

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

PUBLIC CONSULTATION CENTRE 2 / OXFORD COUNTY  
NOVEMBER 27, 2025

North of OR119 and Clarke Road  
intersection, looking south

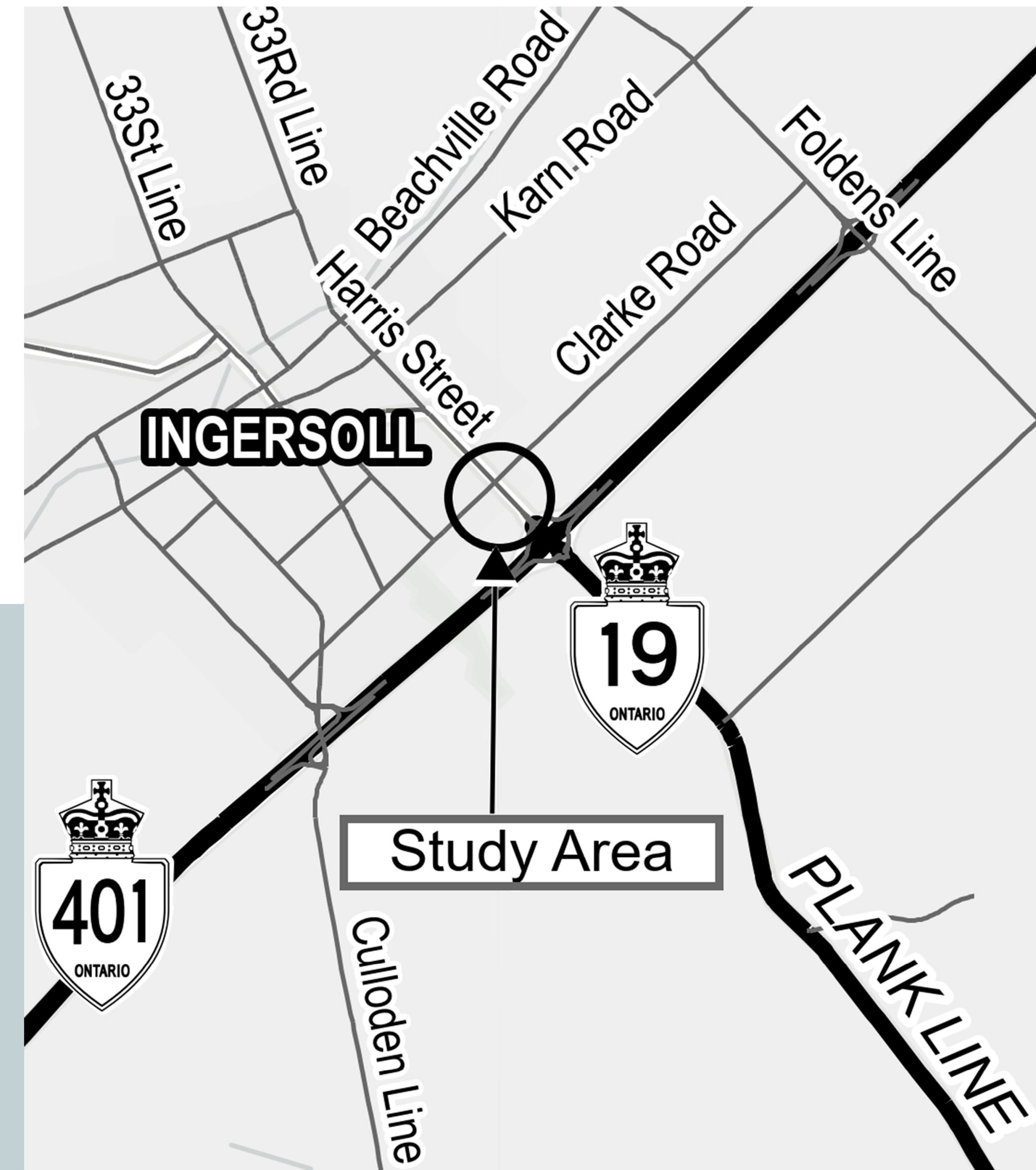


# WELCOME

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

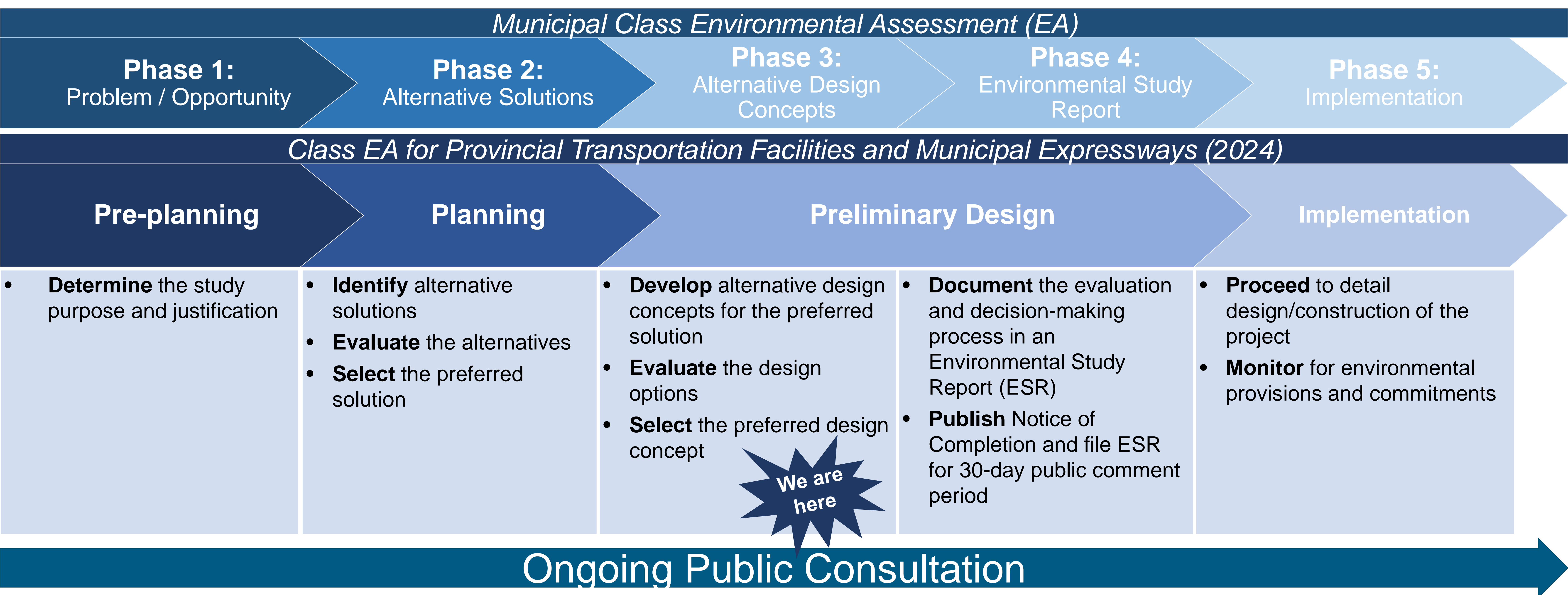
## Public Consultation Centre (PCC) 2 Objectives

- Review and evaluate the shortlist of alternative design concepts
- Describe preliminary mitigation measures to avoid and alleviate environmental impacts
- Determine the technically preferred design concept
- Discuss next steps and reporting requirements





# THE HARMONIZED STUDY PROCESS

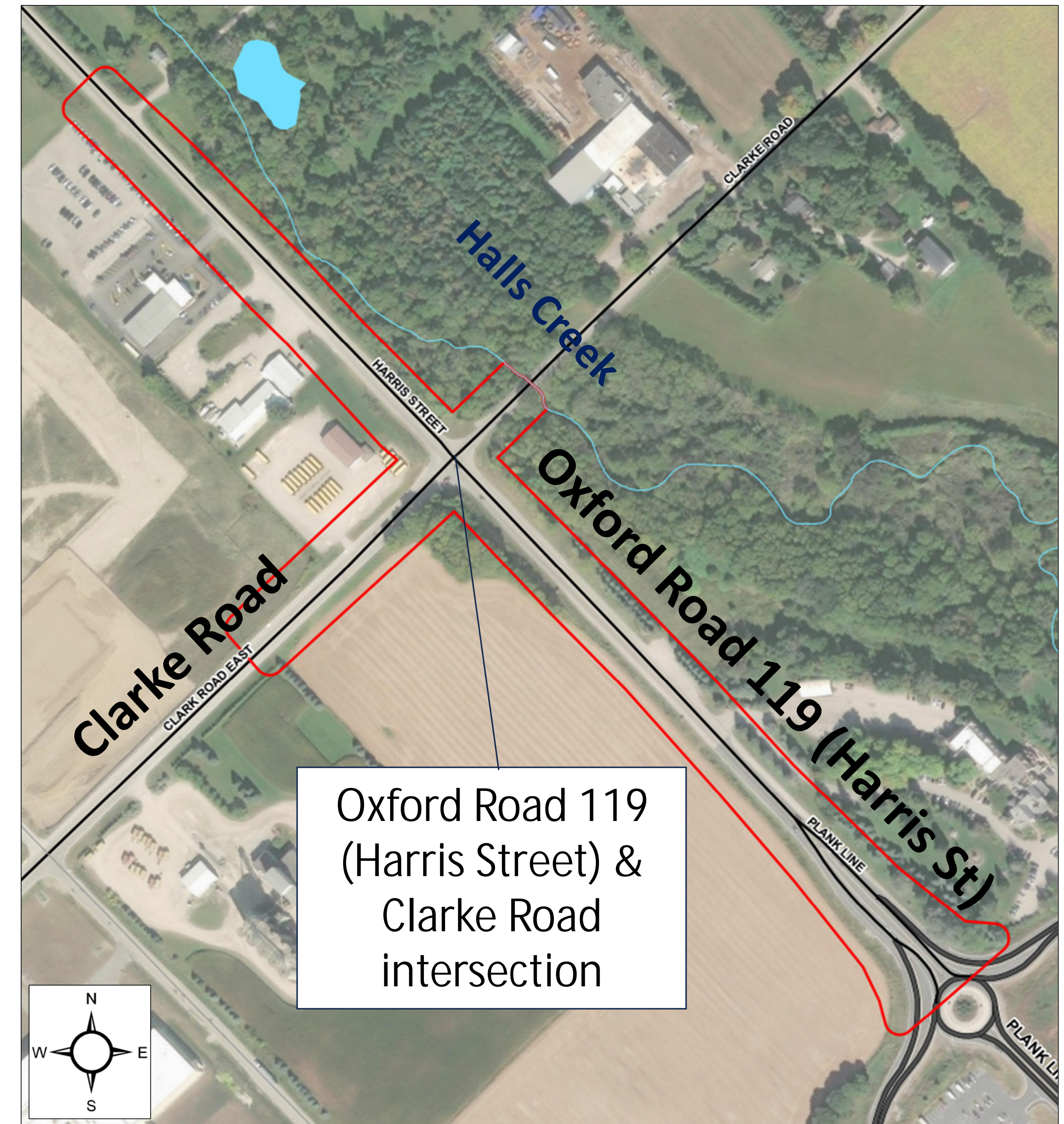


*This harmonized Class EA study is following the requirements for Schedule C projects as outlined in the Municipal Class EA, as well as the Group B projects under the Provincial Class EA.*



# 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.



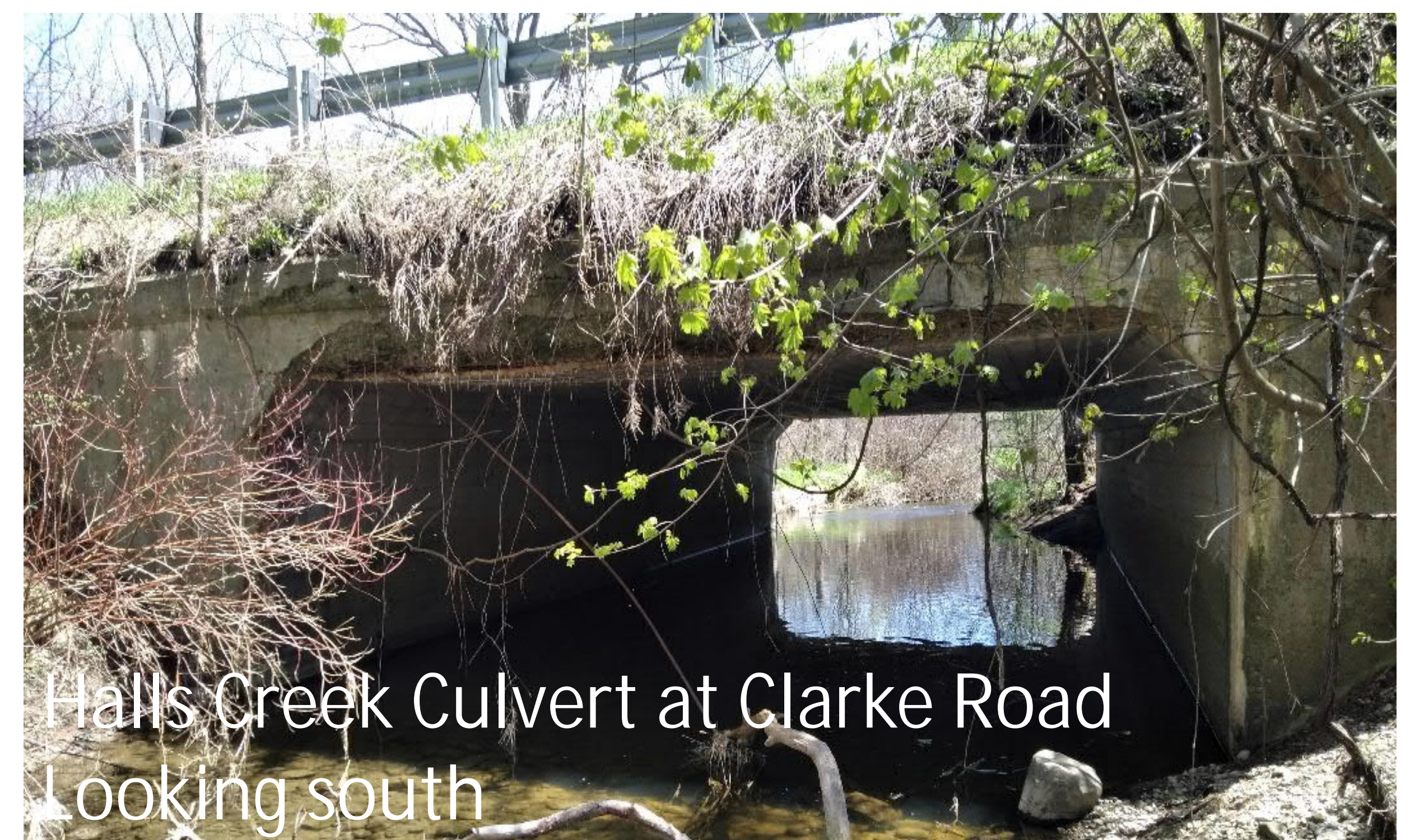


# WHAT WE HEARD AT PUBLIC CONSULTATION CENTRE (PCC) #1

- PCC #1 was held on September 25, 2025. At PCC #1 we presented:
  - The project background, objectives, and study approach
  - A review of the project's technical constraints and opportunities
  - A shortlist of alternative solutions
  - An evaluation of the alternative solutions based on environmental, socio-economic, engineering, and cost-related criteria
  - The preliminary technically preferred solution (roundabout)
- What we heard from you:
  - Traffic and safety concerns at the OR 119 and Clarke Road intersection
  - Concerns related to potential construction delays and disruptions
  - Support for enhancing infrastructure for active transportation

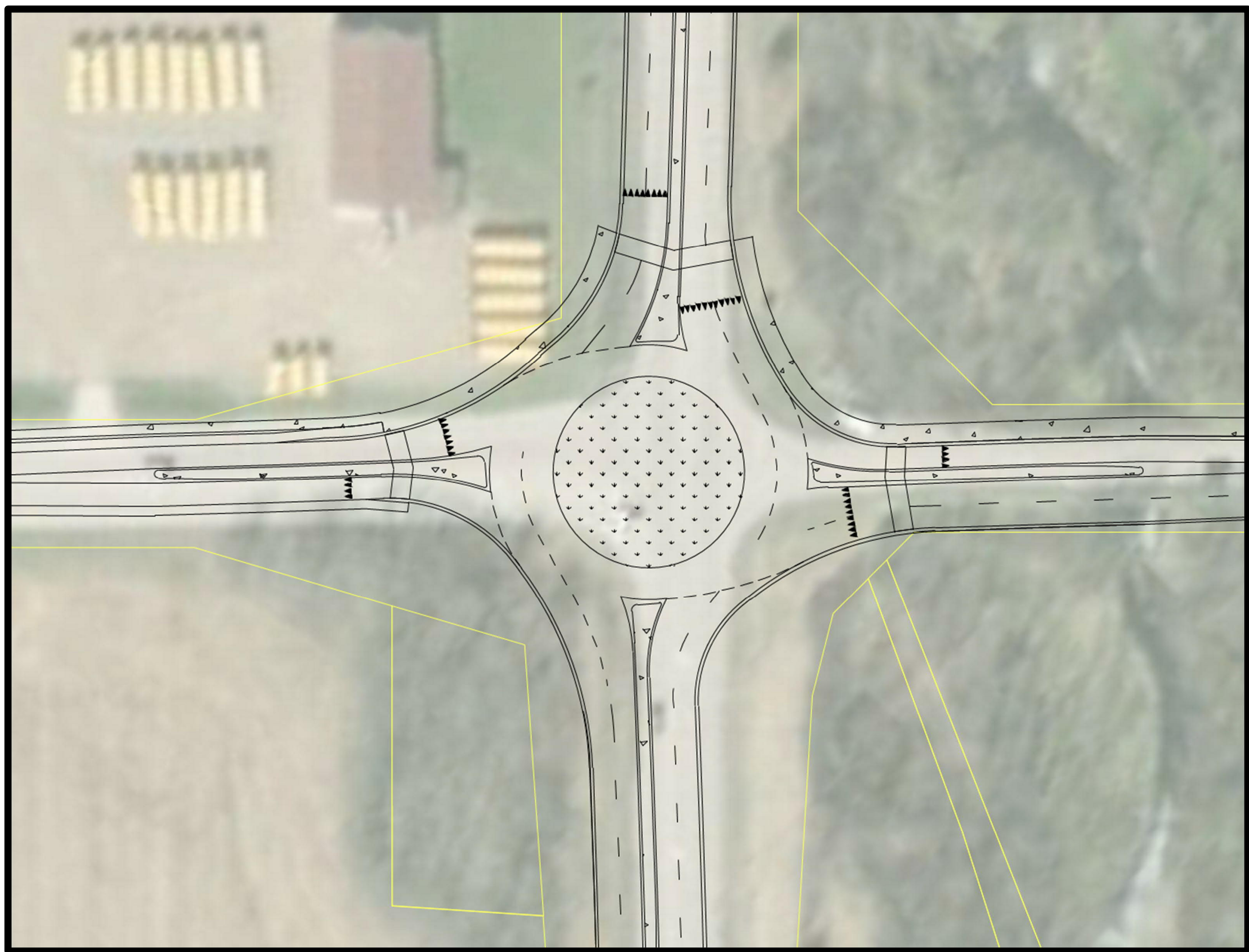
*To view the PCC #1 display boards, please visit the project website:*

<https://speakup.oxfordcounty.ca/or119-clarke-ea>





# TECHNICALLY PREFERRED ALTERNATIVE SOLUTION: ROUNDABOUT AND WIDENING



Legend

- Proposed Alternative
- Property Lines

Summary of Evaluation from PCC #1	
Natural Environment	<ul style="list-style-type: none"><li>• Reduced idling time and vehicle emissions</li><li>• Less stop-and-go traffic</li><li>• Requires vegetation removals</li></ul>
Socio-Economic Environment	<ul style="list-style-type: none"><li>• Accommodates future increase in traffic and is aligned with County of Oxford planning documents</li><li>• Provides a gateway feature to the Town of Ingersoll</li></ul>
Engineering	<ul style="list-style-type: none"><li>• Reduces severity of collisions when compared to traffic signals</li><li>• Requires generally less maintenance through its service life</li><li>• Provides speed management/traffic calming measures</li><li>• More complex to construct than a signalized intersection</li></ul>
Cost	<ul style="list-style-type: none"><li>• Highest capital and property costs, but relatively low maintenance cost</li></ul>



# PROJECT NEED AND ALTERNATIVE DESIGN CONCEPTS

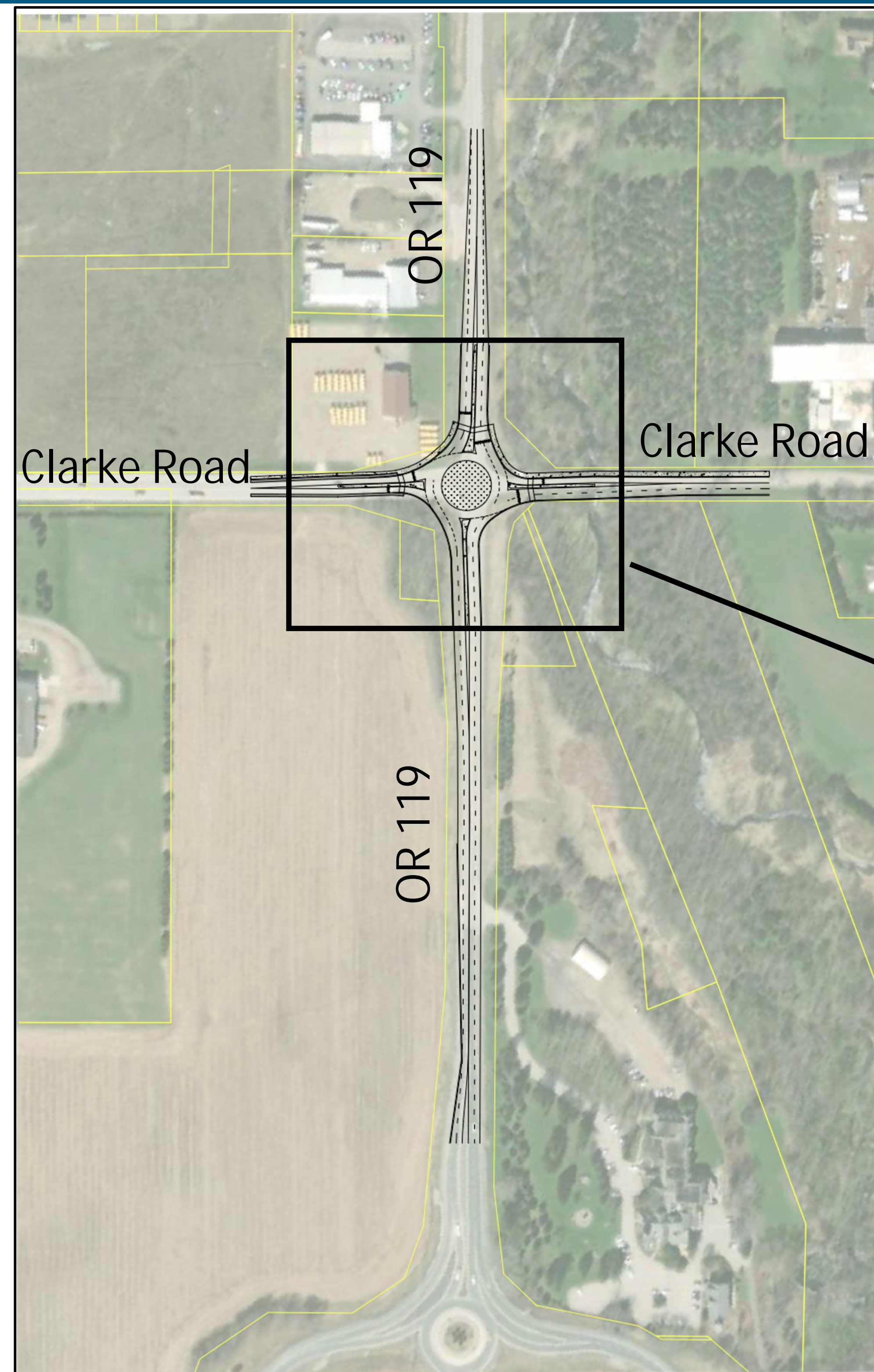
## Problem or Opportunity

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.

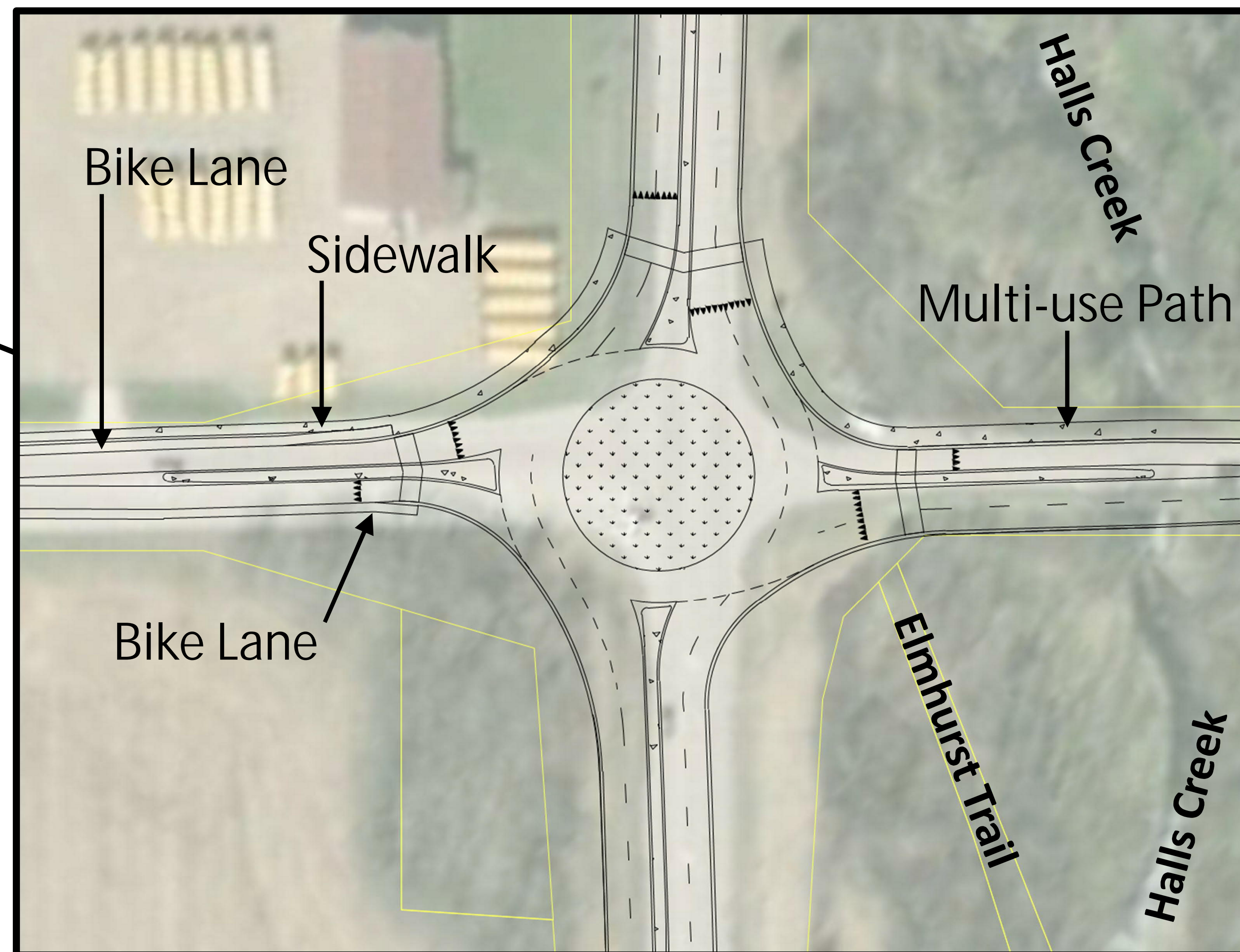
- This phase of the process involves the evaluation of alternative design concepts for implementing the Preferred Solution presented at PCC #1. Following feedback from PCC #2, a preferred design concept will be selected.
- During the design development, three options were evaluated:
  - Multi-lane Roundabout
  - Single-Lane Roundabout with right-turn bypass lane
  - Single-Lane Roundabout with a right-turn exit lane



# ALTERNATIVE DESIGN CONCEPT #1: MULTI-LANE ROUNDABOUT



Alternative Design Concept #1 includes a multi-lane roundabout with widening on Oxford Road 119 (two northbound and two southbound lanes). When compared to the other design concepts, Alternative Design Concept #1 is expected to have:



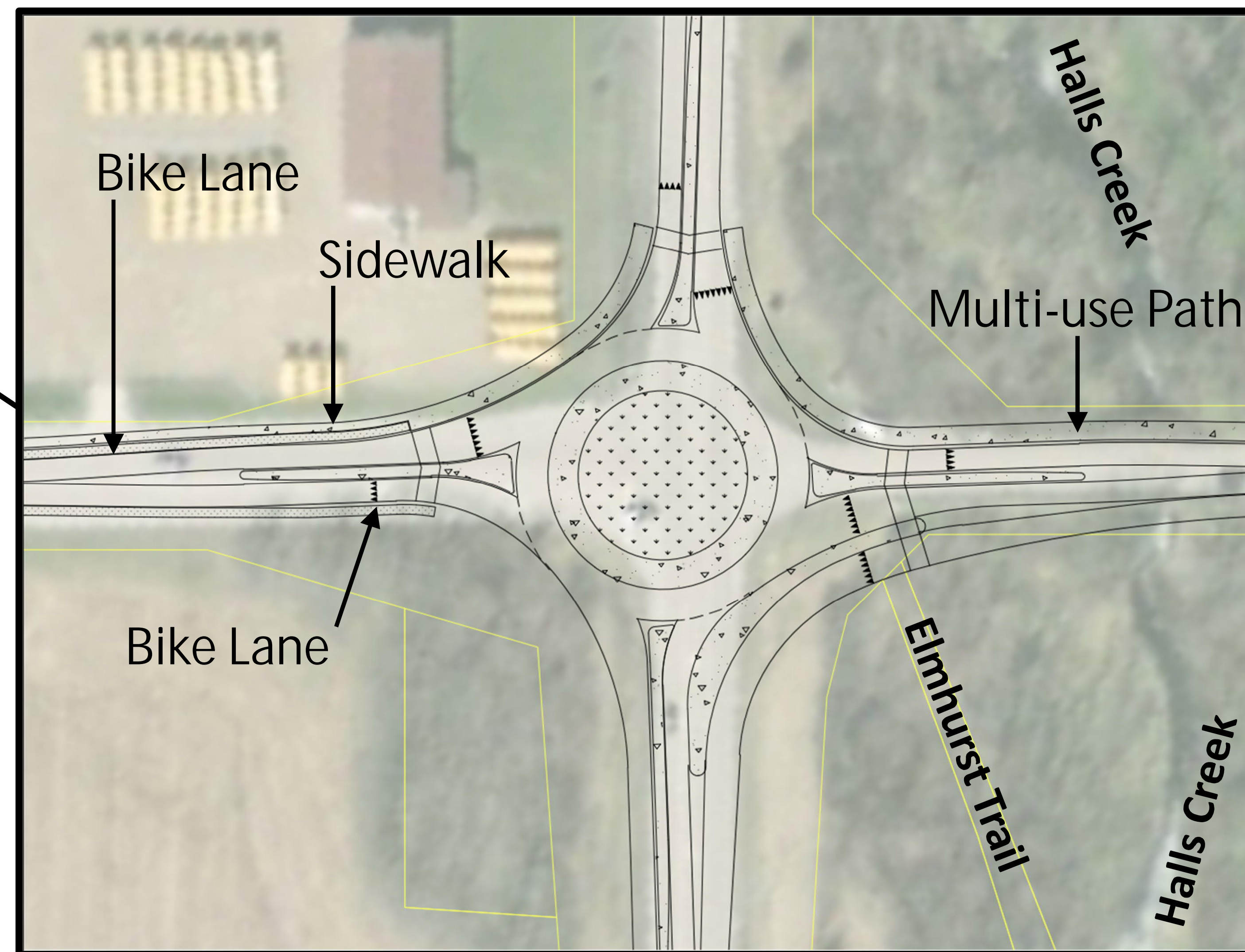
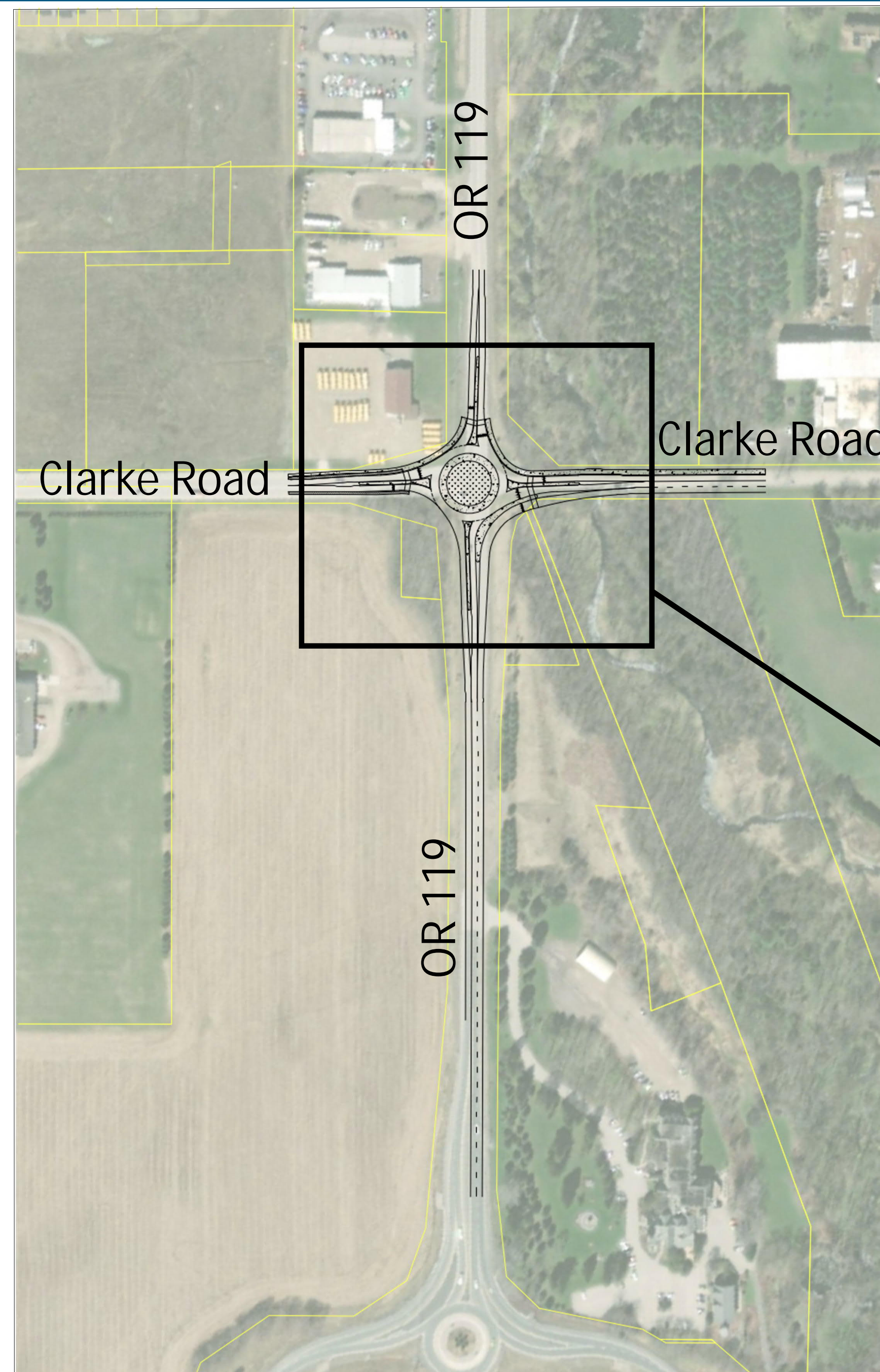
- Less impact to Halls Creek and culvert\*
- Greatest property impacts
- Greatest impact to the woodlot to the southwest
- Longest-duration construction
- Longest crossing distance for pedestrians
- Highest capital costs



# ALTERNATIVE DESIGN CONCEPT #2: SINGLE-LANE ROUNDABOUT WITH RIGHT-TURN BYPASS LANE

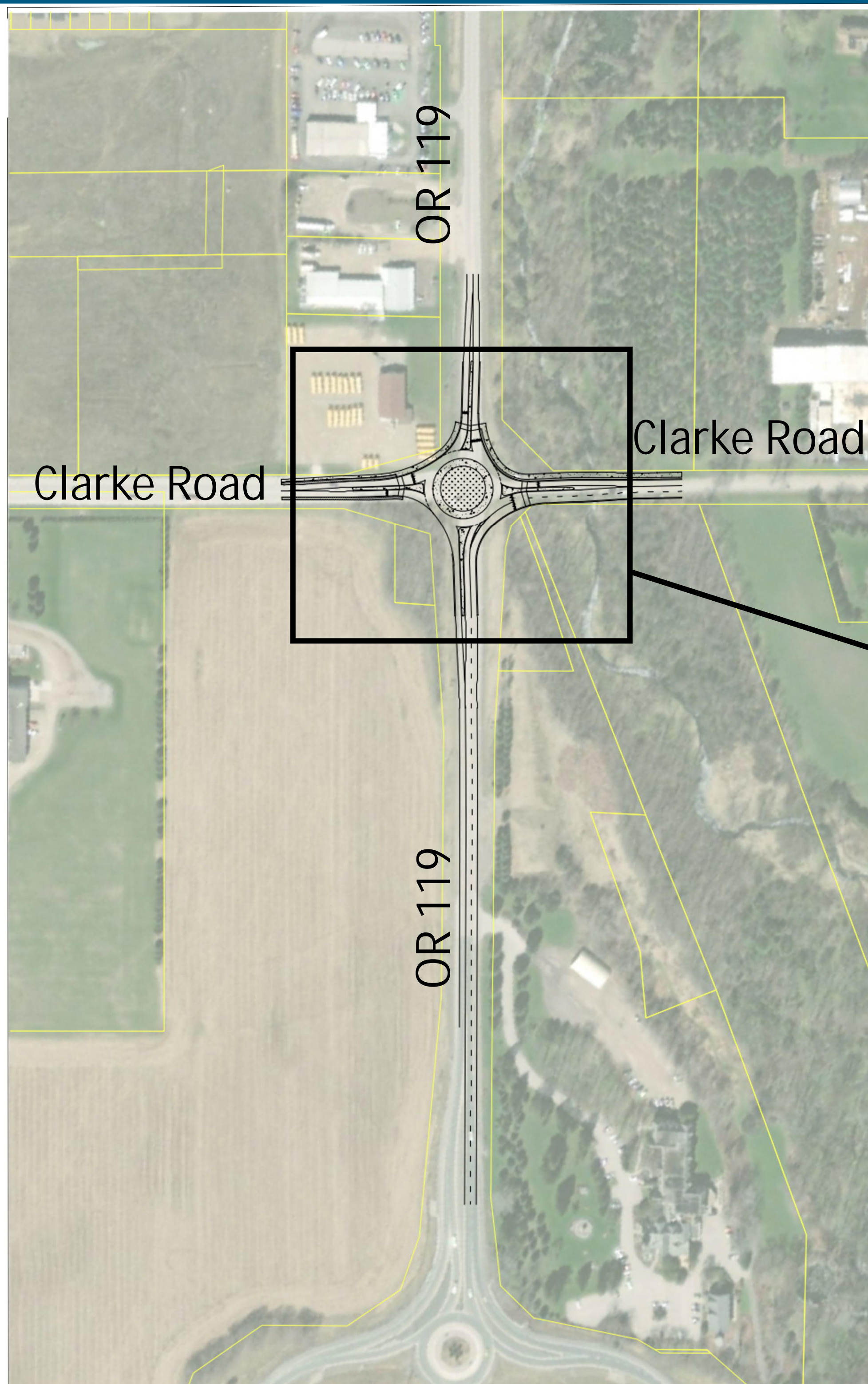
Alternative Design Concept #2 includes a single-lane roundabout with a right turn-bypass and widening on Oxford Road 119 (two northbound lanes and one southbound lane) between Clarke Road and Highway 401. When compared to the other design concepts, Alternative Design Concept #2 is expected to have:

- Greatest impact to Halls Creek
- Moderate property impacts
- Less impact to the woodlot to the southwest
- Shorter duration construction\*
- Shortest crossing distance for pedestrians
- Moderate capital costs

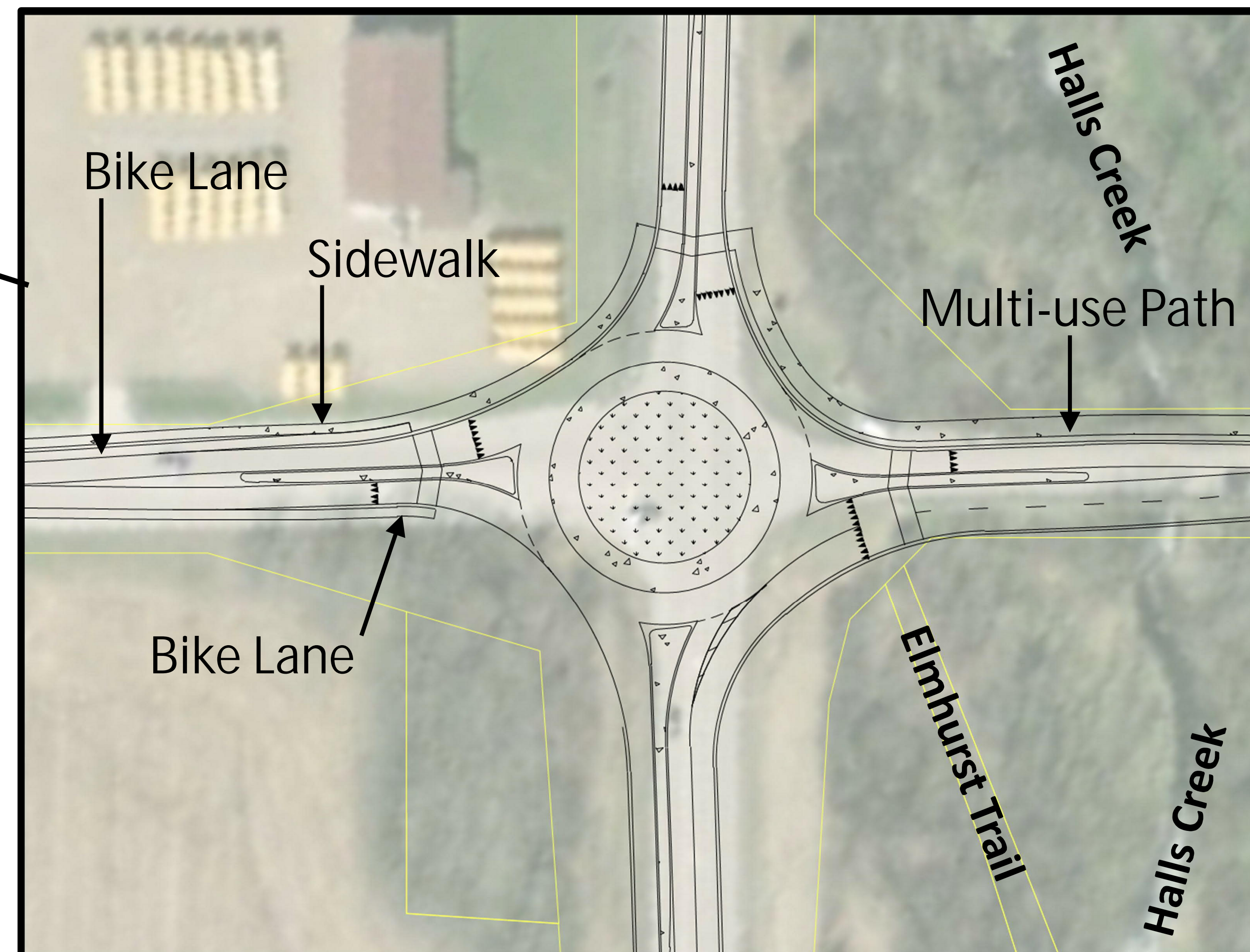




# ALTERNATIVE DESIGN CONCEPT #3: SINGLE-LANE ROUNDABOUT WITH RIGHT-TURN EXIT LANE



Alternative Design Concept #3 includes a single-lane roundabout with a right-turn exit lane and widening on Oxford Road 119 (two northbound lanes and one southbound lane) between Clarke Road and Highway 401. When compared to the other design concepts, Alternative Design Concept #3 is expected to have:



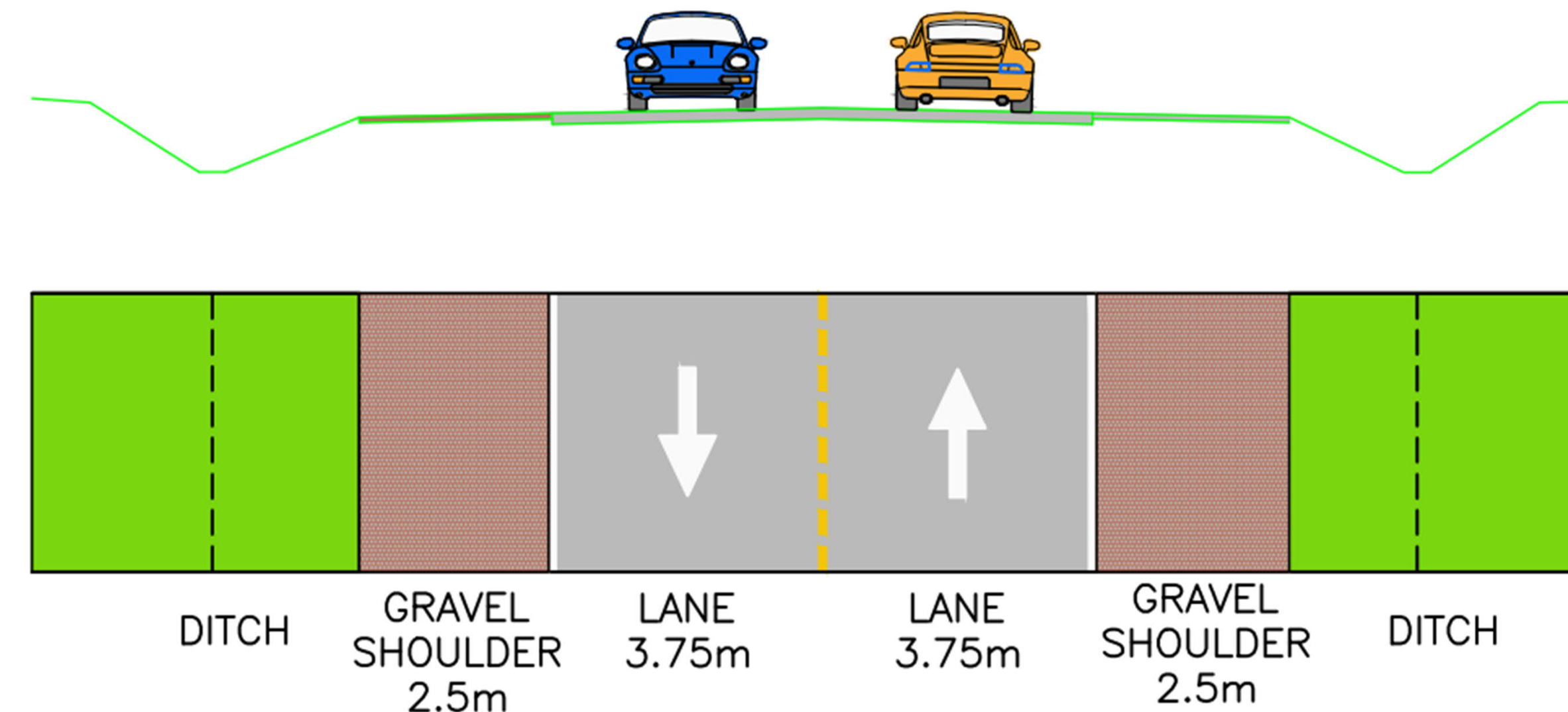
- Less impact to Halls Creek and culvert\*
- Least property impact
- Less impact to the woodlot to the southwest
- Shorter duration construction\*\*
- Moderate crossing distance for pedestrians
- Lowest capital costs



# ALTERNATIVE DESIGN CONCEPTS

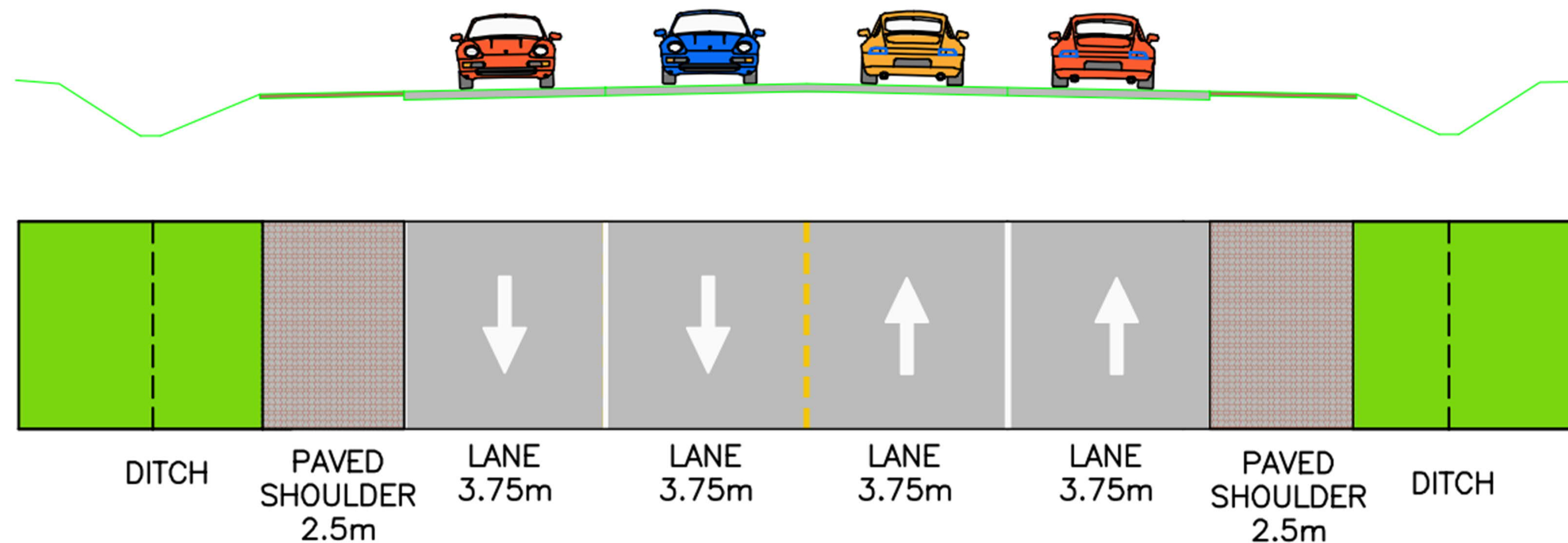
## OXFORD ROAD 119 CAPACITY

In addition to the intersection improvements, widening of the OR119 corridor will be required between Clarke Road and Highway 401 for each alternative

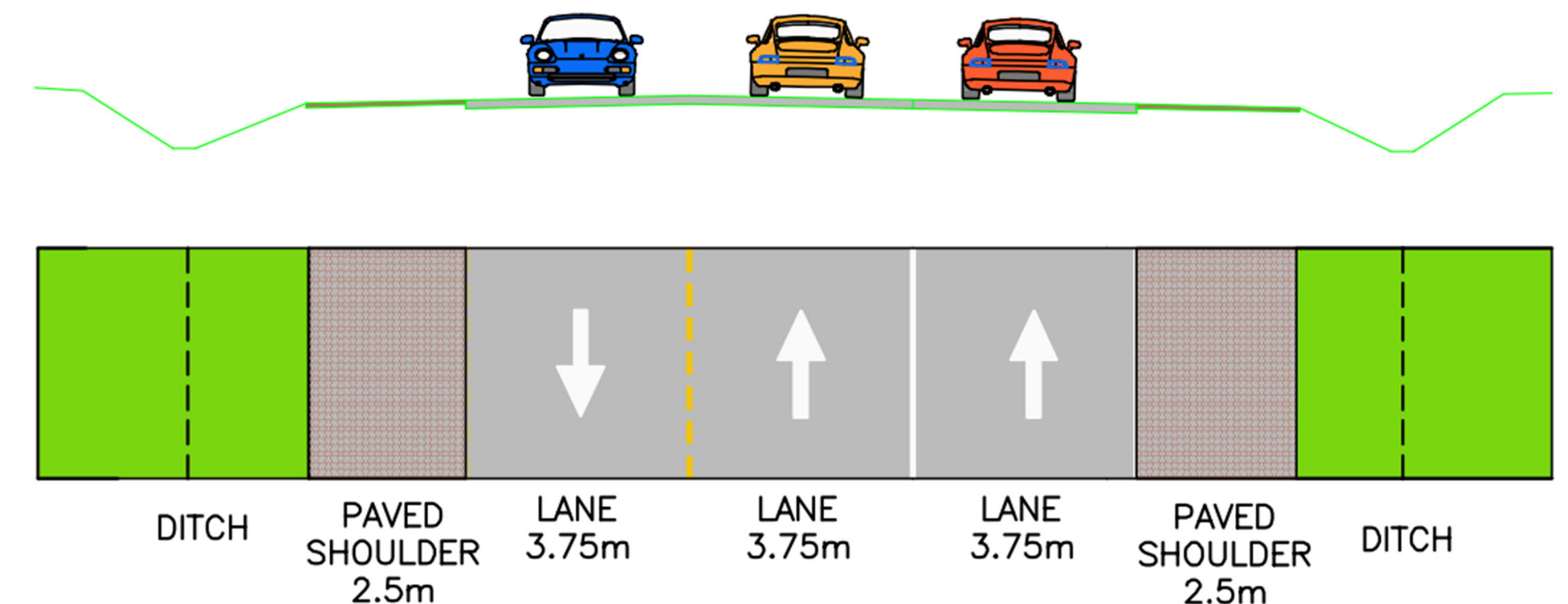


Existing Conditions  
(Oxford Road 119  
two-lane road)

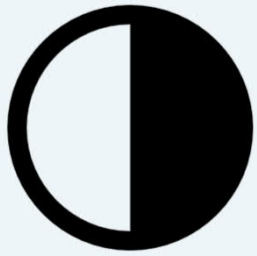
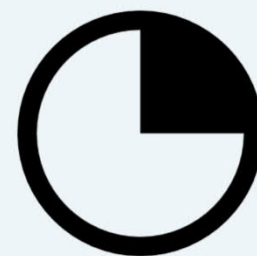
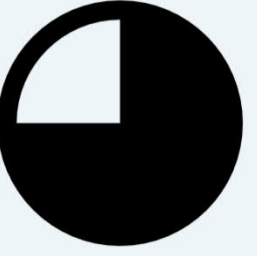
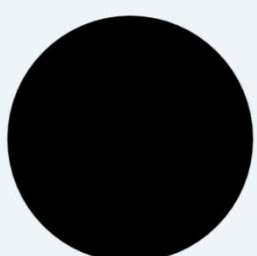
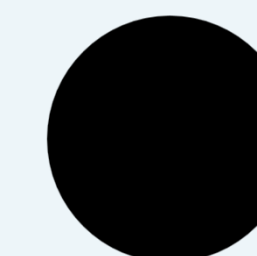
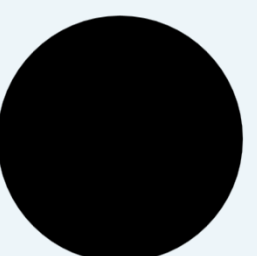

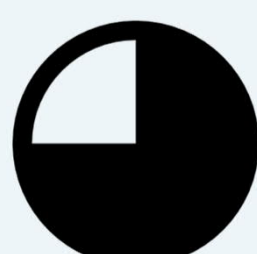

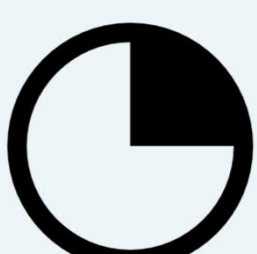

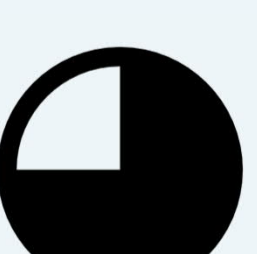
Widening Required with Alternative 1  
Widen Oxford Road 119 with additional southbound and northbound through traffic lanes between Clarke Road and Highway 401



Widening Required with Alternative 2 and 3  
Widen Oxford Road 119 with one additional northbound through traffic lanes between Clarke Road and Highway 401



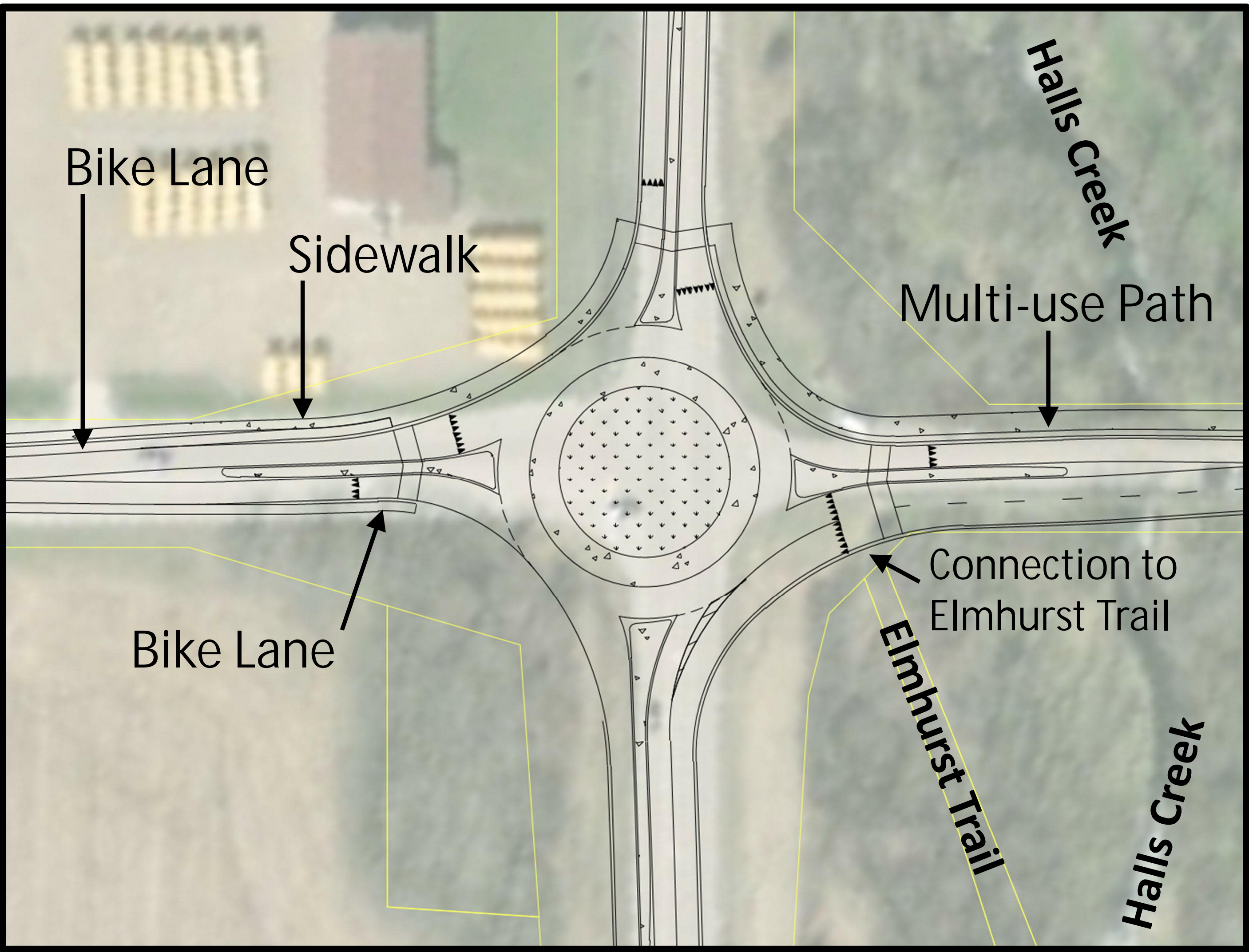


Factor Area	Alternative 1 Multi-Lane Roundabout	Alternative 2 Single-Lane Roundabout with Right-Turn Bypass Lane	Alternative 3 Single-Lane Roundabout with Right-Turn Exit Lane
Natural Environment	<ul style="list-style-type: none"> <li>Less impact to the Halls Creek culvert when compared with Alternative 2</li> <li>Additional impacts to the woodlot to the southwest</li> </ul> 	<ul style="list-style-type: none"> <li>Greatest impact to the Halls Creek culvert due to wider road platform</li> <li>Less impact to the southwest woodlot when compared with Alternative 1</li> </ul> 	<ul style="list-style-type: none"> <li>Less impact to the Halls Creek culvert when compared with Alternative 2</li> <li>Less impact to the southwest woodlot when compared with Alternative 1</li> </ul> 
Socio-Economic Environment	<ul style="list-style-type: none"> <li>Accommodates planned growth and addresses capacity concerns</li> <li>Aligns with the Oxford County Transportation Master Plan (2024)</li> <li>Provides a Gateway feature into the Town of Ingersoll</li> <li>Provides speed control / traffic calming</li> </ul> 	<ul style="list-style-type: none"> <li>Accommodates planned growth and addresses capacity concerns</li> <li>Aligns with the Oxford County Transportation Master Plan (2024)</li> <li>Provides a Gateway feature into the Town of Ingersoll</li> <li>Provides speed control / traffic calming</li> </ul> 	<ul style="list-style-type: none"> <li>Accommodates planned growth and addresses capacity concerns</li> <li>Aligns with the Oxford County Transportation Master Plan (2024)</li> <li>Provides a Gateway feature into the Town of Ingersoll</li> <li>Provides speed control / traffic calming</li> </ul> 
Engineering	<ul style="list-style-type: none"> <li>Longest crossing distance for pedestrians due to additional pavement width</li> <li>Longest construction due to additional lanes at roundabout and additional OR119 southbound lane</li> </ul> 	<ul style="list-style-type: none"> <li>Shortest crossing distance for pedestrians</li> <li>Shorter construction when compared with Alternative 1</li> </ul> 	<ul style="list-style-type: none"> <li>Moderate crossing distance requirements for pedestrians</li> <li>Shorter construction when compared with Alternative 1</li> </ul> 
Cost	<ul style="list-style-type: none"> <li>Highest capital cost</li> <li>Highest property cost</li> <li>Relatively low maintenance cost</li> </ul> 	<ul style="list-style-type: none"> <li>Moderate capital cost</li> <li>Moderate property cost</li> <li>Similar maintenance costs to Alternative 1</li> </ul> 	<ul style="list-style-type: none"> <li>Lowest capital cost</li> <li>Lowest property cost</li> <li>Similar maintenance costs to the other alternatives</li> </ul> 

Preferred



# PRELIMINARY TECHNICALLY PREFERRED ALTERNATIVE: SINGLE-LANE ROUNDABOUT WITH RIGHT-TURN EXIT LANE



Legend

- Proposed Alternative
- Property Lines

Summary of Evaluation	
Natural Environment	<ul style="list-style-type: none"><li>• Less impact at the Halls Creek culvert</li><li>• Less impact to the woodlot to the southwest</li></ul>
Socio-Economic Environment	<ul style="list-style-type: none"><li>• Accommodates planned growth and addresses capacity concerns</li><li>• Aligns with the Oxford County Transportation Master Plan (2024)</li><li>• Provides a Gateway feature into the Town of Ingersoll</li><li>• Provides speed control / traffic calming</li></ul>
Engineering	<ul style="list-style-type: none"><li>• Moderate crossing distance for pedestrians (on east side of roundabout)</li><li>• Shorter duration construction</li></ul>
Cost	<ul style="list-style-type: none"><li>• Similar maintenance costs to other alternatives</li><li>• Lowest capital cost</li><li>• Lowest property cost</li></ul>



# PRELIMINARY MITIGATION MEASURES

*A comprehensive list of proposed mitigations measures will be prepared as part of this Class EA Study and will be included in the Environmental Study Report.*

**Preliminary mitigation measures include:**

- Adhere to strict safety guidelines during construction, including best practices for vehicle and pedestrian safety.
- Advance notification of closures or lane restrictions will be provided via construction signage and on the Oxford County website.
- Minimize vegetation removals to the extent necessary to complete the work.
- Time vegetation removals to avoid sensitive life stages for birds and bats (e.g., nesting and roosting periods).
- Stockpile materials outside of the floodplain.
- Install erosion and sediment control measures such as silt fencing and other mechanical/vegetative controls before soil is exposed.
- Complete additional archaeological investigations to screen the area for archaeological potential prior to construction.



# NEXT STEPS: HARMONIZED CLASS EA

## As part of the Harmonized Class EA, we will:

- Continue communication with interested and impacted stakeholders;
- Perform a detailed environmental impact assessment based on the preferred design concept;
- Further develop environmental mitigation measures once the technically preferred alternative is confirmed; and
- Document our findings in an Environmental Study Report that will be published for 30-day public review on the project website (<https://speakup.oxfordcounty.ca/or119-clarke-ea>)

*Stakeholders on the project's contact list will receive direct notification once the Environmental Study Report is available for review*



# NEXT STEPS - SCHEDULE

Next Steps	Fall 2025	Winter 2025/2026	Spring 2026 and Beyond
Review feedback from PCC #2	Respond to public comments		
Complete environmental assessment for preferred design concept		Environmental Study Report 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 December 19, 2025.

Please visit the project website for more information:

<https://speakup.oxfordcounty.ca/or119-clarke-ea>

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