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To: [Draft EIS Feedback;](#)
CC: 
Subject: Interstate 5 Columbia River Crossing Project
Draft EIS
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Attachments:

Government officials should not be planning projects which will bring about more motor vehicle traffic with its concomitant increases in air pollution, noise, extravagant energy consumption and decreasing neighborhood livability. An article in the *Oregonian* on July 22, 2008 stated that these environmental impacts of growth that will be brought about by the project were purposely ignored. This is a willful violation of the National Environmental Policy Act Regulations, 40 CFR 1502.15, 1502.16 & 1508.8. The DEIS must be redone and contain a description of these effects.

Noise generated by a project should be inaudible to people and all other creatures beyond the boundaries of the land occupied by the project. Just because an agency, such as the Federal Highway Administration, says that there is no impact at some level or average level of noise does not mean that this is so. The Oregon Department of Transportation states that the exterior Leq at a residence must be 65 dBA for there to be an impact. Any level at 60 dBA or above is certainly high enough to interfere with conversation. Interfering with conversation at one's residence is certainly an impact. Furthermore, Leq and other devious averages such as Ldn are a poor way to present noise data. These averages are favored by organizations which have the conflicting tasks of both regulating and promoting activities which make a lot of racket. Examples of these entities are FHWA, ODOT, the Federal Aviation Administration, the USDA Forest Service and the Bureau of Land Management. Maximum levels as a function of time should be the data presented and should be the basis for determining impacts. For instance, if one in fact has to put up with 80 dbA for 2 minutes every hour, Leq for this annoyance is only 65 dBA - a significant but misleading reduction in numerical value.

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