

Slide 1



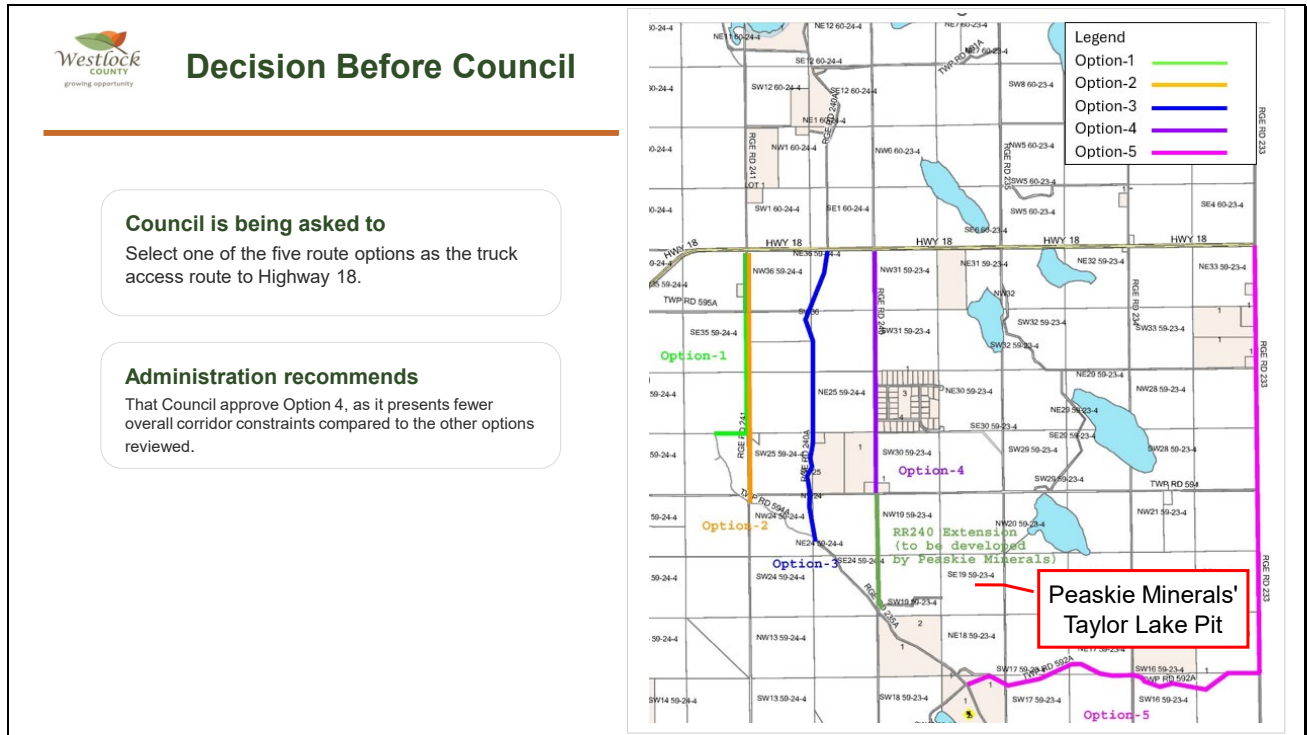
Truck Route - Range Road 235A to Highway 18

Regular Council | June 23, 2026

Request for Decision presentation

1

This presentation was prepared to walk Council through the Request for Decision package. It generally follows the same order as the RFD, beginning with the background and chronology, then moving into the route options reviewed, the key considerations for each option, and Administration's recommended action

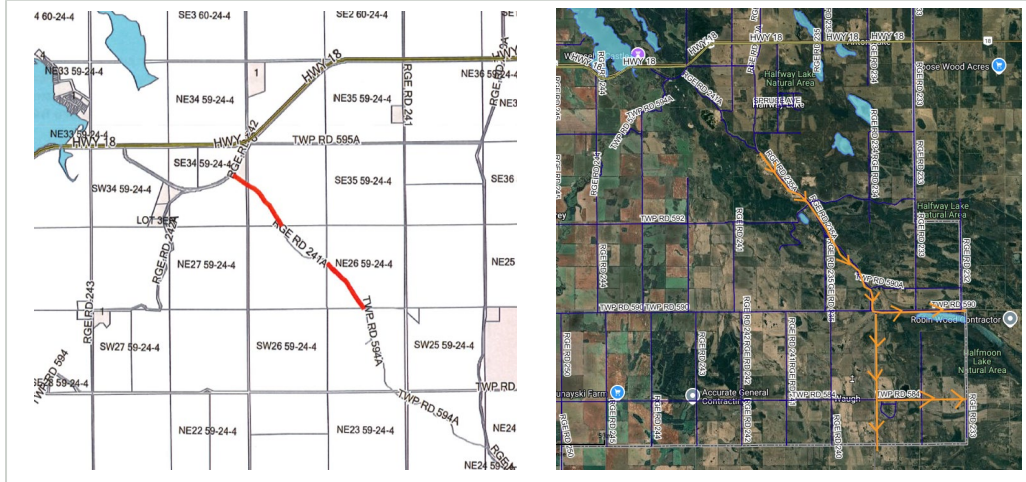


This slide identifies the decision that was before Council: selecting one of five potential truck access routes to Highway 18. The map shows the five options in relation to Peaskie Minerals' Taylor Lake Pit and the surrounding road network. Administration recommended Option 4 because it had fewer overall corridor constraints compared with the other routes reviewed.




Chronology of Events

● June 2025 RR241A closed; truck traffic redirected to southern routes.






This slide begins the project timeline. In June 2025, RR241A was closed to public truck traffic. That closure removed a direct northern connection to Highway 18 and redirected truck traffic to southern routes. The key concern was that more truck traffic began using roads near residential areas, including Half Moon Lake and Regal Park subdivision.

Slide 4




Chronology of Events

	June 2025	RR241A closed; truck traffic redirected to southern routes.
		
	June 2025	Future expansion plans identified in the area.

3

This slide explains that, around the same time as the RR241A closure, future expansion plans were identified in the area. Peaskie Minerals advised the County of planned site improvements and possible expansion activity at the Taylor Lake operation. That meant the County needed to consider how future truck traffic should be managed and whether a better connection to Highway 18 was needed.

Slide 5




Chronology of Events

●	June 2025	RR241A closed; truck traffic redirected to southern routes.
●	June 2025	Future expansion plans identified in the area.
●	July 2025	RR240 road condition concerns and preliminary review.

3

This slide notes that, in July 2025, the County received concerns about the condition of Range Road 240 north of Spruce Hill Estates. Those concerns helped bring the RR240 corridor into the broader review of possible truck access routes to Highway 18.

Slide 6




Chronology of Events

● June 2025	RR241A closed; truck traffic redirected to southern routes.
● June 2025	Future expansion plans identified in the area.
● July 2025	RR240 road condition concerns and preliminary review.
● Sept. 2025	RR240 preliminary engineering and STIP application RFD

3

This slide summarizes the September 2025 Council item. At that time, Administration brought forward a request to proceed with preliminary engineering for the RR240 corridor and to submit a STIP funding application to the Province. The purpose was to better understand the corridor, potential design requirements, and possible funding opportunities.

Slide 7



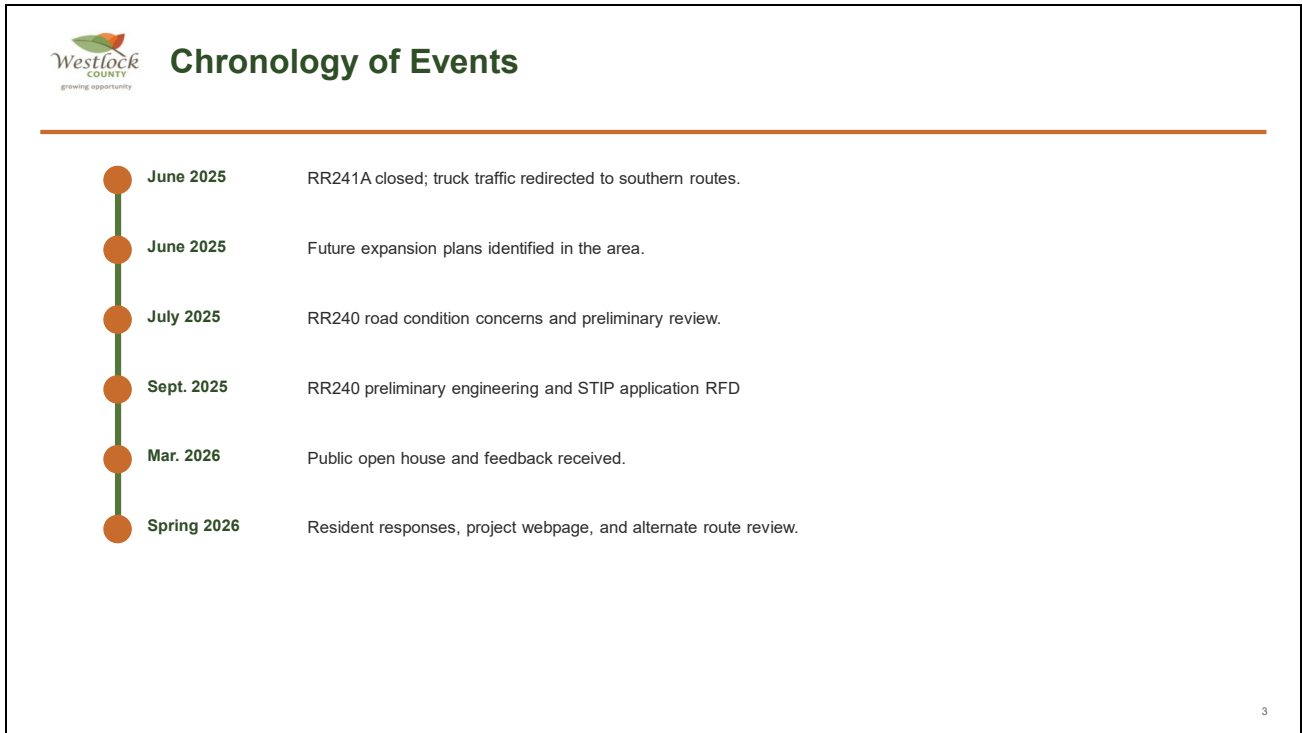
Chronology of Events

● June 2025	RR241A closed; truck traffic redirected to southern routes.
● June 2025	Future expansion plans identified in the area.
● July 2025	RR240 road condition concerns and preliminary review.
● Sept. 2025	RR240 preliminary engineering and STIP application RFD.
● Mar. 2026	Public open house and feedback received.

3


This slide summarizes the public open house held on March 31, 2026. The open house provided residents and stakeholders with preliminary information and gave them an opportunity to raise questions and concerns before a final route selection was made. Common concerns included truck traffic, dust, noise, speed, safety, and whether alternate routes had been reviewed.

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This slide explains the work completed after the public open house. Administration responded to resident questions, prepared project information for the County website, and continued reviewing alternate route options. The purpose was to ensure the route decision was based on a broader comparison of possible access routes, not only on one corridor.

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Chronology of Events

●	June 2025	RR241A closed; truck traffic redirected to southern routes.
●	June 2025	Future expansion plans identified in the area.
●	July 2025	RR240 road condition concerns and preliminary review.
●	Sept. 2025	RR240 preliminary engineering and STIP application RFD
●	Mar. 2026	Public open house and feedback received.
●	Spring 2026	Resident responses, project webpage, and alternate route review.
●	June 2026	Committee of the Whole reviewed five route options.

3

This slide explains that, on June 9, 2026, Committee of the Whole reviewed five possible truck route options to Highway 18. Committee then directed Administration to bring the matter to the June 23, 2026 Regular Council meeting for a formal route selection decision.



Evaluation Factors

How the route options were reviewed

Engineering and Constructability

Road geometry, grades, structural upgrades, drainage, and ability to support regular truck traffic.

Land, Jurisdiction and Approvals


Land ownership, right-of-way, Crown/private lands, environmental/regulatory considerations, and municipal jurisdiction.

Safety, Operational Suitability and Residential Impacts

Highway 18 intersection safety, truck turning movements, visibility, speed, and ongoing operations. Proximity to residences, noise, dust, speed, safety, and long-term maintenance considerations

4

This slide outlines how the route options were reviewed. The review considered engineering and constructability, land and approval requirements, and safety, operations, and residential impacts. In general terms, this included whether the roads could be upgraded for heavy truck traffic, whether land or regulatory approvals were required, and how each route could affect nearby residents and road users.



Common Constraints

Residential Impacts

Residential properties are located along portions of all the route options.

Road Upgrades

All options require upgrades before regular truck traffic.

Geometry / Grades

Some options include steep grades, bends, or additional turning movements.

ROW / Land

Some options include private land, Crown land, or undeveloped road allowance.

Environmental

Wetland or watercourse considerations apply to some options.

Intersection Safety

options require intersection controls or Highway 18 coordination.

No route option is without impacts

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This slide highlights that none of the five route options were impact-free. Each option had some combination of residential impacts, road upgrade requirements, grades or alignment issues, land or right-of-way matters, environmental considerations, or Highway 18 intersection requirements.



Option 1

Township Road 594A / Range Road 241 / Highway 18




Opportunities

- Existing corridor
- Approx. 2.84 km

Main Constraints

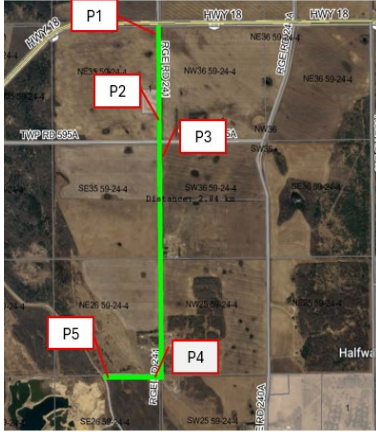
- Residential properties along route
- Unregistered road / private land / Crown land
- Steep grades approaching 9%
- Additional truck turning movements
- Major geometric and structural upgrades


This slide summarizes Option 1, which would use Township Road 594A, Range Road 241, and Highway 18. The advantage is that it follows an existing general corridor and is one of the shorter options. The main constraints include nearby residences, private and Crown land issues, steep grades, additional truck turning movements, and the need for major road upgrades before it could support regular heavy truck traffic.




Option 1 – Site Photos

Township Road 594A / Range Road 241 / Highway 18

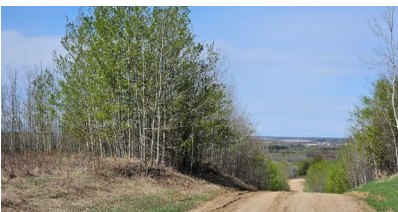





P1 RR241 – looking south



P2 RR241 – toward TR595A



P4 TR594A – toward former RR241A corridor



P5 TR594A – toward RR241, uphill grade

9

This slide provides site photos for Option 1. The photos are included to show existing field conditions along the corridor, including road condition, slopes, intersections, and nearby land uses. They help explain why grades, turning movements, and upgrade requirements are important considerations for this option.

For Option 1, one of the main advantages is that it is one of the shorter routes reviewed, at approximately 2.84 kilometers. However, when compared to the recommended route, the constraints on this option outweigh that distance advantage.

The photos help show some of those constraints. Around Range Road 241 and Township Road 595A, intersection controls would need to be reviewed and may need to be changed. For example, the existing yield condition on Range Road 241 may need to change to stop control on Township Road 595A, or another intersection control arrangement may be required. That type of change can affect driver expectations, because the public may be used to the existing right-of-way pattern. Public education and proper signage would be important if the traffic control arrangement changes.

The photos along Township Road 594A also show the steep grades in this area. Those grades would be challenging for loaded trucks, especially in wet or winter conditions, and could create operational and safety concerns. Engine braking may also create additional noise impacts for nearby residents.

Another constraint is the turning movements along this route. Trucks would need to make multiple turns, and at tight corners they may need to swing wide into the opposing lane to complete the turn. That creates a potential safety concern, especially if there is oncoming traffic.

Portion of TR 594 is located on private land and is unregistered road. Therefore, this option would require significant geometric work. Some portions of the road may need to be realigned out of private land, and land may need to be acquired at intersections or bends to improve the turning radius and make the route more suitable for truck traffic.

Overall, while Option 1 is relatively short and uses parts of an existing corridor, it has several constraints related to intersection controls, steep grades, turning movements, private land, and the amount of road geometry work required.



Option 2

Township Road 594A / Undeveloped Road Allowance / Range Road 241 / Highway 18



Opportunities


- Same general corridor as Option 1
- Avoids some Option 1 land issues
- Approx. 3.31 km



Main Constraints

- New road allowance development
- Wetland features nearby
- Steep grades approaching 9%
- Two intersections require controls
- Major geometric and structural upgrades


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This slide summarizes Option 2, which follows the same general area as Option 1 but includes an undeveloped road allowance before connecting back toward Range Road 241 and Highway 18. This option avoids some of the land issues identified in Option 1, but it would require building a new section of road. It also has steep grades, nearby wetland features, intersection control requirements, and major construction needs.


 **Option 2 – Site Photos**
Township Road 594A / Undeveloped Road Allowance / Range Road 241 / Highway 18




P6 TR594A – toward undeveloped allowance



P7 Undeveloped Road Allowance – looking south



P8 Undeveloped Road Allowance – farther south



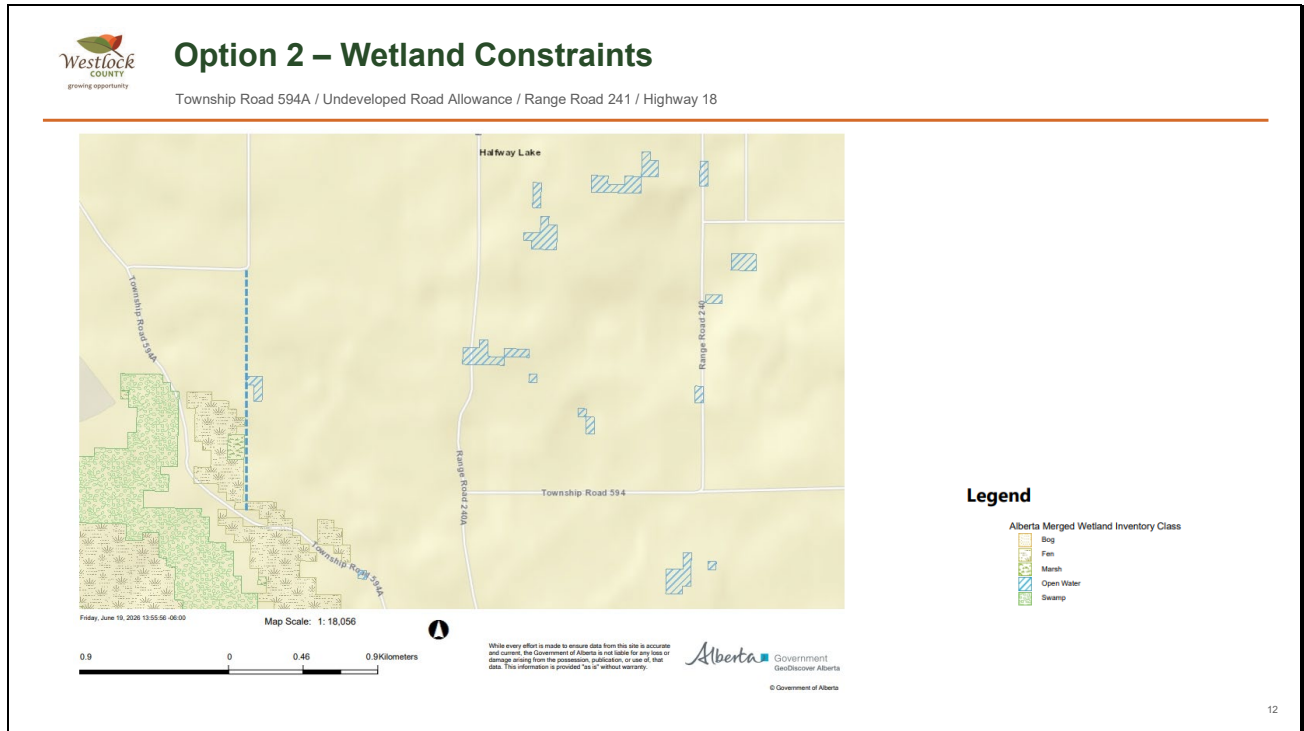
P9 Undeveloped Road Allowance – uphill view

12

This slide provides site photos for Option 2. The photos are included to show the existing field conditions along the undeveloped road allowance portion of the route. Unlike some of the other options, this route would not simply involve upgrading an existing road. A new road section would need to be developed.

The photos show that the road allowance is currently undeveloped, with trees and vegetation within the corridor. Those trees would need to be removed, and the road would need to be constructed from the ground up. That would include clearing, stripping, grading, drainage improvements, road base construction, and surfacing before the route could be used for regular truck traffic.

The photos also show that steep grades are present in this area. Similar to Option 1, those grades could create challenges for loaded trucks, especially in wet or winter conditions. Steeper grades can affect truck climbing, braking, and overall safety.



This slide shows wetland information from the Alberta GeoDiscover website. The dashed line generally shows the undeveloped road allowance that would need to be developed as part of Option 2.

The map shows that wetland features are located along and near the proposed road allowance. Because this option would involve constructing a new road through an undeveloped area, those wetland areas would need to be reviewed in more detail before any construction could proceed.

If wetlands are confirmed through field review, the County may need provincial approvals, mitigation measures, and potentially wetland compensation. That adds time, cost, and approval risk to this option.

The key point is that Option 2 is not only a road construction issue. It also has environmental constraints because the undeveloped road allowance appears to have wetlands along or near the corridor.



Option 3

Range Road 235A / Range Road 240A / Highway 18



Opportunities


- Existing corridor
- Approx. 3.93 km



Main Constraints

- Residential properties along route
- Historic Athabasca Landing Trail corridor
- Poor sightlines at Highway 18
- Bends and intersections require ROW review
- Geometric and structural upgrades


8

This slide summarizes Option 3, which would use Range Road 235A, Range Road 240A, and Highway 18. The benefit is that it uses an existing corridor. The main concerns include residential properties along parts of the route, the historic Athabasca Landing Trail corridor, poor sightlines at the Highway 18 connection, bends and intersections that may require land review, and road upgrades for truck traffic.


 **Option 3 – Site Photos**
Range Road 235A / Range Road 240A / Highway 18




P11 RR240A / Hwy 18 – looking west



P12 RR240A – looking south



P13 RR240A – toward TR595A



P14 RR240A – looking south

15

This slide provides site photos for Option 3. The photos are included to show the existing field conditions along Range Road 240A, and the connection to Highway 18.


One of the main constraints shown in the photos is the Highway 18 intersection. Sightlines at this location are limited, which is an important safety concern for truck traffic. Loaded trucks require more time and distance to turn, accelerate, and stop, so intersection visibility is a key factor when considering whether this route is suitable as a regular truck access route.


The photos also show that this route has several bends. Those turns would need to be reviewed to confirm whether land acquisition would be required to accommodate road widening.


Another constraint shown along the corridor is the existing road and ditch layout near some residential properties. In some areas, there does not appear to be much room available to widen or upgrade the road without impacting the adjacent lands. That means land acquisition or additional right-of-way will be required to accommodate road improvements.


This option also has the added constraint of the Athabasca Landing Trail corridor. Any upgrades along this route would need to consider the trail corridor and any related planning, historical, or land-use constraints.

Overall, while Option 3 uses an existing road corridor, but still has several constraints, including the Highway 18 sightline issue, limited room for widening near residences, potential land acquisition, and the Athabasca Landing Trail consideration.

 **Option 3 – Site Photos (2)**
Range Road 235A / Range Road 240A / Highway 18




P15 RR240A – looking south


P16 RR240A – toward TR594

16

This slide provides additional site photos for Option 3. These photos further show existing road conditions along the corridor.

 **Option 4**
Range Road 240 Extension / Range Road 240 / Highway 18



Opportunities


- Existing public road corridor
- Generally straighter alignment
- Fewer geometric improvements than others
- Approx. 3.2 km



Main Constraints

- Residential properties along route, including Spruce Hill Estates
- Road upgrades still required


9

This slide summarizes Option 4, which would use the Range Road 240 Extension, Range Road 240, and Highway 18. This was Administration's recommended route because it uses an existing public road corridor, has a generally straighter alignment, and would require fewer major geometric improvements compared with the other options. The route still has impacts, including nearby residential properties and required road upgrades.


 **Option 4 – Site Photos**
Range Road 240 Extension / Range Road 240 / Highway 18




P17 RR240 / Hwy 18 – looking west



P18 RR240 / Hwy 18 – looking east



P19 RR240 – looking south



P20 RR240 – corridor view

18

This slide provides site photos for Option 4, being the Range Road 240 Extension / Range Road 240 / Highway 18 route. This is Administration’s recommended route, and the photos help show why it is considered more practical than the other options reviewed.

The photos at the Highway 18 connection show relatively clear sightlines compared to some other route options. This is an important advantage for truck traffic because loaded trucks need more time and distance to turn, accelerate, and stop.


The photos also show that Range Road 240 has a generally straight alignment. This reduces the number of sharp bends, turning movements, and major geometric constraints compared to the other options. From an operational perspective, that makes the corridor more suitable for truck traffic.



However, the straight alignment also means speed management would need to be considered. Drivers may be more likely to travel at higher speeds on a straight road, so future design should review signage, speed controls, enforcement, and other operational measures where appropriate.

The photos also show that road upgrades would still be required. This route is not ready to function as a regular truck route in its current condition. Some geometric improvements will still be required, including smoothing high points in the road profile, improving grades where needed, and confirming that the road can safely accommodate truck traffic. Some trees and vegetation may also need to be removed for road widening, ditch improvements, sightline maintenance, or construction access.


Another important constraint is the residential impact, especially near Spruce Hill Estates and other properties along the route. Even though Option 4 has fewer overall corridor constraints, residents along this corridor may still experience impacts related to truck traffic, dust, noise, speed, safety, and road maintenance. Design measures to reduce these impacts will need to be reviewed, including paving the roadway, drainage improvements, speed management, signage, and other mitigation measures.

Overall, the photos support why Option 4 is recommended. The route has relatively clear Highway 18 sightlines, a straighter alignment, and fewer major geometric constraints than the other options. However, it still requires road upgrades, speed management review, possible tree removal, drainage and profile improvements, and mitigation for nearby residents.


 **Option 4 – Site Photos (2)**
Range Road 240 Extension / Range Road 240 / Highway 18



P21 RR240 – near Spruce Hill Estates



P22 RR240 – corridor view



P23 TR594 – toward RR240

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This slide provides additional site photos for Option 4.

Slide 23



Option 5

Township Road 592A / Range Road 233 / Highway 18



Opportunities


- Existing public road corridor
- Total route length 9.64 km, approximately 4.0 km within Westlock County

Main Constraints

- Residential properties along route
- Approximately 5.64 km is within Thorhild County
- Potential watercourse crossings and approvals
- Several curves and changes in direction
- Geometric and structural upgrades required

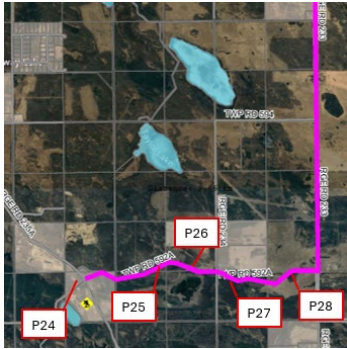
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This slide summarizes Option 5, which would use Township Road 592A, Range Road 233, and Highway 18. The benefit is that portions of the route use existing public road corridors. The main constraints are that the total route is much longer, approximately 5.64 kilometers would be within Thorhild County, residential properties are located along parts of the route, and there may be watercourse or environmental approval requirements. Several curves and changes in direction would also require geometric and structural upgrades.




Option 5 – Site Photos

Township Road 592A / Range Road 233 / Highway 18







P24 TR592A / RR235A – looking east



P25 TR592A – looking east



P26 TR592A – looking east



P27 TR592A – eastern approach

21

The following photos show the existing road conditions along the corridor. One of the main observations from the site visit was that the road was wet at several locations. This indicates that drainage would be an important consideration for this route. Before the road could support regular truck traffic, the County would need to review ditch capacity, culvert locations, low areas, road structure, and whether additional drainage improvements would be required. The photos also show that there are heavily treed areas along portions of this route and a significant amount of tree clearing will be needed. That would add to construction cost, environmental review, and potential impacts to the corridor.

The photos also show that this route includes several curves and changes in direction. This creates operational challenges for truck traffic, especially where trucks may need more room to turn or stay within their lane. Some of these areas may require geometric improvements, including road widening, curve improvements, intersection upgrades, or additional right-of-way.

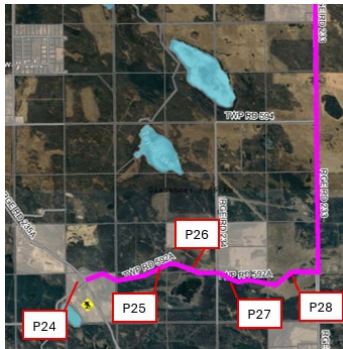
Another major constraint is that a large portion of this route is outside Westlock County and would function as an intermunicipal route. Approximately 5.64 kilometers of the total route is within Thorhild County. This means the route could not be advanced by Westlock

County alone and would require coordination, agreement, and cost-sharing discussions with another municipality.



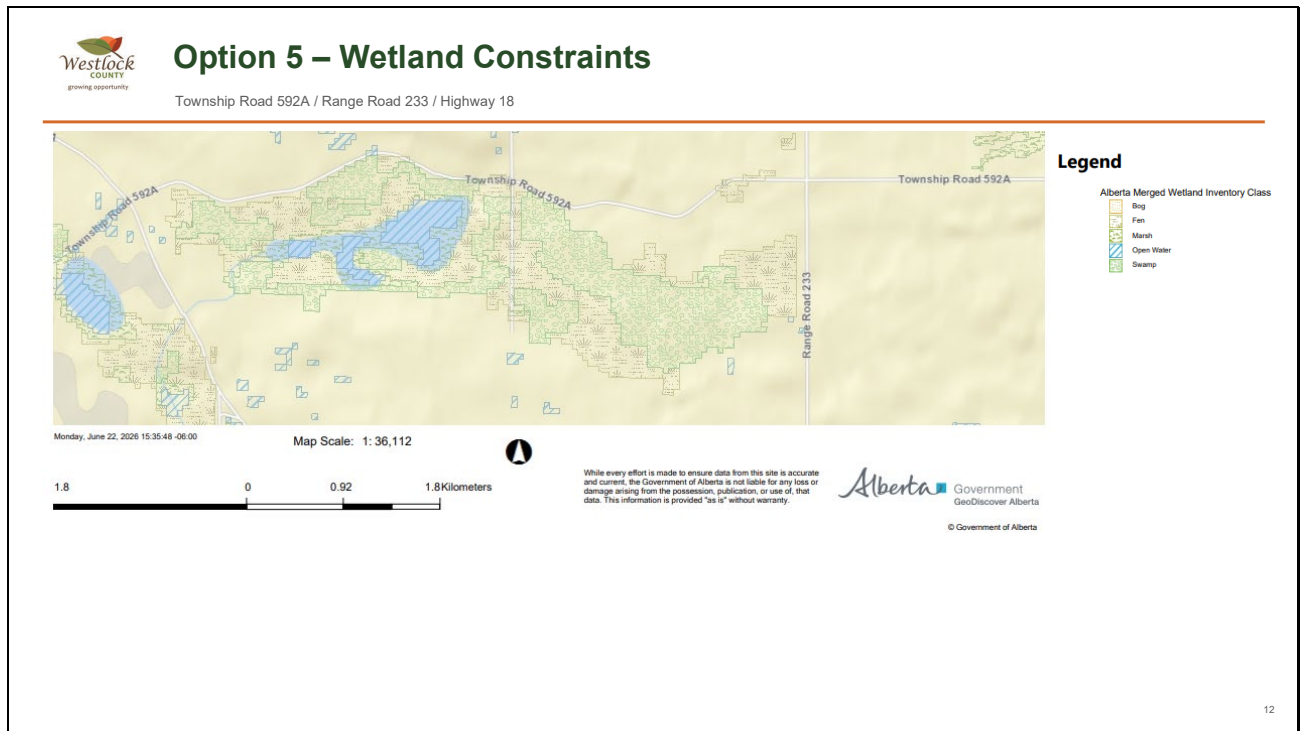
Option 5 – Site Photos (2)

Township Road 592A / Range Road 233 / Highway 18



P28 TR592A – looking west


This slide provides an additional site photo for Option 5.




This slide shows that wetlands are located south of and adjacent to portions of the road corridor. This is important because road widening, ditch improvements, drainage work, or geometric upgrades could potentially affect nearby wetland areas.

If this option were selected, further field review would be required to confirm the extent of the wetlands and determine whether they would be impacted by the required road improvements. If wetlands are impacted, provincial approvals, mitigation measures, and wetland compensation may be required.

Overall, while Option 5 uses portions of existing public road corridor, it has several constraints, including longer route length, wet road conditions, drainage concerns, curves and turning movements, residential impacts, wetland considerations, and jurisdictional coordination with Thorhild County.

 **Recommended Action**
Decision before Council

That Council approve Option 4, being the Range Road 240 Extension / Range Road 240 / Highway 18 route, as the selected route for truck access to Highway 18.



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This slide summarizes Administration's recommended action. The recommendation was to approve Option 4, being the Range Road 240 Extension, Range Road 240, and Highway 18 route, as the selected truck access route to Highway 18. Selecting a route would allow the County to proceed with next steps.

I also want to note that feedback from the open house and subsequent resident correspondence identified that the rerouting of truck traffic to the southern routes has already had impacts on those roads and nearby residents. Administration recognizes that even if Option 4 is selected, some truck traffic may continue to use the existing southern routes.

For that reason, Administration has already started reviewing those southern routes to better understand existing road conditions, impacts, and potential improvement options. The intent is to develop a broader road network approach, rather than looking at the selected Highway 18 access route in isolation.

Moving forward, any future truck route or industrial access route will need to be properly reviewed, designed, and engineered. It should align with the County's Municipal

Development Plan, applicable road design standards, and long-term transportation planning objectives. This includes considering road structure, drainage, safety, residential impacts, maintenance requirements, and the ability of the corridor to safely support regular truck traffic.



Thank You

The floor is open for questions.

This closing slide invited questions and discussion on the route options, the review process, and the recommended next steps.