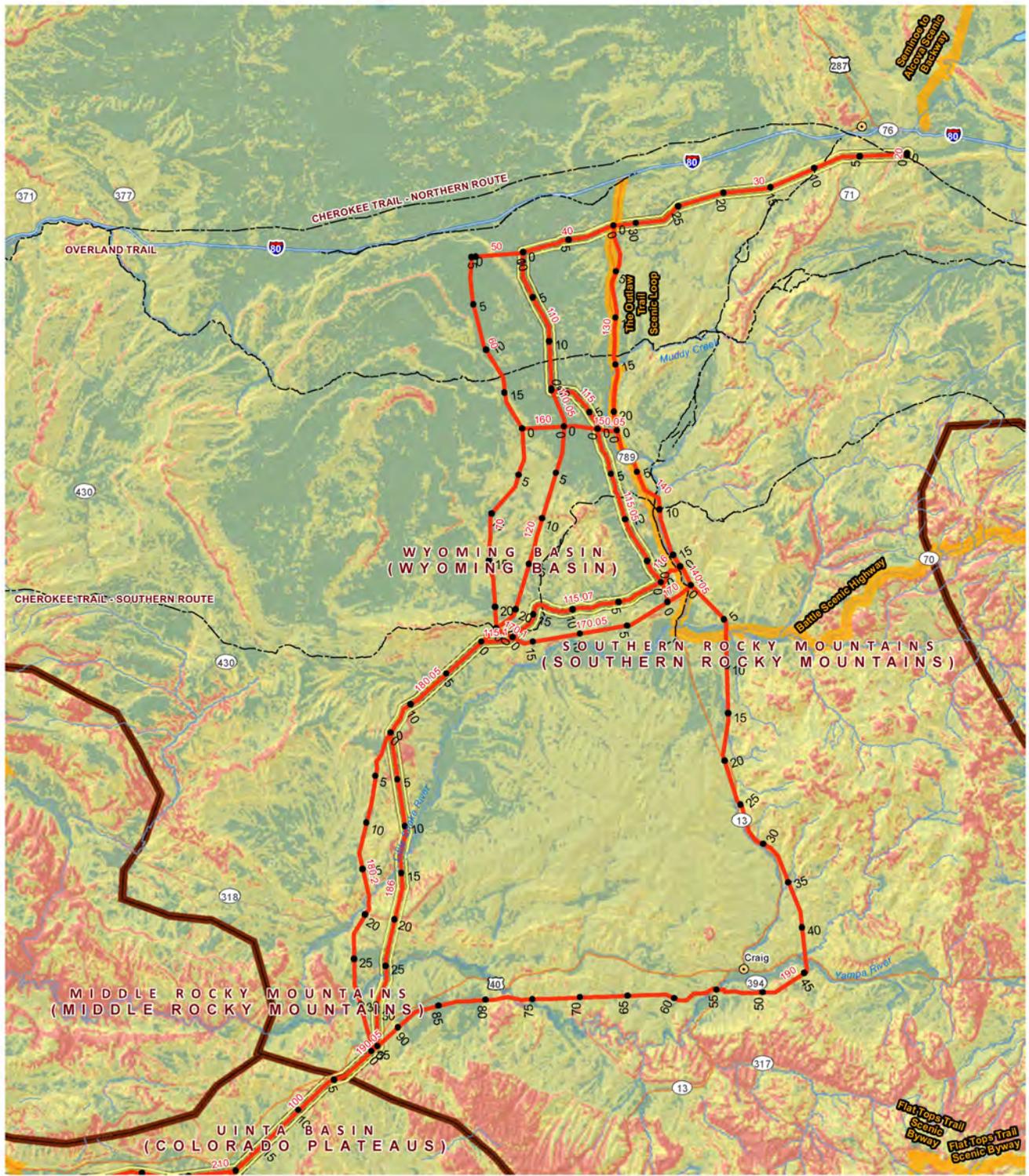


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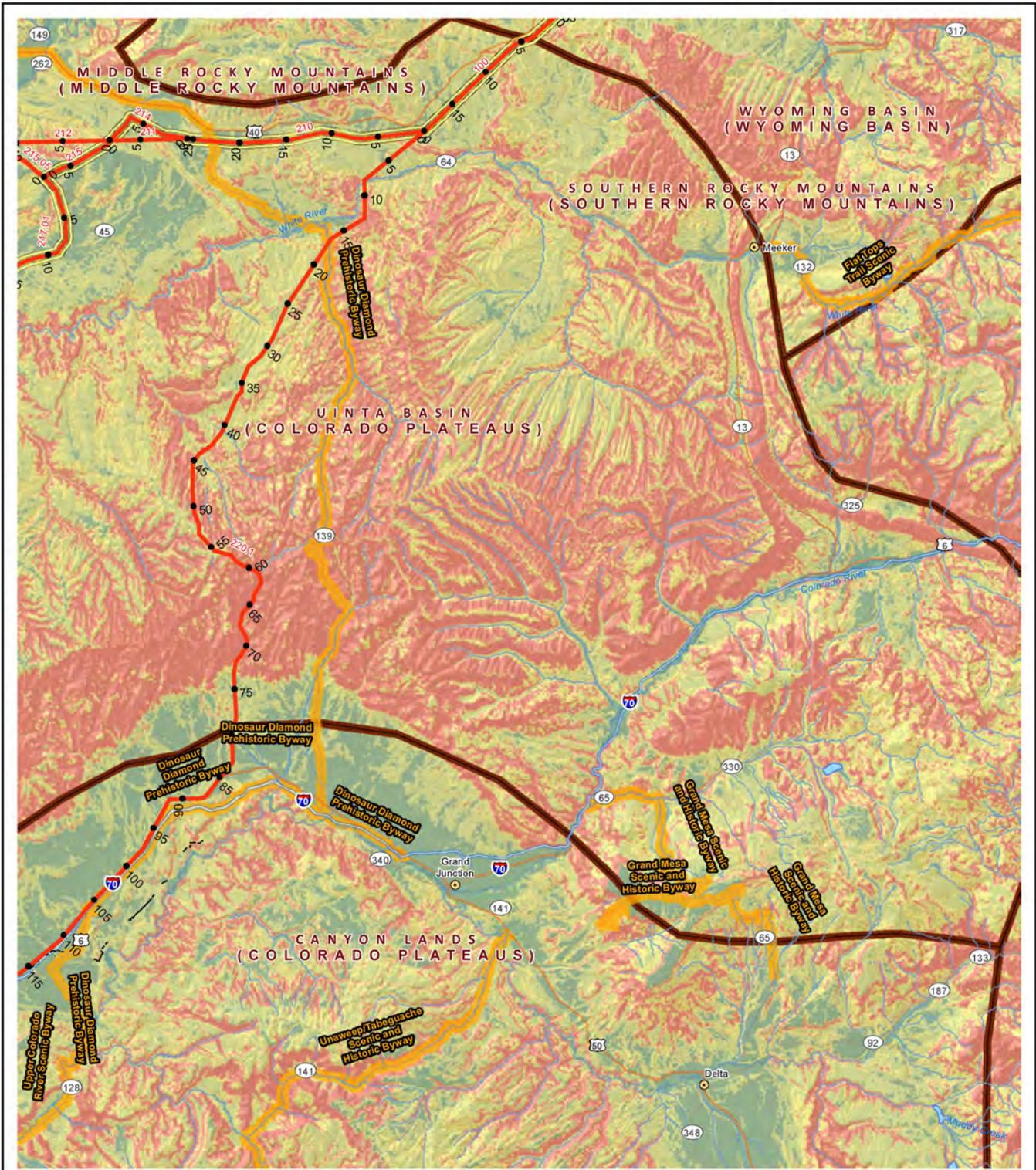
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○ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 1 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
1:1,000,000

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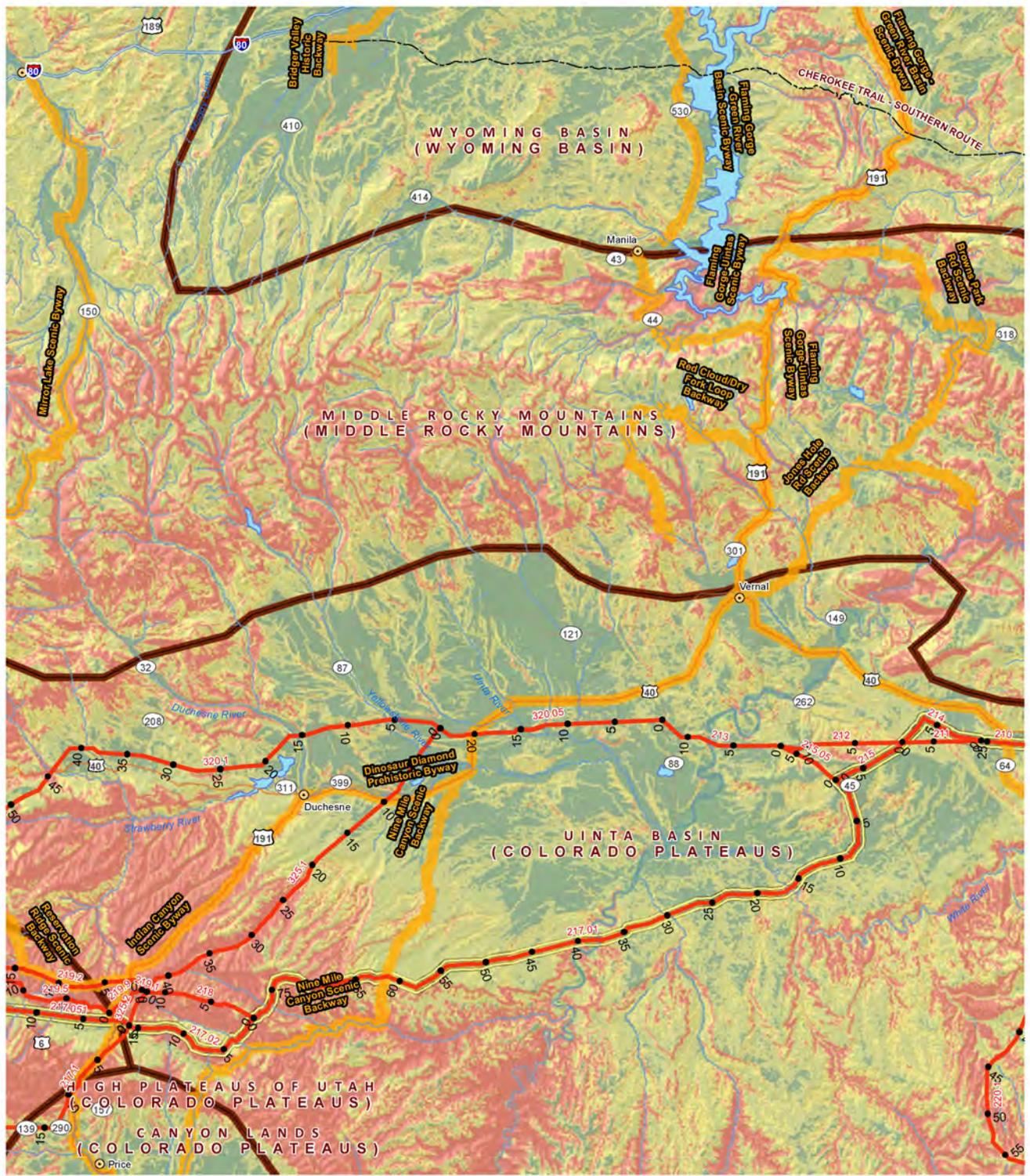
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○ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 2 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
1:1,000,000

X:\0\Projects\12907_003_Transwest_Express\Figures\Mapbooks\Visual\20130225\Fig\09_Physiology_1M.mxd



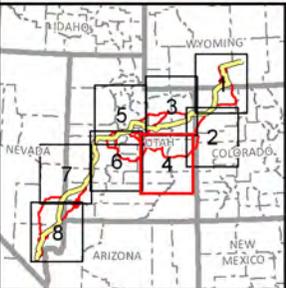
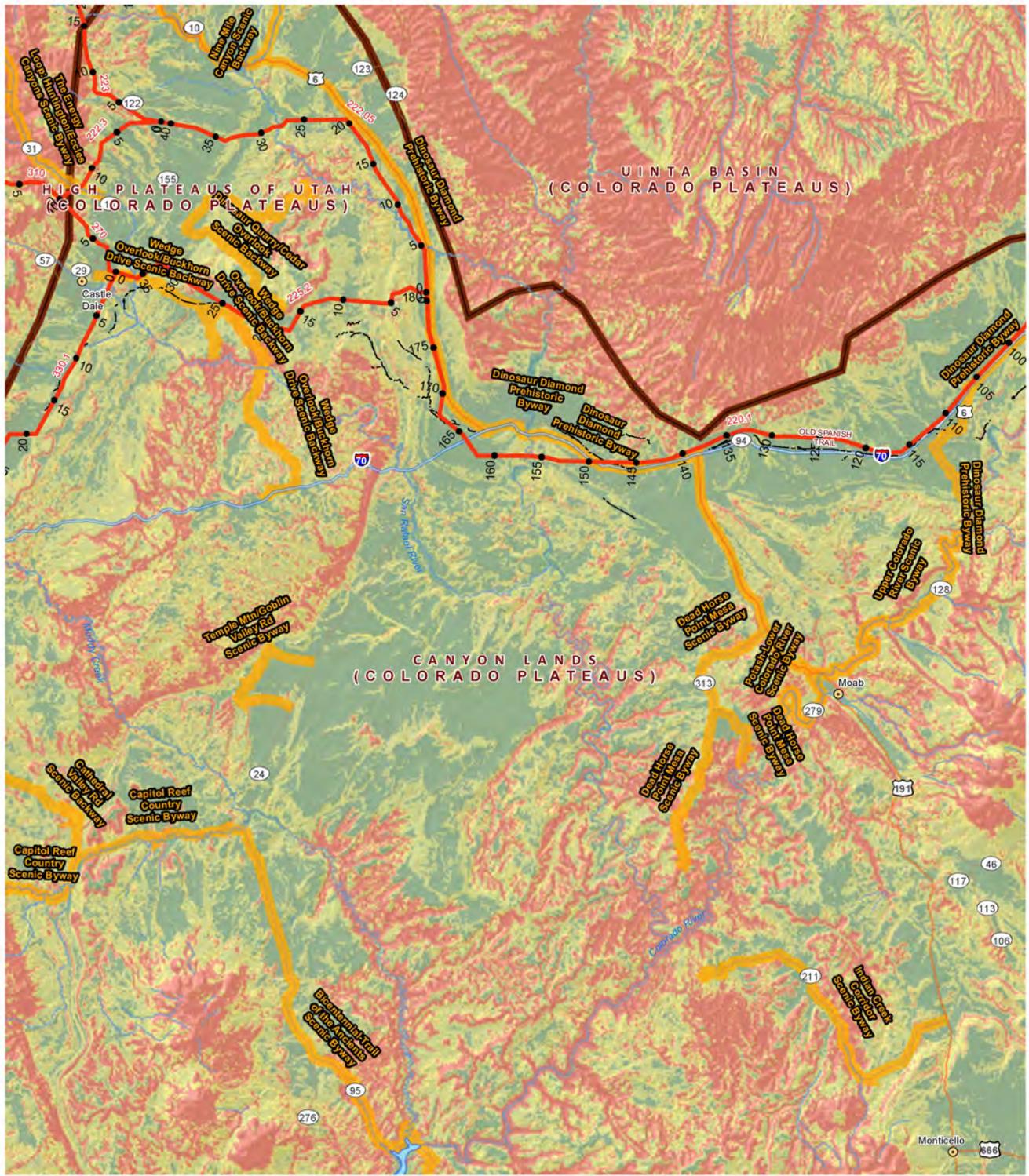
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○ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 3 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
1:1,000,000

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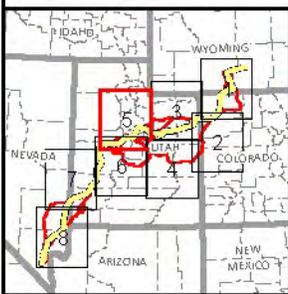
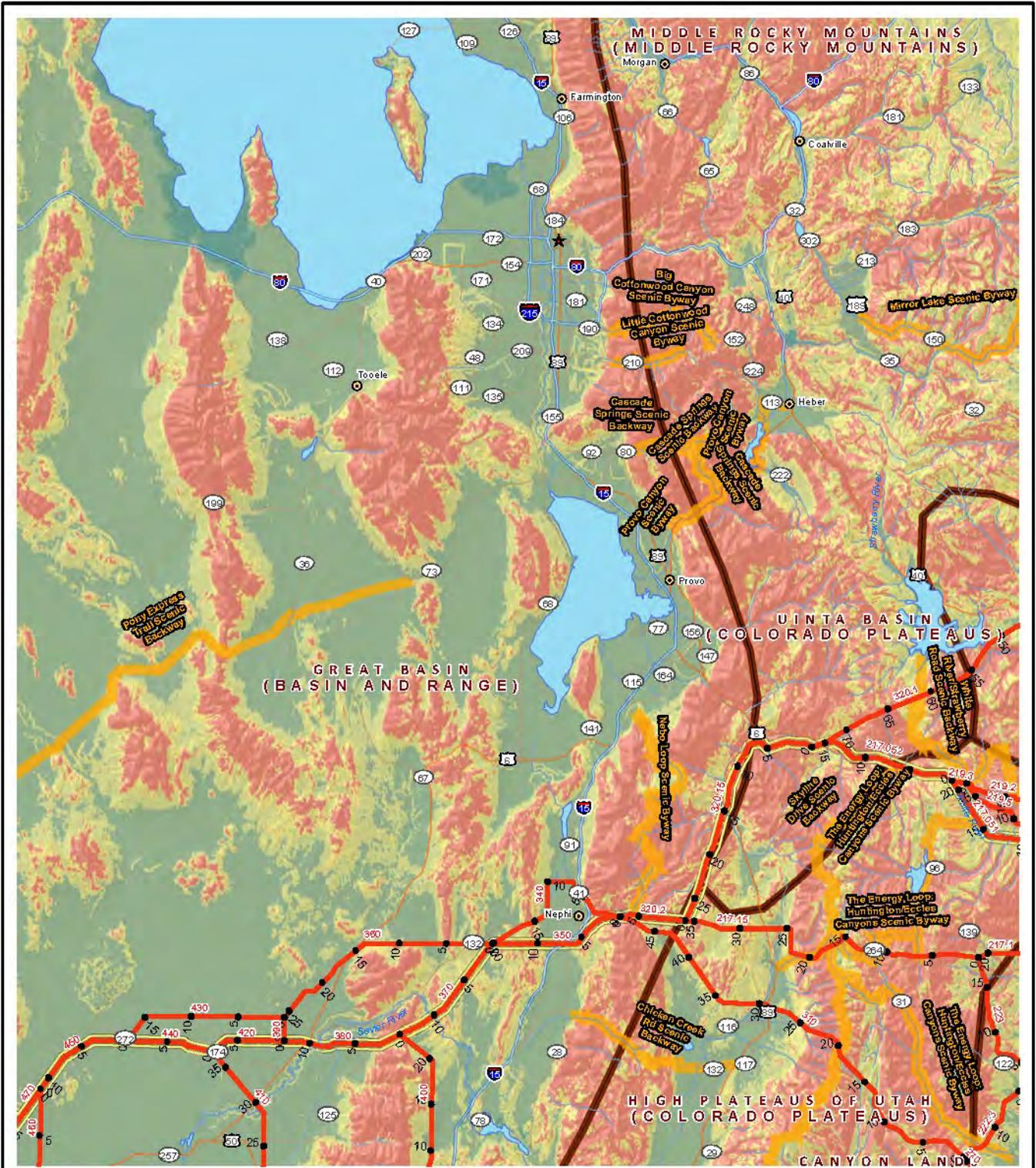
★ State Capital	■ Physiographic Section (Province)
○ Town	■ Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 4 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
1:1,000,000

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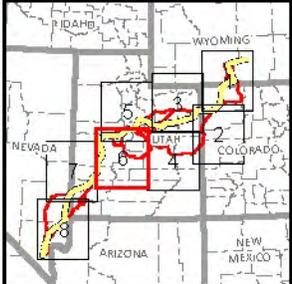
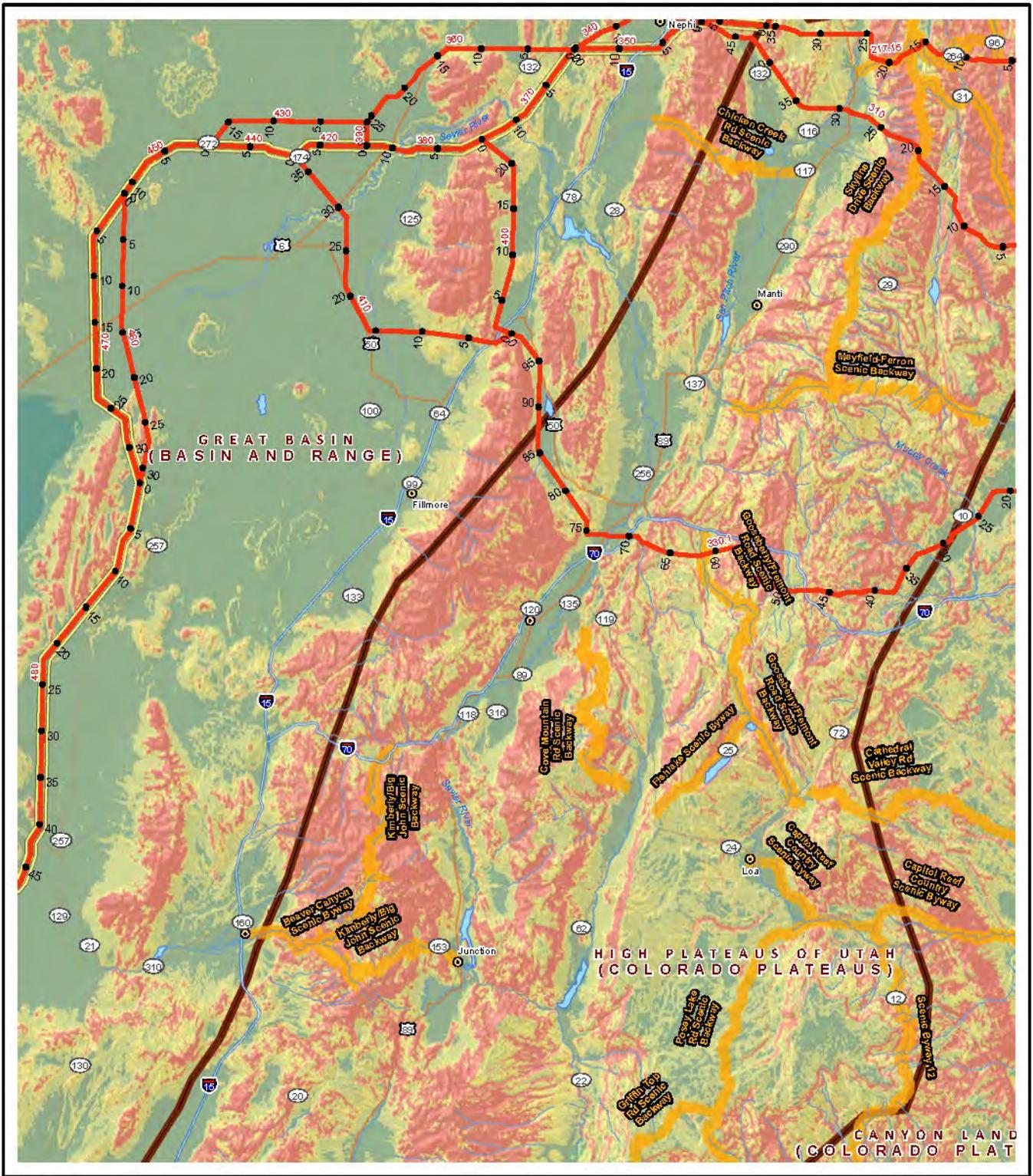
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⊙ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 5 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 11 16.5 22 27.5 Miles
1:1,000,000

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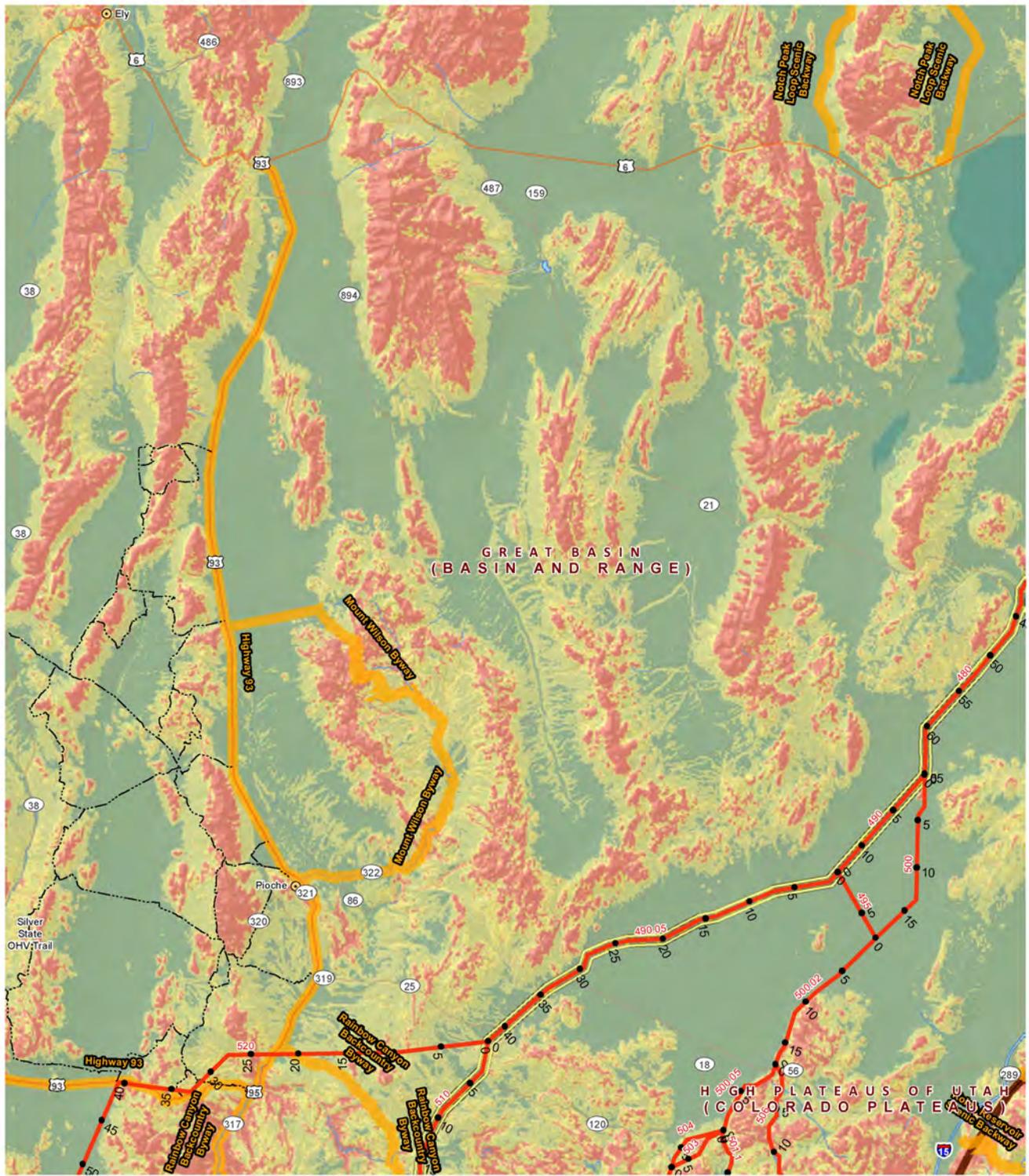
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⊙ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiology and Scenic Routes
Map 6 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 11 16.5 22 27.5 Miles
1:1,000,000

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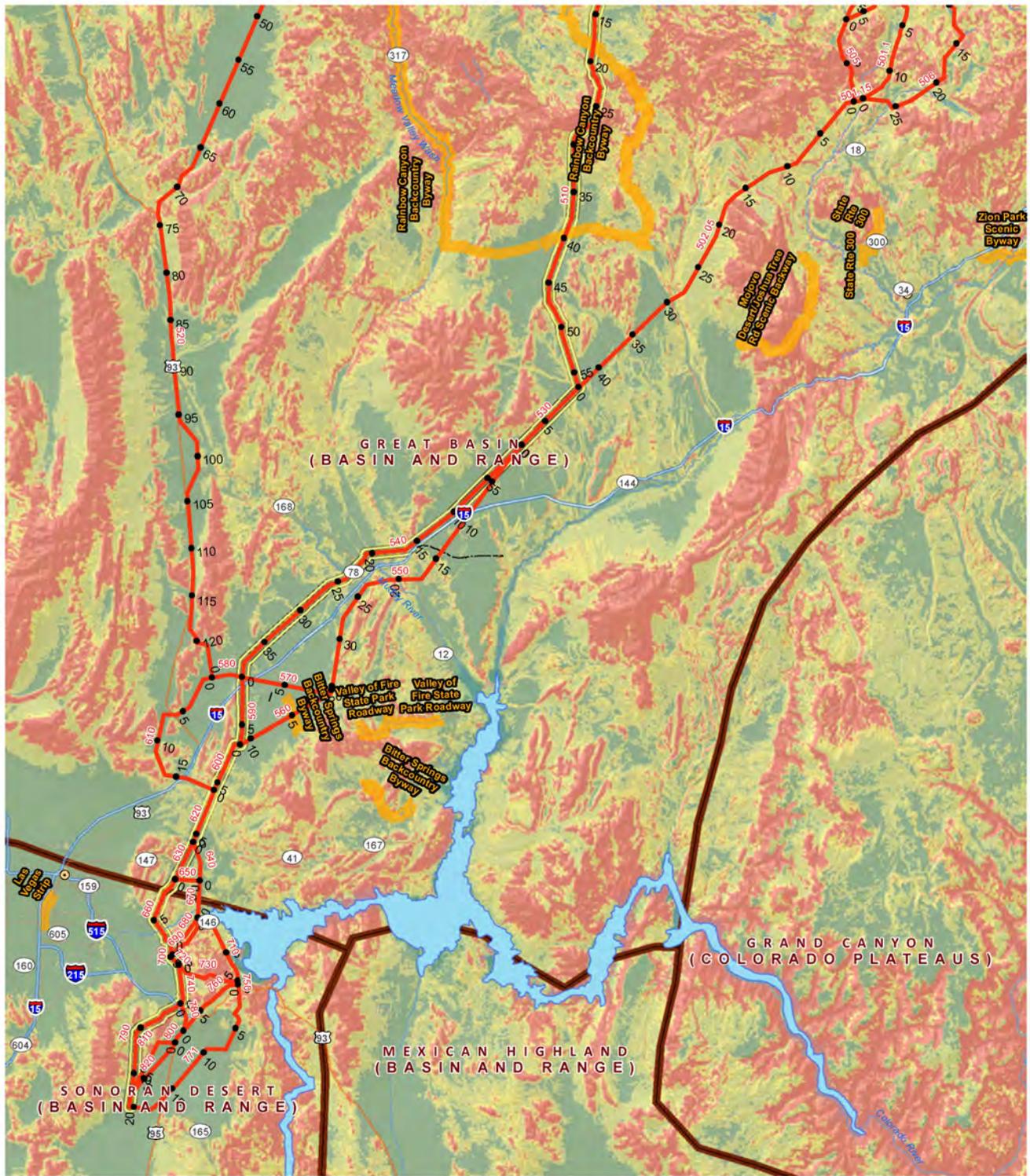
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○ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiography and Scenic Routes
Map 7 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
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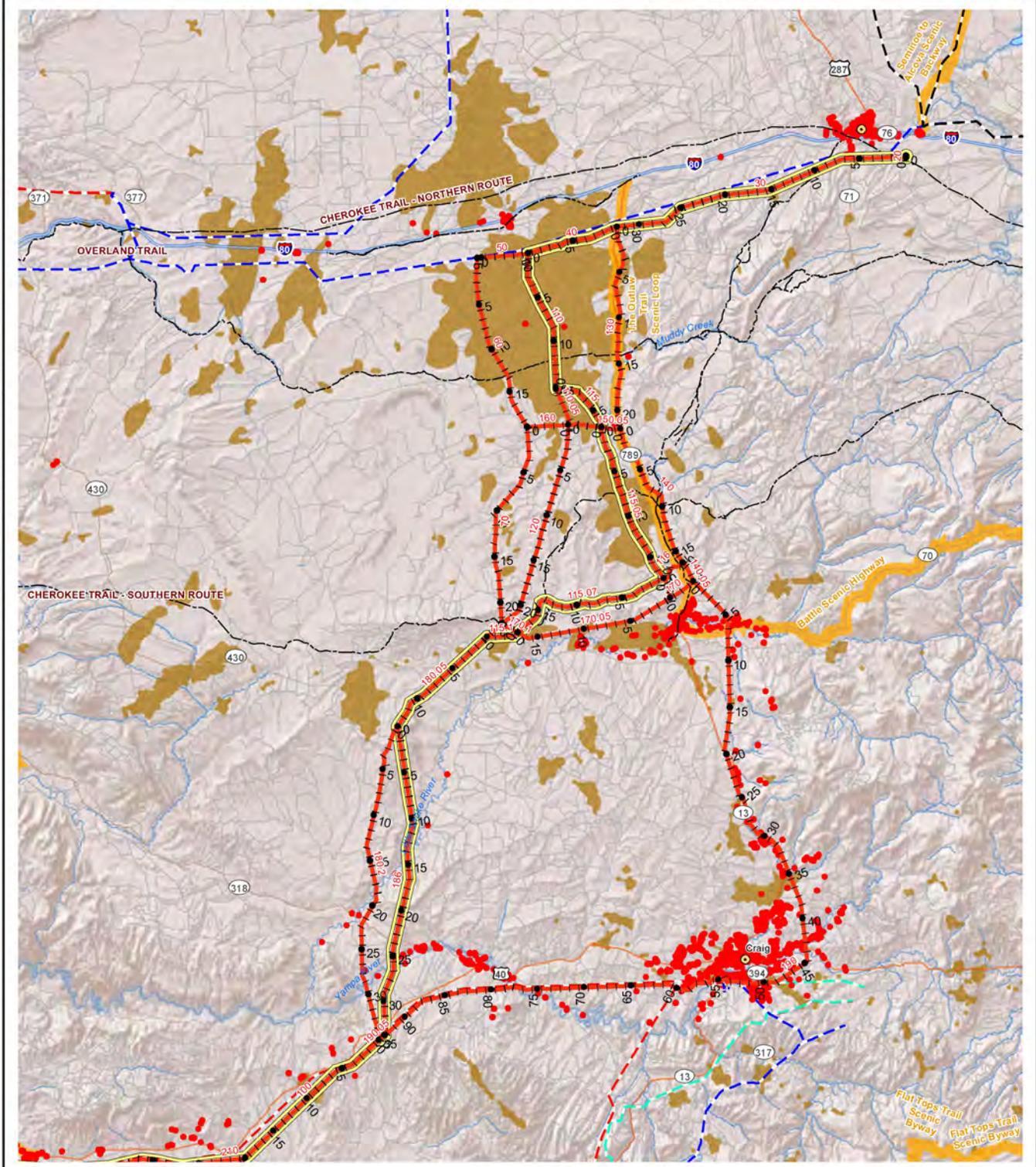
★ State Capital	■ Physiographic Section (Province)
○ Town	Topography
— Reference Line 2/25/2013	■ Flat (<5%)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Historic Trail	■ Rugged (>25%)
— Trail	
— Scenic Byway & Backway	

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-9
Physiology and Scenic Routes
Map 8 of 8

0 2.5 5 10 15 20 25 Miles
0 2.75 5.5 11 16.5 22 27.5 km
1:1,000,000

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- Structure
- ★ State Capital
- Town
- Reference Line 2/25/2013
- Road
- Trail
- Historic Trail
- ▭ Agency Preferred Alternative
- ▭ Scenic Byway & Backway
- ▭ Oil and Gas Field

- Transmission Line**
- 345kV
 - 500kV +/- DC
 - 500kV
 - 230 to 287kV
 - 138 to 161kV
 - 115kV
 - Below 100kV
 - Unknown Voltage

TRANSWEST EXPRESS TRANSMISSION PROJECT

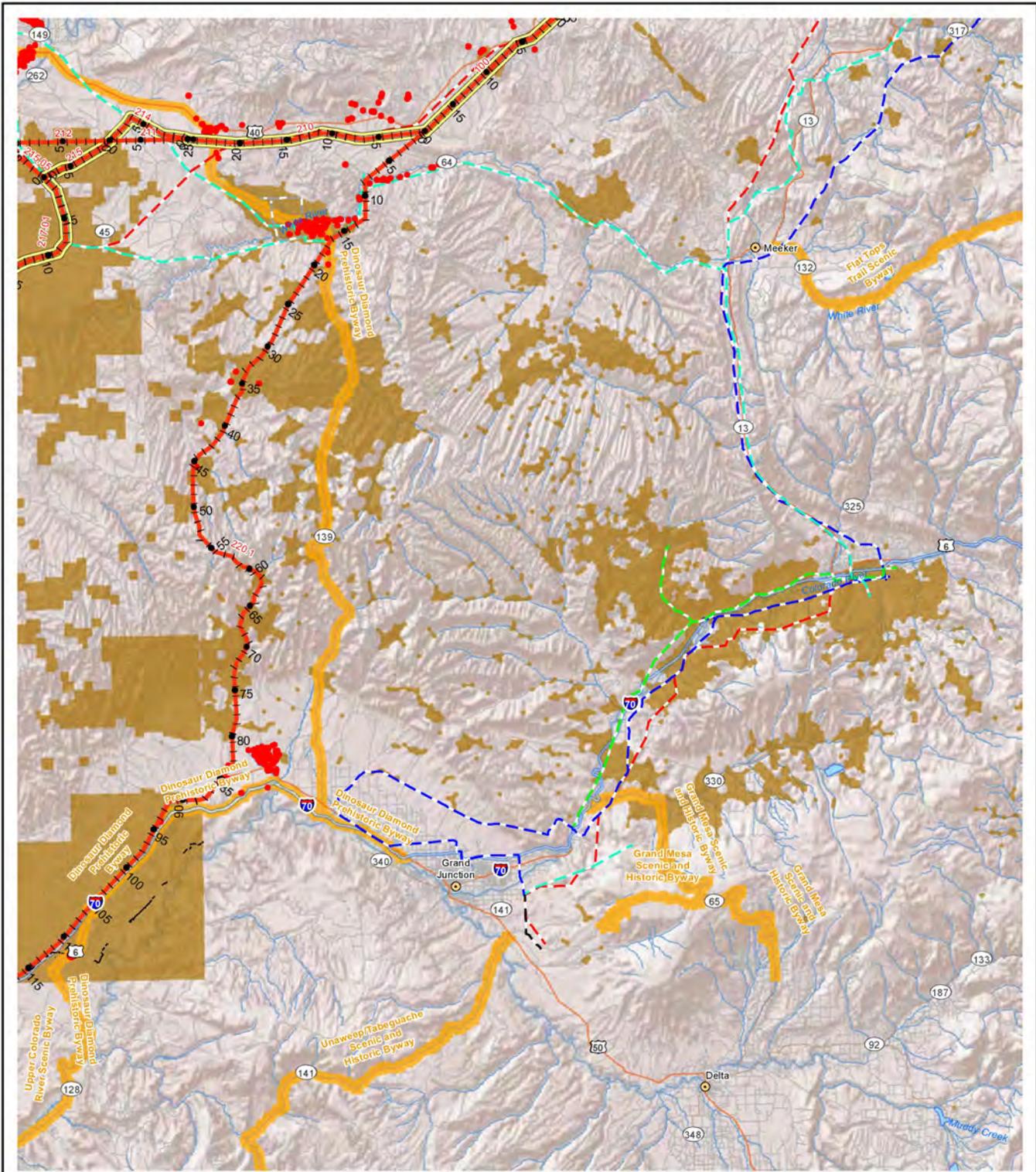
Figure I-10
Developed and Natural Settings
Map 1 of 8

0 2.5 5 10 15 20 25 Miles

0 2.5 5 10 15 25 km

1:1,000,000

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- Structure
- ★ State Capital
- Town
- Reference Line 2/25/2013
- Road
- Trail
- Historic Trail
- ▭ Agency Preferred Alternative
- ▭ Scenic Byway & Backway
- ▭ Oil and Gas Field

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- - - 345kV
 - - - 500kV +/- DC
 - - - 500kV
 - - - 230 to 287kV
 - - - 138 to 161kV
 - - - 115kV
 - - - Below 100kV
 - - - Unknown Voltage

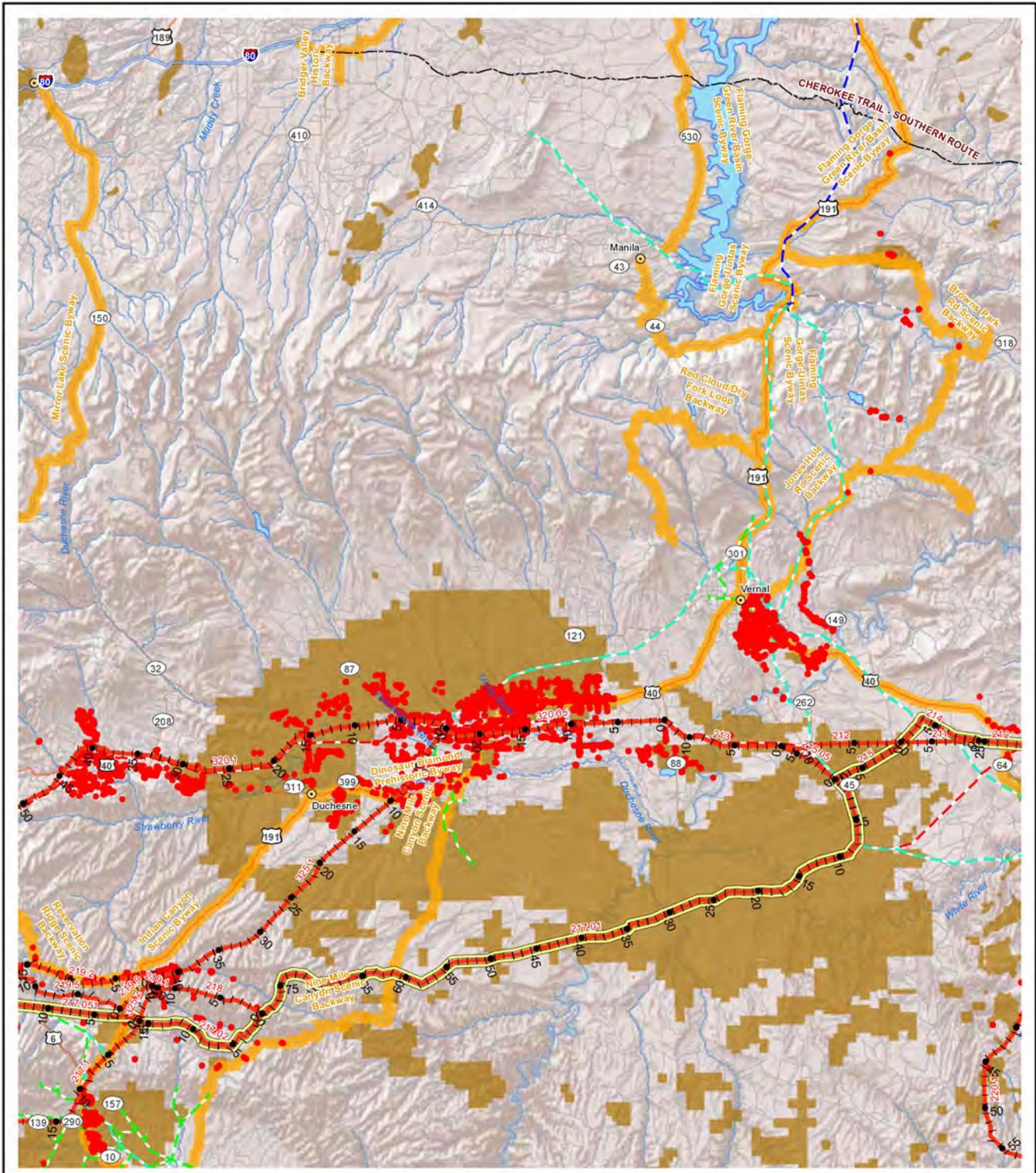
TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-10
Developed and Natural Settings
Map 2 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 20 25 km

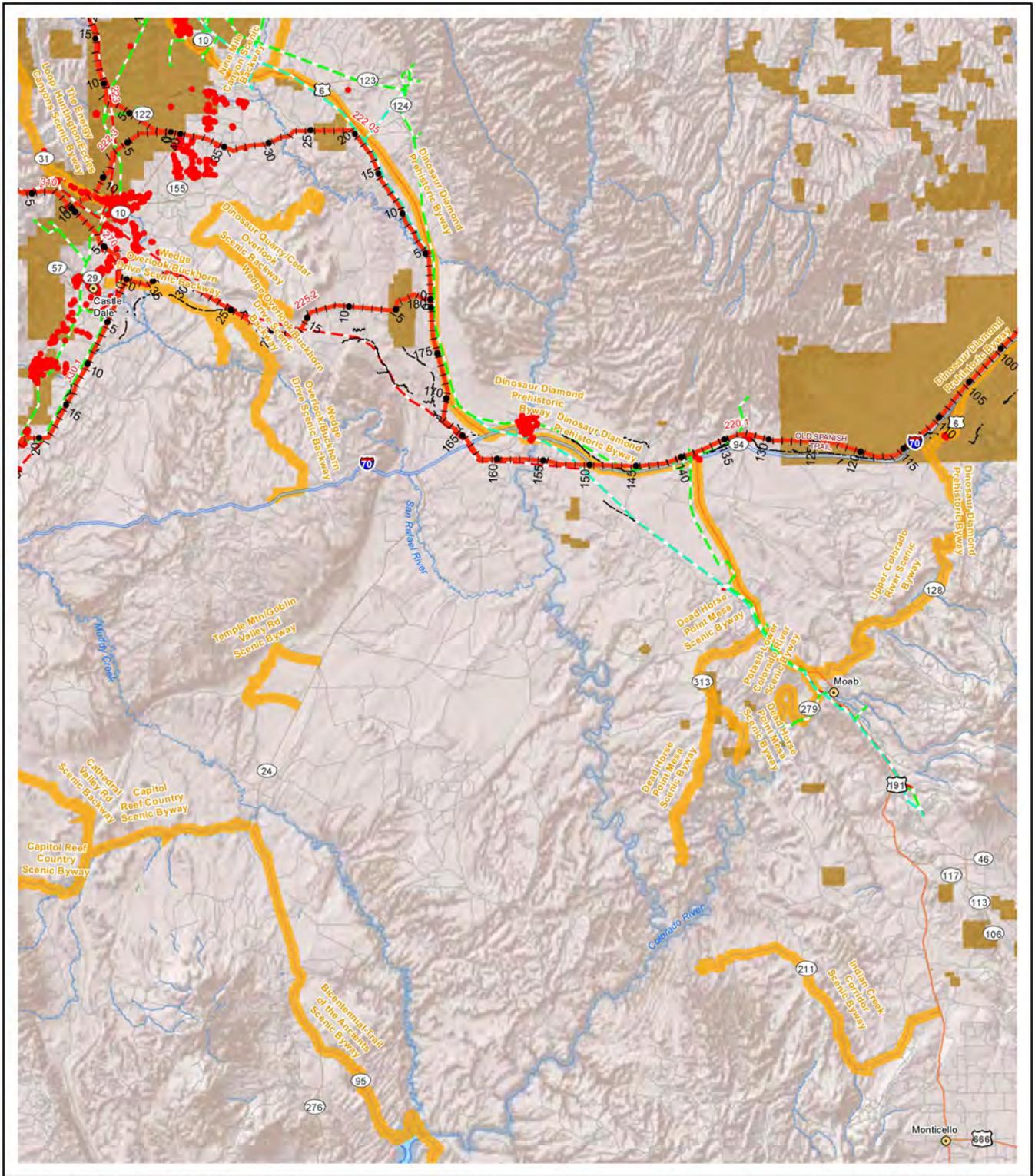
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	<ul style="list-style-type: none"> ● Structure ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Trail — Historic Trail □ Agency Preferred Alternative □ Scenic Byway & Backway ■ Oil and Gas Field 	<p>Transmission Line</p> <ul style="list-style-type: none"> - - 345kV - - 500kV +/- DC - - 500kV - - 230 to 287kV - - 138 to 161kV - - 115kV - - Below 100kV - - Unknown Voltage 	<p align="center">TRANSWEST EXPRESS TRANSMISSION PROJECT</p> <p align="center">Figure I-10 Developed and Natural Settings Map 3 of 8</p> <p>0 2.5 5 10 15 20 25 Miles 0 2.5 5 10 15 20 25 km</p> <p>1:1,000,000</p>
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<ul style="list-style-type: none"> ● Structure ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Trail — Historic Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway ▭ Oil and Gas Field 	<p>Transmission Line</p> <ul style="list-style-type: none"> - - - 345kV - - - 500kV +/- DC - - - 500kV - - - 230 to 287kV - - - 138 to 161kV - - - 115kV - - - Below 100kV - - - Unknown Voltage
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TRANSWEST EXPRESS TRANSMISSION PROJECT

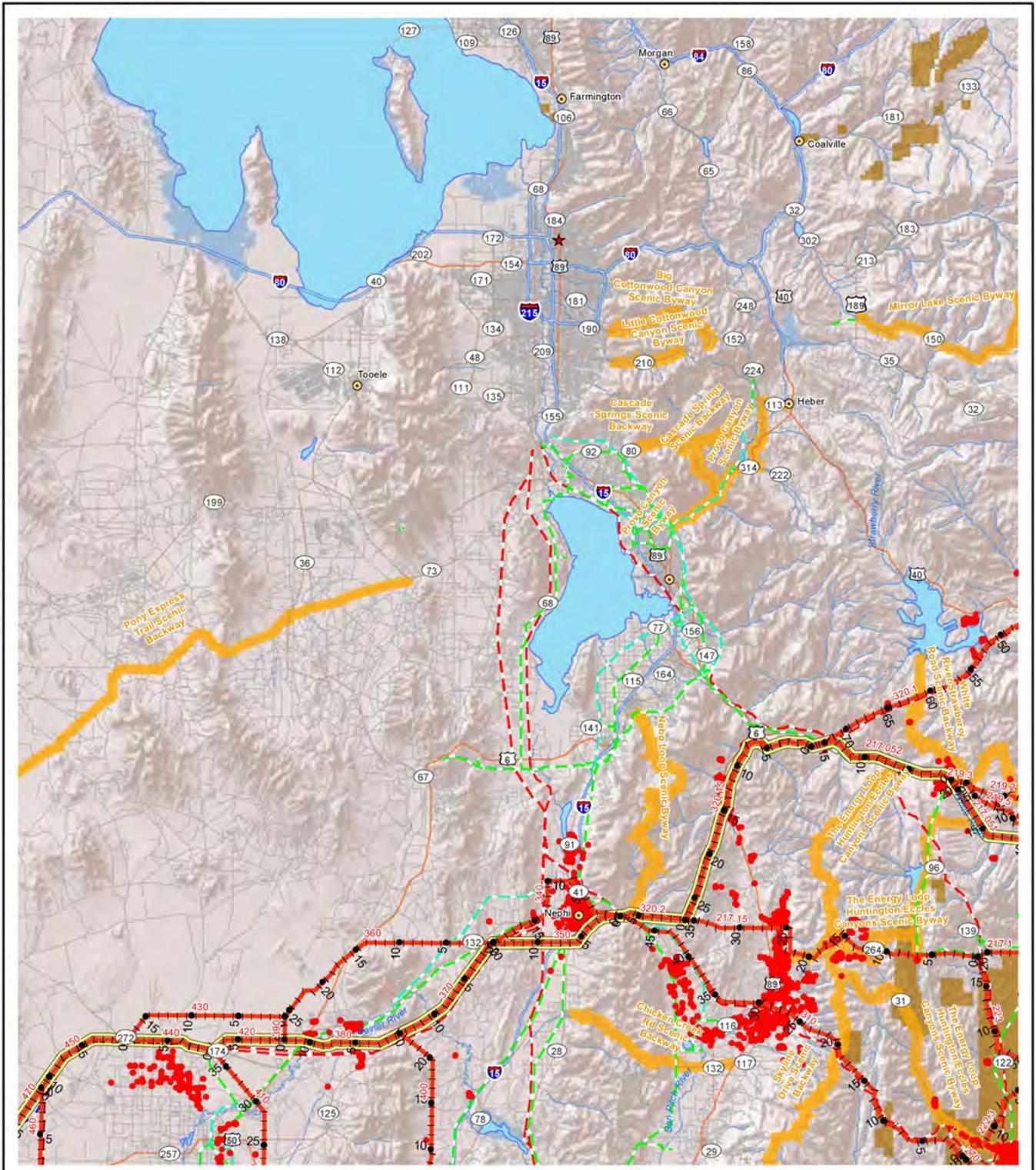
Figure I-10
Developed and Natural Settings
Map 4 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 25 km

1:1,000,000

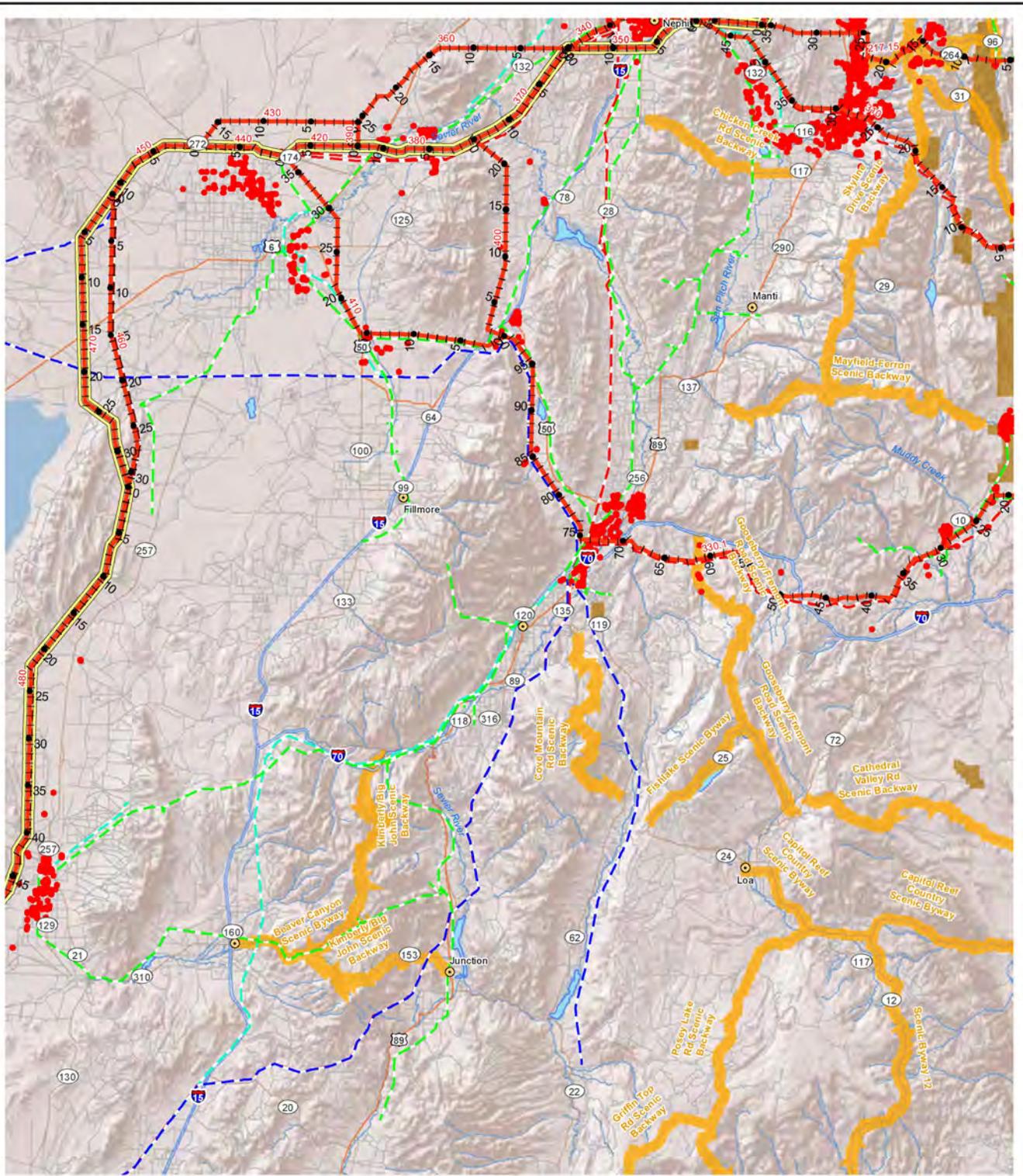
Western
AREA POWER
ADMINISTRATION

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	<ul style="list-style-type: none"> ● Structure ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Trail — Historic Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway ▭ Oil and Gas Field 	<p>Transmission Line</p> <ul style="list-style-type: none"> - - - 345kV - - - 500kV +/- DC - - - 500kV - - - 230 to 287kV - - - 138 to 161kV - - - 115kV - - - Below 100kV - - - Unknown Voltage 	<p align="center">TRANSWEST EXPRESS TRANSMISSION PROJECT</p> <p align="center">Figure I-10 Developed and Natural Settings Map 5 of 8</p> <p>0 2.5 5 10 15 20 25 Miles 0 2.5 5 10 15 20 25 km</p> <p>1:1,000,000</p>
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- Structure
- ★ State Capital
- Town
- Reference Line 2/25/2013
- Road
- Trail
- Historic Trail
- ▭ Agency Preferred Alternative
- ▭ Scenic Byway & Backway
- ▭ Oil and Gas Field

- Transmission Line**
- - - 345kV
 - - - 500kV +/- DC
 - - - 500kV
 - - - 230 to 287kV
 - - - 138 to 161kV
 - - - 115kV
 - - - Below 100kV
 - - - Unknown Voltage

TRANSWEST EXPRESS TRANSMISSION PROJECT

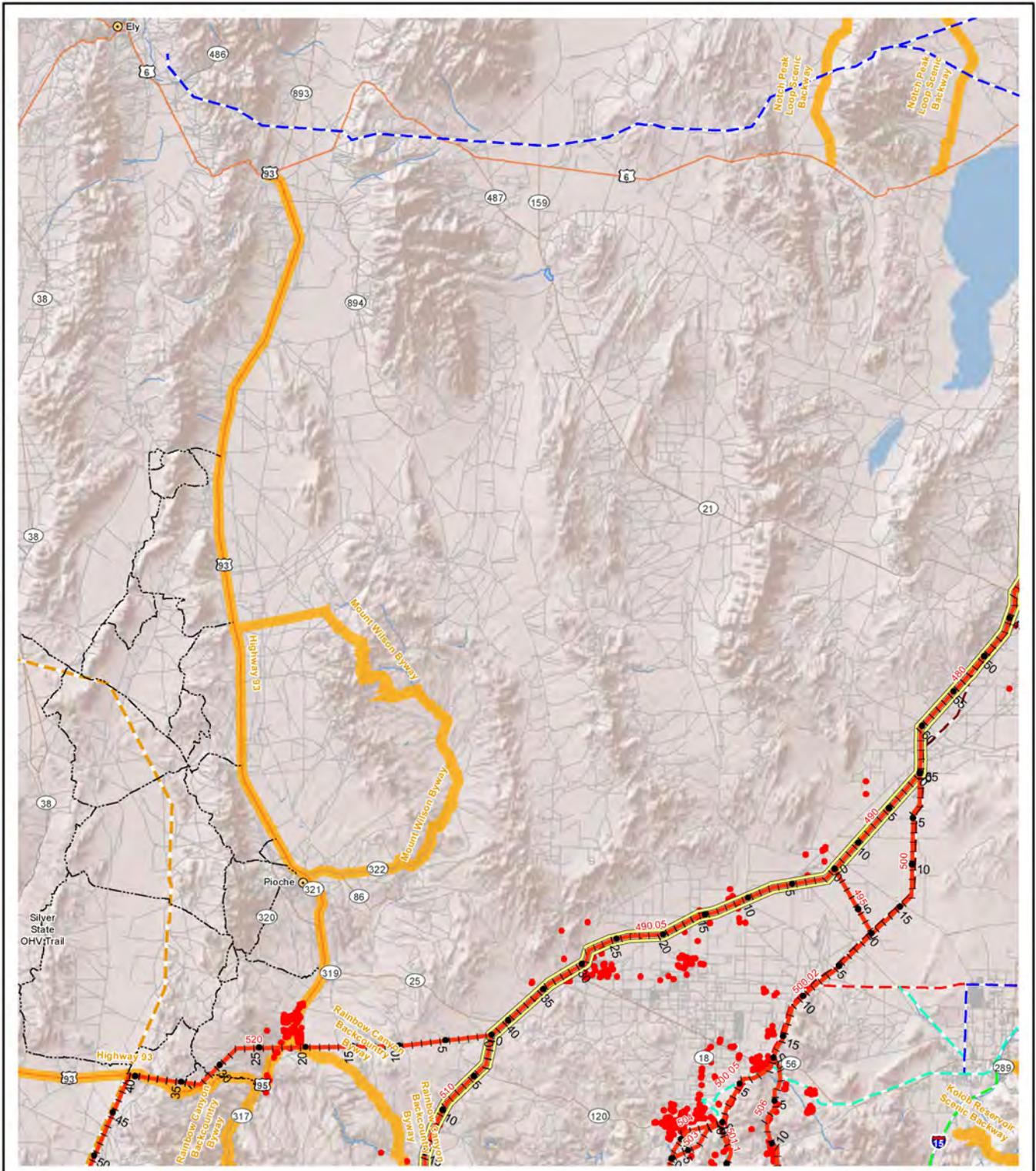
Figure I-10
Developed and Natural Settings
Map 6 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 20 25 km

1:1,000,000

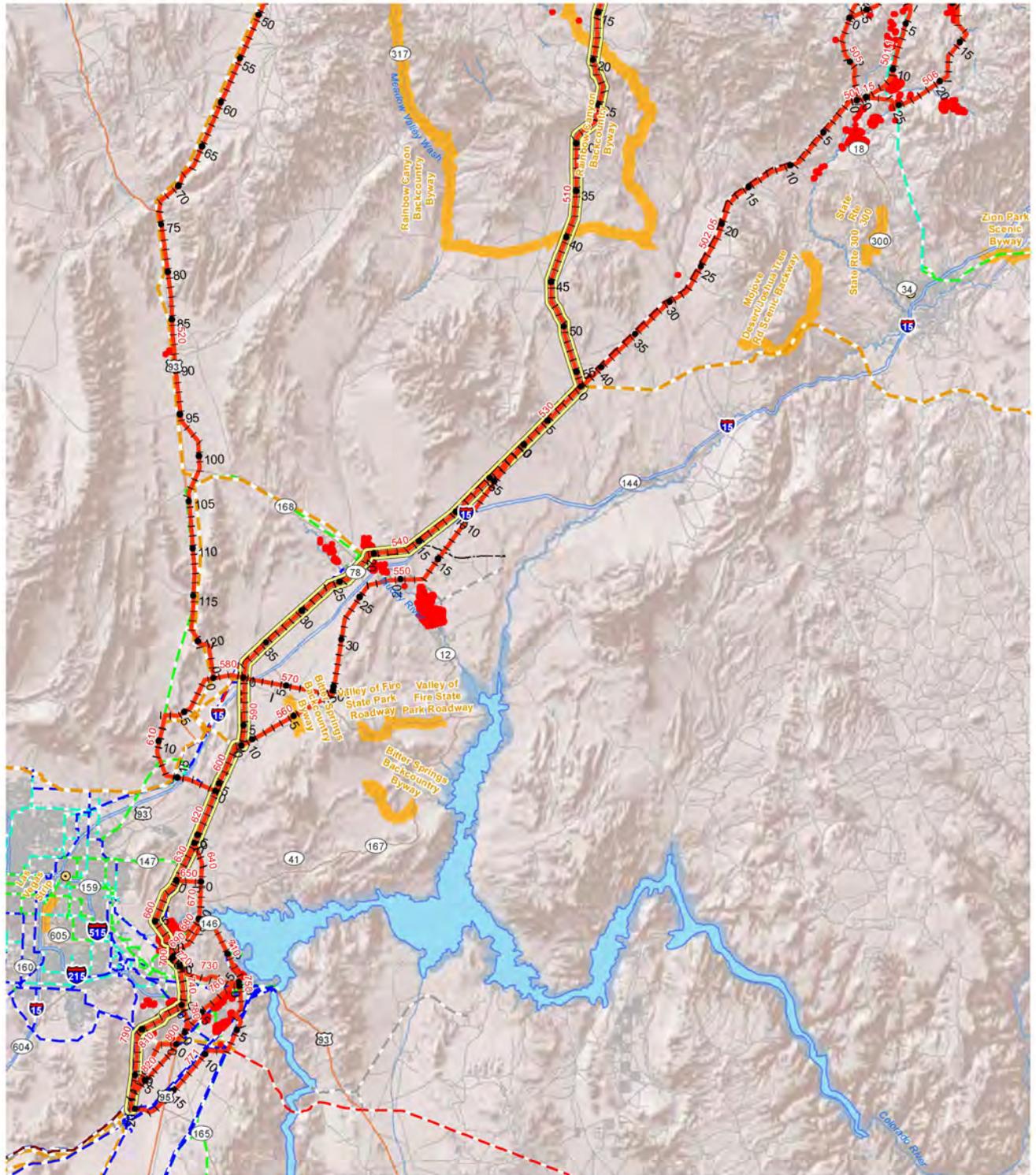
Western
AREA POWER
ADMINISTRATION

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	<ul style="list-style-type: none"> ● Structure ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Trail — Historic Trail □ Agency Preferred Alternative □ Scenic Byway & Backway □ Oil and Gas Field 	<p>Transmission Line</p> <ul style="list-style-type: none"> — 345kV — 500kV +/- DC — 500kV — 230 to 287kV — 138 to 161kV — 115kV — Below 100kV — Unknown Voltage 	<p align="center">TRANSWEST EXPRESS TRANSMISSION PROJECT</p> <p align="center">Figure I-10 Developed and Natural Settings Map 7 of 8</p> <p>0 2.5 5 10 15 20 25 Miles 0 2.5 5 10 15 20 25 km</p> <p>1:1,000,000</p>
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TRANSWEST EXPRESS TRANSMISSION PROJECT

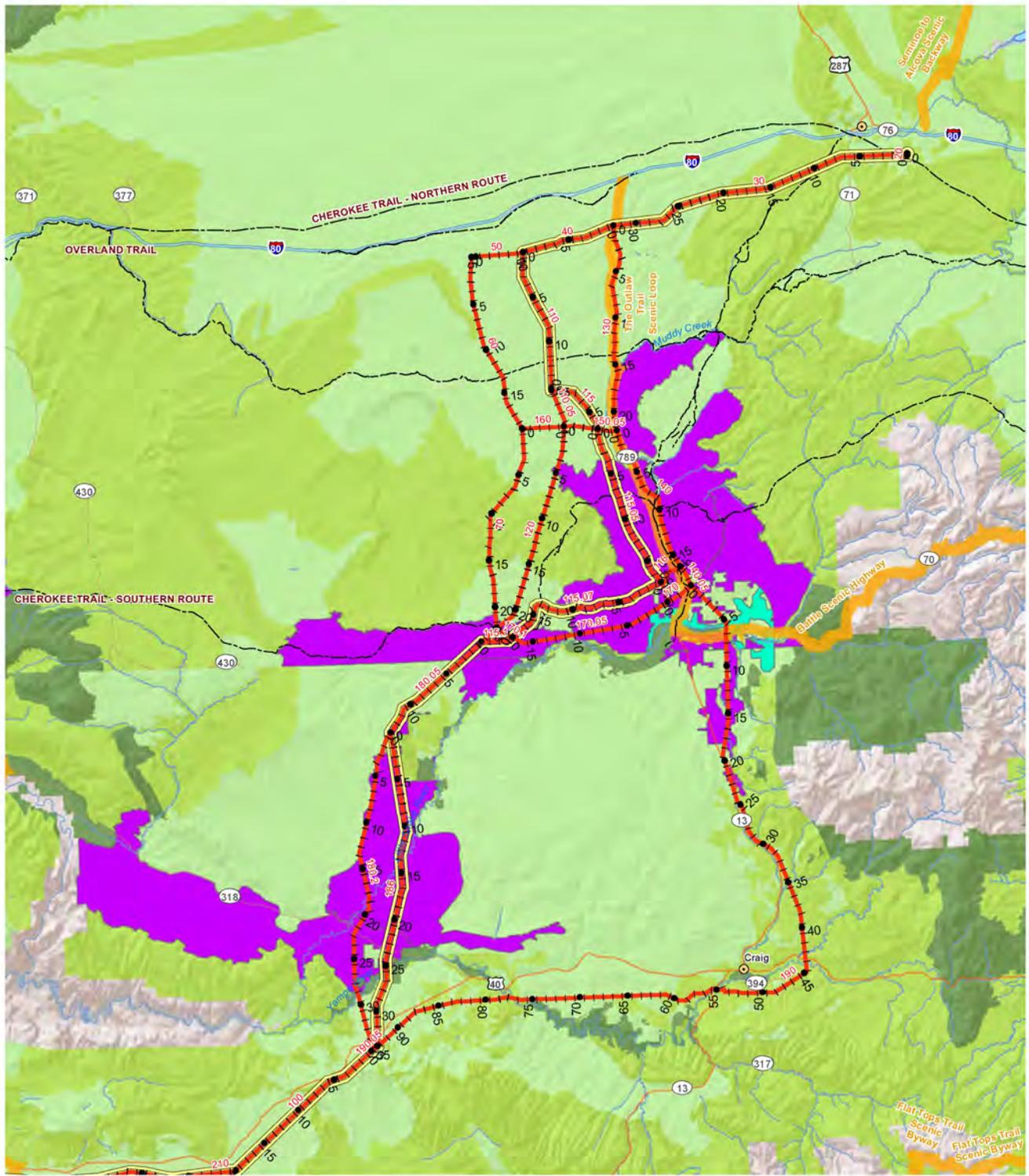
Figure I-10
Developed and Natural Settings
Map 8 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 20 25 km

1:1,000,000

Western
AREA POWER
ADMINISTRATION

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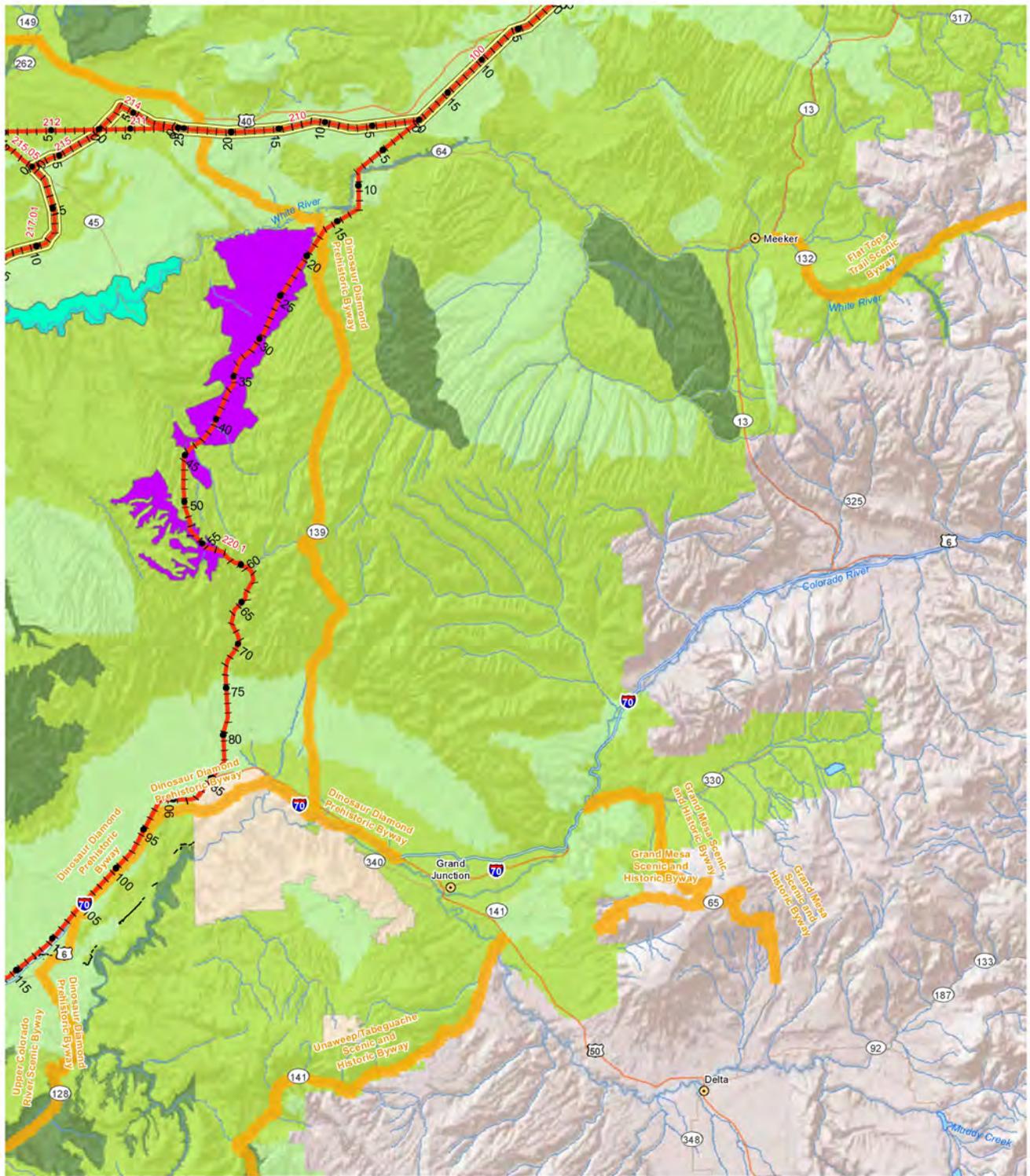
★ State Capital	Scenic Quality Code
○ Town	■ A
— Reference Line 2/25/2013	■ B
— Road	■ C
— Historic Trail	■ N
— Trail	Scenic Quality Class Code Change
— Agency Preferred Alternative	■ A to B
— Scenic Byway & Backway	■ B to C

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 1 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 20 25 km
1:1,000,000

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- ★ State Capital
- Town
- Reference Line 2/25/2013
- Road
- Historic Trail
- Trail
- ▭ Agency Preferred Alternative
- ▭ Scenic Byway & Backway

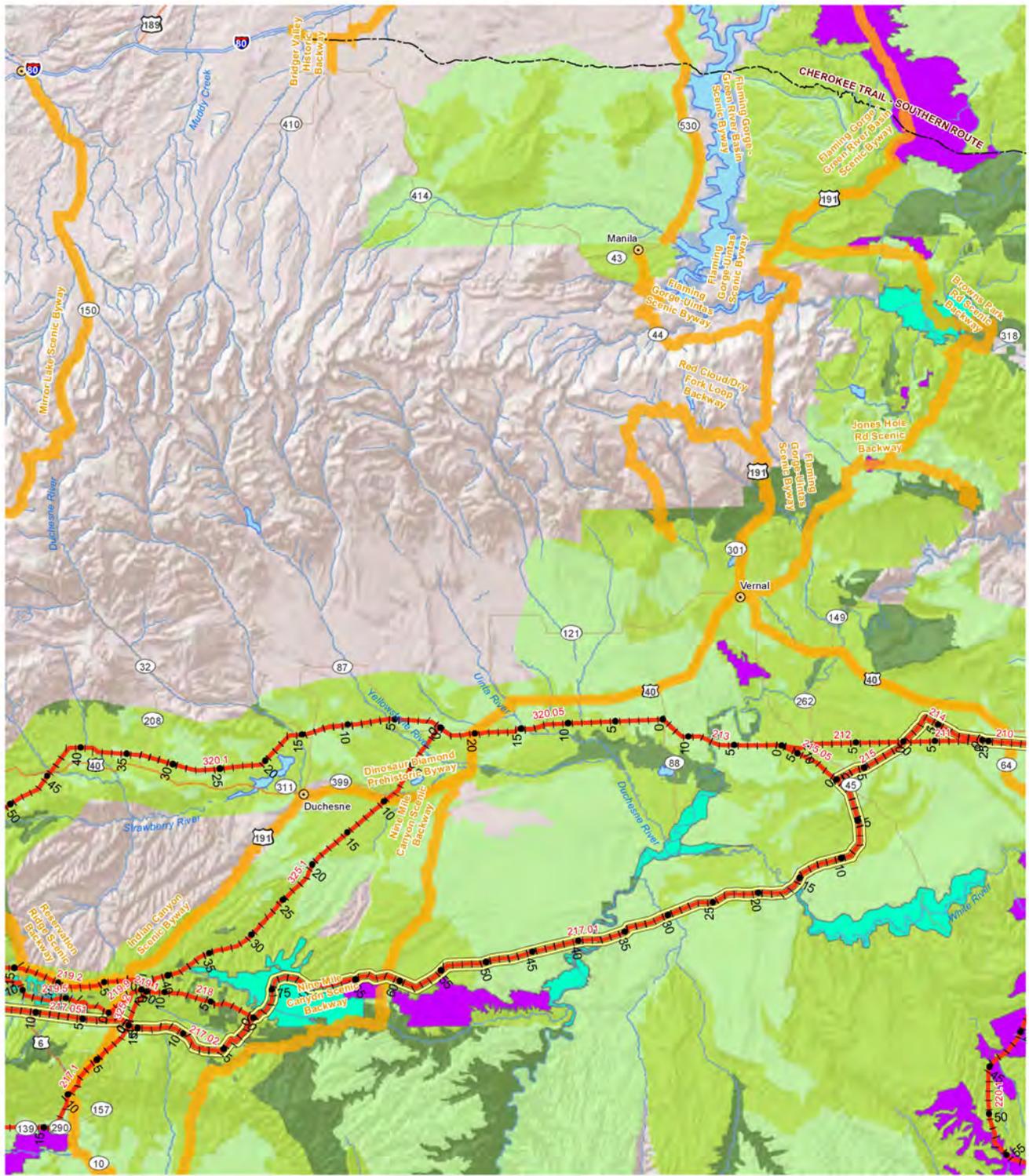
- Scenic Quality Code**
- A
 - B
 - C
 - N
- Scenic Quality Class Code Change**
- A to B
 - B to C

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 2 of 8

1:1,000,000

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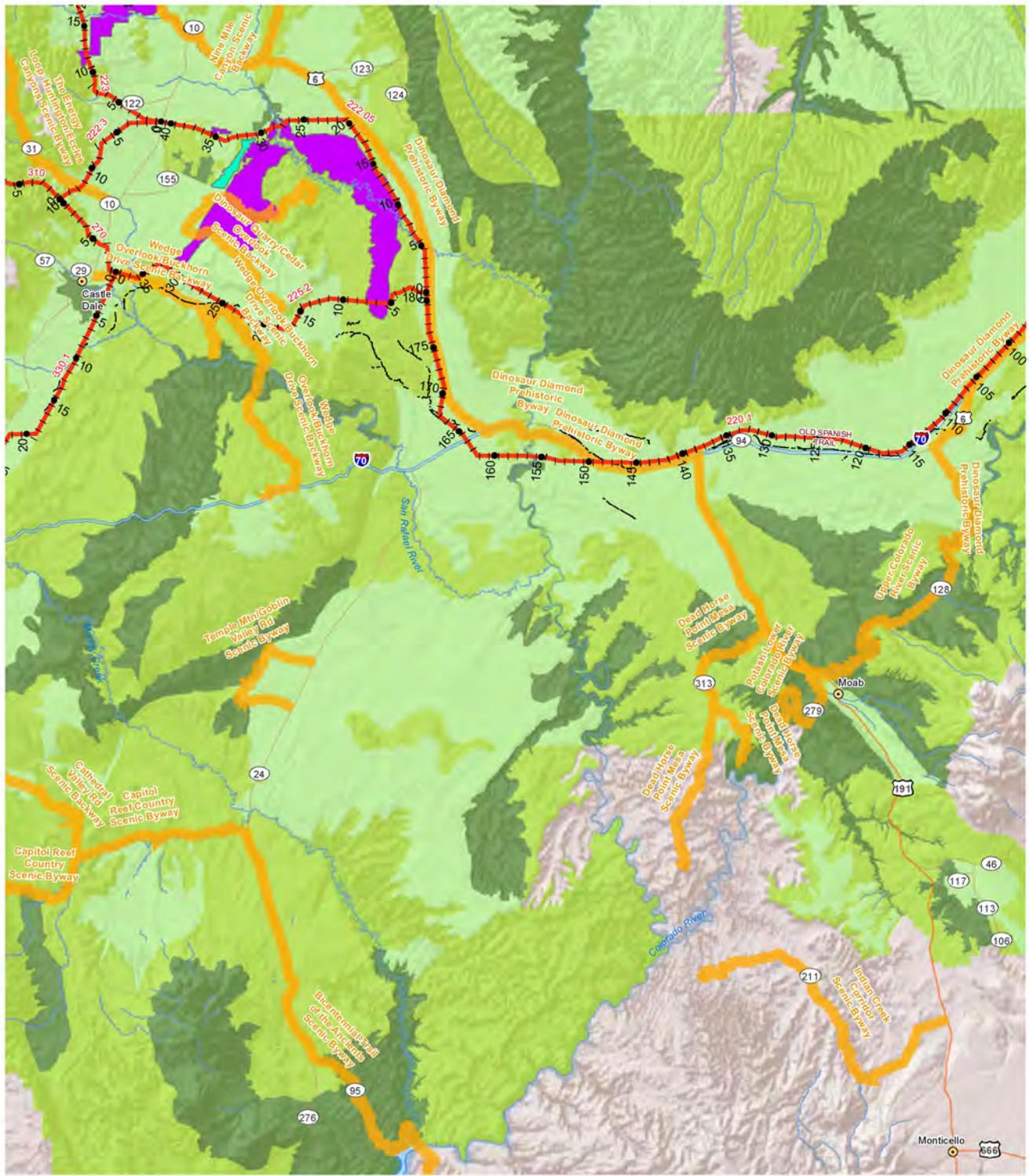
★ State Capital	● Town	— Reference Line 2/25/2013	— Road	— Historic Trail	— Trail	— Agency Preferred Alternative	— Scenic Byway & Backway
		Scenic Quality Code A (Green) B (Light Green) C (Yellow) N (Purple)					
		Scenic Quality Class Code Change A to B (Cyan) B to C (Magenta)					

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 3 of 8

0 2.5 5 10 15 20 25 Miles
0 2.5 5 10 15 20 25 km
1:1,000,000

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- ★ State Capital
- Town
- Reference Line 2/25/2013
- Road
- - - Historic Trail
- - - Trail
- ▭ Agency Preferred Alternative
- ▭ Scenic Byway & Backway

- Scenic Quality Code**
- A
 - B
 - C
 - N
- Scenic Quality Class Code Change**
- A to B
 - B to C

TRANSWEST EXPRESS TRANSMISSION PROJECT

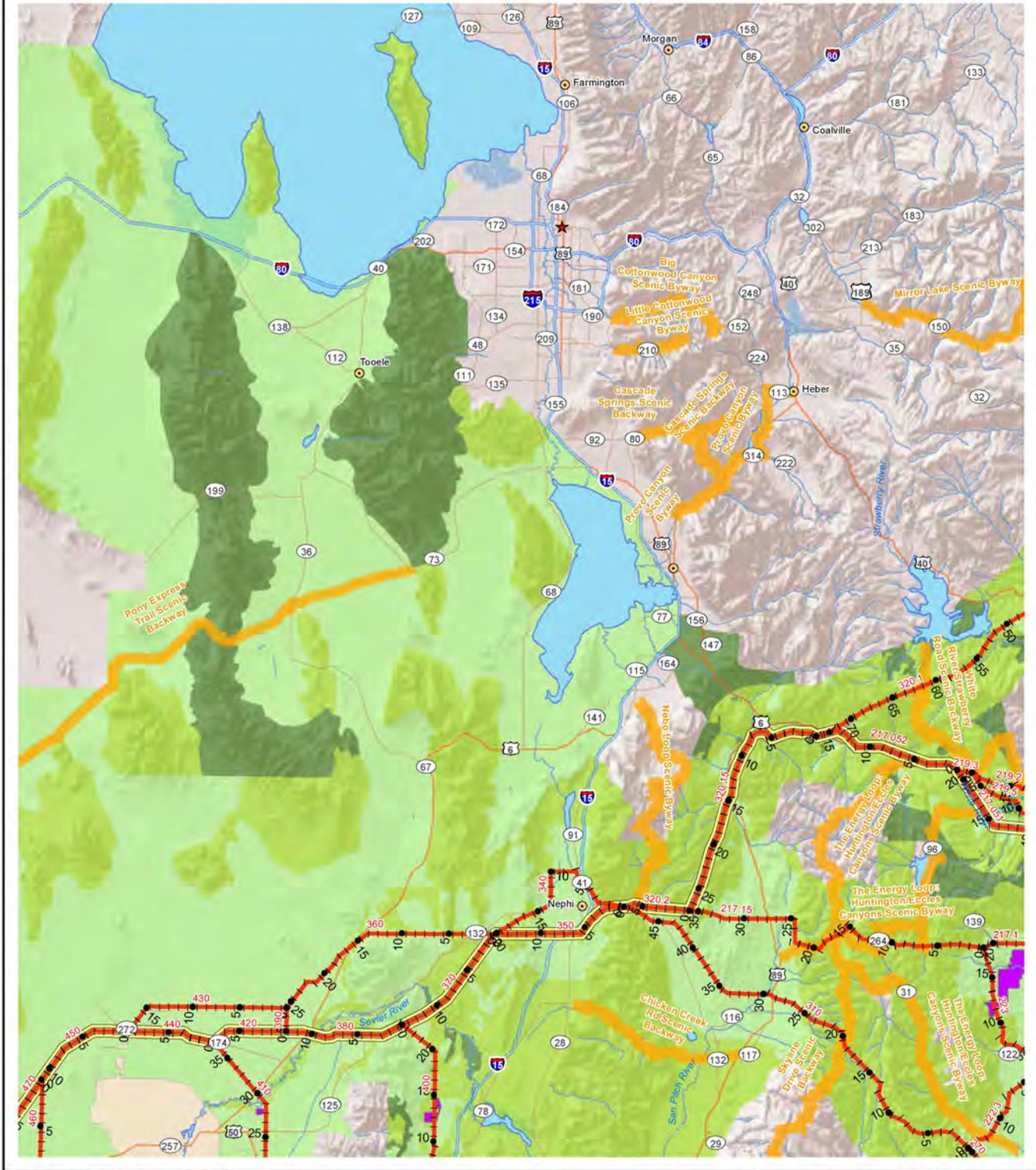
Figure I-11
Changes to Scenic Quality Classifications
Map 4 of 8

0 2.5 5 10 15 20 25 Miles

0 2.5 5 10 15 20 25 km

1:1,000,000

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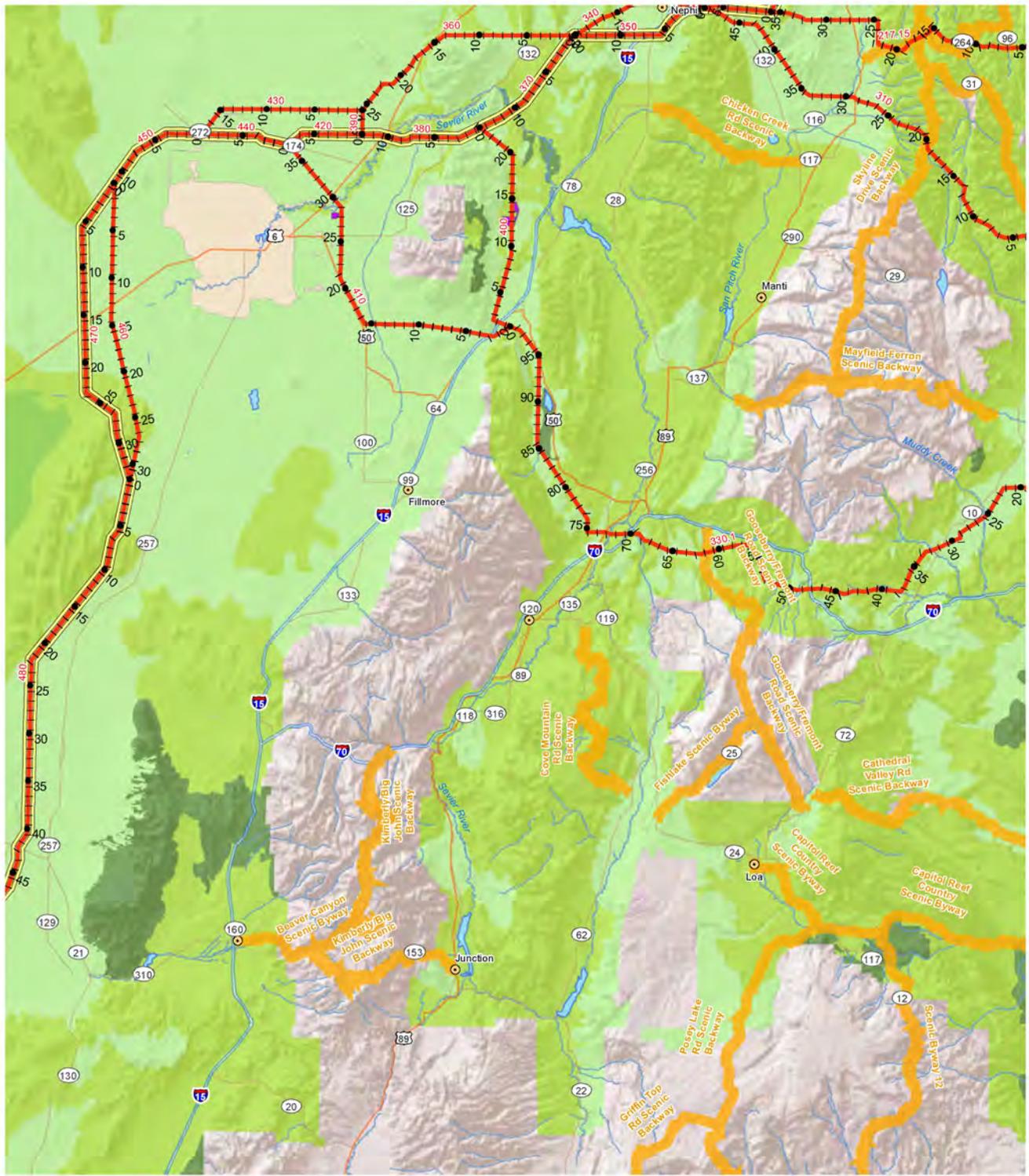
<ul style="list-style-type: none"> ★ State Capital ○ Town — Reference Line 2/25/2013 — Road - - - Historic Trail - - - Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway 	<p>Scenic Quality Code</p> <ul style="list-style-type: none"> ■ A ■ B ■ C ■ N <p>Scenic Quality Class Code Change</p> <ul style="list-style-type: none"> ■ A to B ■ B to C
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TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 5 of 8

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<ul style="list-style-type: none"> ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Historic Trail — Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway 	<p>Scenic Quality Code</p> <ul style="list-style-type: none"> ■ A ■ B ■ C ■ N <p>Scenic Quality Class Code Change</p> <ul style="list-style-type: none"> ■ A to B ■ B to C
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TRANSWEST EXPRESS TRANSMISSION PROJECT

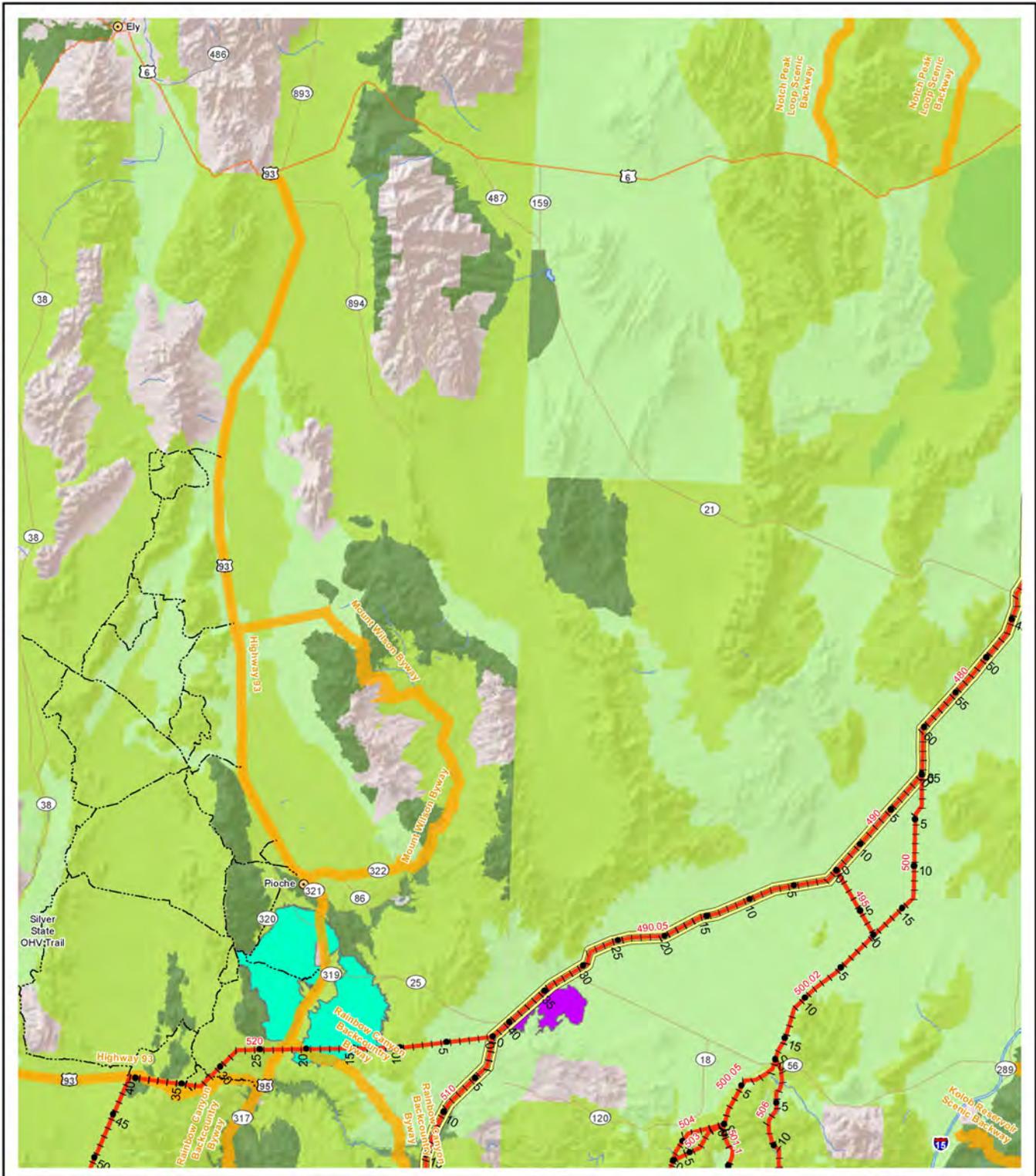
Figure I-11
Changes to Scenic Quality Classifications
Map 6 of 8

0 2.5 5 10 15 20 25 Miles

0 2.5 5 10 15 20 25 km

1:1,000,000

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<ul style="list-style-type: none"> ★ State Capital ○ Town — Reference Line 2/25/2013 — Road — Historic Trail — Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway 	<p>Scenic Quality Code</p> <ul style="list-style-type: none"> ■ A ■ B ■ C ■ N <p>Scenic Quality Class Code Change</p> <ul style="list-style-type: none"> ■ A to B ■ B to C
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TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 7 of 8

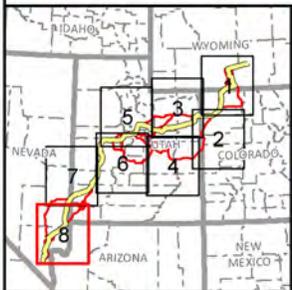
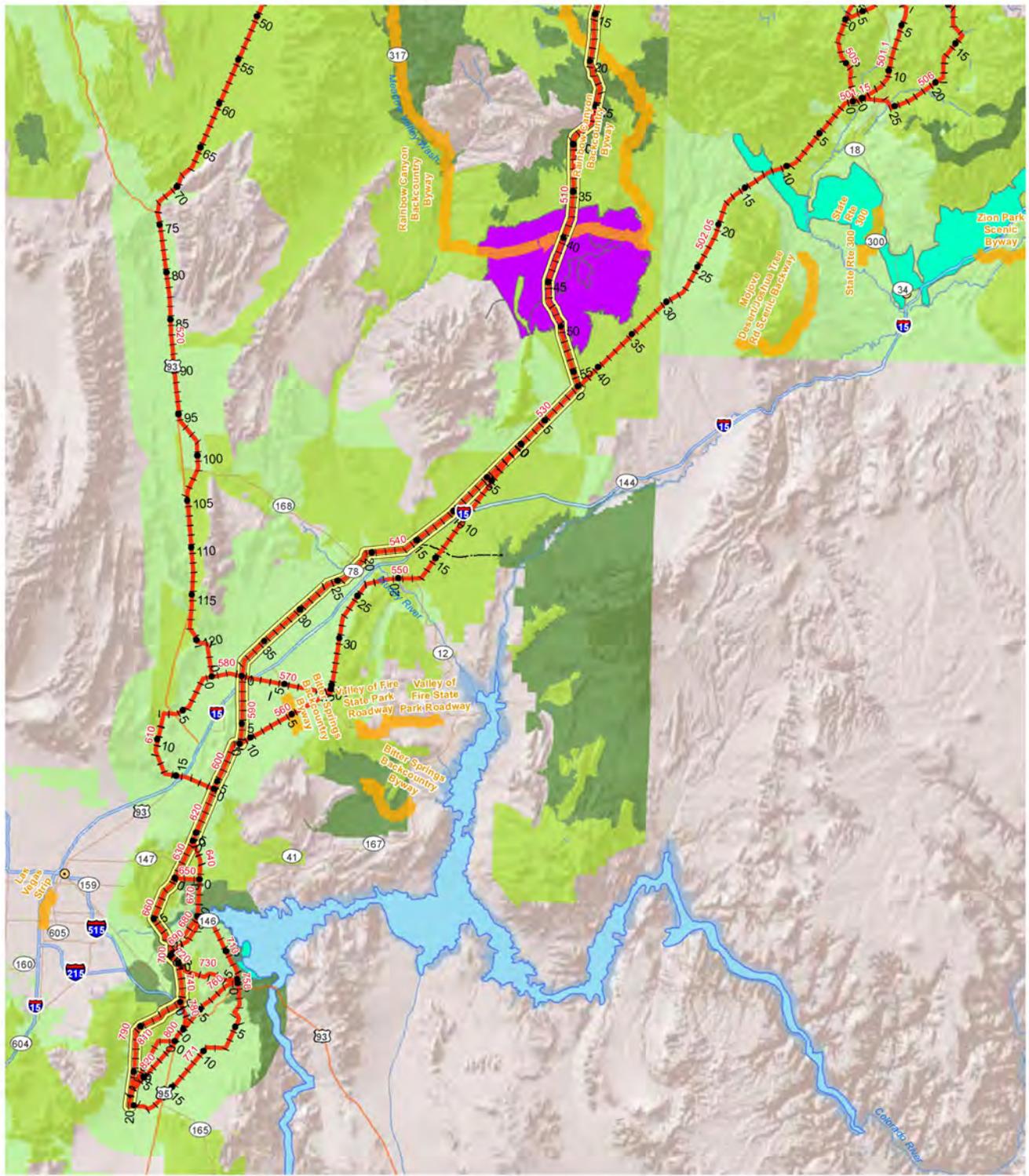
0 2.5 5 10 15 20 25 Miles

0 2.5 5 10 15 20 25 km

1:1,000,000

↑

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<ul style="list-style-type: none"> ★ State Capital ○ Town — Reference Line 2/25/2013 — Road - - - Historic Trail - - - Trail ▭ Agency Preferred Alternative ▭ Scenic Byway & Backway 	<p>Scenic Quality Code</p> <ul style="list-style-type: none"> ■ A ■ B ■ C ■ N <p>Scenic Quality Class Code Change</p> <ul style="list-style-type: none"> ■ A to B ■ B to C
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TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure I-11
Changes to Scenic Quality Classifications
Map 8 of 8

0 2.5 5 10 15 20 25 Miles

0 2.5 5 10 15 20 25 km

1:1,000,000