



Request for Proposals

Title: 2026 Traffic Signal Operational Review

Closing Date: March 25, 2026

Closing Time: 12:00pm (EST) (Late submissions will not be accepted)

Location: Town of Goderich
57 West Street
Goderich, ON, N7A 2K5
Attention: **Andrea Fisher,**
Director of Legislative Services/Clerk
Email: afisher@goderich.ca

Submission: Proposals sent electronically in one PDF.

Total Price: _____

1. Introduction

The Town of Goderich is seeking proposals from qualified transportation engineering firms to complete a Traffic Signal Operational Review of the Town's eight (8) signalized intersections located on Highway 21 and Highway 8 (Connecting Links).

This review will provide updated operational data, engineering justification, and prioritized recommendations to guide signal timing improvements, accessibility upgrades, and future Connecting Link reconstruction planning.

This assignment is a review and recommendation study only. It is not a detailed design assignment, Environmental Assessment, or public consultation process.

2. Project Overview

The Town has not previously undertaken a comprehensive operational review of its traffic-controlled intersections. Council has directed staff to include signal improvements, including a potential advanced left-turn phase and Accessible Pedestrian Signal (APS) at Bayfield Road and Suncoast Drive, within the 2026 program.

All recommendations shall be developable within the existing right-of-way and roadway footprint unless otherwise directed by the Town.

The Consultant shall undertake the following:

2.1 Study Intersections

The following eight (8) signalized intersections are included:

- Hwy 21 (Bayfield Road) @ Suncoast Drive
- Hwy 21 (Victoria Street) @ Hwy 8 (Elgin Ave.)
- Hwy 21 (Victoria Street) @ East Street
- Hwy 21 (Victoria Street) @ Nelson Street
- Hwy 8 (Huron Road) @ Britannia Road
- Hwy 8 (Huron Road) @ Suncoast Drive
- Hwy 8 (Huron Road) @ Zehrs / Boston Pizza entrance
- Hwy 8 (Huron Road) @ LCBO / Canadian Tire entrance

2.2 Data Collection

The Consultant shall undertake:

- Turning movement counts (weekday AM peak, PM peak, and one mid-day period) at all eight intersections
- Pedestrian counts during the same periods
- Identification of heavy vehicle percentage

Weekend counts are not required unless justified and approved by the Town.

2.3 Collision History Review

The Consultant shall complete a five (5) year collision history review for each intersection, including:

- Collision frequency and rate
- Collision type breakdown
- Identification of patterns related to turning movements or signal phasing
- Commentary regarding potential need for protected left-turn phasing

2.4 Signal Operations Review

The Consultant shall:

- Review existing signal phasing and timing plans
- Evaluate operational performance based on collected data
- Review vehicle detection from an operational perspective
- Review pedestrian timing for AODA compliance
- Identify intersections where:
 - Advanced left-turn phasing may be warranted
 - Signal coordination may improve corridor progression
 - Signal timing optimization is recommended
- Create or modify signal phasing diagrams

A detailed hardware condition assessment is not required, as this will be completed separately by the Town's maintenance service provider.

2.5 Operational Analysis

Using current (2025) traffic volumes and projected 2045 horizon volumes, the Consultant shall:

- Identify and justify traffic growth assumptions. Growth assumptions shall be based on available County, MTO, or municipal planning data where applicable
- Model each intersection using Synchro or equivalent software
- Report:
 - Level of Service (LOS)
 - Average delay
 - Volume-to-capacity (v/c) ratio
 - Queue lengths

Microsimulation is not required unless justified.

2.6 Bayfield Road / Suncoast Drive – Targeted Review

The Consultant shall undertake a focused operational review of the Bayfield Road / Suncoast Drive intersection, including:

- Assessment of protected left-turn (advanced green) warrants consistent with Ontario Traffic Manual (OTM) Book 12 and TAC guidance
- Assessment of Accessible Pedestrian Signal (APS) requirements and pedestrian timing compliance
- Review of collision history relevant to turning movements and pedestrian activity

- Evaluation of operational impacts of introducing protected left-turn phasing. If supported by the engineering analysis, the Consultant shall prepare a justification memorandum suitable for submission to the Ministry of Transportation (MTO). If the analysis does not support implementation, the Consultant shall document the basis for this conclusion and identify alternative operational improvements where appropriate.
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2.7 Lane Configuration Screening (High-Level)

The Consultant shall complete a high-level operational comparison of:

- Existing four-lane cross-section
- Potential three-lane cross-section (one lane per direction with centre two-way left-turn lane)

The review shall include:

- Operational performance comparison
- Impact on intersection LOS
- Queue length implications
- Safety considerations based on collision patterns
- Identification of traffic volume thresholds where the three-lane configuration may no longer operate acceptably based on operational performance measures identified in Section 2.5.

No detailed geometric redesign or cross-section drawings are required.

2.8 Pedestrian Crossover (PXO) Warrant Screening

The Consultant shall complete warrant screening at:

- Bayfield Road @ Balvina Drive (south leg)
- Anglesea Street @ Victoria Street

The scope shall include:

- Pedestrian counts
- Vehicle counts sufficient to apply OTM Book 15 screening
- Warrant assessment
- Recommendation (PXO / alternative treatment / no action)
- Order-of-magnitude cost estimate

Detailed design is not required.

2.9 Recommendations and Deliverables

The Consultant shall provide:

- Recommended signal timing modifications
 - Identification of intersections where advanced left-turn phasing is warranted
 - Recommendations for signal coordination
 - Recommendations for changes or improvements to vehicle detection
 - AODA-related pedestrian timing adjustments
 - Prioritized implementation plan (short-, medium-, and long-term)
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- Budget-level (Class B) cost estimates suitable for capital planning. Budget-level (Class B) cost estimates shall include appropriate contingency allowances and are intended for capital planning purposes only. Detailed design-level estimates are not required.

Deliverables shall include:

- Draft report
- Final report
- Editable Synchro model files
- Traffic count data (Excel format)
- Council presentation
- MTO-ready justification memorandum (if warranted)

3. Proposal Requirements

Proponents shall submit:

- Firm profile and relevant municipal experience
- Project team and roles
- Detailed methodology
- Proposed schedule
- Lump sum fee with task breakdown
- Three (3) municipal references

4. Instructions to Proponents

Proposals shall be submitted electronically in one (1) PDF document by the closing date and time indicated above to:

Andrea Fisher
Director of Legislative Services/Clerk
afisher@goderich.ca

Late submissions will not be accepted.

All questions regarding this RFP shall be submitted in writing by email to:

Sean Thomas
Director of Community Services, Infrastructure and Operations
stthomas@goderich.ca

Questions will be accepted until March 20, 2026.

Responses to questions that materially affect the RFP will be issued by written addendum.

The Town reserves the right to issue addenda as required. Proponents are responsible for ensuring they have reviewed any addenda prior to submission.

The Town may request clarification of proposals during the evaluation process.

5. Evaluation Criteria

Proposals shall be assessed as follows:

- Relevant experience – 25%
- Technical approach – 25%
- Team qualifications – 20%
- Schedule – 10%
- Cost – 20%

6. General Terms and Conditions

The Town of Goderich reserves the right to accept or reject any proposals and to waive irregularities at its own discretion. The Town will not necessarily accept the lowest bid and reserves the right to negotiate terms with the successful provider. Should the Town not receive any submission satisfactorily to the Town of Goderich in its sole and absolute discretion, the Town reserves the right to re-tender.

Proposals and all accompanying documents become the property of the Town of Goderich once submitted and are subject to the Freedom of Information and Protection of Privacy Act. The Town may cancel or amend the RFP process without liability prior to the contract award.