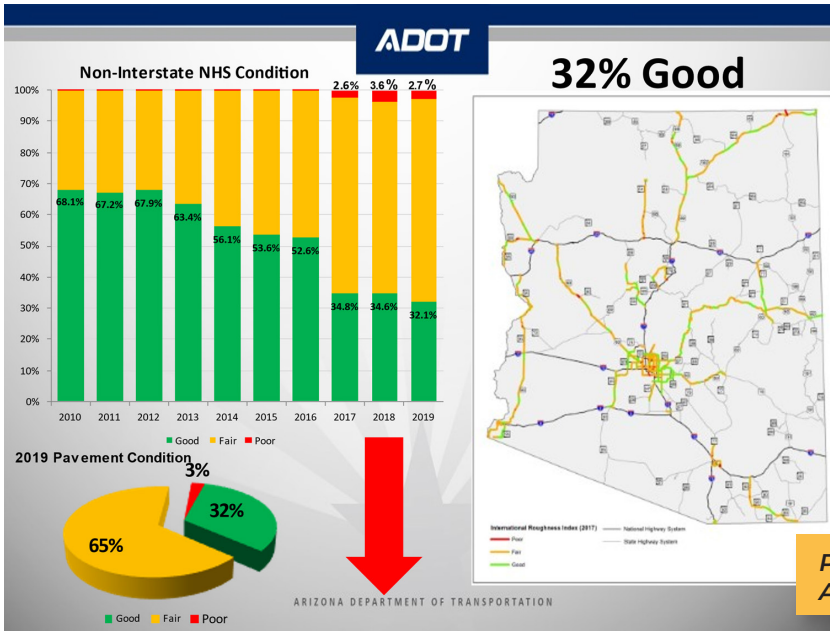


ARIZONA IS RUNNING OUT OF TIME!

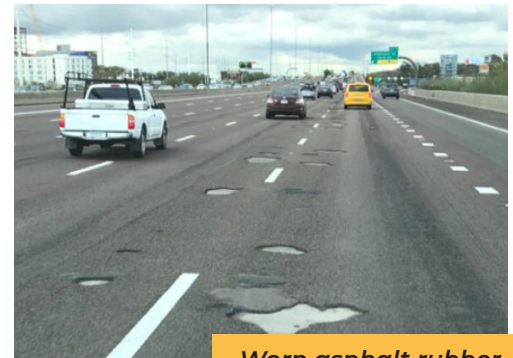


32% Good

- In 2018, 43% of Arizona's major roads were in poor or mediocre condition.
- Driving on poorly maintained roads costs Arizona drivers \$3 billion a year (\$575 per motorist) in extra vehicle repairs and operating costs.
- Unnecessary expenditures such as asphalt rubber siphon taxpayer dollars away from other vital infrastructure needs. **HOW DID WE GET HERE?**

Pavement condition has declined in Arizona with the use of asphalt rubber

- In 2000, an ADOT engineering investigation concluded that quiet concrete surfaces were the solution to traffic noise.
- ADOT accurately predicted that asphalt rubber will get louder over time.
- Elected officials overrode ADOT's recommendation, opting for asphalt rubber, without consideration of the ultimate cost over time, future maintenance, windshield damage and increasing noise levels.
- Funding has not kept pace with the maintenance needs of asphalt rubber and ADOT is now at an impasse. **WHAT TO DO?**



Worn asphalt rubber



Diamond-ground surface

- In 2003, ADOT created the largest quiet pavement research program in the U.S. After 15 years of analysis, ADOT engineers recommend diamond ground concrete surfaces as the solution.
- ADOT estimates that diamond grinding will save taxpayers \$3.9 billion over 30 years.
- Diamond grinding lasts twice as long, is less expensive, requires less maintenance and is quiet.
- ADOT found that the recently diamond-ground Loop 101 Price Freeway is no louder than asphalt rubber noise levels measured in 2013, despite the fact that the corridor has since been widened, increasing traffic capacity 20-25%. **MORE TRAFFIC EQUALS MORE NOISE!**

You can be part of the solution! Make your voice be heard by joining the Coalition for Responsible Roads at www.freewaynoise.com and get active using our resource page.

YOU CAN MAKE A DIFFERENCE