Click here and enter your name and address

Click here and enter the date

Click here and enter your elected official’s name and address

Dear Click here and enter your elected official’s name,

Recently, in response to a mayoral concern related to freeway noise, MAG committed to conducting yet another freeway noise investigation, hiring an expensive East Coast consultant to execute the work. Didn’t ADOT undertake the most extensive, and expensive, traffic noise research program ever conducted in the U.S. just several years ago? I strongly feel that this is a misuse of taxpayer funds while so many other critical infrastructure needs remain unfunded.

More than seven million Arizonans pay taxes in support of the construction and maintenance of the valley freeway system, including over five million in Maricopa County alone. Complaints about noise levels on the recently widened Loop 101 Price Freeway are coming from the approximately 200 citizens who purchased homes alongside the existing freeway corridor. Voices of the many remaining taxpayers need to be heard.

The people of our region are coming to understand that misinformation has been circulated about asphalt rubber roads. Specifically, we are learning that concrete roads constructed using diamond grinding—a proven technique—are not only quiet and smooth but have many advantages over asphalt rubber. For example, diamond-ground concrete freeways are durable and require little maintenance. They would also eliminate Arizona’s problem of windshield damage from dislodged rocks that ravel off the asphalt rubber surface. This raveling has become a major safety and property-damage issue in the area—Arizona ranks number one in the nation for windshield insurance claims!

Moreover, there is no real trade-off to be made in terms of noise. An important fact is that *asphalt rubber gets louder over time*. Therefore, within a few years of being installed, asphalt rubber roads can actually be noisier to drive on than concrete. In order to keep asphalt rubber freeways quiet and pleasant to drive on, the rubberized portion has to be completely removed and reinstalled every ten-to-fifteen years. ADOT recently conducted a 30-year evaluation of asphalt rubber surfaces and found they will cost almost **four billion dollars** more to maintain than diamond-ground surfaces. This is an expense we cannot afford.

We are asking you to review the facts when it comes to Arizona’s freeways. Using concrete instead of committing to an unsustainable cycle of repair for asphalt rubber is the only responsible financial decision. There are many better uses for our taxpayer dollars.

Thank you.

Sincerely,