

Welcome

Public Consultation Centre #2

Oxford Rd 4 and Oxford Rd 15 Intersection
Class Environmental Assessment

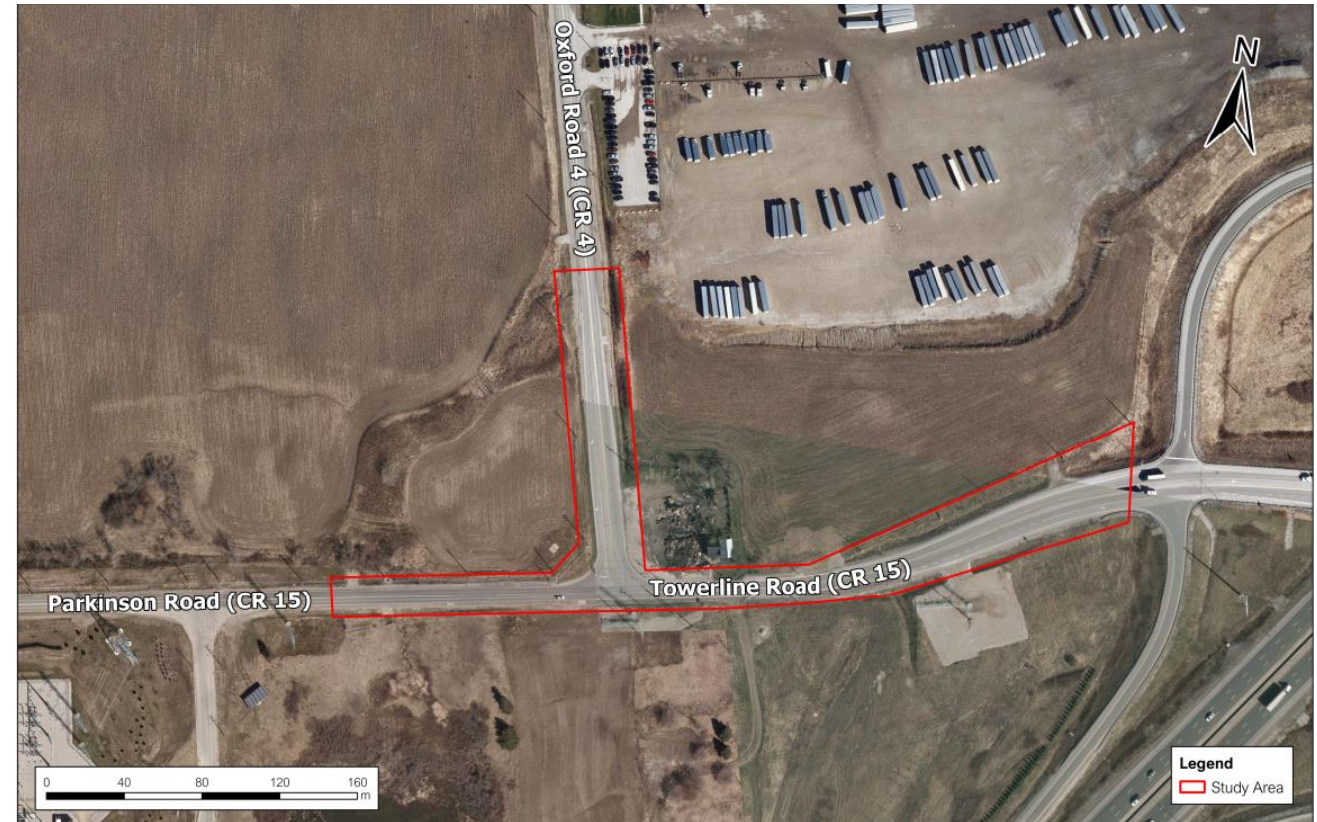


July 10, 2025



Study Area and Objectives

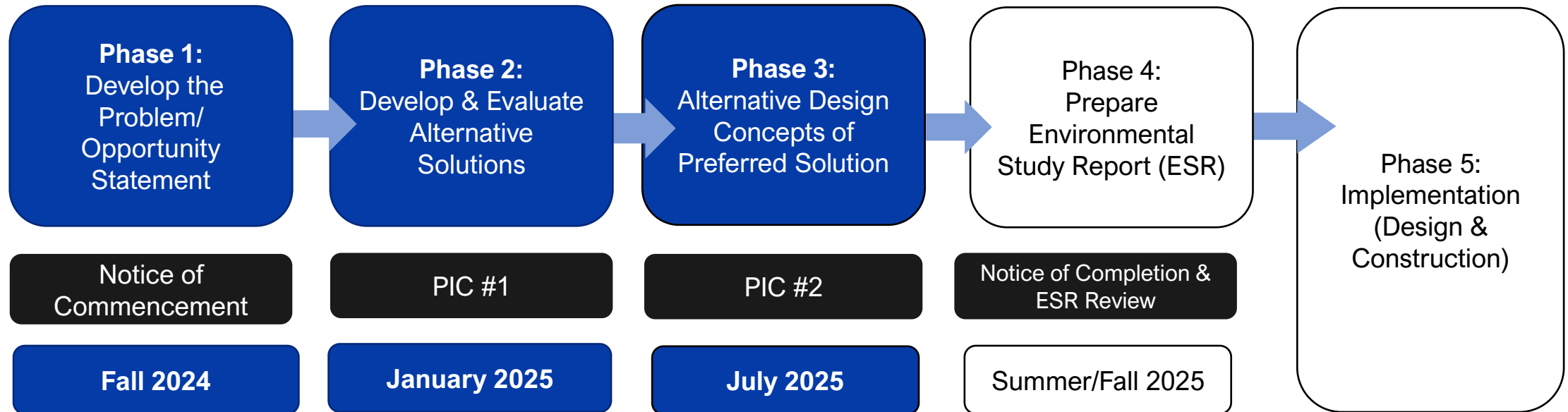
- › Complete a Schedule 'C' Municipal Class Environmental Assessment & Detailed Transportation Assessment.
- › Geometric improvements and enhanced traffic control required by 2027 to address future traffic capacity volumes from anticipated population growth and economic development.



Municipal Class EA Process



- › This project is classified as a **Schedule 'C' Municipal Class EA** and is subject to **Phases 1 through 4** of Municipal Class EA.



The Study Area falls within the MTO corridor control area due to proximity to Highway 401; therefore, the MTO Class EA for Provincial Transportation Facilities Group 'C' requirements will also be satisfied through completion of this Study.

Existing Conditions – Transportation & Traffic

- › Oxford Road 4 (OR4)
 - 2-lane arterial rural cross-section with a right-turn lane
 - Stop sign on SBL at Oxford County Rd 15 intersection
- › Oxford County Road 15 (Parkinson Rd and Towerline Rd)
 - 2-lane arterial rural cross-section with posted speeds of 80 km/h (Towerline Rd) and 60 km/h (Parkinson Rd)
- › Traffic Conditions
 - Insufficient decision sight distance for the southbound left turn movement.
 - By 2036, planned growth in the area is anticipated to result in significant traffic volume increase, thus current stop-controlled intersection is insufficient for future anticipated traffic volumes.



Oxford Road 4 – Northern leg



Oxford Road 15 (Towerline Rd) – Eastern Leg

Existing Conditions

› Natural Environment

- A water crossing drains to the pond between Commerce Way and Oxford Road 4.
- No significant natural features or Species at Risk (SAR) were identified.

› Drainage and Stormwater Management

- Open ditches are present on both sides of the corridor.
- Drainage conveyed by shallow roadside ditches with seasonal ponding.
- Curb and gutter present at intersection radii and adjacent to Oxford Mobile Fleet Service site.

› Cultural Heritage and Archaeological Resources

- No cultural heritage or archaeological resources identified within Study Area.

› Socio-Economic:

- City of Woodstock Land Use Plan indicates the Study Area is within an Industrial area with an adjacent future urban growth area east of Highway 401.



Culvert downstream toward pond



Ditch along Oxford Rd 15 (EBL)

Existing Conditions – Utilities and Municipal Services

- › Existing underground utilities (Bell, Rogers and Enbridge gas) along Oxford Road 15 and Oxford Road 4.
- › Hydro One utility poles located throughout study area.
- › Hydro One transmission tower located immediately south of Oxford Road 15 at intersection.
- › Watermain/Fire hydrants are located along Oxford Road 4 and Oxford Road 15 (west of Oxford Road 4 only).



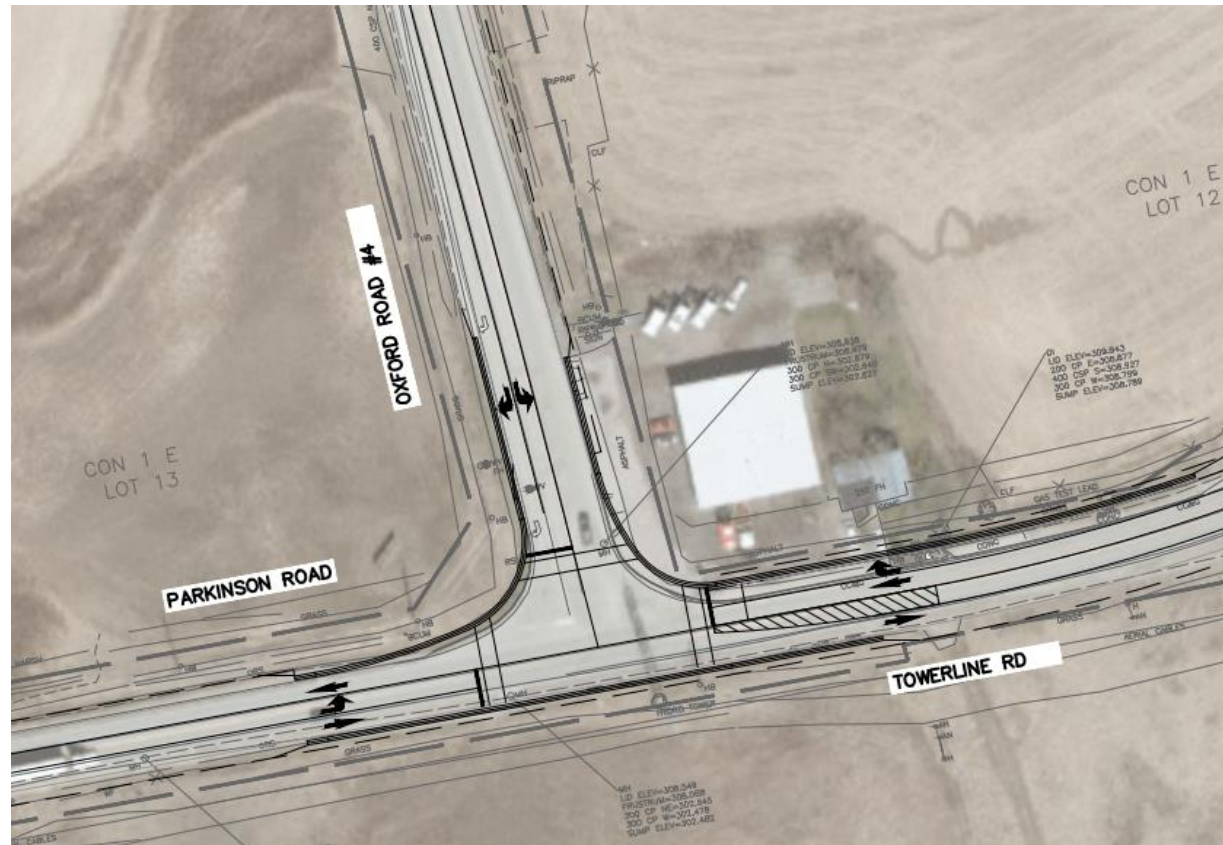
Existing hydro infrastructure

As per Phase 1 of the Municipal Class EA requirements, a Problem / Opportunity Statement outlines the need and justification for the overall project and establishes the general parameters, or scope, of the study:

The intersection of Oxford County Roads 4 and 15 (Parkinson Road) in Woodstock, Ontario requires geometric improvements and enhanced traffic control by 2027 to address future traffic capacity volumes from anticipated population growth and economic development.

EA Phase 2 – Preferred Solution

The preferred solution from Phase 2 of the Municipal Class EA is to address the Problem / Opportunity Statement by implementing traffic signals at the Oxford Roads 4 and 15 intersection.



As per requirements of Phase 3 of the Municipal Class EA process, the following alternative design concepts were developed to implement the preferred solution:

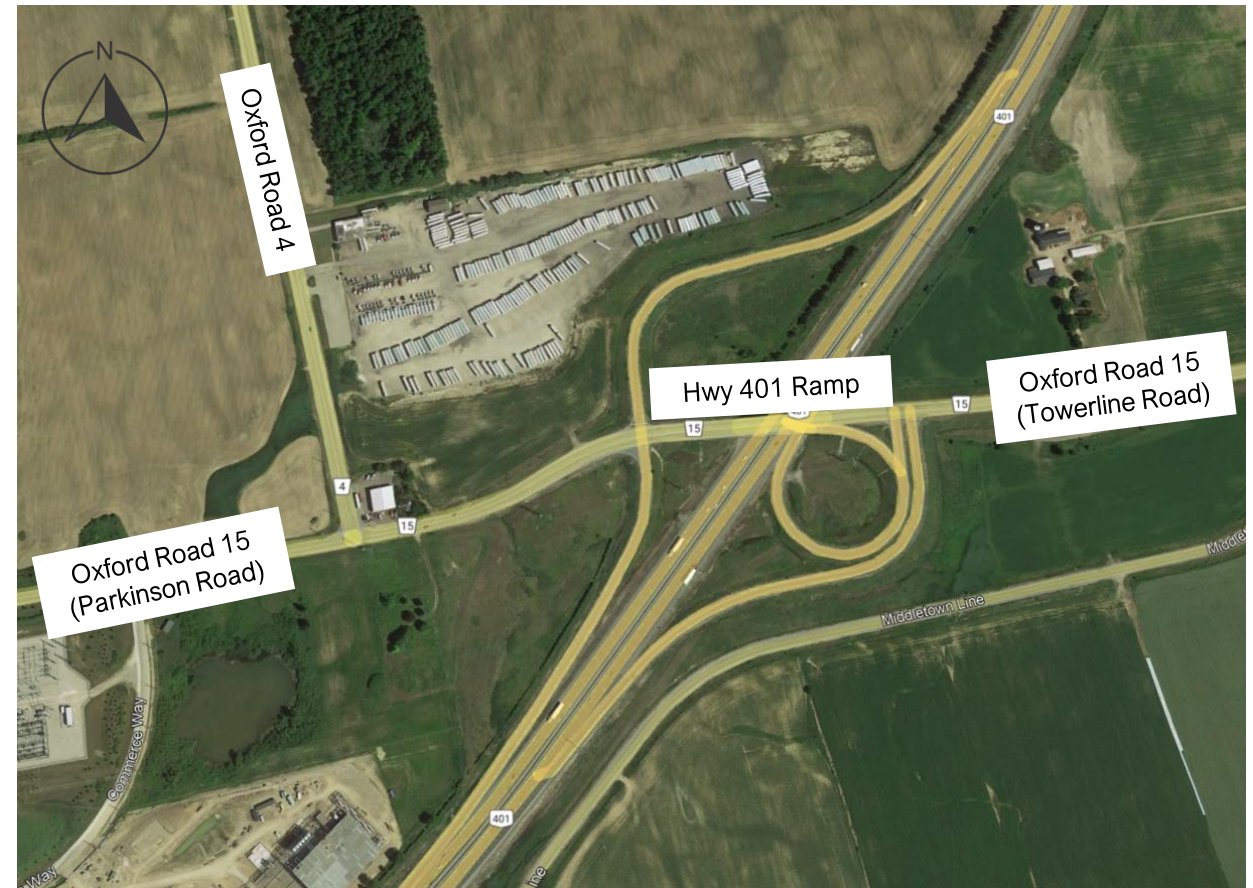
1. Do Nothing
2. Widen Oxford Road 15 to South
3. Widen Oxford Road 15 to North
4. Widen Oxford Road 15 to North with Channelized Right Turn Lane

Alternative 1: Do Nothing

Intersection remains as is, with no improvements.

(Required to be considered as part of the EA planning & design process for comparison purposes.)

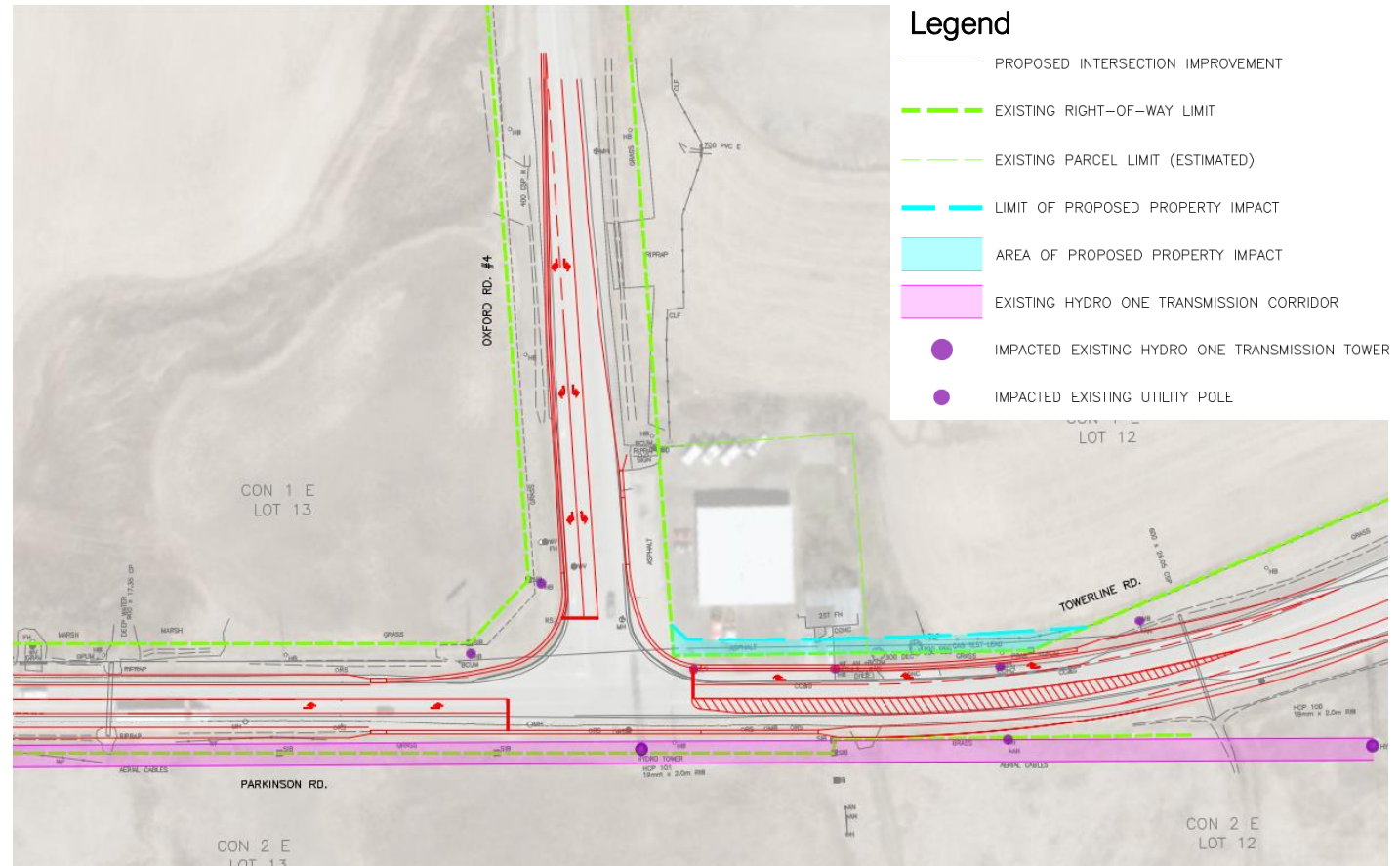
- ✗ Insufficient capacity for future anticipated traffic volumes
- ✗ Insufficient stopping sight distance for the southbound left turn movement due to combination of obstructions and Oxford Road 15 horizontal alignment
- ✗ Does not address speed control along Oxford Road 15



Alternative 2: Widen Oxford Road 15 to South

Accommodate new Oxford Road 15 left turn by widening road to south. No change to Oxford Road 4 configuration.

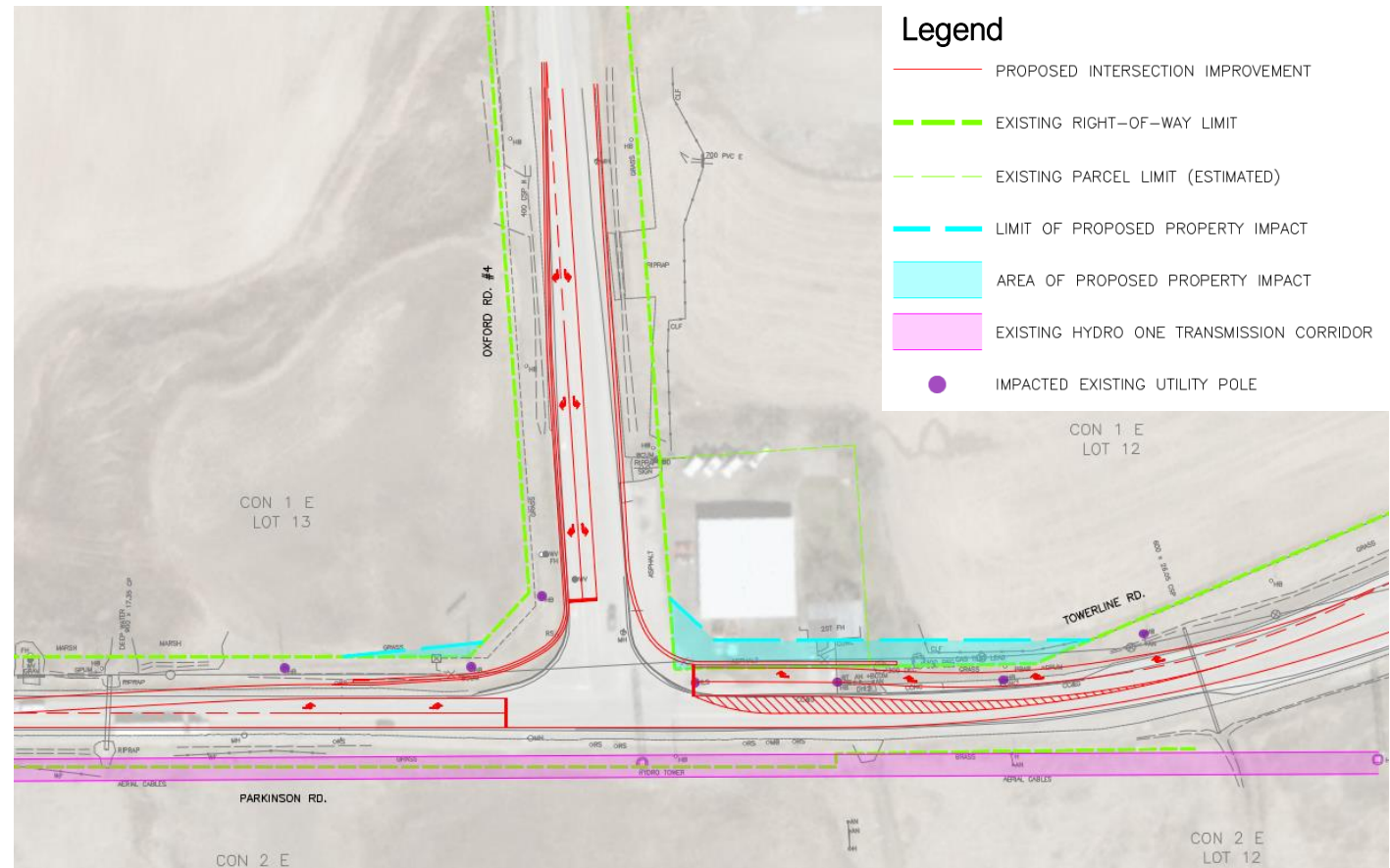
- ✓ Minimizes property impact to north
- ✗ Requires relocation of Hydro One transmission tower (e.g., cost and schedule impacts)
- ✗ Westbound right turn queue has potential to extend to Highway 401 ramp terminal (approximately 400m east of the intersection) during peak hours



Alternative 3: Widen Oxford Road 15 to North

Accommodate new Oxford Road 15 left turn by widening road to north. No change to Oxford Road 4 configuration.

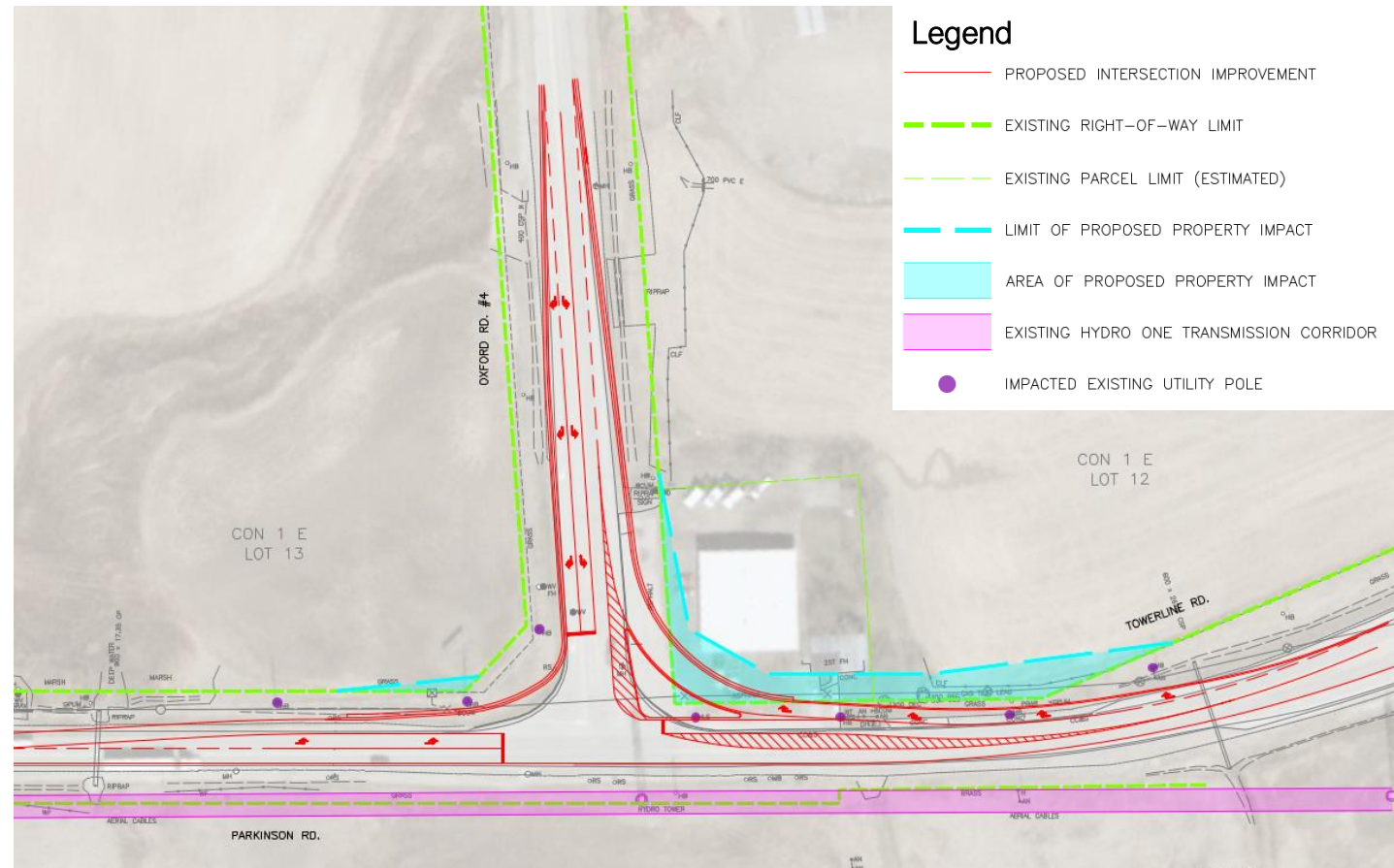
- ✓ Minimizes property impact to south
- ✓ Avoids impact to Hydro One transmission tower
- ✗ Westbound right turn queue has potential to extend to Highway 401 ramp terminal (approximately 400m east of the intersection) during peak hours
- ✗ Northeast property requirement has greater impact



Alternative 4: Widen Oxford Road 15 to North with Channelized Right Turn Lane

Accommodate new Oxford Road 15 left turn by widening road to north with free-flow right turn channel. No change to Oxford Road 4 configuration.

- ✓ Minimizes property impact to south
- ✓ Avoids impact to Hydro One transmission tower
- ✓ Westbound right turn queue will not extend to Highway 401 ramp terminal (approximately 400m east of the intersection)
- ✗ Northeast property requirement has greater impact



Evaluation of Alternative Solutions

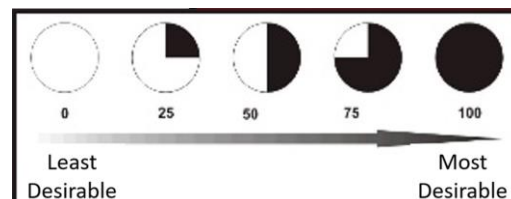


CRITERIA	WEIGHTING	DESCRIPTION
Traffic Operations and Safety	50%	Does the alternative improve the safety (sightlines, conflict, and speed control) of the intersection? How will the traffic operate in terms of intersection capacity and traffic queueing?
Socio-economic Environment	15%	What impacts will the alternative have on the local community (e.g., access restrictions, utility impacts, etc.)
Natural Environment and Climate Change	10%	How does the alternative affect existing terrestrial habitats and aquatic habitat? Does the alternative address climate change?
Archaeological and Cultural Heritage Resources	10%	Will the alternative affect archaeological or cultural heritage resources?
Costs	15%	What is the construction cost of the alternative? What is the cost for utility relocations, property acquisitions, maintenance and operation costs?

Evaluation of Alternative Solutions



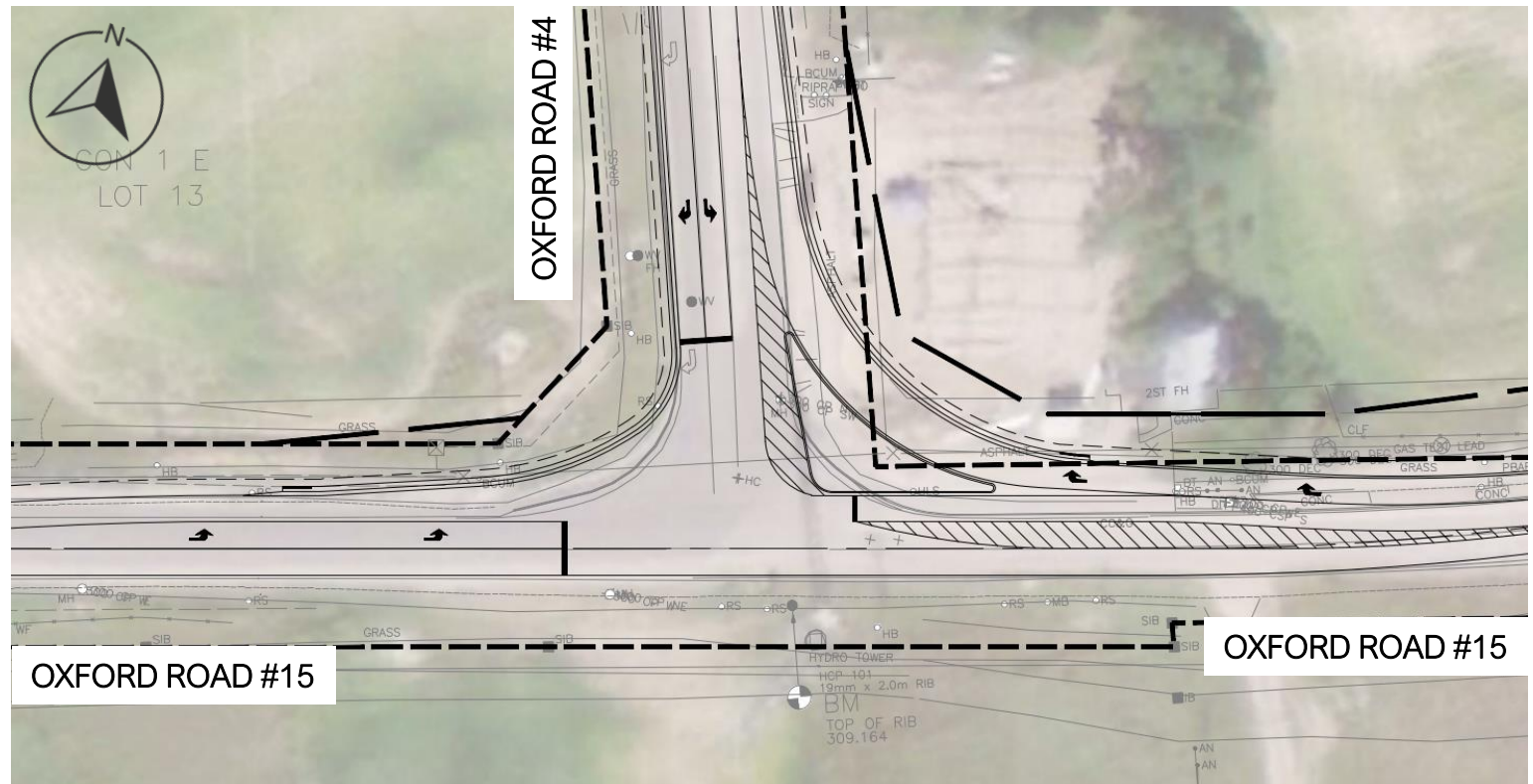
EVALUATION CRITERIA	1. Do Nothing		2. Signalized Intersection Widen Oxford Road 15 South		3. Signalized Intersection Widen Oxford Road 15 North		4. Signalized Intersection - Widen Oxford Road 15 North with Right Turn Channel	
TRAFFIC OPERATIONS & SAFETY Weighting = 50%		Does not support increased traffic capacity. Does not improve safety or sightline issues. No speed control on OR15.		Supports increased traffic capacity, improves safety, mitigates sightline issues, controls speed effectively, but potential for queue to extend to Hwy 401 ramp terminal.		Supports increased traffic capacity, improves safety, mitigates sightline issues, controls speed effectively, but potential for queue to extend to Hwy 401 ramp terminal.		Supports increased traffic capacity, improves safety, mitigates sightline issues, controls speed effectively, low potential for queue to extend to Hwy 401 ramp terminal.
SOCIO-ECONOMIC ENVIRONMENT Weighting = 15%		Long queues during peak hour future traffic conditions will result in road access restrictions for neighbouring properties. No impacts to utilities and no property requirements.		Property required in the northeast and northwest corners of intersection. Access to northeast property may require modifications. Major Hydro One transmission tower relocation required south of intersection, however will not be permitted. Other utilities impacts anticipated.		Property required in the northeast and northwest corners of intersection, with more required in the northeast. Access to northeast property may require modifications. 6 utility poles and underground Bell and Enbridge Gas may be impacted and require relocation (approximately 300m).		Property required in the northeast and northwest corners of intersection, with most required in northeast. Access to northeast property is limited. 6 utility poles and underground Bell and Enbridge Gas may be impacted and require relocation (approximately 300m).
NATURAL ENVIRONMENT Weighting = 10%		No impacts to aquatic or terrestrial habitats. Increases idling and GHG emissions.		No impacts to aquatic habitats during construction. Moderate impacts to roadside vegetation anticipated. No tree removal required. Traffic signals may increase idling time, thus increasing GHG emissions and impacting air quality.		No impacts to aquatic habitats during construction. Minor impacts to roadside vegetation anticipated. Potential tree removal required. Traffic signals may increase idling time, thus increasing GHG emissions and impacting air quality.		No impacts to aquatic habitats during construction. Minor impacts to roadside vegetation anticipated. Potential tree removal required. Traffic signals may increase idling time, thus increasing GHG emissions and impacting air quality.
ARCHAEOLOGICAL AND CULTURAL BUILT HERITAGE Weighting = 10%		No impacts to archaeological or cultural heritage resources.		No impacts to archaeological resources and low potential for impacts to cultural heritage resources in northeast quadrant.		No impacts to archaeological resources. Potential impacts to residential house in northeast quadrant, which has cultural heritage potential.		No impacts to archaeological resources. Potential impacts to residential house in northeast quadrant, which has cultural heritage potential.
COST Weighting = 15%		Standard operations and maintenance costs. Construction and utility relocation costs not applicable.		Highest construction costs due to relocation of Hydro One transmission tower. Standard operations and maintenance costs. Property acquisition costs not accounted for yet.		Lowest construction cost because relocation of Hydro One transmission tower not required and no right turn channel. Standard operations and maintenance costs. Property acquisition costs not accounted for yet.		Lower construction cost because relocation of Hydro One transmission tower not required. However, not the lowest cost because a right-turn channel is required. Standard operations and maintenance costs. Property acquisition costs not accounted for yet.
WEIGHTED SCORE TOTAL	37.9%		64.2%		78.8%		82.5%	
RANK	4.0		3.0		2.0		1.0	
EVALUATION SUMMARY	Not Recommended		Not Recommended		Not Recommended		Recommended to be Carried Forward	



Alternative 4 is recommended to be carried forward.

Summary of Recommended Design Concept

- › Signalized intersection with westbound channelized right turn lane
- › Separate southbound right turn and left turn lanes
- › Eastbound left turn lane
- › Widen Oxford Road 15 to north; no road widening to south
- › Westbound right turn parallel lane in advance of intersection



Next Steps



1. Confirm preferred design in consideration of feedback received from public and technical agencies and utility companies (Hydro One).
2. Prepare and submit Environmental Study Report for 30 Day public review (Summer/Fall 2025).
3. Initiate property acquisition agreements with impacted property owners.
4. Proceed to detailed design and construction (pending Council approval and budget).

Get Involved!



Review presentation slides on the County's project webpage.



Submit any questions, comments or suggestions use the online comment form or by contacting the Study's Project Managers listed below by July 24, 2025.



Request to be added to the Study Contact List to receive future notices.



Visit the County's project webpage for updates <https://speakup.oxfordcounty.ca/or4-15>

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