Existing View

- Historic bascule draw bridge
- Water link between Lake Washington and Portage Bay
- High volumes of recreational boat traffic
- Mature vegetation lines both side of channel

Preferred Alternative

- Second bascule draw bridge in front of Montlake Bridge
- Design and aesthetic treatments to be determined with Department of Archaeology and Historic Preservation

Exhibit 2-26. Montlake Bascule Bridge—Viewpoint 25 (update to Exhibit 2-26 of 2009 discipline report)

Looking west along the Montlake Cut from northeast corner of East Montlake Park

Existing View

- Historic water link between Lake Washington and Portage Bay
- High volumes of boat traffic
- Mature vegetation lines both side of channel
- Union Bay in middle ground and Cascade Mountains in background

Preferred Alternative

- New bascule draw bridge just east of existing Montlake Bridge
- Design and aesthetic treatments to be determined with Department of Archaeology and Historic Preservation

Exhibit 2-27. Montlake Bascule Bridge—Viewpoint 26 (update to Exhibit 2-27 of 2009 discipline report

Looking east along the Montlake Cut toward Union Bay from east side of Montlake Bridge

Existing View

- Physical terminus of historic Olmsted Rainier Vista
- Photograph taken prior to removal of specimen trees in UW Open Space for U Link
- University of Washington Medical Center and Husky Stadium

Preferred Alternative

- Tower of new bascule draw bridge in distance
- Sound Transit U Link transit stop just outside left side of photograph

Exhibit 2-28. Montlake Triangle—Viewpoint 27 (update to Exhibit 2-10 of the 2009 discipline report)

Looking southeast toward Montlake Bridge and Mount Rainier

Existing View

- Historic Olmsted Rainier Vista
- Flowering cherry trees and mature conifer borders
- Entrance to Triangle parking garage visible in lower center

Preferred Alternative

- Removal of specimen trees on Montlake Cut near second bascule draw bridge

Exhibit 2-29. Drumheller Fountain—Viewpoint 28 (update to Exhibit 2-28 of the 2009 discipline report)

Looking southeast along Rainier Vista toward Montlake Triangle and Mount Rainier

Existing View

- Views to Union Bay, Madison Park, and Lake Washington
- Boat traffic
- Washington Park Arboretum in middle distance
- Evergreen Point Bridge and approaches in far distance

Preferred Alternative

- 6-lane bridge
- Higher and wider Evergreen Point Bridge
- High rise bridge straightened and realigned 190 feet north at west end

Exhibit 2-30. Husky Stadium, northeast benches—Viewpoint 29 (update to Exhibit 2-29 of the 2009 discipline report)

Looking southeast toward Union Bay and Lake Washington

Existing View

- 4-lane west approach bridge running parallel to Marsh Island
- Beginning of Arboretum Waterfront Trail
- Marsh Island in middle distance

Preferred Alternative

- 6-lane west approach bridge

Exhibit 2-31. Marsh Island Trailhead at MOHAI—Viewpoint 32

Looking east along Marsh Island boardwalk between MOHAI site and Marsh Island

Existing View

- Foster Island Trail south of SR 520
- Pedestrian tunnel to north Foster Island just visible in center of image, to right of large foreground tree

Preferred Alternative

- 6-lane bridge
- 4 foot high traffic barriers
- Wider pedestrian under-crossing

Exhibit 2-32. Foster Island Trail, south of SR 520— Viewpoint 35

Looking northwest from south branch of Foster Island Trail toward SR 520

Existing View

- SR 520 (bus is just visible) screened by mature roadside trees and shrubs

Preferred Alternative

- Roadside plantings still young; will screen part of the bridge when mature
- Improved connections between north and south Foster Island

Exhibit 2-33. Foster Island Trail north of SR 520—Viewpoint 37

Looking south from north Foster Island along the trail toward SR 520

Existing View

- Approach to pedestrian tunnel under west side of 4-lane bridge
- Chain link fence marking right-of-way boundary
- Compacted earth trail and Union Bay shoreline

Preferred Alternative

- New west approach bridge pedestrian and bicycle path

Exhibit 2-34. Foster Island Trail Pedestrian Tunnel—Viewpoint 36

Looking northwest at south entrance of Foster Island pedestrian tunnel under SR 520

Existing View

- North Foster Island picnic area at shoreline
- Mature woods

Preferred Alternative

- 6-lane bridge at 13 to 15 feet above ground
- No change to North Foster Island

Exhibit 2-35. Picnic and swimming area on North Foster Island—Viewpoint 38 (update to Exhibit 2-36 of the 2009 discipline report)

Looking south from north Foster Island shoreline toward SR 520

Existing View

- Arboretum Waterfront Trail on boardwalks between Foster Island and Marsh Island
- Dense marsh vegetation

Preferred Alternative

- 6-lane west approach bridge
- East portal of Montlake lid visible in distance

Exhibit 2-36. Observation deck on Foster Island Trail—Viewpoint 39

Looking southwest across Foster Island marsh toward Montlake

Existing View

- R. H. Thompson Ramps
- WSDOT "peninsula" used for passive recreation
- Informal trail to shoreline

Preferred Alternative

- Ramps removed
- Mature trees protected

Exhibit 2-37. Lake Washington Boulevard off-ramps—Viewpoint 33

Looking northeast and east across WSDOT peninsula at Lake Washington Boulevard ramps

Existing View

- Lake Washington Boulevard east-bound on-ramps
- Informal recreation uses

Preferred Alternative

- Lake Washington Boulevard and R. H. Thompson ramps removed
- 6-lane west approach bridge in middle distance
- View of Husky Stadium in distance

Exhibit 2-38. WSDOT peninsula north of Arboretum ramps—Viewpoint 34

Looking west across WSDOT peninsula toward Husky Stadium

Existing View

- 4-lane bridge
- View of south Union Bay
- Column spacing at 100 feet on center
- Husky Stadium in distance (left of center)
- Boat traffic

Preferred Alternative

- Wider and higher 6-lane bridge
- More open view into north Union Bay
- Column spacing at 250 feet on center
- ITS gantry (visible in front of Husky Stadium roof line)

Transit bus on bridge (center)

Exhibit 2-39. Edgewater Apartments in north Madison Park—Viewpoint 40 (update to Exhibit 2-17 of the 2009 discipline report)

Looking northwest toward SR 520 West Approach Bridge and Husky Stadium

Existing View

- Side view (profile) of West Approach Bridge
- View of north Union Bay
- View of North Madison Park and Arboretum in background
- Private docks in foreground

Preferred Alternative

- Wider and higher 6-lane bridge
- Bridge realigned to north
- West Approach Bridge more visible due to height and obscures view of Seattle shoreline

Exhibit 2-40. Webster Point in Laurelhurst—Viewpoint 41 (update to Exhibit 2-41 of the 2009 discipline report)

Looking southwest from private dock toward West Approach Bridge

Existing View

- Side view (profile) of west high rise with overhead truss structures
- Column spacing at 100 feet on center
- View of Lake Washington
- North Madison Park visible in distance behind West Approach Bridge

Preferred Alternative

- West high rise and West Approach Bridge realigned 190 feet north (toward viewer)
- No overhead truss
- Bridge more noticeable due to increased height and closer proximity

Exhibit 2-41. Webster Point in Laurelhurst—Viewpoint 42 (update to Exhibit 2-39 of the 2009 discipline report)

Looking southeast across Union Bay toward Madison Park and West Approach Bridge

Existing View

- Shoreline park in Madison Park
- Evergreen Point Bridge and East Approach
- Road deck approximately 8 feet above water
- Medina shoreline in distance
- Cascade Mountains far in distance

Preferred Alternative

- Road deck approximately 20 feet above water
- Slight increase in visibility of floating bridge

Exhibit 2-42.Lynn Street Park in Madison Park—Viewpoint 42 (update to Exhibit 2-38 of the 2009 discipline report)

Looking northeast across Lake Washington at Evergreen Point Bridge

Existing View

- 4-lane mainline
- Overhead truss structure of East Approach
- Mature vegetation along both side of roadway
- Narrow views of Olympic Mountains and Lake Washington

Preferred Alternative

- 500-foot lid at Evergreen Point Road
- Wider and higher 6-lane Evergreen Point bridge
- Evergreen Point bridge realigned 160 feet north on east end
- ITS structure visible in middle distance
- More open views across Lake Washington

Exhibit 2-43. Midway on west side of Evergreen Point Road (76th Avenue NE) bridge—Viewpoint 43 (update of Exhibit 2-40 of 2009 discipline report)

Looking west across the west part of the Evergreen Point lid at floating bridge and Lake Washington

Existing View

- Two-lane Evergreen Road bridge over SR 520
- Paved park and ride at SE corner of bridge
- Access to bus stop
- Adjacent to Bellevue Christian School/ Three Points Elementary

Preferred Alternative

- Approx. 60-stall Park and Ride
- 500-foot landscaped lid
- Access to center transit stops from lid
- Elevator towers and safety walls in middle distance

Exhibit 2-44. Evergreen Point Road NE near park-and-ride—Viewpoint 44 (update to Exhibit 2-41 of 2009 discipline report)

Looking across Evergreen Point Road NE and park-and-ride

Attachment 3

Visual Quality Assessment Matrix

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

VISUAL QUALITY ASSESSMENT

VIEWS TO THE ROAD

Revised
8/19/2009

Prepared by: Susan Wessman

		Queen City Yacht Club					*Madison Park*				*UW WAC*					*E Montlake Park*				
	VIEW UNIT NUMBER	**7**	**7**	**7**	**7**	**7**	**41**	**41**	**41**	**41**	**30**	**30**	**30**	**30**	**30**	**12**	**12**	**12**	**12**	**SDEIS ONLY**
	(E=existing, P=proposed)	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**
VIVIDNESS	LAND	3.00	3.00	3.00	3.00	partial views to Cascade Mountains in background	6.00	6.00	6.00	unobstructed views to Cascade Mountains to east and	1.33	1.50	1.50	2.00	primarily views to Union Bay & Lake Washington	5.67	5.00	4.33	4.67	views to Cascade Mountains
	WATER	1.33	1.33	1.33	1.33	only partially visible from viewpoint	6.00	6.00	6.00	unobstructed views of Lake Washington	3.83	5.25	5.00	6.00	unobstructed views of Union Bay & Lake Washington	5.50	5.50	4.50	5.50	views to Lake Washington blocked by berm in Option K
	VEGETATION	3.00	2.33	2.33	2.33	tree cover moderate, some loss due to bridge construction & widening	6.00	5.67	5.00	extensive vegetation visible to east across lake	4.83	4.50	3.33	3.67	dense vegetation along shoreline	5.00	4.33	3.67	4.00	existing shoreline vegetation frames views; will be removed with Options K
	MAN-MADE	2.33	2.33	2.33	2.33	primarily docks & marinas; rating could change depending on bridge design	3.33	3.00	3.00	primarily residential; floating bridge visible in distance; will be higher and wider in proposed options	5.00	4.33	3.00	2.67	historic boat house may be impacted by construction; depending on option, profile of bridge or bridges impact rating	1.67	1.67	1.67	1.67	no existing structures; depending on design of bridge for Option L, rating could be higher
	AVERAGE	**2.42**	**2.25**	**2.25**	**2.25**		**7.11**	**6.89**	**6.67**		**3.75**	**3.90**	**3.21**	**3.59**		**4.46**	**4.13**	**3.54**	**3.96**	
INTACTNESS	MAN MADE	3.67	3.67	3.67	3.67	relatively high level of marine structures; depending on bridge design, rating could be higher	3.00	3.00	2.67	development is barely discernible in background; local development is residential	4.67	4.33	3.00	2.33	UW WAC and SR 520 bridge	5.67	5.00	3.00	4.00	no structures on site; Option K will introduce large berm and vents for tunnels
	NATURAL ENVIRONMENT	3.67	3.67	3.67	3.67	wooded neighborhood areas surrounding Portage Bay to south; Cascade Mountains visible to east	2.67	2.00	1.67	see above	6.00	5.33	4.00	2.67	Removal of vegetation for construction, particularly for Option L, reduces intactness rating	5.00	5.00	3.33	4.33	loss of vegetation due to construction of tunnel for K and bridge for L
	AVERAGE	**3.67**	**3.67**	**3.67**	**3.67**		**2.84**	**2.50**	**2.17**		**5.34**	**4.83**	**3.50**	**2.50**		**5.34**	**5.00**	**3.17**	**4.17**	
UNITY	MAN-MADE	3.00	2.67	2.67	2.67	Portage Bay Bridge dominates view; higher and wider in proposed	3.67	3.67	3.33	existing condominiums in contrast to harmonious waterscape; proposed wider and taller floating bridge may diminish overall unity	5.33	4.83	4.00	2.67	Structures are modest in scale and unified in function and style; impacts of Option L high on compositional harmony	6.00	5.67	5.00	4.00	highly unified pastoral; addition of structures, depending on design, will have impact on site
	OVERALL	3.00	2.67	2.67	2.67	bridge blocks views to south; depending on bridge design and column spacing could be higher rating	5.00	4.83	4.67	relatively harmonious composition comprised of mountains, water and bridge structure; larger bridge will have impacts	5.00	5.50	3.00	3.33	Vegetation loss and disruption of UW WAC in combination with construction of Options K and L reduce overall unity	6.00	5.83	5.00	4.00	lost of vegetation combined with tunnel (K) or bridge structure (L) modifies pastoral view
	AVERAGE	**3.00**	**2.67**	**2.67**	**2.67**		**4.34**	**4.25**	**4.00**		**5.17**	**5.17**	**3.50**	**3.00**		**6.00**	**5.75**	**5.00**	**4.00**	
TOTAL VISUAL QUALITY		**3.03**	**2.86**	**2.86**	**2.86**		**4.76**	**4.55**	**4.28**		**4.75**	**4.63**	**3.40**	**3.03**		**5.27**	**4.96**	**3.90**	**4.04**	

Evaluation Scale

VIVIDNESS

7= VERY HIGH
6= HIGH
5= MODERATELY HIGH
4= AVERAGE
3= MODERATELY LOW
2= LOW
1= VERY LOW TO NON-EXISTENT

INTACTNESS

(MAN-MADE)
7= NO DEVELOPMENT TO NON-EXISTENT
6= LITTLE DEVELOPMENT
5= SOME DEVELOPMENT
4= AVERAGE LEVEL OF DEVELOPMENT
3= MODERATELY HIGH DEVELOPMENT
2= HIGH LEVEL OF DEVELOPMENT
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UNITY

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SR 520, I-5 to Medina: Bridge Replacement and HOV Project

VISUAL QUALITY ASSESSMENT

VIEWS TO THE ROAD

Revised
8/19/2009

Prepared by: Susan Wessman

		Foster Island					*Edgewater*					*Laurelhurst*					*Montlake Bascule Bridge*				
	VIEW UNIT NUMBER	**38**	**38**	**38**	**38**	**38**	**40**	**40**	**40**	**40**	**40**	**42**	**42**	**42**	**42**	**42**	**26**	**26**	**26**	**26**	**26**
	(E=existing, P=proposed)	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**
VIVIDNESS	LAND	2.00	2.00	4.00	2.00	primarily views of immediate foreground, which is park like; most impact for Option K which will require extensive grading for land bridge	1.67	2.00	2.00	2.00	ridges to north may be more visible with higher bridge with wider-spaced columns	4.50	4.50	3.00	4.00	views to Capitol Hill and University District; Option K land bridge at Foster Island will have an impact	5.00	4.67	5.00	4.67	views to Cascades and Union Bay; addition of second bascule bridge (Option A) or bridge to Montlake (Option L) may block views to east
	WATER	1.00	1.00	1.00	1.00	none visible from this viewpoint	2.00	3.00	3.00	3.00	pleasant although not dramatic water visible, although depending views blocked by bridge structure	4.50	4.50	4.50	4.50	unobstructed views of Lake Washington, Union Bay	5.33	4.67	5.33	4.00	views of Montlake Cut and Union Bay to east; may be impacted by Option A or L bridges
	VEGETATION	5.00	4.00	3.00	4.00	mature woods; loss of vegetation with Option K land bridge	2.00	2.00	2.00	2.00	shoreline vegetation visible in distance	5.00	5.00	4.00	4.00	dense shoreline vegetation in Arboretum and surrounding neighborhoods; impacted by construction for Options K and L	4.33	3.33	4.33	4.00	mature trees and vegetation line Cut; loss of vegetation due to construction of all three options, particularly A
	MAN-MADE	1.00	1.00	4.00	1.00	none present; Option K land bridge will be organic/naturalistic forms	3.67	3.67	3.67	3.67	bridge structure impacts views; depending on design, rating could be higher	5.50	5.50	3.50	3.00	views to iconic Husky Stadium; possibly impacted by Option K and L tunnel and bridge construction to Montlake	2.33	3.00	2.33	3.33	depending on design of bridge for Option A or L, could improve vividness
	AVERAGE	**2.25**	**2.00**	**3.00**	**2.00**		**2.34**	**2.67**	**2.67**	**2.67**		**4.88**	**4.88**	**3.75**	**3.88**		**4.25**	**3.92**	**4.25**	**4.00**	
INTACTNESS	MAN MADE	7.00	7.00	5.00	7.00	no development, except for park amenities (site furniture); more apparent structure with Option K land bridge (and views to tunnel structure)	4.33	4.33	4.33	4.33	primarily views of water and bridge	4.33	4.33	4.00	4.00	primarily small-scale residences with docks with views to water; depending on option, height and column spacing of west approach, as well as tunnel (K) or bridge to Montlake (L) will impact intactness	4.00	3.67	4.00	2.67	Bridges for Options A and L will have significant impact on existing continuity of view
	NATURAL ENVIRONMENT	6.00	6.00	4.00	6.00	mature woods; loss of vegetation with Option K land bridge	5.00	5.33	5.33	5.33	depending on height and column spacing of proposed bridge, views to north and water may improve	5.00	5.00	4.67	4.67	continuous vegetation and water views to south and west slightly impacted by Option K or L	4.67	4.00	4.67	3.33	bridge for Option L will block views to Cascades and Union Bay
	AVERAGE	**6.50**	**6.50**	**4.50**	**6.50**		**4.67**	**4.83**	**4.83**	**4.83**		**4.67**	**4.67**	**4.34**	**4.34**		**4.34**	**3.84**	**4.34**	**3.00**	
UNITY	MAN-MADE	6.00	6.00	3.33	6.00	Olmsted qualities lend unified view; Option K land bridge will be in contrast, at least in initial years of growth	2.33	3.67	3.67	3.67	taller bridge with wider column spacing may enhance unity of water/landscapes	5.33	5.33	4.33	4.33	small scale structures surrounding water; addition of noise walls on Option L west approach and/or taller or wider bridge may impact compositional harmony	5.67	5.00	5.67	4.33	bridges for Options A and L will have significant impact on existing harmony of view
	OVERALL	6.00	6.00	4.00	6.00	existing pastoral setting will remain relatively intact; with impacts under Option K land bridge	2.33	4.00	4.00	4.00	greater transparency through bridge structure enhances views to north	5.33	5.33	5.00	5.00	see above	5.67	5.00	5.67	4.00	see above
	AVERAGE	**6.00**	**6.00**	**3.67**	**6.00**		**2.33**	**3.84**	**3.84**	**3.84**		**5.33**	**5.33**	**4.67**	**4.67**		**5.67**	**5.00**	**5.67**	**4.17**	
TOTAL VISUAL QUALITY		**4.92**	**4.83**	**3.72**	**4.83**		**3.11**	**3.78**	**3.78**	**3.78**		**4.96**	**4.96**	**4.25**	**4.29**		**4.75**	**4.25**	**4.75**	**3.72**	

Evaluation Scale

VIVIDNESS

7= VERY HIGH
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INTACTNESS

(MAN-MADE)
7= NO DEVELOPMENT TO NON-EXISTENT
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UNITY

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SR 520, I-5 to Medina: Bridge Replacement and HOV Project

VISUAL QUALITY ASSESSMENT

VIEWS FROM THE ROAD

Revised

8/19/2009

Prepared by: Susan Wessman

		Portage Bay Bridge					*Montlake Boulevard*					*Evergreen Point Road*				
	VIEW UNIT NUMBER	**5**	**5**	**5**	**5**	**5**	**17**	**17**	**17**	**17**	**17**	**43**	**43**	**43**	**43**	**43**
	(E=existing, P=proposed)	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K**	**P L**	**Explanatory Notes**	**E**	**P A**	**P K L**	**C K L**	**Explanatory Notes**
VIVIDNESS	LAND	1.67	1.67	1.67	1.33	only partially visible, in distance and small in scale	2.00	2.00	2.00	2.00	rising hill of Roanoke neighborhood visible in background	3.00	3.00	3.00	3.00	distant views to Olympic Mountains
	WATER	1.00	1.00	1.00	1.00	only partially visible	1.00	1.00	1.00	1.00	not visible for motorists	5.00	5.00	5.00	5.00	Lake Washington visible in background
	VEGETATION	2.67	2.67	2.67	1.67	loss of trees due to bridge widening	2.33	2.33	1.67	1.67	low rating due to motorists being under lid in K, L,	3.67	3.67	3.67	3.67	extensive but relatively homogenous tree cover
	MAN-MADE	2.67	2.67	2.67	1.67	dominated by roadway; assumed addition of noise walls on "L" lowers rating; depending on bridge design, vividness could be higher	1.00	1.67	1.33	1.33	dominated by roadway and paving	2.67	2.67	3.67	4.00	primarily residential with roadway; Option L bridge on west side could enhance vividness
	AVERAGE	**2.00**	**2.00**	**2.00**	**1.42**		**1.58**	**1.75**	**1.50**	**1.50**		**3.59**	**3.59**	**3.84**	**3.92**	
INTACTNESS	MAN MADE	3.00	2.67	2.67	1.33	dominated by roadway that blocks views to water, divides residential neighborhoods	2.67	1.67	1.00	1.00	views of residential neighborhood, wooded hills dominated by paving in all three options; in tunnel in Options K, L	3.00	3.00	3.00	3.00	character of roadway in contrast to neighborhoods and forested surroundings
	NATURAL ENVIRONMENT	2.67	2.67	2.67	1.33	local tree cover; Cascades visible in background; assumed addition of noise walls on "L" lowers rating	3.00	1.67	1.00	1.00	Vegetation levels low in existing; lost as a result of bridge widening and lid structure	1.67	1.67	1.67	1.67	homogenous vegetation decreased in existing and proposed and broken up by roadway
	AVERAGE	**2.84**	**2.67**	**2.67**	**1.33**		**2.84**	**1.67**	**1.00**	**1.00**		**2.34**	**2.34**	**2.34**	**2.34**	
UNITY	MAN-MADE	3.00	2.67	2.67	1.33	views to residential and marine elements are disrupted by widened bridge and walls in Option "L"	3.33	2.67	2.00	2.00	views to west from roadway lost under lid with Options K and L	5.00	5.00	5.00	5.33	primarily wooded residential with views of bridge and water enhanced by lid across roadway
	OVERALL	3.33	2.67	2.67	1.33	primarily residential neighborhood and marine activities contrast with bridge structure	3.33	2.67	2.00	2.00	juxtaposition of wooded residential with roadway	5.00	5.00	5.00	5.33	balanced visual composition comprising natural and manmade elements enhanced by lid across roadway
	AVERAGE	**3.17**	**2.67**	**2.67**	**1.33**		**3.33**	**2.67**	**2.00**	**2.00**		**5.00**	**5.00**	**5.00**	**5.33**	
TOTAL VISUAL QUALITY		**2.67**	**2.45**	**2.45**	**1.36**		**2.58**	**2.03**	**1.50**	**1.50**		**3.64**	**3.64**	**3.72**	**3.86**	

Evaluation Scale

VIVIDNESS

7= VERY HIGH
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INTACTNESS

(MAN-MADE)
7= NO DEVELOPMENT TO NON-EXISTENT
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UNITY

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Insert PDF of matrix