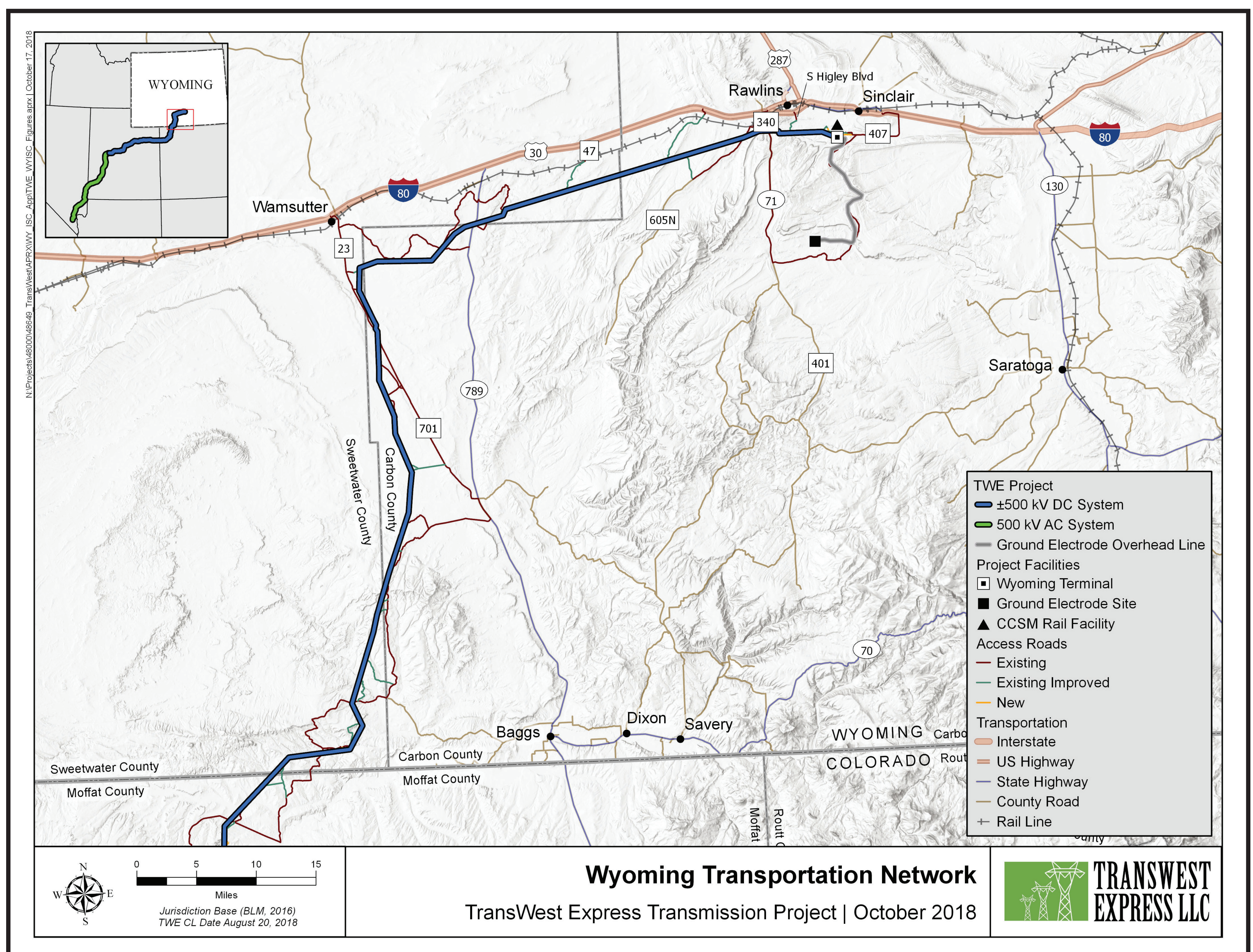


# Smart Transportation Management Strategy

- How materials and construction workers move around and within the Project areas has been strategically planned to achieve several goals, including:
  - ◆ minimize impacts to county and state roads;
  - ◆ maximize public and worker safety;
  - ◆ minimize impacts to wildlife and the environment; and
  - ◆ maximize Project efficiency.
- TransWest's overall transportation plan includes:
  - ◆ deliver major material and equipment to the project area by rail, offloaded when possible at the CCSM Project Rail Facility near Rawlins;
  - ◆ deliver major material and equipment to the project area by truck, using Interstate 80 and a small network of access roads to deliver materials to storage yards; and
  - ◆ limit short-term traffic diversions and brief road closures to only four roads to complete wire stringing.



**The primary public roads that may be used for Project access and delivery are:**

I-80 • Colorado Interstate Gas (CIG) Plant Road/Carbon County Road 407 • Sage Creek Road/State Highway 71/Carbon County Road 401 • Carbon County Road 340 • South Higley Boulevard • south of I-80 and Rawlins • Wagon Circle Road, south of I-80 • Carbon County Road 605 North • State Highway 789 • Sweetwater County Road 47 (Riner Road) • Sweetwater County Road 23 (Wamsutter-Crooks Gap Road) • Carbon County Road 701

**Short-term traffic diversions and brief road closures may be required to complete wire stringing activities on the following roads:**

Sage Creek Road/State Highway 71/Carbon County Road 401 • Carbon County Road 605 North • State Highway 789 (at the Carbon-Sweetwater county line) • Carbon County Road 701



# Comprehensive Environmental Conservation and Protection Plans

TransWest has developed and will construct the TWE Project in a responsible way that avoids, minimizes and mitigates potential impacts to wildlife and the environment, including:

- ♦ implementing multiple science-based conservation measures;
- ♦ designing project-specific environmental conservation and protection plans addressing every significant resource from soil handling to air quality;
- ♦ using designated energy corridors as much as practical; and
- ♦ co-locating the Project with other linear infrastructure where feasible.

The project was analyzed from 2008-2016 in an extensive Environmental Impact Statement (EIS)—the highest level of federal environmental analysis—prepared by the U.S. Bureau of Land Management and Western Area Power Administration as joint lead federal agencies. They:

- ♦ collaborated with 49 federal, state and local cooperating agencies including Carbon County, Sweetwater County, the State of Wyoming and local Wyoming conservation districts;
- ♦ held many public comment periods and public meetings to gather feedback and data from the public; and
- ♦ stipulated hundreds of specific requirements related to resource protection and mitigation.

**BLM TWE Project website:**  
<https://www.blm.gov/TransWestExpress>

## Resources Evaluated for Project Impacts in EIS and Field Surveys

- ✓ Climate and air quality
- ✓ Geological, paleontological, mineral resources
- ✓ Soil resources
- ✓ Water resources\*
- ✓ Vegetation
- ✓ Special status plant species\*
- ✓ Wildlife\*
- ✓ Special status wildlife species\*
- ✓ Aquatic biological resources
- ✓ Special status aquatic species
- ✓ Cultural resources and Native American concerns\*
- ✓ Visual resources
- ✓ Recreation resources
- ✓ Land use
- ✓ Special designation areas
- ✓ Transportation
- ✓ Social and economic resources
- ✓ Public health and safety
- ✓ Wild horse management areas
- ✓ Lands with wilderness characteristics
- ✓ Wildland fire
- ✓ Migratory birds\*

*\*Denotes resources that include field surveys to identify and mitigate impacts to sensitive resources prior to construction activities.*