



**Royal Canadian Mounted Police  
Gendarmerie royale du Canada**

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Procurement and Contracting Services  
73 Leikin Drive,  
Visitor Center - Building M1  
Mailstop # 15  
Ottawa, ON K1A 0R2

Attn: **Megan McCoy (613) 843-3798**

**SOLICITATION AMENDMENT**

The referenced document is hereby revised;  
unless otherwise indicated, all other terms and  
conditions of the Solicitation remain the same.

**MODIFICATION DE L'INVITATION**

Ce document est par la présente révisé; sauf  
indication contraire, les modalités de  
l'invitation demeurent les mêmes.

**Comments - Commentaries**

**Vendor/Firm Name and Address  
Raison sociale et adresse du fournisseur/de  
l'entrepreneur**

**Telephone No. – No de téléphone:**  
( )

**Facsimile No. – No de télécopieur:**  
( )

<b>Title-Sujet</b> Architectural and Engineering Design Services – Regina Tunnel Rehabilitation		<b>Amendment No. – No Modification</b> 1
<b>Solicitation No. - No. de l'invitation</b> 201403710	<b>Date</b> December 12, 2013	
<b>Client Reference No. - No. De Référence du Client</b> 201403710		
<b>GETS Reference No. - No. de Référence de SEAG</b>		
<b>Solicitation Closes - L'invitation prend fin</b> <b>at 02:00pm EST</b> <b>on December 30<sup>th</sup>, 2013</b>		
<b>F.O.B. - F.A.B.</b> Destination		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Eric Glynn A/Manager – Special Projects - Procurement		
<b>Telephone No. - No de téléphone</b> 613-843-5533	<b>Fax No. - N° de FAX:</b> (613) 825-0082	
<b>Destination of Goods, Services, and Construction: Destinations des biens, services et construction:</b> See Herein / Voir aux présentes		
<b>Instructions: See Herein Instructions : Voir aux présentes</b>		
<b>Delivery Required - Livraison exigée:</b> See Herein/Voir aux présentes	<b>Delivery Offered - Livraison proposée</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm Nom et titre de la personne autorisée à signer au nom du fournisseur/de l'entrepreneur</b>		



Amendment #1 to Solicitation 201403710 has been issued:

1. To respond to **Questions and Answers – Part 1 as follows:**

**Questions and Answers – Part 1:**

**Q1.** On Page 4; Section 2, Summary, it is stated that the Occupational Health and Safety Study completed by P3A Architecture will be available to the successful proponent. The same wording is used again on page 24, item 1.1 under Project Narrative. We request that in order for interested parties to be able to provide RCMP with an accurate bid for this work that this report be made available now.

**A1. The Occupational Health and Safety Study completed by P3A Architecture cannot be released at this time due to security restrictions; however, a brief Summary of this document is as follows:**

The recommendations contained in the referenced Occupational Health and Safety Study are driven by Occupational Health and Safety Legislation that requires Owners and Managers to provide a safe and healthy environment for employees to work. The regulations contained in the Canada Labour Code outline the processes and procedures that must be in place and followed to provide a safe work practice. The National Building Codes outlines the requirements of building assembly to provide a safe environment.

The study was completed with the following assessment priority focusing on the noted areas.

Deficiencies requiring immediate action to avoid risk of injury to tunnel occupants which in turn could result in criminal prosecution for not taking action to correct.

1. Occupational Health & Safety
  - a. Update the Occupational Health & Safety procedures and practices for the Campus, include a process to keep them current. This is being addressed separately from this project.
  - b. Upgrade the tunnels conditions to address code deficiencies and infractions identified in the Occupational Health & Safety assessment, priorities include:
    - i. Exiting.
    - ii. Fire and smoke separation of the tunnels from the buildings.
    - iii. Ventilation of the tunnels.
    - iv. Lighting which includes emergency and exit.
2. Life Cycle Management of essential service components
  - a. Replace or upgrade structure, damaged or nearing the end of their expected life cycle. If they were to fail they could cause significant risk to occupants of the tunnel or major disruption to the operations of the campus.

The Tunnels have been divided into four different segments based on their age and where they begin and end. The Tunnel with the oldest sections is also the longest at 780 meters and is the one that requires the most work to make it a safe place to work. The newest Tunnel is 215 meters long.

**Structurally** – the only tunnel that has potential structural issues is the oldest tunnel that loops around the east side of the property, the remaining tunnels are structurally sound but require some water proofing to prevent deterioration of concrete substrate and from water seeping into the tunnels.

**Architecturally** – there are three main issues that need to be addressed:

1. Exiting from all the tunnels.
2. Fire separation from the buildings to the connected tunnel.
3. Signage to clearly mark exits, directions and locations within the tunnels.



**Mechanically** – two main themes to be addressed:

1. Ventilation in the tunnels, the recommended action is to stop using the connected building's ventilation systems to service the tunnels. This dovetails with Architectural fire separations between buildings and tunnels.
2. Aging components that will need attention to ensure the risk of a major failure is obverted (Life Cycle Management). Signage to clearly mark exits, directions and locations within the tunnels.

**Electrically** – there are four items that require further review and potential intervention:

1. Lighting levels throughout
2. Exit lighting
3. Branch wiring and communications wiring conduits
4. Emergency Lighting and fire alarms