

Oxford Road 119 (Harris Street) / Clarke Road Intersection Improvements and Oxford Road 119 Widening Harmonized Class EA

PUBLIC CONSULTATION CENTRE 1 / OXFORD COUNTY
SEPTEMBER 25, 2025

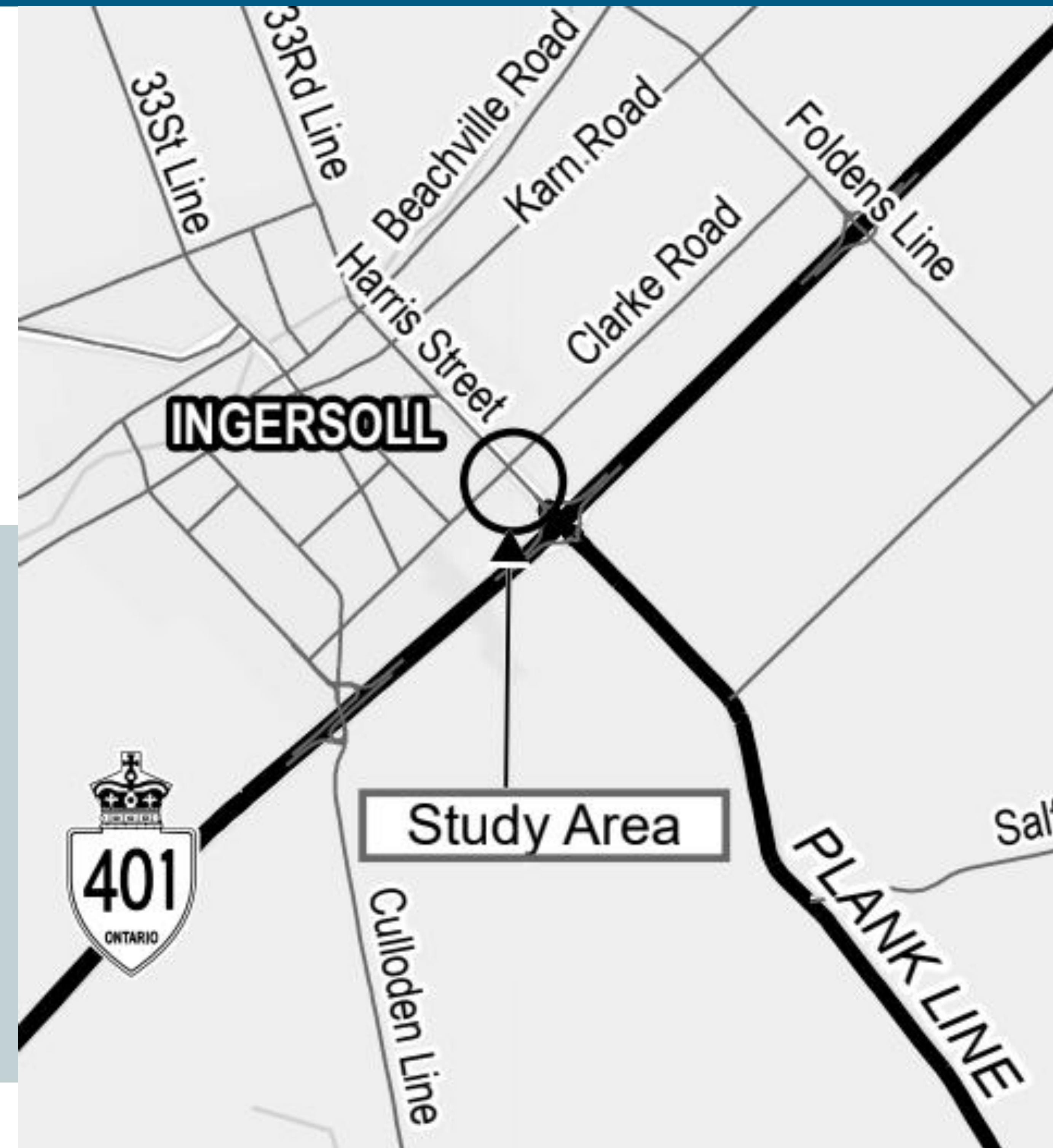
North of OR119 and Clarke Road
intersection, looking south

WELCOME

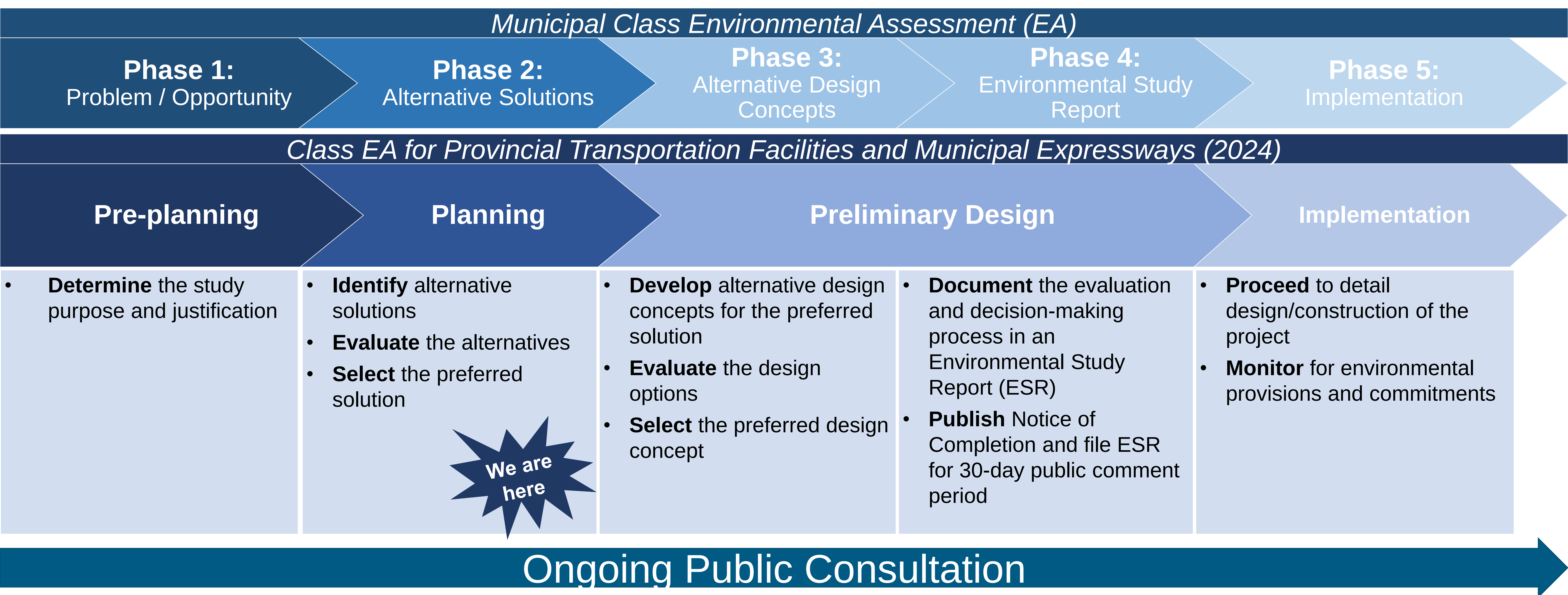
- Thank you for your interest in this study
- The purpose of the harmonized study is to evaluate long-term solutions for the Oxford Road 119 (Harris Street) & Clarke Road intersection and Oxford Road 119 widening

Public Consultation Centre (PCC) 1 Objectives

- **Provide an overview** on the study and existing conditions
- **Present the alternatives** developed and the preferred solution identified
- **Collect feedback** on the preferred solution
- **Summarize next steps** in the study.



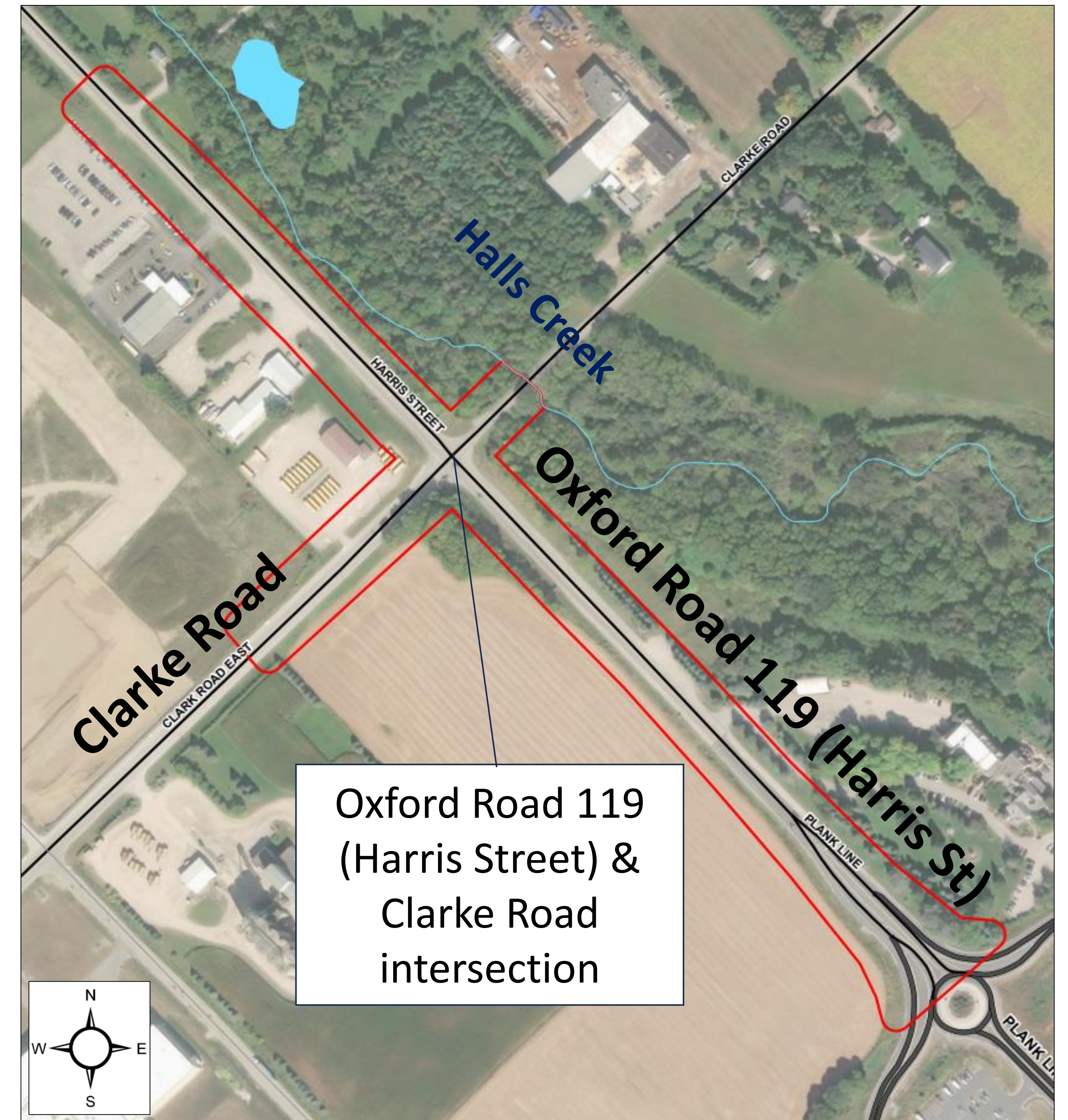
THE HARMONIZED STUDY PROCESS



This harmonized Class EA study is following the requirements for Schedule C projects as outlined in the Municipal Class EA, as well as the Group B projects under the Provincial Class EA.

BACKGROUND – STUDY OVERVIEW

- The Study Area is located at the intersection of Oxford Road 119 (Harris Street) and Clarke Road within the Town of Ingersoll, and on Oxford Road 119 between Clarke Road and the north roundabout at the Highway 401/Highway 19 interchange
- The existing intersection of Oxford Road 119 and Clarke Road is a two-way stop-controlled intersection. Oxford Road 119 is a two-lane major arterial road and key connection between the Town of Ingersoll and Highway 401.
- The surrounding lands have seen a growth in development in recent years and traffic is expected to continue to increase into the future.
- The primary objective of this Harmonized Class EA Study is to develop alternative solutions and recommend a design concept that will address future traffic volumes while balancing community interests and environmental considerations



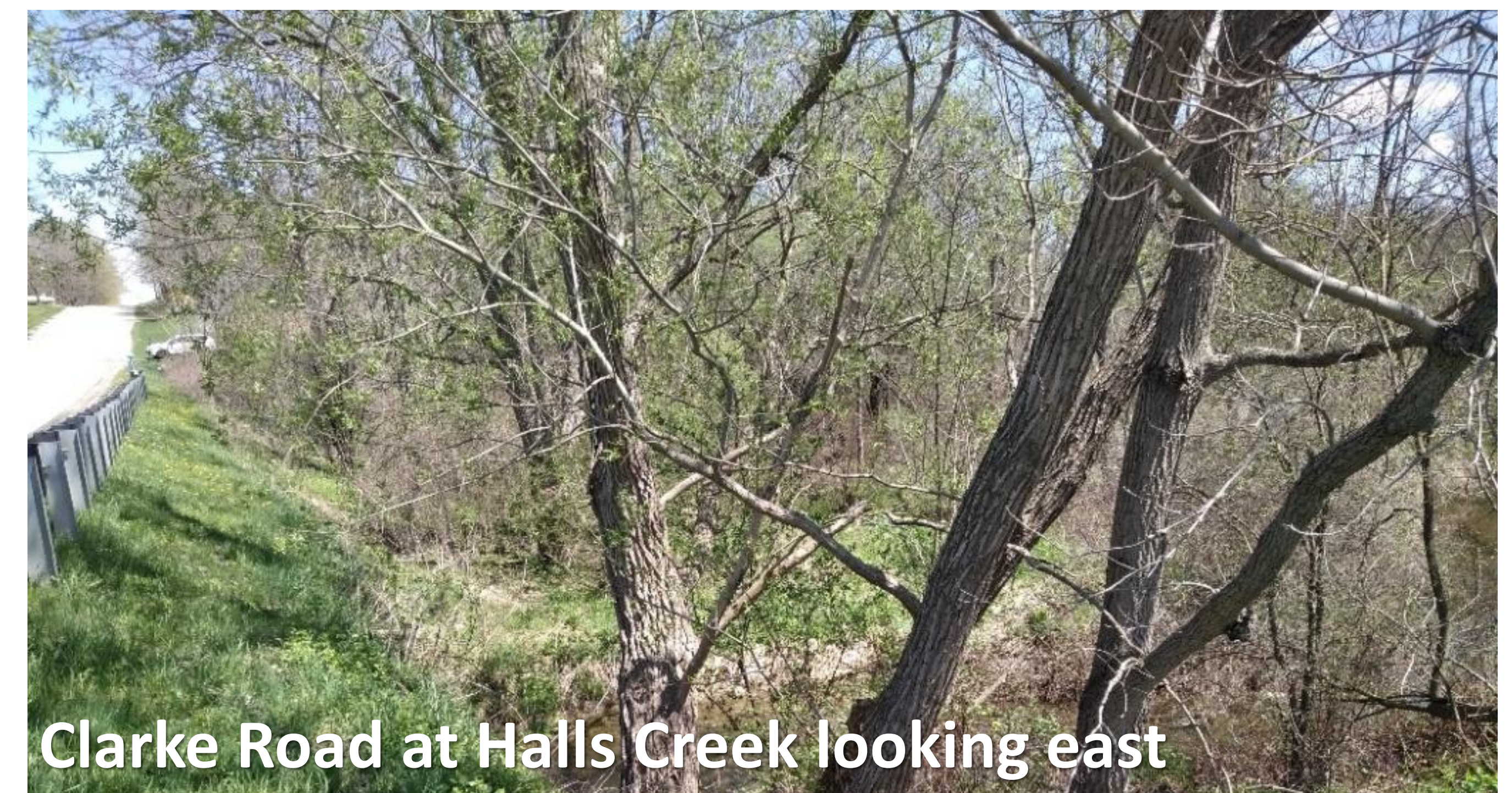
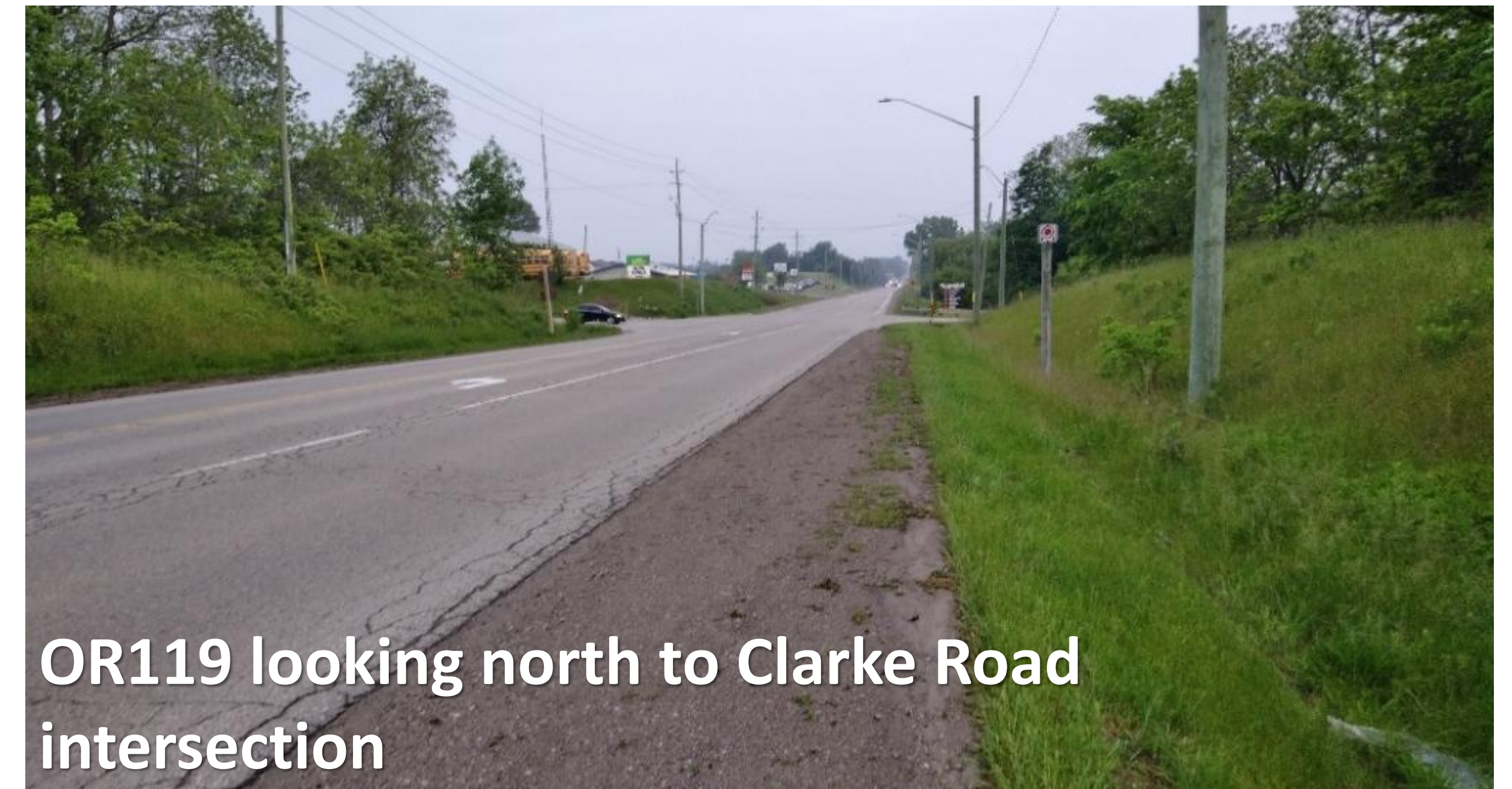
EXISTING CONDITIONS AND ENVIRONMENTAL CONSTRAINTS

- Environmental to be completed as part of the Study:
 - Terrestrial environment background study and impact assessment
 - Aquatic environment background study and impact assessment
 - Stage 1 and 2 archaeological assessment
 - Cultural heritage screening
- The woodlands east and west of Oxford Road 119 are mainly comprised of Black Walnut, with some Sugar Maple, and Willows
- The Halls Creek Drain flows in a northerly direction through the woodlands and valleylands that border the eastern edge of the Study Area
- Halls Creek is designated as an Environmental Protection Area by the Oxford County Official Plan and Town of Ingersoll Land Use Plan



ENGINEERING CONSIDERATIONS

- The proposed alternative must accommodate large vehicles, including semi-trucks, given the proximity to Highway 401, ongoing development, and varied land uses in the area
- The current landscape has variable elevations and any enhancements or widening beyond the current road platform are likely to affect surrounding lands
- The technically preferred alternative should align with the Oxford County Transportation Master Plan, Cycling Master Plan, and the Trails Master Plan, as well as the South West Ingersoll Secondary Plan
- Utilities are present at the intersection including Hydro One, Enbridge, and Bell, as well as existing illumination, storm sewer, sanitary sewer and watermain



PROJECT NEED AND ALTERNATIVES

Problem or Opportunity

As Oxford County continues to experience growth and development, the section of Oxford Road 119 from Clarke Road to Highway 401 is anticipated to face capacity challenges in the near future. The current infrastructure is not equipped to handle the projected increase in traffic volume, which could lead to congestion, delays, and safety concerns.

- The MCEA and Provincial Class EA require alternative solutions to address the problem or opportunity
- Three alternative solutions were identified, and evaluated based on:
 - Potential impacts to the natural environment;
 - Cultural and socio-economic considerations;
 - Engineering performance and feasibility; and,
 - Relative capital costs.

ALTERNATIVE SOLUTIONS

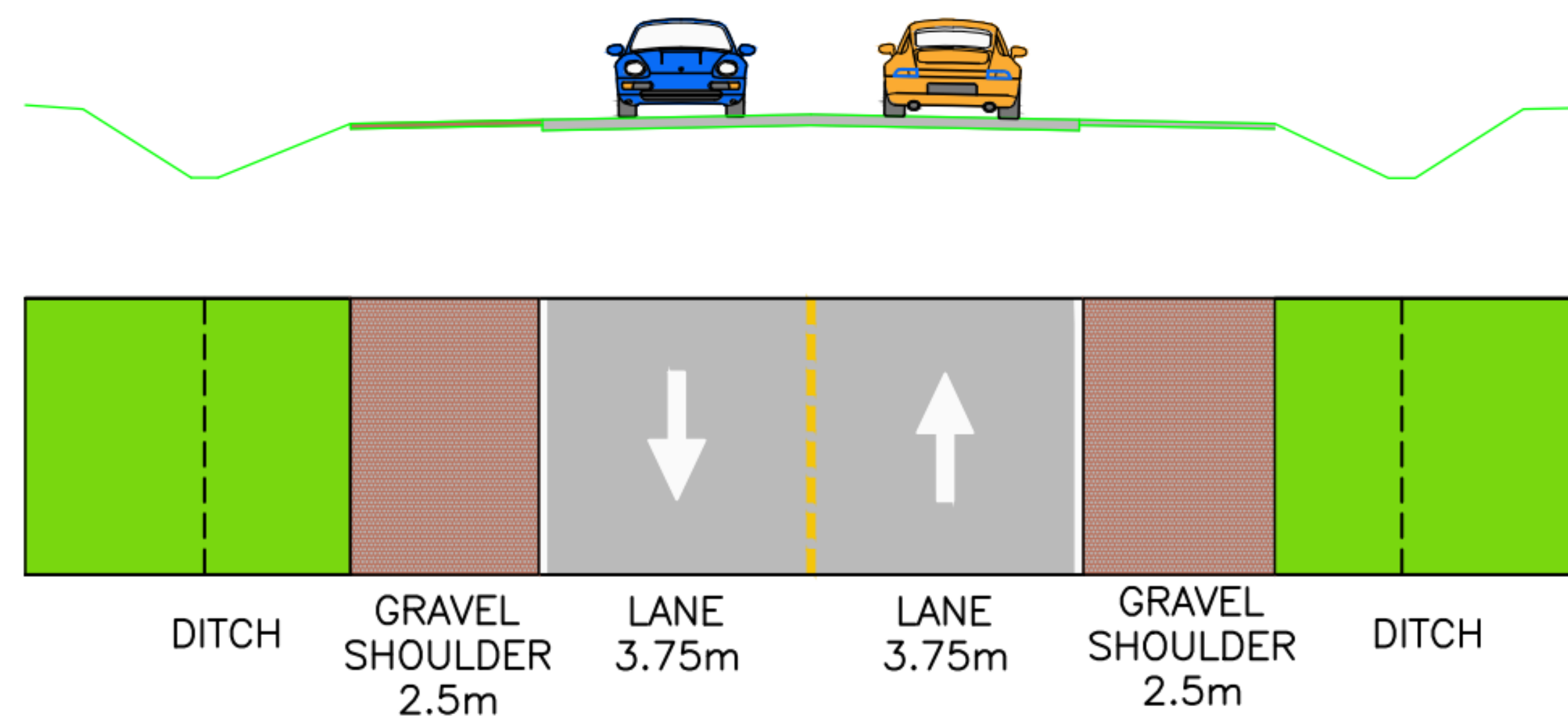
OXFORD ROAD 119 CAPACITY

Alternative Solutions	Carried forward?	Comments
Do Nothing – Leave Oxford Road 119 as two-lane road	Yes	Required to be considered under Harmonized Class EA process
Widen Oxford Road 119 with additional through traffic lanes	Yes	Will address the problem/opportunity statement
New roadway on a new alignment	No	Not feasible due to significant environmental and economic impacts
Provision of a lane for high-occupancy vehicles	No	Not feasible as it would not provide a sufficient length to incentivize drivers to change their behavior
Alternative transportation modes, e.g., public transit (bus)	No	Would not address immediate capacity issues of the roadway itself

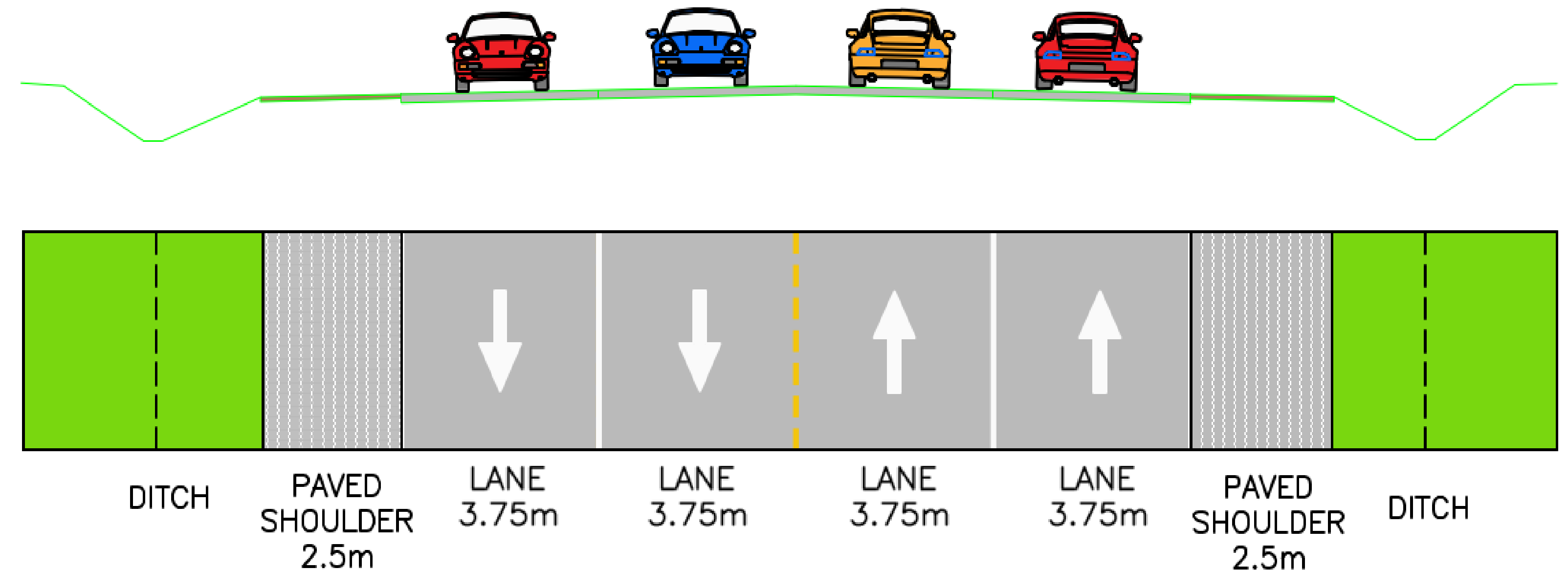
ALTERNATIVE SOLUTIONS

OXFORD ROAD 119 CAPACITY

Alternative 1
Do Nothing – Leave Oxford
Road 119 as two-lane road



Alternative 2
Widen Oxford Road 119 with
additional through traffic lanes



ALTERNATIVE SOLUTIONS INTERSECTION IMPROVEMENTS

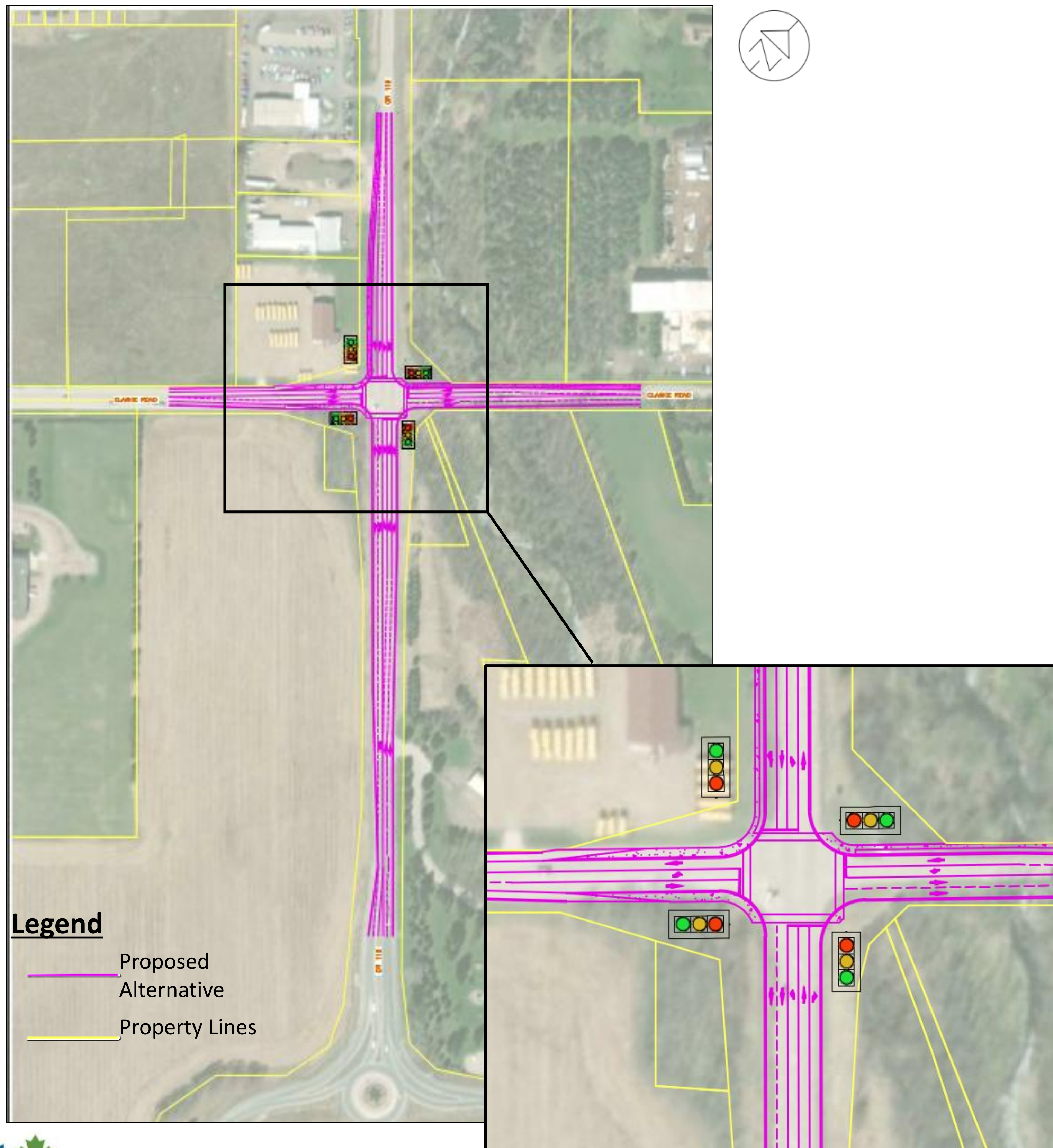
Alternative Solutions	Carried forward?	Comments
Do Nothing – Leave Intersection as is (with no widening on Oxford Road 119)	Yes	Required to be considered under Harmonized Class EA process
Maintain the Two-way Stop-Controlled Intersection with minor improvements (with Widening on Oxford Road 119)	No	Minor improvements could include additional signage, pavement markings adjustments or illumination. Does not address problem/opportunity statement
Signalized Intersection (with Widening on Oxford Road 119)	Yes	Will address problem/opportunity statement
Roundabout (with Widening on Oxford Road 119)	Yes	Will address problem/opportunity statement

ALTERNATIVE #1: “DO NOTHING”

- Leave Oxford Road 119 and Clarke Road intersection “as is” (two-way stop-controlled intersection)
- Does not address the problem/opportunity statement
 - Leaving the intersection and stretch of road between Clarke Road and Highway 401 as is would not address the anticipated capacity issues in the near future.



ALTERNATIVE #2: SIGNALIZED INTERSECTION WITH WIDENING ON OXFORD ROAD 119



Advantages



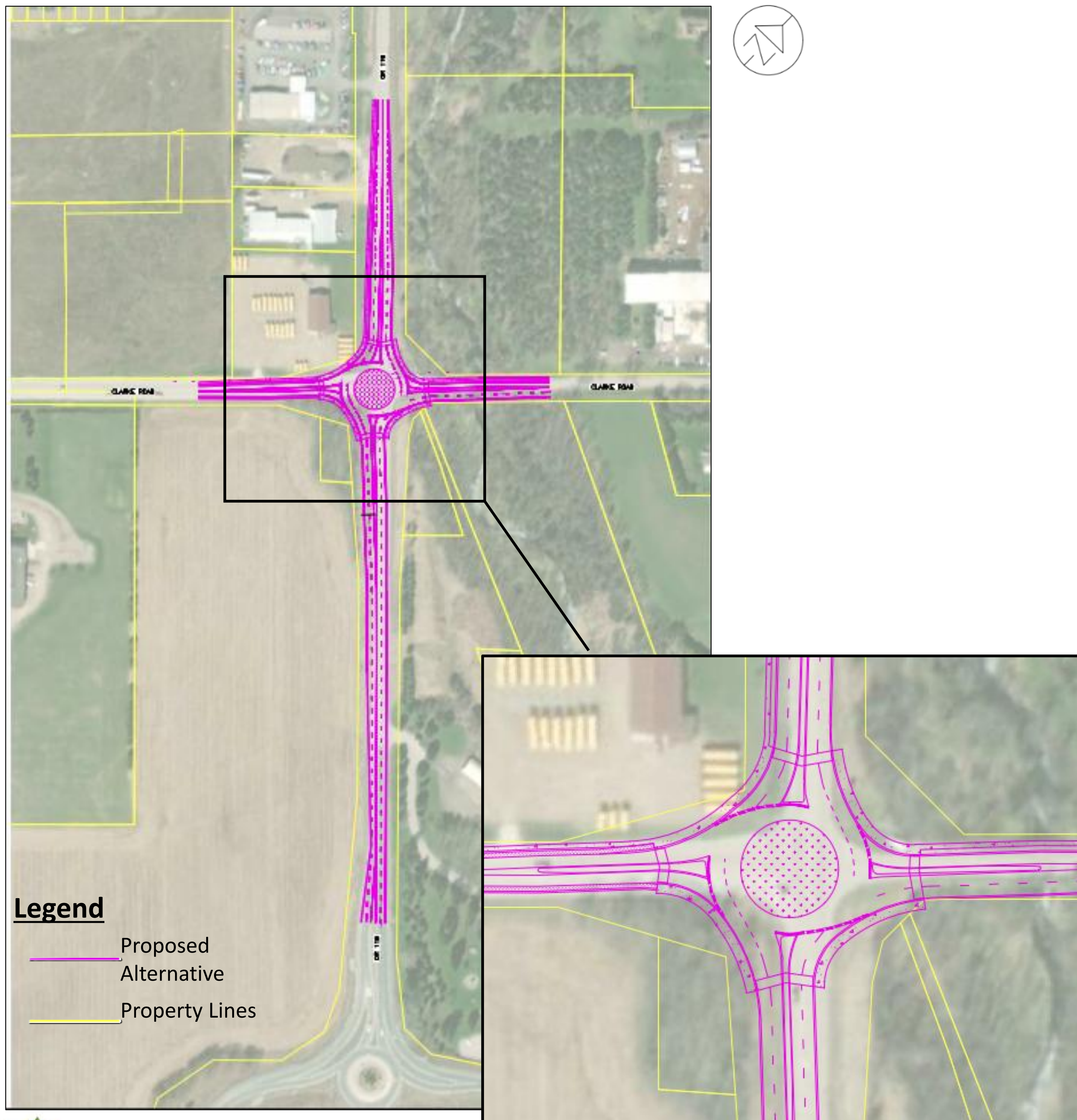
- Moderate property requirements required for intersection improvements and widening of Oxford Road 119
- Overall smaller project footprint when compared to Alternative #3
- Driver familiarity with traffic signals
- Lower overall construction costs
- Less complex construction compared to a roundabout alternative

Disadvantages



- Higher overall maintenance when compared to Alternative #3
- Increase in stop-and-go traffic
- Increased risk of severe/high speed collisions when compared to Alternative #3

ALTERNATIVE #3: ROUNDABOUT WITH WIDENING ON OXFORD ROAD 119



Advantages

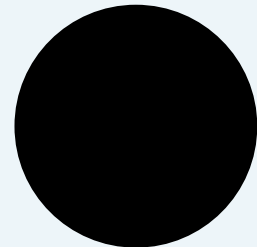
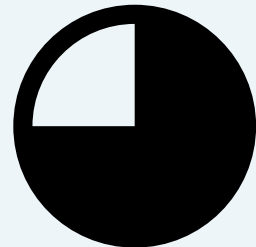
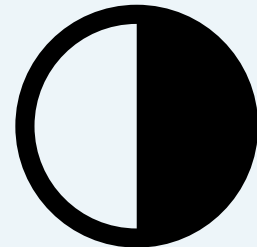
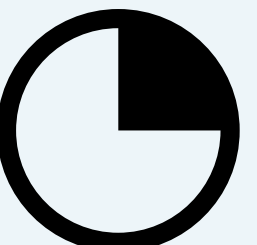
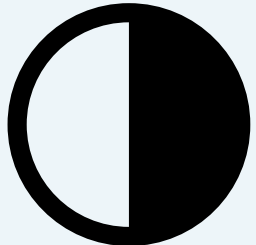
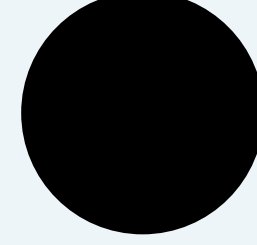
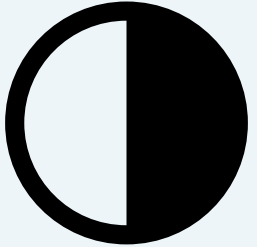
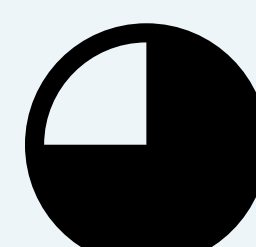
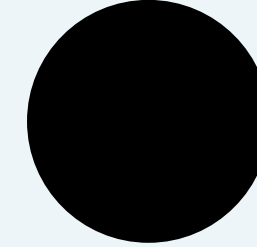
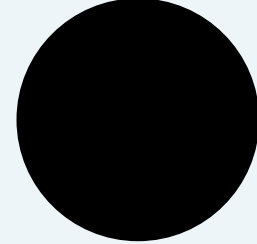
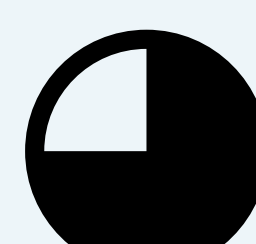
- Fewer stops and delays for traffic reducing idling time and vehicle emissions
- Decreases severity of collisions
- Traffic calming measure (slows vehicles down)
- Can be used as a gateway feature and point of interest entering the Town of Ingersoll
- Creates corridor consistency with roundabouts to south

Disadvantages

- More complex construction and higher upfront costs when compared to Alternative #2
- Larger overall project footprint
- Less accessible for pedestrians when compared to Alternative #2

COMPARATIVE EVALUATION CRITERIA

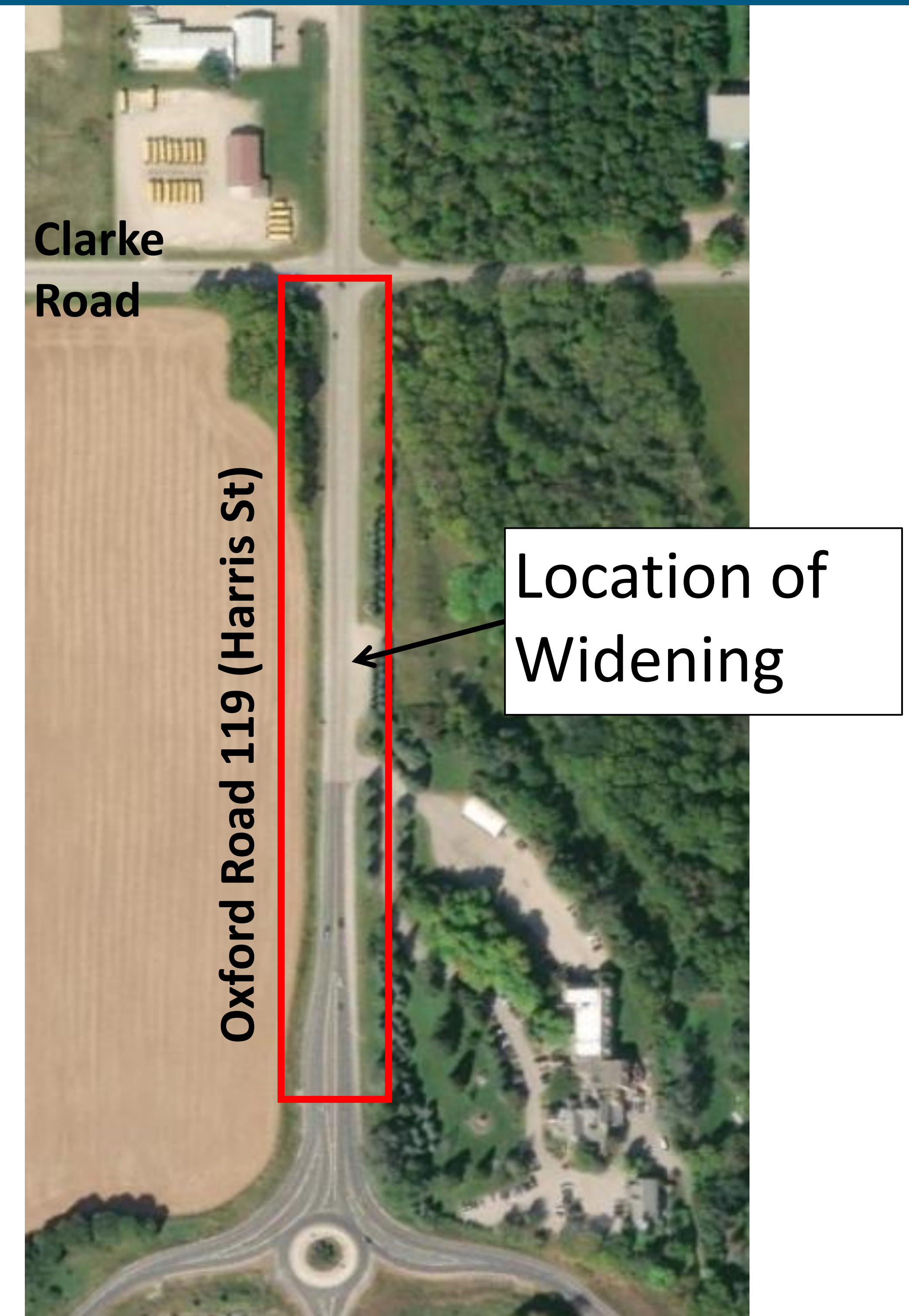
Factor Area	Evaluation Criteria
Natural Environment	•Terrestrial Ecosystems •Fish and Fish Habitat •Species at Risk •Groundwater and Surface Water •Source Water Protection •Air Quality and Climate Change
Socio-Economic Environment	•Land Use/Official Plan •Emergency Services •Alignment with Public Input •Cultural Heritage Resources •Archaeological Resources •Noise •Impacts to Property/Business Operations
Engineering	•Traffic Operations and Capacity •Collision Severity •Constructability •Impacts to utilities
Cost	•Capital and Maintenance Cost (high-level estimates for comparison purposes)

Factor Area	Alternative 1 Do Nothing	Alternative 2 Signalized Intersection	Preferred Alternative 3 Roundabout
Natural Environment	- No additional disruptions to local environment due to construction - Increased idling time due to anticipated capacity issues leading to congestion 	- Smaller proposed area of disturbance; some vegetation removals required - Potential for longer idling time and vehicle emissions 	- Largest proposed area of disturbance; more vegetation removals required - Reduces idling time and vehicle emissions 
Socio-Economic Environment	- Does not accommodate planned growth in the surrounding area - Not in alignment with Oxford County Transportation Master Plan (2024) – does not address existing and future capacity concerns 	- Accommodates planned growth in the surrounding area - In alignment with Oxford County Transportation Master Plan (2024); addresses existing and future capacity concerns - Does not introduce any speed control/traffic calming features 	- Accommodates planned growth in the surrounding area - In alignment with Oxford County Transportation Master Plan (2024); addresses existing and future capacity concerns - Provides a Gateway feature into the Town of Ingersoll - Provides speed control / traffic calming 
Engineering	- No additional requirements beyond existing maintenance - Potential increase in collisions due to higher traffic volumes - No increase in capacity 	- Higher maintenance requirements (electrified infrastructure, etc.) - Less complex construction - Increased risk for severe/high speed collisions 	- Some ongoing maintenance (landscaping) - Decreases severity of collisions - Fewer stops and delays - More complex construction 
Cost	No additional cost beyond existing maintenance 	Moderate capital cost, but moderate maintenance costs 	Highest capital and property costs, but relatively low maintenance cost 

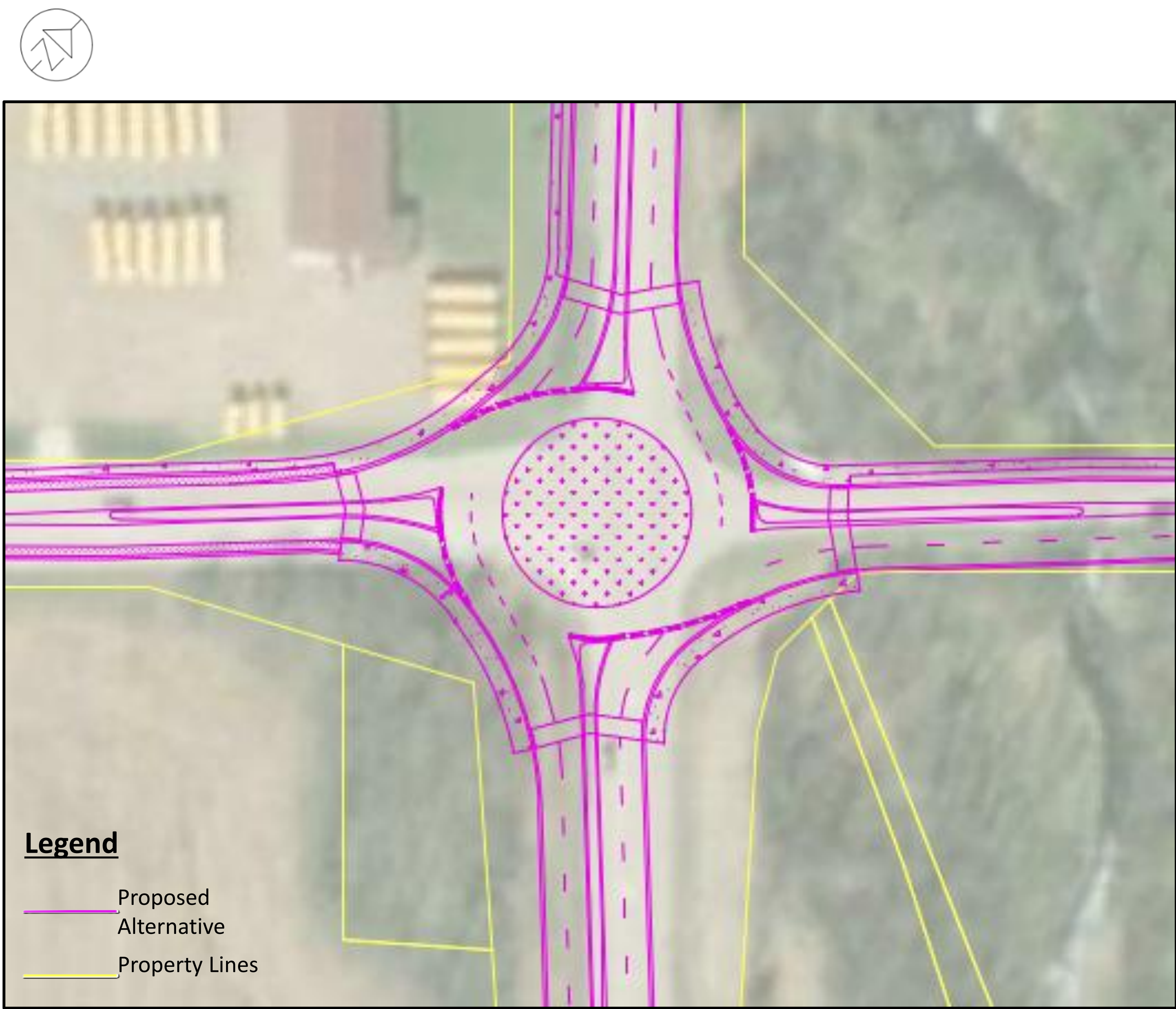
OXFORD ROAD 119 WIDENING

WHY IS IT REQUIRED?

- In addition to the intersection improvements at Oxford Road 119 and Clarke Road, widening of the Oxford Road 119 corridor is proposed from Clarke Road southerly to the north roundabout at the Highway 401/Highway 19 interchange
 - The County of Oxford Transportation Master Plan (2024) has identified a need for an increase in capacity on Oxford Road 119 between Clarke Road and Highway 401
 - To accommodate the anticipated increase in traffic, the stretch of Oxford Road 119 between Clarke Road to Highway 401 is proposed to be widened from two lanes to four lanes.



PRELIMINARY TECHNICALLY PREFERRED ALTERNATIVE: ROUNDABOUT



Summary of Evaluation	
Natural Environment	•Reduced idling time and vehicle emissions •Less stop-and-go traffic •Requires vegetation removals
Socio-Economic Environment	•Accommodates future increase in traffic and is aligned with County of Oxford planning documents •Provides a gateway feature to the Town of Ingersoll
Engineering	•Reduces severity of collisions when compared to traffic signals •Requires generally less maintenance through its service life •Provides speed management/traffic calming measures •More complex to construct than a signalized intersection
Cost	•Highest capital and property costs, but relatively low maintenance cost

NEXT STEPS

Next Steps	Fall 2025	Winter 2025/2026	Spring 2026 and Beyond
Review feedback from PCC #1	Respond to comments		
Develop and evaluate alternative design concepts	Incorporate public input into evaluation		
PCC #2	Present Technically Preferred Alternative and Design Concepts		
Complete environmental assessment for preferred design concept	ESR for staff and Council review and approval		
Publish ESR for 30 Day Review Period		30-Day Public Review Period; timing TBD	
Detail Design and Construction			Timing TBD; subject to funding and approvals

THANK YOU FOR ATTENDING.

Your input is important to this study. Please provide any comments or questions to either of the project team members listed below by October 12, 2025.

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