

## Neeley, Nick

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**From:** alsfour75@gmail.com  
**Sent:** Tuesday, February 25, 2014 3:21 PM  
**To:** Neeley, Nick  
**Cc:** Al Shule  
**Subject:** Bill # 5288

In snow storms the State of Connecticut uses a salt solution on its highways but does not add rust inhibitors. There is no question that the use of these chemicals causes the undercarriage of vehicles to rust, especially brake lines. This hits home for me as my car lost its brakes as a result of excessive corrosion. The repair bill was over \$300. to replace rusted brake lines and, at the time, my mechanic told me that he replaces brake lines on customer vehicles at least once a week.

It was reported that other states, Colorado and Maine for instance, have been adding a corrosion inhibitor to the solutions they apply to their roads. The State of Maine, according to its DOT website, spends 40 cents per gallon to lessen the corrosive effect of the salt solution.

A Connecticut DOT spokesman stated that the State did experiment with corrosion inhibitors but decided that they were not necessary in Connecticut. He went on to say that the best method of preventing corrosion is cleaning the undercarriage of the vehicle after each exposure, a practice which the State currently employs.

Now that's fine for the State which has the equipment and paid manpower to clean its vehicles after every storm. However, as a senior citizen who cannot afford to take my car to a carwash every time I go out to the supermarket and who is certainly not able to crawl under my car with a hose to clean the undercarriage, I was not too thrilled by the statement given by the DOT spokesman.

I would hope that the State would reevaluate its policy on corrosion inhibitors and would come to the conclusion that they do have value in preventing costly repairs and, perhaps, avoiding brake failures which cause accidents.

Alfred L Shull  
11 Shelbourne Court  
Goshen, CT 0675  
860-491-3820  
Sent from Windows Mail