



May 4, 2026

PW-08-2026 Roads Needs Study

Addendum #1

1. The RFP Timetable indicates official tender results to be issued May 20, 2026, with a deadline to submit a completed report specified as August 14, 2026. Based on our experience, this timeline may be optimistic, considering the scope of the investigations and the typical iterative review process/coordination for these types of studies. Will the Township consider and approve an extension for the final deliverable?

The following RFP dates have been modified to accommodate a deadline extension. All new information has been indicated in red.

Activity	Previous Timeline	Modified Timeline
Proposal Submission Deadline	May 8, 2026 @ 2 p.m. ET	May 15, 2026 @ 2 p.m. ET
Deadline to complete road, traffic, and sidewalk assessments		October 2, 2026
Deadline to Submit Completed Reports	August 14, 2026	November 30, 2026
Proponent Report to Council	September 7, 2026	December 7, 2026

2. The RFP indicates that a traffic count analysis of each road segment should also be completed and integrated within the RNS. In addition, the RFP requires that needs and costs be identified related to traffic capacity, to meet traffic operations at intersections and mid-blocks. Please confirm if the Township has any traffic counts that may be available to the consultant or if the Township can provide such counts with their equipment. Alternatively, will the Township accept a counting program that is focused on their collector or arterial roads (ie, roads with higher traffic volumes), with the traffic volumes on local roads being extrapolated from this data, depending upon land use in those areas?

Traffic count studies previously done on selected roads throughout the municipality can be provided to the successful proponent. The Township has access to a pneumatic tube counter system which may be available for use. The counting program should be based on collector and local roads, with volumes of surrounding roads being extrapolated from the data.

- Establishment of AADT and mid-block operations will typically require Automatic Traffic Recorder (ATR) counts, while establishment of intersection operations will require Turning Movement Counts (TMC). Considering the information currently available, it is difficult to estimate the number of counts required at this time. Therefore, will the Township accept a cost per ATR count and/or per TMC, pending further clarification of the extent of counts required? Alternatively, can the Township provide an estimate of the counts required and/or set a cost allowance for this item to be carried by all bidders?

Traffic counts should be done on the following roads:

Wingham	Blyth
Carling Terrace; Victoria St to Elm St	Gypsy Lane; Drummond St to Hwy 25
John Street West and East (all)	Morris St; Dinsley St to Hwy 25
Patrick Street West and East (all)	Dinsley St; Gypsy Lane to Morris Street
Victoria Street West and East (all)	
North Street W to B-line Road; Alice St to eastern Township limit	
Minne Street; Park Dr to Victoria St. W	
Frances Street Alfred St. E to Diagonal Rd	
Diagonal Road; John St to Industrial Line	

- Operational analysis at intersections will typically require Synchro analysis, as well as review of turn lane requirements, collision history and physical constraints (alignment, sight lines, etc.). Since the extent of such review may be significant, can the Township specify an assumed number of intersections to be reviewed and/or allow for a cost per intersection to be specified in the quote?

The street sections to be analyzed are listed in the response to question 3 above. In addition to traffic counts, only physical constraints (road width, sight lines, adequate signage) should be included in the analysis.

- Can the Township please clarify the extent to which the proponent should provide needs and costs for roadside safety devices and signage improvements? Can the Township provide a GIS geodatabase for these items? Will the proponent be required to confirm

compliance of these items with the MTO Roadside Safety Manual and the Ontario Traffic Manuals?

Bidders should include an inventory of road signs, safety and accessibility structures that may improve road/roadside safety and accessibility. This should be a singular inventory of signs/structures, their purpose, and recommended location(s). Further clarification is included in the response to question 18.

The Township can provide a GIS database of road signs to the successful proponent. All recommendations from the proponent to the Township should conform to the relevant manuals, regulations, and regulatory bodies.

6. The RFP provides figures that show the extent of roads and sidewalks to be assessed in Wingham, Auburn, Blyth and Belgrave. Can we assume that the roads in these urban areas that are not shown highlighted on the figures are gravel and therefore excluded from this study? Are there additional hardtop roads in the rural areas that need to be reviewed, but which are not specifically shown in the RFP?

No. Only the highlighted roads and outlined sidewalks in the provided map are to be assessed.

7. The RFP requires the establishment of a condition rating system/management strategies for sidewalks. Can the Township provide a GIS geodatabase (inventory/condition) for the sidewalks to be reviewed?

A GIS database providing the inventory and location of sidewalks to be assessed within the Township can be provided to the successful proponent.

8. Is the submission to be emailed or submitted online via Bids and Tenders?

The Proposal is to be submitted online via Bids and Tenders.

9. Bid bonds are not typically required for these types of studies. Please confirm that this is not a requirement for this project, and remove from the Bid Site.

Bid bonds will not be required for this Proposal.

10. Will North Huron be providing a public works staff member and municipal vehicle to drive the roads with the successful proponent? This provides an opportunity to share historical repair information and concerns for each road section and provide potential financial savings to the municipality.

No North Huron vehicle will be provided. Dependent on schedule, a staff member may be available to drive the roads with the successful proponent. All scheduling request should be made at least a week prior to the requested staff time.

11. In addition to checking sidewalk for compliance with AODA, is the successful proponent to also document maintenance work required to satisfy the Minimum Maintenance Standards? Does the Township want the sidewalk defects to be GPS for ease of future repair?

Yes.

12. Please confirm that traffic counts are to be complete by the successful proponent, it is briefly mentioned on page 4 and not listed on page 26 in the services to be provided. Traditionally, municipalities have traffic counts completed along strategically identified road sections and have the consultant use the traffic volumes on those roads sections to approximate the volumes on other roads in the Township. We would recommend completing traffic counts on 30 road segments over 3 continual days to help predict the traffic on all the roads. If the proponent is to complete traffic counts, the counts are to take place in how many locations and for what duration are the traffic counts to be completed?

The list of road sections for which traffic counts should be completed is listed in the response to question 3. The traffic counts should occur over a week (7-day) period. Counts in Blyth should not be conducted between August 20 and September 14 inclusive.

13. We have reviewed North Huron’s assets management plan, is the Township sure the total length of HCB roads and sidewalks is correct on pages 4 and 26? The AMP also noted LCB roads, should these roads be part of the review?

The LCB roads are not to be included in the assessment. Refer to this table for updated road and sidewalk lengths, the changed values are in red. Please note, values may be different from those presented in the Asset Management Plan as not all road and sidewalk segments are being assessed.

Surface Type	# of Segments	Length
High-class bituminous (HCB) (1-lift):	28	5.5 km
High-class bituminous (HBC) (2-lifts):	192	30.7 km
Concrete Sidewalks	251	32 km

14. We have notice that for the Bids & Tenders submission, there is a requirement for Bid Bond and Agreement to Bond but no mention of it in the RFP for this project and most Engineering firms are not able to provide bonding for their work, please clarify?

No bid bonds are required for Proposal submission.

15. In Part 2 – Project Scope & Deliverables, Section 2.1 (pg 4) of the RFP the table indicates that 360kms of hard surface roads and 27.2kms of sidewalks are to be inventoried. In Appendix D – RFP Particulars, Section 1 – Introduction (pg 26), the RFP indicates there are 369kms of hard surface roads and 319km of concrete sidewalks. In addition, Section 2 a) (pg 26) states *“Conduct a comprehensive evaluation of the entire Township’s road and sidewalk network.”*

The quantities of roads and sidewalks to be assessed have been updated in the response to question 13.

16. In Part 2 – Project Scope & Deliverables, Section 2.1 (pg 4) of the RFP the RFP states *“A traffic count analysis of each road segment should also be completed and integrated within the RNS.”* Whereas in Appendix D – RFP Particulars, Section 2 g) (pg 26) states *“the capital plans should include traffic counts for the roads included in the plan.”*

The road and sidewalk quantities to be assessed have been updated in the response to question 13. The road sections for which traffic counts are required are listed in the response to question 3.

17. In Part 2 – Project Scope & Deliverables, Section 2.3 Deficiency Identification (pg 5) of the RFP, the RFP states *“Road surface and sub-surface conditions – Improvements to surface and sub-surface design relative to traffic and truck volumes and roadside environments.” Does the Township currently have sub-surface data (thickness and material) on all its road sections to make such deficiency determinations, or is this task meant as a review of current Township road design standards?*

This part of the assessment is meant as a review of the current Township road design standards and what improvements can be made.

18. In Part 2 – Project Scope & Deliverables, Section 2.3 Deficiency Identification (pg 5) of the RFP, the RFP states *“Roadside safety devices and signage – Improvements to adequacy and compliance of devices and signage.” Roadside safety audits are typically comprehensive and independent studies. Is there any more detail the Township can provide with respect to the expected assessments of roadside devices and signage on this assignment? For example, is a Good, Fair, Poor rating a sufficient condition assessment on the devices, is any retro-reflectivity evaluation expected on signs?*

A good-to-poor scale is adequate for the roadside sign assessment. Also to be included are recommendations for signage where there is none, or improved signage along identified street segments. Further clarification is included in the response to question 5.

19. The upload requirements in Bids and Tenders for this RFP indicates the need to submit a Bid Deposit in the amount of 10% of the Sub Total Contract Amount and An Undertaking to provide a Bond or Letter of Credit in the amount of 50% of the Sub Total Contract Amount. There does not seem to be any reference to such bonding requirements within the RFP document itself. The scope of this assignment is typically considered professional services, so can the Township confirm whether or not these bid bonding items are required as part of the proposal submission?

A bid bond is not required for Proposal submission.