

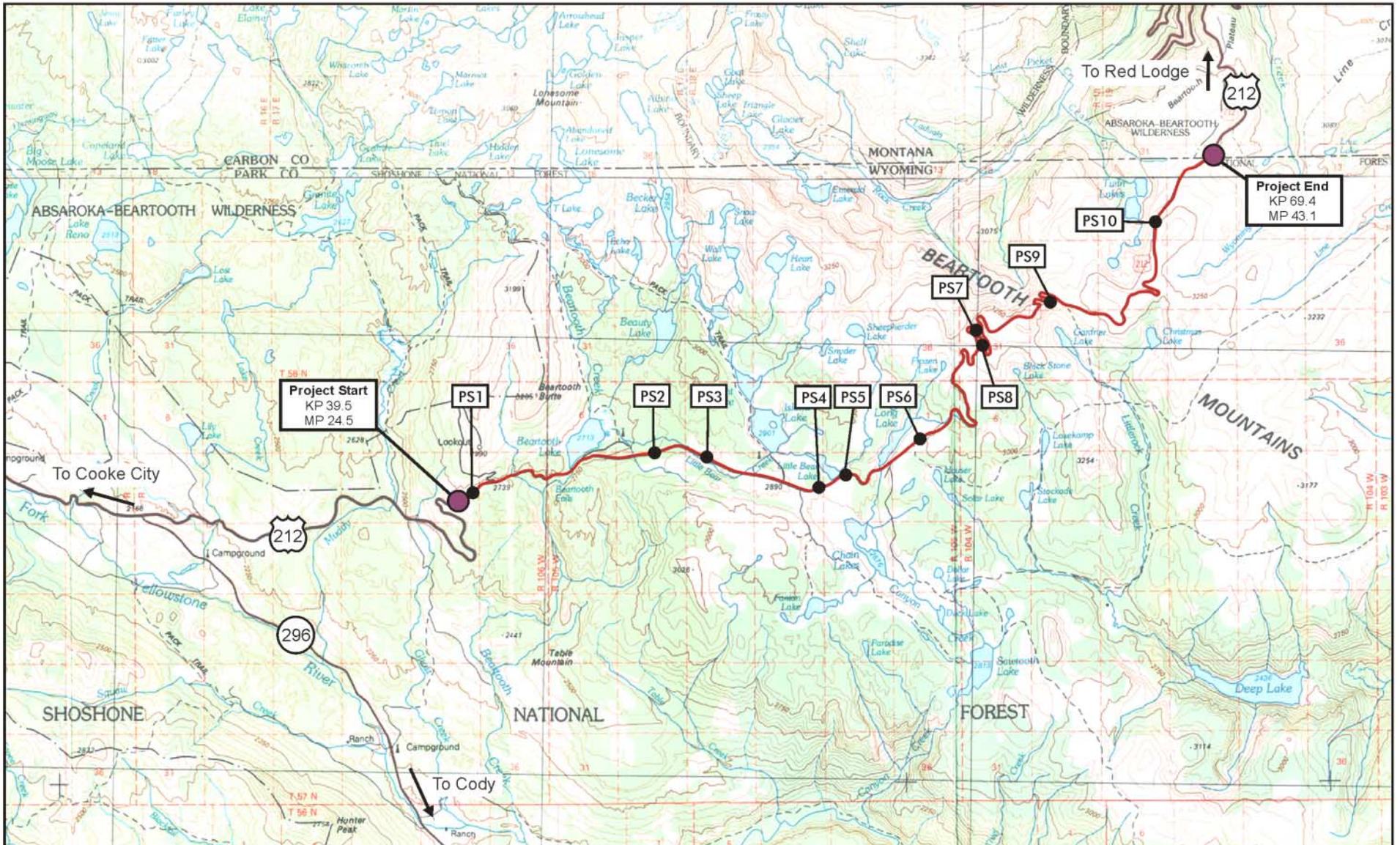
# Appendix G

## Visual Simulations

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- Project start and end
- PS1 Location of photo simulation

Figure G-1  
 Location of Photo Simulations

1/2 Inch = 1 Mile



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



*Existing road.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have a 9.6-m (32-ft.) roadway at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have a 9.6-m (32-ft.) roadway at this location. A paved ditch with curb would eliminate ditch erosion and minimize backslope disturbance in sensitive areas, such as in forested areas.*

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



*Existing road.*



*Proposed road in Alternative 6 (preferred) at 9.6 m (32 ft.), which would depart from the current alignment. Existing road, shown at right in the above photo, would be removed and the area reclaimed.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have a 9.6-m (32-ft.) roadway at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.) with pullout in foreground; the preferred alternative would have a 9.6-m (32-ft.) roadway at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft); the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.*

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



*Existing road.*



*Proposed road at 9.6 m (32 ft.) with Gardner headwall pullout; 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.*



*Proposed road at 9.6 m (32 ft.); the preferred alternative would have an 8.4-m (28-ft.) roadway width at this location.*