REPORT TO COUNTY COUNCIL

Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening, Ingersoll, Class Environmental Assessment Study – Notice of Completion

To: **Warden and Members of County Council**

From: **Director of Public Works**

RECOMMENDATIONS

1. **That County Council authorize staff to proceed with the preferred alternative solution and preferred alternative design concept (Alternative 3), which includes construction of a single-lane roundabout with a right-turn exit lane and widening of Oxford Road 119, for the Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening Class Environmental Assessment Study as summarized in Report PW 2026-15;**

2. **And further, that County Council authorize staff to issue a Notice of Completion and post the Schedule C Environmental Study Report for the Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment process;**

3. **And further, that County Council authorize the transfer of $407,773 from the Development Charges – Roads reserve, and $142,227 from the Roads reserve to fund the 2026 budget shortfall for this project.**

REPORT HIGHLIGHTS

- The purpose of this report is to obtain Council approval of the preferred alternative solution and design concept for the Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening Class Environmental Assessment (Class EA) Study and to issue the Notice of Completion, which triggers the mandatory 30-day public review period and posting of the Environmental Study Report (ESR) for the public record.

- The recommendation of the Class EA will address anticipated future traffic growth and improve overall traffic operations and safety by increasing capacity and improving speed control at the intersection.

- A harmonized Class EA was completed, satisfying the requirements of a Schedule C Municipal Class EA and Group B Ministry of Transportation Ontario (MTO) Class EA under the *Ontario Environmental Assessment Act*, with regular consultation with the MTO due to the intersection's proximity to Highway 401.

- This improvement supports the recommendations of the 2024 County of Oxford Transportation Master Plan (TMP), which identifies Oxford Road 119 from the intersection at Clarke Road to Highway 401 for major road reconstruction within the five-year planning horizon. Improvements at the Oxford Road 119 and Clarke Road intersection are also required to accommodate anticipated growth and increased traffic demand in the area, including traffic associated with the Town of Ingersoll's planned Multi-Use Recreation Centre (MURC) site located east of the intersection.

- The recommended solution and design will require property acquisition on each corner of the intersection of varying amounts to accommodate the planned implementation of a roundabout at the Oxford Road 119 and Clarke Road intersection.

- The recommendation to increase the 2026 budget by $550,000 to fund property acquisition, utility relocation and detailed design. This will keep the project on schedule as the surrounding area continues to develop.

IMPLEMENTATION POINTS

Following Council's adoption of this report, a Notice of Study Completion will be published in the local newspapers and County website. The Notice will be circulated to groups of interest (i.e. adjacent property owners, review agencies, Town of Ingersoll, County Councillors, Indigenous Communities, etc.).

The Notice will inform the public and interested parties of the completion of the Schedule C Class EA Study and the start of the minimum 30-day public review period of the associated ESR. Under Section 16 of the Class EA Study process, the Minister of Environment Conservation and Parks (MECP) has the authority and discretion to make an order for the project to undergo further study, monitoring or consultation. If no Section 16 order requests are received during the 30-day review period, staff shall proceed with property acquisition, detailed design, utility relocation and construction.

Financial Impact

As shown in Table 1 below, the total fiscal implications related to the preferred alternative design for the forthcoming projects based on preliminary high level planning estimates obtained through the EA process, suggest that the anticipated cost for property acquisition, utility relocation, detailed design and construction is approximately $6.45 million. These cost

estimates are below pre-project estimates of $8.0 million and are expected to undergo further refinement as the detailed design and planning advances in 2026, with 2027 estimated costs requested as part of the 2027 Business Plan and Budget process.

The projects were incorporated in the 2024 DC Background Study. The Oxford Road 119 and Clarke Road roundabout design and construction is approximately 77% funded by development charges, and the Oxford Road 119 widening from Clarke Road to Highway 401 is approximately 68% funded by development charges. The remaining costs are funded by the Roads Reserve.

Table 1: Preliminary Cost Estimates

Project Description	Available 2026 Budget	Preliminary 2026 Cost Estimate	2026 Budget Surplus (Deficit)	2027 Estimated Costs
930119 - Oxford Road 119 and Clarke Road Intersection - Roundabout	$200,000	$590,000	($390,000)	$3,700,000
930119 - Oxford Road 119 Widening – from Clarke Road to Highway 401	200,000	360,000	(160,000)	1,800,000
Total Expenditures	**$400,000**	**$950,000**	**($550,000)**	**$5,500,000**
Capital Funding Sources				
Development Charges – Roads Reserve	$289,445	$697,218	($407,773)	$4,060,712
Roads Reserve	110,555	252,782	(142,227)	1,439,288
Total Funding	**$400,000**	**$950,000**	**($550,000)**	**$5,500,000**

The 2026 budgeted closing balance of the Development Charges – Roads Reserve is $195,571, which is insufficient to fund the additional $407,773 required DC Funding. A number of DC eligible projects were completed under budget in 2025 or were deferred to a future year resulting in a December 31, 2025 closing balance of approximately $1.99 million, significantly exceeding the forecasted closing balance of $150,000. Available funding from the Development Charges – Roads reserve will be updated as part of the Q2 Business Plan and Budget Review. In the event that DC revenue collection and estimated expenditures are such that an insufficient balance remains at year end to cover the additional need, the costs would be funded by DC revenue in a future year.

The 2026 budgeted closing balance of the Roads Reserve is approximately $16.2 million which is sufficient to fund the additional requirement of $142,227.

Communications

Consultation with the public, property owners, review agencies and other impacted stakeholders occurred early and often throughout the process of the Class EA Study, including the development and evaluation of alternative solutions and the recommendation of the preferred alternative solution.

The following is a summary of consultation activities:

- A Notice of Study Commencement and Notice of Public Consultation Center 1 was advertised in the *Oxford Review* (September 11 and 18, 2025) and the *Woodstock Ingersoll Echo* (September 12, 2025). This notice was delivered to 21 property owners or occupants within the vicinity of the Study Area, as well as to 78 agency contacts, organizations, local utility companies and Indigenous Communities who may have been interested in the project.

- Notice of Public Consultation Center 2 was advertised in the Oxford Review (October 30 and November 14, 2025) and the Woodstock Ingersoll Echo (November 7, 2025). This notice was delivered to 21 property owners or occupants within the vicinity of the Study Area as well as to 78 agency contacts, organizations, local utility companies and Indigenous Communities who may have been interested in the project.

- Radio ads (30 seconds long) on Heart FM informing the public of the Public Consultation Centers ran eight times per day, not including weekends, during the following schedule:
    - September 10 – September 15, 2025
    - November 13 – November 26, 2025

- Public Consultation Centers were held on September 25, 2025 and November 27, 2025.

- Meeting(s) and correspondence with Upper Thames River Conservation Authority, MTO, MECP, Ministry of Natural Resources and Forestry (MNRF), Indigenous Communities and other stakeholders.

- A dedicated project website, https://speakup.oxfordcounty.ca/or119-clarke-ea, was created to make information about the study publicly available, to provide the opportunity for members of the public who could not attend public meetings to see all documents presented and to advise of future consultation events, and for members of the public to submit comments or questions to the project team.

- Information was also posted to the Oxford County website in the Studies section; all notices were posted to the Public notices section; and updates were added to the County's online newsroom. Information about upcoming Public Consultation Centres was also posted to the County's social media channels.

County staff reviewed and considered all public feedback, including comment forms, e-mail and written correspondence. Staff will continue communication efforts during the upcoming planning, design and construction phases to effectively mitigate any potential impacts associated with the project. This will include a comprehensive communication plan to communicate to residents in

the study area and all Ingersoll residents during the construction period. Ongoing discussions with the Town of Ingersoll will be maintained throughout the project.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the 2023-2026 Strategic Plan on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: *(1) Promoting community vitality, (2) Enhancing environmental sustainability, and (3) Fostering progressive government*.

The recommendations in this report support the following Strategic Plan Pillars and Goals:

Promoting community vitality	**Enhancing environmental sustainability**	**Fostering progressive government**
Goal 1.2 – Sustainable infrastructure and development Goal 1.4 – Connected people and places		Goal 3.1 – Continuous improvement and results-driven solutions

See: Oxford County 2023-2026 Strategic Plan

DISCUSSION

Background

The study area for the intersection of Oxford Road 119 (Harris Street) and Clarke Road, and for the Oxford Road 119 corridor from Clarke Road to Highway 401, is shown in Figure 1 below. The study area is located in the southeast portion of Ingersoll, located 650 metres north of Highway 401, and is predominantly surrounded by commercial and agricultural properties.

Figure 1 – Location of Oxford Road 119 (Harris St) and Clarke Road and Oxford Road 119 Road Widening

Oxford Road 119 (between Clarke Road and Highway 401) is a north-south roadway with a two-lane rural cross section and was identified in the 2024 TMP as requiring road widening to address projected growth and increasing traffic demand within this corridor. In response to this recommendation, and to address anticipated traffic associated with development located both east and west of the Oxford Road 119 and Clarke Road intersection, the County retained Dillon Consulting Limited to undertake a Harmonized Class EA Study for the widening of Oxford Road 119 and improvements to the intersection at Clarke Road. The study satisfies the requirements of both a Schedule C Municipal Class EA and a Group B MTO Class EA.

The study has evaluated alternative design concepts to improve traffic operations, safety, and overall network performance within this key transportation corridor. The proposed improvements include upgrades to the Oxford Road 119 and Clarke Road intersection, with the implementation of a roundabout and pedestrian crossing facilities to better manage traffic and pedestrian movements and intersection efficiency, as well as widening of Oxford Road 119 to a 3-lane cross section (two northbound and one southbound).

These improvements are intended to accommodate both existing traffic volumes and projected increases in traffic demand resulting from continued growth in the Town of Ingersoll and surrounding area. In particular, the future MURC planned east of the intersection is expected to generate additional vehicular, pedestrian and active transportation traffic associated with recreational programming, community events, and peak usage periods. The proposed corridor

widening and intersection improvements will help ensure that Oxford Road 119 continues to function safely and efficiently as a key arterial connection between the Town of Ingersoll and Highway 401 while supporting future development and community infrastructure within the area.

Comments

Study Process

The Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening Harmonized Class EA was initiated by staff in January of 2025 with the assistance of engineering consultant, Dillon Consulting Limited.

The Study was conducted in accordance with the process for Schedule C projects outlined in the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (2024) as well as Group B MTO Class EA for Provincial Transportation Facilities and Municipal Expressways (2024), which is an approved process under Ontario's *Environmental Assessment Act*.

Proponents planning to undertake Schedule 'C' MEA activities, as well as Group 'B' Provincial activities, are required to complete the process as outlined in Figure 2 below.

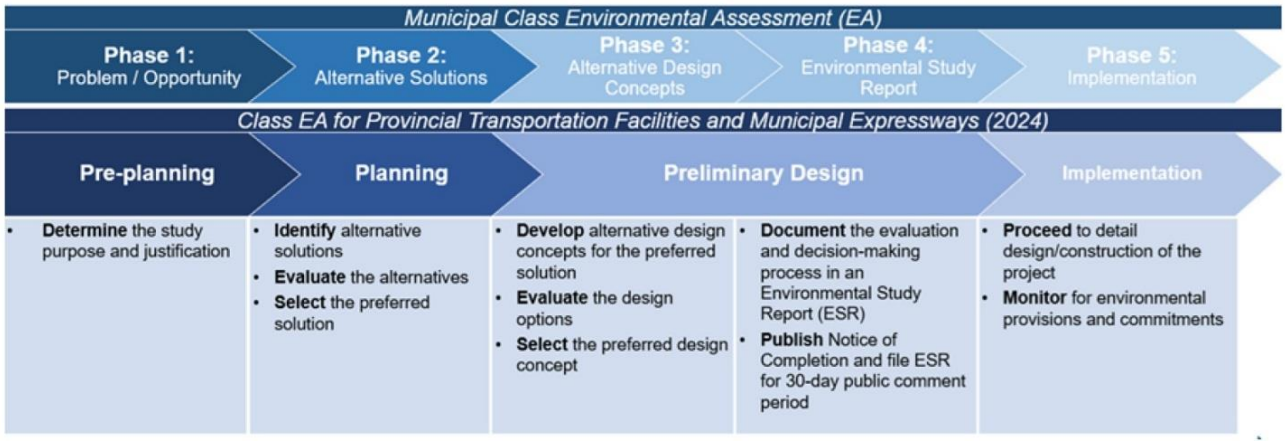

Figure 2 – Schedule 'C' MEA Class EA and Group 'B' Provincial Class EA Processes

Phase 1 – Identification of the Problem or Opportunity

The Oxford Road 119 and Clarke Road Intersection Improvements and Oxford Road 119 Widening Harmonized Class EA addresses the following Problem / Opportunity Statement:

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.

Phase 2 – Identification and Evaluation of Alternative Solutions and Selection of the Preferred Solution(s)

The Harmonized Class EA Study project team identified three preliminary alternative solutions to the problem statement, described in detail below:

- Alternative 1 – Do nothing: This alternative would involve the continued operation of the existing intersection and roadway without any improvements or changes to the existing infrastructure.

- Alternative 2 – Signalized Intersection with Widening on Oxford Road 119**:** This alternative would involve the installation of traffic signals at the intersection of Oxford Road 119 and Clarke Road and the widening of Oxford Road 119 to the south with additional through traffic lanes. Under this alternative, Oxford Road 119 will be subject to increased traffic stoppages. Additional through traffic lanes on Oxford Road 119 would be installed to provide additional capacity.

- Alternative 3 – Roundabout with Widening on Oxford Road 119: This alternative would involve the installation of a roundabout at the intersection of Oxford Road 119 and Clarke, and the widening of Oxford Road 119 to the south with additional through traffic lanes. Under this alternative, a roundabout would reduce the number of stops and delays and decrease the severity of collisions. While this alternative has higher initial construction cost, there is minimal maintenance required. Additional through traffic lanes on Oxford Road 119 would be installed to provide additional capacity.

The list of alternative solutions was generated by taking into consideration the Study Area conditions and County Road / Right-of-Way upgrade requirements. As shown in Table 2, an analysis of the list of alternative solutions was undertaken based on potential related impacts to the natural environment, cultural, social-economic, technical and financial criteria.

Table 2: Comparative Evaluation of Alternative Solutions

Factor Area	Alternative 1 Do Nothing	Alternative 2 Signalized Intersection	Alternative 3 Roundabout (Preferred)
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

Phase 3 – Alternative Design Concept Review and Evaluation

In implementing the preferred solution, there are different design options that must be considered. In Phase 3 of the Harmonized Class EA Study, design alternatives were evaluated through a comparative assessment of three alternative roundabout concepts, considering their potential effects on the natural environment, socio-economic environment, engineering requirements, and overall project costs. The findings of this evaluation provide a basis for selecting the most suitable upgrade option that aligns with the problem and opportunity statement. The alternative design concepts are described in detail below and further summarized in Table 3.

Alternative 1: Multi -Lane Roundabout

This alternative consists of a multi-lane roundabout designed to accommodate higher traffic volumes and support long term growth within the corridor. From an environmental perspective, this option would have less impact on the Halls Creek culvert compared to Alternative Design Concept 2; however, it would result in greater impacts to the southwest woodlot due to the wider road platform required. From an engineering standpoint, the additional lanes increase the pavement width, resulting in the longest pedestrian crossing distances and the longest construction duration. While this option effectively addresses capacity needs and aligns with the 2024 TMP, it also carries the highest capital and property acquisition costs among the alternatives. See Figure 3 below.

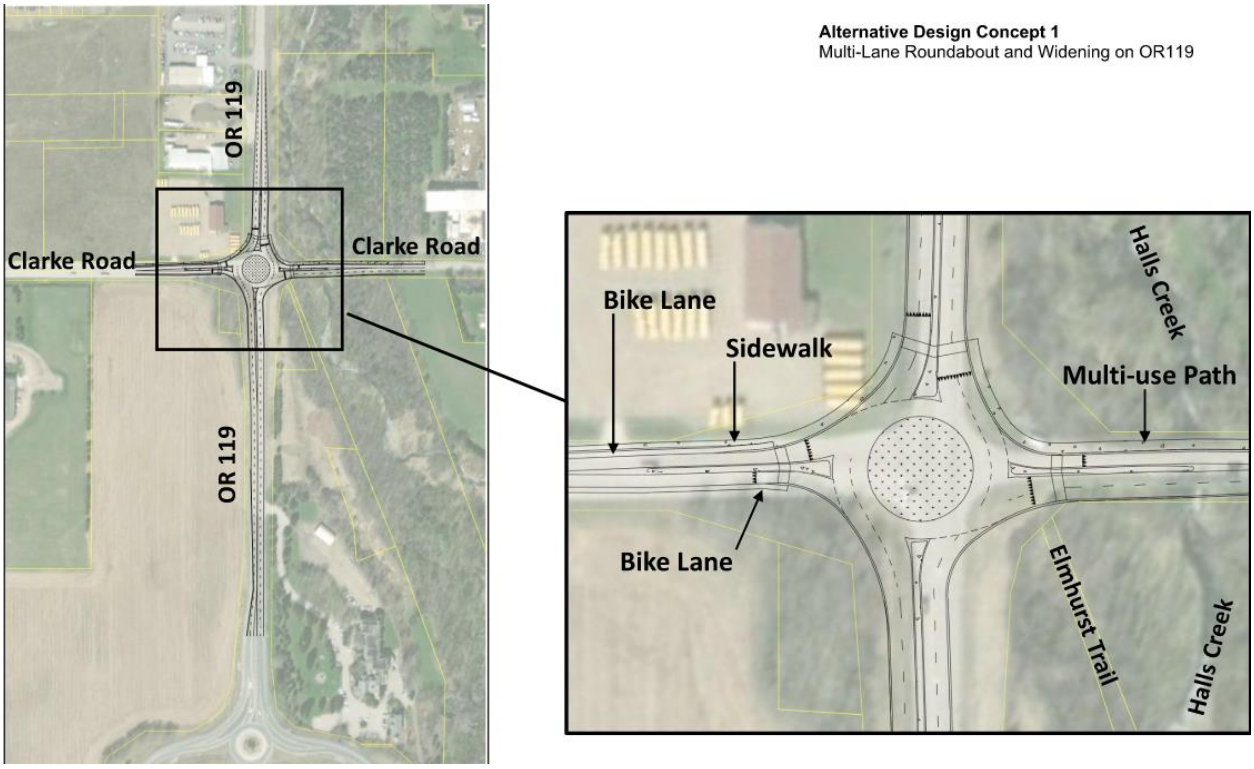

Figure 3 – Alternative Design Concept 1: Multi-Lane Roundabout

Alternative 2: Single-Lane Roundabout with Right-Turn Bypass Lane

This alternative incorporates a single-lane roundabout with a dedicated right-turn bypass lane intended to improve operational efficiency for certain turning movements. While it would have less impact on the southwest woodlot compared to Alternative Design Concept 1, it would result in the greatest impact to the Halls Creek culvert due to the wider roadway footprint required for the bypass lane. Engineering considerations indicate that this option would provide the shortest pedestrian crossing distances and a shorter construction period compared to the multi-lane roundabout. Capital and property acquisition costs are expected to be moderate, with maintenance costs similar to the other alternatives. See Figure 4 below.

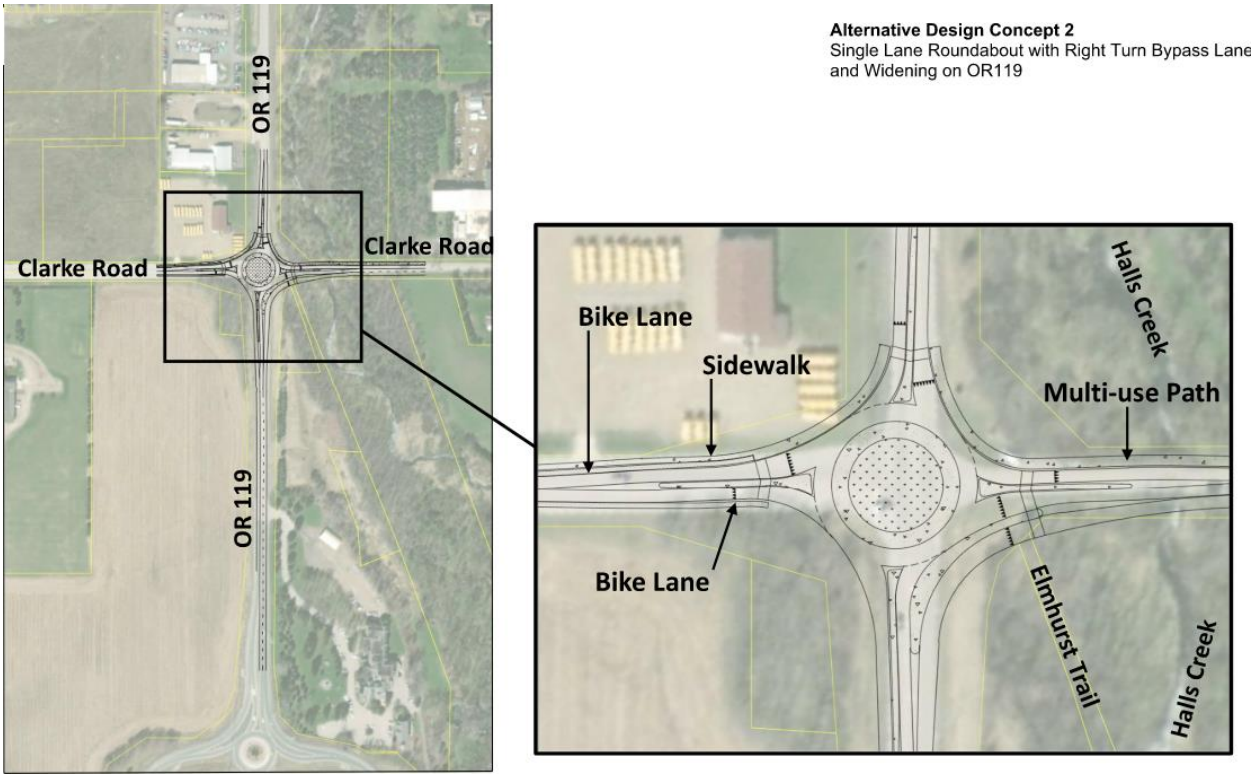

Figure 4 – Alternative Design Concept 1: Single Lane Roundabout with Right Turn Bypass Lane

Alternative 3: Single-Lane Roundabout with Right-Turn Exit Lane

This alternative includes a single-lane roundabout with a right-turn exit lane that improves traffic flow while maintaining a relatively compact footprint. From an environmental perspective, this option presents fewer impacts to both the Halls Creek culvert and the southwest woodlot when compared with the other alternatives. Engineering considerations indicate moderate pedestrian crossing distances and a shorter construction duration relative to the multi-lane roundabout. In addition, this option represents the lowest capital and property acquisition cost among the alternatives while maintaining similar long-term maintenance costs. See Figure 5 below.

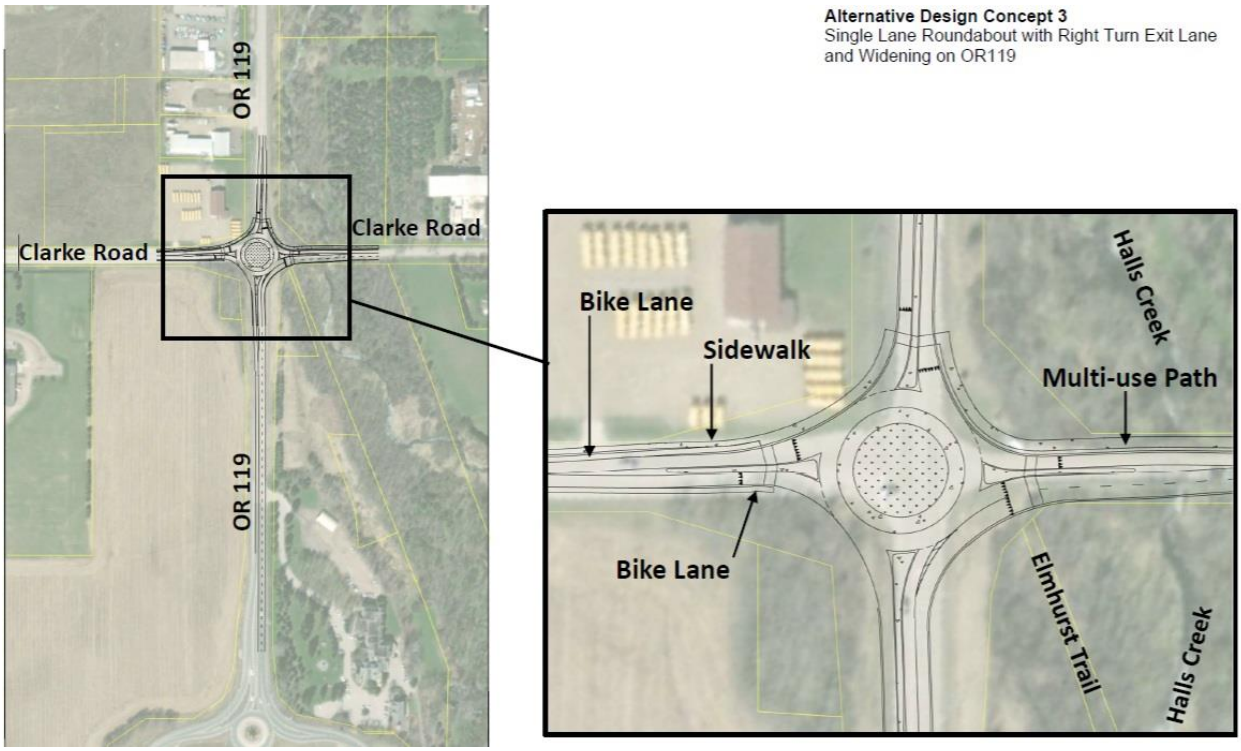

Figure 5 – Alternative Design Concept 3: Single-Lane Roundabout with Right-Turn Exit Lane

As shown in Table 3, an analysis of the list of alternative design concepts was undertaken based on potential related impacts to the natural environment, cultural, social-economic, technical and financial criteria.

Table 3: Comparative Evaluation of Alternative Design Concepts

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 (Preferred)
Natural Environment	• Less impact to the Halls Creek culvert when compared with Alternative 2 • Additional impacts to the woodlot to the southwest	• Greatest impact to the Halls Creek culvert due to wider road platform • Less impact to the southwest woodlot when compared with Alternative 1	• Less impact to the Halls Creek culvert when compared with Alternative 2 • Less impact to the southwest woodlot when compared with Alternative 1
Socio-Economic Environment	• Accommodates planned growth and addresses capacity concerns • Aligns with the Oxford County Transportation Master Plan (2024) • Provides a Gateway feature into the Town of Ingersoll • Provides speed control / traffic calming	• Accommodates planned growth and addresses capacity concerns • Aligns with the Oxford County Transportation Master Plan (2024) • Provides a Gateway feature into the Town of Ingersoll • Provides speed control / traffic calming	• Accommodates planned growth and addresses capacity concerns • Aligns with the Oxford County Transportation Master Plan (2024) • Provides a Gateway feature into the Town of Ingersoll • Provides speed control / traffic calming
Engineering	• Longest crossing distance for pedestrians due to additional pavement width • Longest construction due to additional lanes at roundabout and additional OR119 southbound lane	• Shortest crossing distance for pedestrians • Shorter construction when compared with Alternative 1	• Moderate crossing distance requirements for pedestrians • Shorter construction when compared with Alternative 1
Cost	• Highest capital cost • Highest property cost • Relatively low maintenance cost	• Moderate capital cost • Moderate property cost • Similar maintenance costs to Alternative 1	• Lowest capital cost • Lowest property cost • Similar maintenance costs to the other alternatives

Alternative design concept 3, single-lane roundabout with right-turn exit lane, was identified as the preferred solution as it provides the most balanced approach when considering environmental impacts, engineering feasibility, and overall cost. The design minimizes impacts to natural features and still accommodates anticipated traffic volumes and supports planned growth in the area. In addition, it maintains the operational and safety benefits associated with roundabouts, including improved traffic flow, speed management, and enhanced gateway features into the Town of Ingersoll. It achieves the lowest capital and property acquisition costs among the alternatives.

As outlined in the ESR, all of the design alternatives require some level of property acquisition. The preferred design alternative has been identified as the least impactful to neighbouring properties in order to deliver the needed improvement. Initial notification has been provided to property owners within the project area regarding the proposed improvements, and County staff have begun preliminary discussions with affected landowners to address questions and receive feedback. See Figure 6 below for an outline of proposed property acquisition areas.

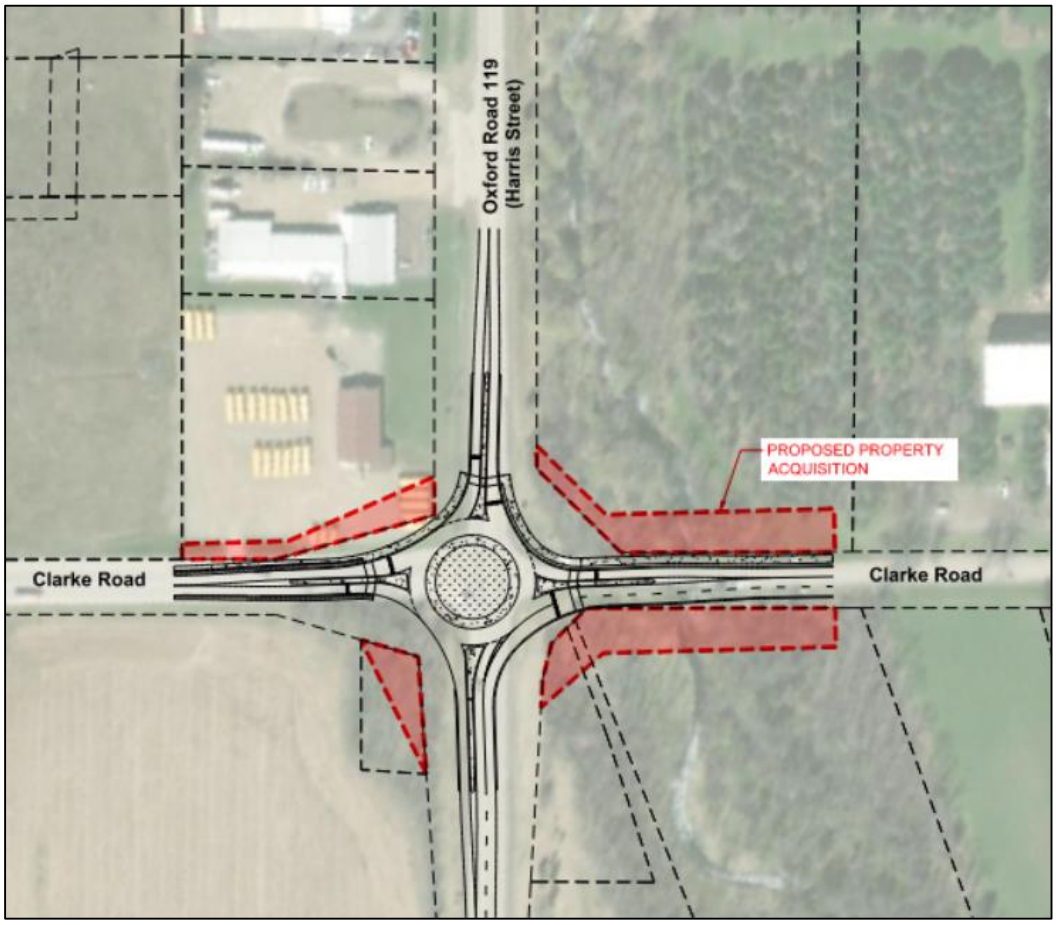

Figure 6 – Proposed Property Acquisition Requirements

Phase 4 – Completion of the Environmental Study Report (ESR)

An ESR will be made available on the project webpage and has been preliminarily circulated to Review Agencies, such as the MECP and Upper Thames River Conservation Authority (UTRCA), for comment. A Stage 1 Archeological Assessment was completed and incorporated into the ESR. Upon completion of the Stage 1 Archaeological Assessment, a Stage 2 Archaeological Assessment was recommended for completion. The Stage 2 assessment will be completed during the initial stages of detailed design and in advance of construction.

Upon Council approval, a Notice of Study Completion will be advertised letting the public and interested parties know that the complete ESR is available for comment for 30-days. The ESR will be filed with the MECP. In the event that no outstanding concerns under Section 16 of the *Environmental Assessment Act* require a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (i.e. require further studies), the project will progress to Phase 5 of the Municipal Class EA.

Phase 5 – Project Implementation, Detailed Design, Contractor Procurement and Construction Works

Phase 5 is implementation of the Municipal Class EA Study process and involves the completion of detailed design drawings, specifications, and tender documents to be provided to a successful contractor for the construction of the proposed project. During the implementation phase, the County will adhere to mitigation measures and monitoring plans as documented in the ESR to be posted to the project webpage.

The County will be implementing the detailed design phase concurrently with property acquisitions once the ESR has been approved by Council to progress the project through the timeline for a desired construction schedule in 2027. Expropriation for property acquisition may be necessary to meet the deadline above, but the County will strive to negotiate with all landowners.

CONCLUSIONS

Staff recommend that Council approve the preferred alternative solution and design for the Oxford Road 119 (Harris Street) and Clarke Road Intersection Improvements and Oxford Road 119 Widening Class EA Study, being a single-lane roundabout with right-turn exit lane and additional northbound lane on widening section (Alternative Solution 3), that the Notice of Study Completion be posted for a 30-day public review period, and that a total of $550,000 be added to the 2026 budget for these projects.

SIGNATURES

Report Author:

Original signed by:

Noah Brister, P.Eng., PMP
Project Engineer

Departmental Approval:

Original signed by:

Melissa Abercrombie, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by:

Benjamin R. Addley
Chief Administrative Officer