

Neeley, Nick

From: Ron Carson <RCarson@EDACTechnologies.com>
Sent: Monday, February 24, 2014 10:44 AM
To: Neeley, Nick
Cc: Sen. Welch, Jason
Subject: Bill 5288 - An Act Concerning Chemical Road Treatments

Gentlemen:

Allow to provide my experience with the magnesium chloride road treatment.

Two years ago as I was backing out of my inclined driveway and onto the adjacent city roadway, I applied my brakes in a normal manner and the brake pedal went to the floor, though I was able to slow down enough to avoid collision with the neighbor's mailbox. I pulled my truck up to the curb in front of my home, parked it, and called for a tow.

If this happened 1-1/2 blocks from where I live, I would have been going down the hill on Peacedale Street toward the intersection of Route 69, Burlington Avenue in Bristol. This particular intersection has a reputation for being dangerous to begin with, but any vehicle with a brake failure entering this intersection could easily cause a fatality. I guess it wasn't my time.

When the mechanic evaluated my truck he determined the cause of failure to be corrosion of the brake lines due to the magnesium chloride being applied to our roadways. He added that they have been seeing a rash of brake failures since the application of this chemical. Of course, no written records were being kept, which certainly would have helped this cause. However, we continue to see this problem, and other states have taken action! Are we going to wait until someone loses their life?

I've seen a spokesman from the DOT being interviewed on WFSB and he encouraged people to get their cars washed more often. I happen to take pride in my vehicles and I do get my vehicles washed often. However, when we run into winter weather spells such as we have had in recent weeks, washing the underside of the vehicle has little effect as the roadways are being treated with this chemical because of a storm passing by or the vehicle is covered with salt within a couple of miles from the car wash as a result of melting snow and ice. As a result this DOT suggestion bears little merit. Allow me to provide one more example. Connecticut spent millions to repair and restore the Arigoni (spelling uncertain) Bridge connecting Middletown with Portland. The railings and other steelwork that have been recently repainted are already rusting badly. It's so noticeable it can be seen driving across the bridge at the speed limit. Do we send a bridge to the car wash or does the DOT intend to wash down the bridge after every storm?

Having experienced this problem first hand I can emphasize that we need to act now, not later.

I trust my experience as stated above will encourage you to get something done.

Best regards,
Ronald Carson
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