


From: [Len Krombein](#)
To: [Draft EIS Feedback;](#) 
CC:
Subject:
Date: Thursday, June 19, 2008 5:00:42 PM
Attachments: [Columbia River Crossing.pdf](#)

I am attaching my letter as a response to your request for public comments.

If you have any questions, please feel free to telephone me at work, 360-693-1621.

Leonard J. Krombein

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

Leonard J. Krombein
8935 N. W. Torreyview Court
Portland, OR 97229
(503) 297-2087

June 19, 2008

Columbia River Crossing
700 Washington Street
Vancouver, WA 98660

ATTN: Heather Gundersen

Gentlemen:

In President Eisenhower's many public statements about the Interstate System, he spoke of a mix of these benefits. For example, his State of the Union Address on January 6, 1955, included this summary: "A modern, efficient highway system is essential to meet the needs of our growing population, our expanding economy, and our national security." A year later, his Annual Message on the Economic Report, dated January 24, 1956, stated that: "The country urgently needs a modernized interstate highway system to relieve existing congestion, to provide for the expected growth of motor vehicle traffic, to strengthen the Nation's defenses, to reduce the toll of human life exacted each year in highway accidents, and to promote economic development."

The primary purpose of the interstate highway system of which Interstate Highway No. 5 is a part, is for national security and movement of freight and personal motorized vehicles.

Proper arrangements of entrance and egress ramps should aim for a maximum through-traffic flow. Traffic lanes should be positioned, sized and fabricated to promote maximum overall traffic flow.

The incorporation of pedestrian, bicycle, light rail or dedicated bus or only high occupancy lanes are not functions required of an interstate highway system. The incorporation of these auxiliary uses reduces the number of unrestricted flow-through traffic lanes and could lower the quantity of vehicles moving through the highway system daily and during emergencies. Detrimental inclusion and promotion of auxiliary uses could be negligent or incompetent engineering design.

The traffic engineering firm of Parisi Associates, and Engineer of Record Mr. David Parisi, P.E., T.E., as well as the firm of David Evans and Associates, should be very sure they are not being misled by special interest groups and become negligent. The Board of Engineering Examiners of both Oregon and Washington investigate negligence and incompetent engineering.

The draft environmental impact statement literature discusses global climate changes and carbon dioxide. Current verifiable, competent scientific studies show the global temperatures continually go higher and lower. The very small quantify of carbon dioxide (less than one percent) in the atmosphere is not causing "global warming". Basing design on flawed data and not current scientific data is negligence.

Tolls should **NOT** be incorporated into the design/study. Tolls in the Columbia River Crossing Study are discussed as a means to reduce highway/bridge use. The primary function of an Interstate highway and bridge is to move motorized vehicles. Incorporating items to reduce use is negligent engineering design.

Sincerely,



Leonard J. Krombein, P.E., S.E.C.B.

pc: Oregon Board of Engineering Examiners and Surveyors
Washington Board of Registration for Professional Engineers and Land Surveyors
py