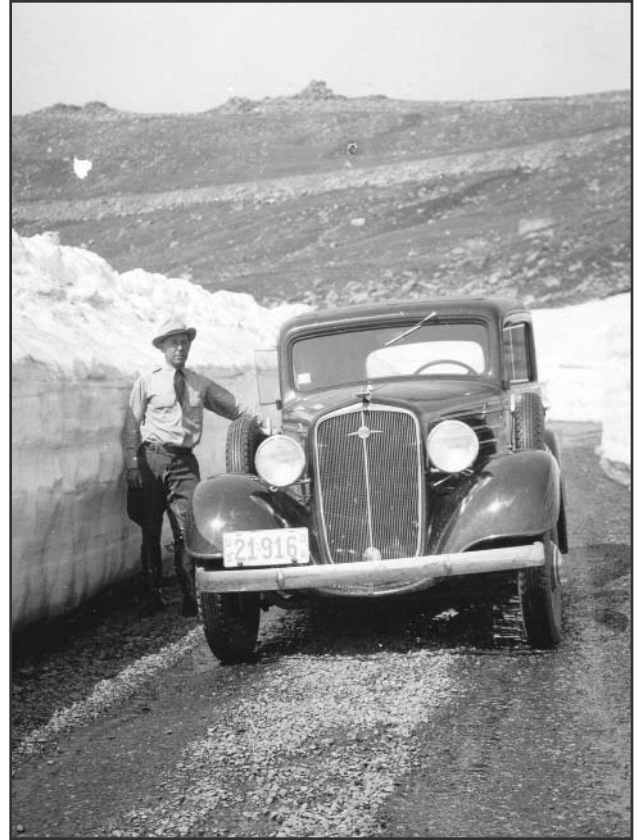


Appendix H

Visual Simulations



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- Project start and end
- PS1 Location of photo simulation

Figure H-1
 Location of Photo Simulations

1/2 Inch = 1 Mile

File: 521\eis\Figures-03\Figset.cdr

PS1—Photo simulation near beginning of project (KP 39.7), looking east.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have a 9.6-m (32-ft.) roadway at this location as a transition to a 9.0-m (30-ft.) roadway at Clay Butte Lookout turnoff.

PS2—Photo simulation south of Beartooth Lake Campground (KP 44.2), looking west.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have a 9.0-m (30-ft.) roadway at this location. A paved ditch with curb would eliminate ditch erosion and minimize cutslope disturbance.

PS3—Photo simulation south of the Top of the World Store (KP 45.7), looking east.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway. Proposed road in Alternative 6 (preferred) at 9.0 m (30 ft.) would depart from the current alignment. Existing road, shown at right in the top photo, would be removed and the area reclaimed.

PS4—Photo simulation near Little Bear Lake (KP 48.6), looking west.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have a 9.0-m (30-ft.) roadway at this location.

PS5—Photo simulation just west of Little Bear Lake fen (KP 49.1), looking east.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway with pullout in foreground; the preferred alternative would have a 9.0-m (30-ft.) roadway at this location. Not shown in the simulation is a proposed bridge across Little Bear Lake fen.

PS6—Photo simulation east of Long Lake (KP 51.6), looking east.



Existing road.

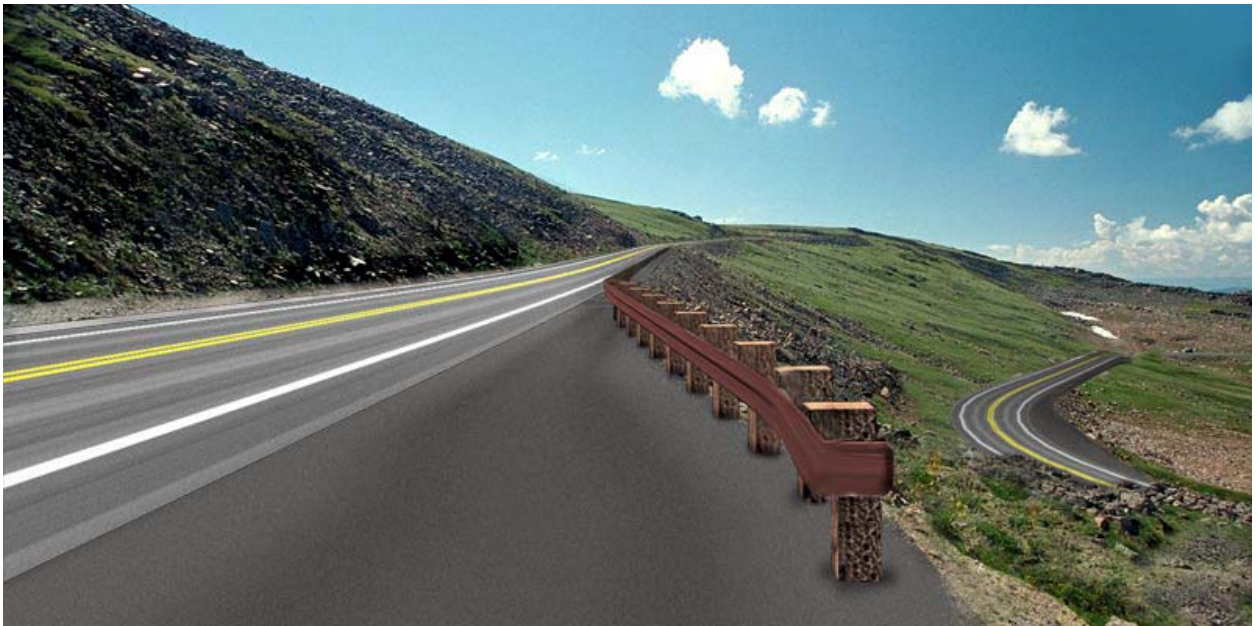


Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have a 9.0-m (30-ft.) roadway width at this location.

PS7—Photo simulation of lower west summit switchbacks (KP 56.9), looking south.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location. A pullout is shown in the foreground.

PS8—Photo simulation of lower west summit switchbacks (KP 57.3), looking north.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location. Guardrail would be needed where the adjacent slopes are steep.

PS9—Photo simulation at Bar Drift (KP 61.0), looking west.



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway with a proposed Bar Drift parking area in the foreground. The preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.

PS10—Photo simulation past Albright Curve (KP 66.1).



Existing road.



Visual simulation of a 9.6-m (32-ft.) roadway; the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.