



# THE TOWN of INGERSOLL

Clarke Road Improvements Class Environmental  
Assessment



# WELCOME

Thank you for joining us at this Public Consultation Centre (PCC) to learn more about the Clarke Road improvements.

The purpose of the PCC is to provide an overview of the study and seek feedback from agencies, Indigenous communities and the public.

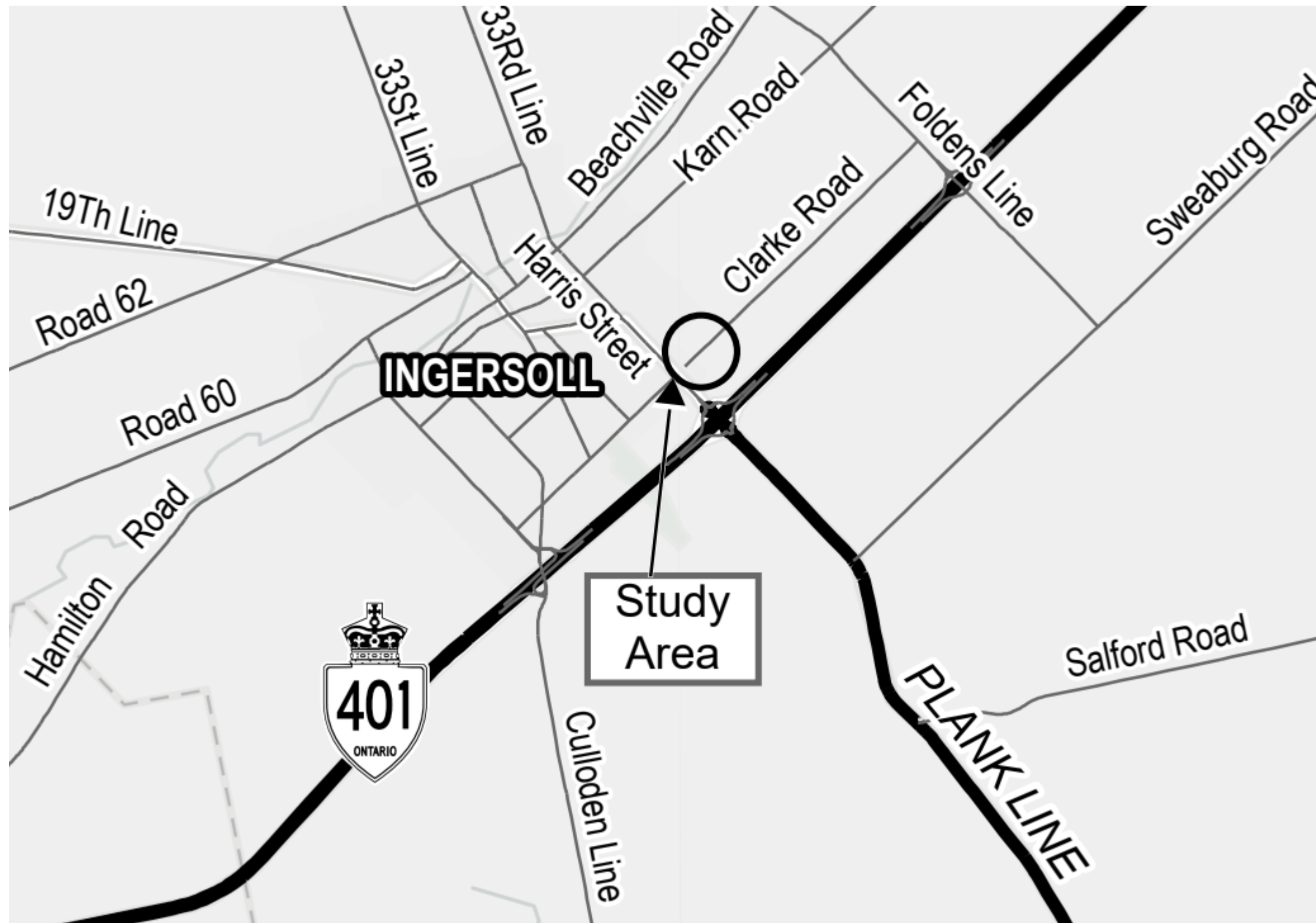
You can provide your input on the project by:

- Speaking to a member of the project team here today
- Completing the comment form
- Visiting the 'Contact Us' tab of the Project website at: [ingersoll.ca/town-hall/murc-project/](https://ingersoll.ca/town-hall/murc-project/)
- Emailing the project team at: [matt.sweetland@ingersoll.ca](mailto:matt.sweetland@ingersoll.ca)





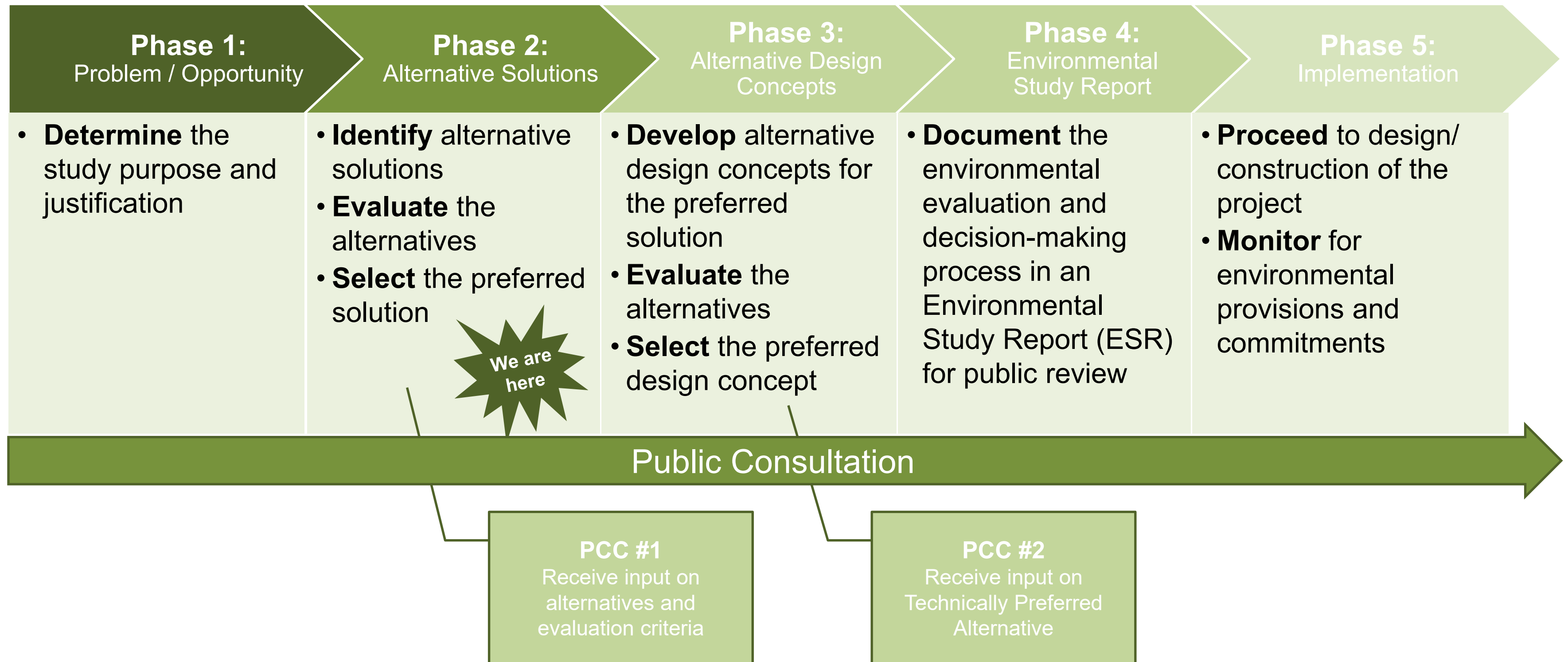
# PROJECT LOCATION AND SCOPE



The Town of Ingersoll is initiating a Municipal Class Environmental Assessment (Class EA) Study that will evaluate a wide range of alternative improvements to Clarke Road, from Oxford Road 119 (Harris Street) to approximately 350m east of Oxford Road 119. This will be the east limit of the future site of the Town's new Multi Use Recreation Centre (MURC).

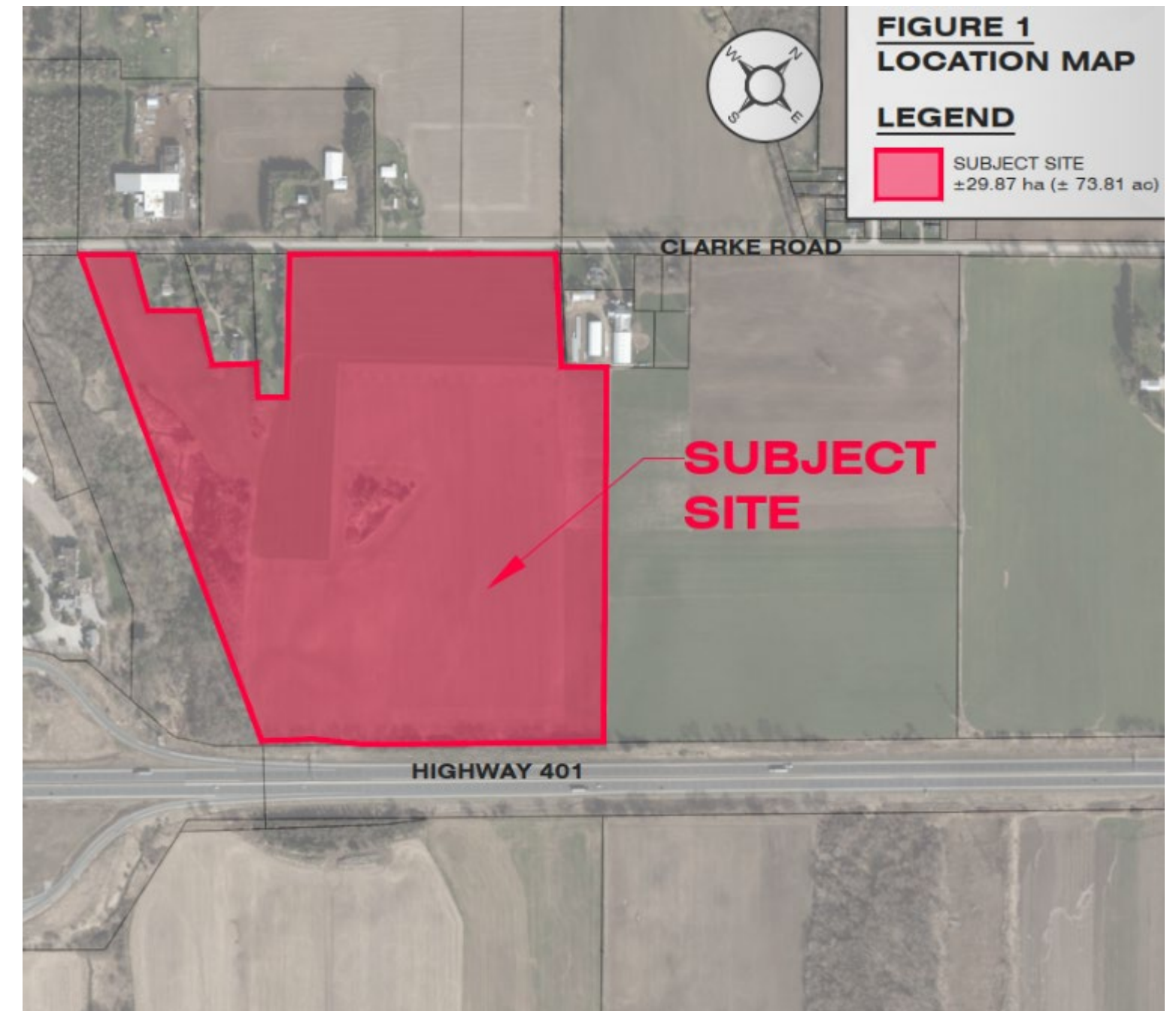
This project is taking place in the Town of Ingersoll, Oxford County.

# THE CLASS EA PROCESS



# BACKGROUND

- In 2025, the Town of Ingersoll retained Dillon Consulting to support the development of a new Multi-Use Recreation Centre (MURC) south of Clarke Road
- The MURC will include:
  - Arena (single pad with option to double);
  - Walking track;
  - Gymnasium;
  - Multipurpose hall; and
  - Community rooms.
- The MURC site, in addition to other future developments, is anticipated to increase traffic volumes significantly in the area





# EXISTING CONDITIONS OVERVIEW

- The woodlands east 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 an Environmental Protection Area by the Oxford County Official Plan and Town of Ingersoll Land Use Plan





# ENGINEERING CONSIDERATIONS

- Increasing traffic volumes are expected over the next 20 years
- The existing corridor and right-of-way is narrow - any efforts to expand or improve the road beyond its existing boundaries may have an impact on the surrounding areas
- The technically preferred alternative should align with the South West Ingersoll Secondary Plan
- Utilities are present including Hydro One, Enbridge, Bell, Rogers, as well as existing storm sewers, a sanitary forcemain and watermain



# PROJECT NEED AND ALTERNATIVES

## Problem or Opportunity

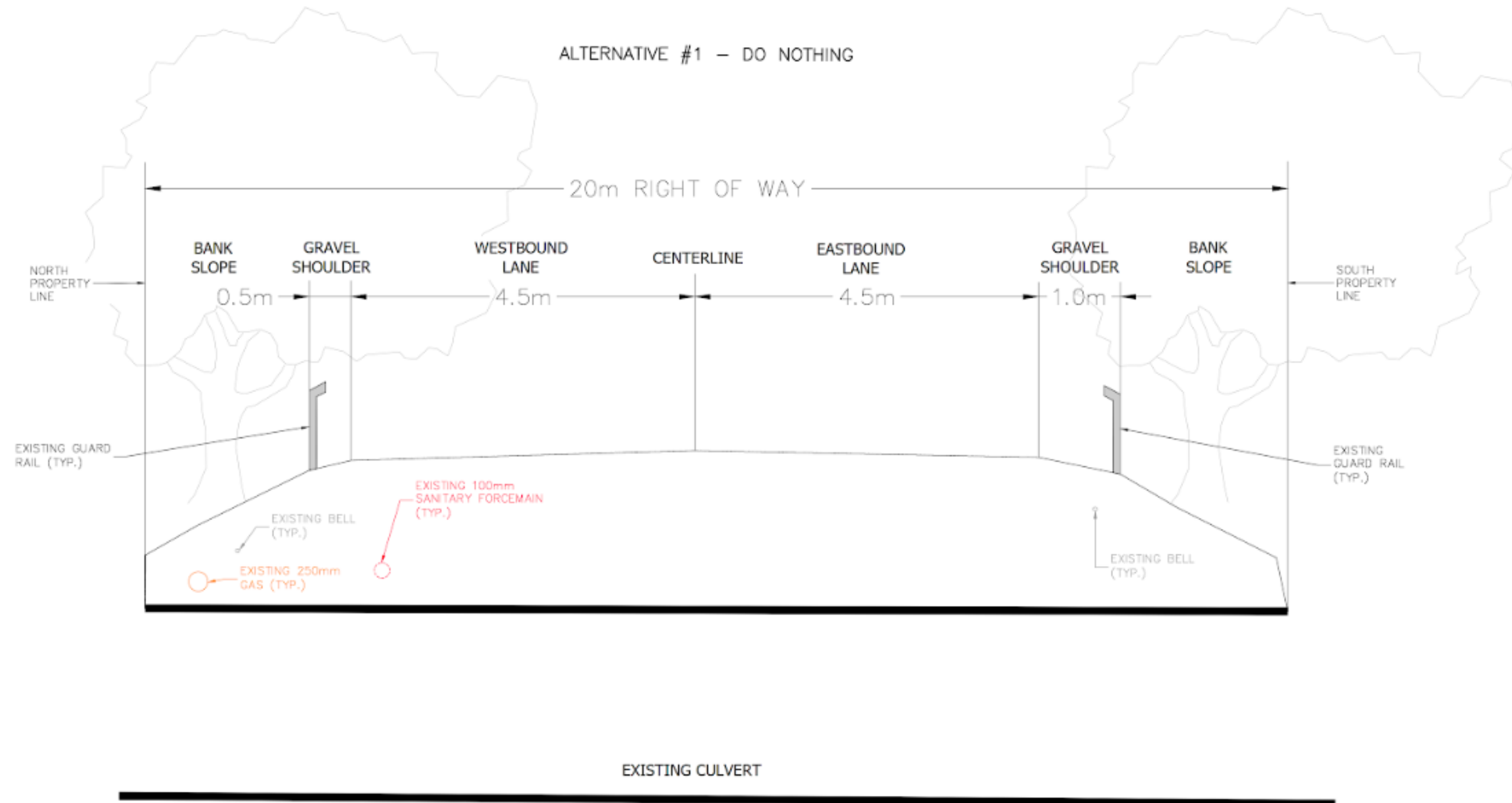
Given the expected increase in traffic flow resulting from the proposed MURC site and other developments, it is expected that Clarke Road east of OR119 (Harris Street) will experience significant delays, particularly during peak PM hours, potentially leading to congestion and safety concerns.

- The MCEA requires 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.



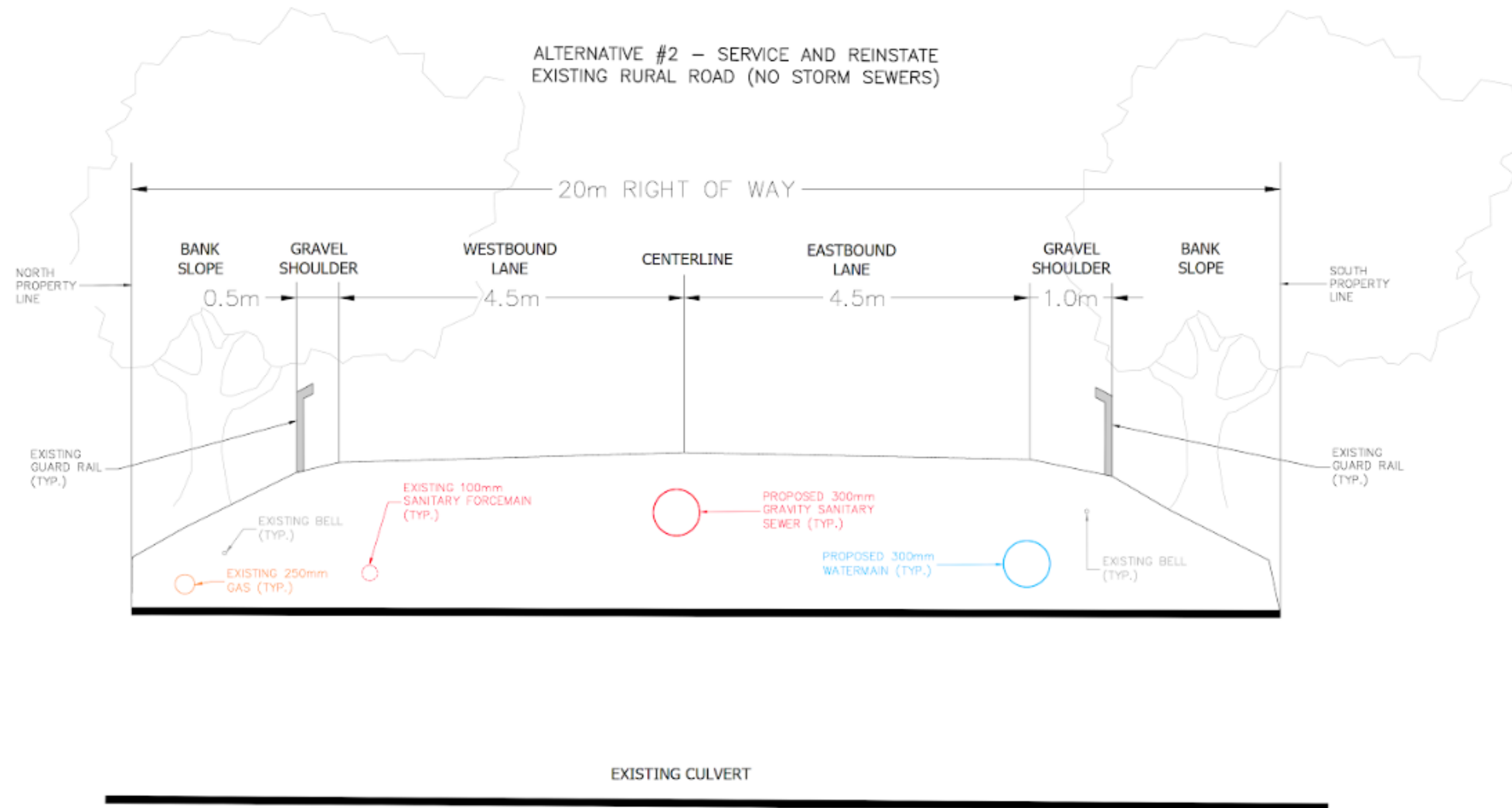
# ALTERNATIVE #1: “DO NOTHING”

- The roadway will remain operational as two-lane route, fully accessible to public traffic.
- Seasonal half-load limits will still be enforced during the spring months.
- No widening or construction activities will take place.
- No additional capacity to meet future increased traffic demands.



# ALTERNATIVE #2: REINSTATE RURAL CROSS SECTION

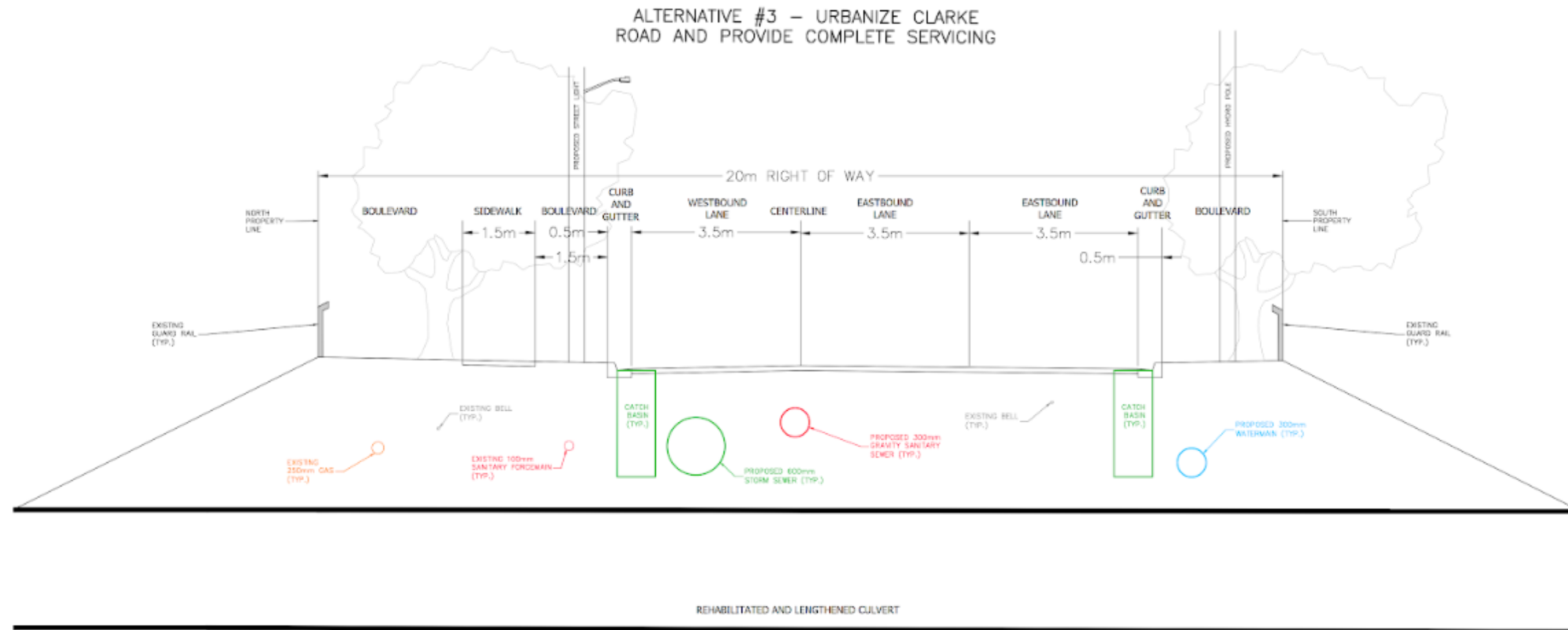
- The roadway will remain two-way road, completely open for public use.
- Half-load restrictions will continue to be implemented each spring.
- No widening or construction activities will take place.
- Will include roadside ditches, no sidewalks, and no streetlights.
- All routine maintenance activities will be completed as needed.
- No additional capacity to meet future increased traffic demands.





# ALTERNATIVE #3: URBANIZED CROSS SECTION










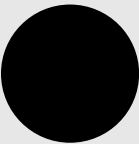


- The roadway will include a barrier curb, gutter, streetlights, and a sidewalk or multi-use path to improve roadside safety and the environment for active transportation (cycling, etc.), and reduce maintenance.
- An additional eastbound lane starting at Oxford Road 119 (Harris Street) to the entrance of the MURC site.
- Additional capacity from road widening anticipated to support increased capacity resulting from MURC attendance.



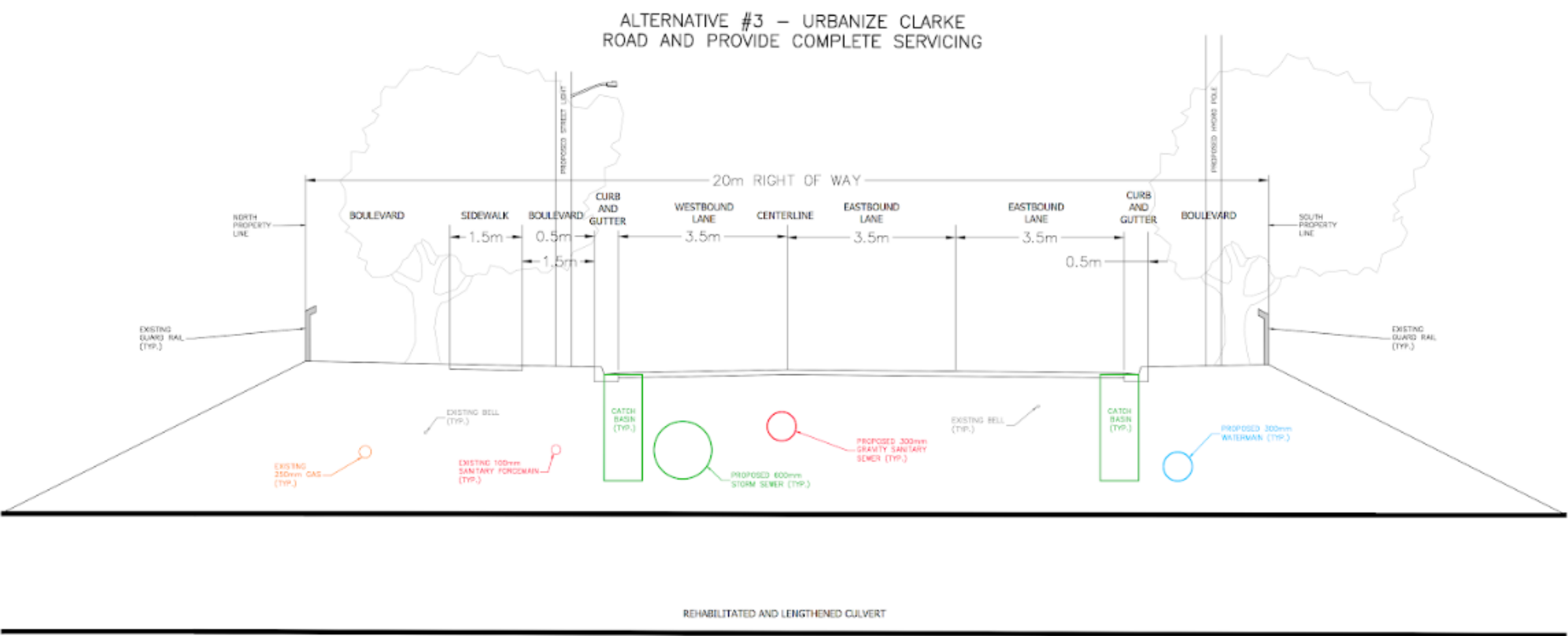
# COMPARATIVE EVALUATION CRITERIA

Factor Area	Evaluation Criteria
Natural Environment	<ul style="list-style-type: none"><li>• Fish and Fish Habitat in the Halls Creek Drain</li><li>• Terrestrial Ecosystems</li><li>• Species at Risk</li><li>• Groundwater and Surface Water</li><li>• Source Water Protection</li><li>• Air Quality and Climate Change</li></ul>
Socio-Economic Environment	<ul style="list-style-type: none"><li>• Land Use/Official Plan</li><li>• Emergency Services</li><li>• Alignment with Public Input</li><li>• Cultural Heritage Resources</li><li>• Archaeological Resources</li><li>• Environment for Active Transportation</li></ul>
Engineering	<ul style="list-style-type: none"><li>• Traffic Operations and Capacity</li><li>• Congestion</li><li>• Constructability</li><li>• Impacts to Utilities</li></ul>
Cost	<ul style="list-style-type: none"><li>• Capital Cost (high-level estimates for comparison purposes)</li></ul>



Factor Area	Alternative 1 Do Nothing	Alternative 2 Rural Cross Section	Alternative 3 Urban Cross Section
Natural Environment	<ul style="list-style-type: none"> <li>No additional disruptions to local environment due to construction</li> <li>Increased idling time due to anticipated capacity issues leading to congestion</li> </ul> 	<ul style="list-style-type: none"> <li>Smallest proposed area of disturbance; limited vegetation removals required</li> <li>Potential for longer idling time and vehicle emissions due to congestion</li> </ul> 	<ul style="list-style-type: none"> <li>Largest proposed area of disturbance; more vegetation removals required</li> <li>Reduces idling time and vehicle emissions</li> </ul> 
Socio-Economic Environment	<ul style="list-style-type: none"> <li>Does not accommodate planned growth in the surrounding area</li> <li>Does not align with South West Ingersoll Secondary Plan Transportation Assessment (2023)</li> <li>Not in alignment with future MURC project</li> <li>No sidewalk or multi-use path</li> </ul> 	<ul style="list-style-type: none"> <li>May not accommodate planned growth in the surrounding area, particularly during peak hours</li> <li>Does not align with South West Ingersoll Secondary Plan Transportation Assessment (2023)</li> <li>Not in alignment with future MURC project</li> <li>No sidewalk or multi-use path</li> </ul> 	<ul style="list-style-type: none"> <li>Accommodates planned growth in the surrounding area</li> <li>Aligns with South West Ingersoll Secondary Plan Transportation Assessment (2023)</li> <li>In alignment with future MURC project</li> <li>Added sidewalk or multi-use path to improve roadside safety and the environment for active transportation (walking, cycling, etc.)</li> </ul> 
Engineering	<ul style="list-style-type: none"> <li>High maintenance costs and inadequate road safety due to poor sight distances</li> <li>No increase in capacity</li> <li>Does not allow for sanitary servicing extension to the MURC site</li> <li>Aging infrastructure, including a culvert nearing the end of its service life</li> </ul> 	<ul style="list-style-type: none"> <li>May not significantly alleviate congestion, particularly during peak hours</li> <li>Moderate risk for collisions due to higher traffic volumes</li> <li>Does not allow for sanitary servicing extension to the MURC site</li> <li>Significant additional costs and construction complexity for future culvert replacement</li> </ul> 	<ul style="list-style-type: none"> <li>Limited maintenance</li> <li>Decreases number and severity of collisions by adding capacity</li> <li>More complex construction</li> <li>Allows for the extension of the sanitary service to the MURC site</li> <li>Culvert replacement offers long-term cost savings, avoiding future complexities</li> </ul> 
Cost	<ul style="list-style-type: none"> <li>No additional cost beyond existing maintenance</li> </ul> 	<ul style="list-style-type: none"> <li>Moderate capital cost</li> </ul> 	<ul style="list-style-type: none"> <li>Highest capital and property costs</li> </ul> 

# TECHNICALLY PREFERRED ALTERNATIVE: URBANIZED CROSS SECTION



## Summary of Evaluation

### Natural Environment

- Reduced idling time/stop-and-go traffic and noise emissions from congestion but has the largest proposed area of disturbance.

### Socio-Economic Environment

- Accommodates future increases in capacity and aligned with Town of Ingersoll planning documents, improved environment for active transportation.

### Engineering

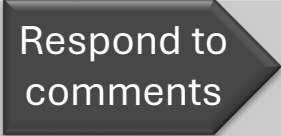
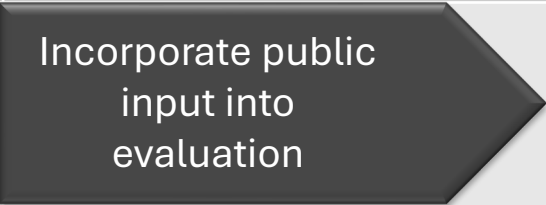
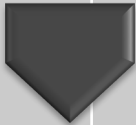


- Improves traffic flow and requires generally less maintenance through its service life, though it is generally more complex to construct.

### Cost

- Highest capital and property costs.



# NEXT STEPS

Next Steps	Summer/Fall 2025	Winter 2025/2026	Summer/Fall 2026	2027 and beyond
Review feedback from PCC #1				
Develop and evaluate alternative design concepts				
PCC #2				
Complete environmental assessment for preferred design concept				
Public ESR for 30 Day Review Period				
Detail Design and Construction				Timing TBD; subject to funding and approvals

# THANK YOU FOR ATTENDING

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

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