Appendix G: Newspaper Articles

THE ARIZONA REPUBLIC
September 10, 2007

VALLEY & STATE online print edition

Cities assert preference for location of freeway

Dennis Godfrey
The Arizona Republic
Apr. 3, 2007 12:00 AM

AVONDALE - A freeway that is more than 10 years from being built has the attention of southwest Valley cities.

Avondale, in particular, has concerns about where Arizona 801, known as the Interstate 10 reliever, will be built.

The Arizona Department of Transportation is in the process of selecting the corridor through which the freeway will run.

Goodyear, Avondale and Phoenix are directly affected. Buckeye will be affected by a more westerly leg of the freeway.

ADOT is considering one of three corridors for the route through Goodyear, Avondale and Phoenix:

- South of Broadway Road.
- About a quarter-mile north of Southern Avenue.
- About a quarter-mile north of the Gila River.

Avondale strongly favors the third choice.

"Our concern is if you select one of the more northern alignments, it will have the effect of bisecting the city," said David Fitzhugh, Avondale's assistant city manager.

Developers already have plans for housing in those areas, he said.

"Our interest is to minimize the impact of those communities that are being planned at this point," Fitzhugh said.

Avondale has won the support of Goodyear and Phoenix.

The Goodyear City Council recently adopted a resolution recommending the Gila River route.

A Phoenix staff report recommends supporting Avondale's preference between 107th and 91st avenues. The report proposes the freeway take a more northerly route from 91st to 59th avenues.

A selection report, with recommendations, will be ready in the fall, said Diane D'Angelo, a spokeswoman for ADOT.

"The plus part of doing all this, if we do it on the front end, then by the time the freeway comes about, all these issues have been worked out," she said.

"It's not about one player imposing that entity's will on everybody else."

Construction of the six-lane freeway is on ADOT's schedule for 2021-26.

It is designed to connect the planned Loop 303 with the planned West Valley extension of Loop 202.

Arizona 801 would lessen traffic on I-10.

The freeway also would allow vehicles to bypass downtown Phoenix and connect to the southern end of Loop 202 and thus to I-10 headed toward Tucson.

Construction is years away, but now is the time to prepare, Avondale's Fitzhugh said.

"Our city is growing. We've trying to ensure a well-developed city (striking) a balance between different uses," he said.

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Avondale worried route will bisect city

ADOT mulls 3 corridors for freeway

Dennis Godfrey
The Arizona Republic
Mar. 30, 2007 12:00 AM

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The Arizona Department of Transportation is in the process of selecting the freeway corridor.

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Avondale has won the support of Goodyear and Phoenix.

The Goodyear City Council this week adopted a resolution recommending the southernmost route.

A Phoenix staff report recommends supporting Avondale's preference between 107th and 91st avenues. The

report proposes that the freeway take a more northerly route from 91st to 59th avenues.

Diane D'Angelo, a spokeswoman for ADOT, said a public meeting on the proposed corridor will be scheduled in early summer.

A selection report, with recommendations, is to be ready in the fall, D'Angelo said.

The process can be time-consuming, she said.

"The plus part of doing all this if we do it on the front end then by the time the freeway comes about all these issues have been worked out," she said. "It's not about one player imposing that entity's will on everybody else."

Construction of the six-lane freeway is on ADOT's schedule for 2021-26.

It is designed to connect the planned Loop 303 with the planned West Valley extension of Loop 202.

The 801 reliever would be built to lessen traffic on I-10. It would allow vehicles to bypass downtown Phoenix and connect to the southern end of Loop 202 and thus to I-10 toward Tucson.

Construction is years away, but now is the time to prepare, Avondale's Fitzhugh said.

"Our city is growing. We're trying to ensure a well-developed city (striking) a balance between different uses," he said.

Reach the reporter at (602) 444-6513.

What do you think?
Post a comment about this article

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Officials will meet to discuss freeway alternative to I-10

Elias C. Arnold
The Arizona Republic
May. 15, 2007 08:14 AM

State transportation officials are planning some relief for traffic-weary Southwest Valley commuters, but it won't come soon enough for Daniel Smith and his "nightmare" commute from Goodyear to Scottsdale.

The Arizona Department of Transportation plans to hold an open house Thursday to gather public input on two possible alignments for an east-west freeway alternative to Interstate 10, the Southwest Valley's main artery into Phoenix.

But the freeway is not scheduled to begin construction for more than a decade, offering little immediate relief for Smith and commuters like him.

"The distance actually isn't that bad," said the 34-year-old, but the heavy traffic made him seek a West Valley assignment as a FedEx driver. "I think that's the part that's really frustrating, just stop-and-go, stop-and-go."

Arizona 801, known as the I-10 reliever, would run from Arizona 85 to the proposed Loop 202. The freeway will also connect with the proposed Loop 303.

The public is being asked for input on two alignments: south of Broadway Road and south of Southern Avenue near the Gila and Salt rivers.

Avondale and other Southwest Valley cities have rallied around the southern alignment, which Avondale favors for its minimal impact on planning and development in the city.

"This is Avondale's north Scottsdale, if you will," said Dean Svoboda, long-range planning director for the city. "This is our last hurrah (as a landlocked city), and the future of our community depends on not just the quantity but the quality of this development."

The northern alignment runs the risk of creating "south of the tracks" problems by dividing a proposed master-planned community, Svoboda said.

"We're just not sure how that (northern alignment) would benefit our community and certainly would have a terrible effect on our tax base," he said.

Regional power lines, railroad tracks and I-10 already split the city. Another regional corridor would only aggravate the situation, Svoboda said.

"At some point, the pieces of the pie get to be so small it's difficult to do anything with them," he said.

ADOT spokesman Doug Nintzel said freeway planners are examining the Southern Avenue route at Avondale's request. The Broadway Road-area alignment is an existing utility corridor, he said.

"Ultimately, we need to look at what works best in the community," Nintzel said.

ADOT is soliciting public input in hopes of establishing a known freeway corridor far enough in advance to purchase land before development goes in.

"We're actually trying to get ahead of the curve" in meeting the region's future needs, Nintzel said.

But it will be some time before commuters are using the freeway funded by Proposition 400, a 2004 voter-approved half-cent sales tax. The freeway is scheduled to begin construction after 2020.

A draft decision on the alignment could be made as soon as this summer, Nintzel said.

What do you think?

Post a comment about this article

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Your comments

I remember the un-built Paradise Freeway, A huge waste of taxpayers moeny. Then the 101, where they built about half a freeway with neither end finished untill they got more money, after blowing all that money on the Paradise.. Next Case, the 51, where they used segmented construction, which was painfully slow. Then we come to the 60 curve, which has been under comstruction as long as anyone can remember. I therefore refer you all to the article I posted earlier!!!!(**Fred5142**, May 15, 2007 09:06PM)

More Blah Blah Blah, little to no construction anywhere on the West Side. Excuses, Studies, Meetings, Promises, Etc. Etc. Sickening!!!!! They use any excuse to delay doing anything, except to continue to receive paychecks on the taxpayers, week after month after year after year, all the while we sit in the 105 degree heat, using valueable fuel. Wake up people, they are going to ask for more money, saying they did not forsee the growth, which it was their job to see. We are all being held hostage to a very inneficient bunch of lying lazy rich buearacritic thieves!!!!!(**Fred5142**, May 15, 2007 08:44PM)

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the stop lights in this valley aren't timed right
example
tbird ave and the 101 their's 5 lights and it'll you and it takes 15 minutes to go 3/4 mile in rush hour they think by widening it it'll make it better.
more cars with the same traffic control will only make it worse.
Incompetent planning at it's best!!!!!!!!!
The same holds true with interstates to many entrance and exit ramps slows traffic
(**rich9822**, May 15, 2007 02:07PM)

By the time the 801 is done, the 901 will be in planning stages to relieve the overflow from the 801 which has

turned the South Mountain freeway into gridlock. But at least the the I-10 double stack (ADOTs solution of adding 10 lanes ontop of I-10 in 2010) is almost completed from the 101 to the I-17 interchange which will help to make traffic even more unbearable at these choke points.

Disband and impeach ADOT and MAG and put some professional transportation planners in charge of our future rather than a bunch of mayors, developers, and wet behind the ears graduate engineers.(**Sam1222**, May 15, 2007 12:47PM)

....same old stuff....in the parlance of our times....(**jesus6321**, May 15, 2007 12:46PM)

People need to stop complaining about traffic, it is just obvious that with the number of people living in the valley , we will have to deal with traffic. If you are not happy here, move closer to your work or go live in a small town/city were you won't have to worry about traffic. Another solution is car pooling!(**carmen680**, May 15, 2007 11:14AM)

Current brilliant thinking brought to you by the same idiots who are sticking with the original 55th Ave alignment for the "South Mountain" Freeway. An alignment originally decided on 20 years ago, and totally at odds with the wishes of the current residents of the West Valley.

Arent we supposed to send morons like this to DC? Why are they still here screwing up our state? (**Tom7144**, May 15, 2007 09:59AM)

Oh, great, by the time I retire my commute downtown will be shorter. Brilliant. AZ TRAFFIC SUCKS! I wish they would spend more time on building better routes between the East and the West valley than they do building more houses/hotels and other BS that we don't need.(**TTTTTT3944**, May 15, 2007 09:40AM)

Whats the point of this meeting? Construction isn't scheduled to start for 13 years! If southwest valley residents are intelligent and practical, they'll vote to shift more funding towards speeding up construction. And yes, that will mean more taxes for you folks in the suburbs. But hey, thats the price you pay if you want an easier commute. Otherwise you'll be sitting on the sidelines for over a decade.(**Mark1295**, May 15, 2007 09:11AM)

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Residents concerned over proposed freeway path

Elias C. Arnold
The Arizona Republic
May. 18, 2007 02:29 PM

Some Southwest Valley residents are skeptical that the Arizona Department of Transportation had done enough to consider a proposed freeway's impact on existing homes.

Under questioning from the audience at a public meeting Thursday night, ADOT officials said the proposed Arizona 801 alignment endorsed by Avondale and other Southwest Valley cities would cost more and impact more existing homes.

Timothy Tait, ADOT community relations project manager, urged the audience not to think of the freeway exclusively as a "dollars and cents" issue.

"It should be what's in the best interest of the (Valley-wide) community," Tait told more than 100 people at Desert Edge High School in Goodyear.

George Tewksbury, a Maricopa County resident whose house of nearly three decades is in the Avondale-favored path, felt the decision had already been made.

"They (Avondale) didn't worry about where we're at, they worried about the future," Tewksbury, 57, said.

At issue is whether a portion of the proposed Arizona 801, from about Litchfield Road to near 99th Avenue, would run south of Broadway Road, the northern alignment, or south of Southern Avenue, the southern alignment.

The east-west freeway would run roughly parallel with Interstate 10 from Arizona 85 to the proposed Loop 202. There would also be an interchange at the proposed Loop 303.

Avondale officials favor the southern alignment, bypassing a planned housing development. City officials said the northern alignment would bisect the master-planned community and could create a "south of the tracks" problem.

Tewksbury said Avondale's argument was unconvincing and the route should be determined by

cost rather than by an effort to preserve planned developments.

Several people in the crowd said their houses likely were in the path of the Arizona 801 and attended in hopes of understanding the project timeline.

Construction on Arizona 801, which would be funded by a 2004 voter-approved half-cent sales tax, is slated to begin after 2020.

The alignment recommendation is expected this summer.

Tait said ADOT was planning the freeway far in advance in hopes of dedicating a known corridor to accelerate the project if needed.

Meanwhile, widening projects on I-10, the Southwest Valley's main artery, are scheduled to begin this year.

Angela Cotera, 43, of Avondale, was one of the few who expressed concern about traffic on I-10, the Southwest Valley's primary artery.

"The west side is always thought of last, and we're just hurting" for better transportation, Cotera said.

What do you think?

Post a comment about this article

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Your comments

Planning a head to reduce the # of displaced houses/families is smart and obviously we will need these roads.(**Chris2493**, May 20, 2007 07:11AM)