

## Terwillegar Drive Project History

The intent of this attachment is to provide a short summary of the history of the Terwillegar Drive project, including a list of the studies Administration has conducted and recommendations from them.

Terwillegar Drive is currently configured as a major arterial roadway with traffic signals at major intersections, including Haddow Drive, 23 Avenue, Rabbit Hill Road and 40 Avenue. Terwillegar Drive, as it currently exists, was constructed starting in the 1980's. In the 1980s, it was the intent of the planners of the time that Terwillegar Drive would ultimately be converted to a freeway, and since this time policy has been developed around upgrading Terwillegar Drive to a freeway.

To allow for the conversion of Terwillegar Drive to a freeway, the intersections at 23 Avenue, Rabbit Hill Road and 40 Avenue were built along the ultimate interchange ramps and space in the middle was protected to construct the ultimate interchanges. Haddow Drive was built at a later date and has not been constructed to allow for an interchange to be constructed.

Administration has conducted four planning studies for Terwillegar Drive to define the scope (design), develop cost estimates and explore project scheduling and construction staging. These studies were conducted in 2001, 2007, 2012 and 2014. The most comprehensive study was conducted in 2001, which resulted in recommendations for the corridor from 23 Avenue to Whitemud Drive. Updates to the plan occurred in 2007. The 2012 study provided recommendations for the Terwillegar corridor from Anthony Henday Drive to 23 Avenue. Additional updates to the plan were conducted in the 2012 study. A summary of the planning studies and recommendations from them is presented in the table on the next page.

In the 2012 study, Haddow Drive was recommended to be to a flyover bridge, providing for east-west traffic across the bridge between the neighbourhoods, but not to have direct access to Terwillegar Drive.

Study Name	Study Date	Recommendatoinis	Key Issues
<b>Whitemud/Terwillegar Drive Facility Planning Study</b>	2001	<ul style="list-style-type: none"> <li>• Freeway plan from 23 Avenue to Whitemud Drive, including Terwillegar Drive / Whitemud Drive interchange</li> <li>• Cost estimate</li> <li>• Project schedule and construction staging</li> </ul>	<ul style="list-style-type: none"> <li>• Unfunded</li> <li>• Total project cost: \$140 million (\$46 million for Whitemud Drive/Terwillegar Drive interchange alone)</li> </ul>
<b>West/Southwest Transportation Implementation Study</b>	2007	<ul style="list-style-type: none"> <li>• Identification and prioritization of Southwest Edmonton transportation improvements</li> <li>• Terwillegar Drive / Whitemud Drive interchange plan improved, cost estimate revised</li> </ul>	<ul style="list-style-type: none"> <li>• Terwillegar Drive was still unfunded</li> <li>• Cost of Whitemud Drive/Terwillegar Drive rises to \$250 million</li> </ul>
<b>170 Street – Concept Planning Study</b>	2012	<ul style="list-style-type: none"> <li>• Freeway plan from 23 Avenue to Anthony Henday Drive, including Terwillegar Drive / Anthony Henday interchange</li> <li>• Cost estimates for Terwillegar Drive / Anthony Henday Drive interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Terwillegar Drive improvements still unfunded</li> <li>• Second, complex interchange added to corridor - Terwillegar Drive / Anthony Henday Drive interchange - cost estimate is \$320 million</li> </ul>
<b>Whitemud Drive and Terwillegar Drive, incl Terwillegar Drive and 40 Avenue Interchange</b>	2014	<ul style="list-style-type: none"> <li>• 40 Avenue interchange design</li> <li>• Revised cost estimates for interchange and 40 Avenue interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements still unfunded</li> <li>• Costs rise for 40 Avenue interchange and Terwillegar Drive / Whitemud Drive interchange</li> </ul>