for the repair/reconstruction of the bridge?

Additionally, we have identified that the BOQ also does not include quantities for the construction of two further temporary diversion roads at the locations of the culverts at:

- **PK 164+60** - the design provides for the construction of a temporary diversion road with a rectangular culvert of **2000 x 2000 mm** installed within the diversion road embankment;
- **PK 206+87** - the design provides for the construction of a temporary diversion road, with a **1500 mm** diameter pipe installed within the embankment of the main road.

The provided Bill of Quantities (BOQ) does not contain separate quantities or items for:

- construction of the above-mentioned temporary diversion roads;
- supply and installation of the temporary culverts;
- earthworks and construction of the embankments for the temporary roads;
- construction of the pavement structure of the temporary diversion roads;
- maintenance of the temporary diversion roads during the construction period;
- subsequent dismantling of the culverts and removal of the temporary roads upon completion of the main works;
- reinstatement of the area after dismantling of the temporary works.

Considering the significant scope and cost of the above works, as well as the need to ensure equal conditions for all Bidders when preparing their Bid Prices, we kindly request the Employer to confirm:

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1. Will the corresponding quantities and items be added to the BOQ by means of an amendment to the Bidding Documents?

2. If these works are deemed to be included in the existing BOQ items, please specify the exact BOQ item(s) in which the Bidder shall include the costs for the construction, maintenance and subsequent dismantling of each of the above-mentioned temporary diversion roads and culvert structures.

Answer

For Lot 2 – Road G131, the temporary diversion roads are provided in the Drawings at the following locations:

- PC 138+80 – temporary diversion road for the works at Bridge PC 138+80, including a temporary box culvert;
- PC 164+60 – temporary diversion road including a temporary box culvert;
- PC 206+87 – temporary diversion road including a temporary pipe culvert.

The works associated with the construction of these temporary diversion roads have not been omitted from the BOQ. The corresponding quantities are included under the dedicated “Temporary Roads / Drumuri de Ocolire” sections of Bills No. 100, 200 and 300, including, as applicable, surveying and setting out, topsoil stripping, removal/reuse of existing pavement materials, earthworks, shaping of the subgrade, drainage layer and crushed-stone base course.

The running surface of the temporary diversion roads shall be provided using the applicable asphalt works under BOQ Item 30505 – Binder Course of asphalt concrete BAD22.4 50/70, h = 60 mm, in accordance with the Drawings and Technical Specifications.

With regard to the temporary culvert structures, the Contractor may organize the temporary works using suitable elements intended for incorporation into the permanent Works, where technically feasible and compatible with the Contractor's construction sequence. The relevant permanent culvert elements included in the BOQ comprise, inter alia:

- Item 50105.4 – Pipe culverts Ø1,500 mm;
- Item 50106.1 – Box Culverts 2.0 m × 2.0 m;
- Item 50106.2 – Box Culverts 2.5 m × 2.0 m.

Alternatively, subject to availability at the required time, suitable temporary culvert elements of the required or larger dimensions may be made available by the Employer from existing stocks located in the vicinity of the Works. Any such arrangement shall be coordinated with and approved by the Engineer prior to their use.

Suitable culvert elements recovered from demolition works may also be reused for the temporary diversion roads, subject to their condition and suitability for the intended temporary use. Alternative types, sizes or configurations of pipes/culvert elements may be used, provided that the required hydraulic capacity for the design water flow is maintained. Any proposed arrangement shall be coordinated with and subject to the approval of the Engineer and the Designer prior to installation.

Rehabilitation Works on Corridor 24:

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The Contractor shall remain responsible for its construction sequence, temporary works arrangements, traffic accommodation, maintenance of the temporary diversion roads during their use, subsequent dismantling/removal of the temporary works and reinstatement of the affected areas, in accordance with the Contract, Drawings and Technical Specifications.

No additional BOQ items will be introduced for the temporary diversion roads or associated temporary culvert structures referred to above. The Bidder shall prepare its Bid on the basis of the issued Bidding Documents and shall make its own assessment of the construction methodology, construction sequencing, temporary works arrangements, traffic accommodation, resources and associated risks and costs necessary for their execution, maintenance, dismantling and reinstatement, as applicable.