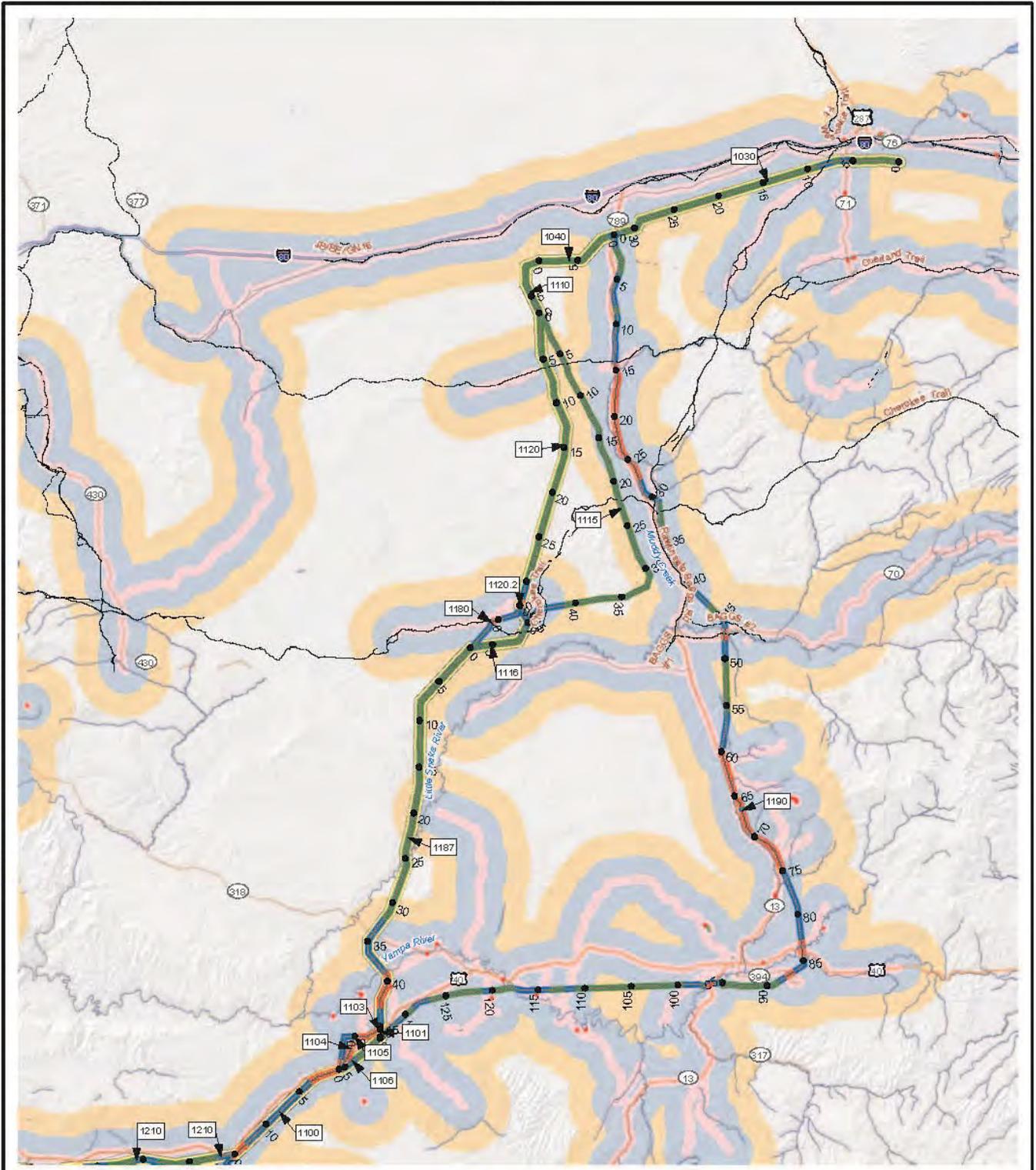


# **Appendix I Visual Resources**

## Figures

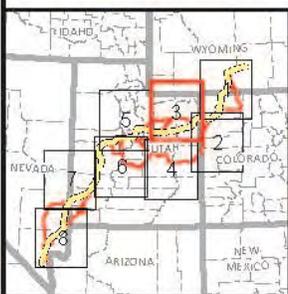
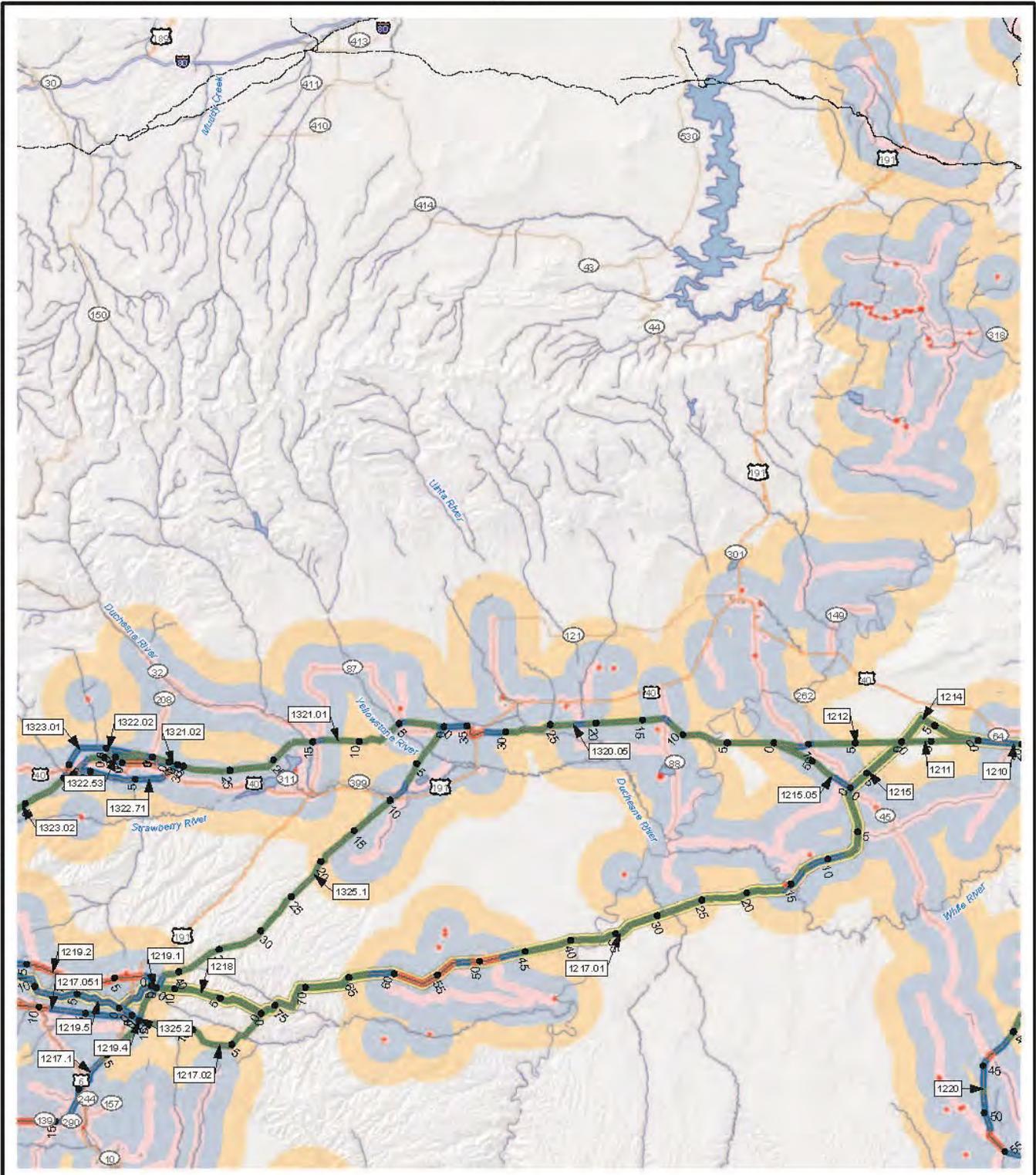
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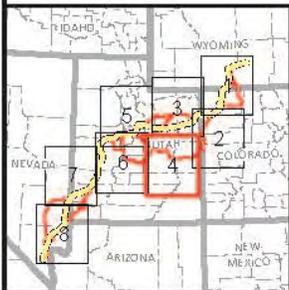
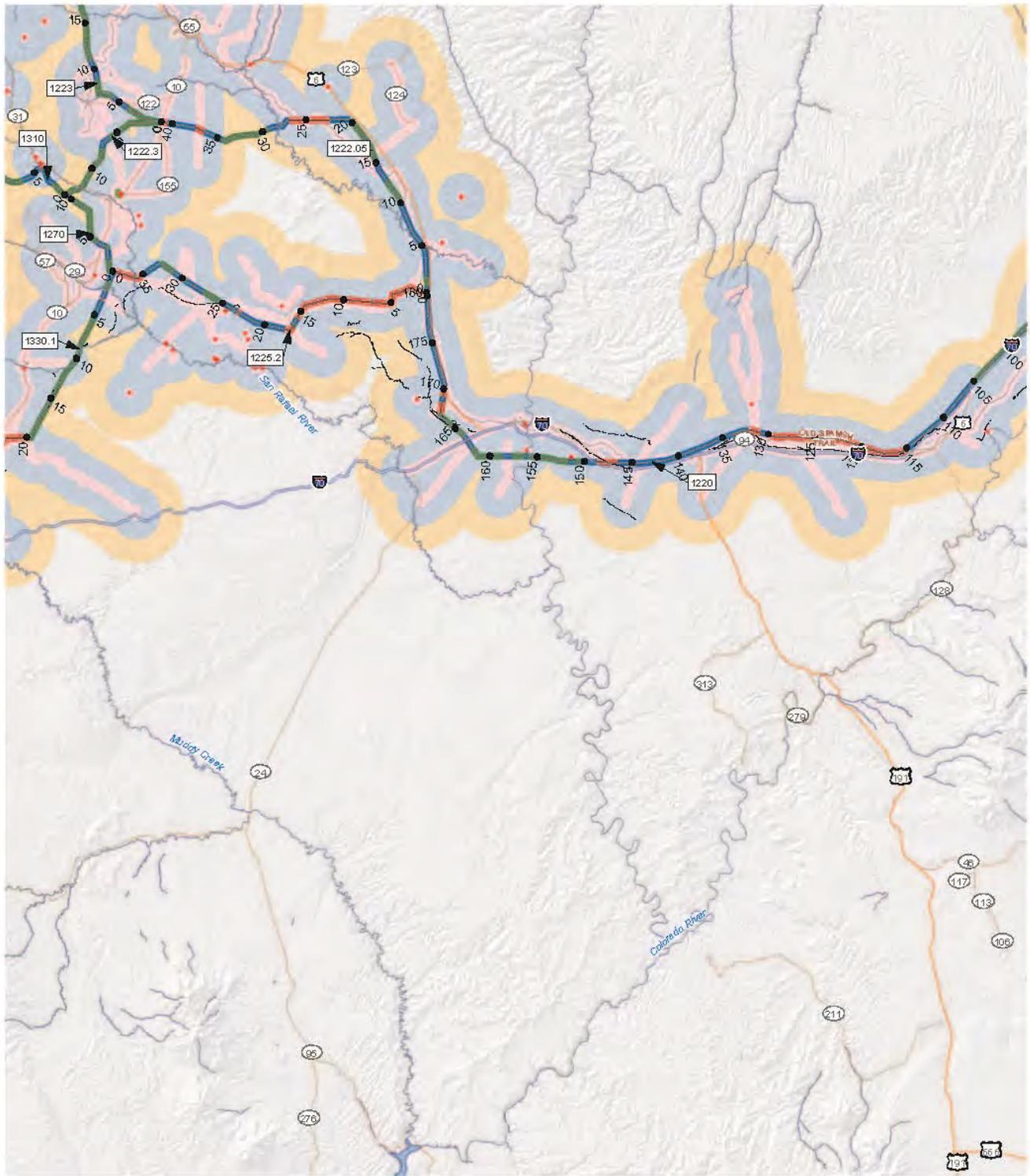
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-6  
Medium Sensitivity Receptors  
Map 3 of 8

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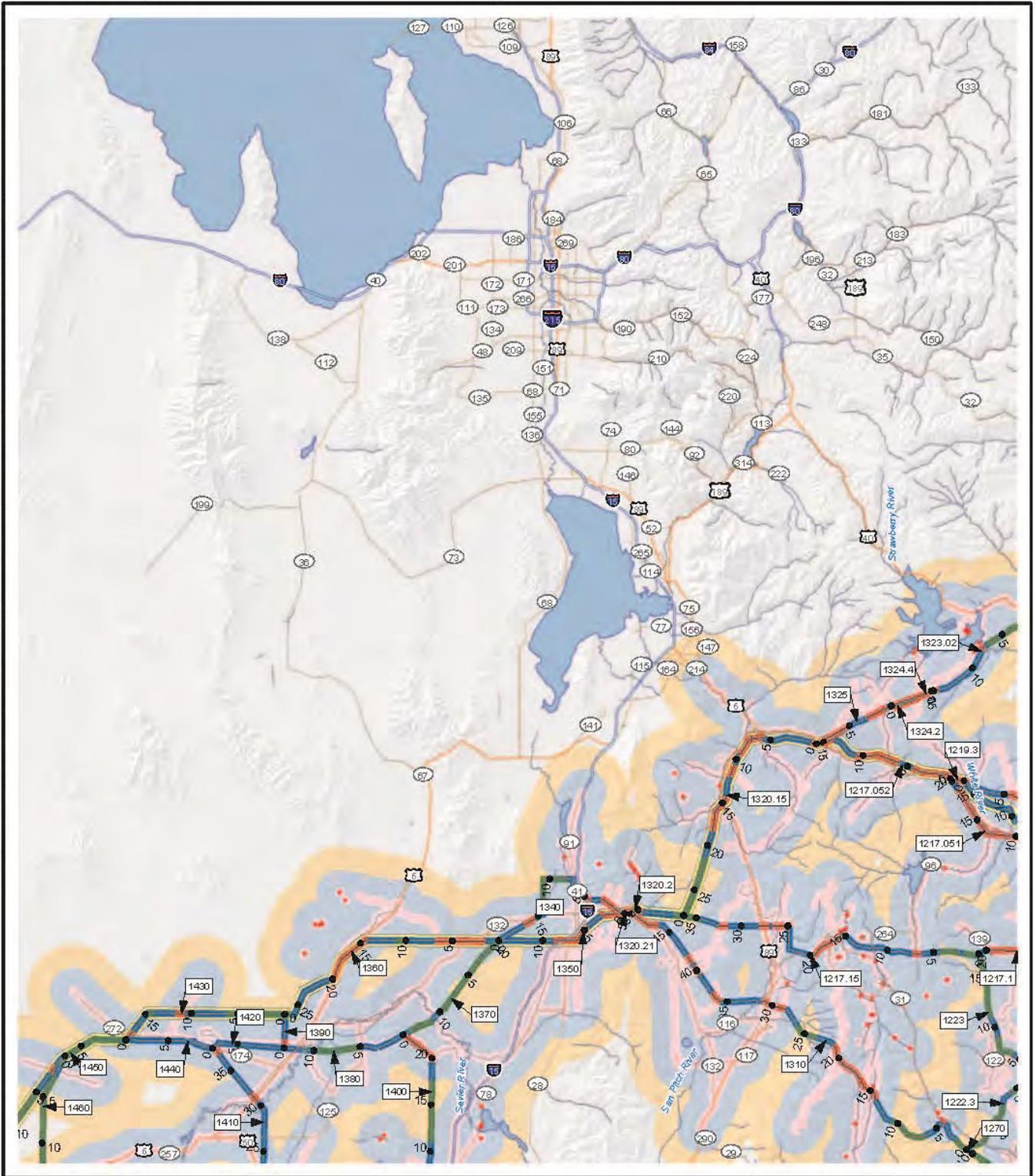
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-6  
Medium Sensitivity Receptors  
Map 4 of 8

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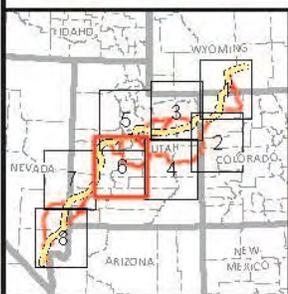
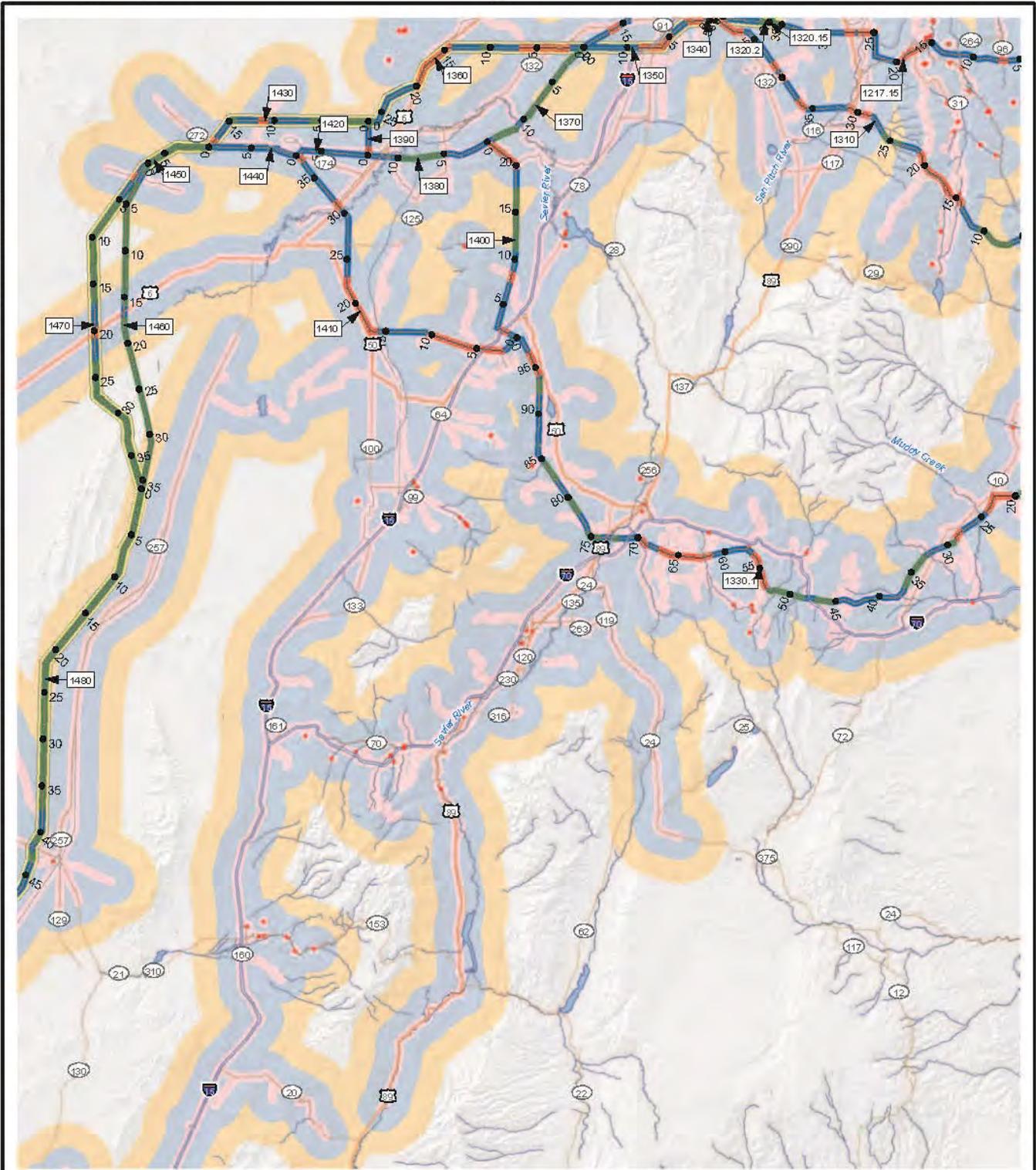
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-6  
Medium Sensitivity Receptors  
Map 5 of 8

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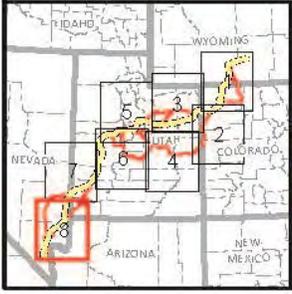
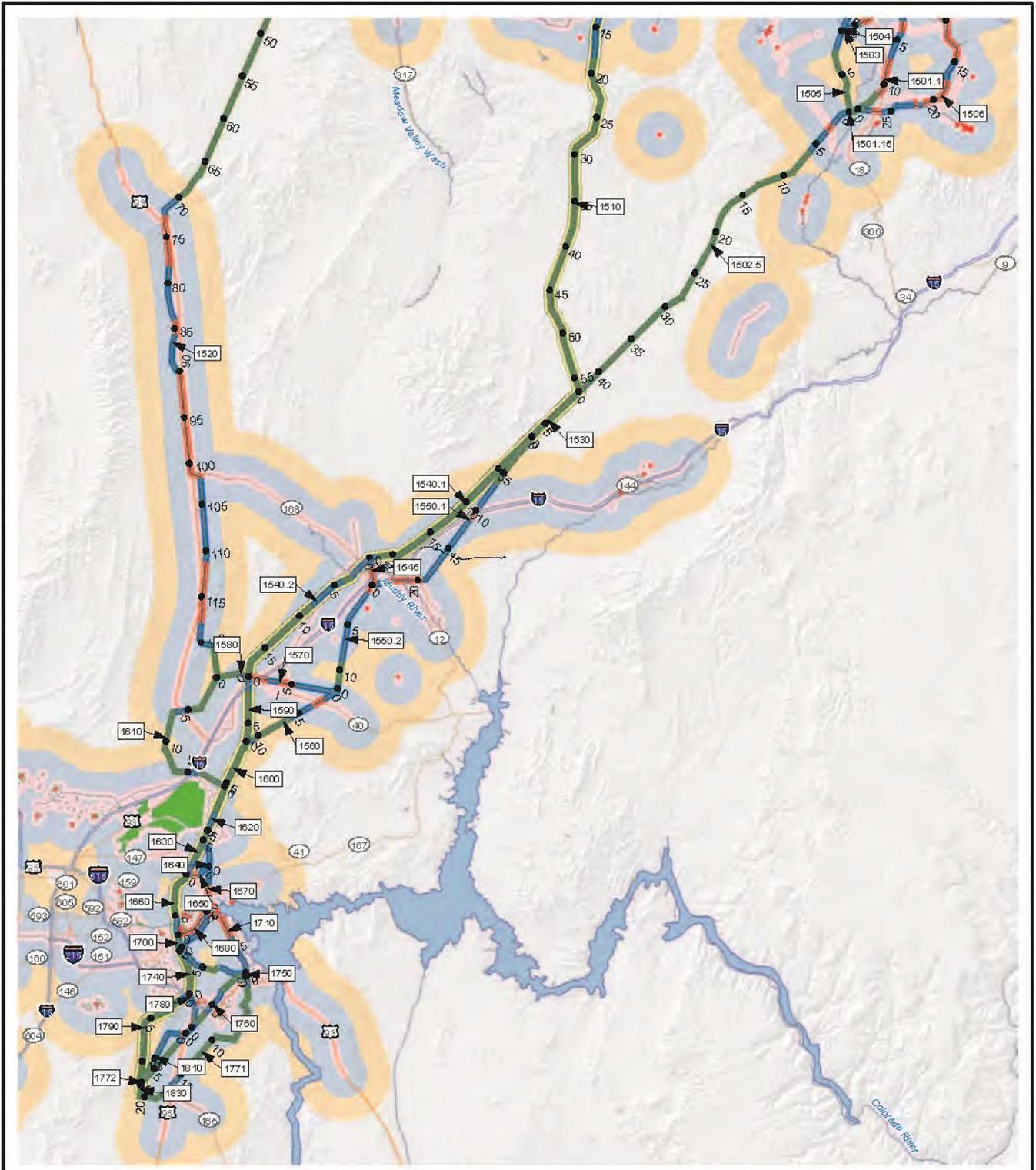
**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-6  
Medium Sensitivity Receptors  
Map 6 of 8

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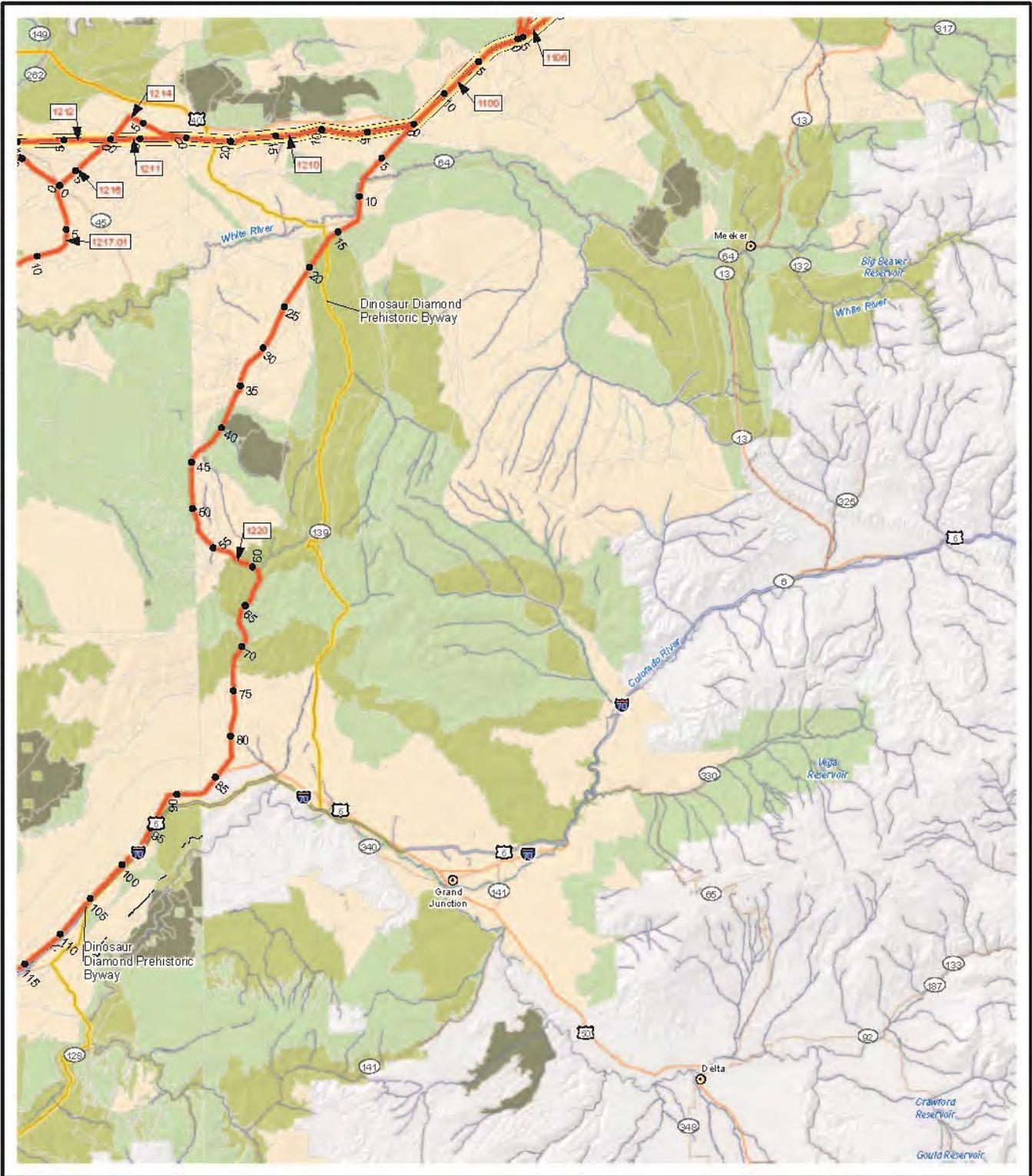
**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-6  
Medium Sensitivity Receptors  
Map 8 of 8

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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-7  
Visual Resource Inventory  
Map 2 of 8

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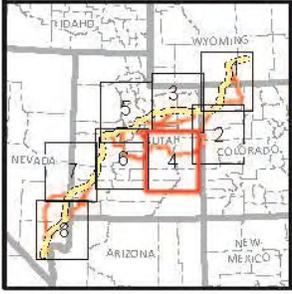
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-7  
Visual Resource Inventory  
Map 3 of 8

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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

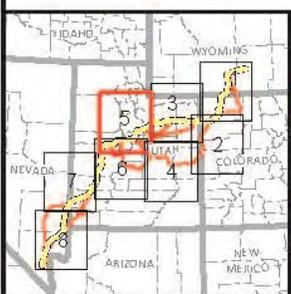
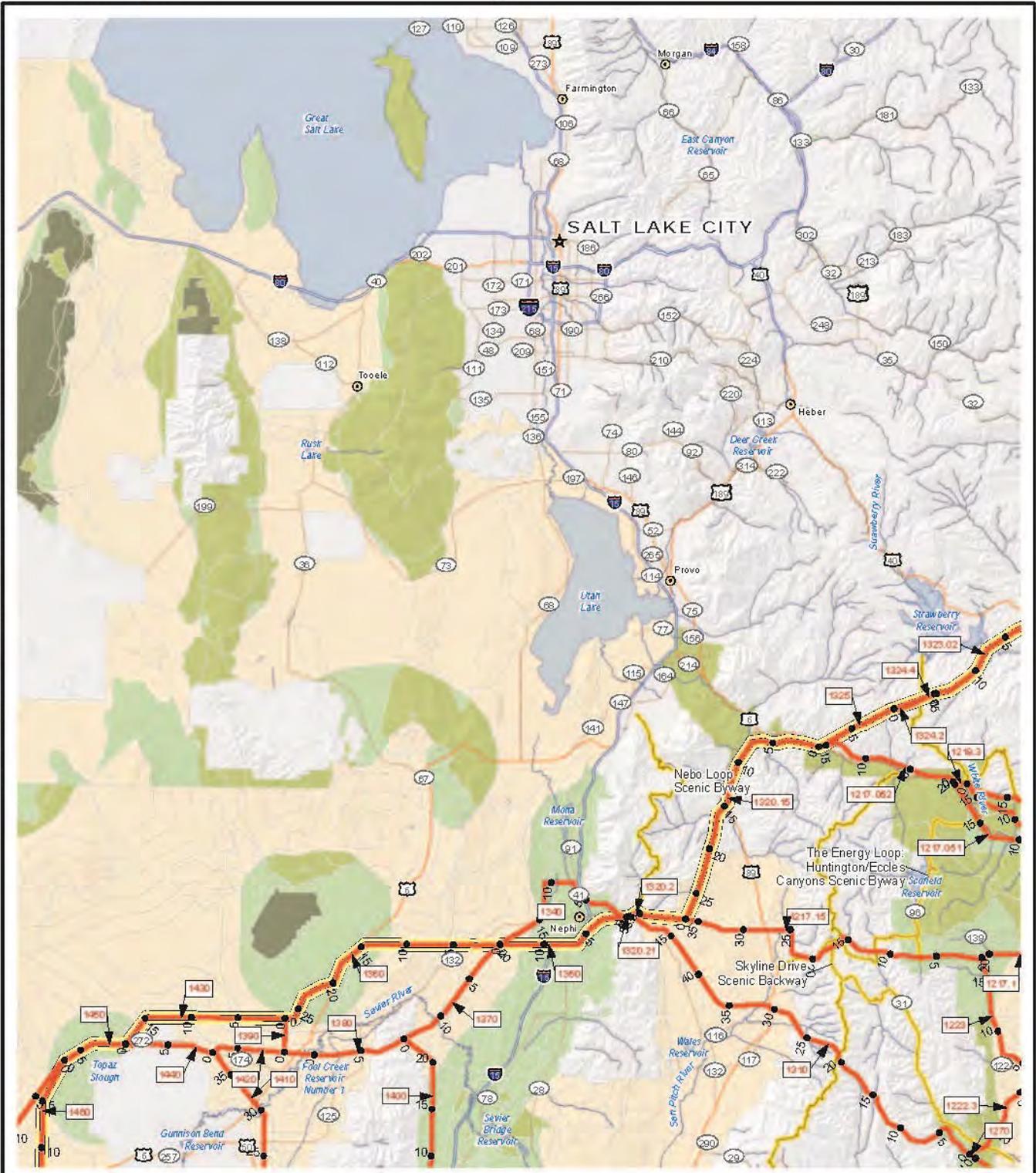
Figure I-7  
Visual Resource Inventory  
Map 4 of 8

0 5 10 20 Miles

0 5 10 20 km

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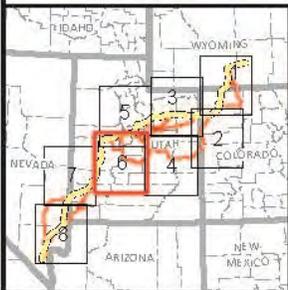
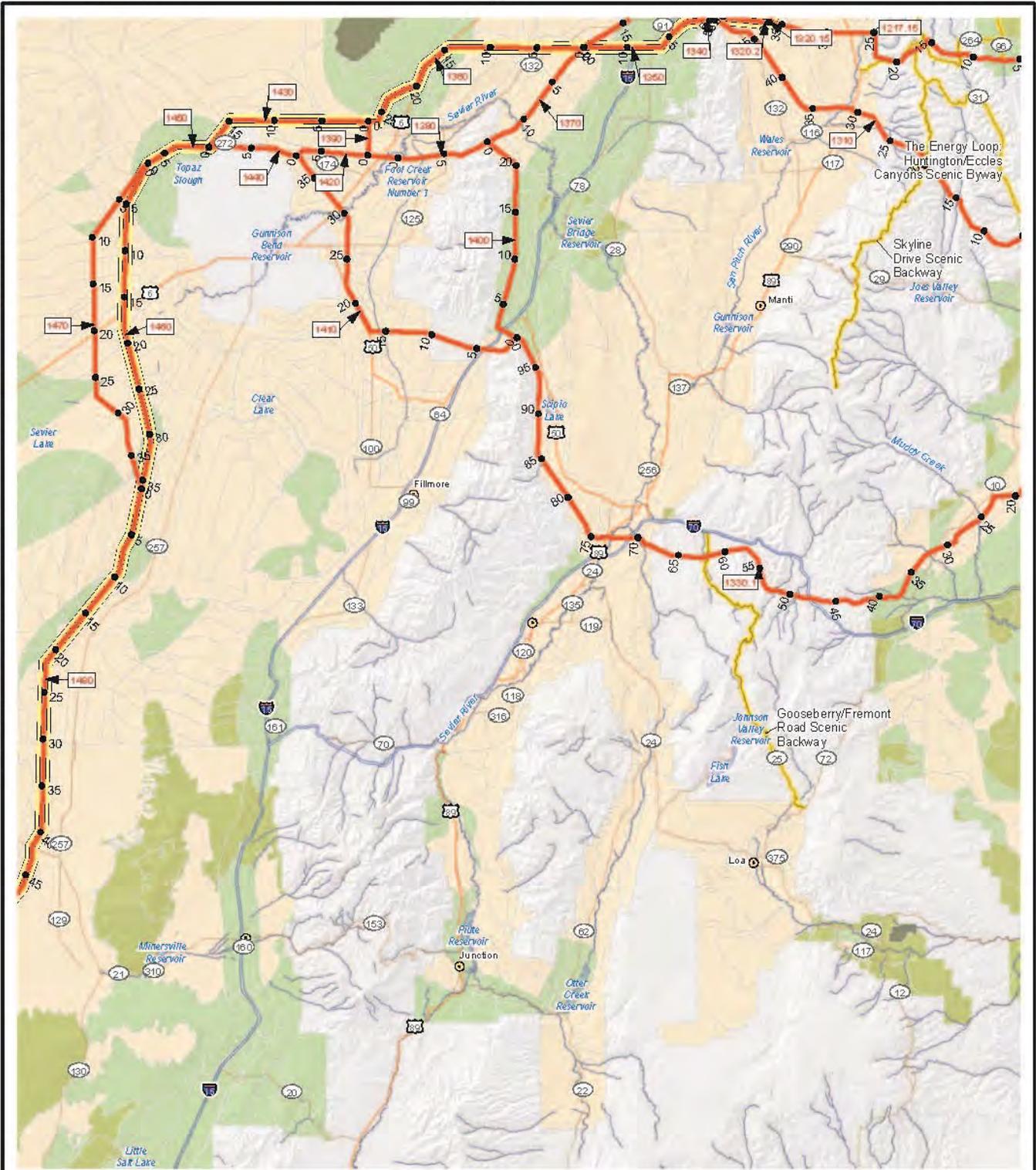
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-7  
Visual Resource Inventory  
Map 5 of 8

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- ★ State Capital
- Town
- Reference Line
- Agency Preferred Alternative
- Trail
- Historic Trail
- Road
- Scenic Byways/Backways

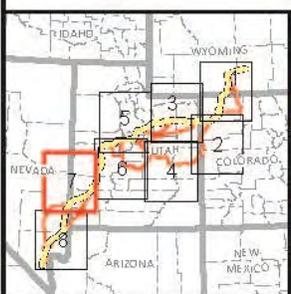
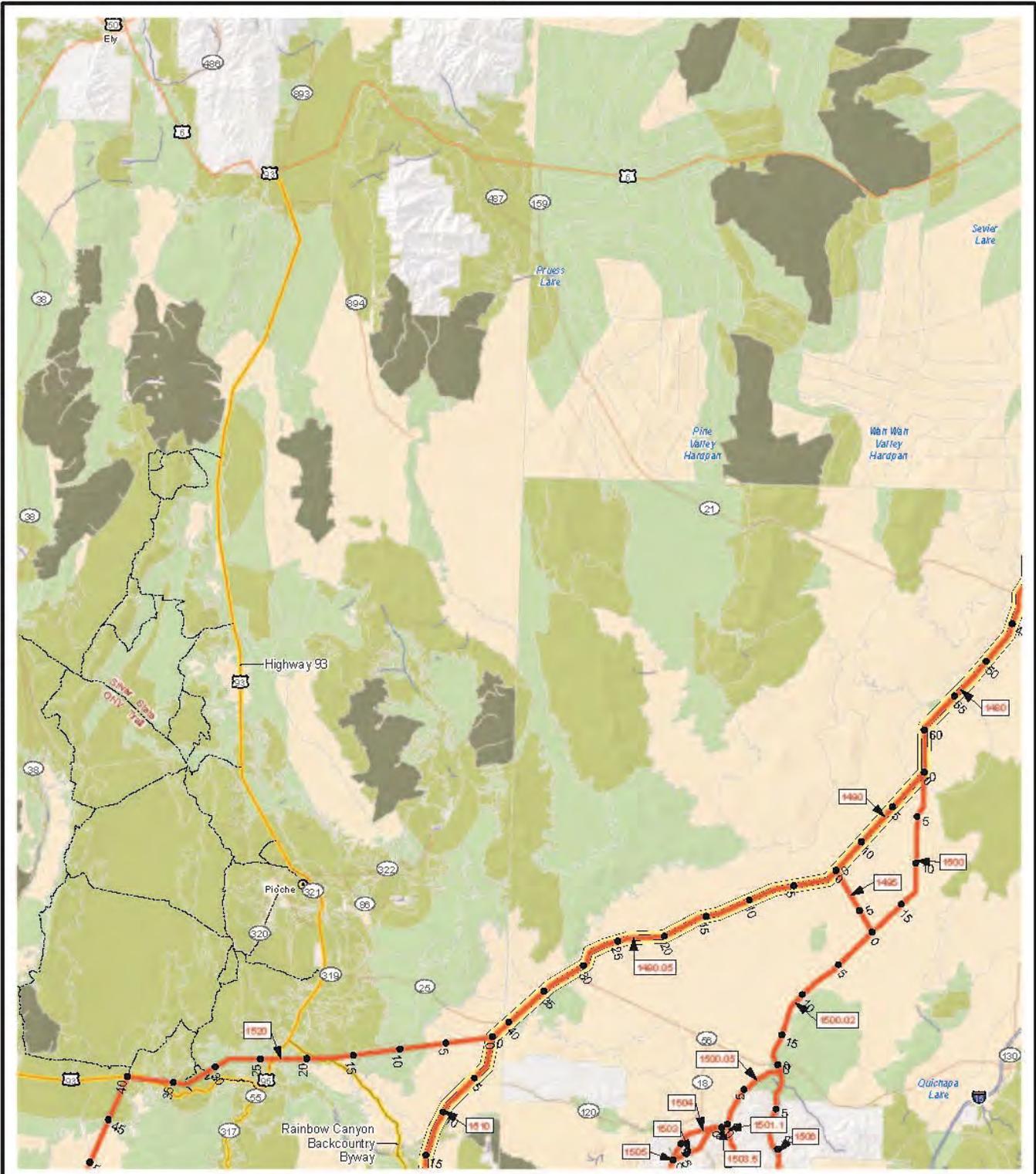
- VRI Class
- I
  - II
  - III
  - IV

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-7  
Visual Resource Inventory  
Map 6 of 8

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- ★ State Capital
- Town
- Reference Line
- Agency Preferred Alternative
- Trail
- Historic Trail
- Road
- Scenic Byways/Backways

VRI Class

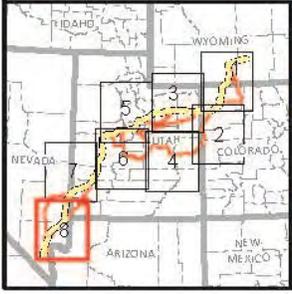
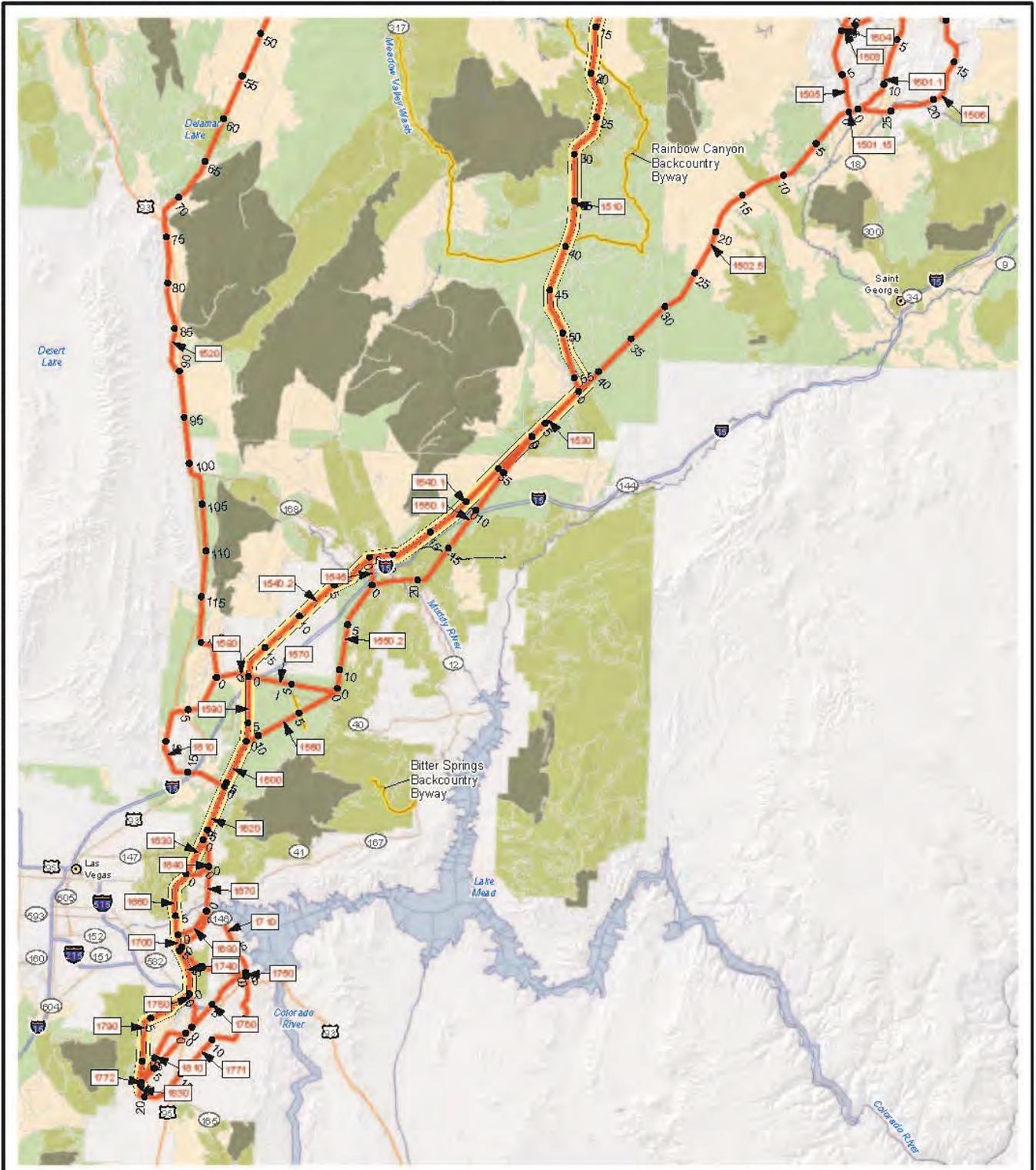
- I (Dark Green)
- II (Medium Green)
- III (Light Green)
- IV (Yellow)

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-7  
Visual Resource Inventory  
Map 7 of 8

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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- ★ State Capital
- Town
- Reference Line
- Agency Preferred Alternative
- Trail
- Historic Trail
- Road
- Scenic Byways/Backways

- VRI Class
- I
  - II
  - III
  - IV

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

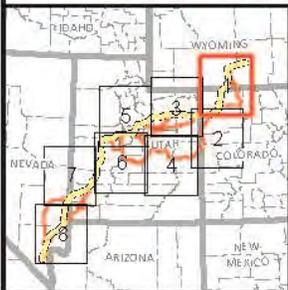
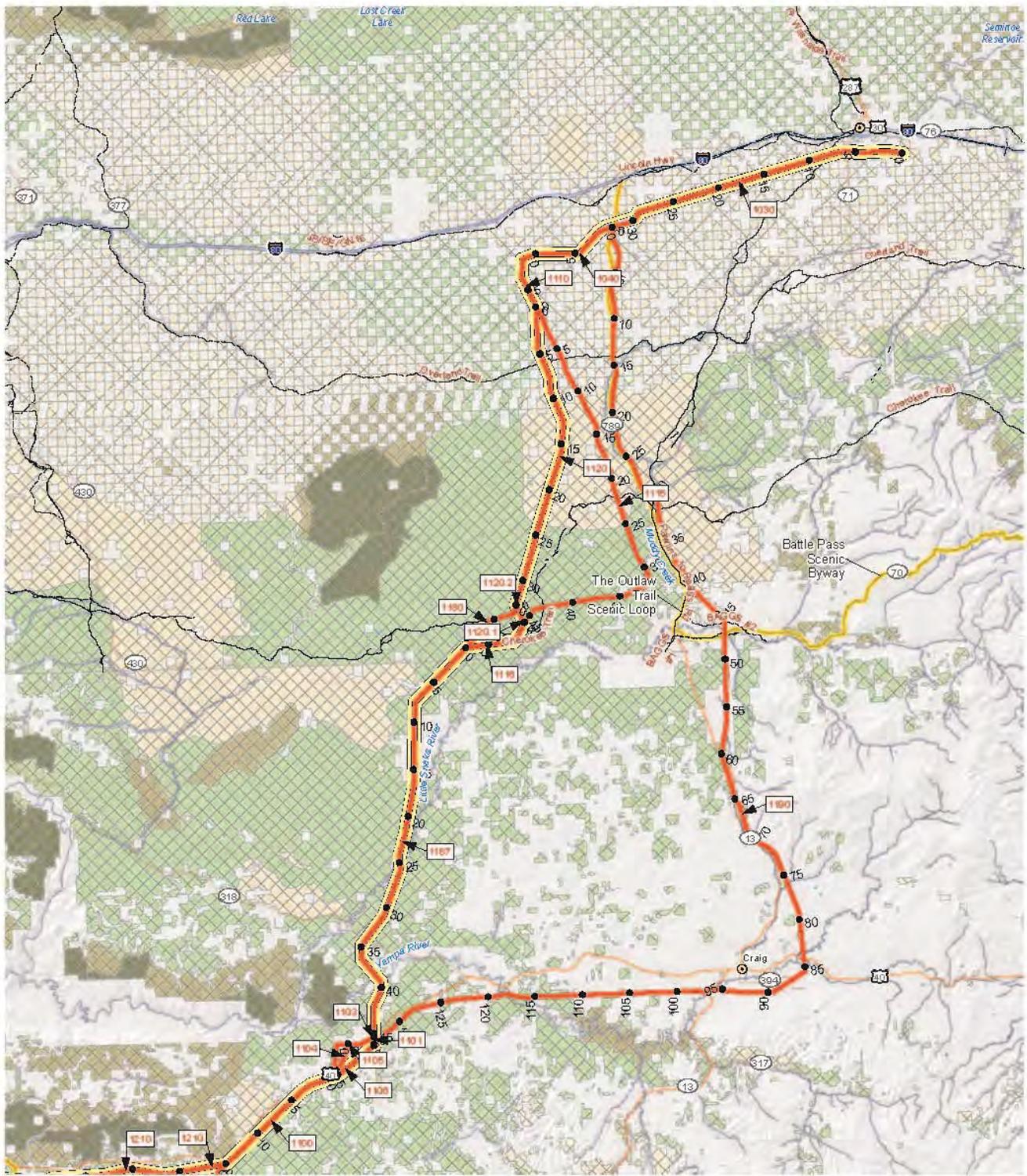
Figure I-7  
Visual Resource Inventory  
Map 8 of 8

0 5 10 20 Miles

0 5 10 20 km

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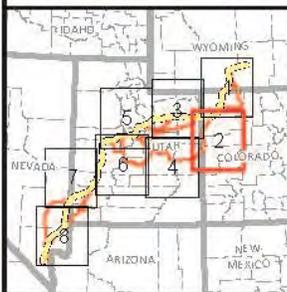
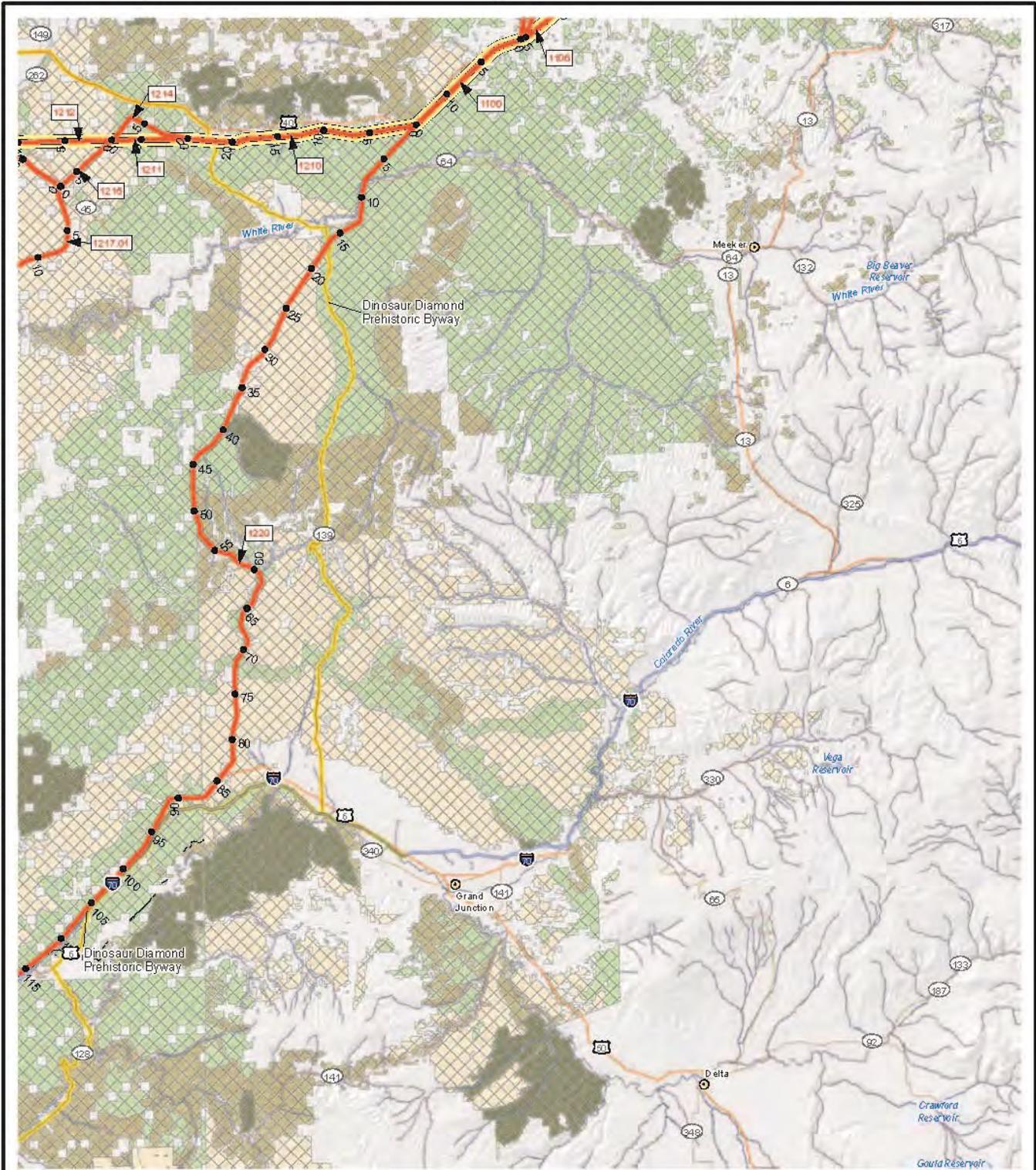
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management,  
USFS Scenic Integrity Objectives, and  
USFS Visual Quality Objectives  
Map 1 of 8

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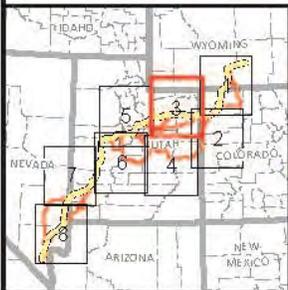
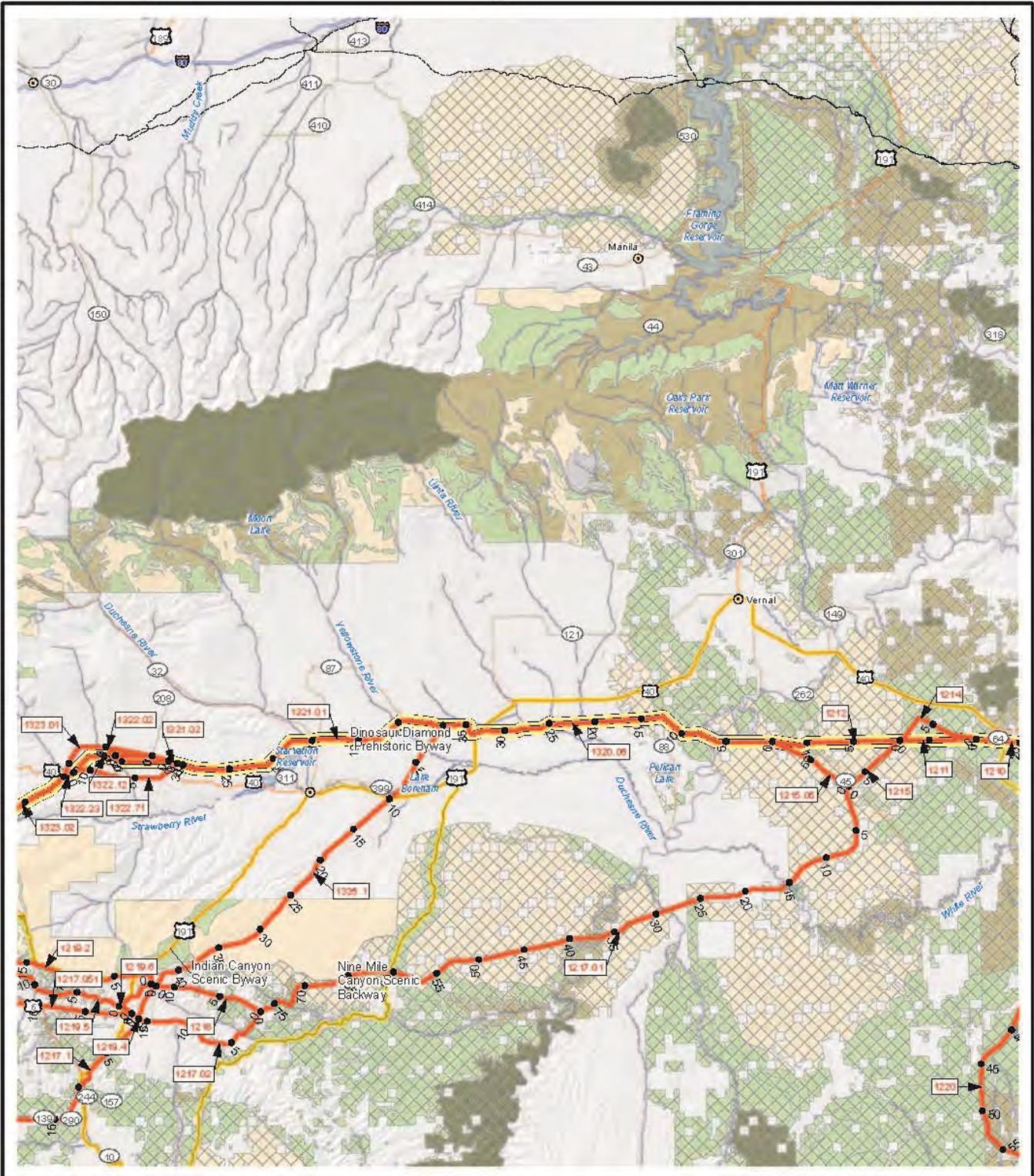
★ State Capital	● Town	— Reference Line	--- Trail	--- Historic Trail	— Road	— Scenic Byways/Backways	— Agency Preferred Alternative
SIO, VQO Class		<ul style="list-style-type: none"> <li>■ SIO, Very High; VQO, Preservation</li> <li>■ SIO, High; VQO, Retention</li> <li>■ SIO, Moderate; VQO, Partial Retention</li> <li>■ VQO, Modification</li> <li>■ VQO, Maximum Modification</li> </ul>					
VRM Class		<ul style="list-style-type: none"> <li>■ I</li> <li>■ II</li> <li>■ III</li> <li>■ IV</li> </ul>					

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management, USFS Scenic Integrity Objectives, and USFS Visual Quality Objectives  
Map 2 of 8

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<ul style="list-style-type: none"> <li>★ State Capital</li> <li>● Town</li> <li>— Reference Line</li> <li>- - - Trail</li> <li>- - - Historic Trail</li> <li>— Road</li> <li>— Scenic Byways/Backways</li> <li>— Agency Preferred Alternative</li> </ul>	<p><b>SIO, VQO Class</b></p> <ul style="list-style-type: none"> <li>■ SIO, Very High; VQO, Preservation</li> <li>■ SIO, High; VQO, Retention</li> <li>■ SIO, Moderate; VQO, Partial Retention</li> <li>■ VQO, Modification</li> <li>■ VQO, Maximum Modification</li> </ul> <p><b>VRM Class</b></p> <ul style="list-style-type: none"> <li>■ I</li> <li>■ II</li> <li>■ III</li> <li>■ IV</li> </ul>
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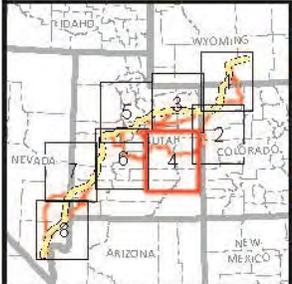
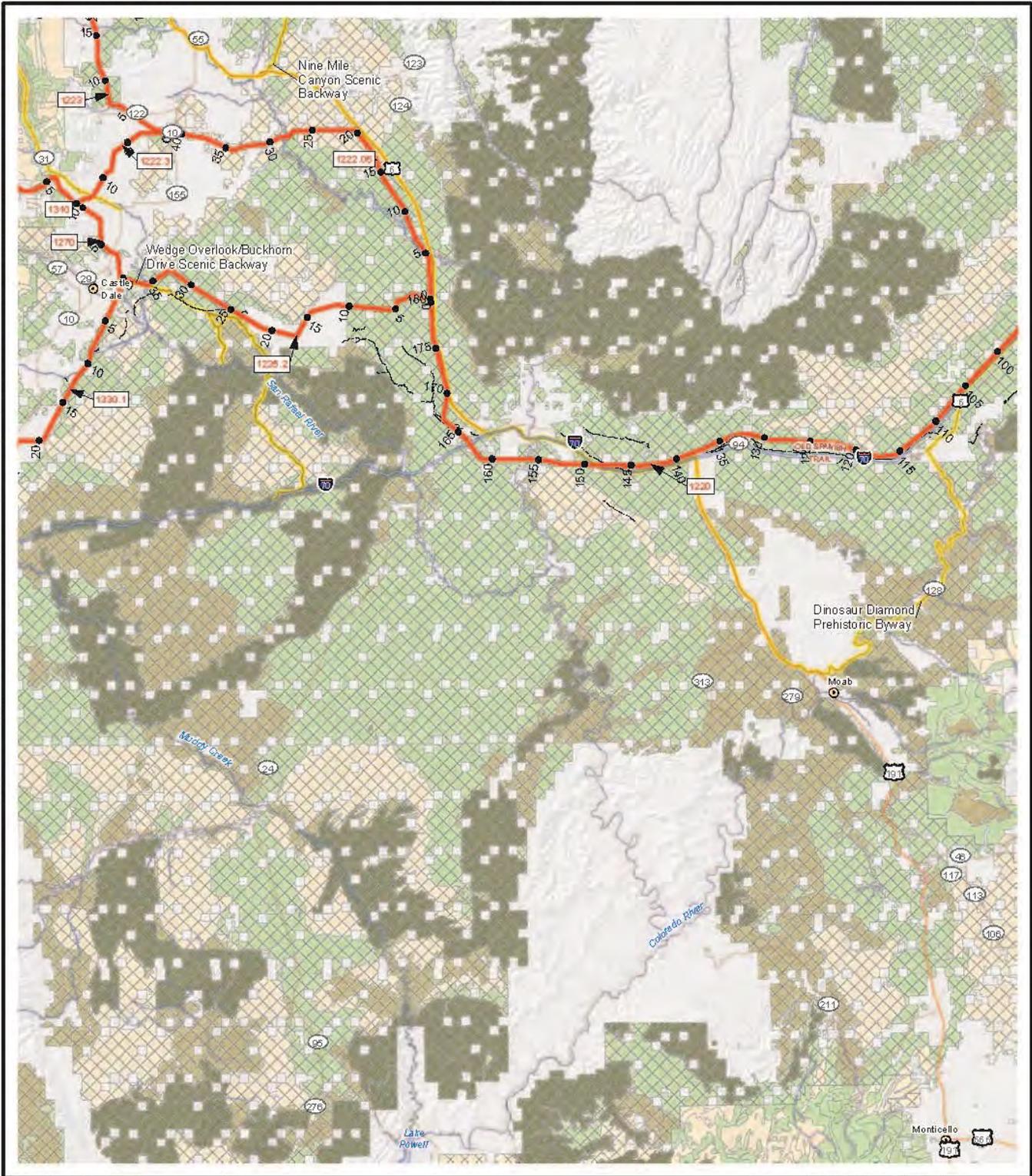
**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management,  
USFS Scenic Integrity Objectives, and  
USFS Visual Quality Objectives  
Map 3 of 8

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**Western**  
ENERGY SERVICES

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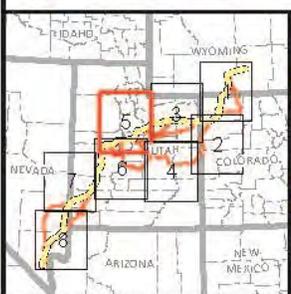
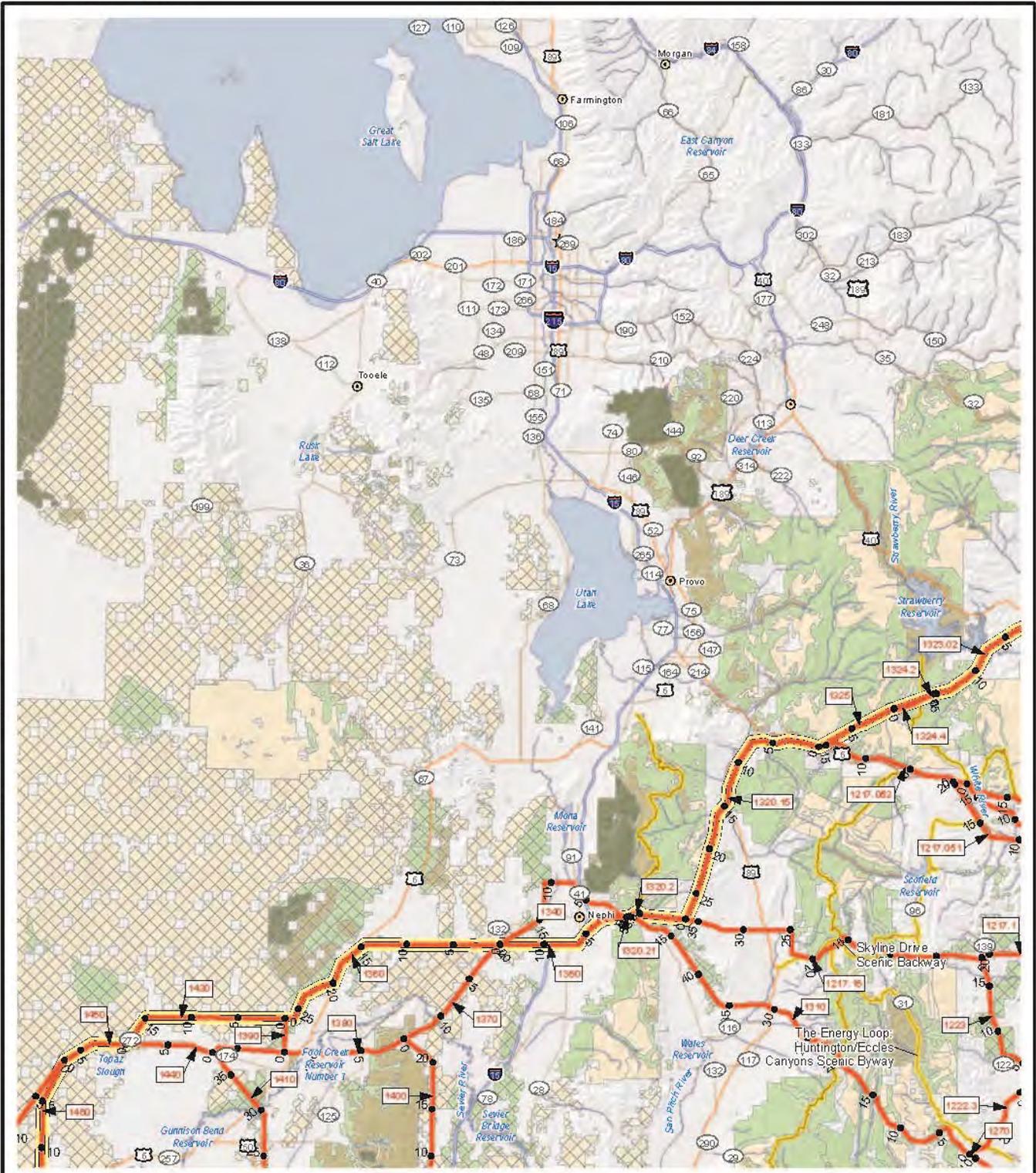
★ State Capital	● Town	— Reference Line	--- Trail	--- Historic Trail	— Road	— Scenic Byways/Backways	— Agency Preferred Alternative
SIO, VQO Class		■ SIO, Very High; VQO, Preservation	■ SIO, High; VQO, Retention	■ SIO, Moderate; VQO, Partial Retention	■ VQO, Modification	■ VQO, Maximum Modification	VRM Class
		■ I	■ II	■ III	■ IV		

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management, USFS Scenic Integrity Objectives, and USFS Visual Quality Objectives  
Map 4 of 8

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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★ State Capital	● Town	— Reference Line	--- Trail	--- Historic Trail	— Road	— Scenic Byways/Backways	— Agency Preferred Alternative
SIO, VQO Class		■ SIO, Very High; VQO, Preservation	■ SIO, High; VQO, Retention	■ SIO, Moderate; VQO, Partial Retention	■ VQO, Modification	■ VQO, Maximum Modification	VRM Class
		■ I	■ II	■ III	■ IV		

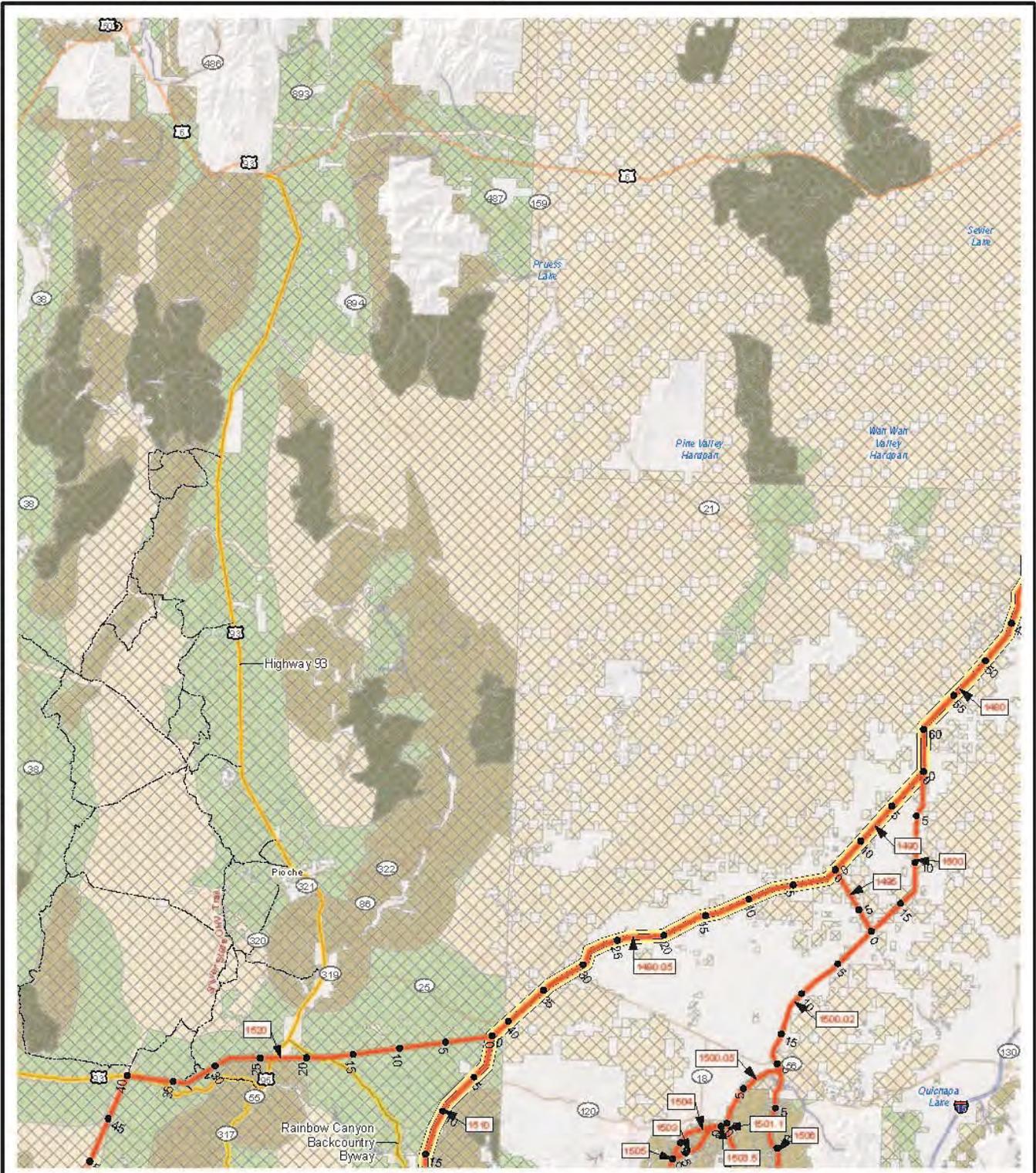
**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management, USFS Scenic Integrity Objectives, and USFS Visual Quality Objectives  
Map 5 of 8

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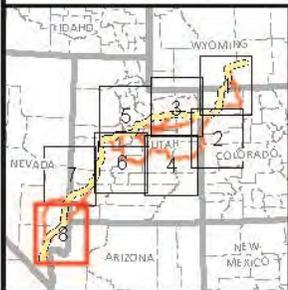
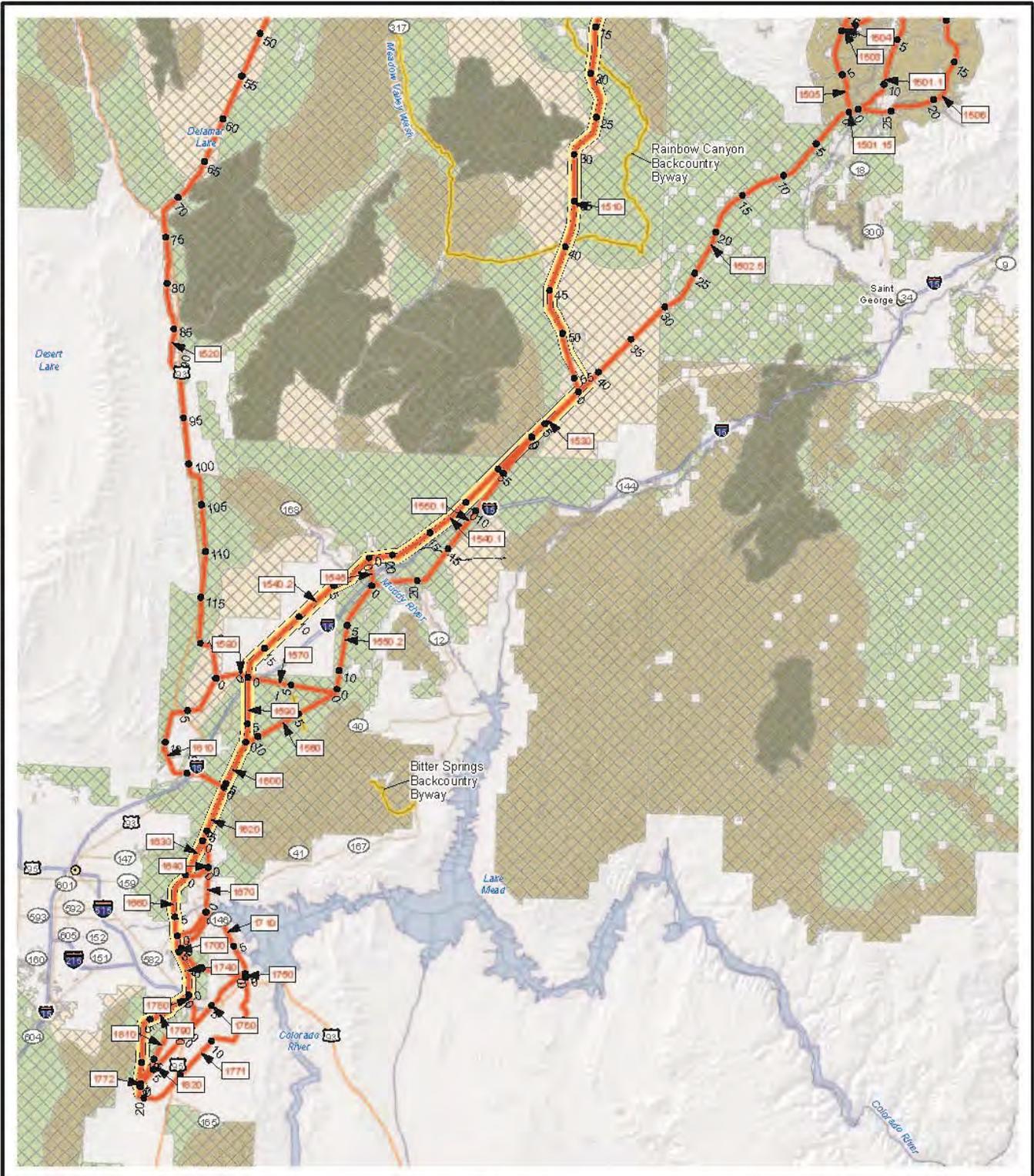
★ State Capital	● Town	— Reference Line	--- Trail	--- Historic Trail	— Road	— Scenic Byways/Backways	— Agency Preferred Alternative
SIO, VQO Class		■ SIO, Very High; VQO, Preservation	■ SIO, High; VQO, Retention	■ SIO, Moderate; VQO, Partial Retention	■ VQO, Modification	■ VQO, Maximum Modification	VRM Class
		■ I	■ II	■ III	■ IV		

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management, USFS Scenic Integrity Objectives, and USFS Visual Quality Objectives  
Map 7 of 8

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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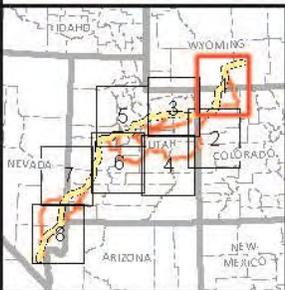
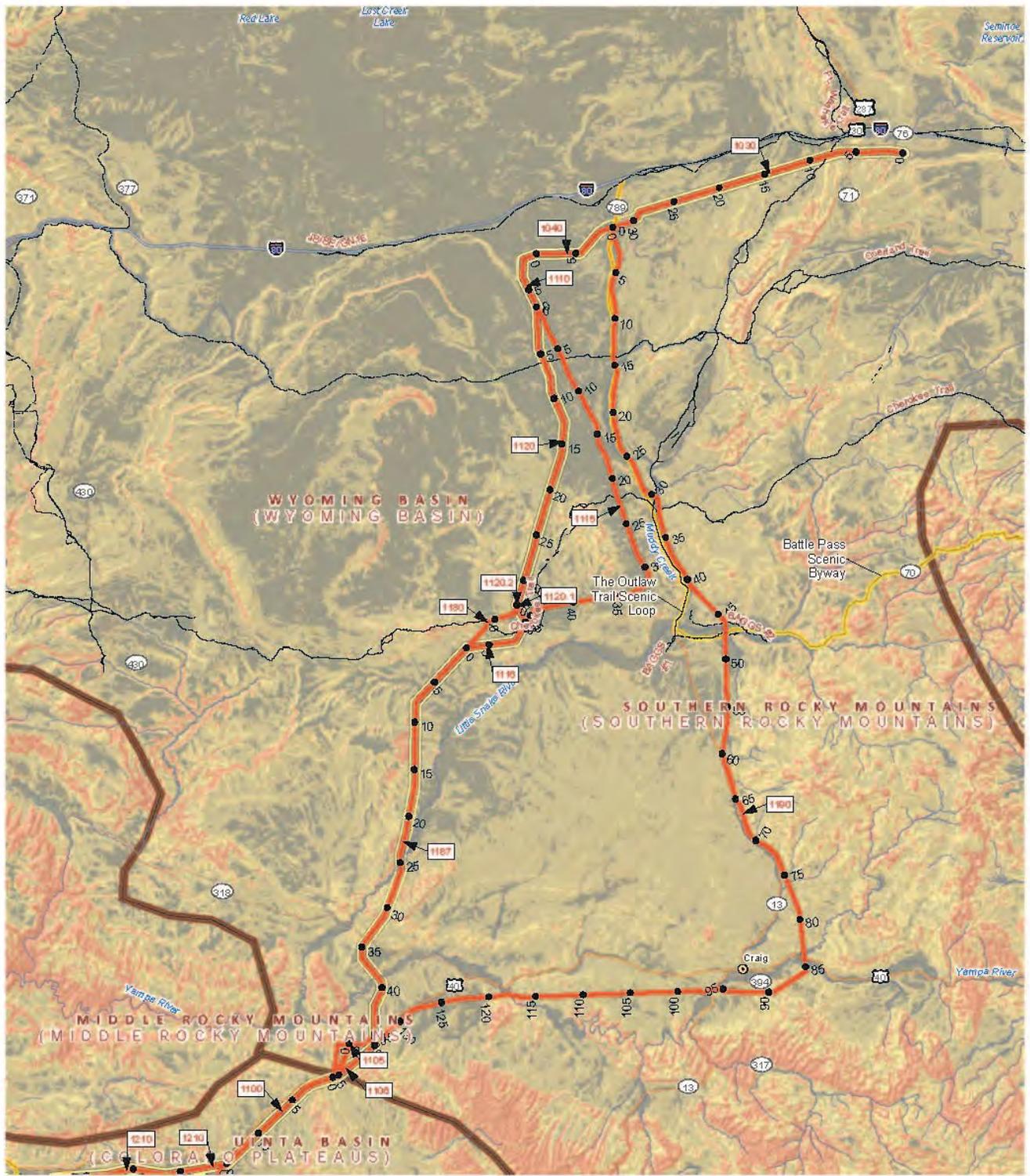
★ State Capital	● Town	— Reference Line	--- Trail	--- Historic Trail	— Road	— Scenic Byways/Backways	— Agency Preferred Alternative
SIO, VQO Class		■ SIO, Very High; VQO, Preservation	■ SIO, High; VQO, Retention	■ SIO, Moderate; VQO, Partial Retention	■ VQO, Modification	■ VQO, Maximum Modification	VRM Class
		■ I	■ II	■ III	■ IV		

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-8  
BLM Visual Resource Management, USFS Scenic Integrity Objectives, and USFS Visual Quality Objectives  
Map 8 of 8

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

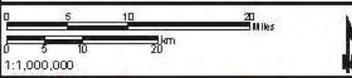
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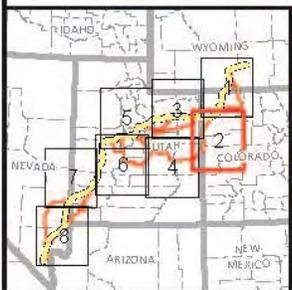
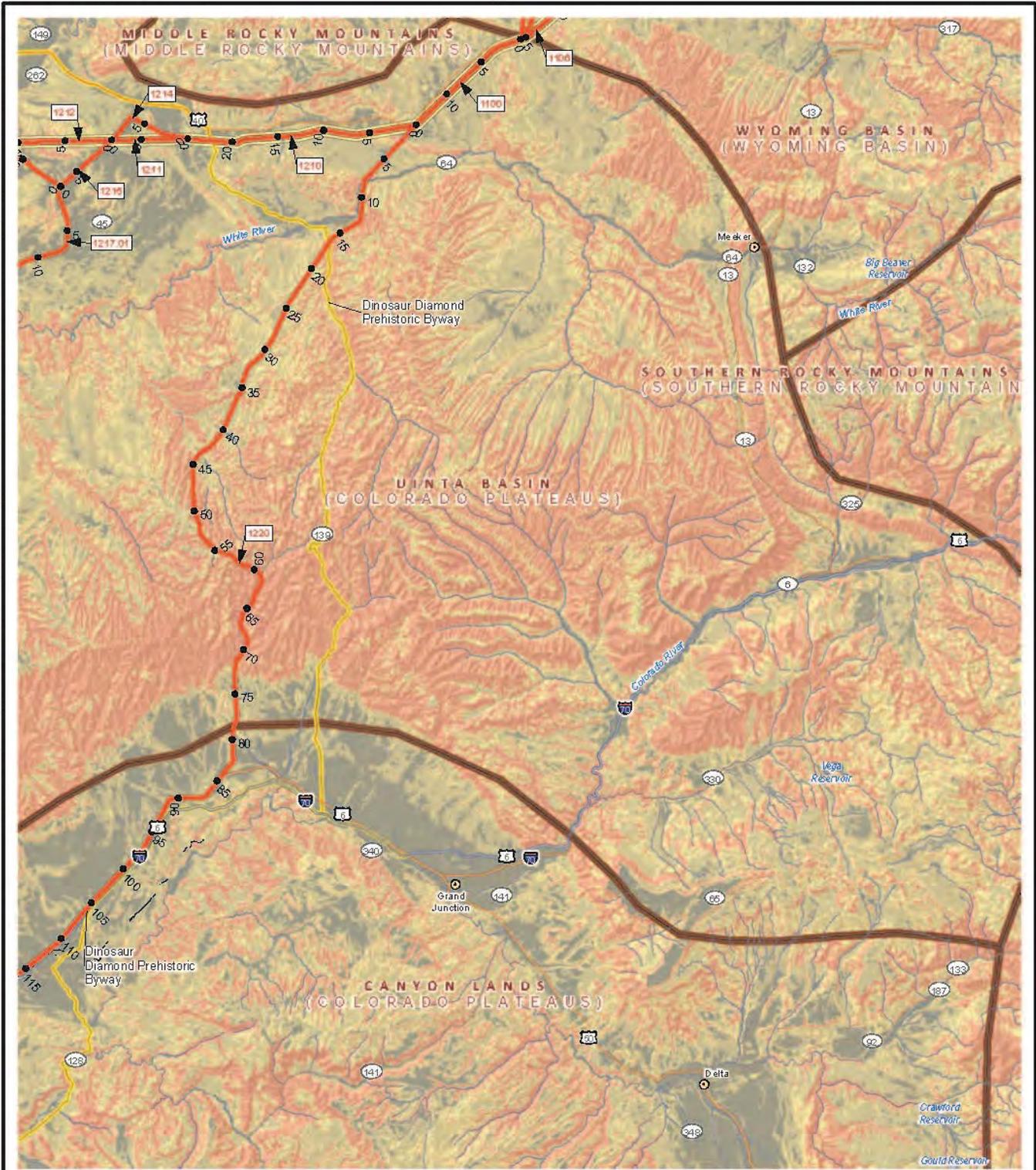
★ State Capital	■ Physiographic Section (Province)
● Town	Topography
— Reference Line	■ Flat (<math>\le 5\%</math>)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Trail	■ Rugged (>25%)
— Historic Trail	
— Scenic Byways/Backways	

TRANSWEST EXPRESS TRANSMISSION PROJECT

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



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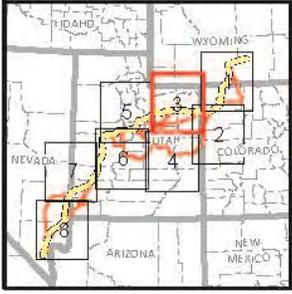
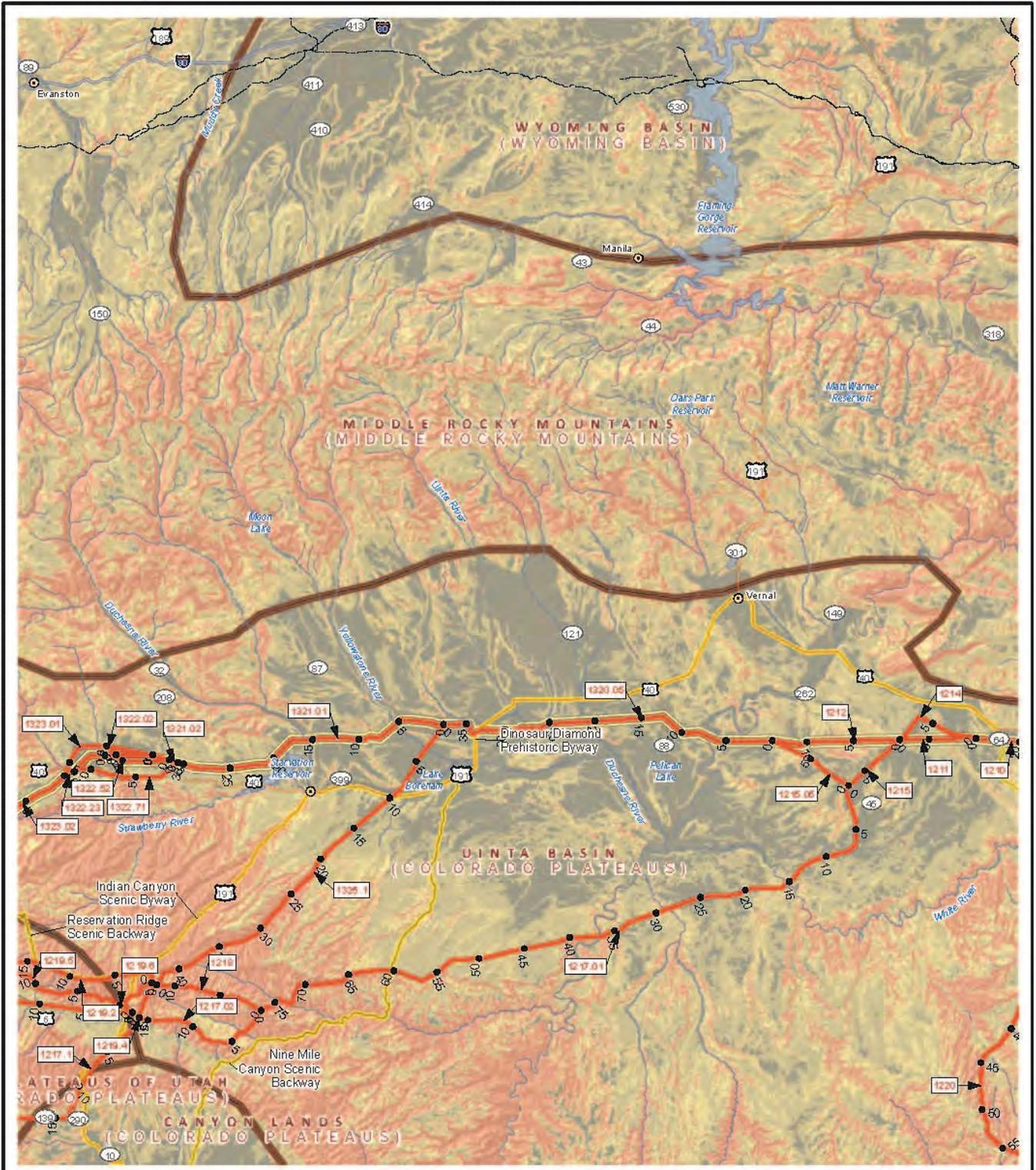
★ State Capital	● Town	— Physiographic Section (Province)
— Reference Line	— Agency Preferred Alternative	— Road
— Trail	— Historic Trail	— Scenic Byways/Backways
<b>Topography</b> Flat (<5%) Rolling (5-25%) Steep (15-25%) Rugged (>25%)		

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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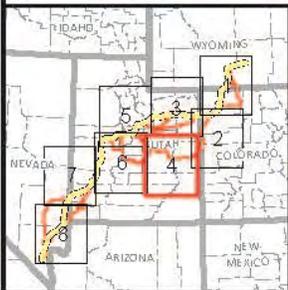
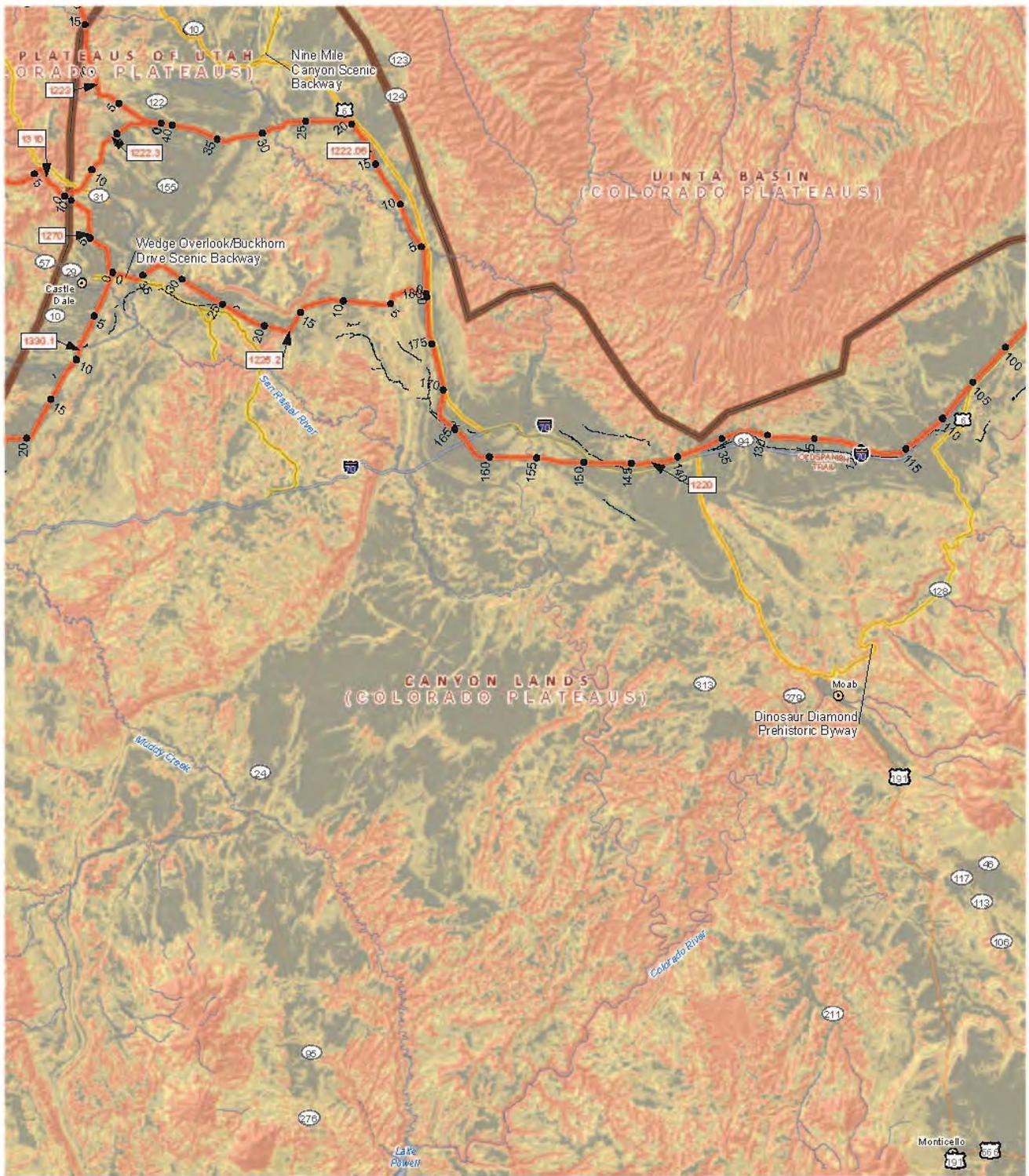
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⊙ Town	Topography
— Reference Line	Flat (<5%)
— Agency Preferred Alternative	Rolling (5-25%)
— Road	Steep (15-25%)
— Trail	Rugged (>25%)
— Historic Trail	
— Scenic Byways/Backways	

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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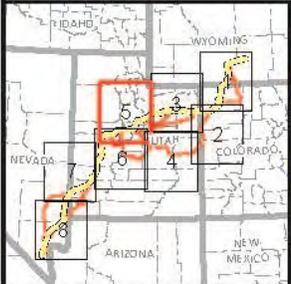
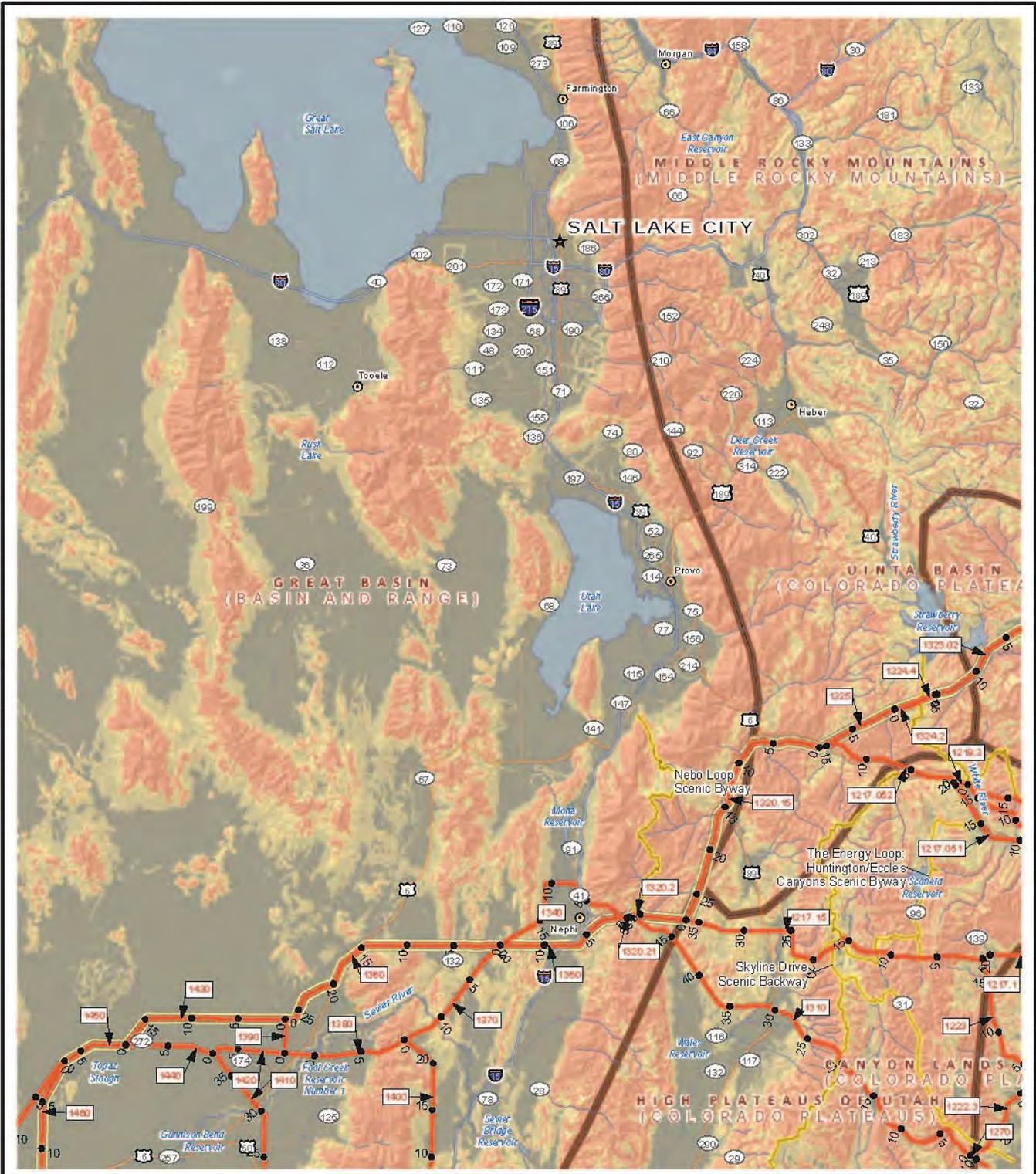
★ State Capital	⊙ Town	— Physiographic Section (Province)
— Reference Line	— Agency Preferred Alternative	— Road
— Trail	— Historic Trail	— Scenic Byways/Backways
<b>Topography</b> Flat (<5%) Rolling (5-25%) Steep (15-25%) Rugged (>25%)		

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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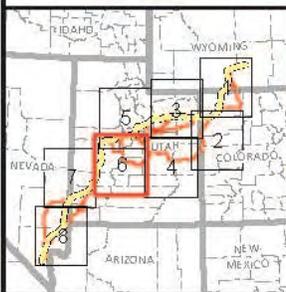
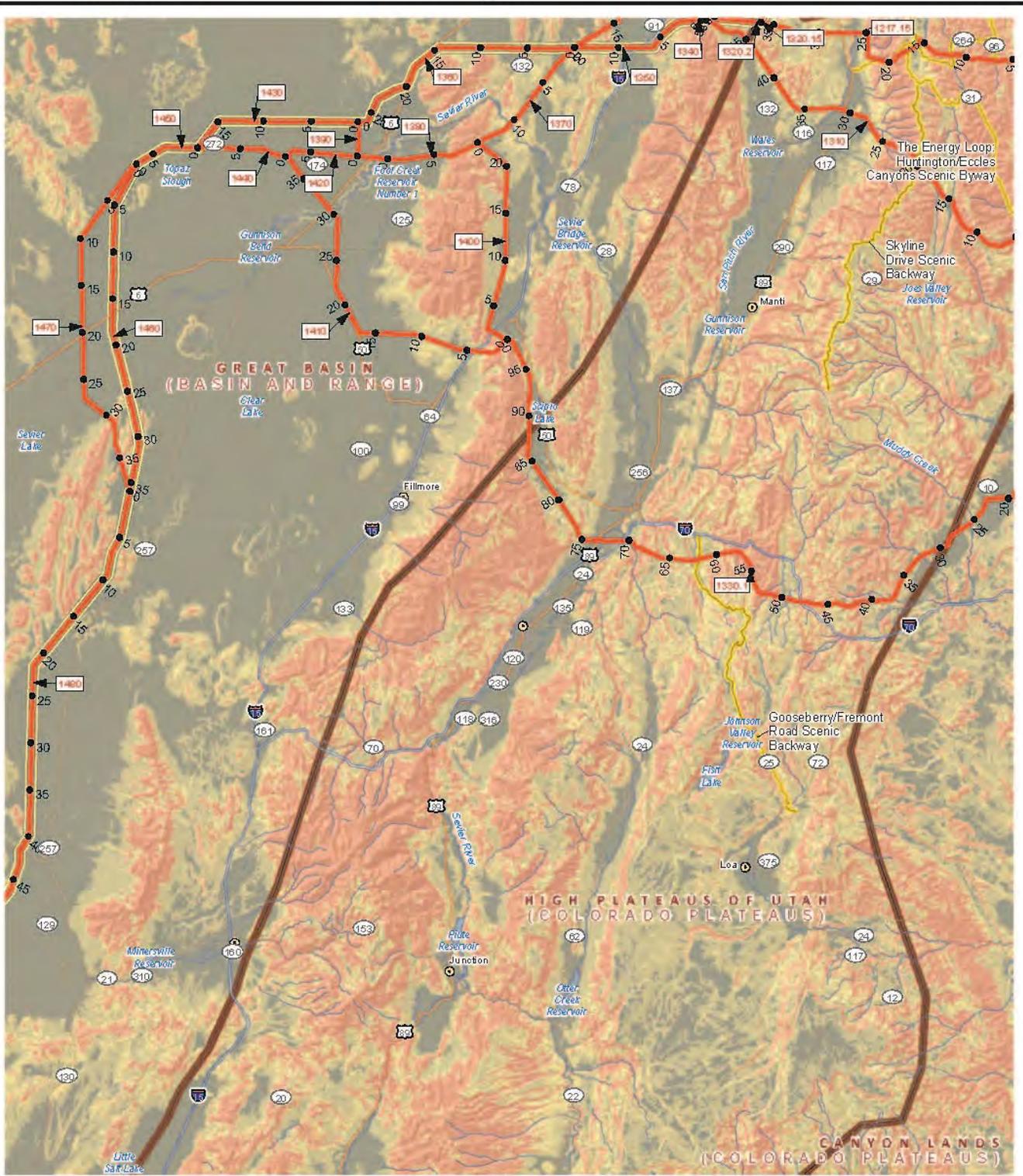
★ State Capital	■ Physiographic Section (Province)
● Town	Topography
— Reference Line	■ Flat (<math>< 5\%</math>)
— Agency Preferred Alternative	■ Rolling (5-25%)
— Road	■ Steep (15-25%)
— Trail	■ Rugged (>25%)
— Historic Trail	
— Scenic Byways/Backways	

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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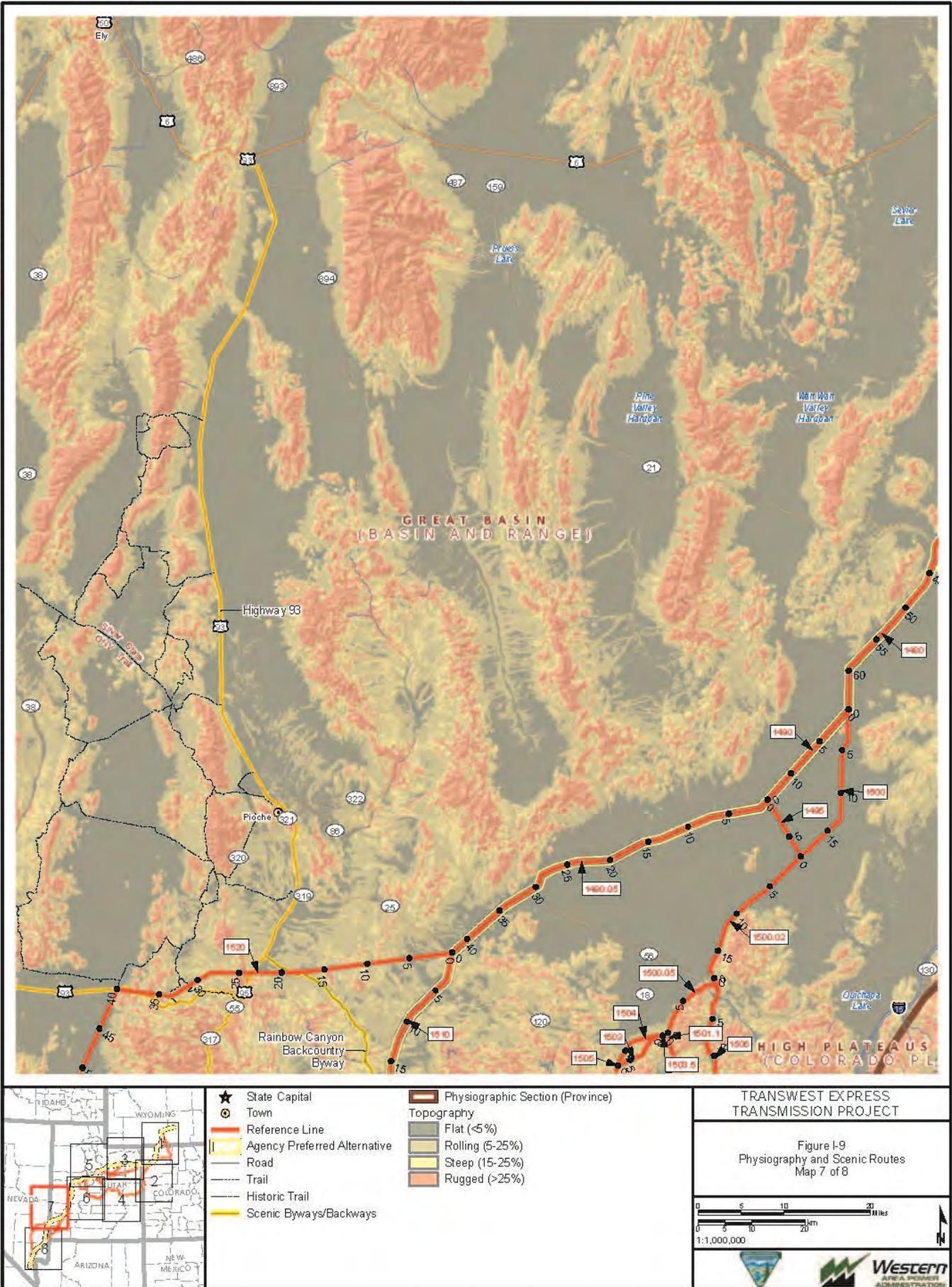
★ State Capital	■ Physiographic Section (Province)
● Town	Topography
— Reference Line	Flat (<math>< 5\%</math>)
— Agency Preferred Alternative	Rolling (5-25%)
— Road	Steep (15-25%)
— Trail	Rugged (>25%)
— Historic Trail	
— Scenic Byways/Backways	

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

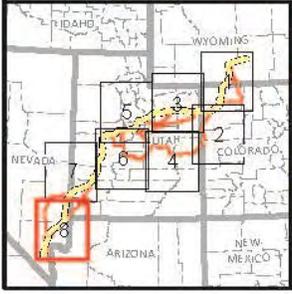
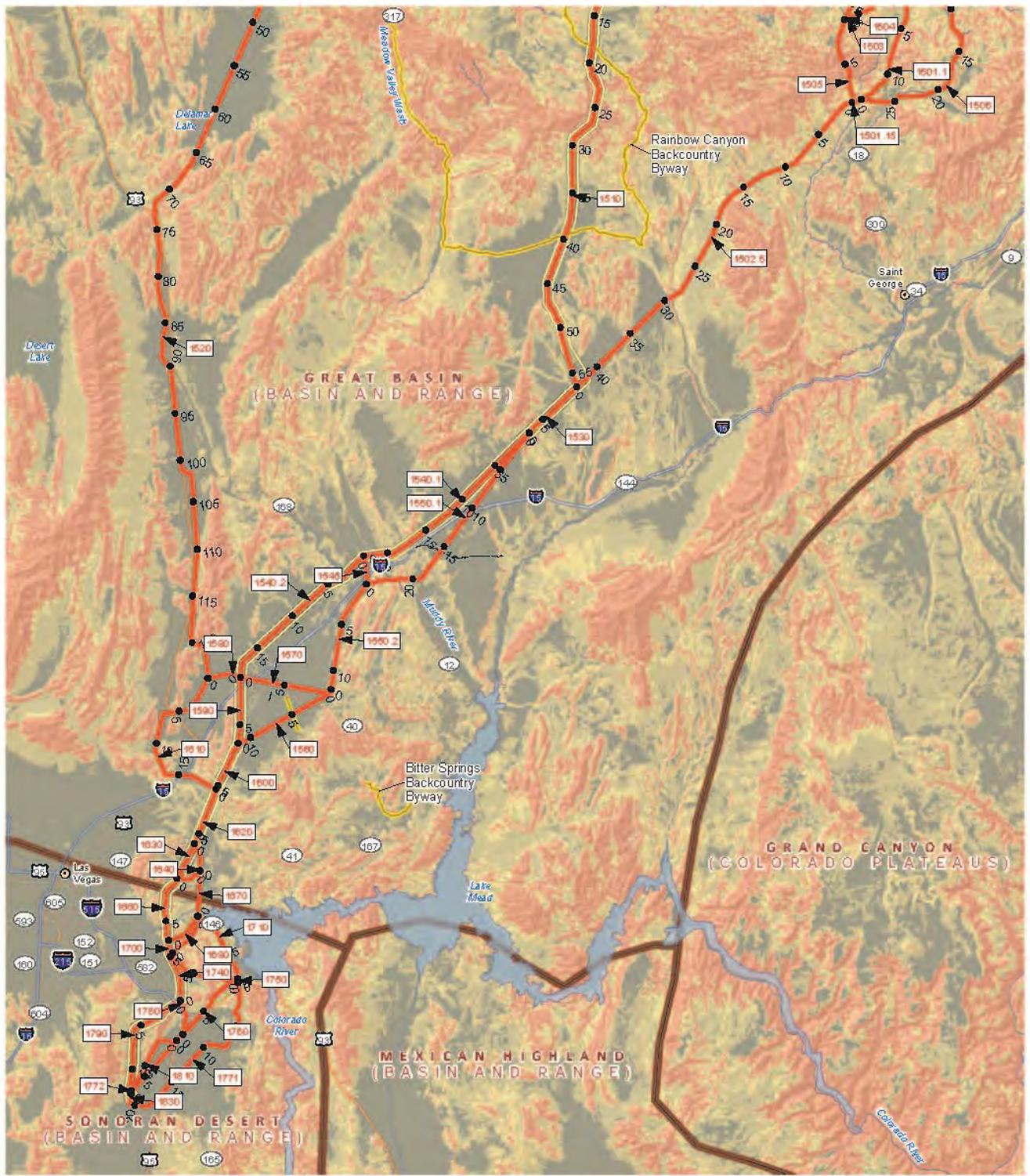
Figure I-9  
Physiography and Scenic Routes  
Map 6 of 8

0 5 10 20 Miles  
0 5 10 20 km  
1:1,000,000

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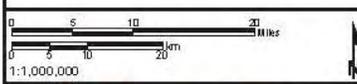
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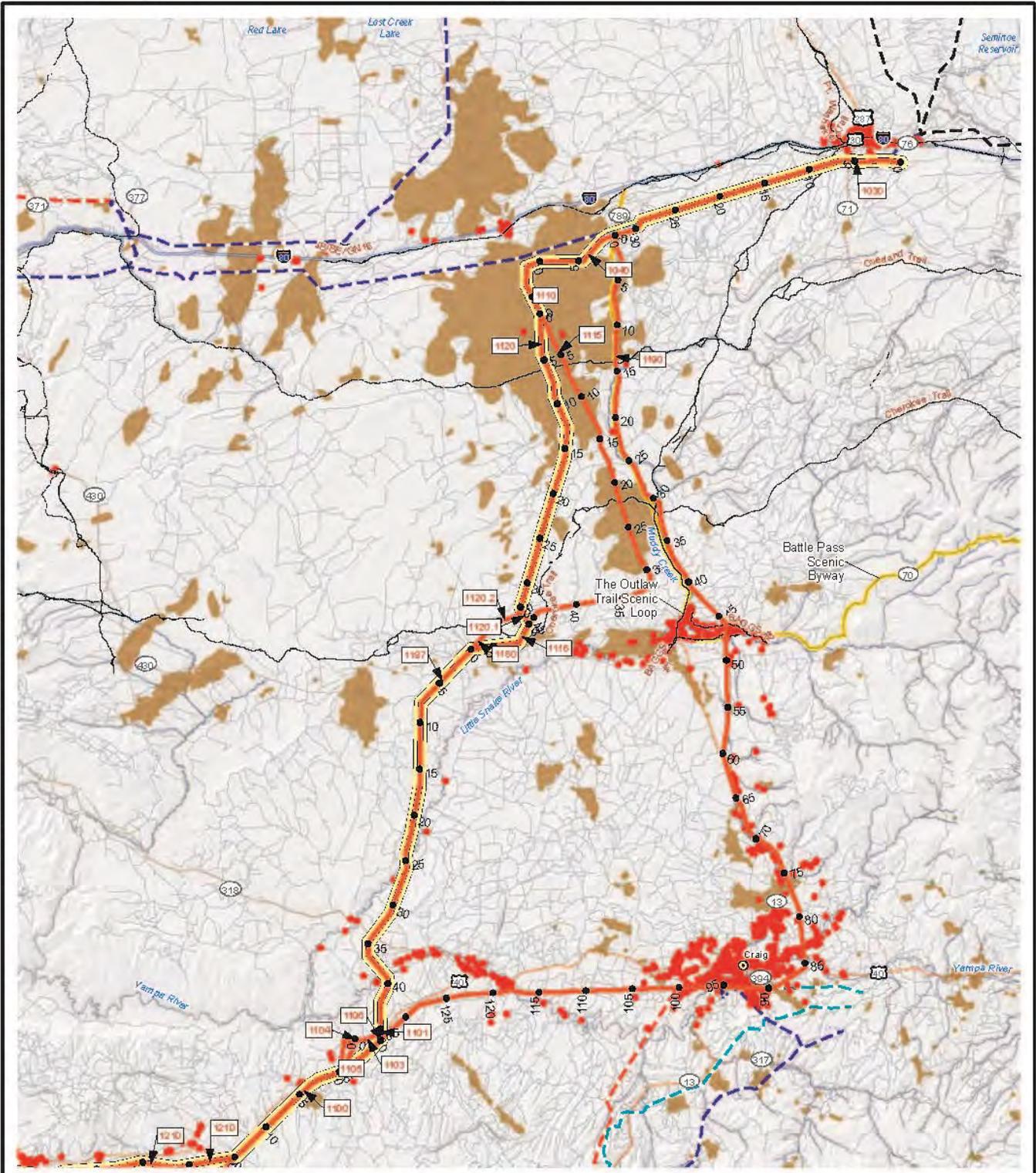
★ State Capital	⬢ Physiographic Section (Province)
⊙ Town	Topography
— Reference Line	Flat (<5%)
— Agency Preferred Alternative	Rolling (5-25%)
— Road	Steep (15-25%)
— Trail	Rugged (>25%)
— Historic Trail	
— Scenic Byways/Backways	

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

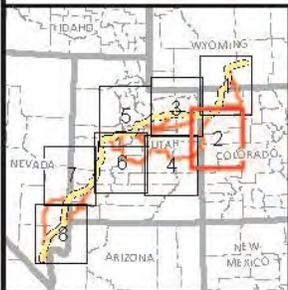
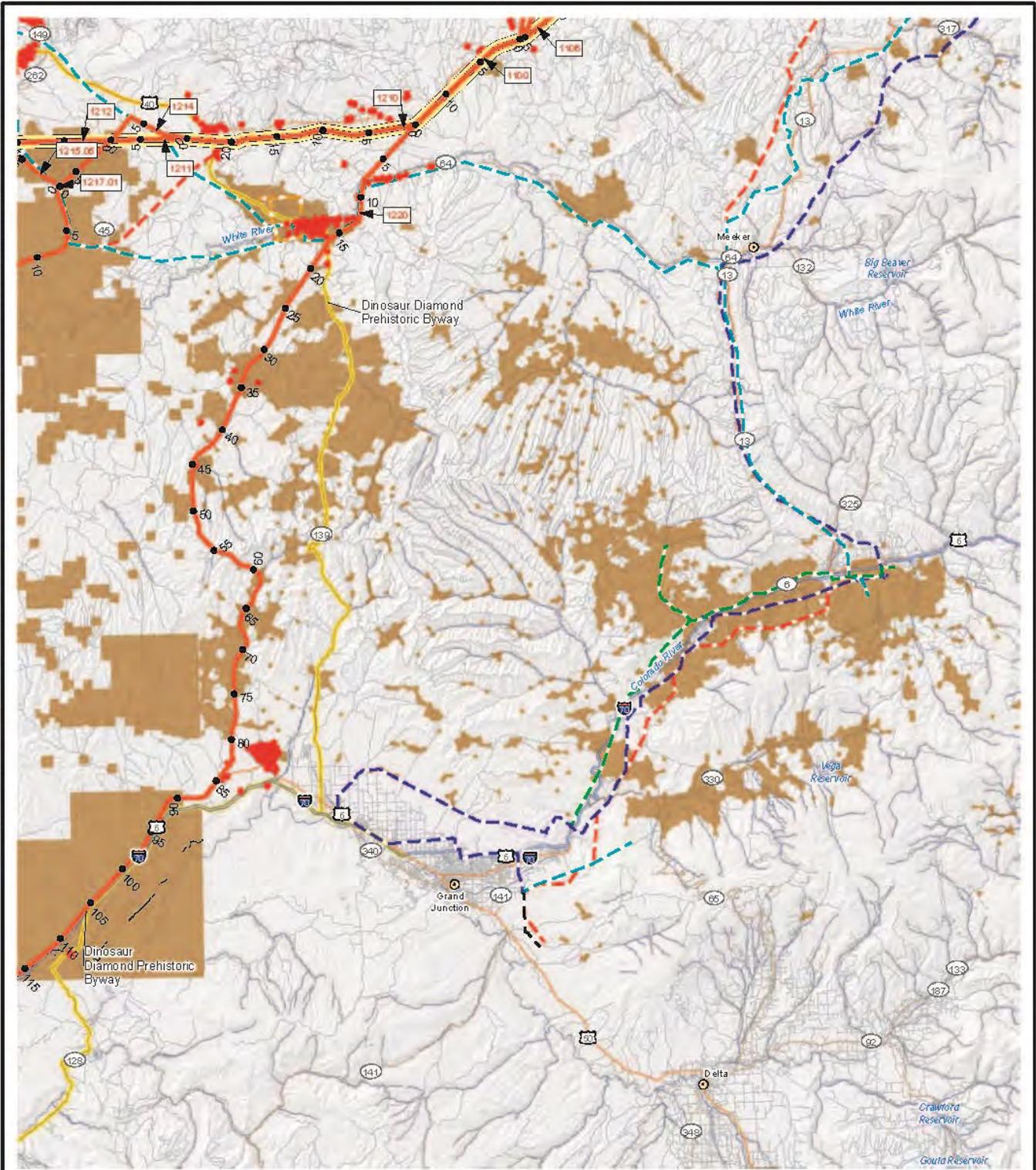


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	<ul style="list-style-type: none"> <li>● Structure</li> <li>★ State Capital</li> <li>⊙ Town</li> <li>— Reference Line 2/04/2014</li> <li>— Road</li> <li>— Agency Preferred Alternative</li> <li>— Scenic Byways/Backways</li> <li>■ Oil and Gas Field</li> </ul>	<p>Existing Transmission Line</p> <ul style="list-style-type: none"> <li>— 345-kV</li> <li>— 230- to 287-kV</li> <li>— 138- to 161-kV</li> <li>— 115-kV</li> </ul>	<p><b>TRANSWEST EXPRESS TRANSMISSION PROJECT</b></p> <p>Figure I-10 Developed and Natural Settings Map 1 of 8</p>
	<p>0 5 10 20 Miles</p> <p>0 5 10 20 km</p> <p>1:1,000,000</p>		

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- Structure
- ★ State Capital
- ⊙ Town
- Reference Line 2/04/2014
- Road
- Agency Preferred Alternative
- Scenic Byways/Backways
- Oil and Gas Field

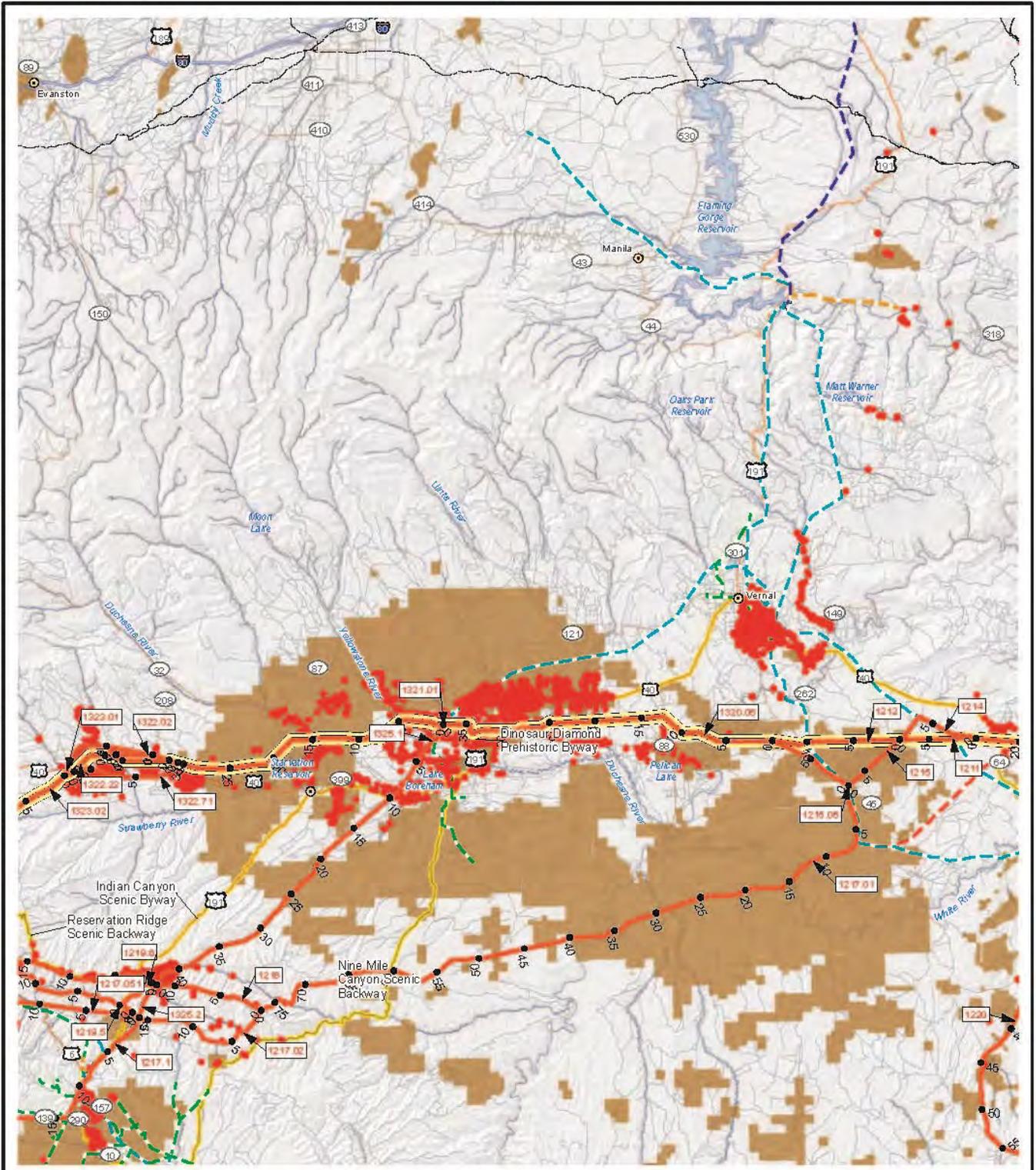
- Existing Transmission Line
- 500-kV
  - 345-kV
  - 230- to 287-kV
  - 138- to 161-kV
  - 115-kV
  - Below 100-kV

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

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<ul style="list-style-type: none"> <li>● Structure</li> <li>★ State Capital</li> <li>○ Town</li> <li>— Reference Line 2/04/2014</li> <li>— Road</li> <li>— Agency Preferred Alternative</li> <li>— Scenic Byways/Backways</li> <li>■ Oil and Gas Field</li> </ul>	<p>Existing Transmission Line</p> <ul style="list-style-type: none"> <li>— 500-kV</li> <li>— 345-kV</li> <li>— 230- to 287-kV</li> <li>— 138- to 161-kV</li> <li>— 115-kV</li> <li>— Below 100-kV</li> </ul>
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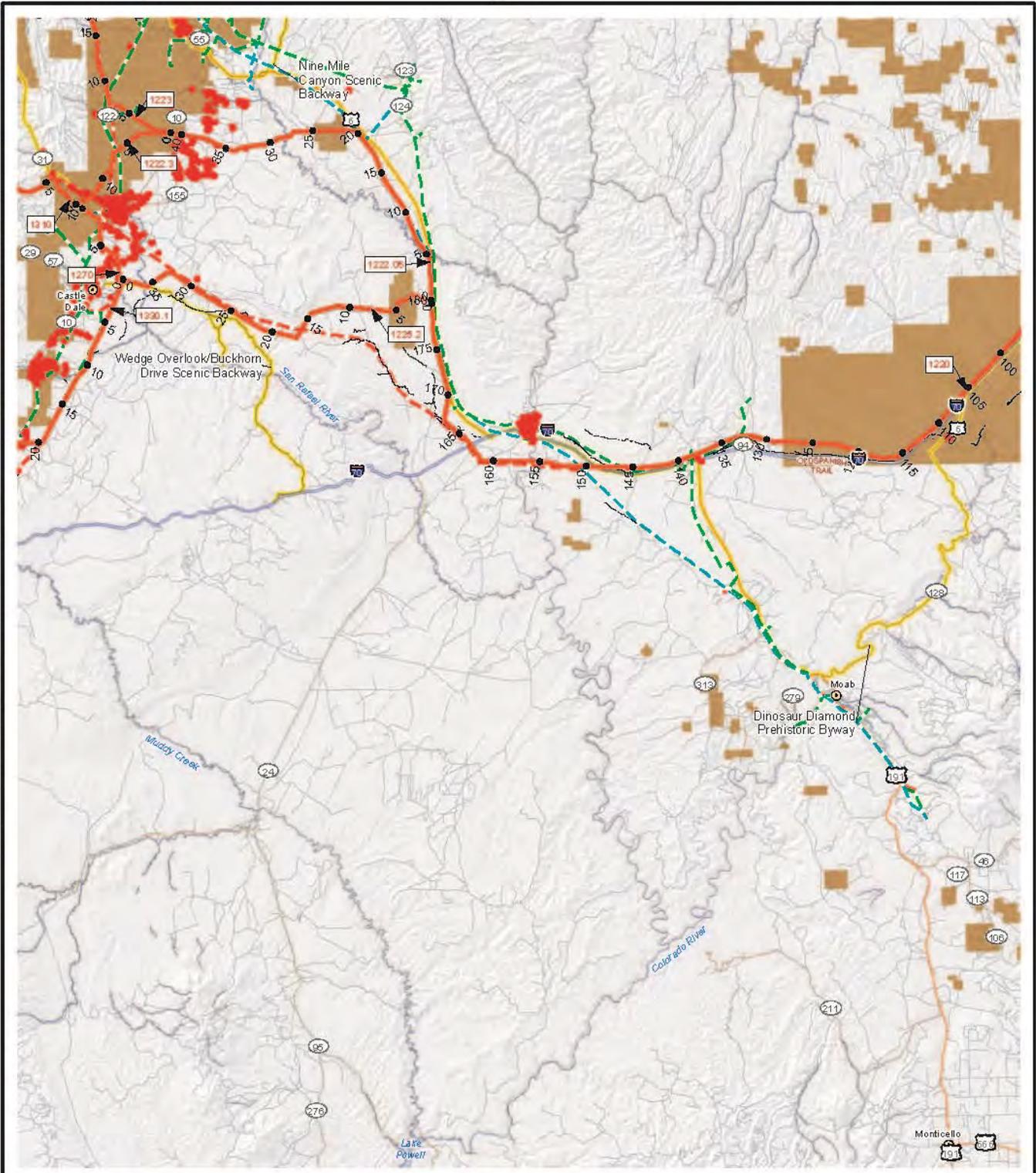
**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-10  
Developed and Natural Settings  
Map 3 of 8

1:1,000,000

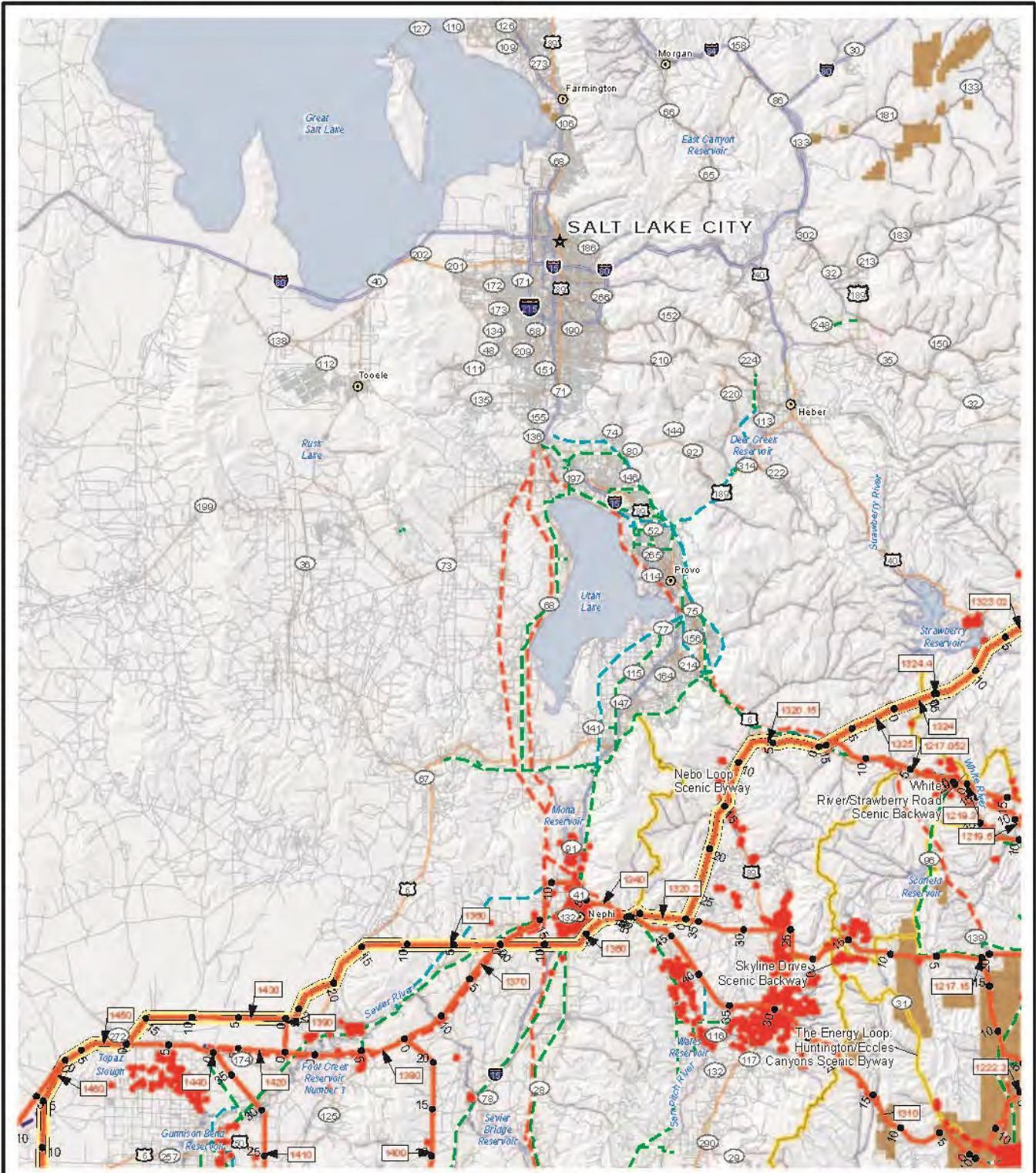
**Western**  
ENERGY SERVICES

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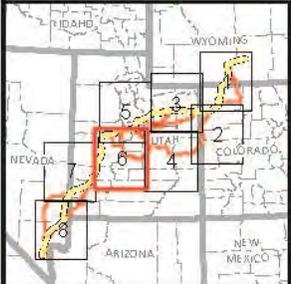
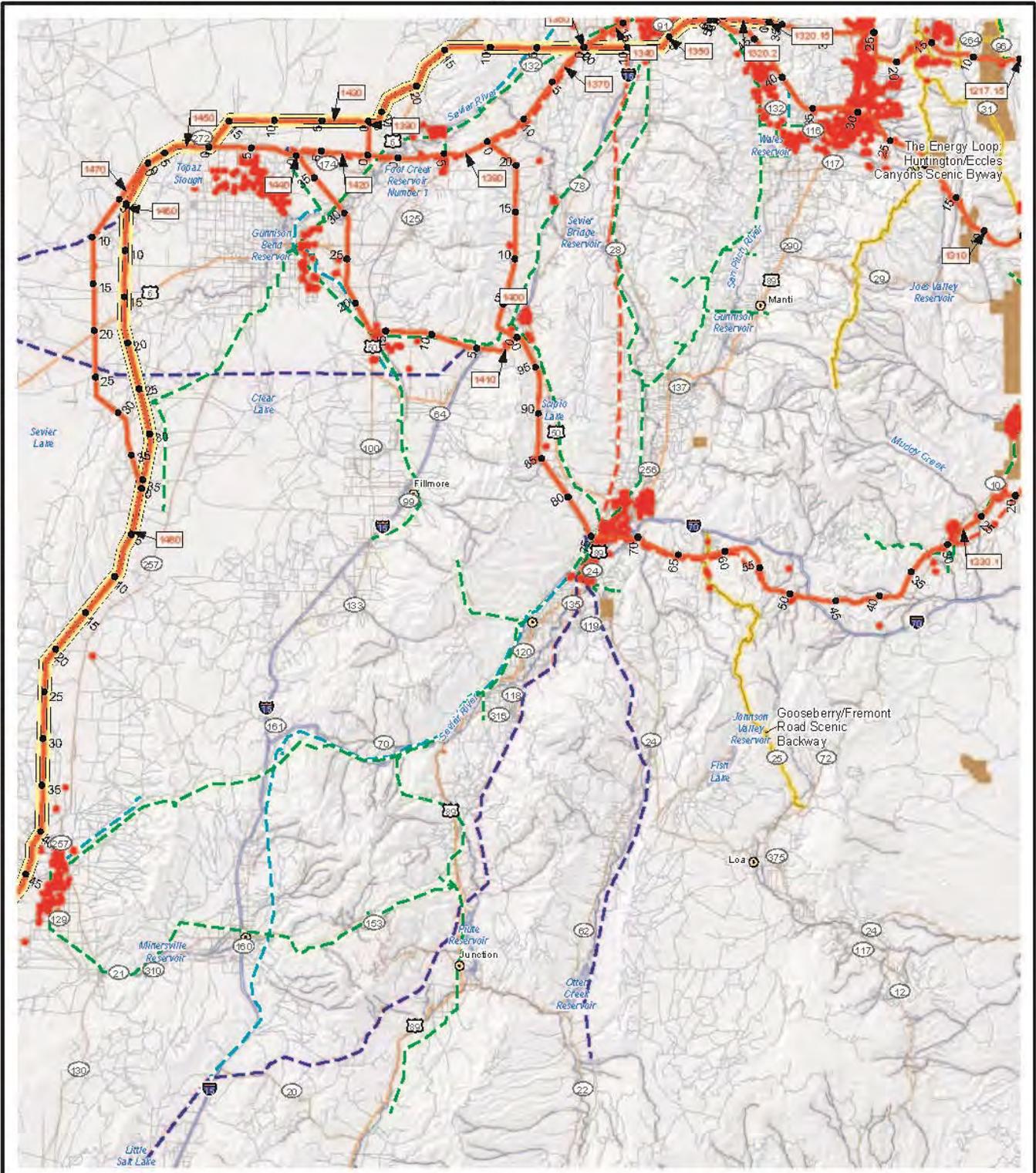
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	<ul style="list-style-type: none"> <li>● Structure</li> <li>★ State Capital</li> <li>○ Town</li> <li>— Reference Line 2/04/2014</li> <li>— Road</li> <li>— Agency Preferred Alternative</li> <li>— Scenic Byways/Backways</li> <li>■ Oil and Gas Field</li> </ul>	<p>Existing Transmission Line</p> <ul style="list-style-type: none"> <li>— 500-kV +/- DC</li> <li>— 500-kV</li> <li>— 345-kV</li> <li>— 230- to 287-kV</li> <li>— 138- to 161-kV</li> <li>— Below 100-kV</li> </ul>	<p><b>TRANSWEST EXPRESS TRANSMISSION PROJECT</b></p> <p>Figure I-10 Developed and Natural Settings Map 5 of 8</p> <p>0 5 10 20 Miles 0 5 10 20 km 1:1,000,000</p>
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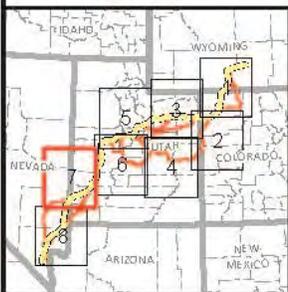
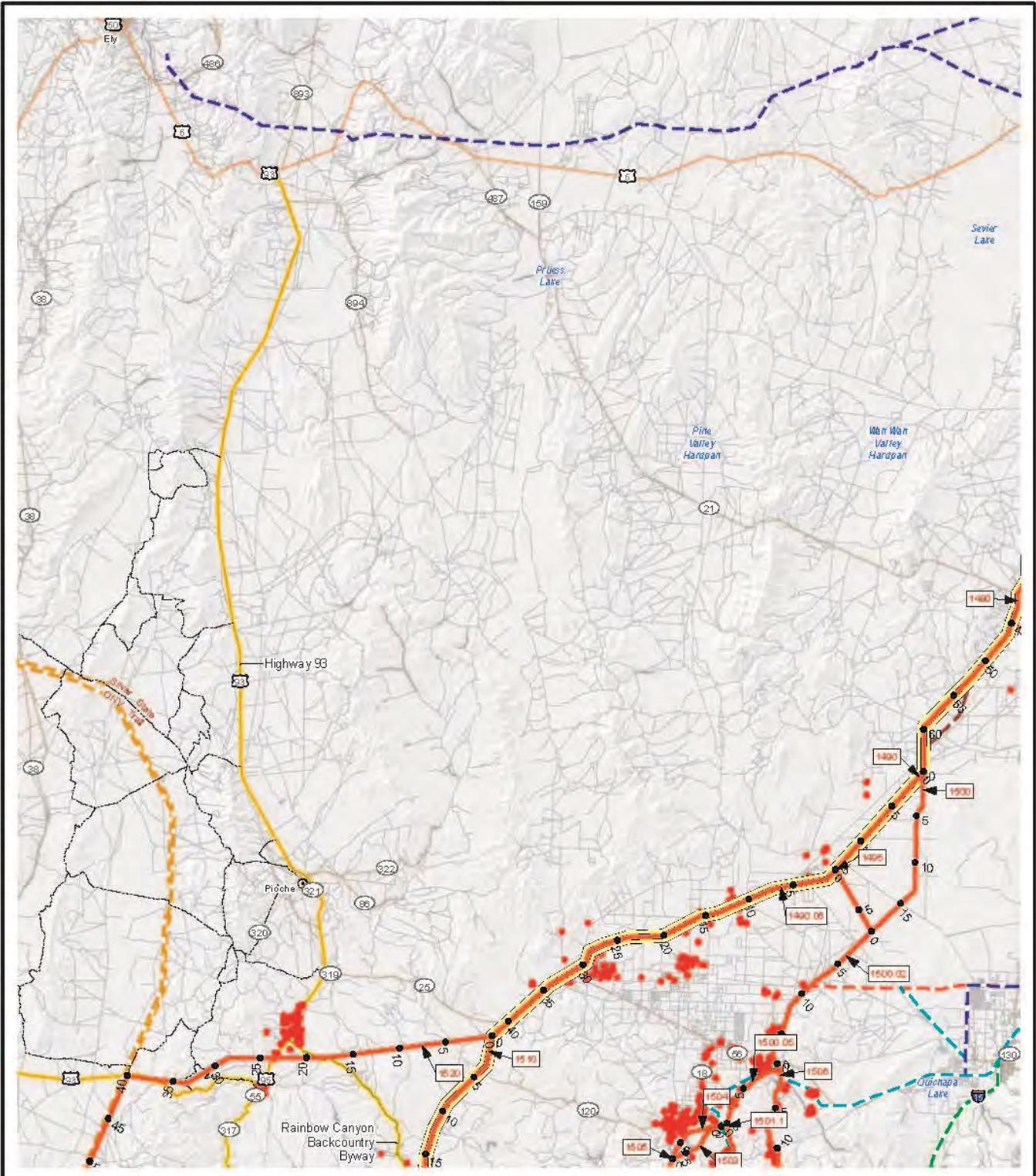
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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

1:1,000,000

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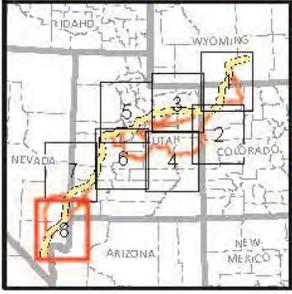
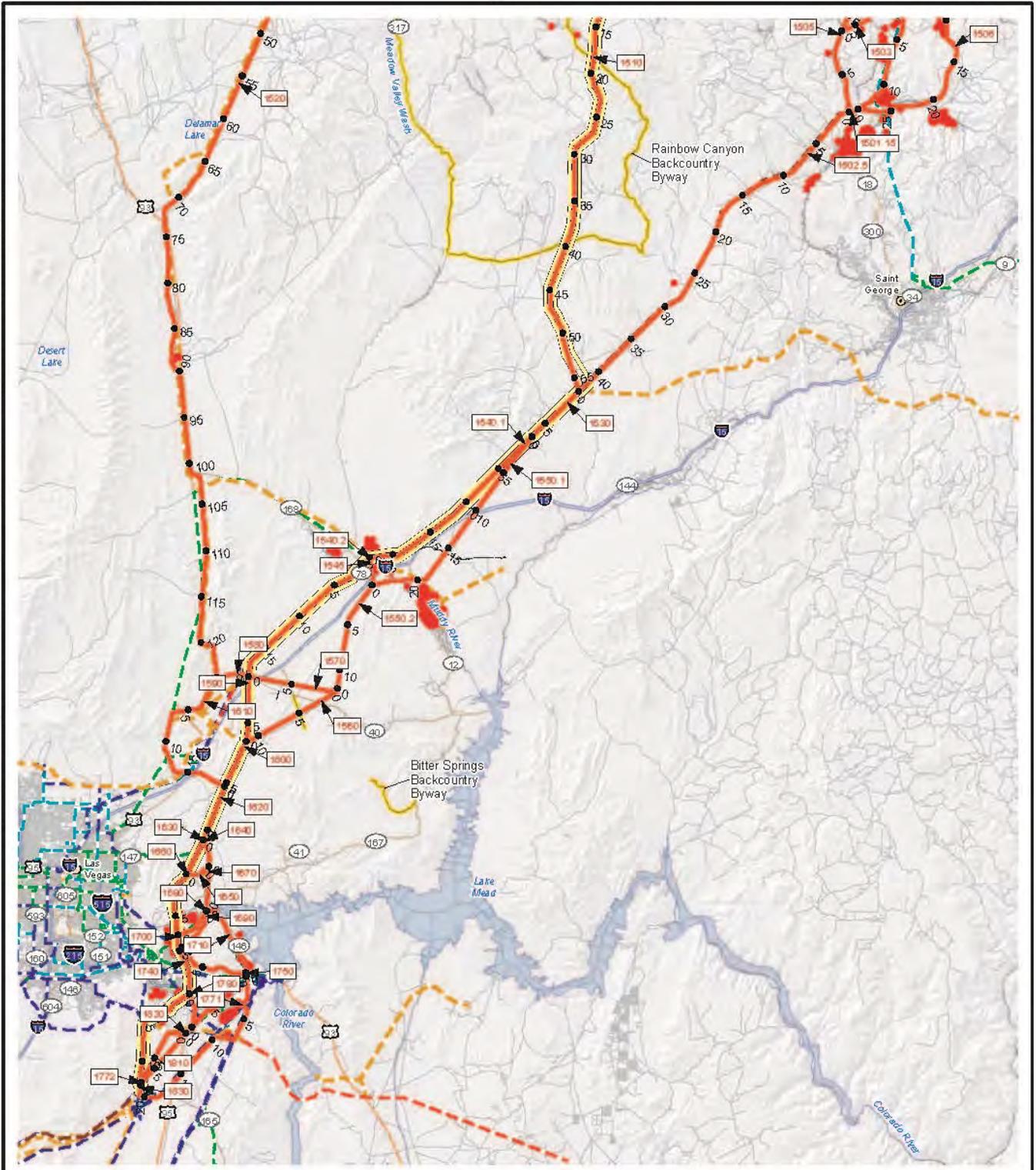
- Structure
  - ★ State Capital
  - Town
  - Reference Line 2/04/2014
  - Road
  - Agency Preferred Alternative
  - Scenic Byways/Backways
  - Oil and Gas Field
- Existing Transmission Line
    - 500-kV +/- DC
    - 500-kV
    - 345-kV
    - 230- to 287-kV
    - 138- to 161-kV
    - Below 100-kV

**TRANSWEST EXPRESS TRANSMISSION PROJECT**

Figure I-10  
Developed and Natural Settings  
Map 7 of 8

1:1,000,000

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**TRANSWEST EXPRESS TRANSMISSION PROJECT**

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

1:1,000,000

**Western**  
ENERGY SERVICES