INPUT: BARRIERS
PROJECT/CONTRACT: WSDOT NSC
RUN: NSC-US2 East ramp

Barrier									Points									
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height at Point	Segment			
		Min	Max	$ per unit area	$ per unit volume	Top Width	Run:Rise	$ per unit length			X	Y	Z		Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
East Ramp Depression	W	0.00	99.99	0.00				0.00	point1	1	3730.0	1500.0	1811.00	23.00	0.00	0	0		
									point2	2	3730.0	1000.0	1811.00	23.00	0.00	0	0		
									point3	3	4130.0	500.0	1834.00	0.00					

VISUAL QUALITY ASSESSMENT-RAISED VE NORTH ALTERNATIVE

March 28, 2001

Summary

The additional analysis and Re-assessment of the "Raised VE North Alternative" alignment in the vicinity of the SR 2 Interchange produced visual quality impacts that are very similar to the *VE North* assessments. The Raised VE North Alternative alignment proposes a design change consisting of a raised vertical alignment shift, as compared to the previously proposed VE North alignment. This change is presently being considered because a perched water table was found to exist in the vicinity of the SR2/Farwell Rd Vicinity, requiring the roadway corridor to be engineered at a higher vertical elevation. These comparisons resulted in very similar Visual Quality values, due to the Raised vertical alignment design. The "FROM the Proposal" Visual Quality values within the proposal remained the same. The "TOWARD the Proposal" Visual Quality values illustrate very minor additional minor impact (5.67 compared to 5.87), due to the proposed alignment being vertically raised, and slightly more visible from the neighborhoods adjacent to the corridor.

Studies and Coordination

This Visual Quality Re-assessment of the "Raised VE North Alternative" alignment was prepared by WSDOT Eastern Region Environmental Office personnel, and used similar methodology and criteria as the previous analyses preformed for the FEIS and FEIS Supplement.

To assess the proposed alignment changes of the Raised VE North Alternative in relation to visual quality **from** and **towards** the proposed corridor, five viewpoints were reanalyzed and compared to the original assessment of the alignment Alternatives documented in the *North Spokane Freeway Final Environmental Impact Statement, WSDOT, April 1997*, and the VE Study alternatives documented in the FEIS Supplement.

FROM THE PROPOSED ALIGNMENT

- One viewpoint (NF1A) was within the vertical alignment modification, and was assessed directed **FROM** the proposal at the surrounding terrain, as a typical driver/passenger.

- One viewpoint (GGA) was within the vertical alignment modification, and was assessed **OF** the proposal, analyzing views from/of the proposed roadway structure itself, as a typical driver/passenger.

TOWARD THE PROPOSED ALIGNMENT

- Three viewpoints (NT1A, NT2A, and X'A) were within the vertical alignment modification, and were assessed representing typical neighborhood views **TOWARD** the existing and proposed alignment structure and/or noise barrier locations from the surrounding neighborhood (**E** = Existing, **P** = Proposed).

Alternative	Overall Total Score	No. of Areas Analyzed	Average Score
VE North Corridor - "**From/Of**" the Project	15.2 (8.7 + 6.5)	2	7.60
Raised VE North Corridor - "**From/Of**" the Project	15.2 (8.7 + 6.5)	2	7.60
VE North Corridor - "**Toward**" the Project	19.1(7.0 + 7.7 + 4.4) (Existing) **17.6(5.9 + 7.0 + 4.7) (Proposed)**	3 3	6.37 **5.87**
Raised VE North Corridor - "**Toward**" the Project	**17.0(5.7 + 6.8 + 4.5) (Proposed)**	3	**5.67**

Summary of the "Raised VE North Corridor" in the SR 2 Intersection Vicinity for Visual Quality Assessment
Table 1

VISUAL QUALITY ASSESSMENT

	VIEWSCAPE UNIT-TOWARD / PROPOSED			E NT1A	P NT1A	P NT1		E NT2A	P NT2A	P NT2		E X'A	P X'A	P X'
LEVEL			GENERAL VISUAL QUALITY	3	2			4	4			2	2	
			SPECIAL FEATURES	2	2			4	4			2	2	
2	VIVIDNESS	I WITHIN R/W	LAND	1	1			2	2			1	1	
			WATER	0	0			0	0			0	0	
			VEGETATION	2	2			3	3			1	2	
			MAN-MADE	1	1			3	1			1	1	
			AVERAGE I	**1**	**1**	**0**	**0**	**2**	**1.5**		**0**	**0.8**	**0**	**0**
		II OUTSIDE R/W TO NATURAL BREAK	LAND	3	2			4	4			2	1	
			WATER	0	0			0	0			0	0	
			VEGETATION	4	4			4	4			1	4	
			MAN-MADE	3	2			4	3			1	1	
			AVERAGE II	**2.5**	**2**	**0**	**0**	**3**	**2.8**		**0**	**1**	**1.5**	**0**
		III NATURAL BREAK TO INFINITY	LAND	4	4			5	5			4	4	
			WATER	0	0			0	0			0	0	
			VEGETATION	5	5			5	5			4	4	
			MAN-MADE	4	4			4	3			2	2	
			AVERAGE III	**3.3**	**3.3**	**0**	**0**	**3.5**	**3.3**		**0**	**2.5**	**2.5**	**0**
	INTACTNESS	I	DEVELOPMENT	2	1			3	2			2	2	
			EYESORES	3	2			3	3			2	2	
			AVERAGE I	**2.5**	**1.5**	**0**	**0**	**3**	**2.5**		**0**	**2**	**2**	**0**
		II	DEVELOPMENT	2	1			3	2			2	1	
			EYESORES	5	3			4	4			2	2	
			AVERAGE II	**3.5**	**2**	**0**	**0**	**3.5**	**3**		**0**	**2**	**1.5**	**0**
		III	DEVELOPMENT	5	5			4	4			3	3	
			EYESORES	6	6			6	6			3	3	
			AVERAGE III	**5.5**	**5.5**	**0**	**0**	**5**	**5**		**0**	**3**	**3**	**0**
	UNITY	I	MAN-MADE	2	1			3	2			2	2	
			OVERALL	3	3			4	4			2	2	
			AVERAGE I	**2.5**	**2**	**0**	**0**	**3.5**	**3**		**0**	**2**	**2**	**0**
		II	MAN-MADE	3	1			4	3			1	2	
			OVERALL	4	3			5	4			2	3	
			AVERAGE II	**3.5**	**2**	**0**	**0**	**4.5**	**3.5**		**0**	**1.5**	**2.5**	**0**
		III	MAN-MADE	5	5			5	4			3	3	
			OVERALL	6	6			6	6			3	3	
			AVERAGE III	**5.5**	**5.5**	**0**	**0**	**5.5**	**5**		**0**	**3**	**3**	**0**
	AVERAGES	I	WITHIN R/W	**2**	**1.5**	**0**	**0**	**2.8**	**2.3**		**0**	**1.6**	**1.3**	**0**
		II	OUTSIDE R/W to NATURAL BREAK	**3.2**	**2**	**0**	**0**	**3.7**	**3.1**		**0**	**1.5**	**1.8**	**0**
		III	NATURAL BREAK to INFINITY	**4.8**	**4.8**	**0**	**0**	**4.7**	**4.4**		**0**	**2.8**	**2.8**	**0**
	FACTOR	I	LEVEL OF IMPORTANCE	1	1			1	1			1	1	
		II	LEVEL OF IMPORTANCE	3	3			3	3			2	2	
		III	LEVEL OF IMPORTANCE	2	2			2	2			3	3	
	TOTALS	I	WITHIN R/W	**2**	**1.5**	**0**	**0**	**2.8**	**2.3**		**0**	**1.6**	**1.3**	**0**
		II	OUTSIDE R/W to NATURAL BREAK	**9.5**	**6**	**0**	**0**	**11**	**9.3**		**0**	**3**	**3.7**	**0**
		III	NATURAL BREAK to INFINITY	**9.5**	**9.5**	**0**	**0**	**9.3**	**8.8**		**0**	**8.5**	**8.5**	**0**
	TOTAL VISUAL QUALITY			7	5.7	5.9		7.7	6.8	7		4.4	4.5	4.7

VISUAL QUALITY ASSESSMENT

North Spokane Limited Access Corridor

23-Apr-99

VIEW TOWARD THE ROAD

		VIEW UNIT NUMBER	W' E	W' P	X' E	X' P	NT1 E	NT1 P	NT2 E	NT2 P	NT3 E	NT3 P	ST1 E	ST1 P	ST2 E	ST2 P	ST3 E	ST3 P	FEIS3 E	FEIS3 P	FEIS4 E	FEIS4 P	FEIS5 E	FEIS5 P
LEVEL 1		GENERAL VISUAL QUALITY	2.0	2.0	2.0	2.0	3.0	2.0	4.0	4.0	4.0	4.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	4.0	2.0	3.0	3.0
		SPECIAL FEATURES	4.0	4.0	2.0	2.0	2.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0	4.0	3.0	6.0	3.0	3.0	1.0	2.0	2.0
LEVEL 2	VIVIDNESS	I FOREGROUND	LAND	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			WATER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			VEGETATION	2.0	2.0	1.0	1.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			MAN-MADE	2.0	2.0	1.0	1.0	1.0	1.0	3.0	1.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			AVERAGE I	1.3	1.3	0.8	0.8	1.0	1.0	2.0	1.5	1.8	1.5	2.0	2.0	1.5	1.3	1.5	1.5	1.5	1.5	1.5	1.5	3.0	2.0
		II MIDDLE GROUND	LAND	1.0	1.0	2.0	1.0	3.0	2.0	4.0	4.0	4.0	4.0	3.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	2.0	1.0	2.0	2.0
			WATER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			VEGETATION	3.0	3.0	1.0	2.0	4.0	3.0	4.0	4.0	5.0	5.0	4.0	3.0	2.0	2.0	4.0	3.0	4.0	2.0	4.0	1.0	3.0	2.0
			MAN-MADE	2.0	2.0	1.0	1.0	2.0	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0	2.0	3.0	2.0	4.0	2.0	2.0	1.0	4.0	3.0
			AVERAGE II	1.5	1.5	1.0	1.0	2.3	2.0	3.0	2.8	3.3	3.0	2.5	2.3	1.8	1.5	2.5	2.0	2.8	1.8	2.0	0.8	0.0	1.8
		III BACKGROUND	LAND	6.0	5.0	4.0	2.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	2.0	2.0	3.0	4.0	4.0
			WATER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
			VEGETATION	5.0	5.0	4.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	4.0	3.0	3.0
			MAN-MADE	6.0	6.0	2.0	1.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0	4.0	5.0	6.0	2.0	2.0	2.0	2.0	4.0	4.0
			AVERAGE III	4.3	4.0	2.5	1.3	3.3	3.3	3.5	3.3	3.5	3.3	3.3	3.3	3.3	3.3	3.5	3.5	3.5	2.3	2.3	2.3	2.8	2.8
	INTACTNESS	I	MAN MADE	2.0	2.0	2.0	2.0	2.0	1.0	3.0	2.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			NATURAL ENVIRONMENT	2.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	4.0	4.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			AVERAGE I	2.0	2.0	2.0	2.0	2.5	1.5	3.0	2.5	3.0	2.5	3.5	3.5	2.0	2.0	2.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
		II	MAN MADE	2.0	2.0	2.0	1.0	2.0	2.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	1.0	2.0	1.0
			NATURAL ENVIRONMENT	3.0	3.0	2.0	1.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	3.0	3.0	4.0	3.0	3.0	3.0	5.0	1.0	2.0	2.0
			AVERAGE II	2.5	2.5	2.0	1.0	3.5	3.0	3.5	3.0	3.5	3.5	4.0	3.0	2.5	2.5	3.5	2.5	2.5	2.5	4.0	1.0	2.0	1.5
		III	MAN MADE	5.0	5.0	3.0	2.0	5.0	5.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	2.0	1.0	2.0	2.0	3.0	2.0
			NATURAL ENVIRONMENT	5.0	4.0	3.0	2.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	2.0	4.0	4.0	4.0	4.0
			AVERAGE III	5.0	4.5	3.0	2.0	5.5	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0	5.0	5.5	4.5	4.0	1.5	3.0	3.0	3.5	3.0
	UNITY	I	MAN-MADE	2.0	2.0	2.0	2.0	2.0	1.0	3.0	2.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			OVERALL	2.0	2.0	2.0	2.0	3.0	2.0	4.0	4.0	4.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
			AVERAGE I	2.0	2.0	2.0	2.0	2.5	1.5	3.5	3.0	3.5	2.5	3.0	3.0	2.0	2.0	2.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
		II	MAN-MADE	3.0	2.0	1.0	2.0	3.0	2.0	4.0	3.0	4.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	4.0	2.0	3.0	1.0	3.0	2.0
			OVERALL	3.0	2.0	2.0	2.0	4.0	2.0	5.0	4.0	5.0	4.0	5.0	4.0	2.0	2.0	4.0	3.0	4.0	2.0	3.0	1.0	4.0	3.0
			AVERAGE II	3.0	2.0	1.5	2.0	3.5	2.0	4.5	3.5	4.5	3.5	4.0	3.0	2.0	2.0	3.5	2.5	4.0	2.0	3.0	1.0	3.5	2.5
		III	MAN-MADE	6.0	5.0	3.0	2.0	5.0	5.0	5.0	3.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	3.0	2.0	3.0	3.0	4.0	3.0
			OVERALL	5.0	5.0	3.0	2.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	5.0	5.0	6.0	2.0	3.0	3.0	4.0	4.0
			AVERAGE III	5.5	5.0	3.0	2.0	5.5	5.5	5.5	4.5	5.5	5.0	5.0	5.0	4.0	4.0	5.0	4.5	4.5	2.0	3.0	3.0	4.0	3.5
AVERAGES		I	WITHIN R/W	1.8	1.8	1.6	1.6	2.0	1.3	2.8	2.3	2.8	2.2	2.8	2.8	1.8	1.8	2.2	1.8	1.8	1.8	1.8	1.8	2.3	2.0
		II	OUTSIDE R/W to NATURAL BREAK	2.3	2.0	1.5	1.3	3.1	2.3	3.7	3.1	3.8	3.3	3.5	2.8	2.1	2.0	3.2	2.3	3.1	2.1	3.0	0.9	1.8	1.8
		III	NATURAL BREAK to INFINITY	4.9	4.5	2.8	1.8	4.8	4.8	4.7	4.3	4.8	4.4	4.4	4.4	4.1	4.1	4.7	4.2	4.0	1.9	2.8	2.8	3.4	3.1
FACTOR		I	LEVEL OF IMPORTANCE	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0
		II	-	3.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0
		III	-	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	1.0	2.0	2.0	3.0	3.0
SUB-TOTAL		I	WITHIN R/W	1.8	1.8	1.6	1.6	2.0	1.3	2.8	2.3	2.8	2.2	2.8	2.8	1.8	1.8	2.2	1.8	1.8	3.7	1.8	1.8	2.3	2.0
		II	OUTSIDE R/W to NATURAL BREAK	7.0	6.0	3.0	4.0	8.3	7.0	11.1	9.3	11.4	8.9	10.5	8.3	6.3	6.0	8.5	7.0	6.2	6.3	8.0	2.8	3.7	3.8
		III	NATURAL BREAK to INFINITY	8.8	9.0	8.5	8.5	9.6	9.6	9.5	9.3	8.5	9.7	8.8	8.8	8.8	9.2	8.2	9.3	8.3	1.9	1.9	6.5	10.2	9.3
TOTAL VISUAL QUALITY				8.2	5.6	4.4	4.7	7.0	5.9	7.8	7.0	7.6	7.2	7.4	6.6	5.6	5.3	6.6	6.1	5.4	3.9	4.3	3.4	5.4	6.0

E = Existing P = Proposed