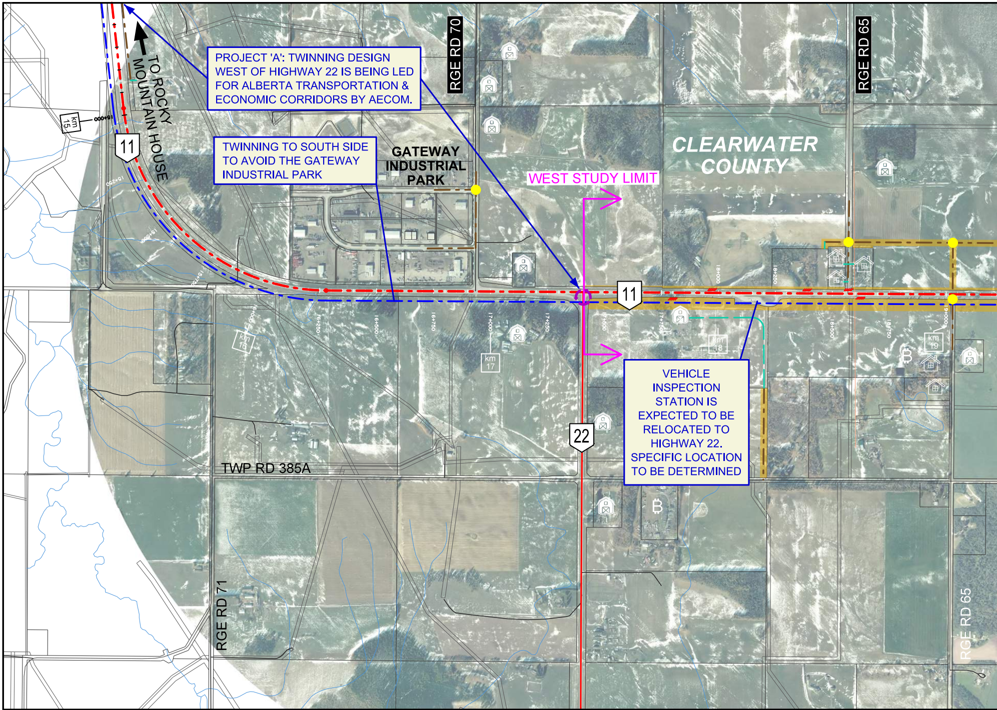
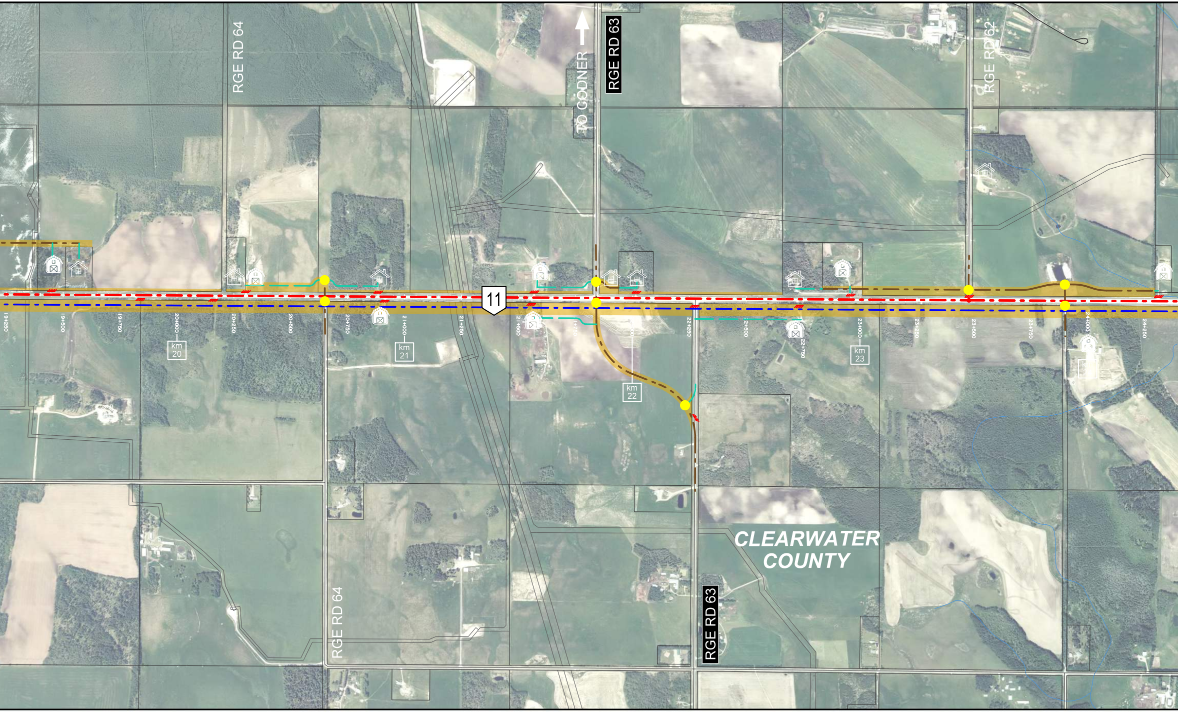

PROJECT 'A': TWINNING DESIGN WEST OF HIGHWAY 22 IS BEING LED FOR ALBERTA TRANSPORTATION & ECONOMIC CORRIDORS BY AECOM.
TO ROCKY MOUNTAIN HOUSE
RGE RD 70
RGE RD 65
km 15
11
TWINNING TO SOUTH SIDE TO AVOID THE GATEWAY INDUSTRIAL PARK
GATEWAY INDUSTRIAL PARK
CLEARWATER COUNTY
WEST STUDY LIMIT
11
km 16
km 17
km 18
km 19
16+250
16+500
16+750
17+000
17+250
17+500
17+750
18+000
18+250
18+500
18+750
19+000
VEHICLE INSPECTION STATION IS EXPECTED TO BE RELOCATED TO HIGHWAY 22. SPECIFIC LOCATION TO BE DETERMINED
22
TWP RD 385A
RGE RD 71
RGE RD 65

CONSULTANT

PROJECT NO. E00782A

LEGEND

🟩	COUNTY BOUNDARY
—	PROVINCIAL HIGHWAYS
— - —	EXISTING HIGHWAY 11 CENTRELINE
— - —	NEW HIGHWAY 11 CENTRELINE
— - —	NEW CROSS STREET CENTRELINE
- — -	NEW ACCESS ROAD CENTRELINE
- — -	NEW ROADWAY CENTRELINE FROM TWINNING DESIGN EAST OF TWP RD 390
▨	ACCESS/INTERSECTION CLOSURE
⌶	NEW BRIDGE
○	ROUNDABOUT
◆	GRADE SEPARATED INTERCHANGE
●	AT-GRADE INTERSECTION
RGE RD XX	GRAVEL RANGE ROAD
RGE RD XX	PAVED RANGE ROAD


RGE RD 64
TO CODNER
RGE RD 63
RGE RD 62
11
19+250
19+500
19+750
20+000
km 20
20+250
20+500
20+750
21+000
km 21
21+250
21+500
21+750
22+000
km 22
22+250
22+500
22+750
23+000
km 23
23+250
23+500
23+750
24+000
24+250
CLEARWATER COUNTY
RGE RD 64
RGE RD 63

RIGHT-OF-WAY REQUIREMENTS

- 🟨 PRELIMINARY TWINNING OPTION
- 🟫 TWINNING DESIGN REQUIREMENTS EAST OF TWP RD 390
- * POTENTIAL LOCATION FOR ADDITIONAL R/W

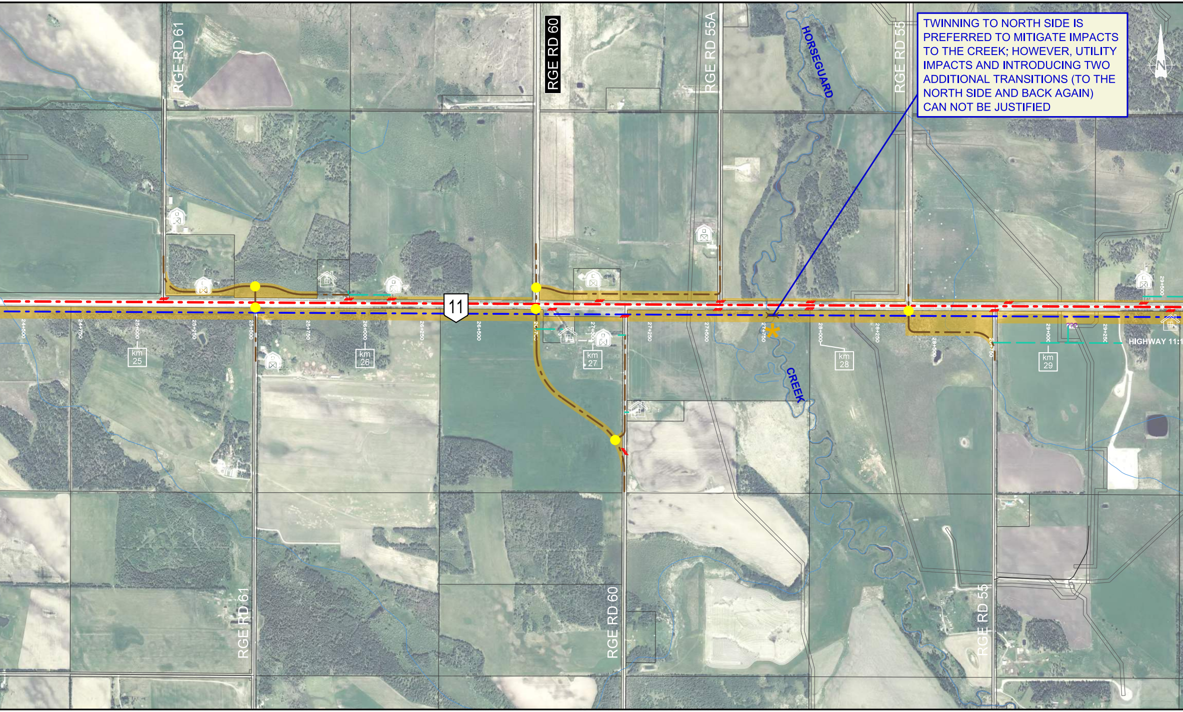
UTILITIES

- TRANSMISSION TOWER
- TRANSMISSION LINE

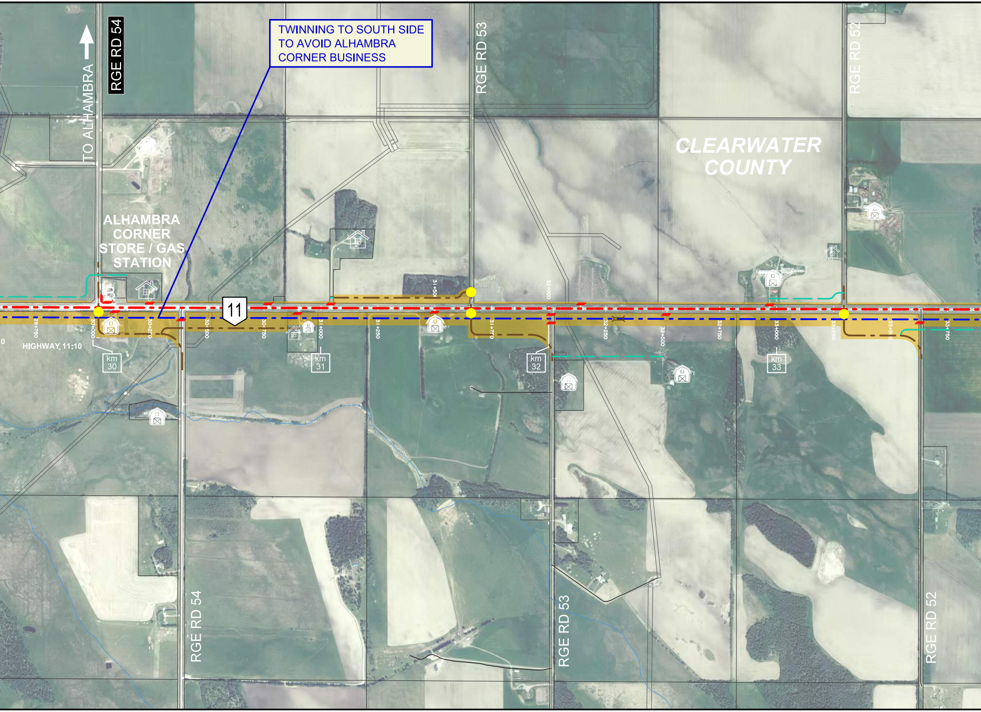
LAND DEVELOPMENT

- CEMETERY
- SCHOOL
- BUSINESS
- INDUSTRY
- ACREAGE
- FARMSTEAD

THESE NOTES ARE KEY FACTORS TAKEN INTO CONSIDERATION IN DEVELOPING THE TWINNING CONCEPT

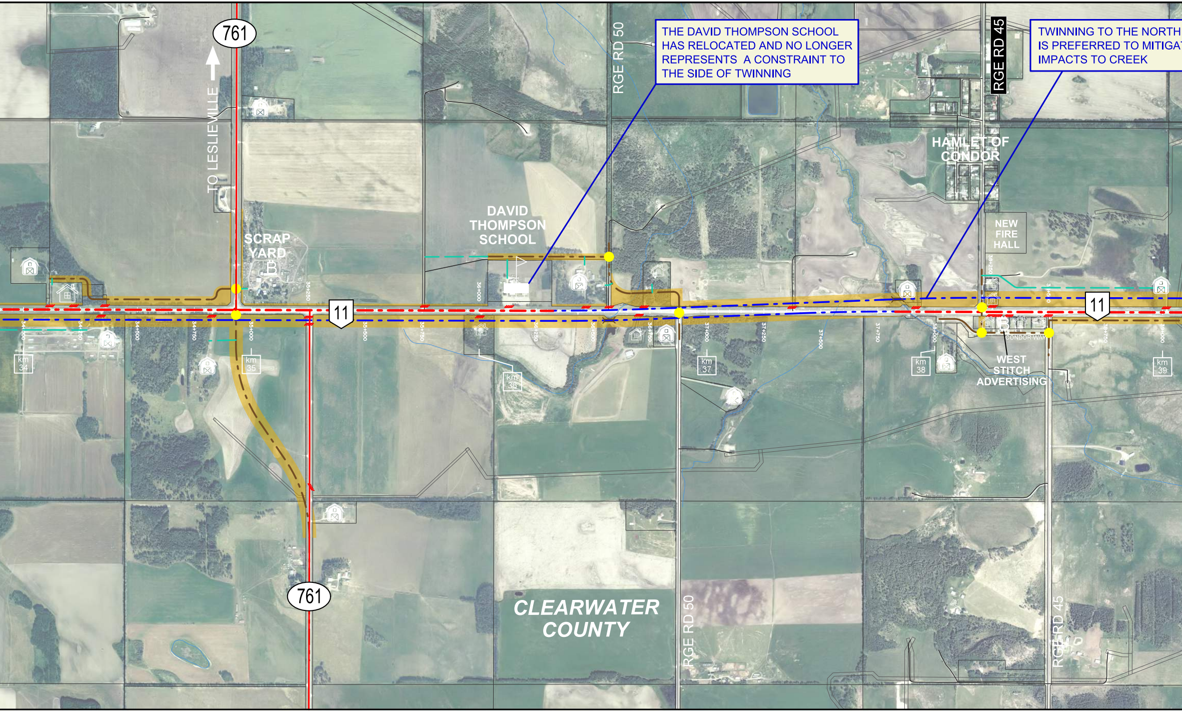

RGE RD 61
RGE RD 60
RGE RD 55A
HORSEGUARD
RGE RD 55
N
11
24+500
24+750
25+000
25+250
25+500
25+750
26+000
26+250
26+500
26+750
27+000
27+250
27+500
27+750
28+000
28+250
28+500
28+750
29+000
29+250
29+500
km 25
km 26
km 27
km 28
km 29
CREEK
???
HIGHWAY 11:1
RGE RD 61
RGE RD 60
RGE RD 55

TWINNING TO NORTH SIDE IS PREFERRED TO MITIGATE IMPACTS TO THE CREEK; HOWEVER, UTILITY IMPACTS AND INTRODUCING TWO ADDITIONAL TRANSITIONS (TO THE NORTH SIDE AND BACK AGAIN) CAN NOT BE JUSTIFIED


TWINNING TO SOUTH SIDE TO AVOID ALHAMBRA CORNER BUSINESS
TO ALHAMBRA
RGE RD 54
RGE RD 53
RGE RD 52
CLEARWATER COUNTY
ALHAMBRA CORNER STORE / GAS STATION
11
HIGHWAY 11:10
0
29+750
30+000
30+270
30+500
30+750
31+000
31+250
31+500
31+770
32+000
32+250
32+500
32+750
33+000
33+250
33+500
33+750
km 30
km 31
km 32
km 33
RGE RD 54
RGE RD 53
RGE RD 52

LEGEND

🟩	COUNTY BOUNDARY	– –	NEW ACCESS ROAD CENTRELINE	○	ROUNDABOUT	RGE RD XX	GRAVEL RANGE ROAD
—	PROVINCIAL HIGHWAYS	– –	NEW ROADWAY CENTRELINE FROM TWINNING DESIGN EAST OF TWP RD 390	◆	GRADE SEPARATED INTERCHANGE	**RGE RD XX**	PAVED RANGE ROAD
– · –	EXISTING HIGHWAY 11 CENTRELINE	////	ACCESS/INTERSECTION CLOSURE	●	AT-GRADE INTERSECTION		
– · –	NEW HIGHWAY 11 CENTRELINE	⊏⊐	NEW BRIDGE				
– · –	NEW CROSS STREET CENTRELINE						


761
TO LESLIEVILLE
SCRAP YARD
DAVID THOMPSON SCHOOL
RGE RD 50
RGE RD 45
HAMLET OF CONDOR
NEW FIRE HALL
11
CONDOR WAY
WEST STITCH ADVERTISING
km 34
km 35
km 36
km 37
km 38
km 39
761
CLEARWATER COUNTY
RGE RD 50
RGE RD 45

THE DAVID THOMPSON SCHOOL HAS RELOCATED AND NO LONGER REPRESENTS A CONSTRAINT TO THE SIDE OF TWINNING

TWINNING TO THE NORTH IS PREFERRED TO MITIGA IMPACTS TO CREEK

RIGHT-OF-WAY REQUIREMENTS

- 🟨 PRELIMINARY TWINNING OPTION
- 🟫 TWINNING DESIGN REQUIREMENTS EAST OF TWP RD 390
- * POTENTIAL LOCATION FOR ADDITIONAL R/W

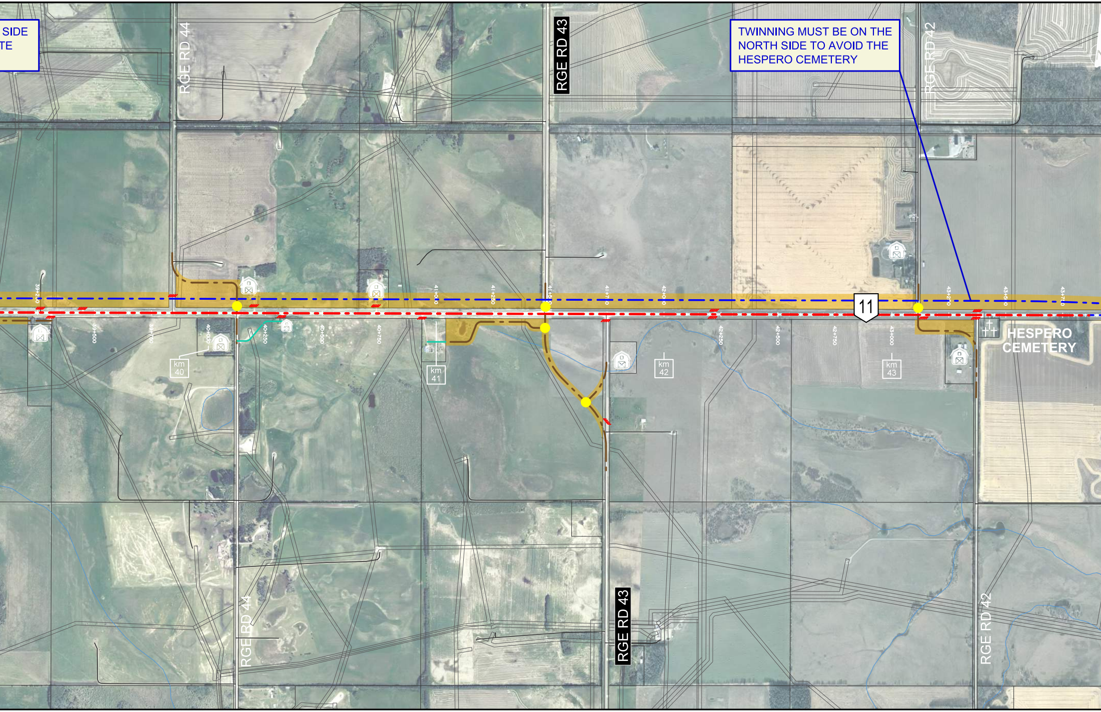
UTILITIES

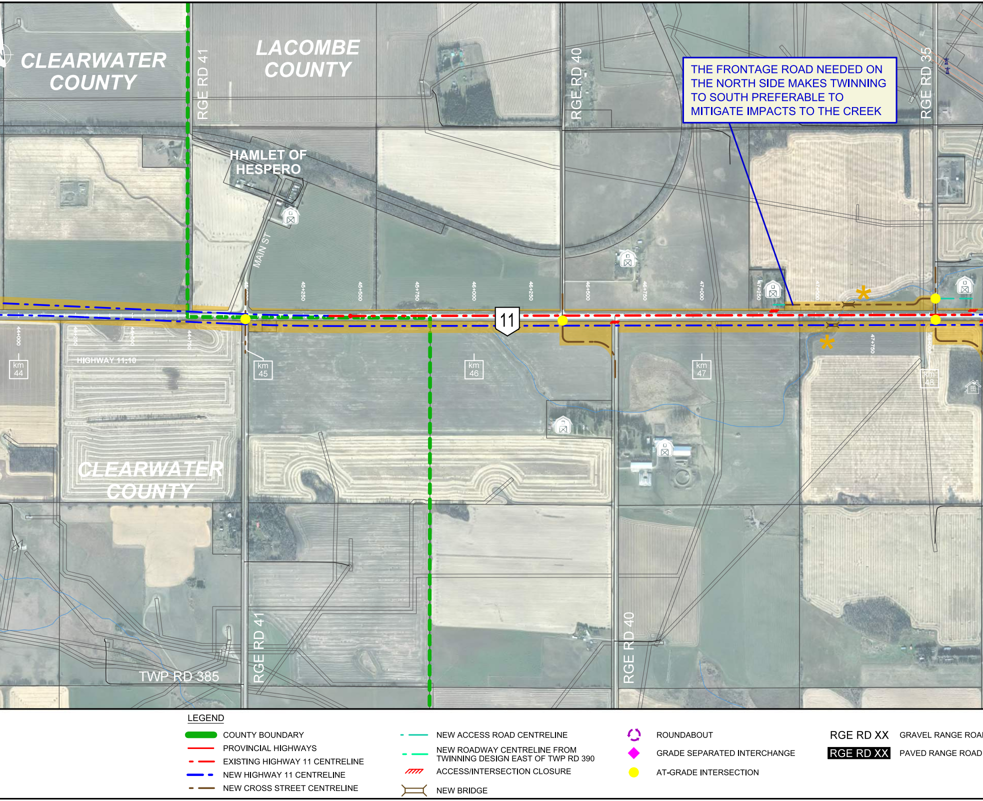
- TRANSMISSION TOWER
- TRANSMISSION LINE

LAND DEVELOPMENT

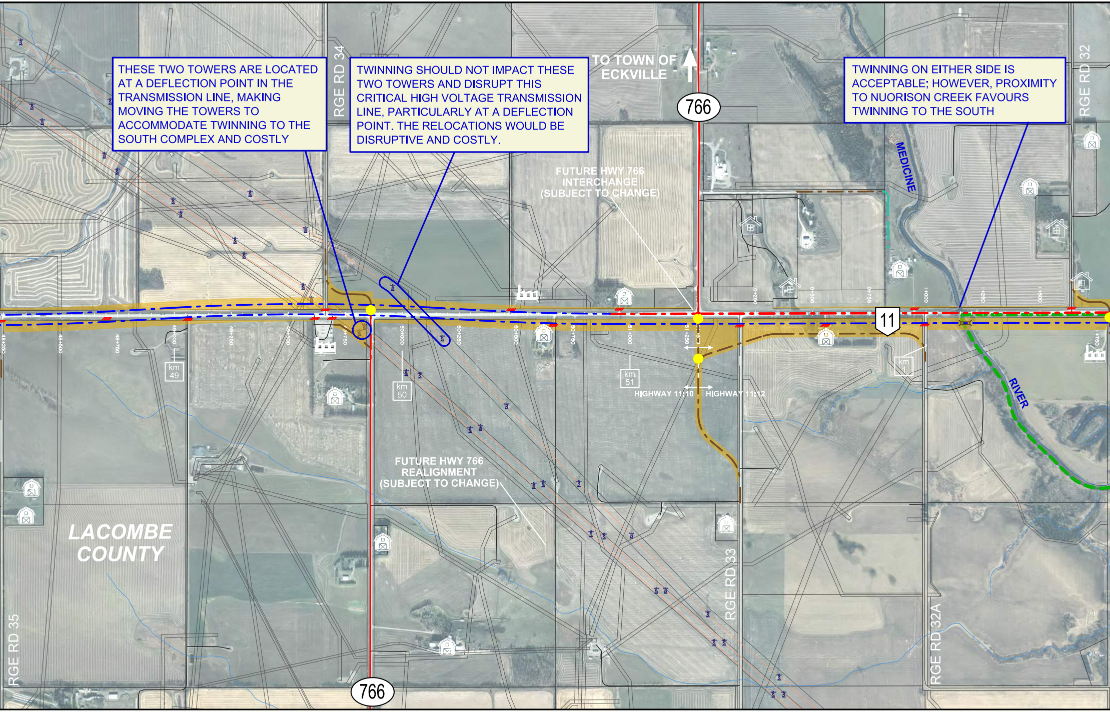
- CEMETERY
- SCHOOL
- BUSINESS
- INDUSTRY
- ACREAGE
- FARMSTEAD

THESE NOTES ARE KEY FACTORS TAKEN INTO CONSIDERATION IN DEVELOPING THE TWINNING CONCEPT


SIDE
TE
RGE RD 44
RGE RD 43
TWINNING MUST BE ON THE NORTH SIDE TO AVOID THE HESPERO CEMETERY
RGE RD 42
39+250
39+500
39+750
40+000
40+250
40+500
40+750
41+000
41+250
41+500
41+750
42+000
42+250
42+500
42+750
43+000
43+250
43+500
43+750
11
HESPERO CEMETERY
km 40
km 41
km 42
km 43
RGE RD 44
RGE RD 43
RGE RD 42


THE FRONTAGE ROAD NEEDED ON THE NORTH SIDE MAKES TWINNING TO SOUTH PREFERABLE TO MITIGATE IMPACTS TO THE CREEK

CLEARWATER COUNTY
LACOMBE COUNTY
RGE RD 41
RGE RD 40
RGE RD 35
HAMLET OF HESPERO
MAIN ST
11
HIGHWAY 11:10
km 44
km 45
km 46
km 47
km 48
44+000
44+250
44+500
44+750
45+250
45+500
45+750
46+000
46+250
46+500
46+750
47+000
47+250
47+500
47+750
48+000
CLEARWATER COUNTY
TWP RD 385
RGE RD 41
RGE RD 40
LEGEND
COUNTY BOUNDARY
PROVINCIAL HIGHWAYS
EXISTING HIGHWAY 11 CENTRELINE
NEW HIGHWAY 11 CENTRELINE
NEW CROSS STREET CENTRELINE
NEW ACCESS ROAD CENTRELINE
NEW ROADWAY CENTRELINE FROM TWINNING DESIGN EAST OF TWP RD 390
ACCESS/INTERSECTION CLOSURE
NEW BRIDGE
ROUNDABOUT
GRADE SEPARATED INTERCHANGE
AT-GRADE INTERSECTION
RGE RD XX GRAVEL RANGE ROAD
RGE RD XX PAVED RANGE ROAD



RGE RD 34
TO TOWN OF ECKVILLE
766
RGE RD 32
FUTURE HWY 766 INTERCHANGE (SUBJECT TO CHANGE)
MEDICINE
RIVER
11
km 49
km 50
km 51
km
HIGHWAY 11:10
HIGHWAY 11:12
FUTURE HWY 766 REALIGNMENT (SUBJECT TO CHANGE)
LACOMBE COUNTY
RGE RD 35
RGE RD 33
RGE RD 32A
766

THESE TWO TOWERS ARE LOCATED AT A DEFLECTION POINT IN THE TRANSMISSION LINE, MAKING MOVING THE TOWERS TO ACCOMMODATE TWINNING TO THE SOUTH COMPLEX AND COSTLY

TWINNING SHOULD NOT IMPACT THESE TWO TOWERS AND DISRUPT THIS CRITICAL HIGH VOLTAGE TRANSMISSION LINE, PARTICULARLY AT A DEFLECTION POINT. THE RELOCATIONS WOULD BE DISRUPTIVE AND COSTLY.

TWINNING ON EITHER SIDE IS ACCEPTABLE; HOWEVER, PROXIMITY TO NUORISON CREEK FAVOURS TWINNING TO THE SOUTH

RIGHT-OF-WAY REQUIREMENTS

- ▨ PRELIMINARY TWINNING OPTION
- ▨ TWINNING DESIGN REQUIREMENTS EAST OF TWP RD 390
- * POTENTIAL LOCATION FOR ADDITIONAL R/W

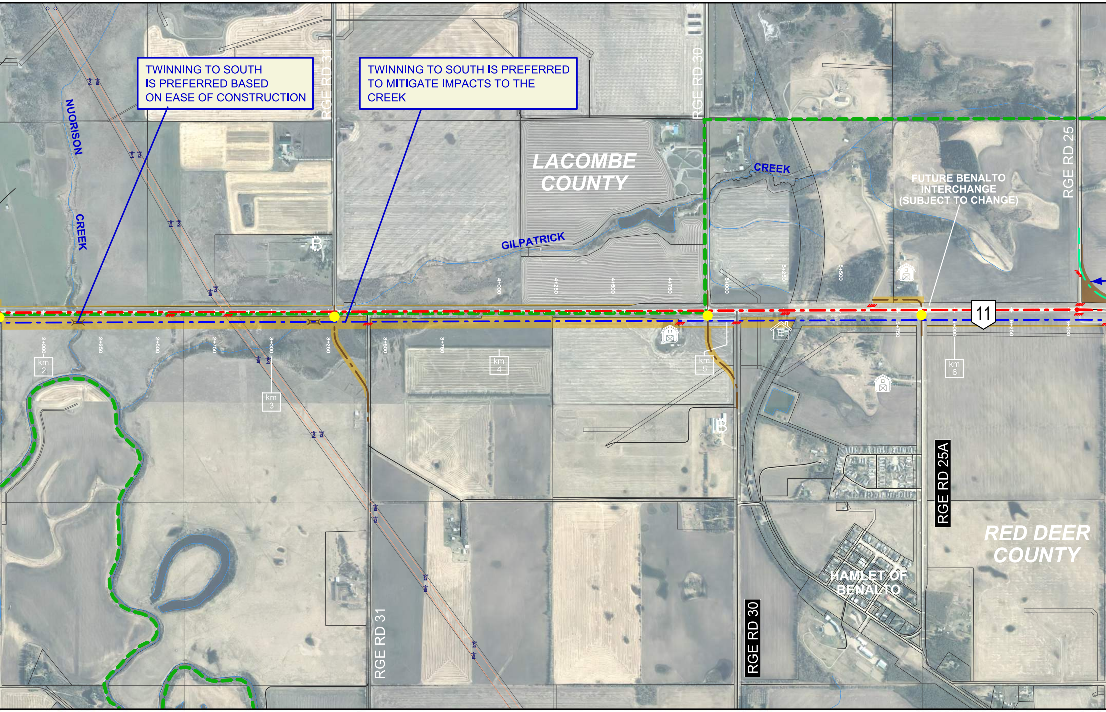
UTILITIES

- TRANSMISSION TOWER
- TRANSMISSION LINE

LAND DEVELOPMENT

- CEMETERY
- SCHOOL
- BUSINESS
- INDUSTRY
- ACREAGE
- FARMSTEAD

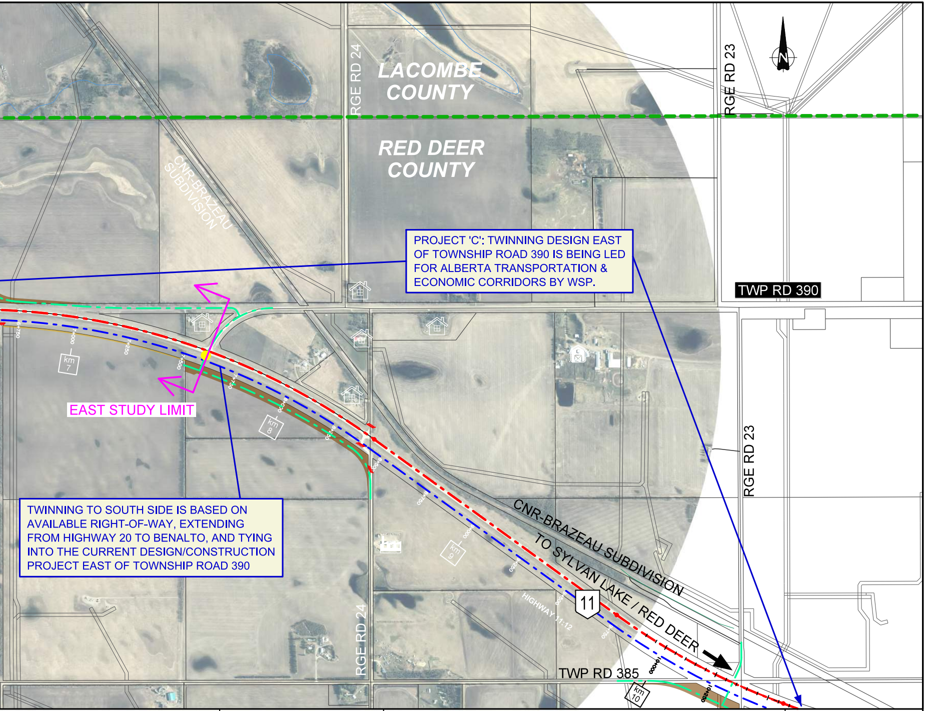
THESE NOTES ARE KEY FACTORS TAKEN INTO CONSIDERATION IN DEVELOPING THE TWINNING CONCEPT


TWINNING TO SOUTH IS PREFERRED BASED ON EASE OF CONSTRUCTION

TWINNING TO SOUTH IS PREFERRED TO MITIGATE IMPACTS TO THE CREEK

FUTURE BENALTO INTERCHANGE (SUBJECT TO CHANGE)

NUORISON CREEK
RGE RD 31
RGE RD 30
RGE RD 25
LACOMBE COUNTY
GILPATRICK CREEK
CREEK
11
2+000
2+250
2+500
2+750
3+000
3+250
3+500
3+750
4+000
4+250
4+500
4+750
5+000
5+250
5+500
5+750
6+000
6+250
6+500
km 2
km 3
km 4
km 5
km 6
RGE RD 31
RGE RD 30
RGE RD 25A
HAMLET OF BENALTO
RED DEER COUNTY


LACOMBE COUNTY
RED DEER COUNTY
N
RGE RD 24
RGE RD 23
CNR-BRAZEAU SUBDIVISION
TWP RD 390
EAST STUDY LIMIT
km 7
km 8
km 9
km 10
11
HIGHWAY 11:12
CNR-BRAZEAU SUBDIVISION
TO SYLVAN LAKE / RED DEER
RGE RD 23
RGE RD 24
TWP RD 385

PROJECT 'C': TWINNING DESIGN EAST OF TOWNSHIP ROAD 390 IS BEING LED FOR ALBERTA TRANSPORTATION & ECONOMIC CORRIDORS BY WSP.

TWINNING TO SOUTH SIDE IS BASED ON AVAILABLE RIGHT-OF-WAY, EXTENDING FROM HIGHWAY 20 TO BENALTO, AND TYING INTO THE CURRENT DESIGN/CONSTRUCTION PROJECT EAST OF TOWNSHIP ROAD 390

PRELIMINARY CONCEPT
FOR DISCUSSION PURPOSES ONLY

SCALE
NTS
0 50 200 500
m

TWINNING CONCEPT EXISTING HIGHWAY 11

HIGHWAY 11 TWINNING (HWY 22 TO TWP RD 390)
FUNCTIONAL PLANNING STUDY
CLEARWATER, LACOMBE AND RED DEER COUNTIES

Alberta

PHOTOGRAPHY DATE	LOCATION	DATE	FIGURE	DRAWING
JULY 2020	HIGHWAY 11:10 / 11:12	APR 03, 2023	10	R-1262-PL010