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, there has been much discussion of noise levels on Phoenix-area freeways. Expensive asphalt rubber overlays, which degrade quickly and require frequent repair, are the solution favored by a few members of the public—specifically, those who purchased homes along the freeway corridor. This small but vocal citizens group has led MAG to repeat history and fund yet another traffic noise study at taxpayer expense after ADOT previously spent several million dollars on the largest quiet pavement research program ever undertaken in the U.S.

I am writing as a member of the Coalition for Responsible Roads. We are speaking up in support of the other 200,000 –400,000 citizens a day who use the Loop 101 Price Freeway, and other Arizonans that live beyond the freeway corridor. We believe a diamond-ground concrete surface represents the best solution for the taxpayers of Arizona. It is safe, quiet, smooth, sustainable, and affordable.

ADOT itself has a long history of supporting concrete roads. Decades ago, an engineering investigation into roadway noise resulted in their recommending concrete surfaces, because department officials accurately predicted that asphalt rubber noise levels would increase over time. (Asphalt rubber is slightly quieter for several years and then becomes increasingly louder than diamond ground concrete.) Since constructing diamond-ground concrete roads requires $3.9 billion fewer tax dollars (over 30 years) according to ADOT research, the choice should be clear: not only is concrete quiet, cooler, more sustainable and long-lasting, but its cost savings are immense.

For most Arizonans, the Loop 101 Price Freeway widening has been a success. It has reduced travel times, increased capacity, provided smoother roadway conditions, and improved roadway safety—all with noise levels that compare favorably to those taken in 2013 on asphalt rubber surfaces with 25% less capacity! We are asking you to consider 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,