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**REPUBLIC OF MOLDOVA  
ROAD SECTOR PROGRAM**

**STATE ROAD ADMINISTRATION**

**AMENDMENT NO. 2**

**to Tender Documents**

**Rehabilitation of M3 Chisinau – Giurgiulesti Road, km  
96+800 – km 171+290 and km 179+650 – km 190+750  
under the Contract RSP/W10/01**

**Issued: April 06, 2018**

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This Amendment is to make certain changes and additions to the Tender Document No.: RSP/2017/OT/W10-01, issued on February 27, 2018.

### Article 1

Tender Documents, Part 1 – Tendering Procedures, Section II: Tender Data Sheet, Deadline for Submission of Tenders, ITT 22.1:

The date and time of deadline for submission

Submission deadline	April 13, 01:00 PM
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**shall be substituted with**

Submission deadline	April 27, 02:00 PM
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### Article 2

Tender Documents, Part 1 – Tendering Procedures, Section II: Tender Data Sheet, Tender Opening, ITT 25:

The date and time of tender opening

Tender opening	April 13, 01:15 PM
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**shall be substituted with**

Tender opening	April 27, 02:15 PM
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### Article 3

Tender Documents, Section VIII: Part B: Particular Conditions of Contract (PCC), clause 14.1:

The following text:

„The tax exemption mechanism is provided in the Decision no. 246 of the Government of Moldova from April 8th, 2010 “on the mechanism for application of the zero rate VAT on supplies of goods, services in the country and application of fiscal and customs facilities for the on-going technical and investment assistance projects covered by international treaties to which Moldova is party”

**shall be substituted with:**

„The tax exemption mechanism is provided in the Decision no. 246 of the Government of the Republic of Moldova from April 8th, 2010 “on the mechanism of application of fiscal

and custom incentives for on-going technical and investment assistance projects governed by international treaties to which the Republic of Moldova is party.”

**Article 4**

Tender Documents, Section II: Tender Data Sheet, ITT 14.7

The following text:

„Duties, taxes, and other levies payable by the Contractor under the Contract, or for any other cause shall not be included in the rates and prices and in the total Tender Price submitted by the tenderer and shall not be paid and/or reimbursed by the Employer.. Fiscal incentives offered in accordance with Decision no. 246 of the Government of Moldova of April 8th, 2010 exempt the Contractor from the payment of customs duties, excise duties and customs procedure taxes and provide that for the payment of VAT a zero rate is applicable.”

**shall be substituted with:**

„Duties, taxes, and other levies payable by the Contractor under the Contract, or for any other cause shall not be included in the rates and prices and in the total Tender Price submitted by the tenderer and shall not be paid and/or reimbursed by the Employer. Fiscal incentives offered in accordance with Decision no. 246 of the Government of Moldova of April 8th, 2010 provide the Contractor with VAT exemption with the right to deduct, and respectively, exemption from excise duty, customs duties, fee for customs procedures and VAT exemption without the right to deduct.

**Article 5**

Technical Specifications, Chapter 301, Cold Recycling of the Asphalt Concrete Pavements, 301.10. Acceptance, Payment:

The following item description

No	Item	Unit of Measurement
30101	Cold recycling of the asphalt concrete pavement. Mixing in of new mineral aggregates minimal 50% and stabilization with cement. Regulation to required transverse and longitudinal profile. Compaction.	Cubic Metre

**shall be substituted with:**

No	Item	Unit of Measurement
30101	Cold recycling of the asphalt concrete pavement. Mixing in of new mineral aggregates minimal 50% and stabilization with cement. Compaction.	Cubic Metre

## Article 6

Technical Specifications, Chapter 303. Repair of existing carriageway, widening and new pavement, subchapter 303.04. Construction Procedure:

The following text:

The road reconstruction area shall be cut or filled to the required subgrade level. In some areas, as shown in the Drawings, the subgrade shall be stabilized according to Chapter 308 or shall be improved with removed materials from the existing road pavement. The requirements applied for the materials used for the embankment construction shall be those included in Chapter 201 and compaction shall be performed according to the requirements of NCM D.02.01:2015. The compacted subgrade levels must be correct, within tolerances of +0 to -35 mm.

Following acceptance of the subgrade a drainage layer of approved sand material shall be placed and compacted using vibratory rollers or vibrating plate compactors. Top of sand layer after compaction shall be correct for level in all areas within a tolerance of +0 to -35 mm.

Amenajarea in secțiune transversala a stratului de balast ori nisip se va executa conform desenelor tehnice. Conținutul de agregate mai mari de 5mm în balastul utilizat trebuie să fie >35%.

După recepționarea stratului de suport va urma un strat de bază (după caz va fi și un strat inferior de bază) dintr-un material aprobat, fie amestec de piatra ori balast conform cerințelor SM GOST 25607-2010, fie piatra concasată conform cerințelor GOST 8267-93, iar executarea lucrărilor se va face conform SNIp-ului 3.06.03-85, cu grosimile și tipurile de agregate utilizate precum cele indicate pe Desenele tehnice. The structural layers at the superelevations shall be performed with the required adjustments of the subbase to obtain the required slopes, applying a regulating layer..

Marca pietrei sparte nu trebuie să fie mai mică de cât M400, fracția cea mai mare a pietrei va fi in dependența de grosimea stratului aplicat după cum urmează:

grosimea stratului  $\leq 40\text{mm}$  fracția pietrei 20mm,

grosimea stratului  $< 120\text{mm}$  fracția pietrei 40mm,

grosimea stratului  $\geq 120\text{mm}$  fracția pietrei 70mm,

Tot odată grosimea stratului trebuie să fie mai mare de 1,5ori decât marimea fracției maximale a pietrei sparte.

The sand layer shall be extended beyond the limits of the carriageway beneath the shoulder to meet the side drain or the embankment face.

Following acceptance of the sand layer a subbase of approved material, either ballast meeting the requirements of SM GOST 25607-93 or crushed limestone complying with the following grading requirements:

Following acceptance of the capping layer and of lower subbase layer (as appropriate), shall be performed a subbase layer of stabilized aggregates or an Asphalt Cold Recycled layer according to the Drawings. These layers shall be performed in compliance with SNIp 3.06.03-85, CP D.02.12 – 2014 and requirements of Chapter 301, 308 of this Specification.

The compacted thickness of any layer of either base or subbase laid, processed and compacted at one time shall not exceed the requirements of SNIp 3.06.03-85 and when a greater compacted thickness is required, the material shall be laid and processed in two or more layers.

Compaction shall be performed by pneumatic or vibrating rollers, and the degree of compaction shall not be less than 98% of the maximal dry density. The final subbase

surface shall be accurate to the line and level, within the limits of tolerances of +0 to -35 mm.

The asphalt binder course and wearing course should be laid according to the levels shown in the Drawings. Asphalt mixtures will be designed, produced and laid in accordance with the requirements of Chapter 305.

Wherever new asphalt is laid abutting existing asphalt pavement, the edges of the old pavement shall be carefully cut to expose clean fresh vertical joint faces which will be tack coated with bituminous material meeting the requirements of Chapter 304 and Chapter 305, immediately before the fresh adjoining asphalt is laid. Minimum compaction requirements for the Binder and Wearing course shall be in accordance with SNiP 3.06.03-85.

**shall be substituted with:**

The whole area of new pavement construction shall be excavated to the required subgrade level and the subgrade compacted in accordance with NCM D.02.01:2015 Chapter 7. Subgrade level after compaction shall be correct for level in all areas within a tolerance of +0 to -35 mm.

Following acceptance of the subgrade a drainage layer of approved sand material shall be placed and compacted using vibratory rollers or vibrating plate compactors. Top of sand layer after compaction shall be correct for level in all areas within a tolerance of +0 to -35 mm.

The sand layer shall be extended beyond the limits of the carriageway beneath the shoulder to meet the side drain or the embankment face.

Following acceptance of the sand layer a subbase of approved material, either ballast meeting the requirements of SM GOST 25607-2010 or crushed limestone complying with the following grading requirements:

Sieve size (mm) Percentage passing by weight Sieve size (mm)	Percentage passing by weight
63.0	100
40.0	70 – 100
20.0	50 -85
10.0	40 – 75
4.75	30 – 60
2.36	20 – 45
1.18	15 – 37
0.075	4 – 15

Compaction shall be by vibrating roller and the degree of compaction shall be not less than 98% MDD (AASHTO T180). On completion of the subbase layer the upper surface of the final course shall be accurate to line and level within a tolerance of +0 to -35 mm.

Following acceptance of the subbase layer a base of approved, graded crushed granite aggregate shall be laid to the overall thickness shown in the drawings. The material shall meet the requirements of SM GOST 8267-93 and shall be executed in accordance with SniP 3.06.03-85.

The compacted thickness of any layer of either base or subbase laid, processed and compacted at one time shall not exceed 150 mm and when a greater compacted thickness is required, the material shall be laid and processed in two or more layers. The minimum layer thickness shall be 100 mm. Compaction requirements for the sub-base and granular base shall be at least 98% MDD (AASHTO T180).

Asphaltic binder and wearing courses shall be laid to the levels indicated in the drawings. Asphalt mixtures will be designed, produced and laid in accordance with the requirements of chapter 305.

Wherever new asphalt is laid abutting existing asphalt pavement, the edges of the old pavement shall be carefully cut to expose clean fresh vertical joint faces which will be tack coated with bituminous material meeting the requirements of chapter 304 and in compliance with the requirements of chapter 305 immediately before the fresh adjoining asphalt is laid. Minimum compaction requirements for the Binder and Wearing course shall be in accordance with Chapter 305.

**Article 7**

Bill of Quantities, Bill No. 200, EARTHWORKS, Item No. 20107

The unit of measurement

Item No.	Item description	Unit of measurement
20107	Re-grading of shoulders	

**shall be substituted with:**

Item No.	Item description	Unit of measurement
20107	Re-grading of shoulders	square metre

**Article 8**

Bill of Quantities, Bill No. 300, PAVEMENT, Item No. 30101

Item No.	Item description	Unit of measurement
30101	Cold recycling of the asphalt concrete pavement. Mixing in of new mineral aggregates minimal 50% and stabilization with cement. Regulation to required transverse and longitudinal profile. Compaction.	cubic metre

**shall be substituted with:**

Item No.	Item description	Unit of measurement
30101	Cold recycling of the asphalt concrete pavement. Mixing in of new mineral aggregates minimal 50% and stabilization with cement. Compaction.	cubic metre

#### Article 9

Tender Documents, Part 2 – Requirements, Volume III, Drawings:

The following drawings have been added

- „Drawings\_km96+800-km122+800”;
- „Drawings\_km122+800-km151+200.

#### Article 10

Tender Documents, Part 1- Section IV: Tender Forms, Form FIN- 1: Financial Situation:

The following text:

“The value of the financial figures in other currencies than EURO should be recalculated into this currency based on the exchange rate as of the 1st of July of each year reported, as set by Financial Times.”

**shall be substituted with:**

“The value of the financial figures in other currencies than EURO should be recalculated into this currency based on the exchange rate as of the 1st of July of each year reported, as set by the central bank of the Tenderer’s country or by Financial Times, if the former is not available.”

#### Article 11

Tender Documents, Part 1- Section IV: Tender Forms, Form FIN-2: Average Annual Construction Turnover:

The following text:

“For the purpose of determining the euro equivalent of other currencies the euro equivalent value should be calculated at the exchange rate at the middle of each year reported, as set by the central bank of the Tenderer’s country or similar institution.

**shall be substituted with:**

“For the purpose of determining the euro equivalent of other currencies the euro equivalent value should be calculated at the exchange rate at the middle of each year reported, as set by the central bank of the Tenderer’s country or by Financial Times, if the former is not available.”