



Request for Decision

Regular Council - 23 Jun 2026

Subject:

Truck Route - Range Road 235A to Highway 18

Recommended Action:

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

Proposal and Background:

Chronology of Events - Truck Access to Highway 18

June 2025: Following the closure of Range Road 241A, truck traffic that previously used this connection to Highway 18 was redirected to southern routes, increasing truck activity along roads impacting nearby residential areas, including Regal Park and Half Moon Lake.

June 2025: Peaskie Minerals notified the County of its future expansion plans, including bringing three-phase power to the Taylor Lake site, potential acquisition of additional lands, and expansion of its operations within the County. This indicated that additional industrial activity and truck traffic could be expected in the area.

July 2025: Administration received concerns from a Spruce Hill Estates resident regarding the condition of Range Road 240 north of the subdivision to Highway 18. Administration began reviewing potential improvement options, alongside the broader consideration of Range Road 240 as a potential corridor for re-establishing truck access to Highway 18.

September 2025: Following a high-level review of potential route options in the area, Administration brought forward a Request for Decision seeking Council direction to proceed with preliminary engineering and prepare and submit a STIP funding application to the Province for the Range Road 240 corridor.

Fall 2025 to Early 2026: Following submission of the STIP funding application, Administration made continued efforts to seek support from provincial departments to approve the funding application for the Range Road 240 corridor. This included discussions with provincial representatives regarding STIP priority projects during the 2025 RMA Fall Convention, as well as a meeting with MLA Glenn van Dijken in January 2026 regarding the need for the proposed road upgrade.

March 31, 2026: County administration held a public open house where they presented preliminary information regarding potentially using an improved Range Road 240 as a truck haul route. The purpose of the meeting was to seek feedback from residents and stakeholders. Concerns raised included truck traffic, dust, noise, speed, safety, and other potential routes to Highway 18.

Spring 2026: Following the public open house, Administration continued to respond directly to resident questions and concerns regarding Range Road 240, including traffic volumes, road use agreements, speed limits, noise, dust, safety, alternate routes, and the process for Council consideration. In some instances, members of Council were copied on resident correspondence. Administration also created a dedicated project webpage on the County website with open house materials, project updates, and responses to common questions, while continuing to review alternate route options in advance of bringing a route options report forward for Council consideration.

June 9, 2026: Administration presented the Truck Route Options to Highway 18 briefing note to Committee of the Whole. The review considered five potential route options. Following the presentation, the Committee directed Administration to bring the matter back to the June 23, 2026 Regular Council meeting for consideration of final route selection.

Discussion on Benefits, Disadvantages and Options:

The detailed route review is included in the attached Route Options Overview. Administration reviewed five potential Highway 18 access route options and considered road geometry, grades, land ownership, right-of-way constraints, environmental and regulatory considerations, residential impacts, Highway 18 intersection safety, jurisdictional limitations, constructability, and operational suitability for regular truck traffic.

The review determined that all options contain constraints and would require upgrades before safely supporting regular heavy truck traffic.

Based on the review completed to date, Option 4 (Range Road 240 Extension → Range Road 240 → Highway 18) presents fewer overall corridor constraints compared to the other options reviewed. The route is generally straighter, uses an existing public road corridor for most of the alignment, and would require fewer geometric improvements.

Administration recognizes that Option 4 still has residential impacts, including proximity to Spruce Hill Estates. Road upgrades would also be required before the route could support regular truck traffic. Concerns related to truck traffic, noise, dust, speed, safety, drainage, and long-term maintenance would need to be considered through future design, construction planning, and operational mitigation measures.

Financial / Policy Considerations:

Financial Considerations:

Administration has submitted a STIP Local Municipal Initiative (LMI) funding application related to potential improvements along the RR240 corridor. Based on preliminary cost estimates prepared as part of the funding application, the total project cost is estimated at approximately \$4.54 million.

Any future County contribution or capital budget request would be brought back to Council for consideration.

Policy Considerations:

Westlock County's Municipal Development Plan (MDP) speaks to the importance of the resource extraction industry to the County in Section 3.8 as follows:

The County recognizes the significant benefits resource extraction provides locally and regionally. Resource extraction activities can result in increased noise, traffic, dust, and other nuisance issues. Certain developments may not be suitable in proximity to resource extraction uses. For the life of this Plan, the County wishes to prioritize resource extraction, and may limit certain other developments or land uses which may be incompatible.

It is anticipated that even with the improvements to Range Road 240 and the construction of the extension there will still be resource extraction truck traffic that will need to go south and east to Highway 2. As such, Administration will be looking at all designated haul routes for resource extraction operations in the area to ensure that they meet County road design standards as per policy 3.8.3.5 of the Municipal Development Plan. It is anticipated that some of these roads will require improvements.

Westlock County's Draft Strategic Plan 2026-2030 speaks to Economic Readiness and Opportunity as follows:

Capitalizing on opportunities in our agriculture and business sectors, and advancing economic diversity and growth will provide the foundation for our communities to flourish.

Communications:

Administration previously completed public engagement related to the Range Road 240 corridor, including a public open house and ongoing communication with nearby residents and stakeholders.

Increasing the Level of Public Impact				
Inform ☒	Consult ☒	Involve ☒	Collaborate	Empower
<i>Public Participation Goal:</i> To provide balanced objective information to assist understanding of topic, alternatives, opportunities and/or solutions.	<i>Public Participation Goal:</i> To obtain public feedback on analysis, alternatives and/or decisions.	<i>Public Participation Goal:</i> To work with the public throughout the process to ensure that concerns and aspirations are consistently understood and considered.	<i>Public Participation Goal:</i> To partner with the public in each aspect of the decision including development of alternatives and identification of preferred solution.	<i>Public Participation Goal:</i> To place final decision making in the hands of the public.

Target Decision Date

Council Meeting Date

June	23	2026
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Month

Day

Year

Submitted By

Pardeep Bhullar, Development Engineering Officer

Reviewed By

Julie McLean, General Manager, Planning and Community Services Approved - 16 Jun 2026
Tony Kulbisky, Chief Administrative Officer Approved - 17 Jun 2026

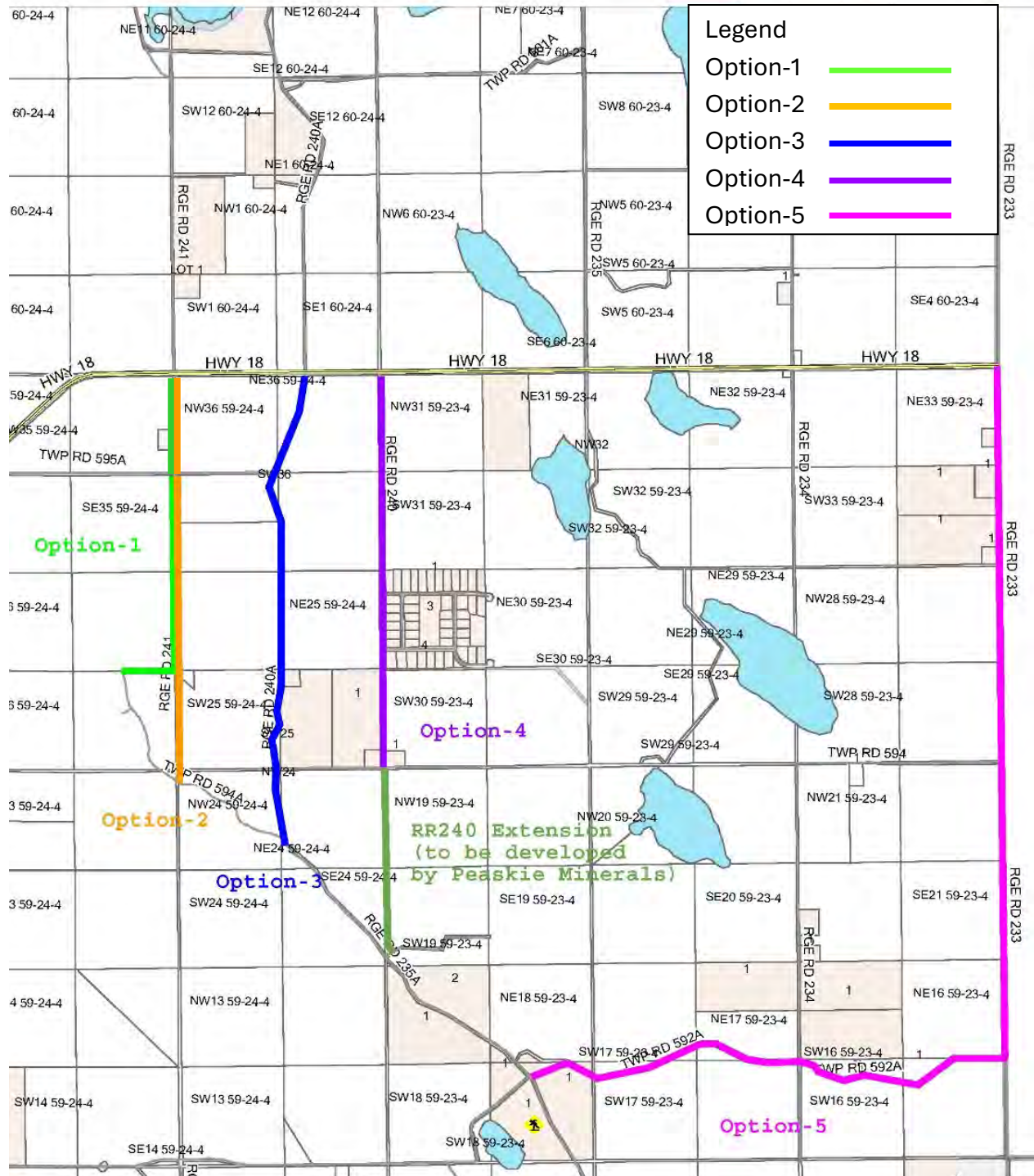
CAO Comments

Support recommended action and that proper engineering on road design be completed for construction on designated haul routes under consideration.

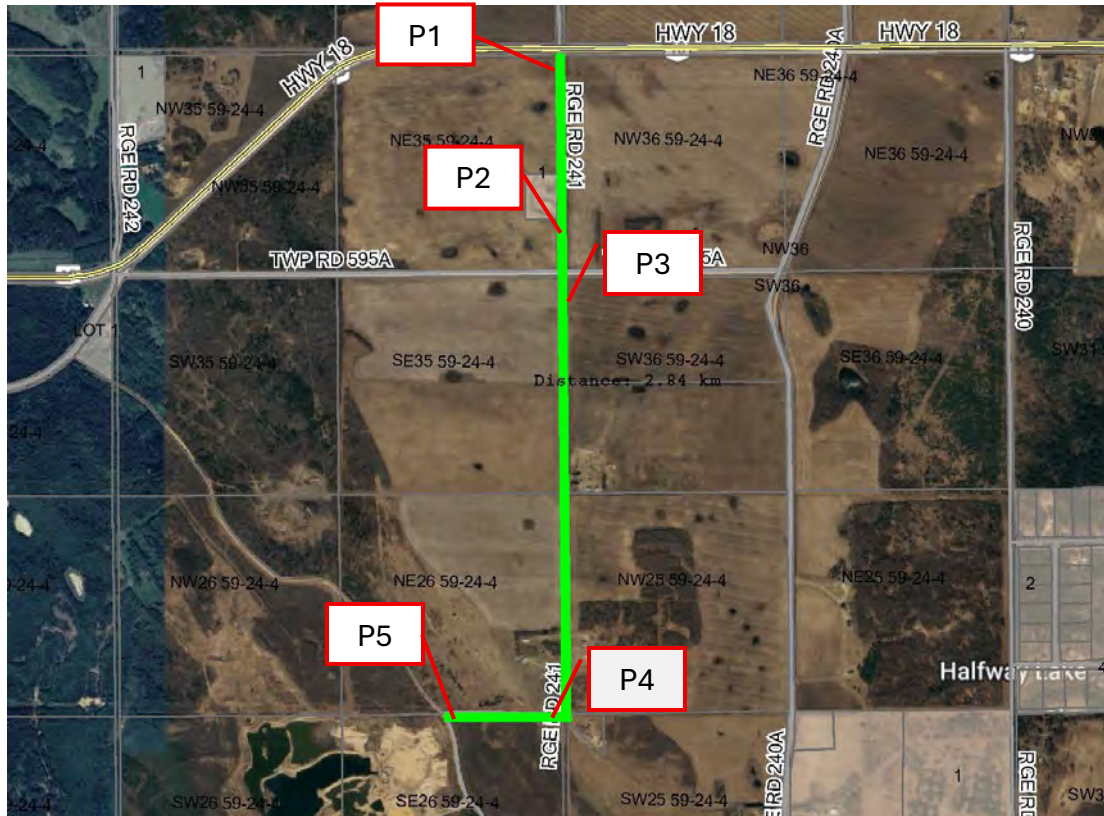
Attachments:

[Route Options Overview](#)
[Sprucehill Estates Outline Plan \(1978\)](#)

Options Overview



Option 1 (TR 594A → RR 241 → Hwy 18)



Opportunities:

- Uses an existing road corridor rather than requiring a completely new alignment
- Approximate route length of 2.84 km

Constraints:

- Residential properties are located along portions of the route
- Sections of the route are not currently registered as public road. Portions of Township Road 594A are located on private property, while other portions cross Crown land.
- The route would introduce additional turning movements, including both left and right turns, for truck traffic
- Portions of Township Road 594A contain steep grades approaching approximately 9%, which would be challenging for sustained loaded truck traffic, particularly during wet or winter conditions.
- Intersection controls would likely be required at the intersection of Township Road 594A and RR241

- Major geometric and structural upgrades would be required before the route could safely support regular truck traffic
- Land acquisition would likely be required to accommodate road widening and drainage improvements
- Trucks would likely require engine braking on 594A, which could create noise impacts

Site Photos:

Photo P1 – Range Road 241

Looking south along RR241



Photo P2 – Range Road 241

Looking south along RR241 toward the intersection of TR595A and RR241.



Photo P3 – Range Road 241
Looking south along RR241



Photo P4 – Township Road 594A

Looking west along Township Road 594A toward former RR241A corridor



Photo P5 – Township Road 594A

Looking east from the RR241A intersection toward the uphill grade along Township Road 594A.



Option 2 (TR 594A → Undeveloped Road Allowance → RR 241 → Hwy 18)



Opportunities:

- Shares much of the same general corridor as Option 1
- Avoids the turning movements, unregistered road/private land issue identified along portions of Option 1
- Approximate route length of 3.31 km

Constraints:

- Residential properties are located along portions of the route
- Would require development of an undeveloped road allowance
- Wetland features are present along or near the undeveloped road allowance
- Similar to option 1, portion of undeveloped road allowance contain steep grades approaching approximately 9%, which would be challenging for sustained loaded truck traffic, particularly during wet or winter conditions

- Major geometric and structural upgrades would be required before the route could safely support regular truck traffic
- Land acquisition would likely be required to accommodate road widening and drainage improvements
- Trucks would likely require engine braking along portions of the route due to the steep grades, which could create noise impacts.
- Intersection controls would be required for two intersections along the route

Site Photos:

Photo P6 – Township Road 594A

Looking south from the end of Township Road 594A toward the undeveloped road allowance corridor.



Photo P7 – Undeveloped Road Allowance
Looking south along the undeveloped road allowance corridor.



Photo P8 – Undeveloped Road Allowance

Looking south further along the undeveloped road allowance corridor.



Photo P9 – Undeveloped Road Allowance
Looking north uphill along the undeveloped road allowance corridor.



Photo P10 – Township Road 594A
Looking north toward the south end of the undeveloped road allowance



Option 3 (RR235A → RR 240A → Hwy 18)



Opportunities:

- Uses an existing road corridor rather than requiring a completely new alignment
- Approximate route length of 3.93 km

Constraints:

- Residential properties are located along portions of the route

- The corridor is associated with the historic Athabasca Landing Trail. Westlock County is also a participant in the Athabasca Landing Trail Memorandum of Understanding related to preservation and long-term development of the historic trail corridor.
- The intersection with Highway 18 has poor sightlines, and truck traffic at this location could create safety concerns
- Geometric and structural upgrades would be required before the route could safely support regular truck traffic
- Land acquisition would likely be required to accommodate road widening and drainage improvements, especially around bends and intersections.
- Intersection controls would be required for RR240A and Township Road 594A

Site Photos:

Photo P11 – RR240A

View from the southeast corner of the RR240A and Highway 18 intersection, looking west toward Highway 18



Photo P12 – Range Road 240A

Looking south along RR240A



Photo P13 – Range Road 240A
Looking south along RR240A toward Township Road 595A intersection



Photo P14 – Range Road 240A
Looking south along RR240A



Photo P15 – Range Road 240A

Looking south along RR240A



Photo P16 – Range Road 240A
Looking south along RR240A toward Township Road 594



Option 4 (RR240 Extension → RR240 → Hwy 18)



Opportunities:

- Uses an existing public road corridor for the majority of the route
- The route is generally straighter than the other options reviewed
- Would require fewer geometric improvements compared to the other route options
- Approximate route length of 3.2 km + 1.55 km (undeveloped road allowance)

Constraints:

- Residential properties, including the Spruce Hill Estates residential subdivision, are located along the route
- Road upgrades would still be required before the route could support regular truck traffic
- Concerns related to truck traffic, noise, speed, and safety would need to be considered

Site Photos

Photo P17 – Range Road 240

View from the southeast corner of the RR240 and Highway 18 intersection, looking west



Photo P18 – Range Road 240

View from the southeast corner of the RR240 and Highway 18 intersection, looking east



Photo P19 – Range Road 240
Looking south along Range Road 240.



Photo P20 – Range Road 240
Looking south further along the Range Road 240 corridor



Photo P21 – Range Road 240

Looking south along Range Road 240 toward the south entrance to Spruce Hill Estates subdivision.



Photo P22 – Range Road 240

Looking south further along the Range Road 240 corridor

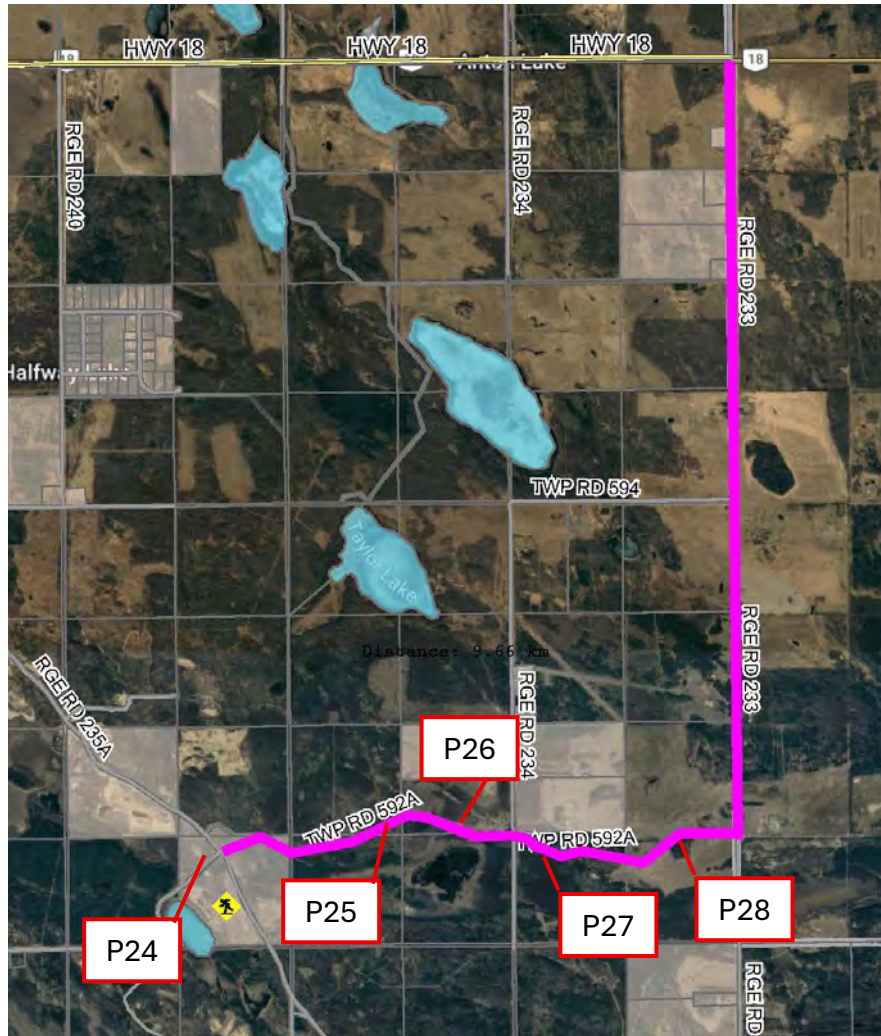


Photo P23 – Township Road 594

Looking east toward the intersection of RR240 and TR594



Option 5 (TR 592A → RR233 → Hwy 18)



Opportunities:

- Uses an existing public road corridor
- Approximate total route length of 9.64 km, including approximately 4.0 km within Westlock County and 5.64 km within Thorhild County

Constraints:

- Portions of the route (RR233) are maintained by Thorhild County and fall outside Westlock County's jurisdiction
- Potential watercourse crossings (Class C or D), which may require environmental review and regulatory approvals
- The road alignment includes several curves and changes in direction

- Geometric and structural upgrades would be required before the route could support regular truck traffic

Site Photos:

Photo P24 – Township Road 592A

View from the southwest corner of TR592A and RR235A, looking east toward the intersection



Photo P25 – Township Road 592A

Looking east along Township Road 592A within the Option 5 route corridor



Photo P26 – Township Road 592A
Looking east further along Township Road 592A



Photo P27 – Township Road 592A
Looking east along Township Road 592A approaching the eastern portion of the Option 5 corridor



Photo P28 – Township Road 592A
Looking west along Township Road 592A



OUTLINE PLAN SHOWING
 - Subdivision of NW30-59-23-W4
 (approved SEPT. 78)
 - Revisions to Outline Plan for
 NE 33 & SE 31-59-23-W4
 (as per Conditions of Approval,
 SEPT. 78)

PROPOSED SUBDIVISION
 of

SE 31-59-23-W4
 NW 30-59-23-W4
 NE 30-59-23-W4

CLOVE — ALBERTA
 SCALE 1"=200'

LEGEND

EXISTING ROAD RIGHTS
 EXISTING ROAD RIGHTS
 EXISTING ROAD RIGHTS
 EXISTING ROAD RIGHTS

