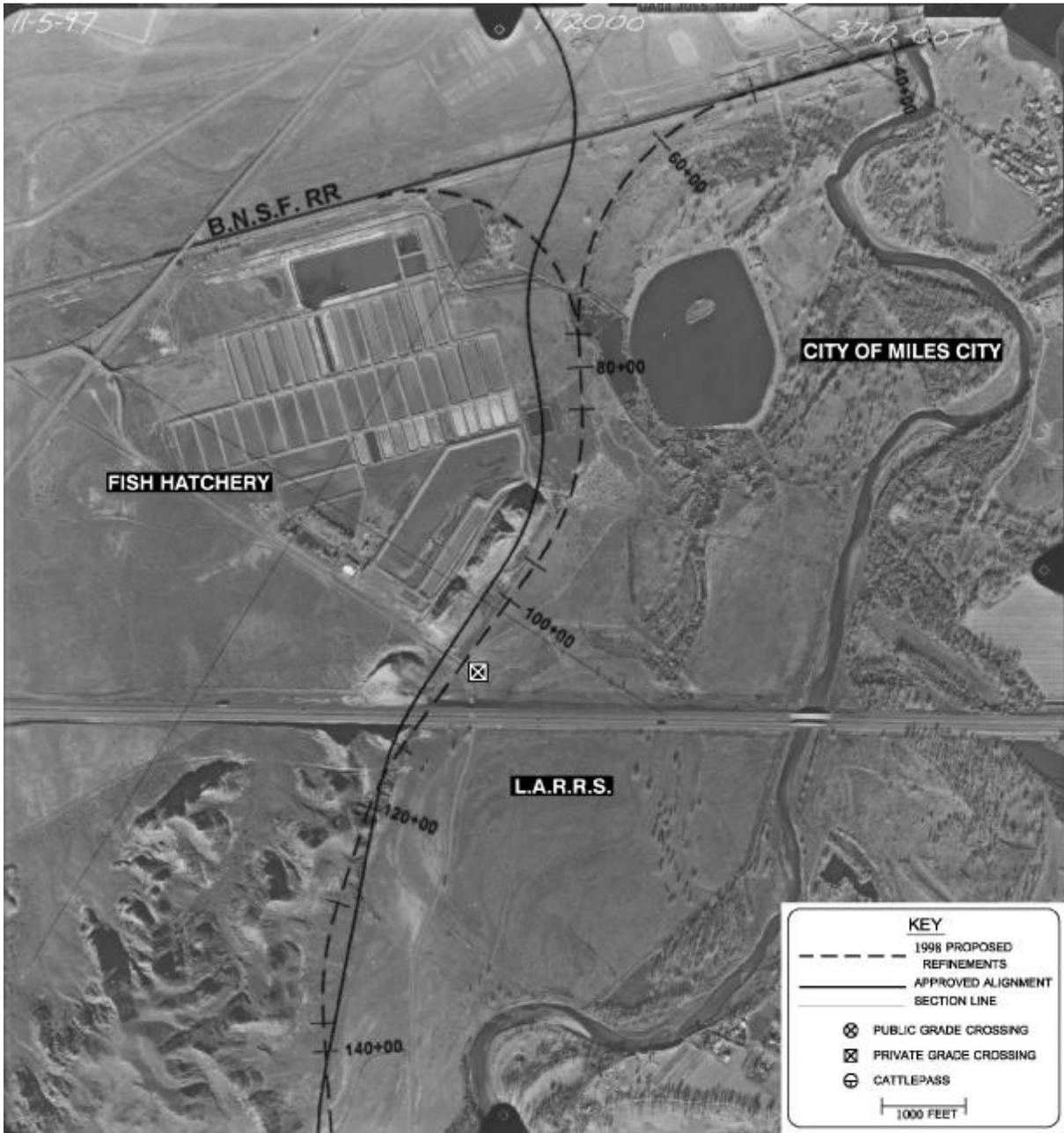


Appendix A

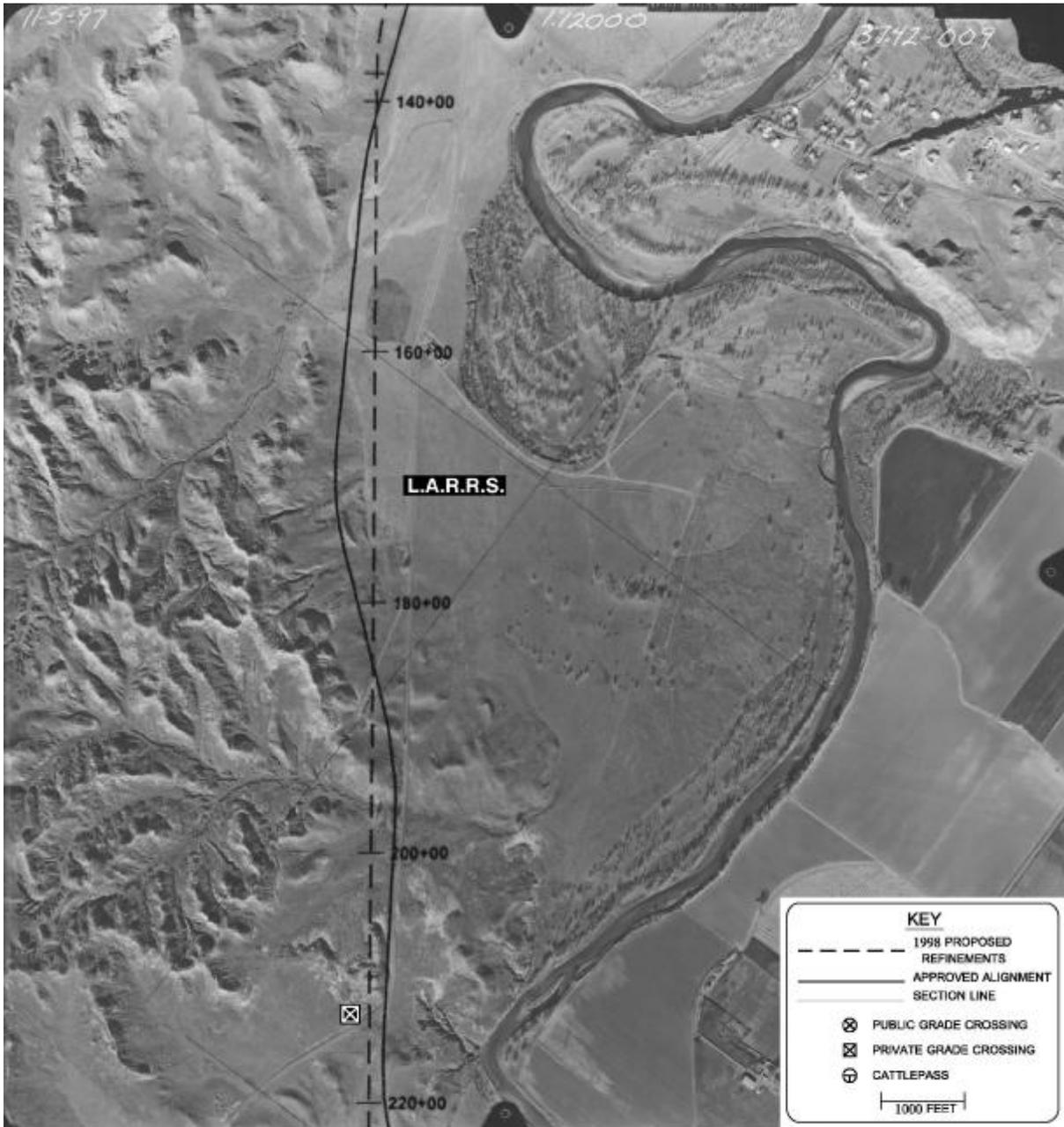
Aerial Photographs of the Approved and Proposed Alignments from Miles City to Decker

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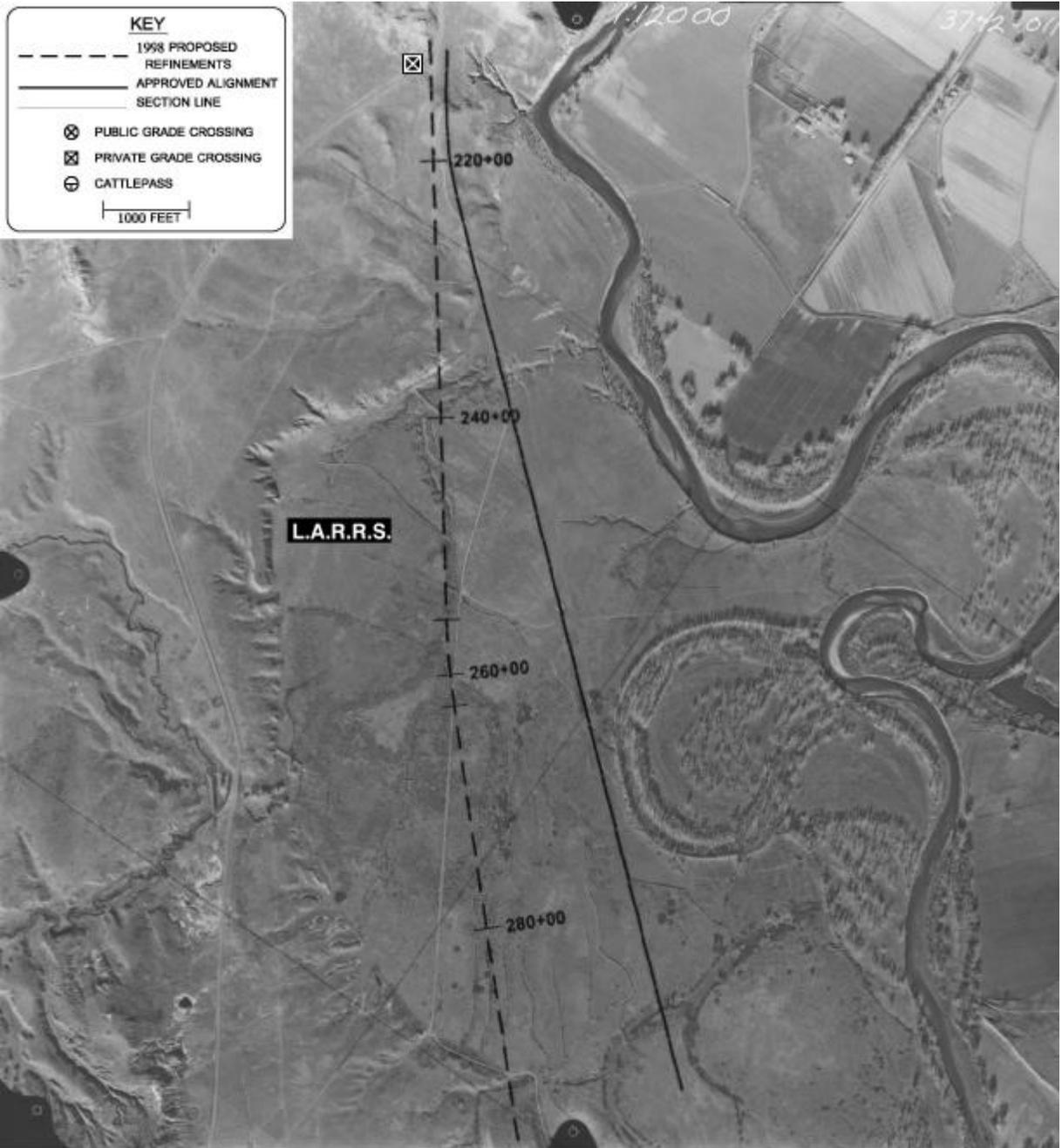
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-1
Aerial Photographs of Alignments
Miles City to Ashland



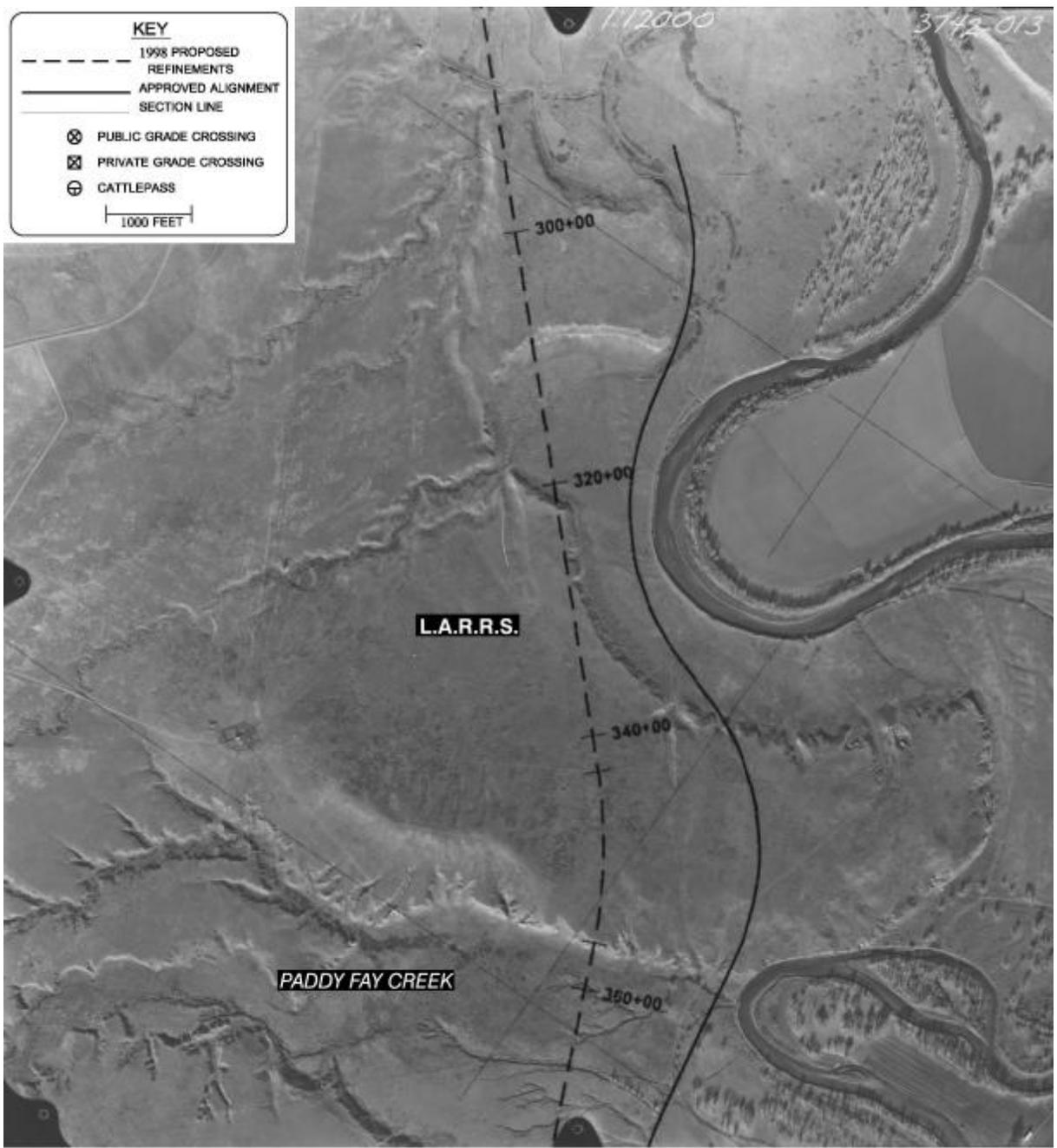
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Figure A-2
Aerial Photographs of Alignments
Miles City to Ashland



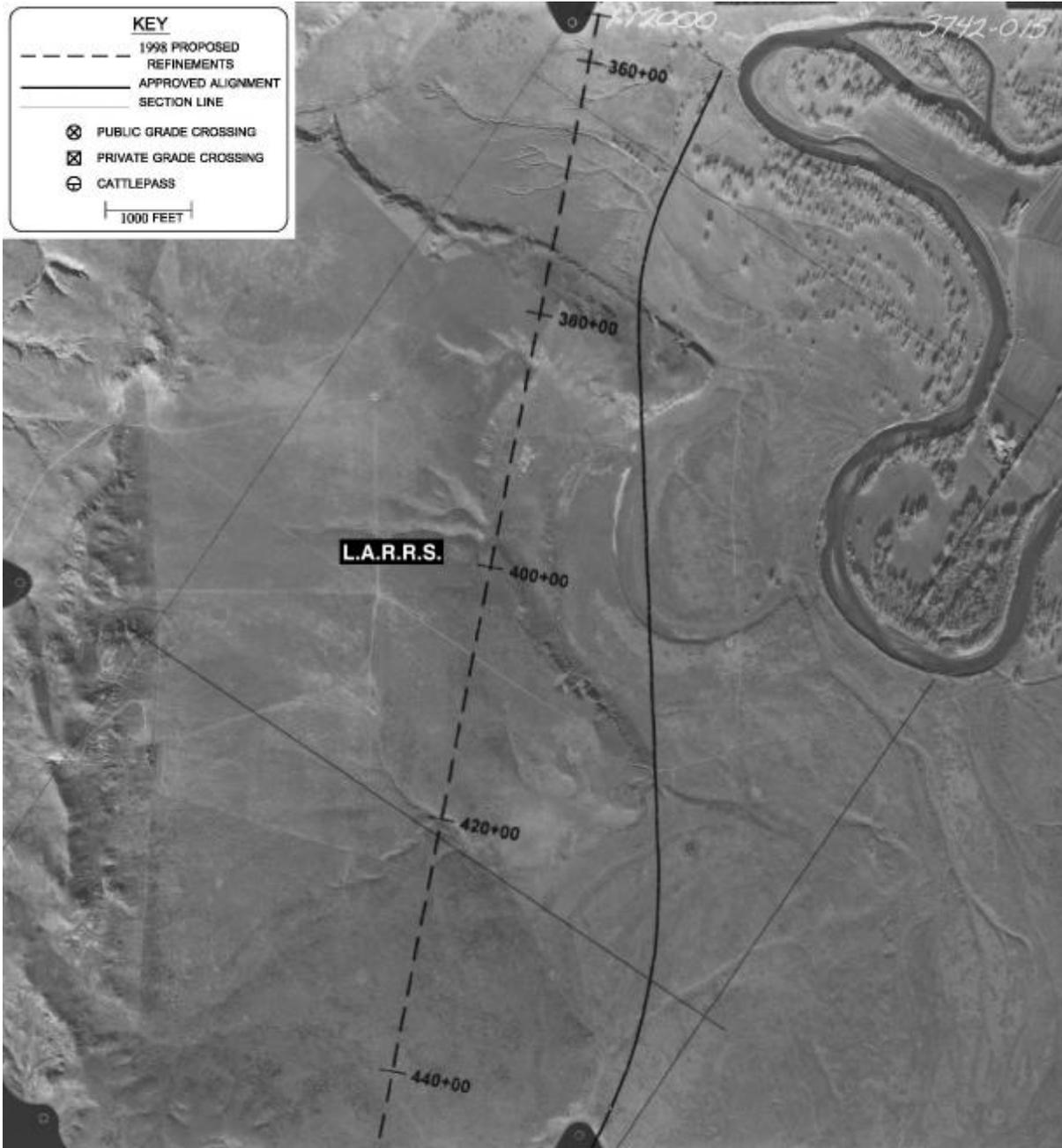
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Figure A-3
Aerial Photographs of Alignments
Miles City to Ashland



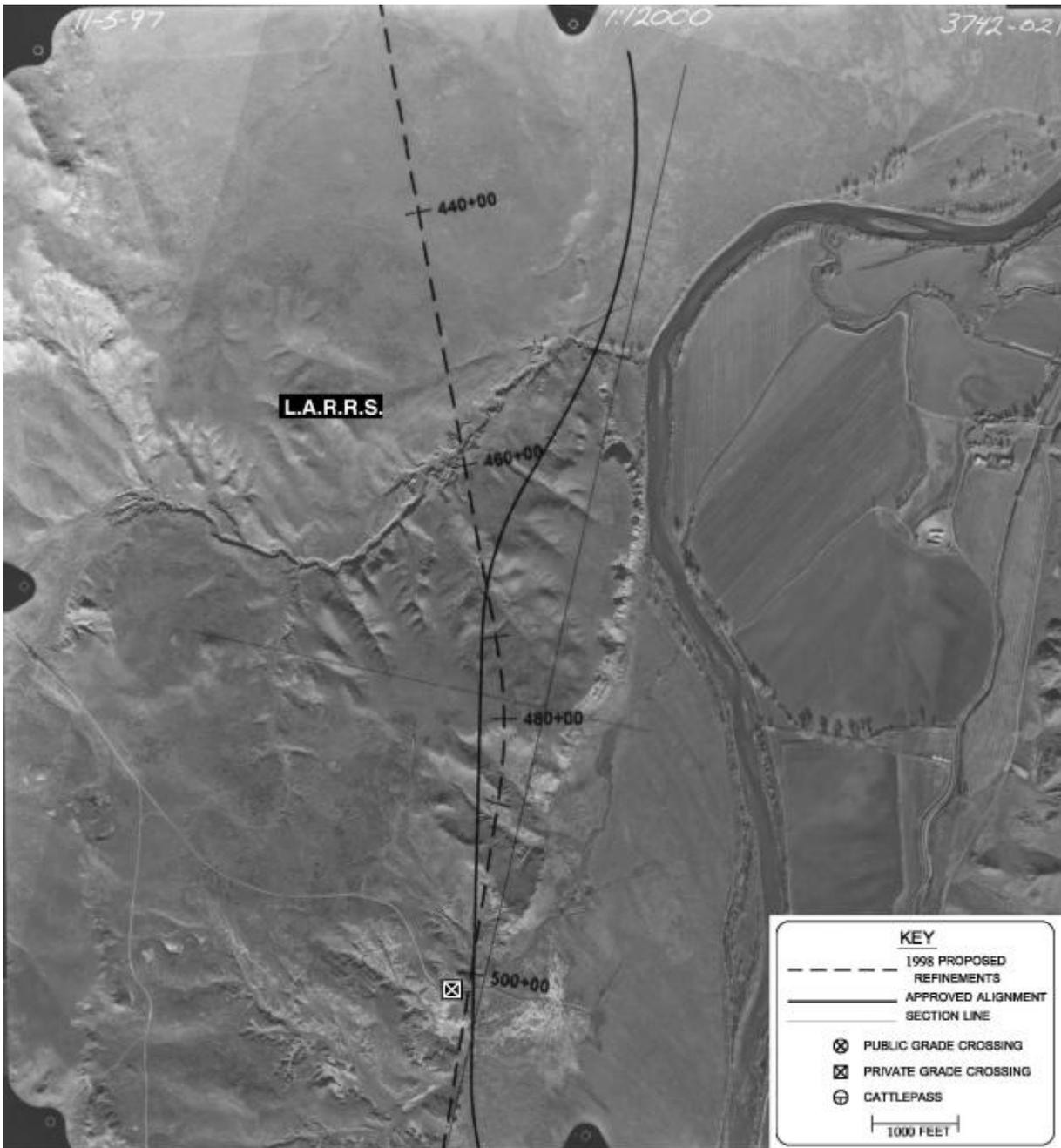
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Figure A-4
Aerial Photographs of Alignments
Miles City to Ashland



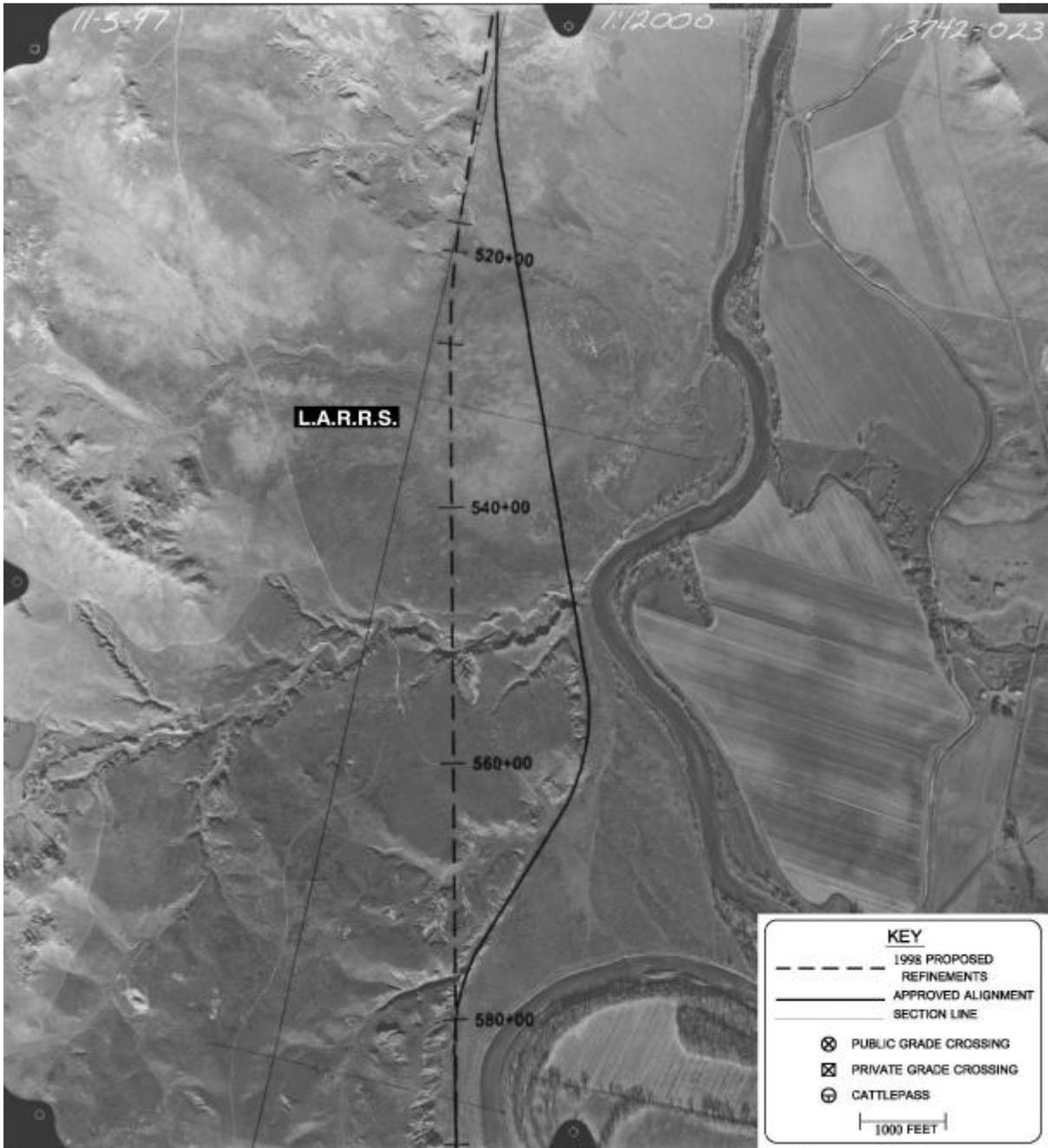
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Figure A-5
Aerial Photographs of Alignments
Miles City to Ashland



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Figure A-6
Aerial Photographs of Alignments
Miles City to Ashland



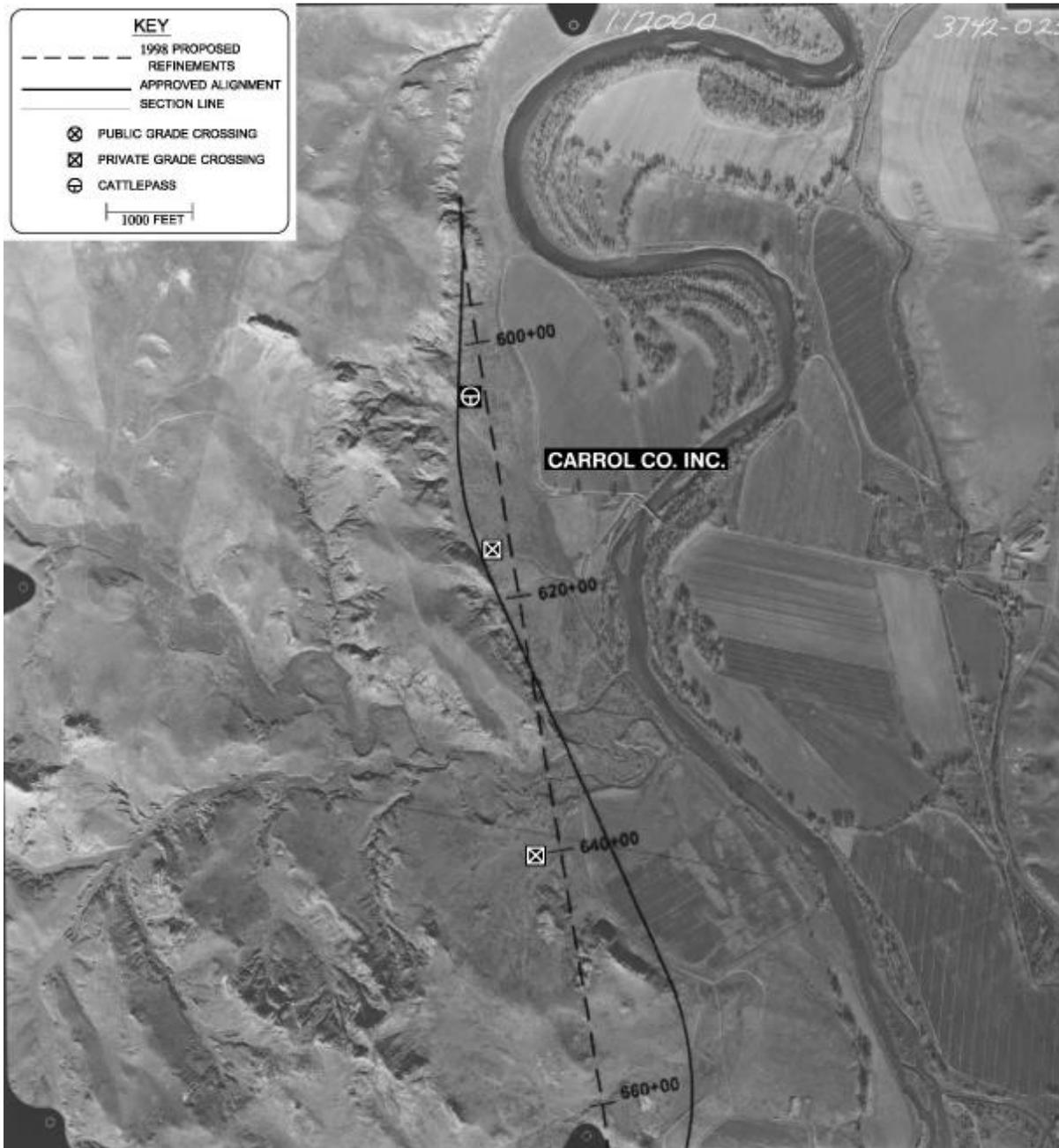
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Figure A-7
Aerial Photographs of Alignments
Miles City to Ashland

KEY

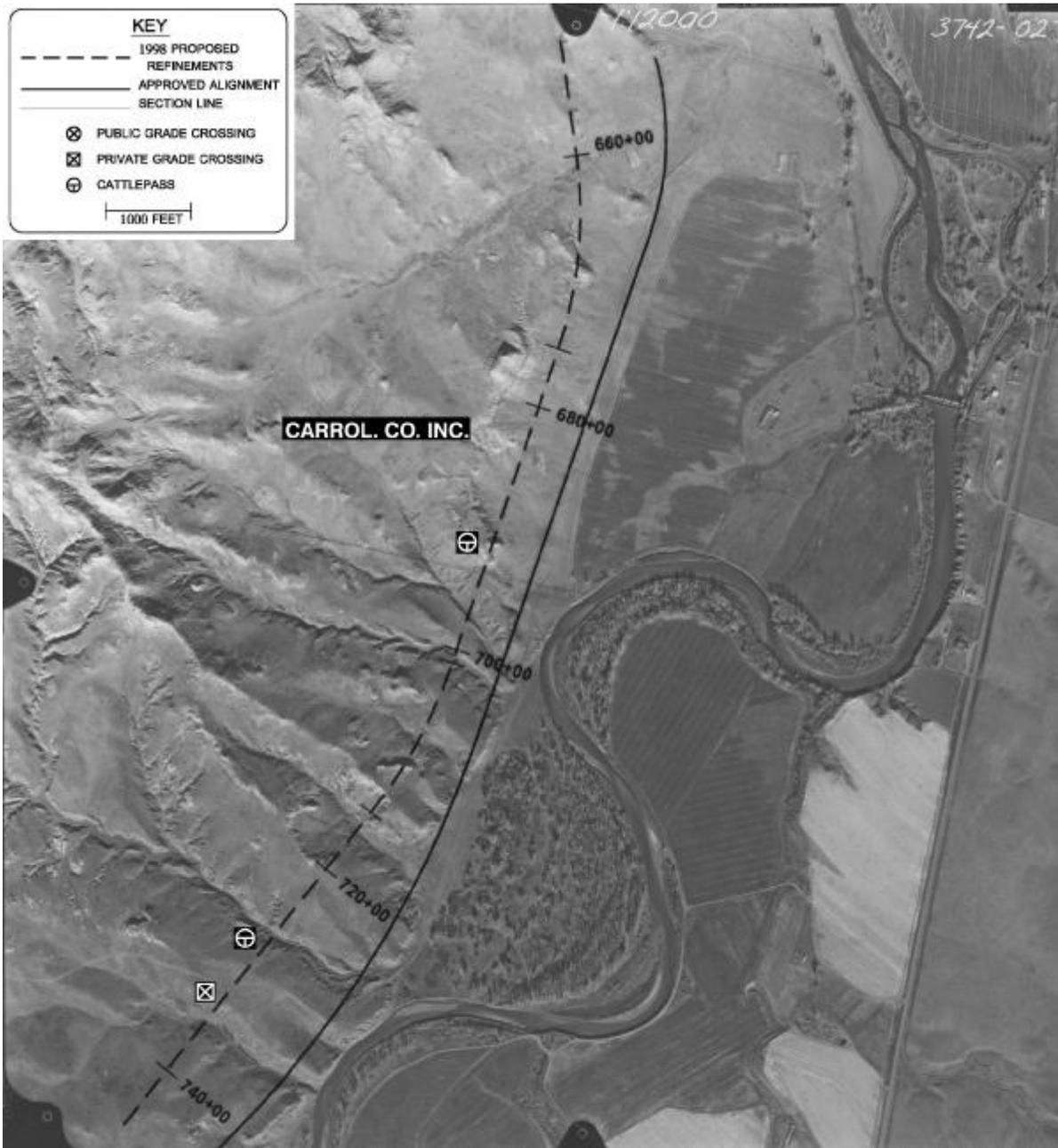
- 1998 PROPOSED REFINEMENTS
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1000 FEET



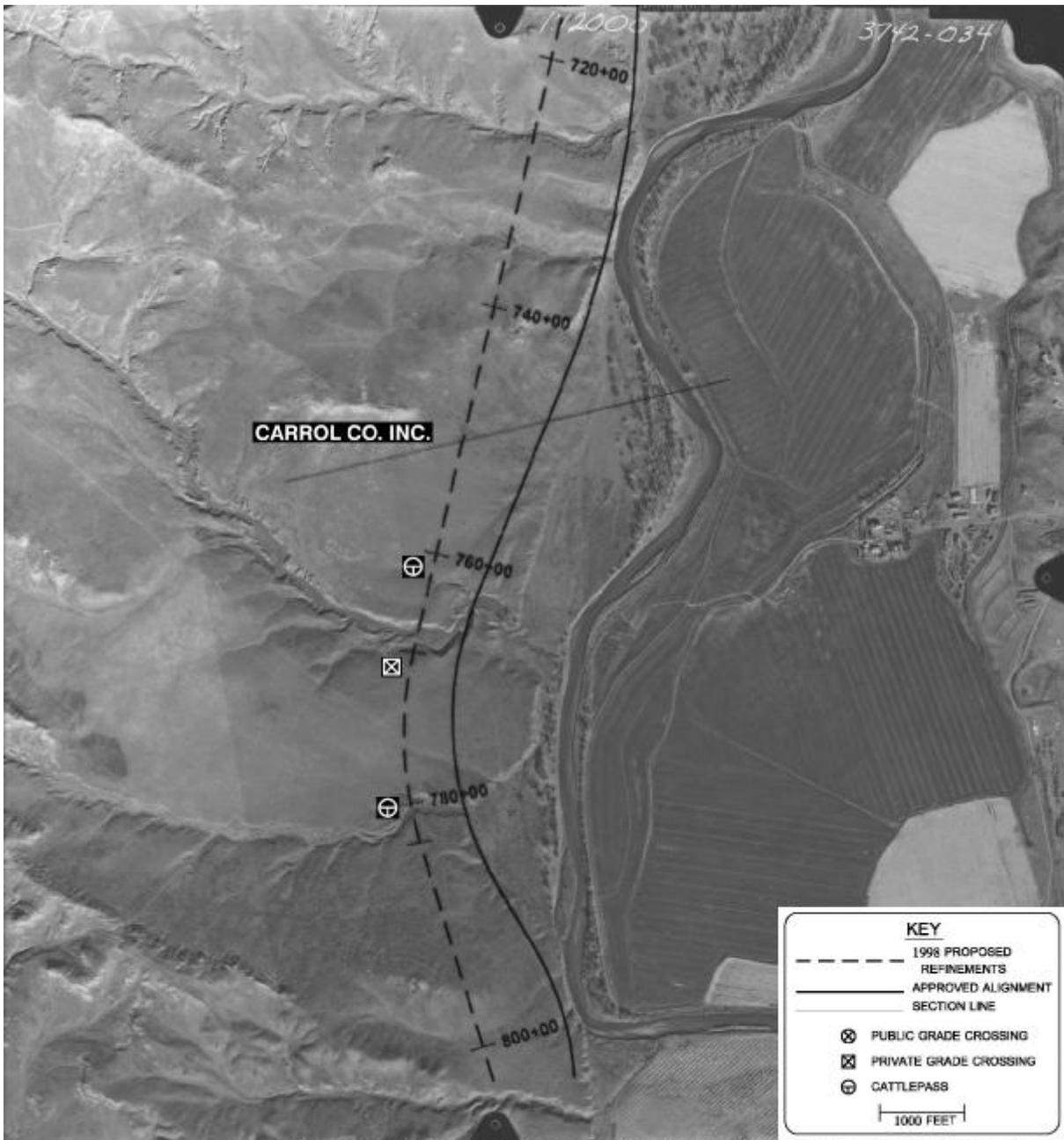
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Figure A-8
Aerial Photographs of Alignments
Miles City to Ashland



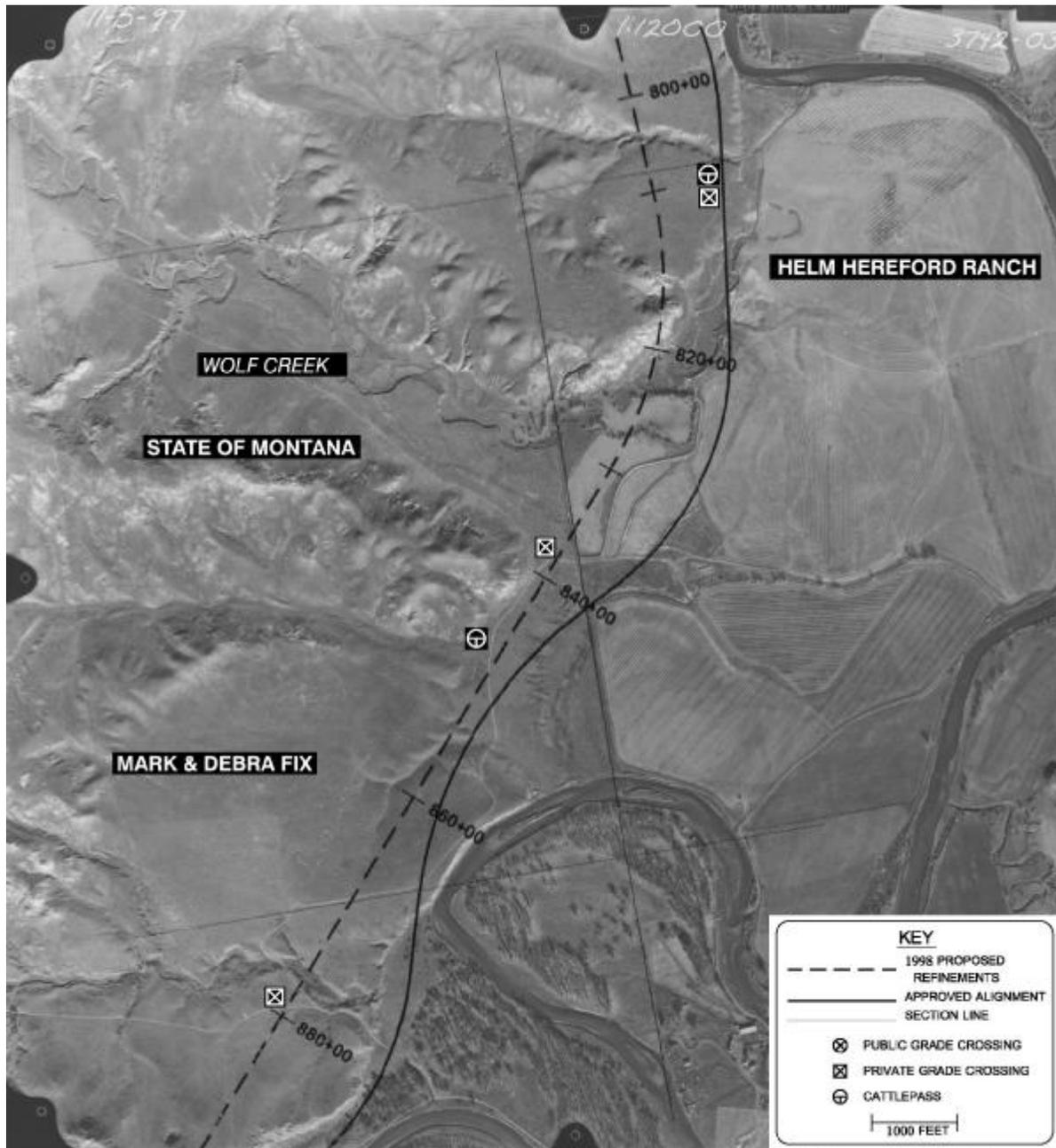
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Figure A-9
Aerial Photographs of Alignments
Miles City to Ashland



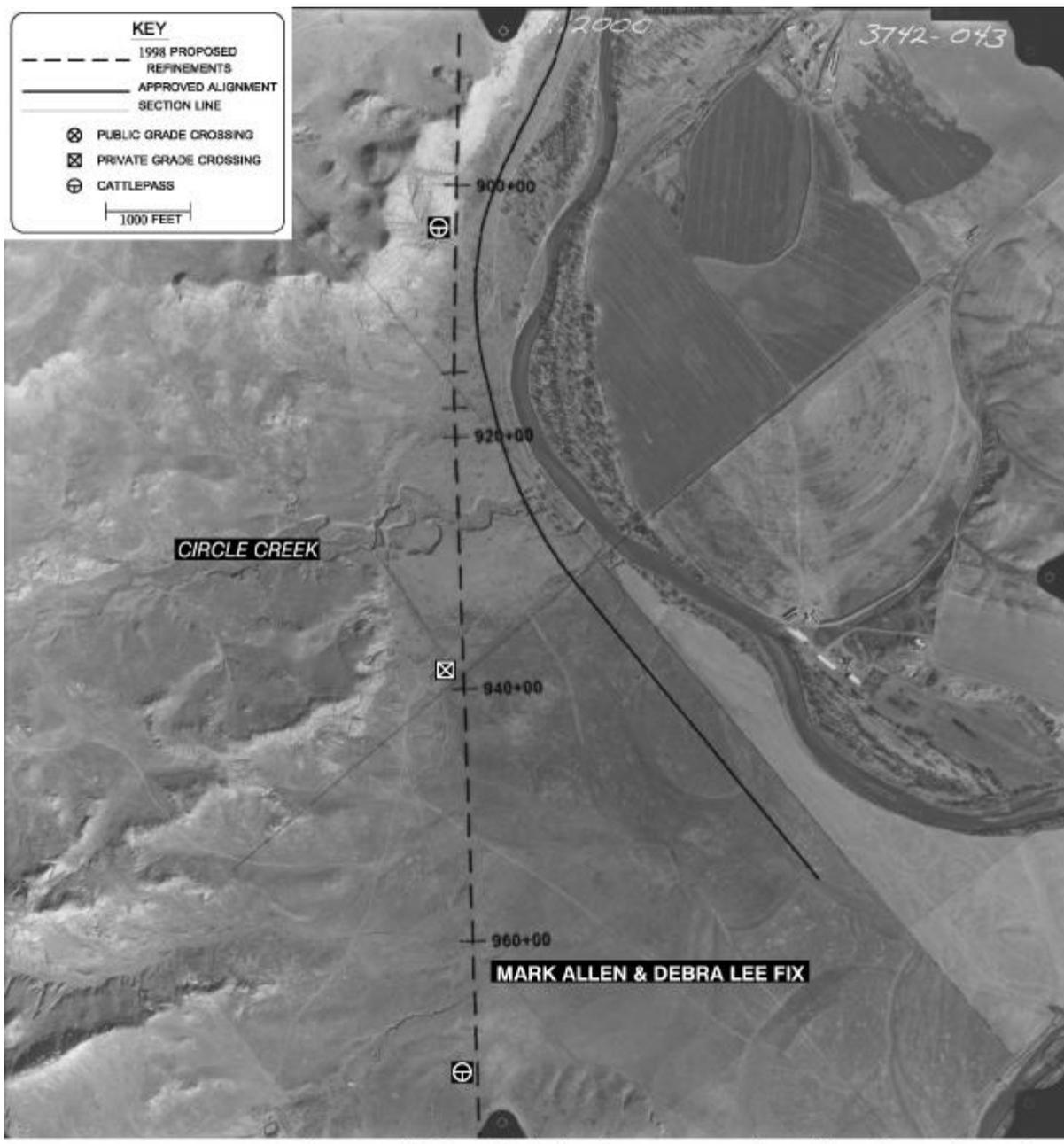
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Figure A-10
Aerial Photographs of Alignments
Miles City to Ashland



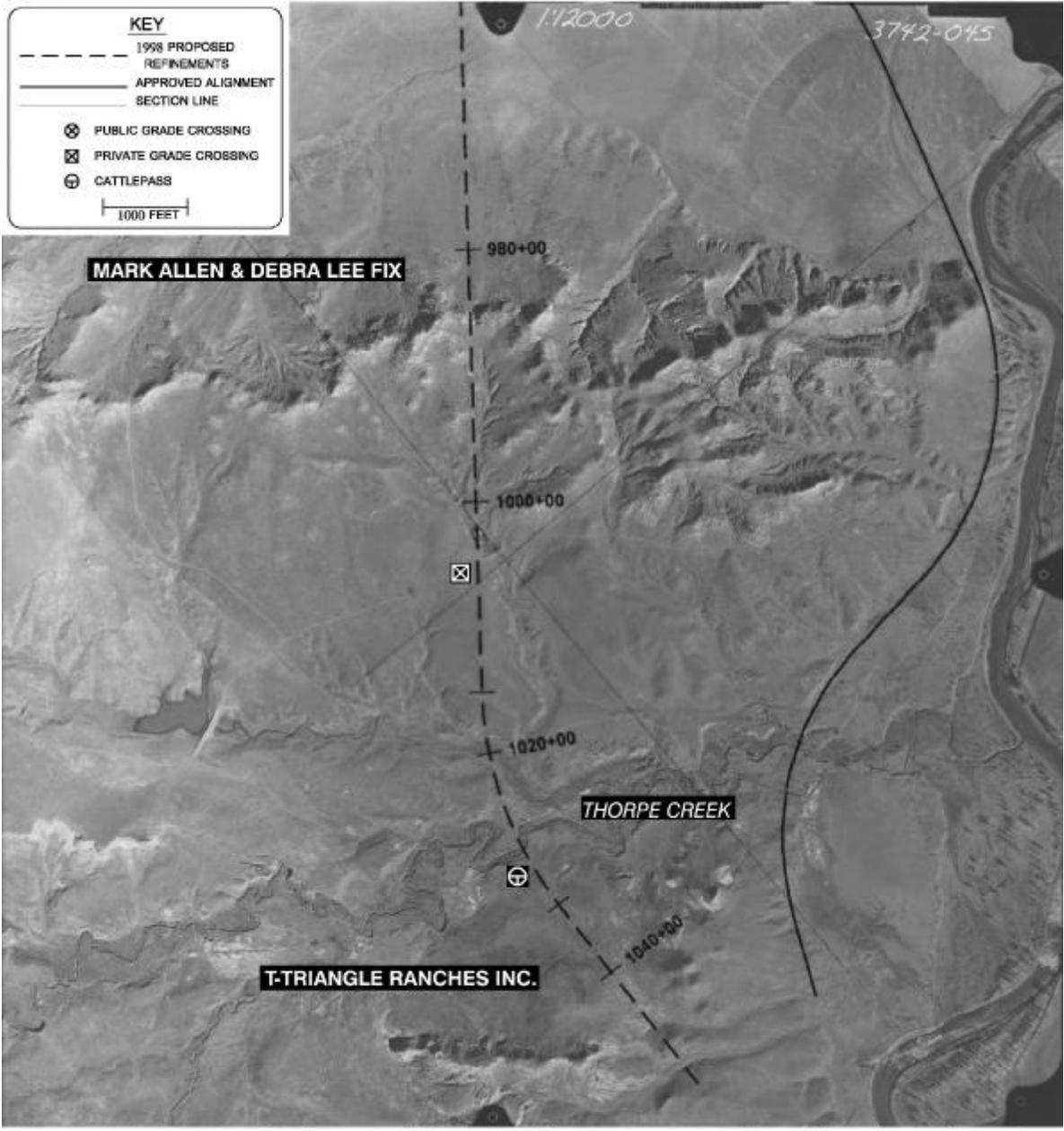
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Figure A-11
Aerial Photographs of Alignments
Miles City to Ashland



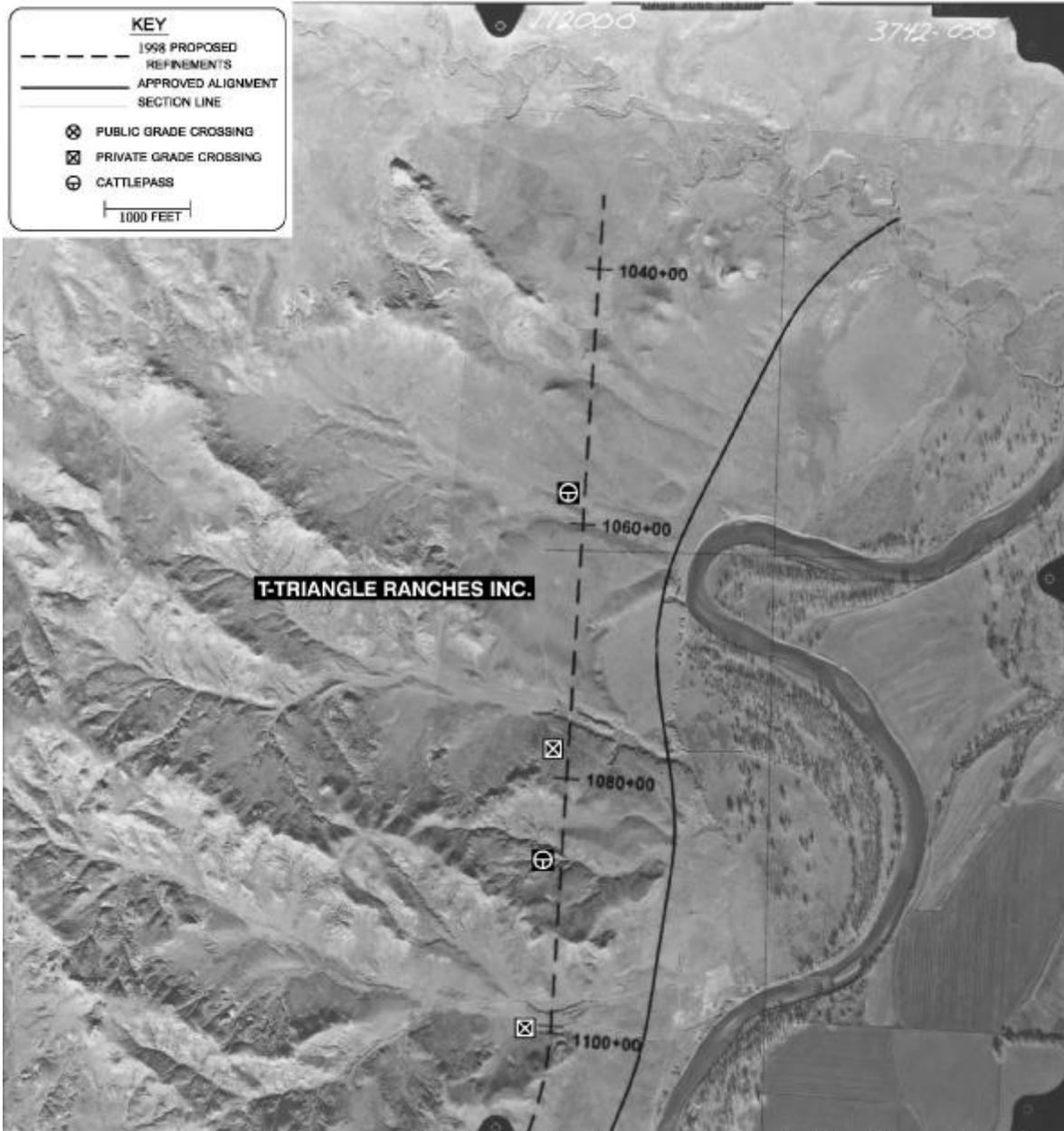
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Figure A-12
Aerial Photographs of Alignments
Miles City to Ashland



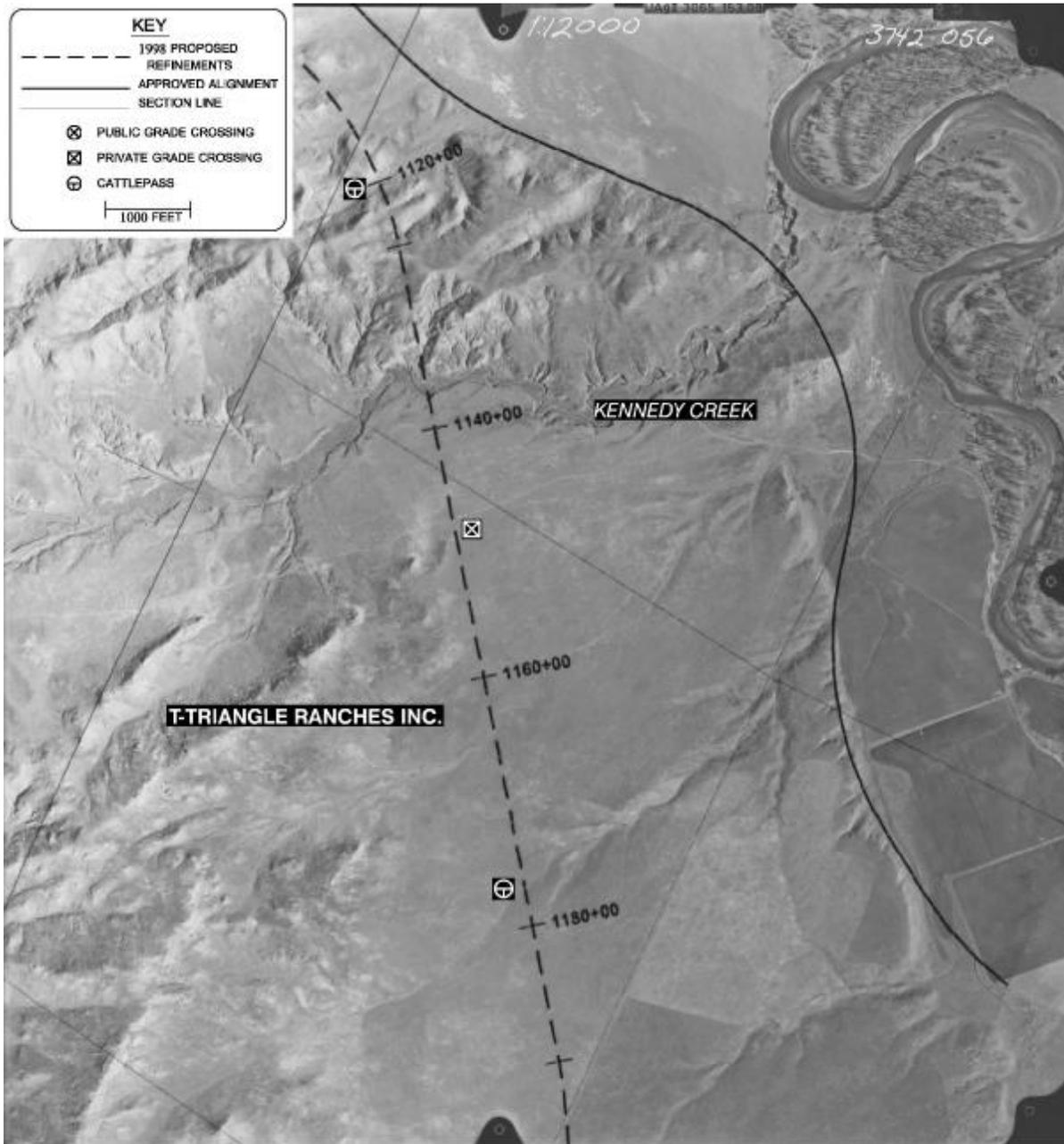
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Figure A-13
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Miles City to Ashland



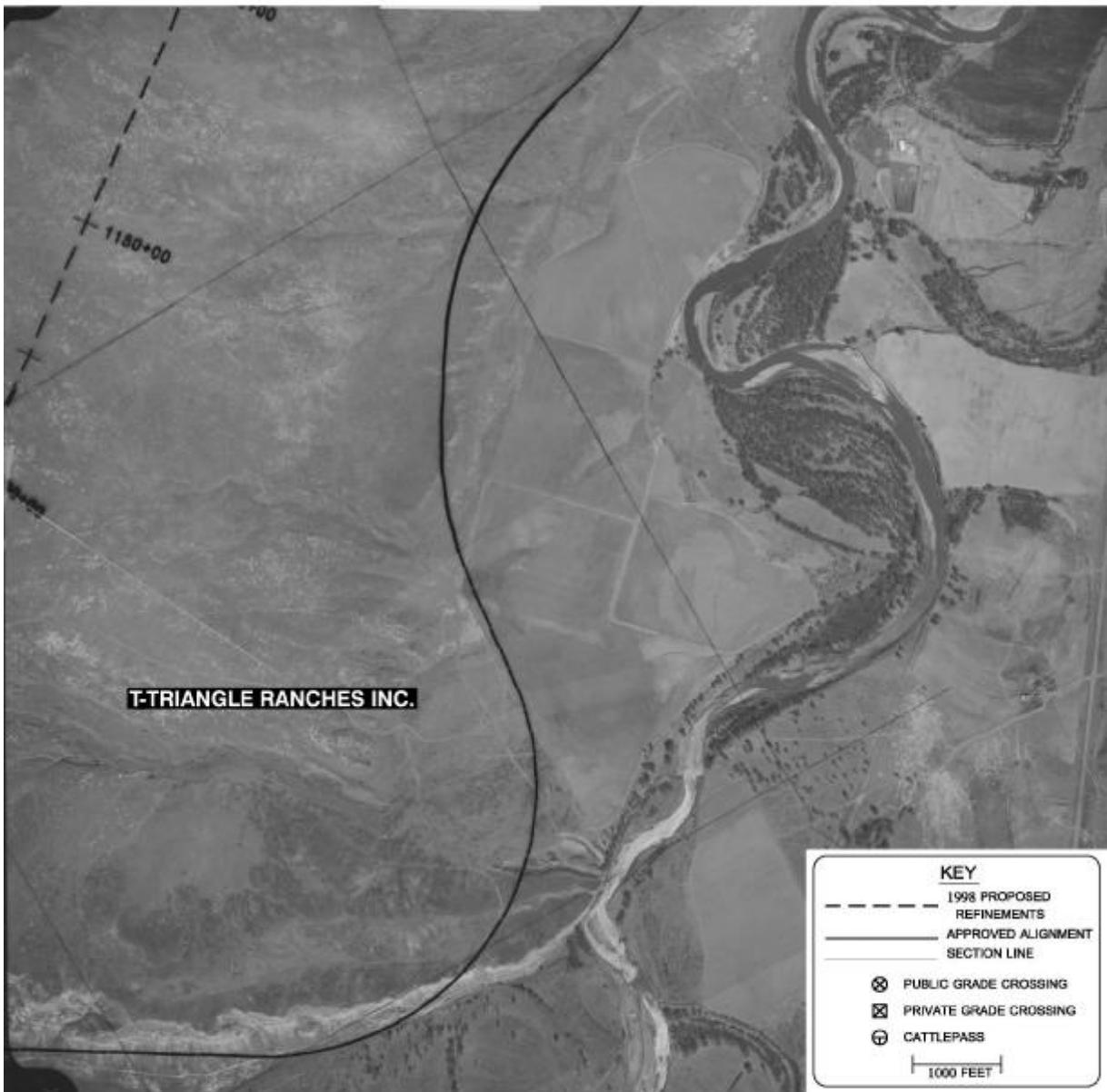
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Figure A-14
Aerial Photographs of Alignments
Miles City to Ashland



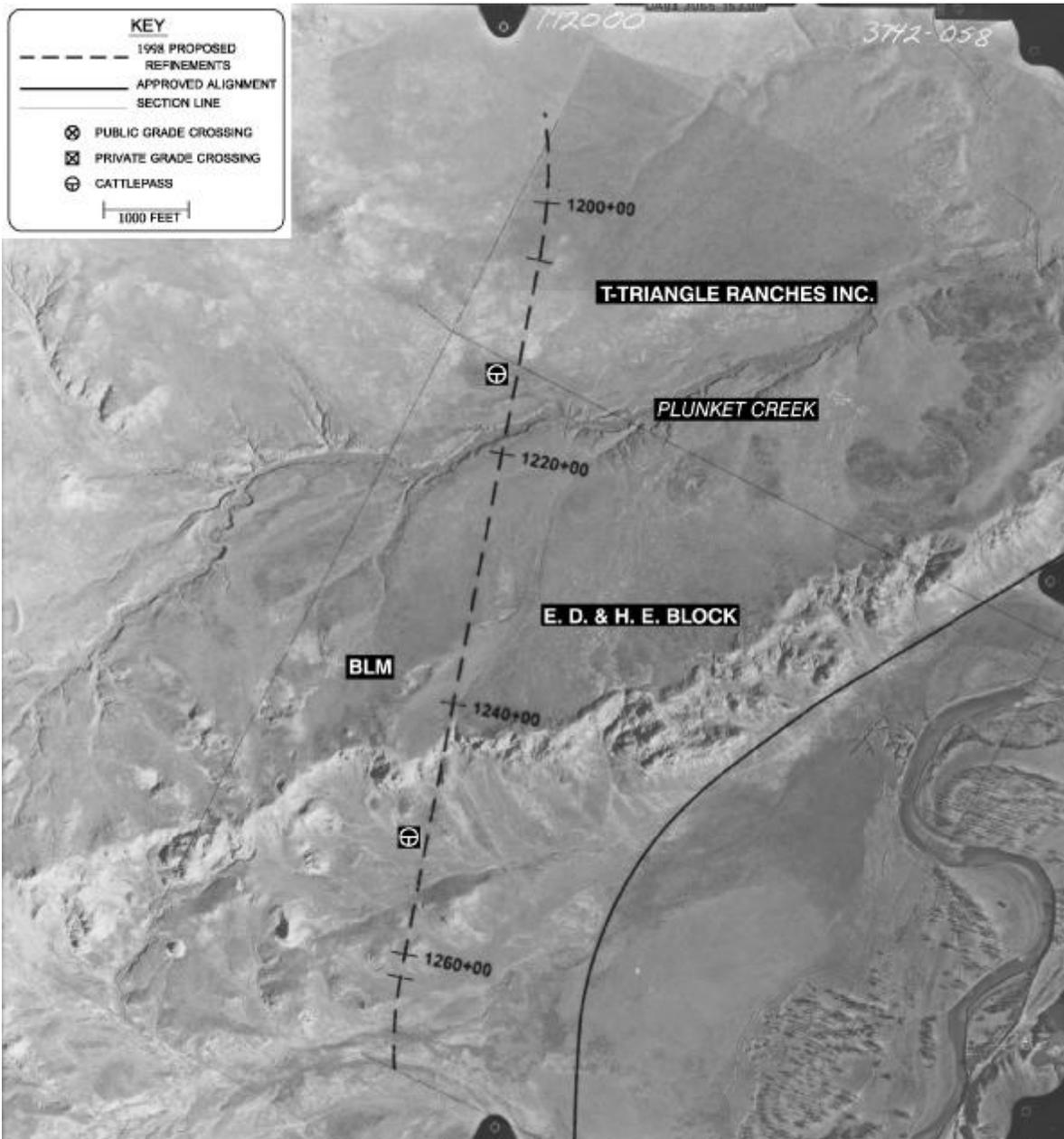
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Figure A-15
Aerial Photographs of Alignments
Miles City to Ashland



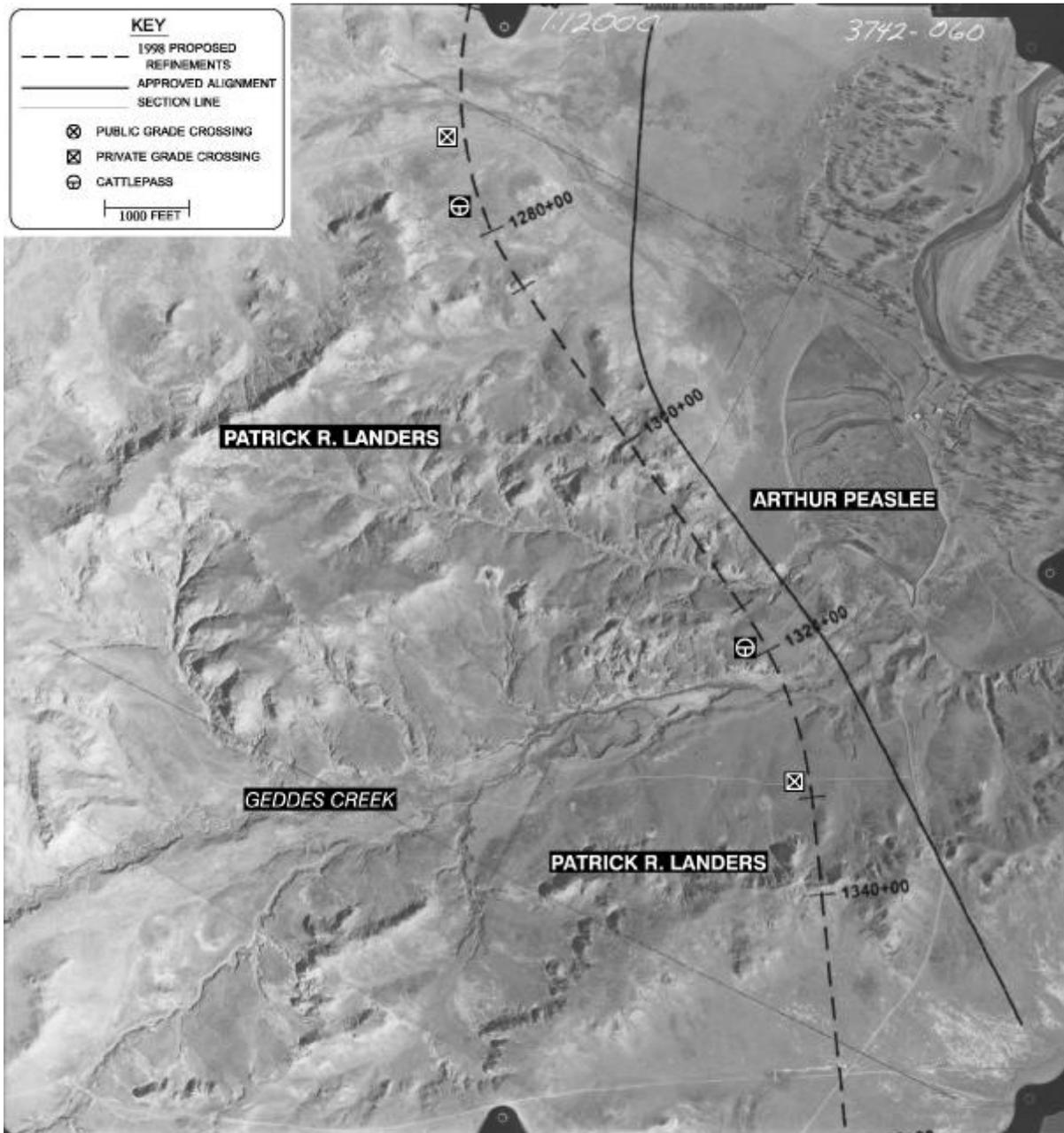
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Figure A-16
Aerial Photographs of Alignments
Miles City to Ashland



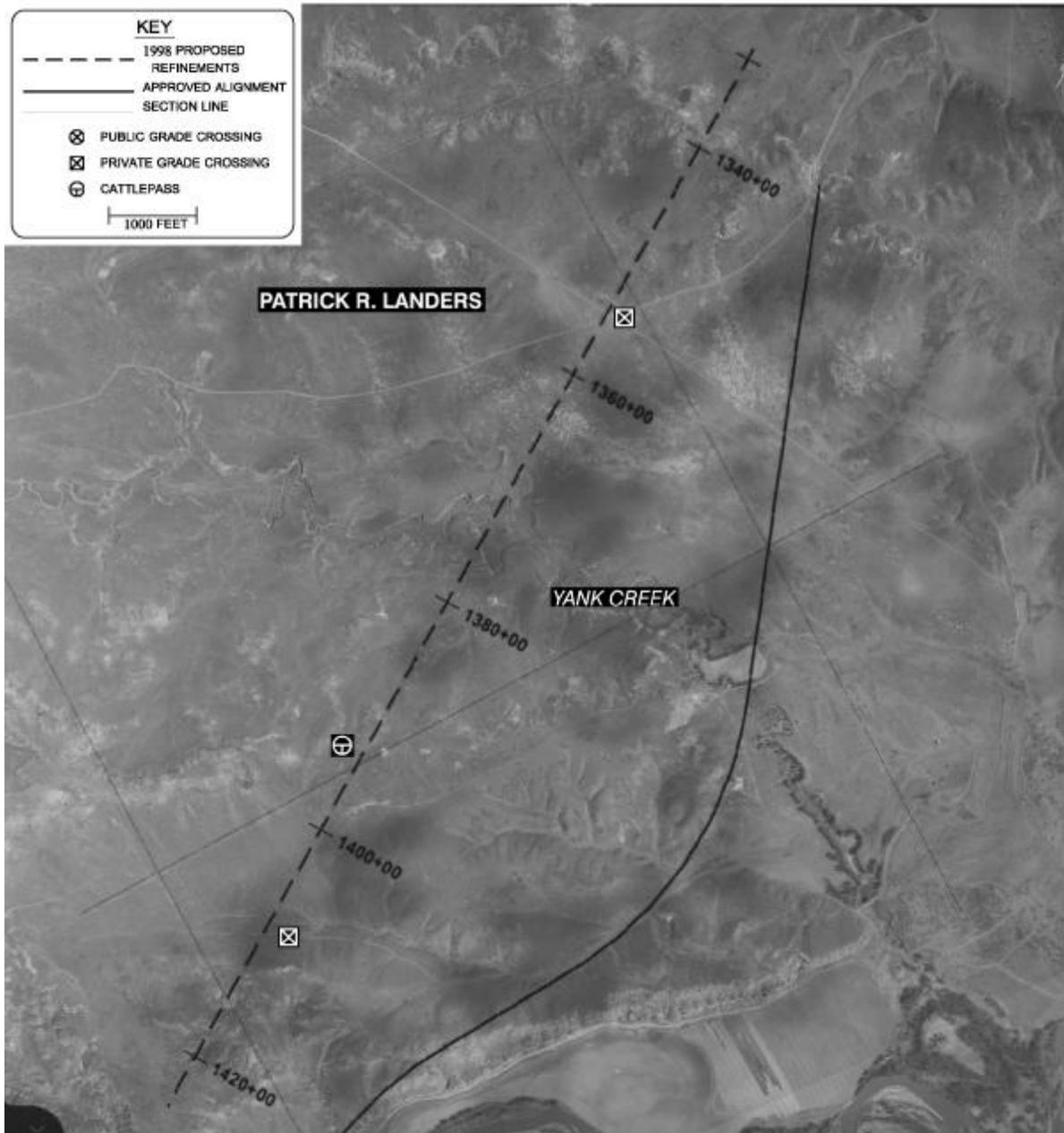
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Figure A-17
Aerial Photographs of Alignments
Miles City to Ashland



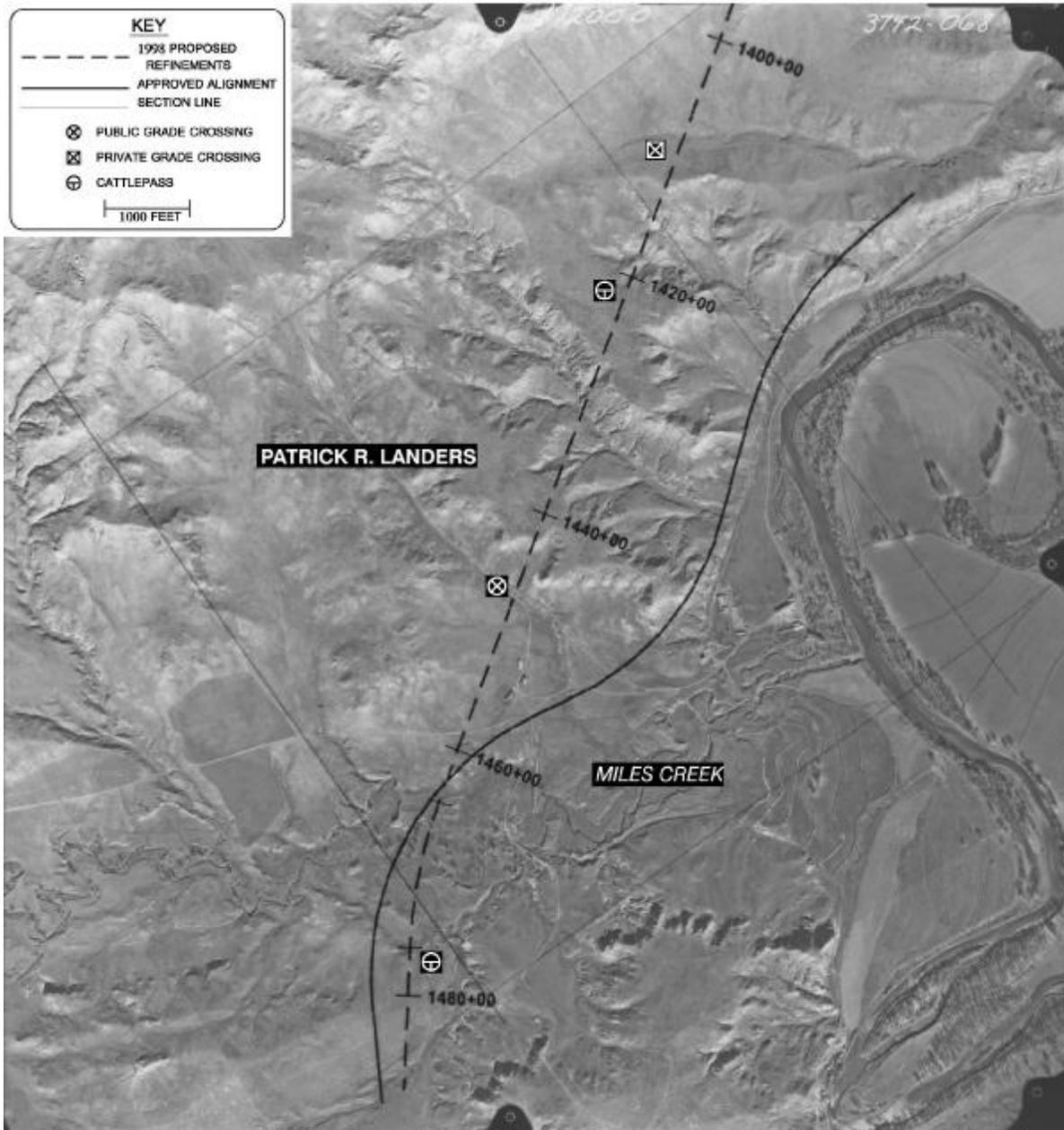
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Figure A-18
Aerial Photographs of Alignments
Miles City to Ashland



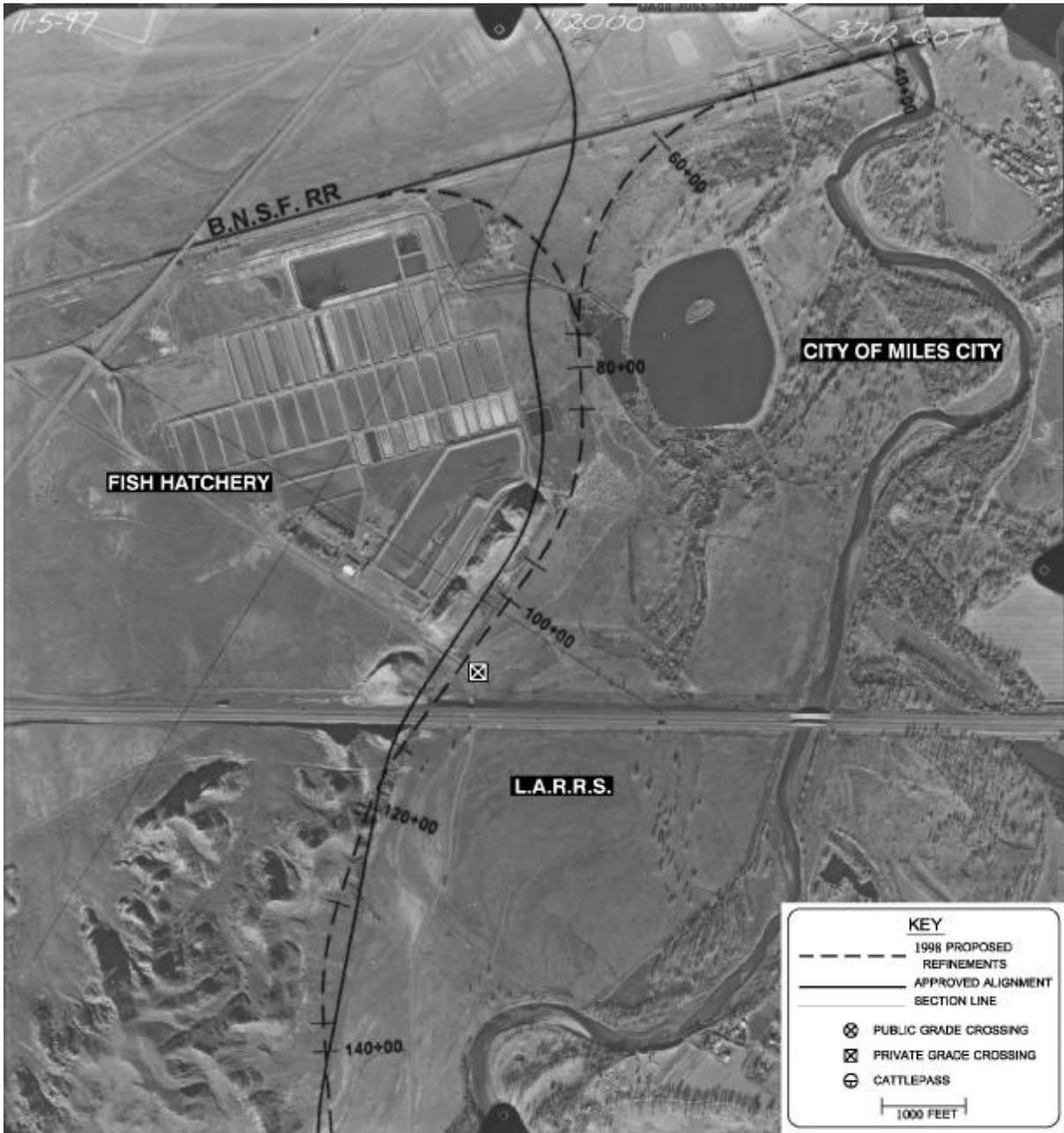
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Figure A-19
Aerial Photographs of Alignments
Miles City to Ashland



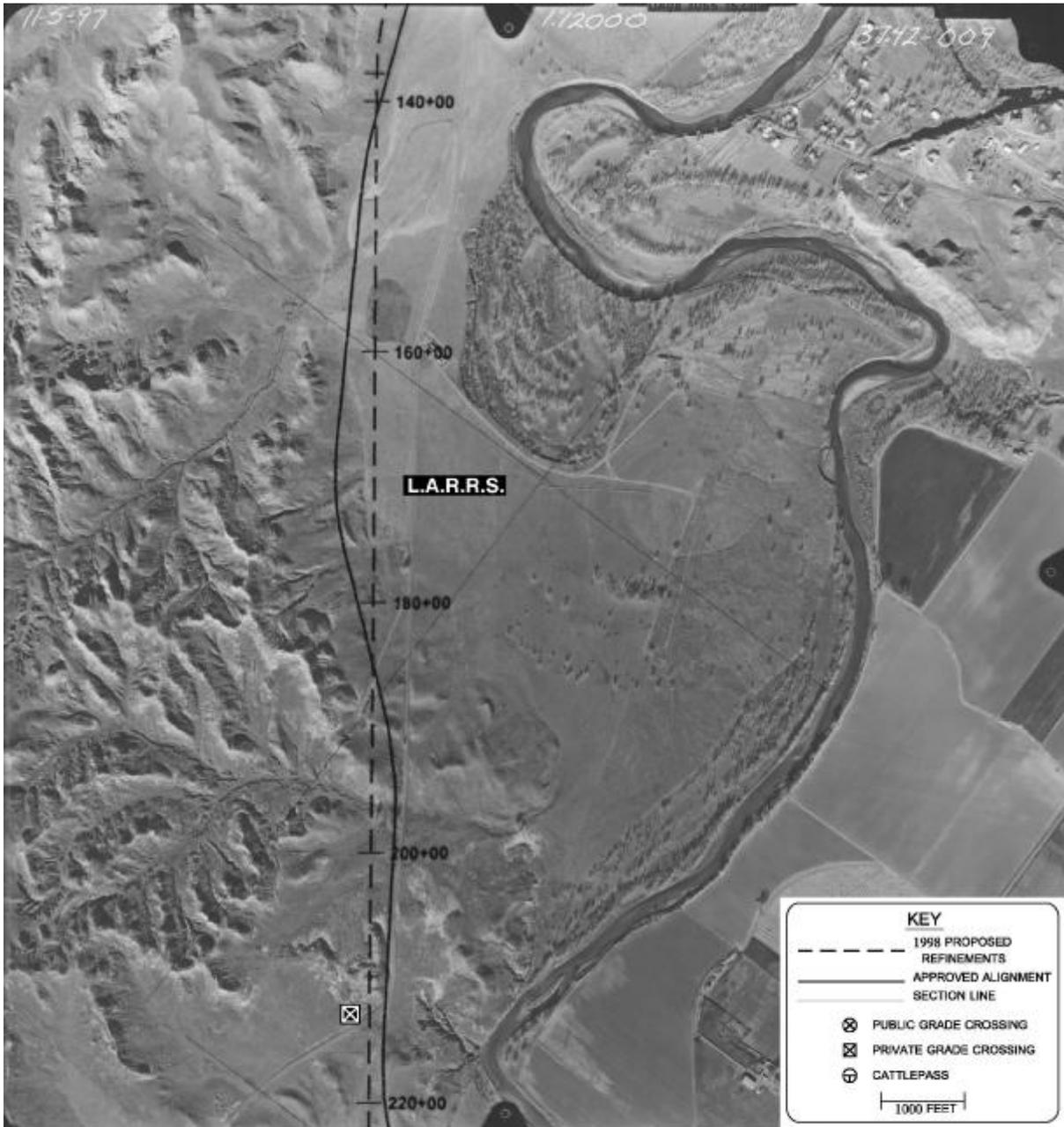
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Figure A-20
Aerial Photographs of Alignments
Miles City to Ashland



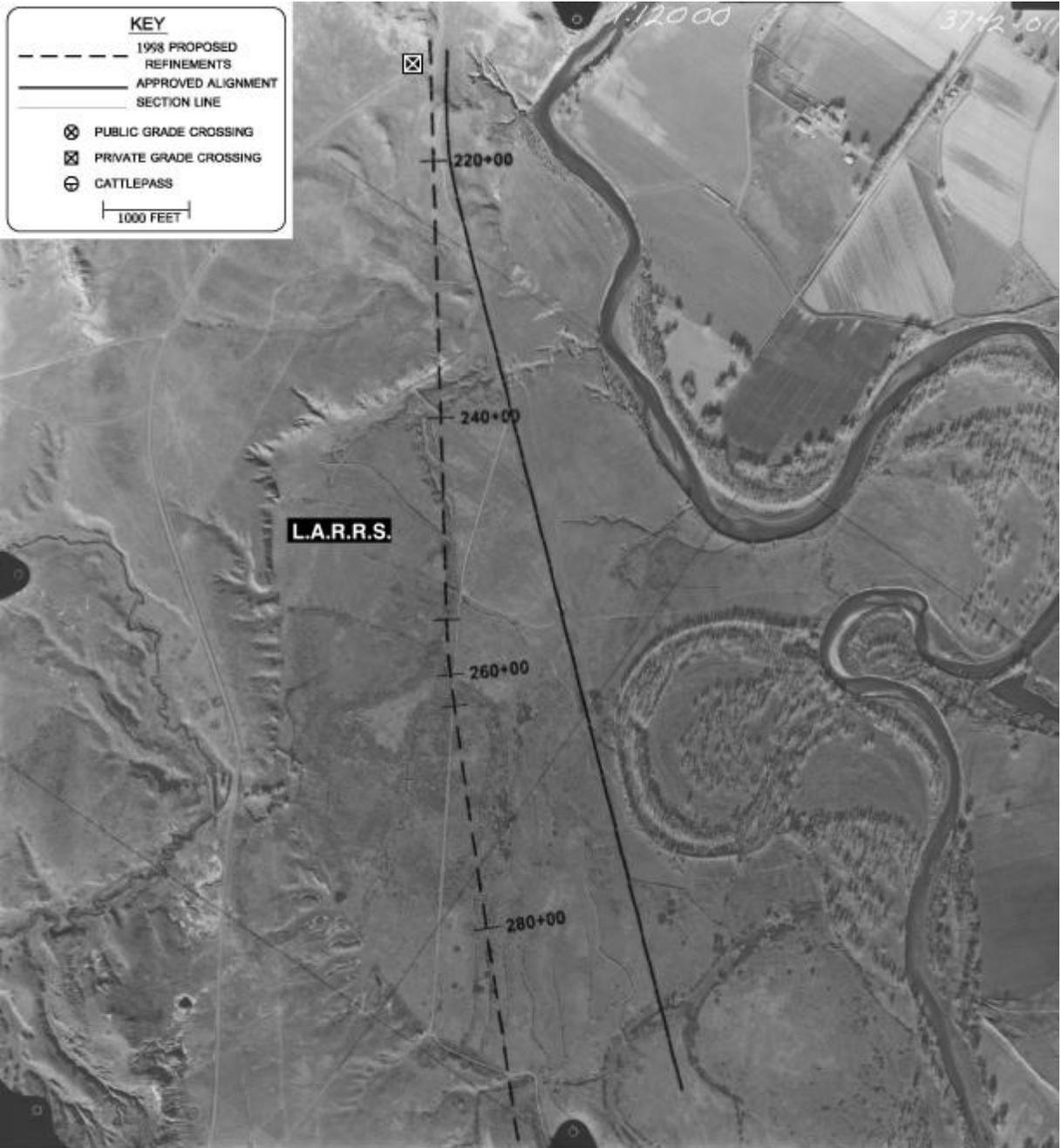
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Figure A-1
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Miles City to Ashland



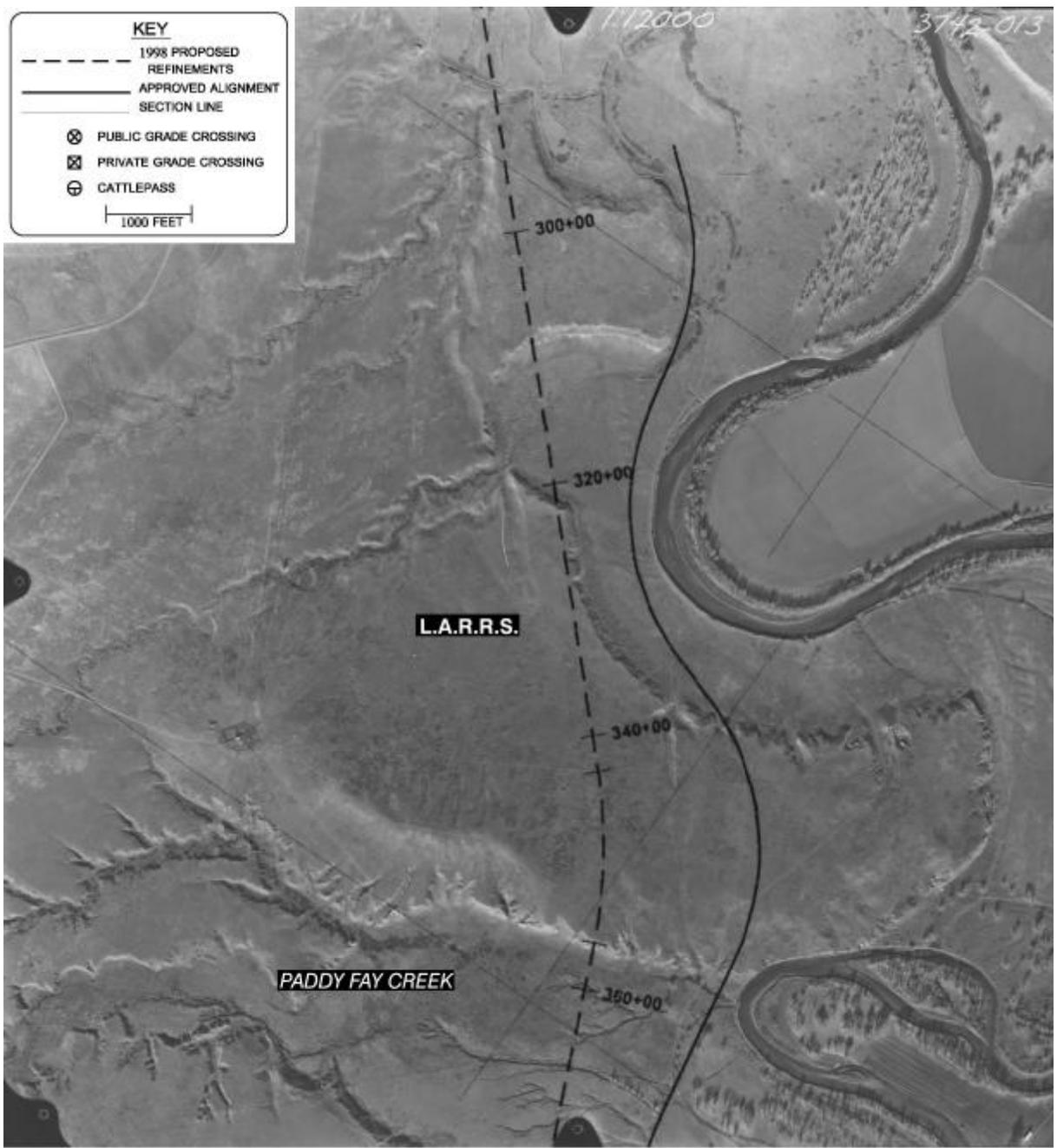
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Miles City to Ashland



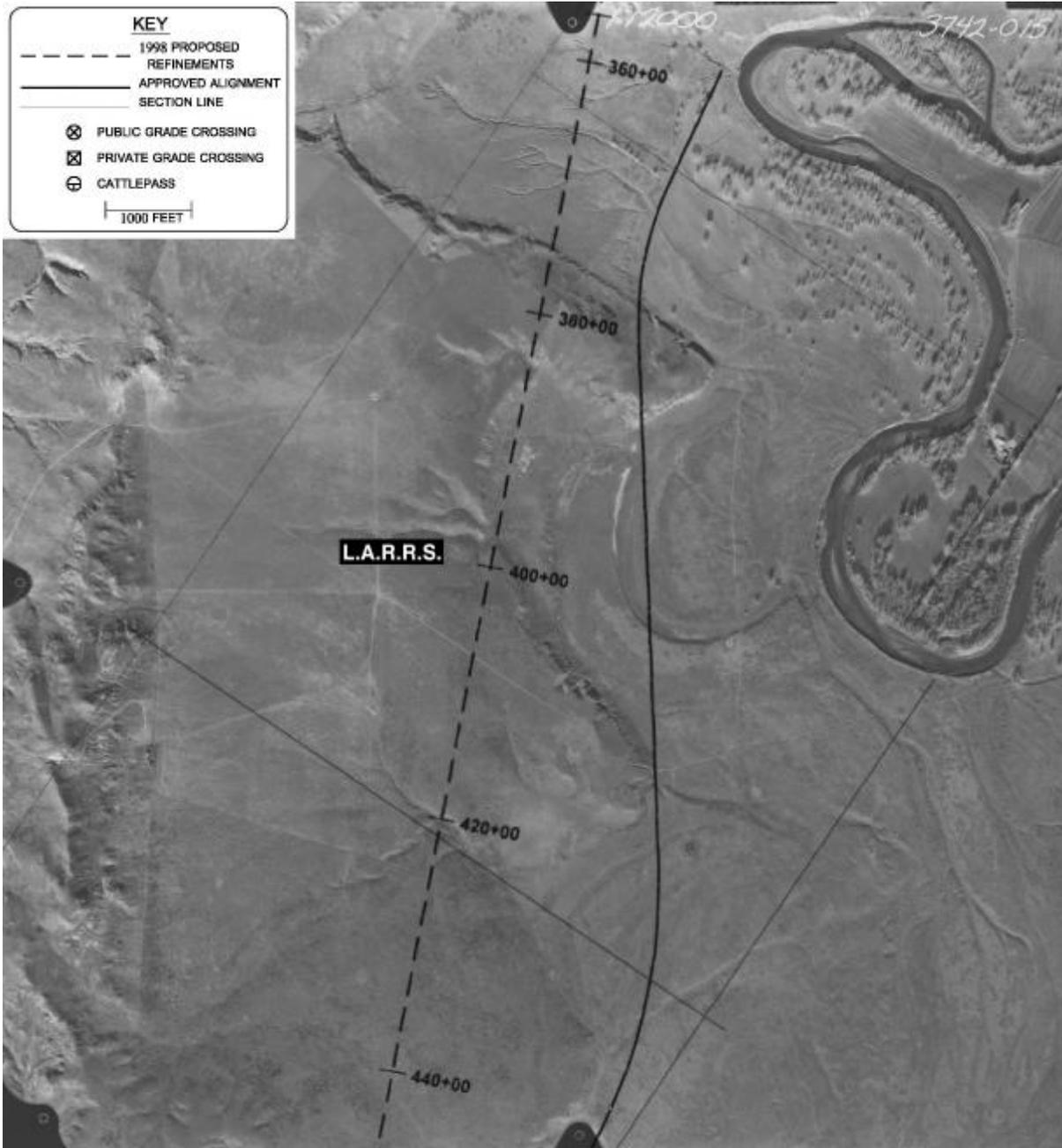
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Figure A-3
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Miles City to Ashland



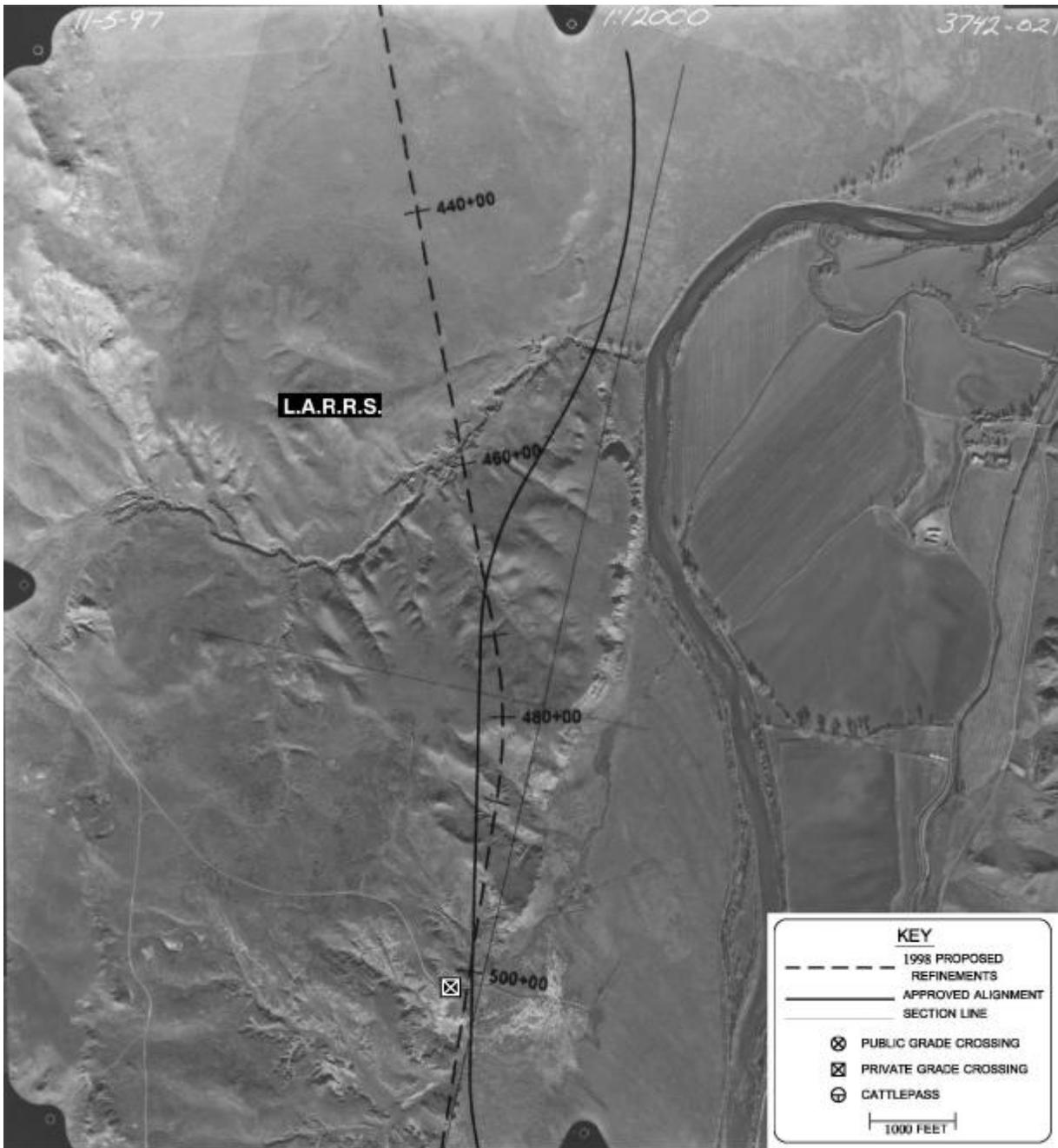
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Miles City to Ashland



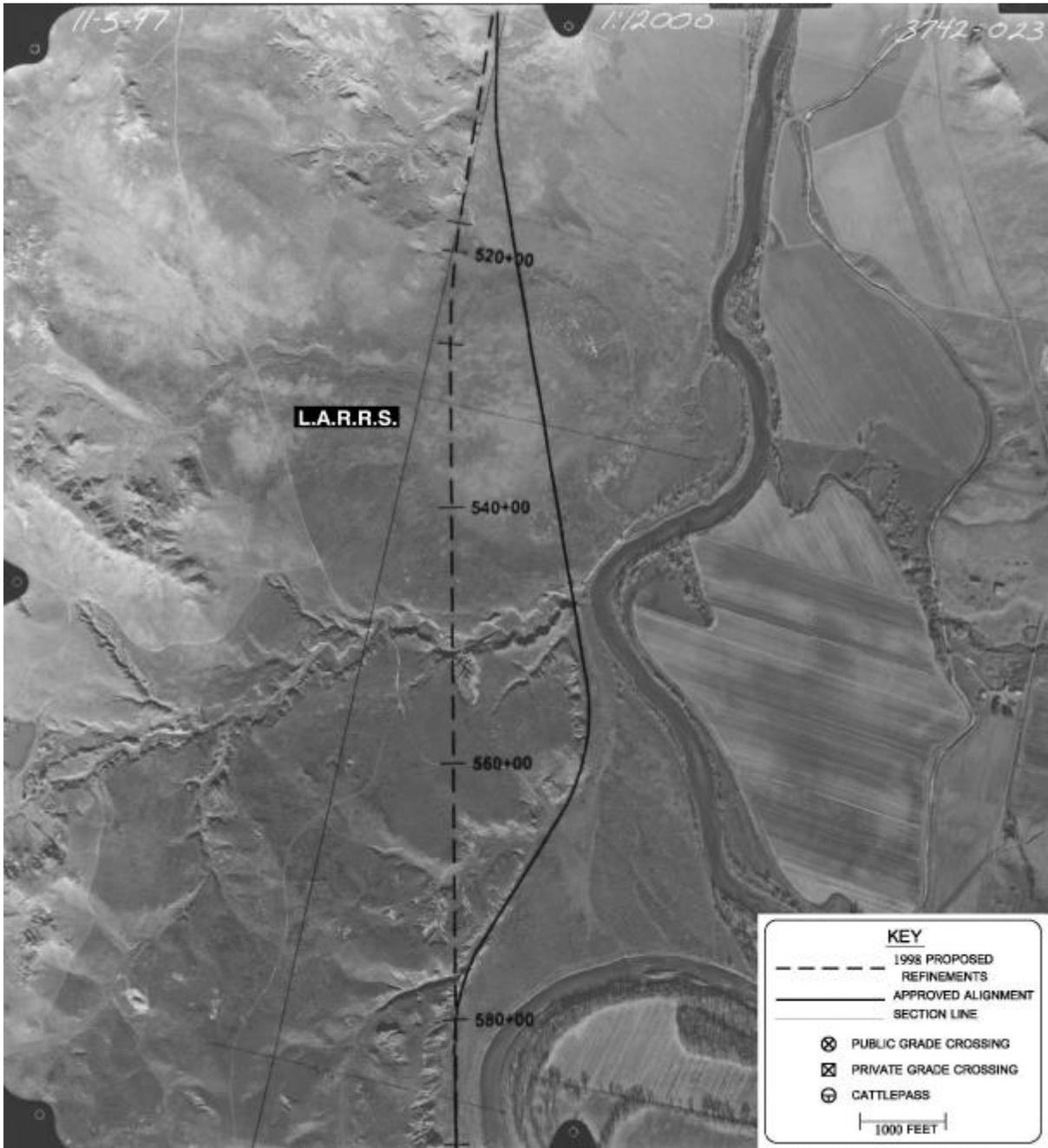
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Miles City to Ashland



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Figure A-6
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Miles City to Ashland



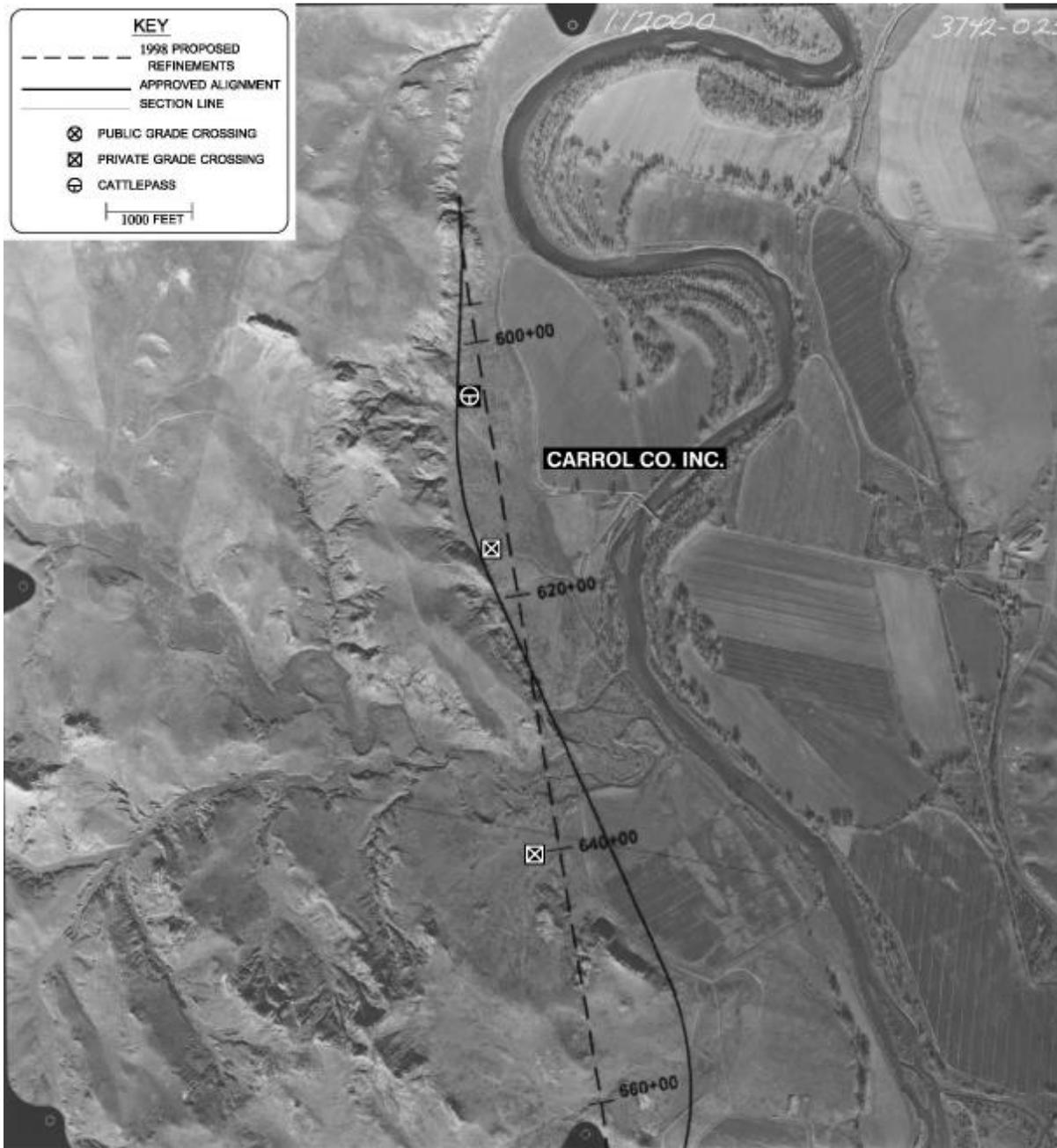
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Figure A-7
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Miles City to Ashland

KEY

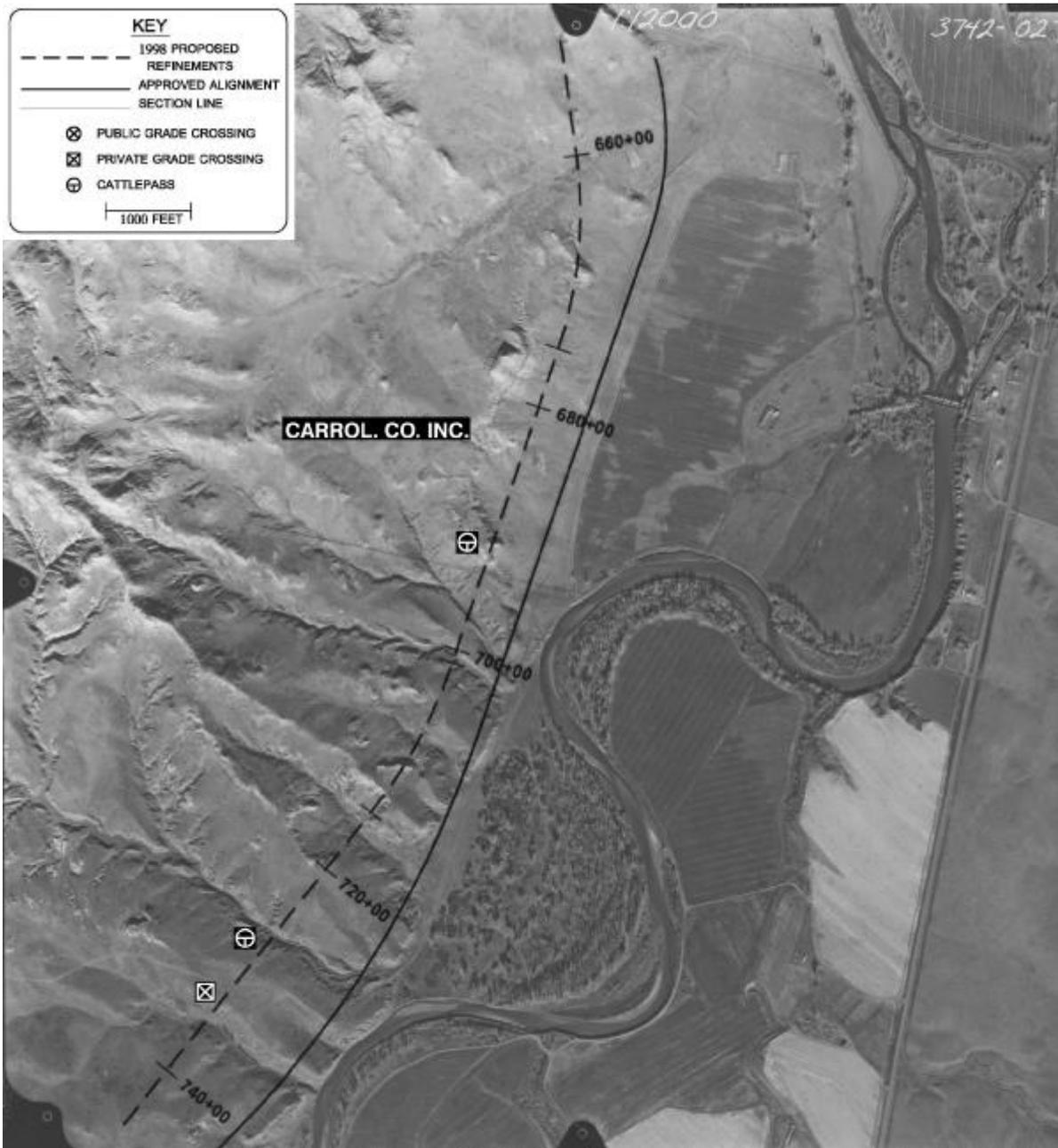
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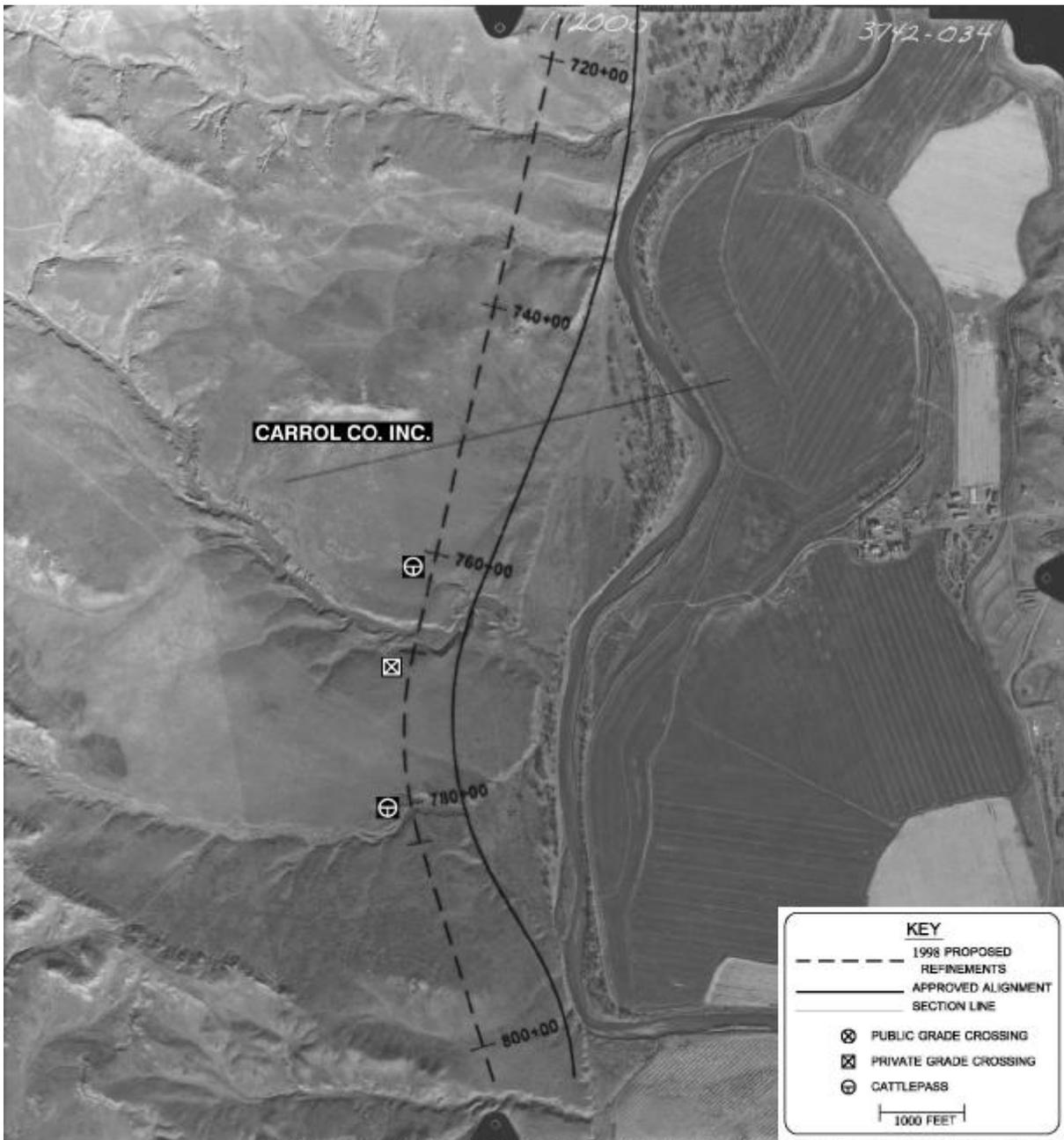
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Miles City to Ashland



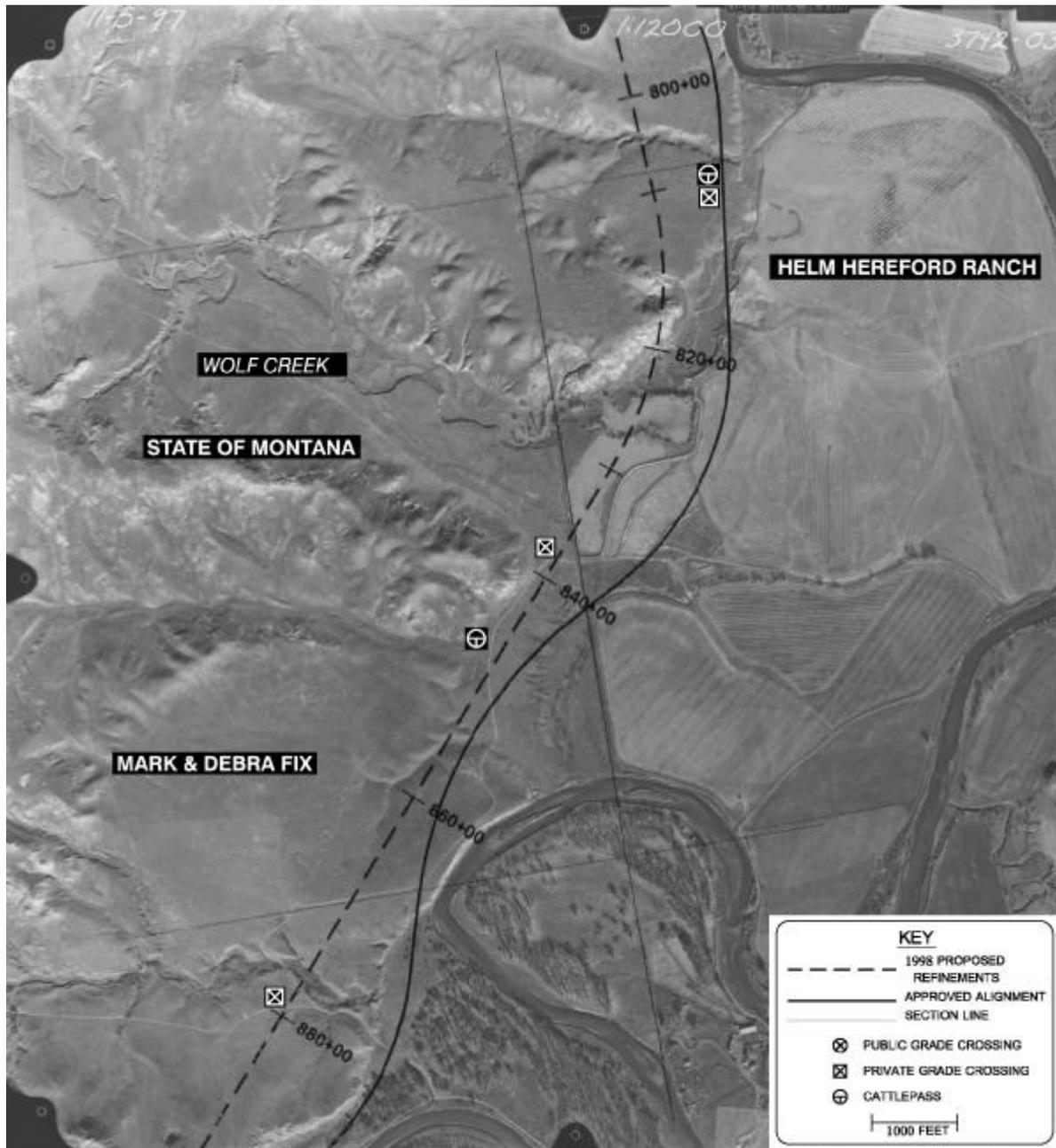
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Miles City to Ashland



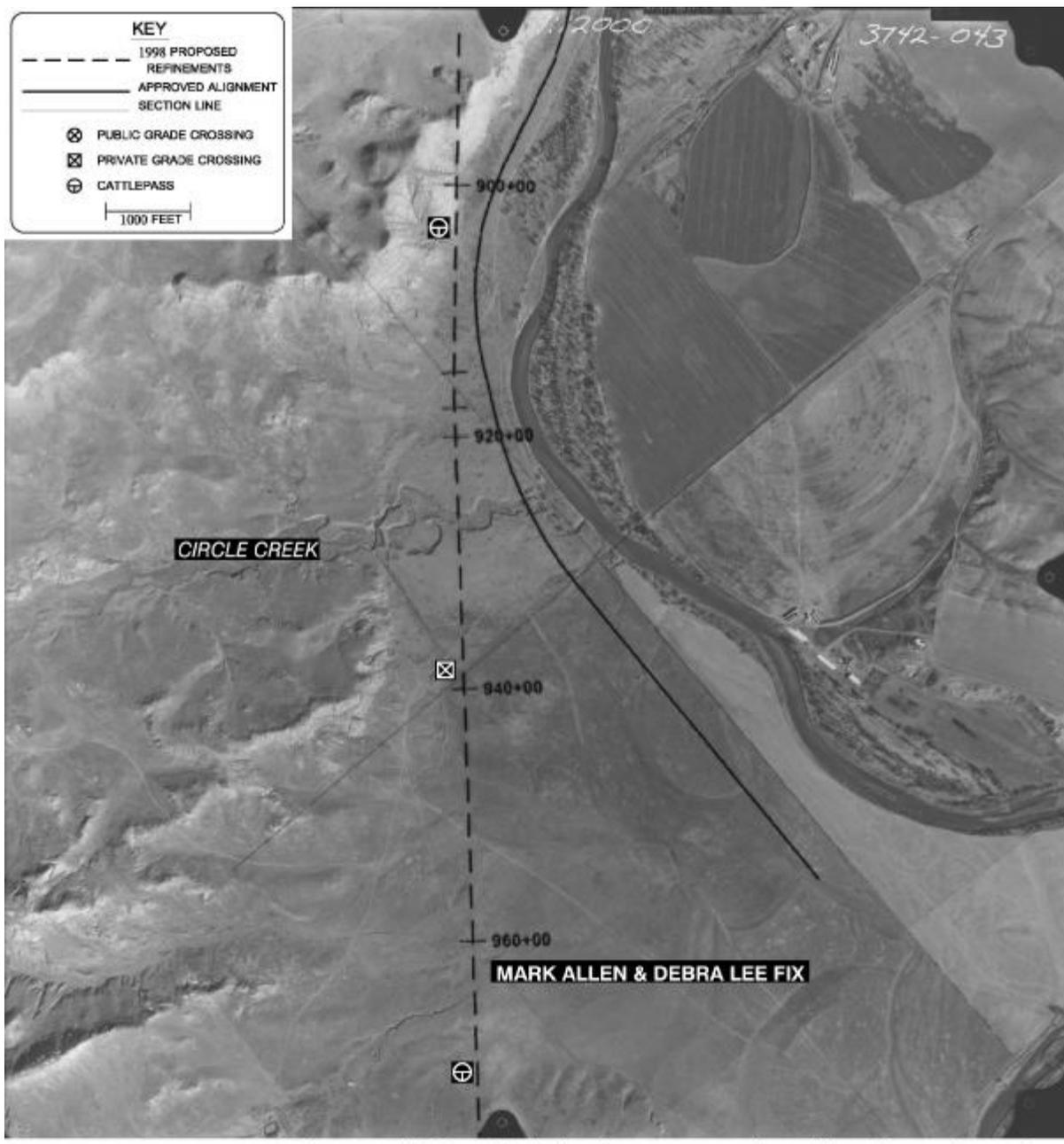
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Figure A-10
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Miles City to Ashland



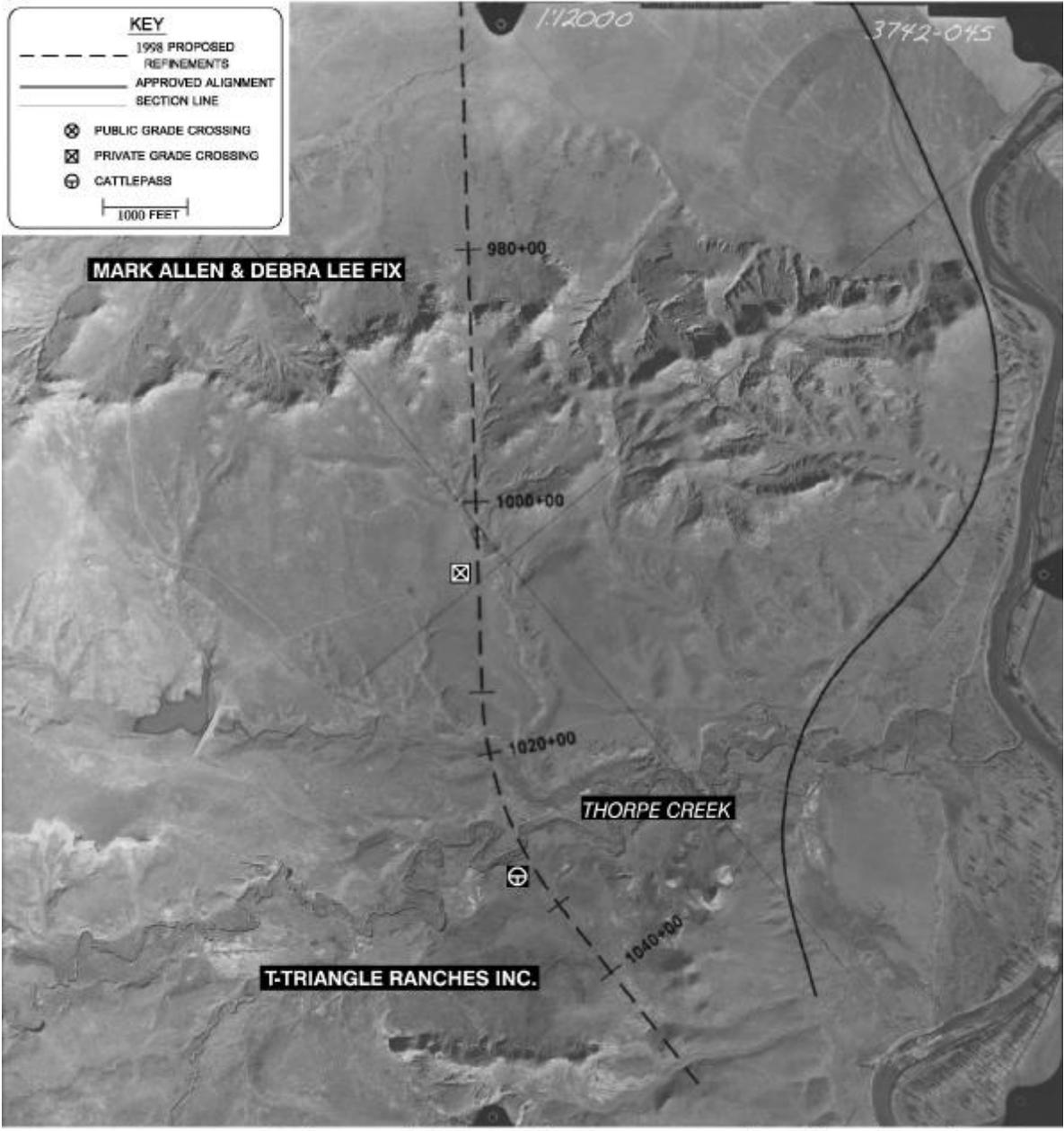
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Figure A-11
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Miles City to Ashland



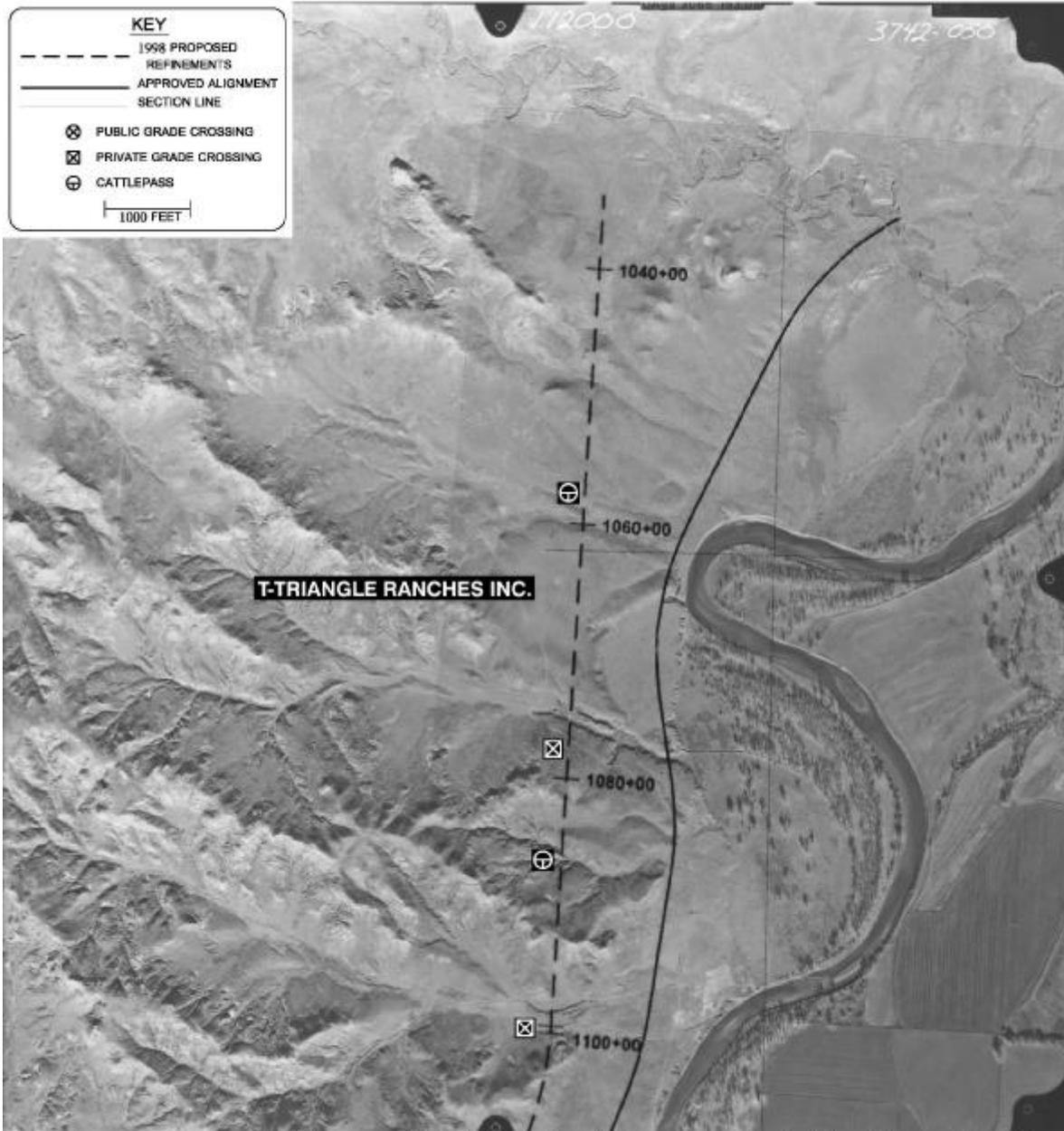
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Miles City to Ashland



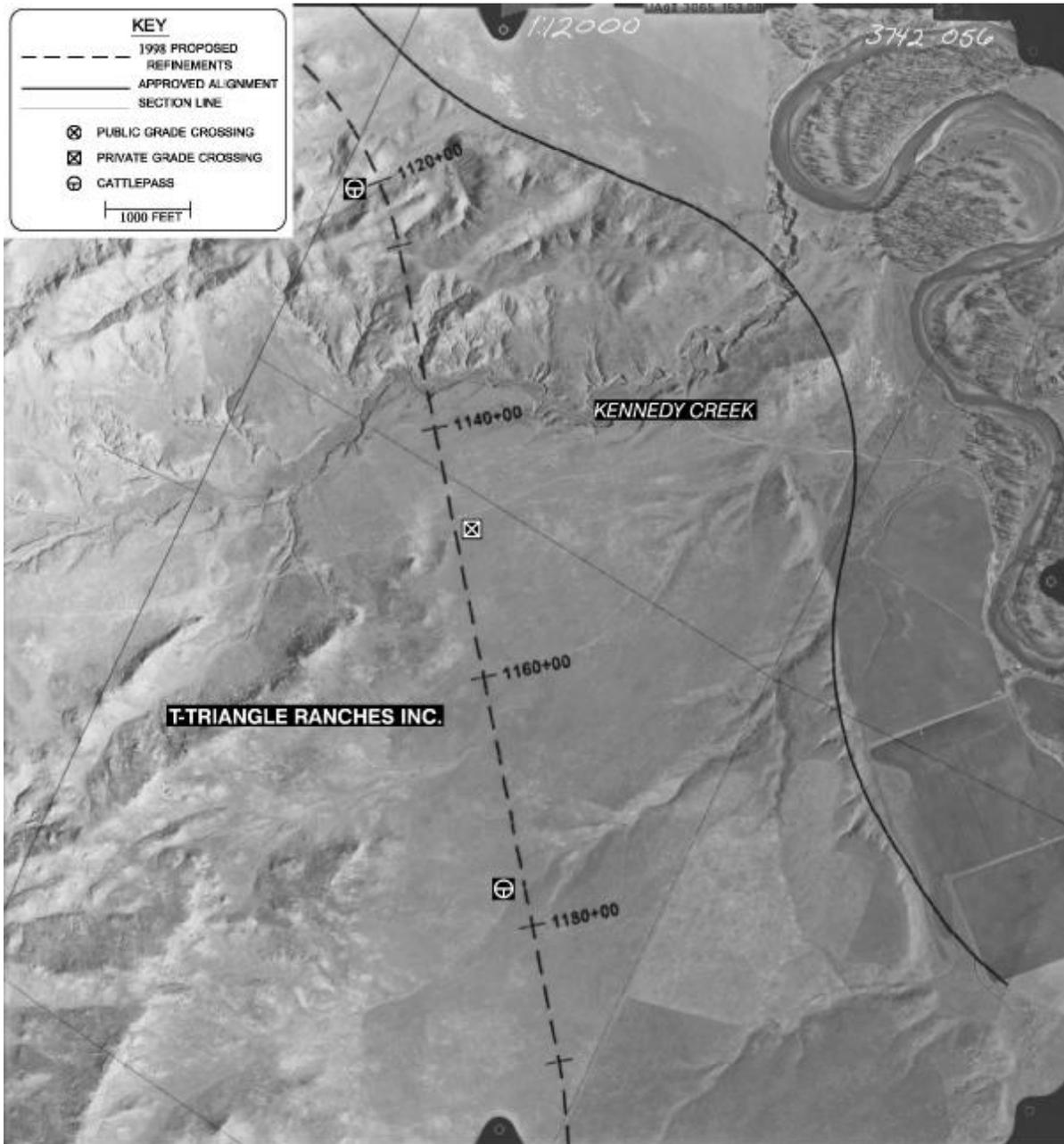
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Figure A-14
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Miles City to Ashland



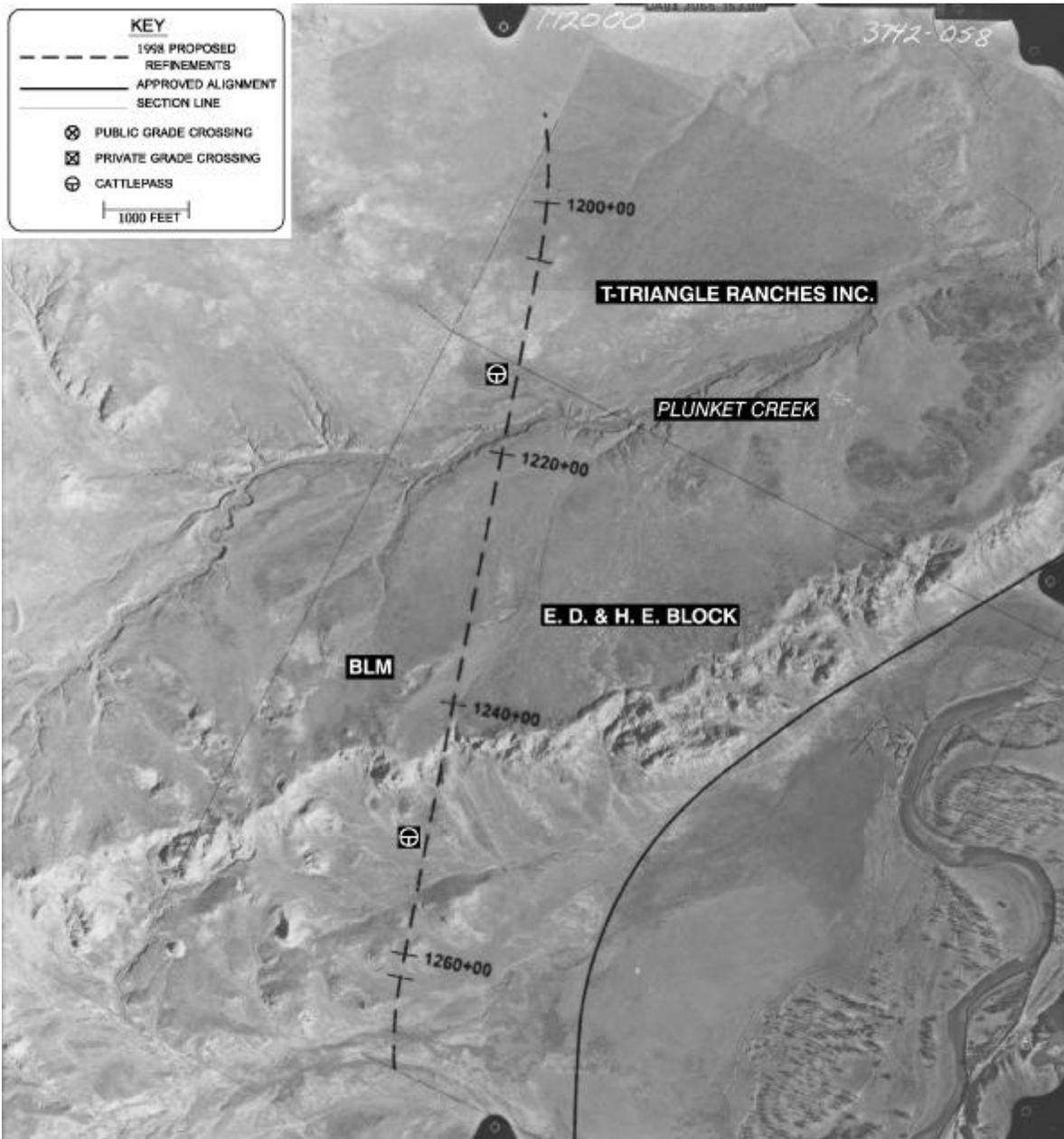
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Miles City to Ashland



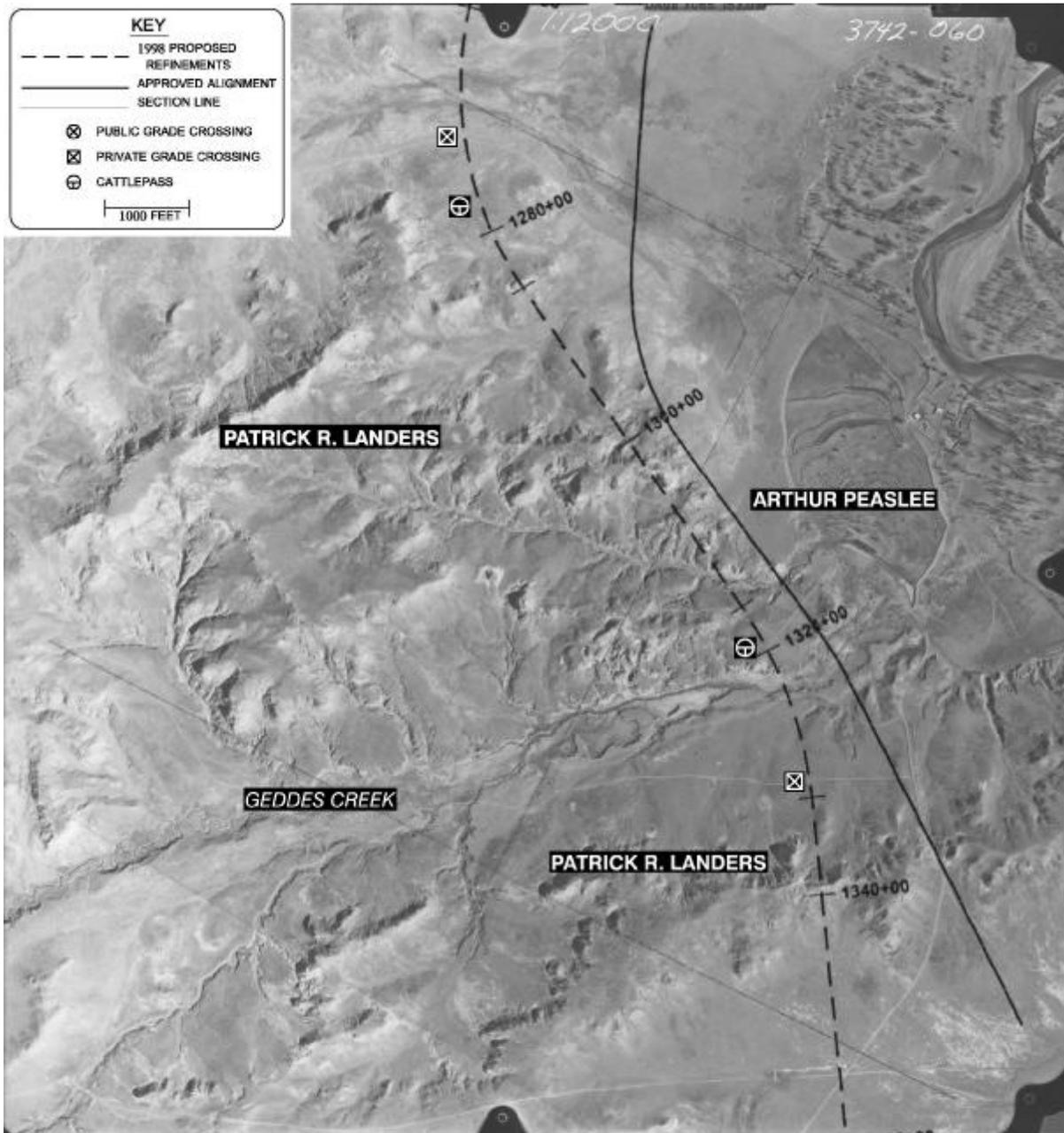
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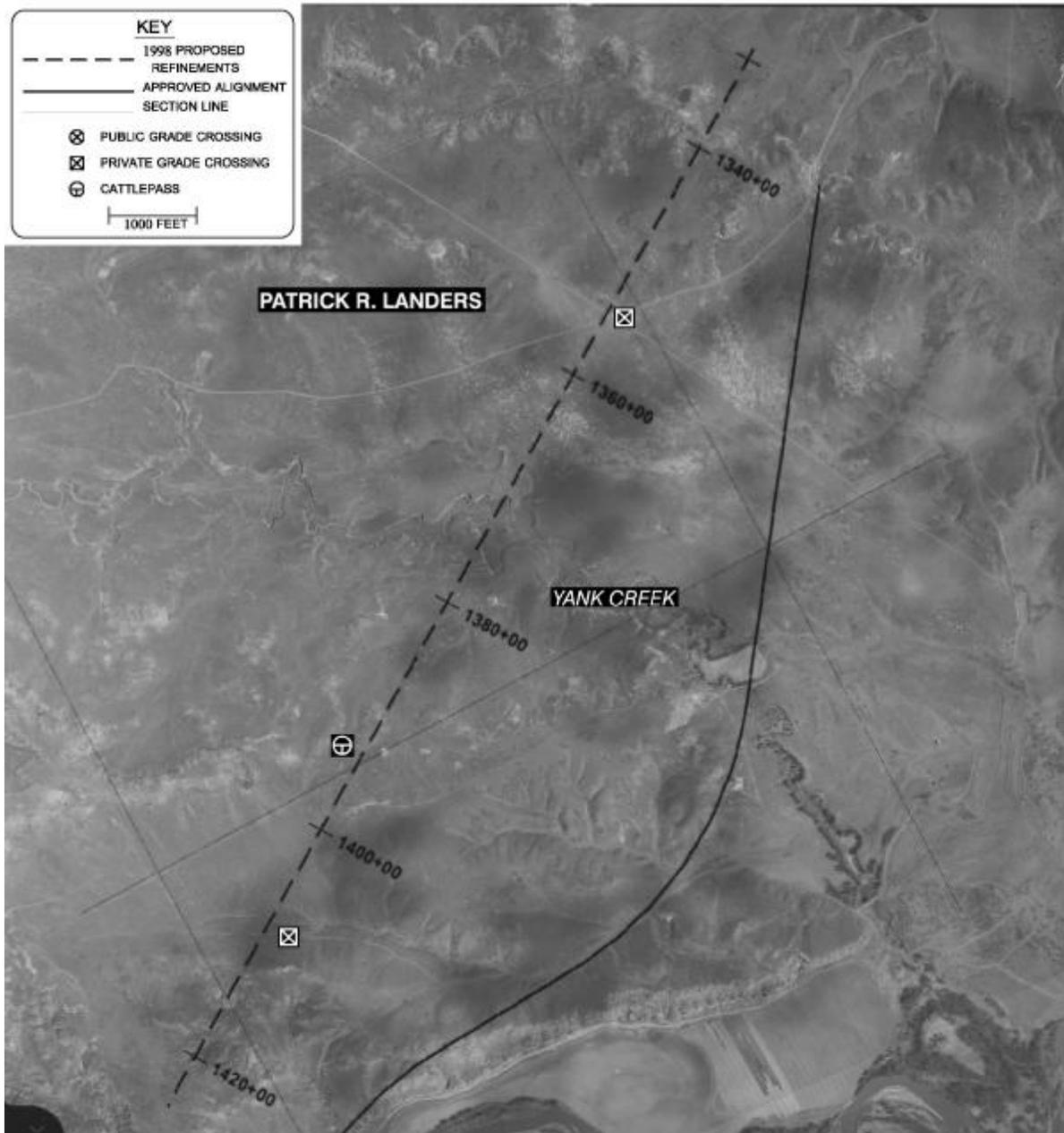
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Miles City to Ashland



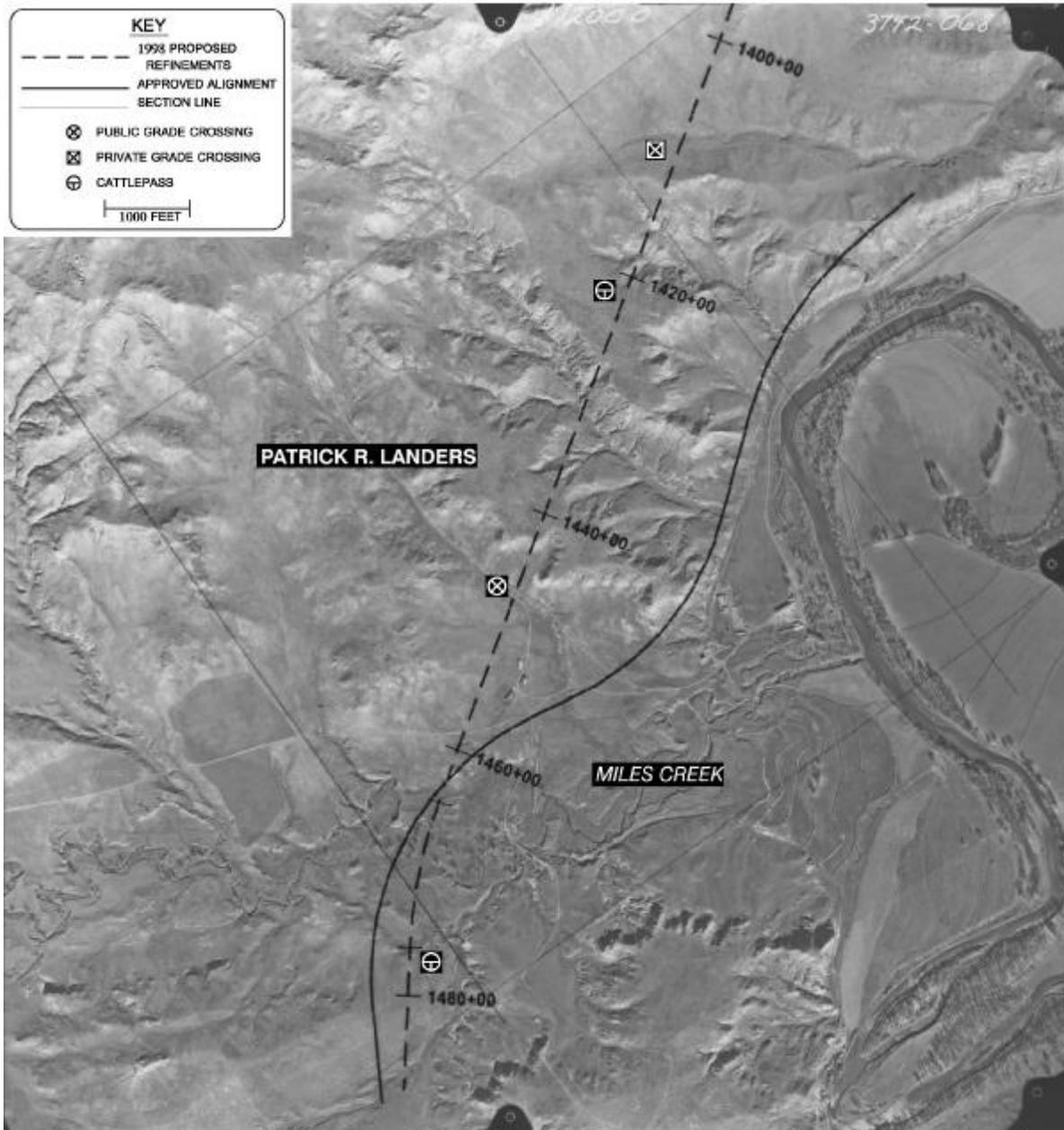
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Miles City to Ashland



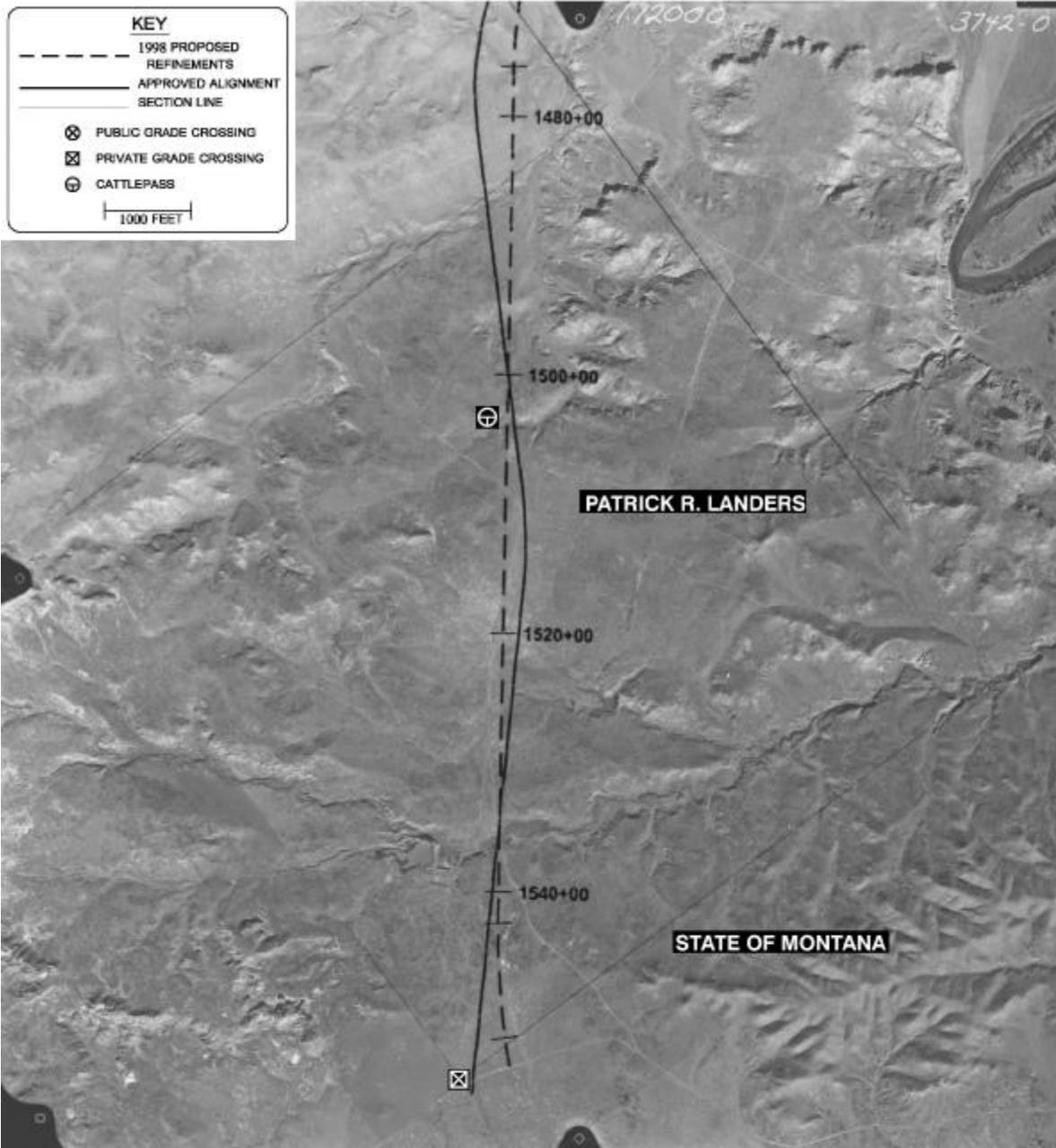
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Miles City to Ashland



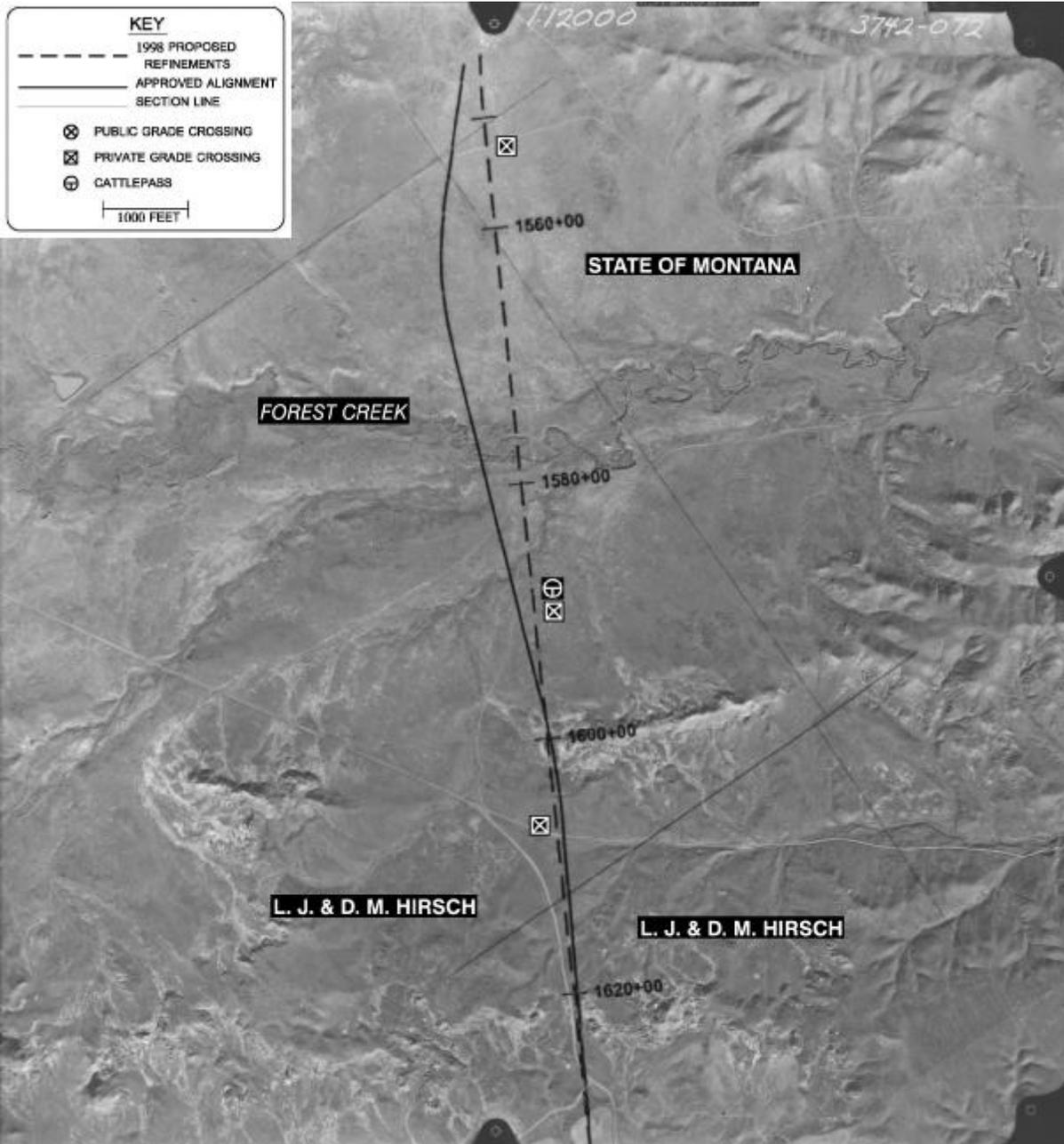
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Figure A-20
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Miles City to Ashland



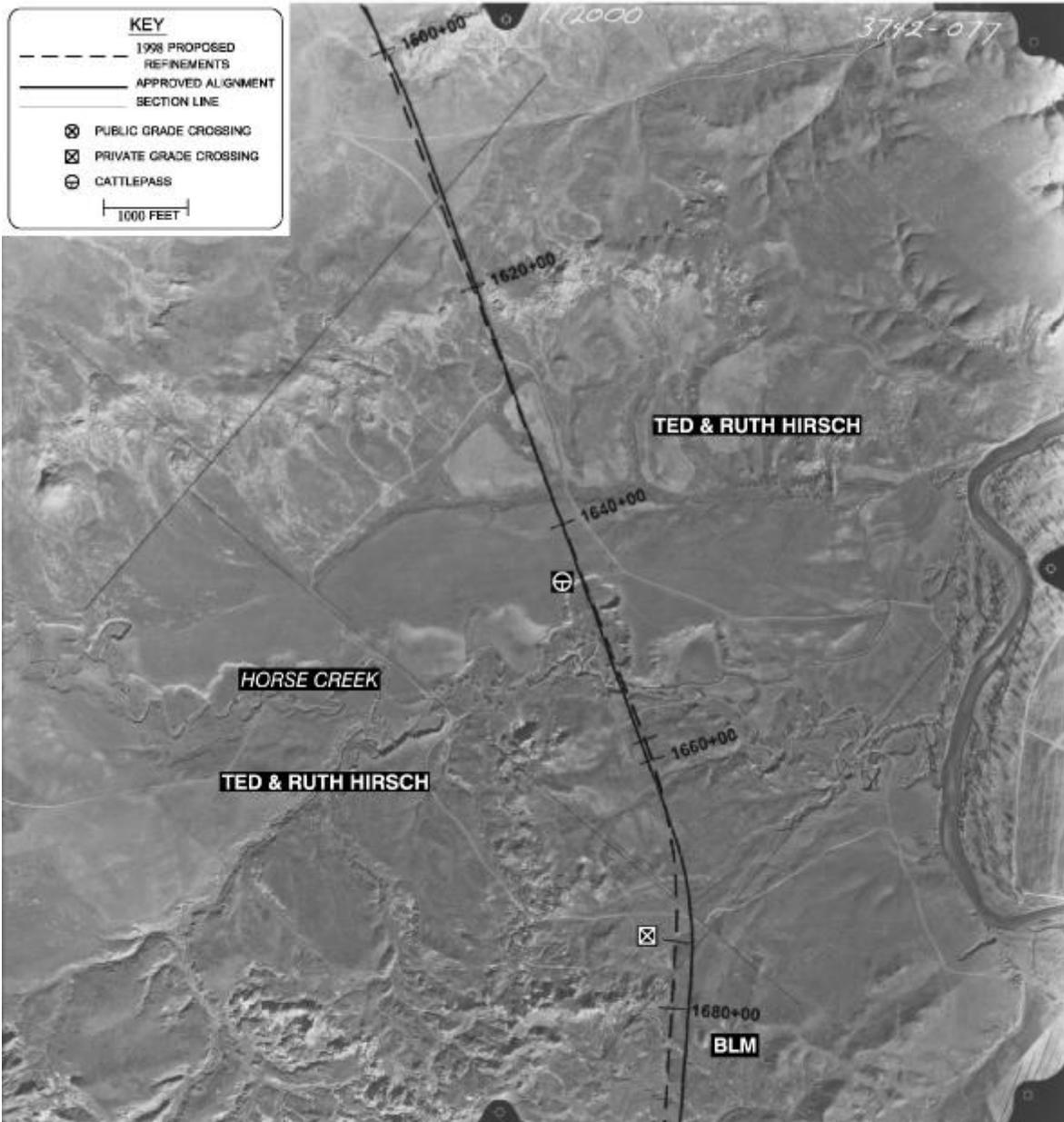
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Figure A-21
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Miles City to Ashland



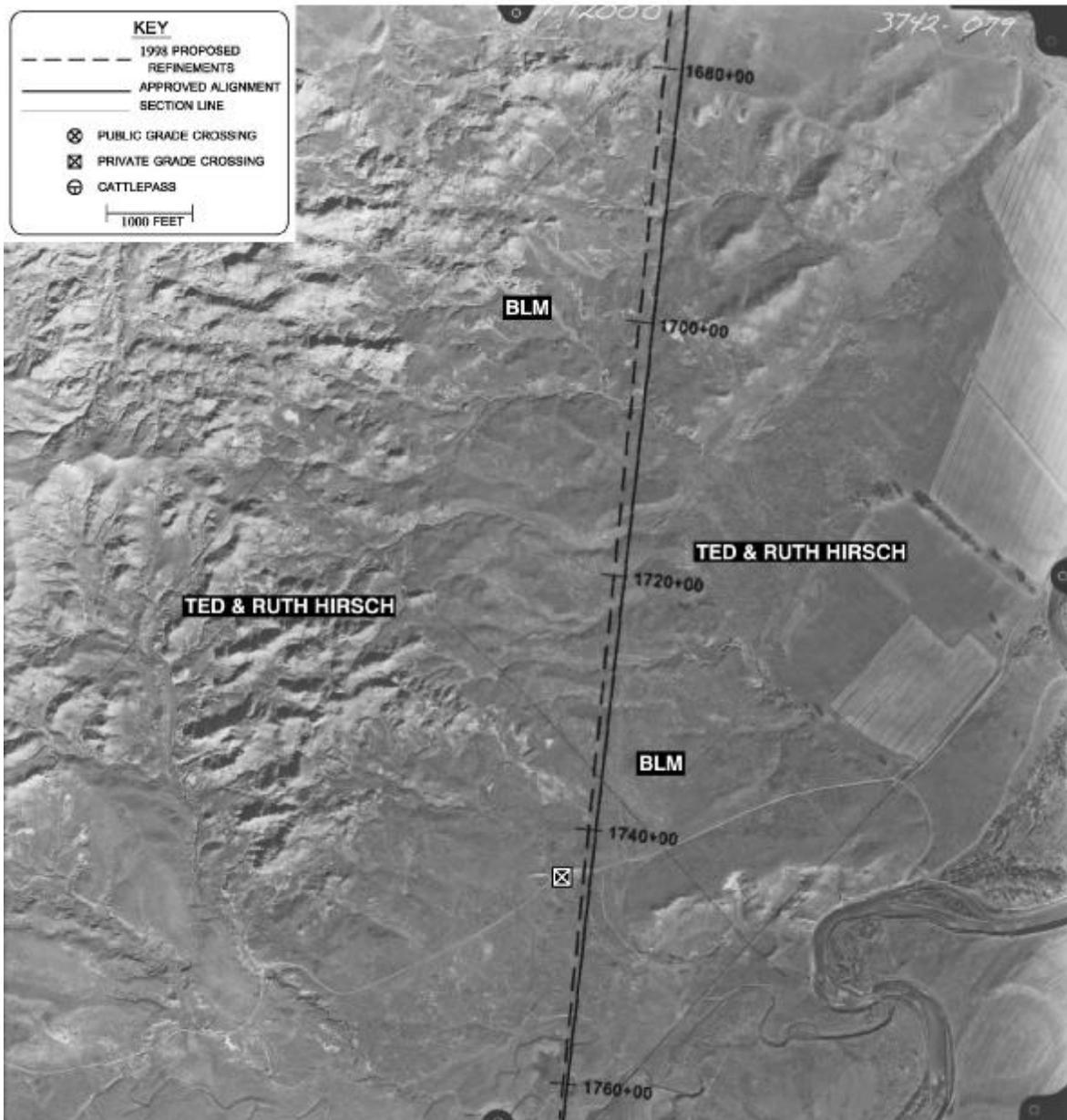
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Figure A-22
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Miles City to Ashland



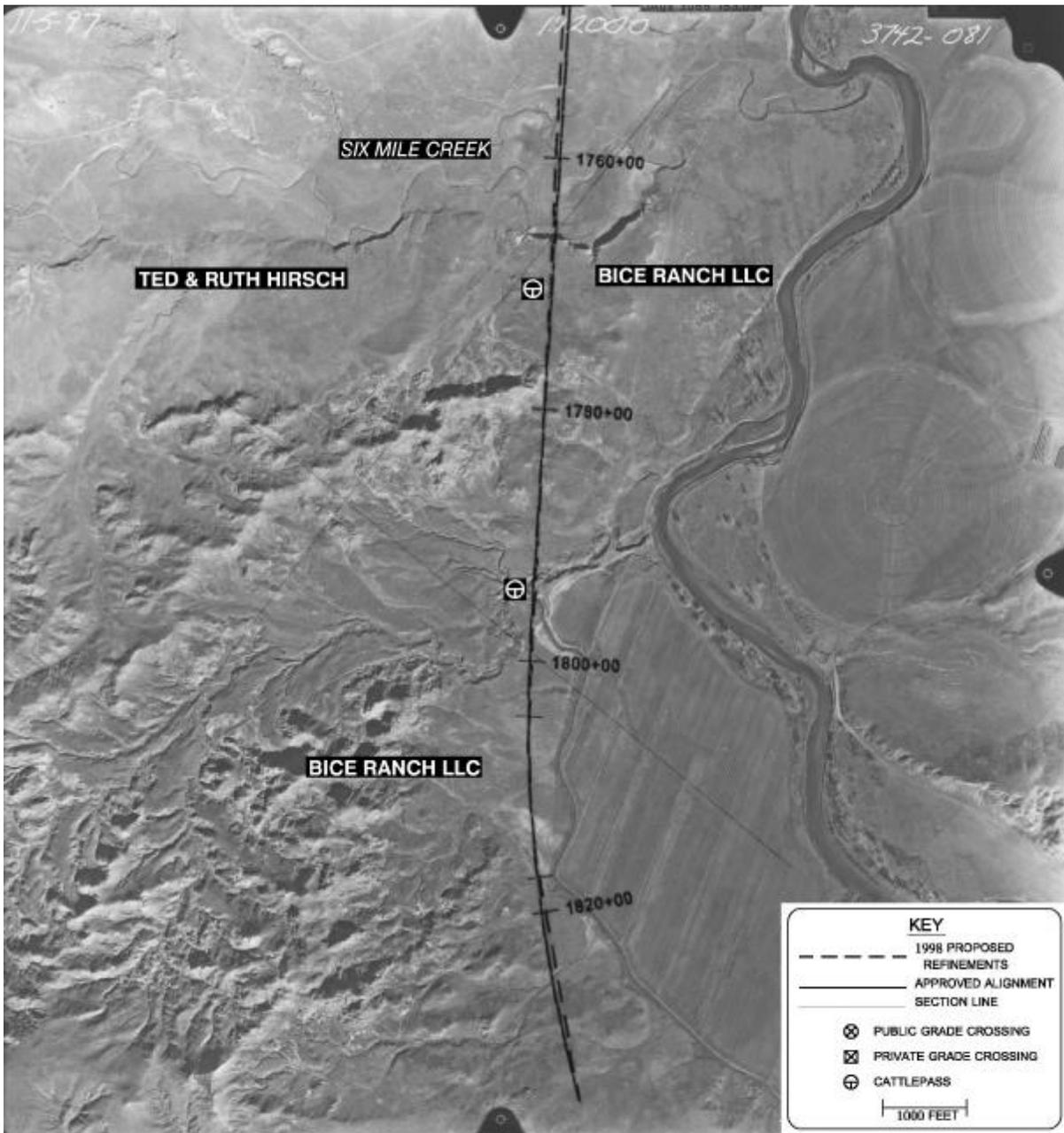
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Miles City to Ashland



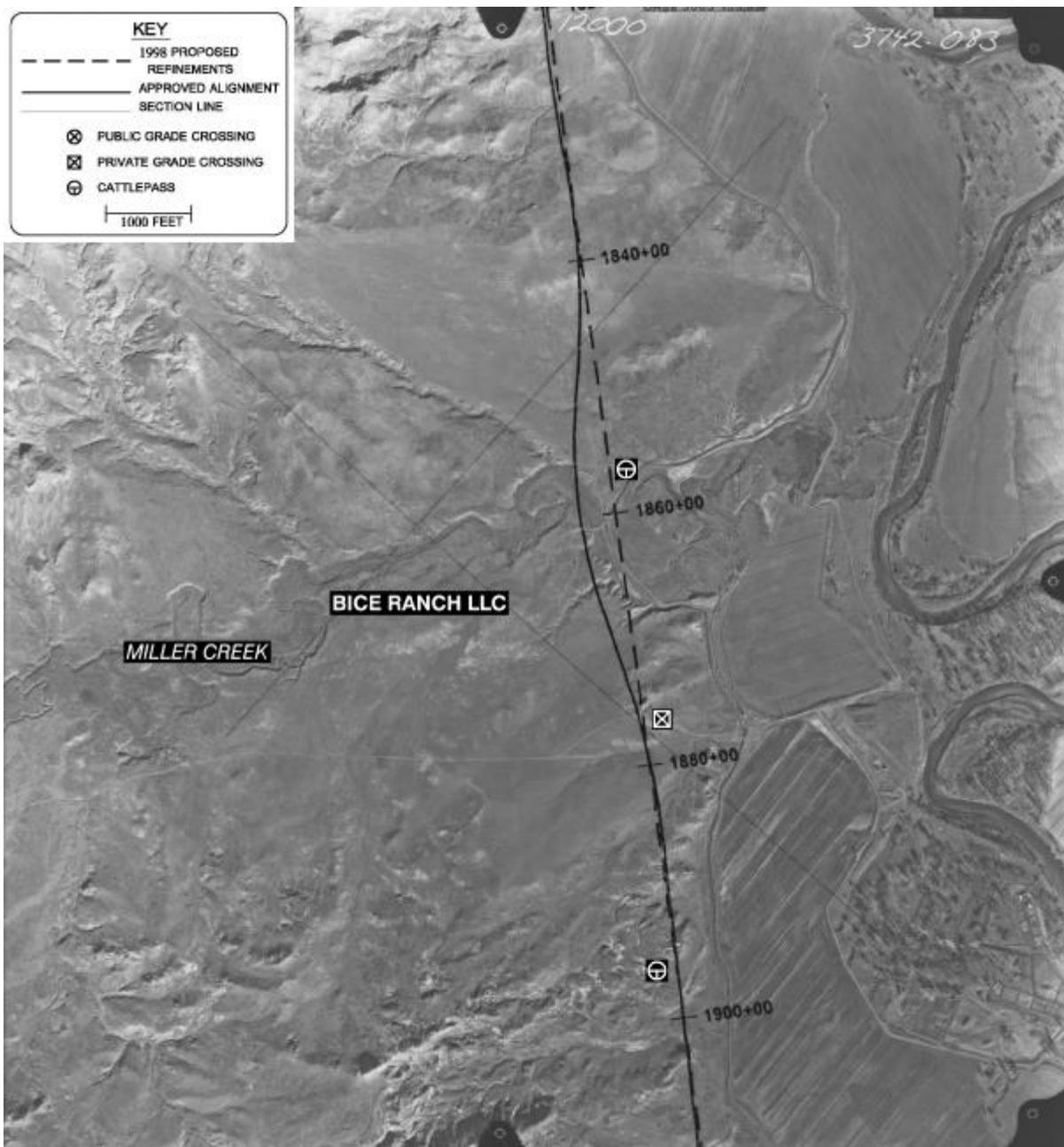
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Figure A-24
Aerial Photographs of Alignments
Miles City to Ashland



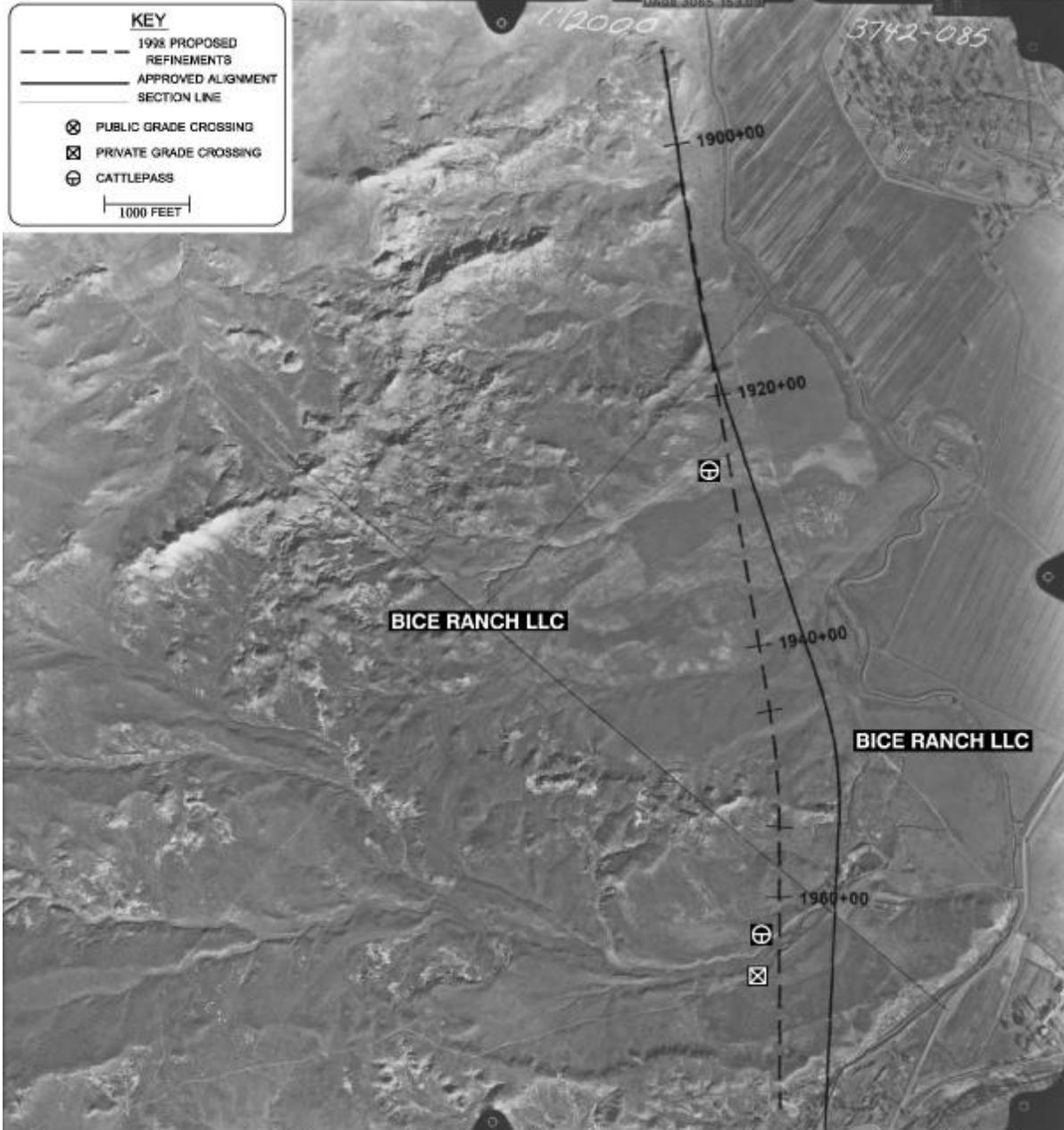
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Figure A-25
Aerial Photographs of Alignments
Miles City to Ashland



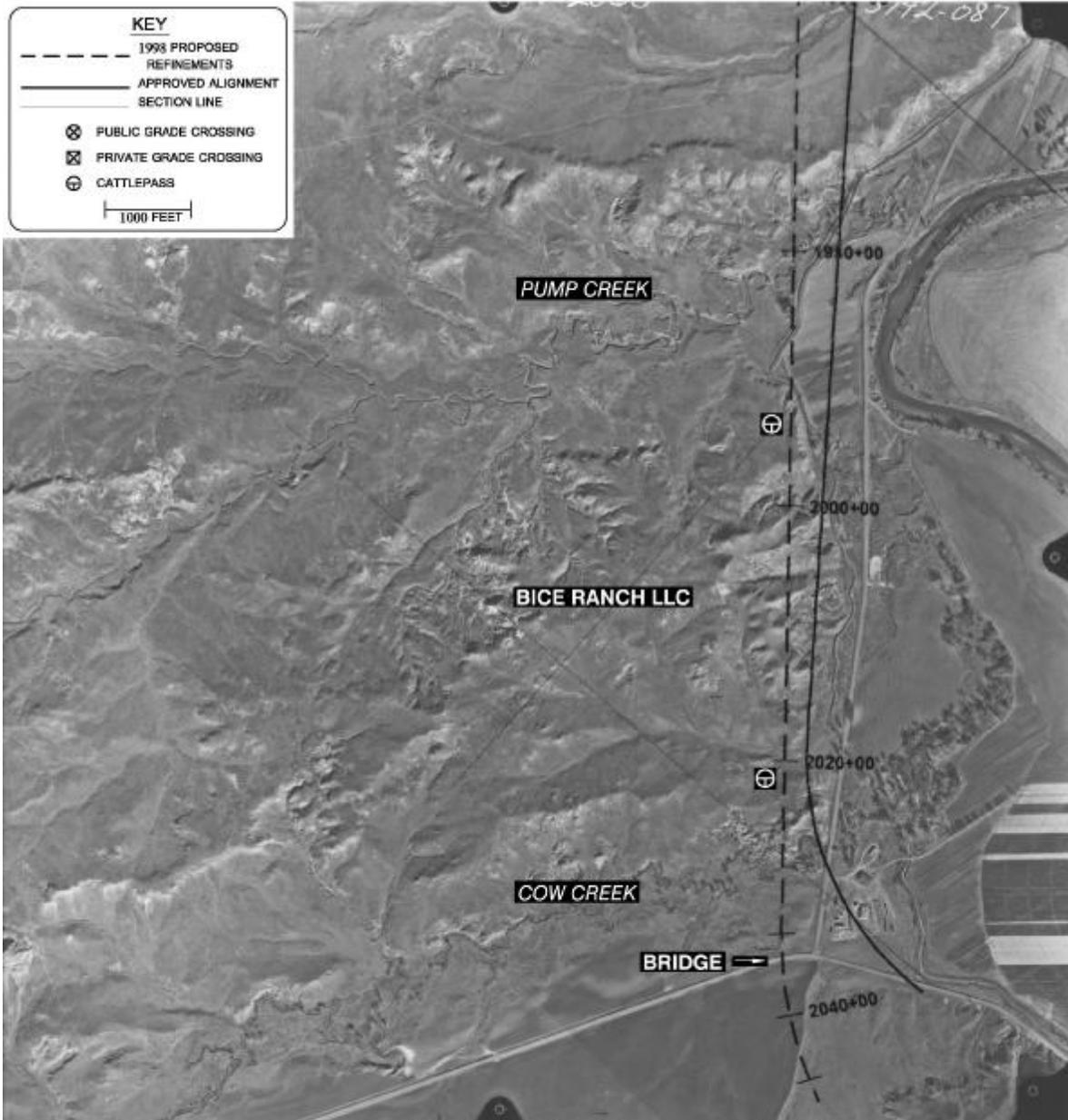
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Figure A-26
Aerial Photographs of Alignments
Miles City to Ashland



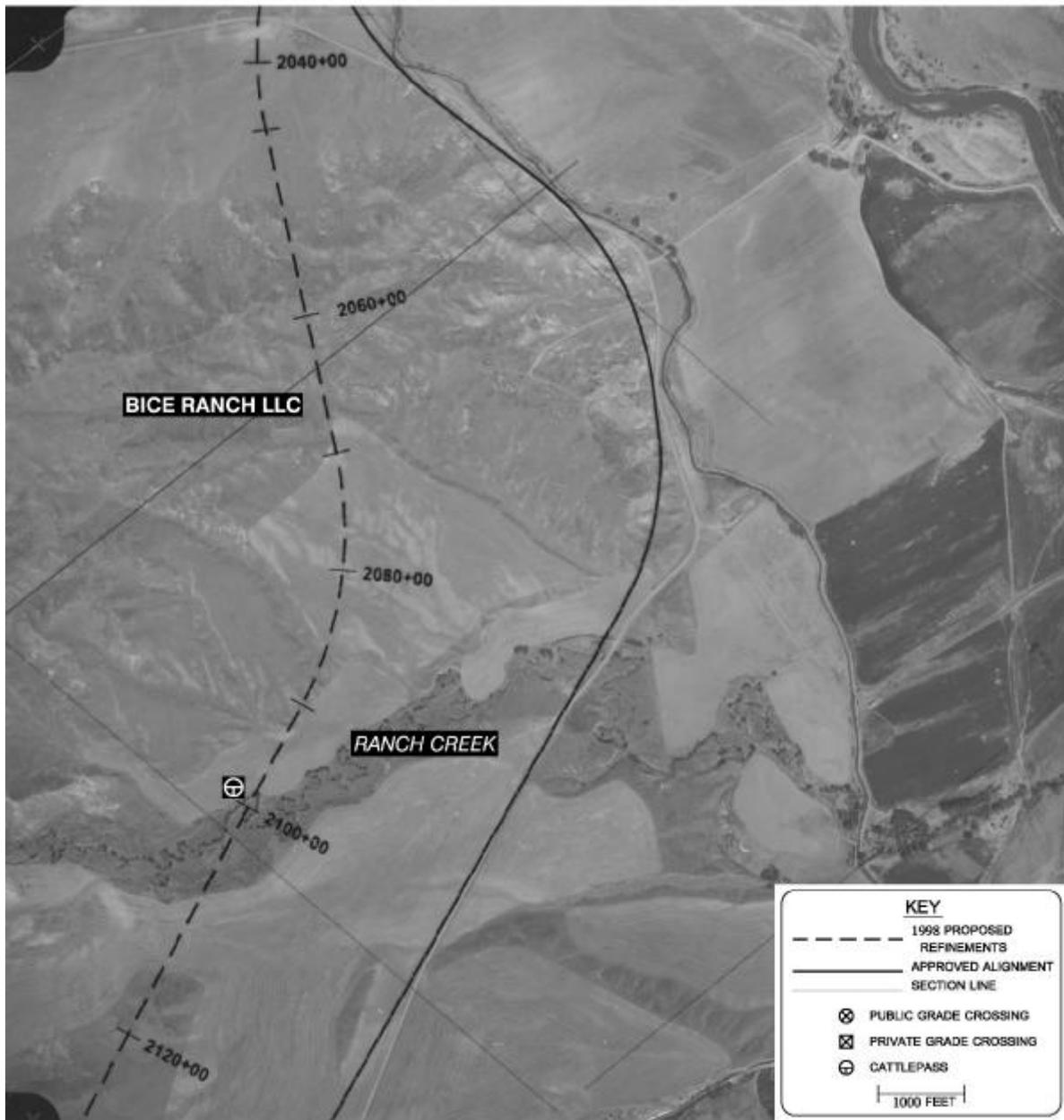
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Figure A-27
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Miles City to Ashland



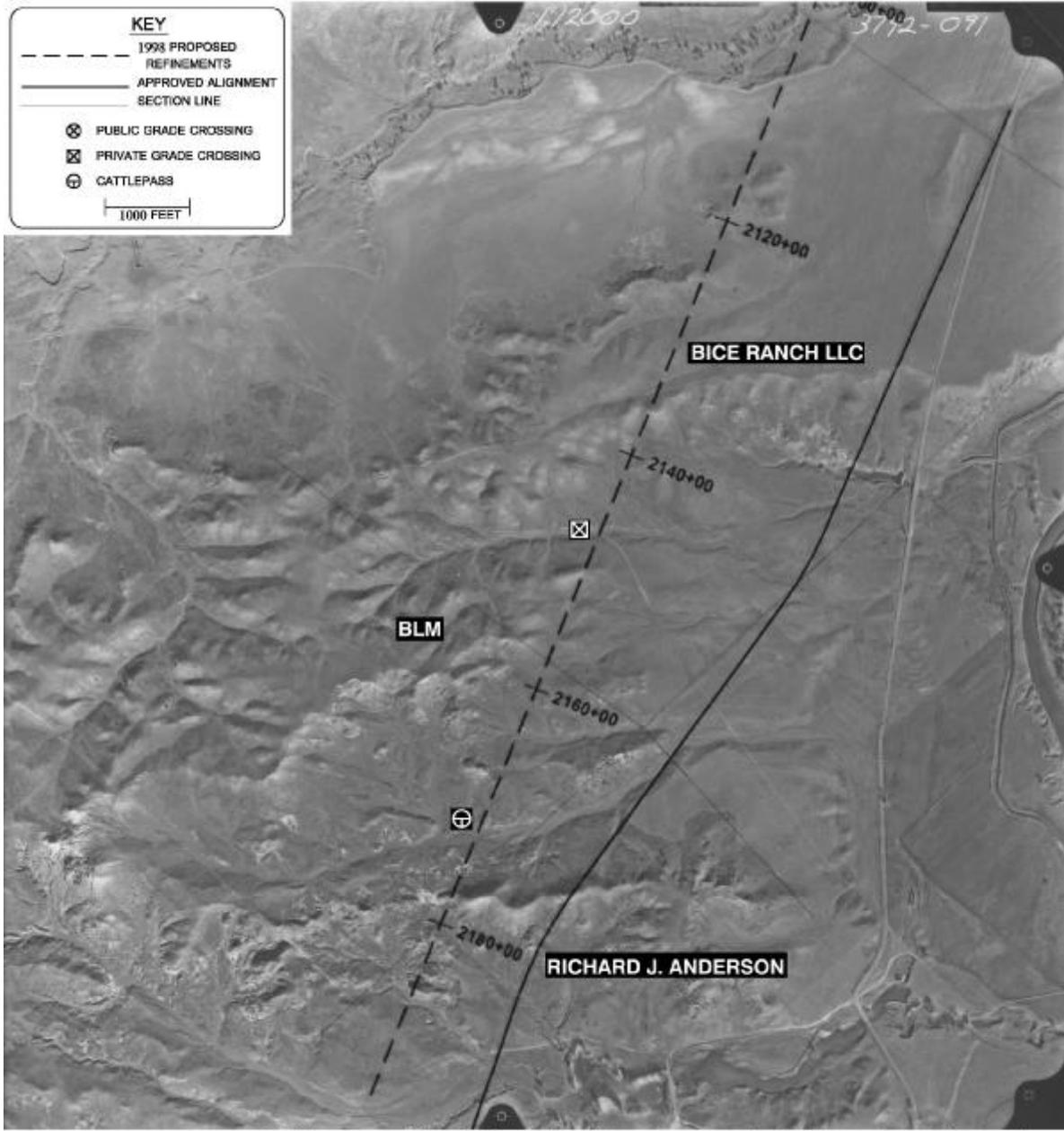
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Figure A-28
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Miles City to Ashland



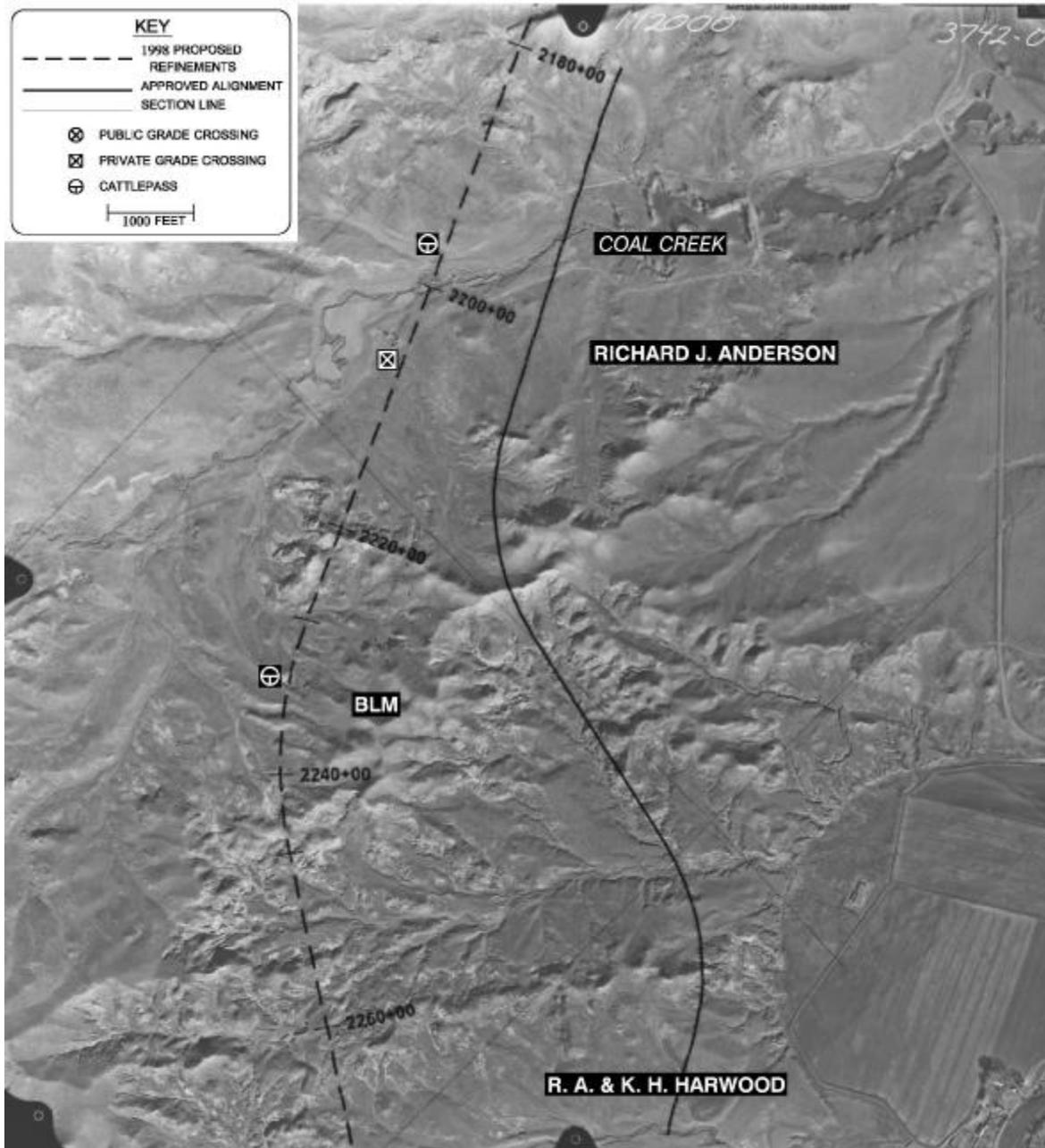
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Figure A-29
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Miles City to Ashland



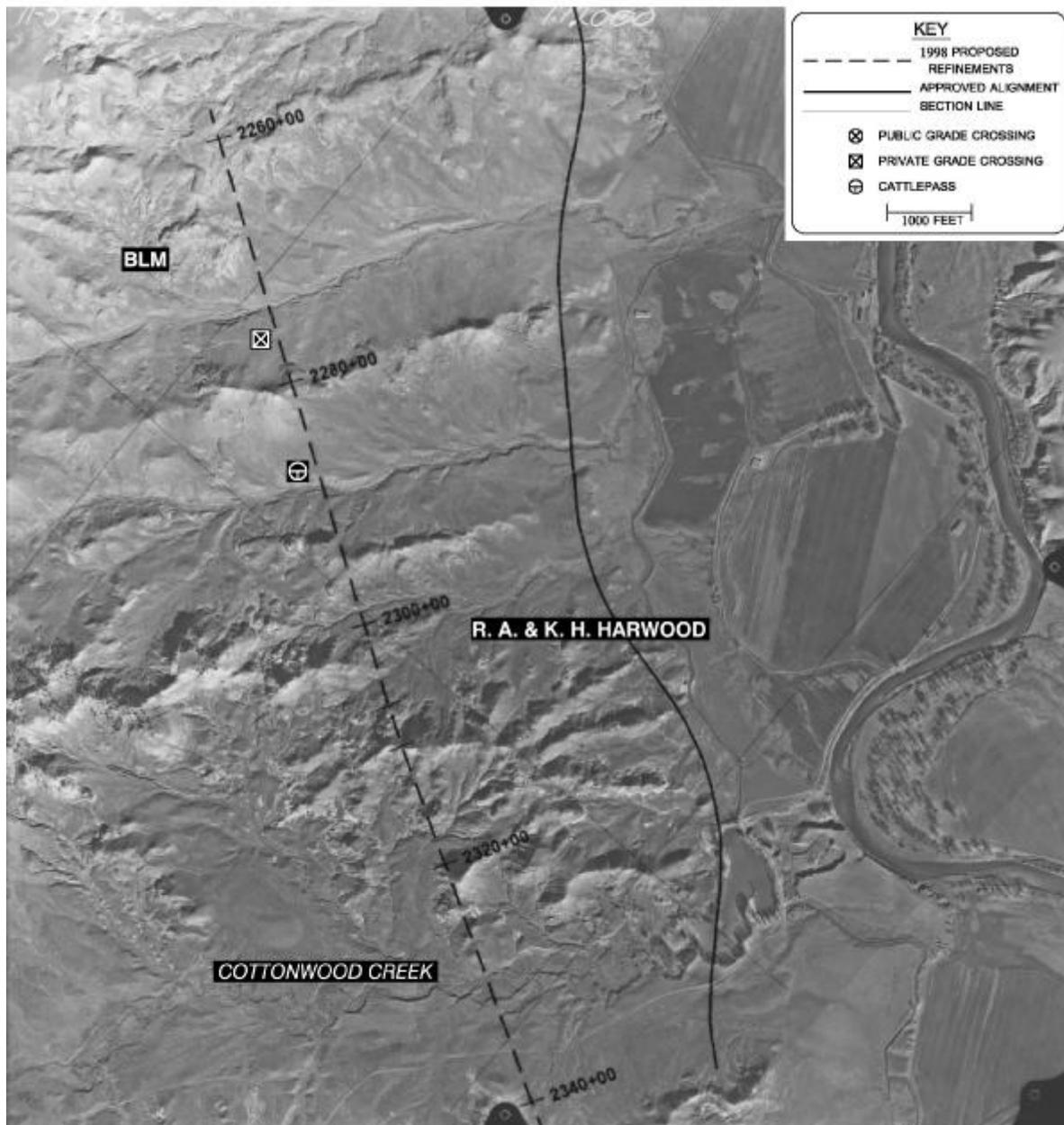
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Figure A-30
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Miles City to Ashland



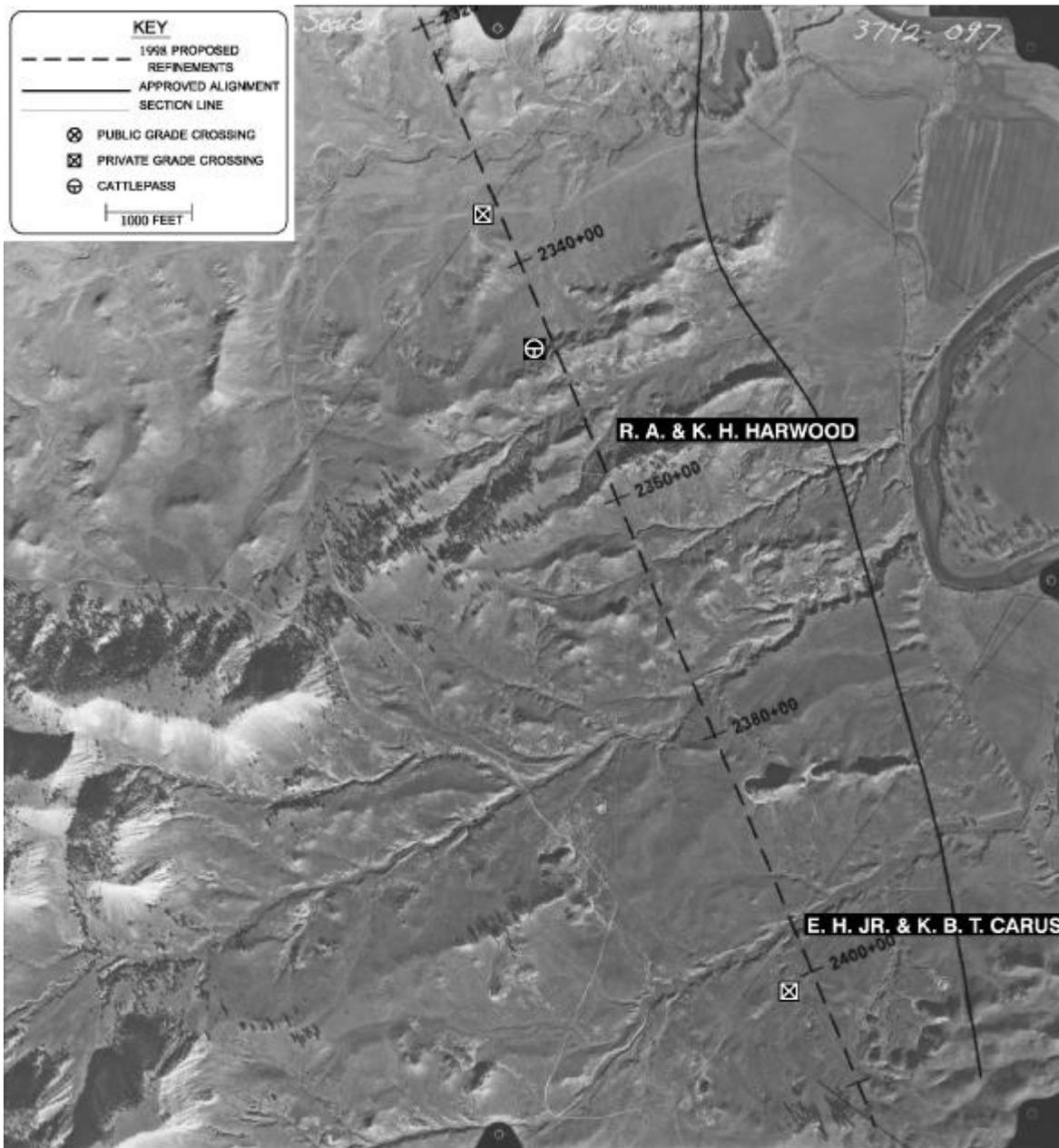
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Figure A-31
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Miles City to Ashland



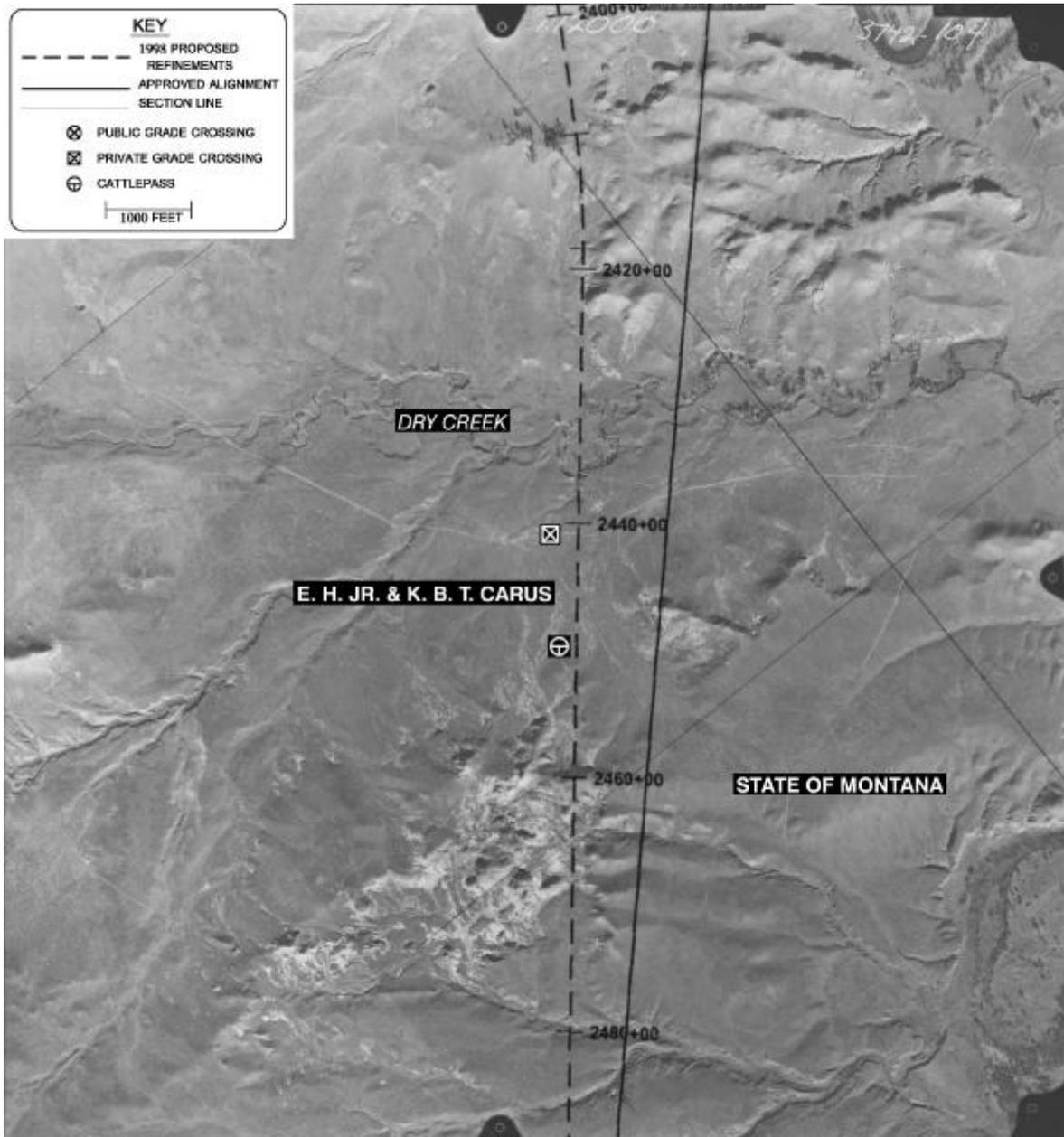
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-32
Aerial Photographs of Alignments
Miles City to Ashland



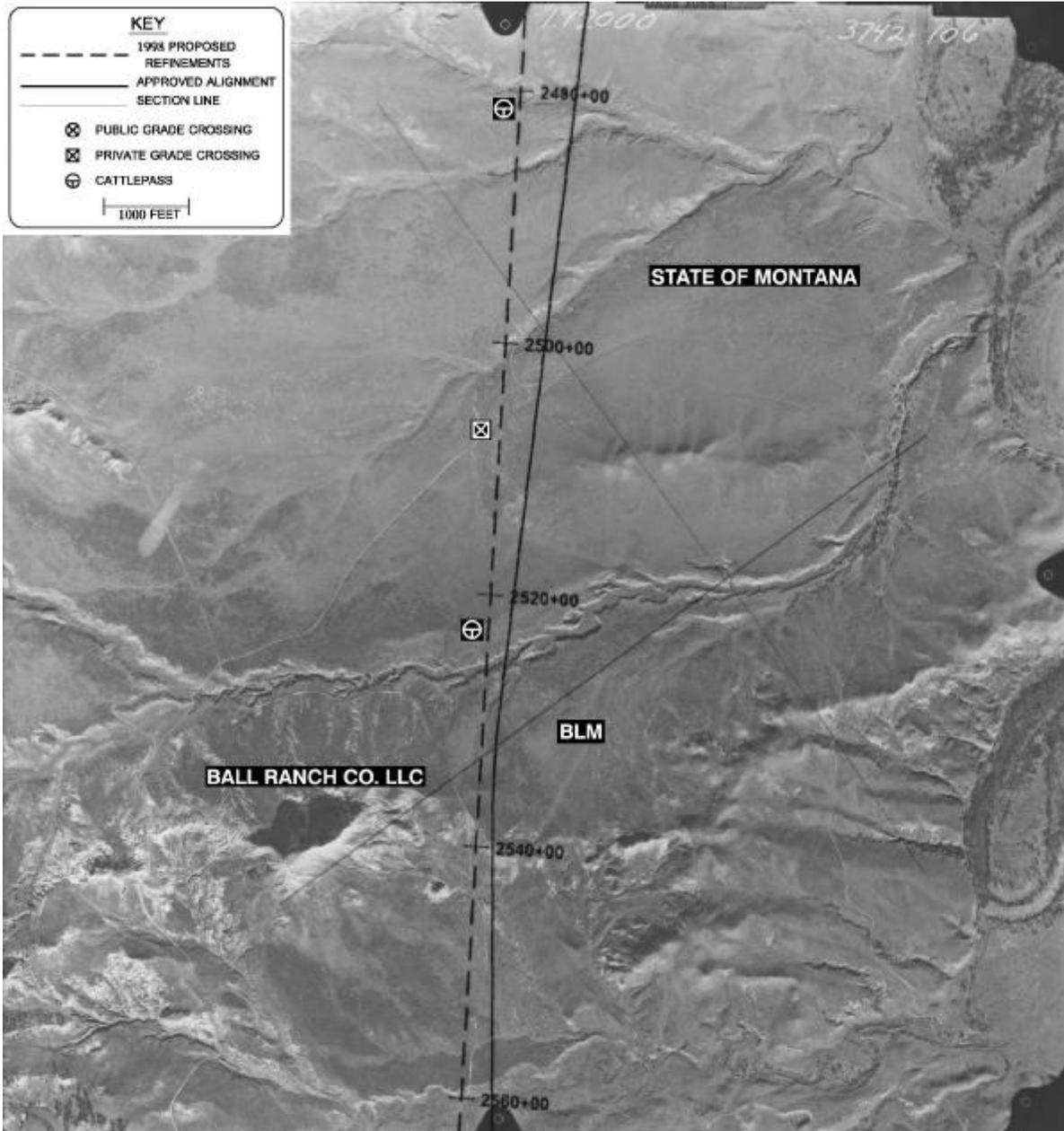
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-33
Aerial Photographs of Alignments
Miles City to Ashland



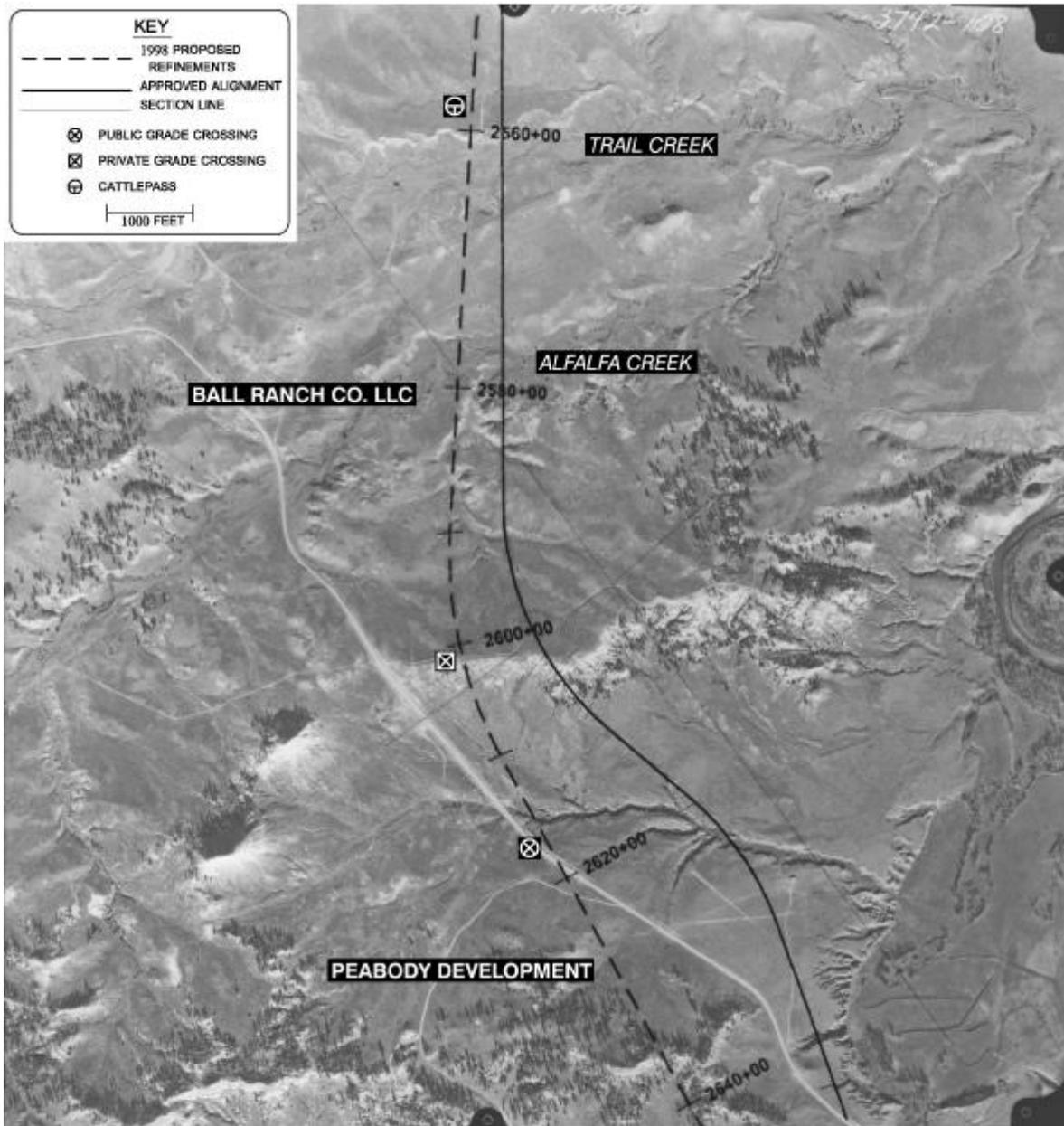
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-34
Aerial Photographs of Alignments
Miles City to Ashland



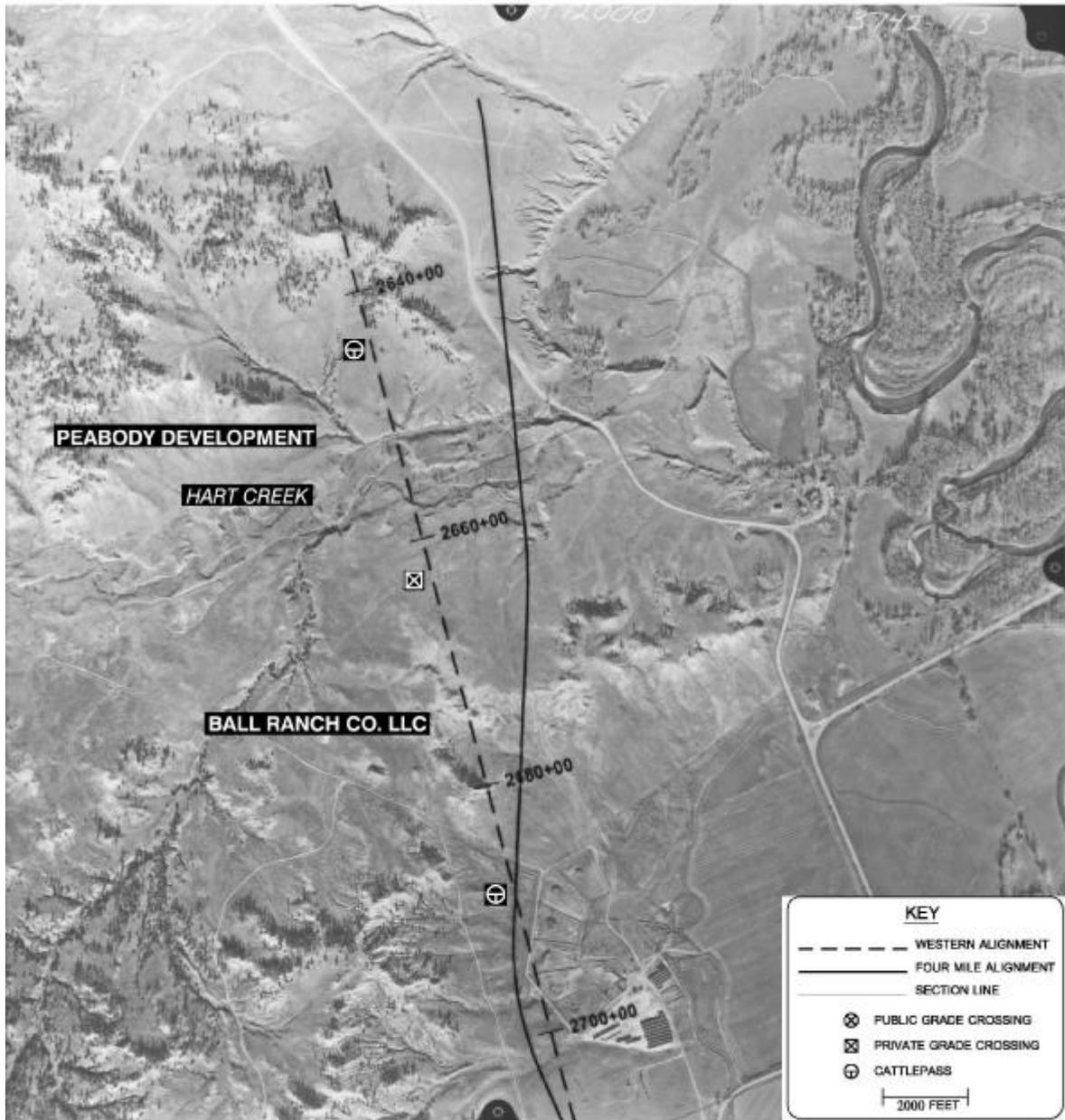
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-35
Aerial Photographs of Alignments
Miles City to Ashland



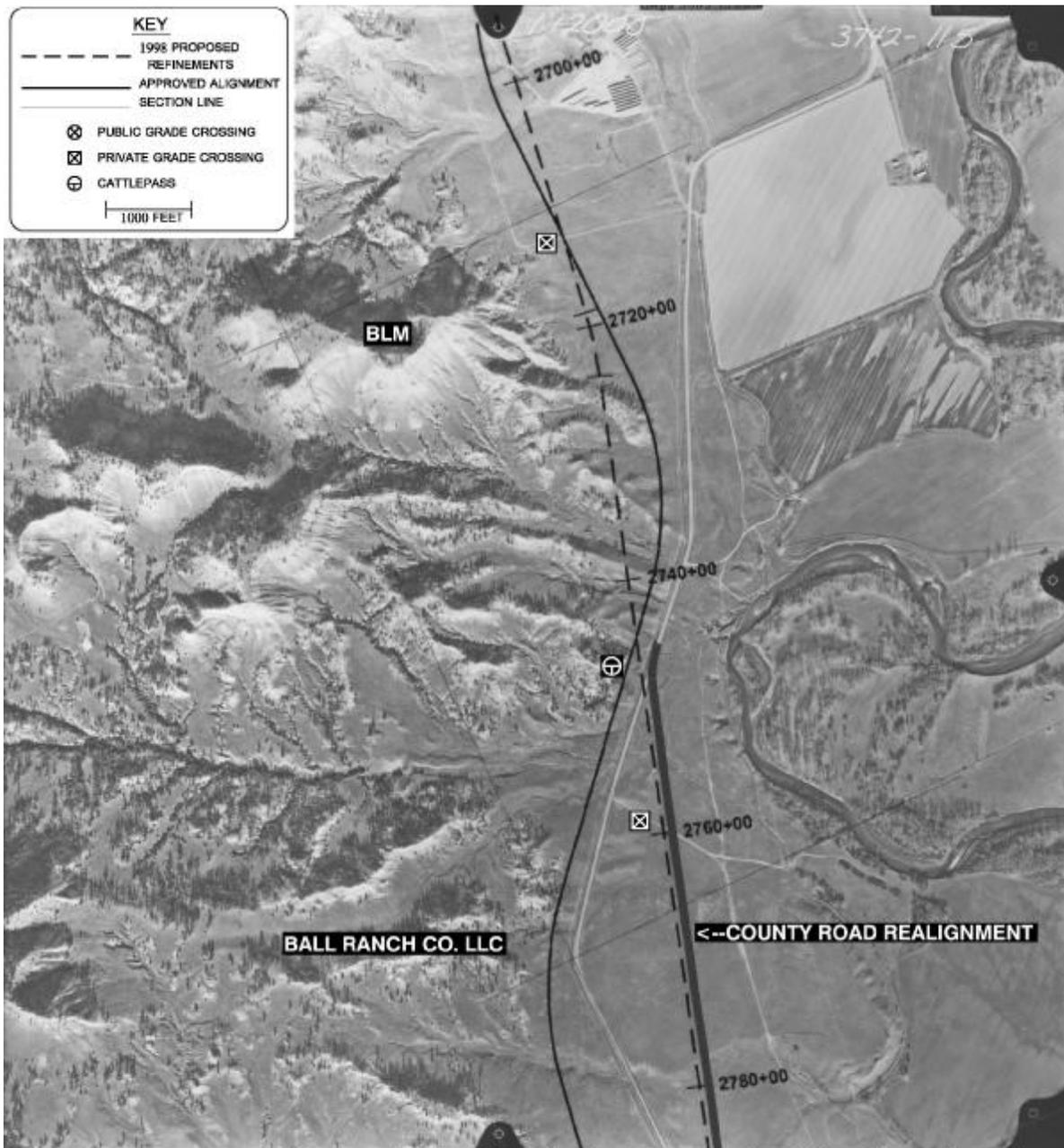
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-36
Aerial Photographs of Alignments
Miles City to Ashland



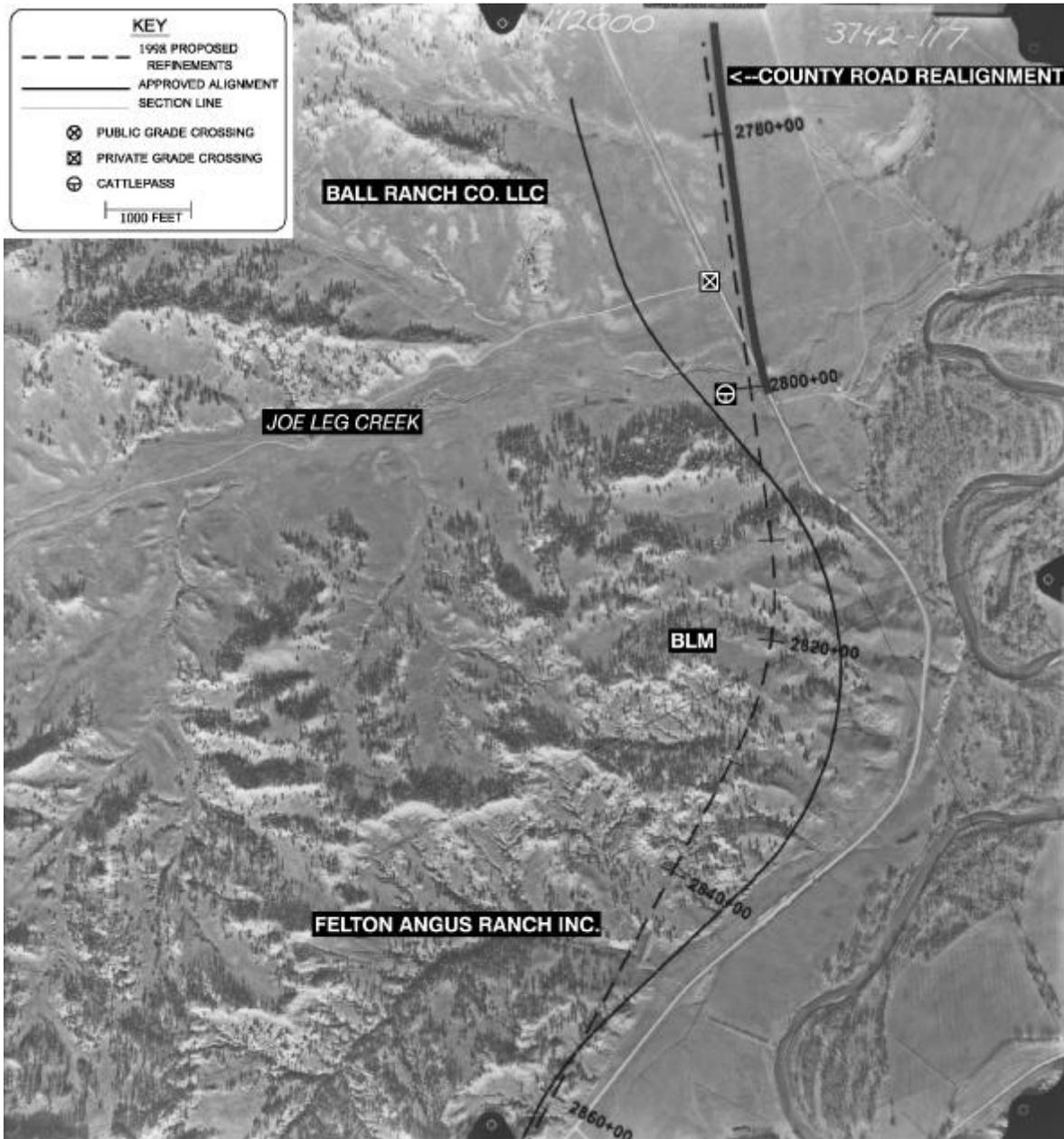
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-37
Aerial Photographs of Alignments
Miles City to Ashland



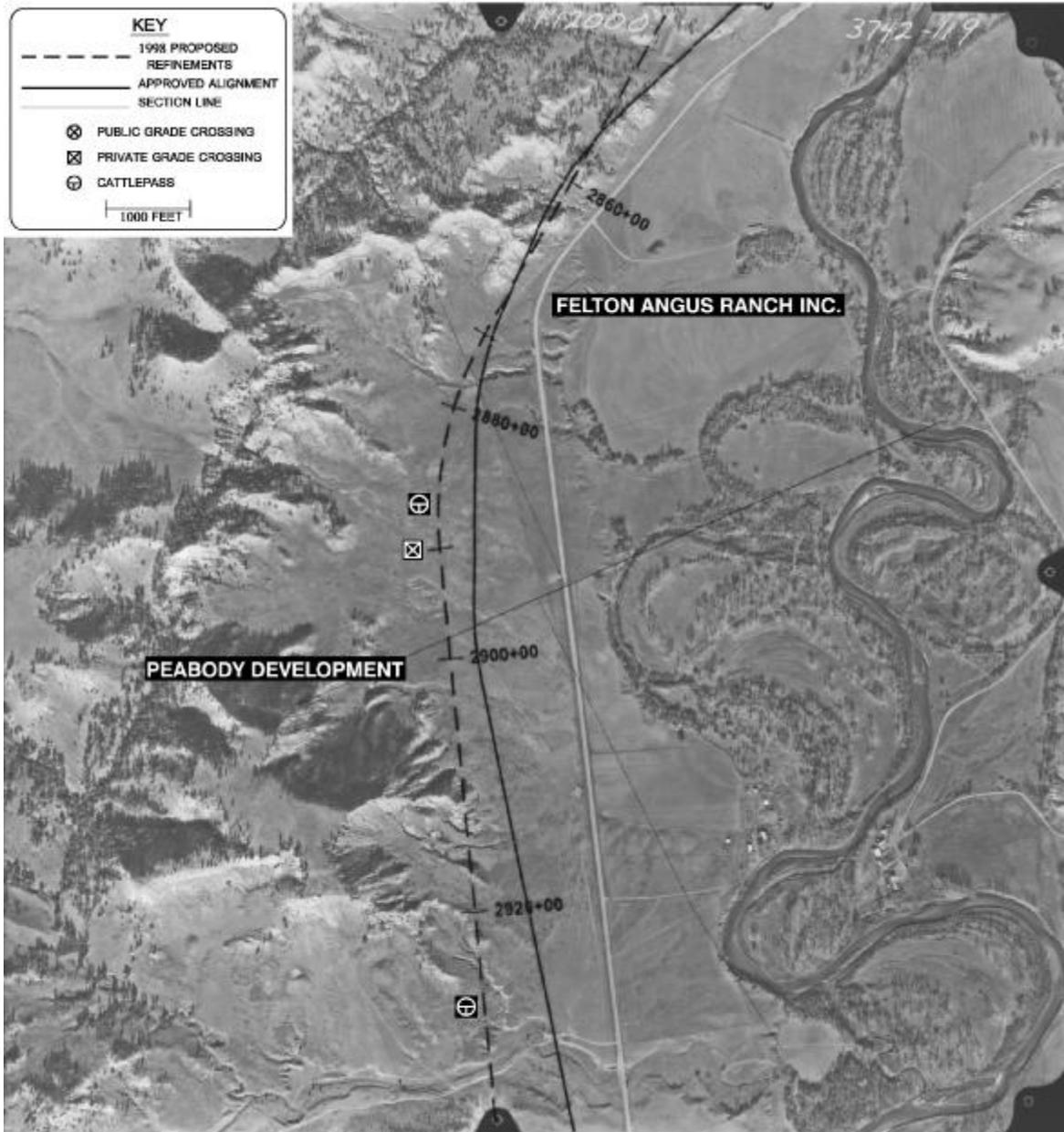
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-38
Aerial Photographs of Alignments
Miles City to Ashland



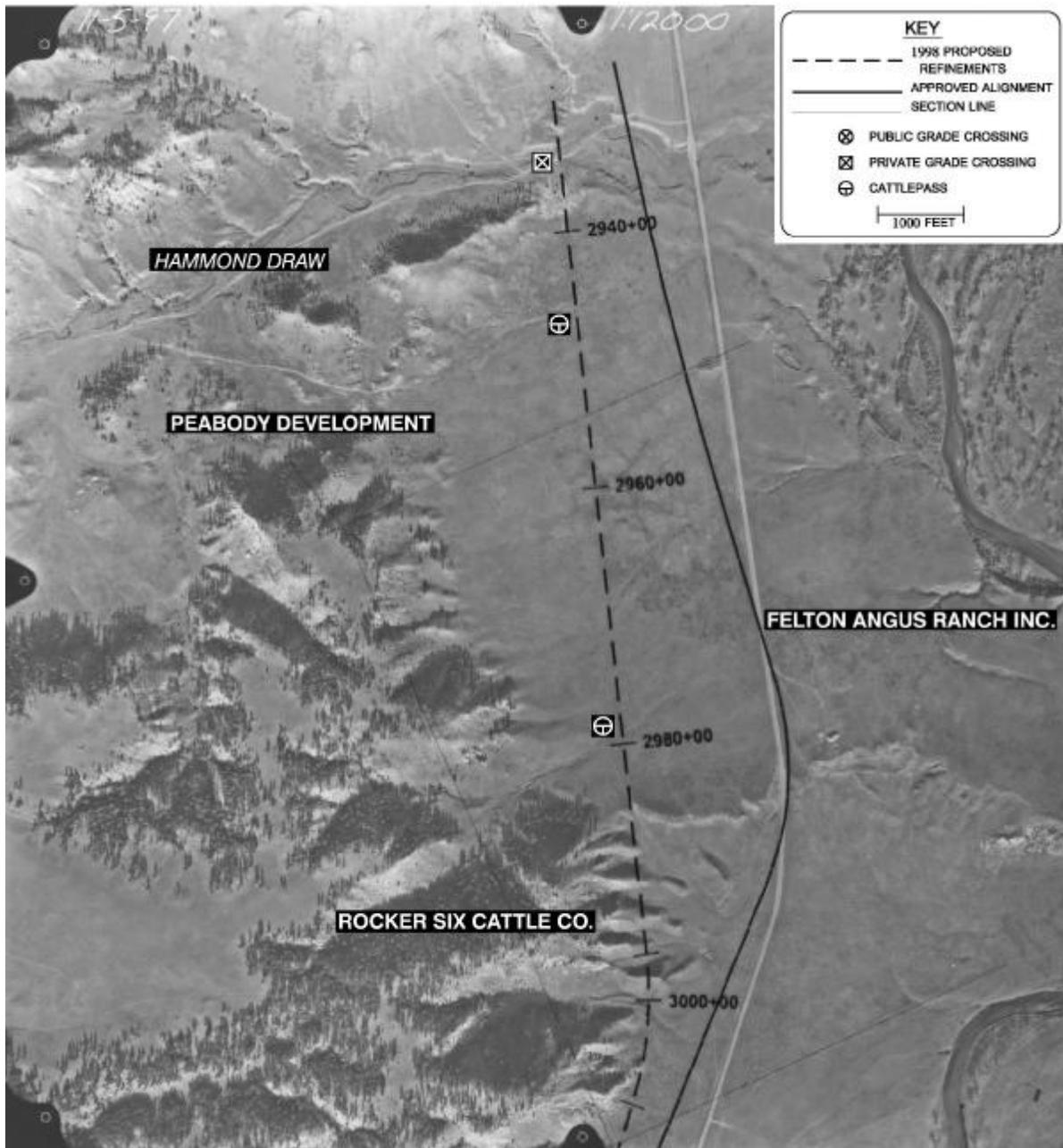
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-39
Aerial Photographs of Alignments
Miles City to Ashland



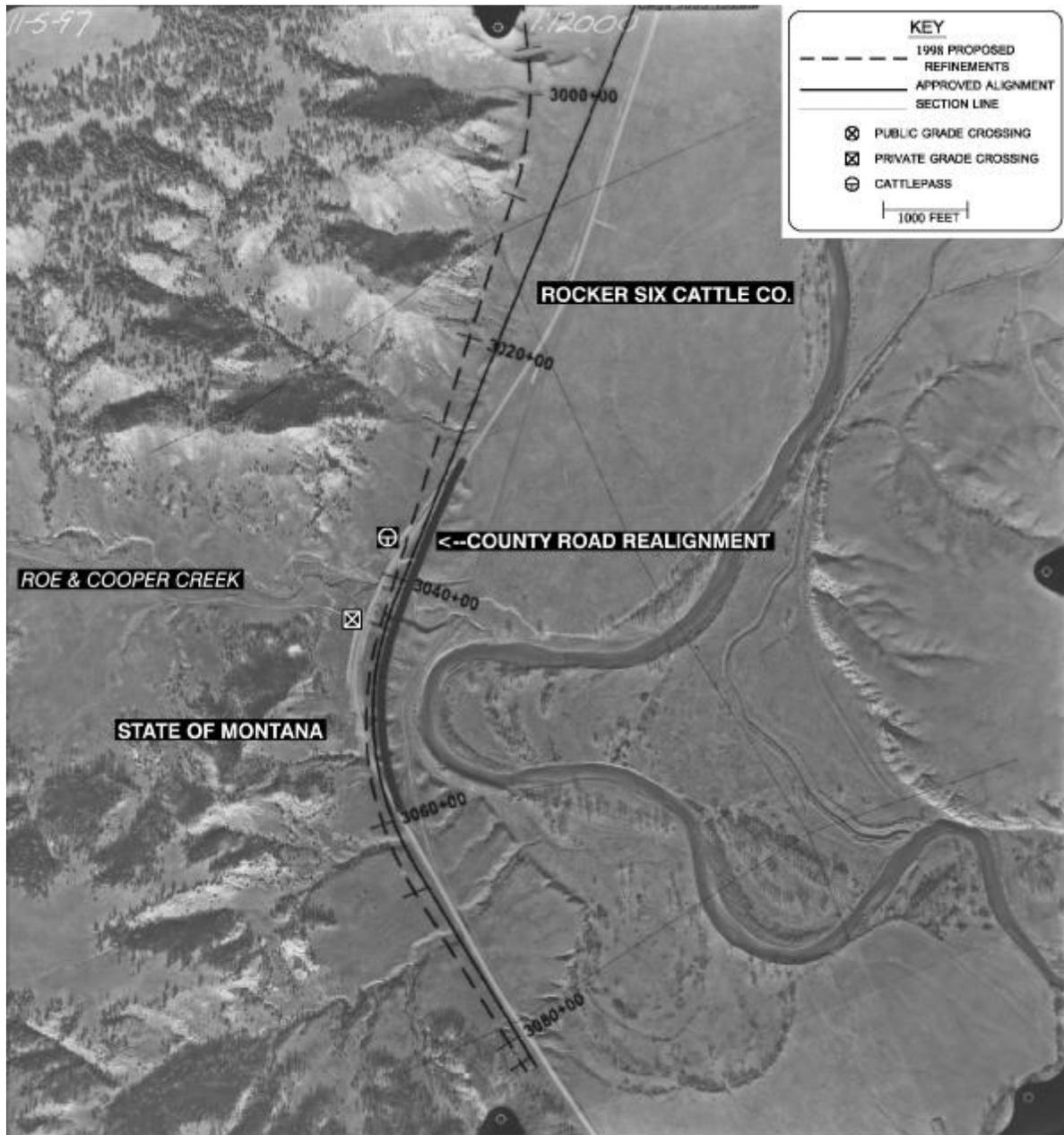
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-40
Aerial Photographs of Alignments
Miles City to Ashland



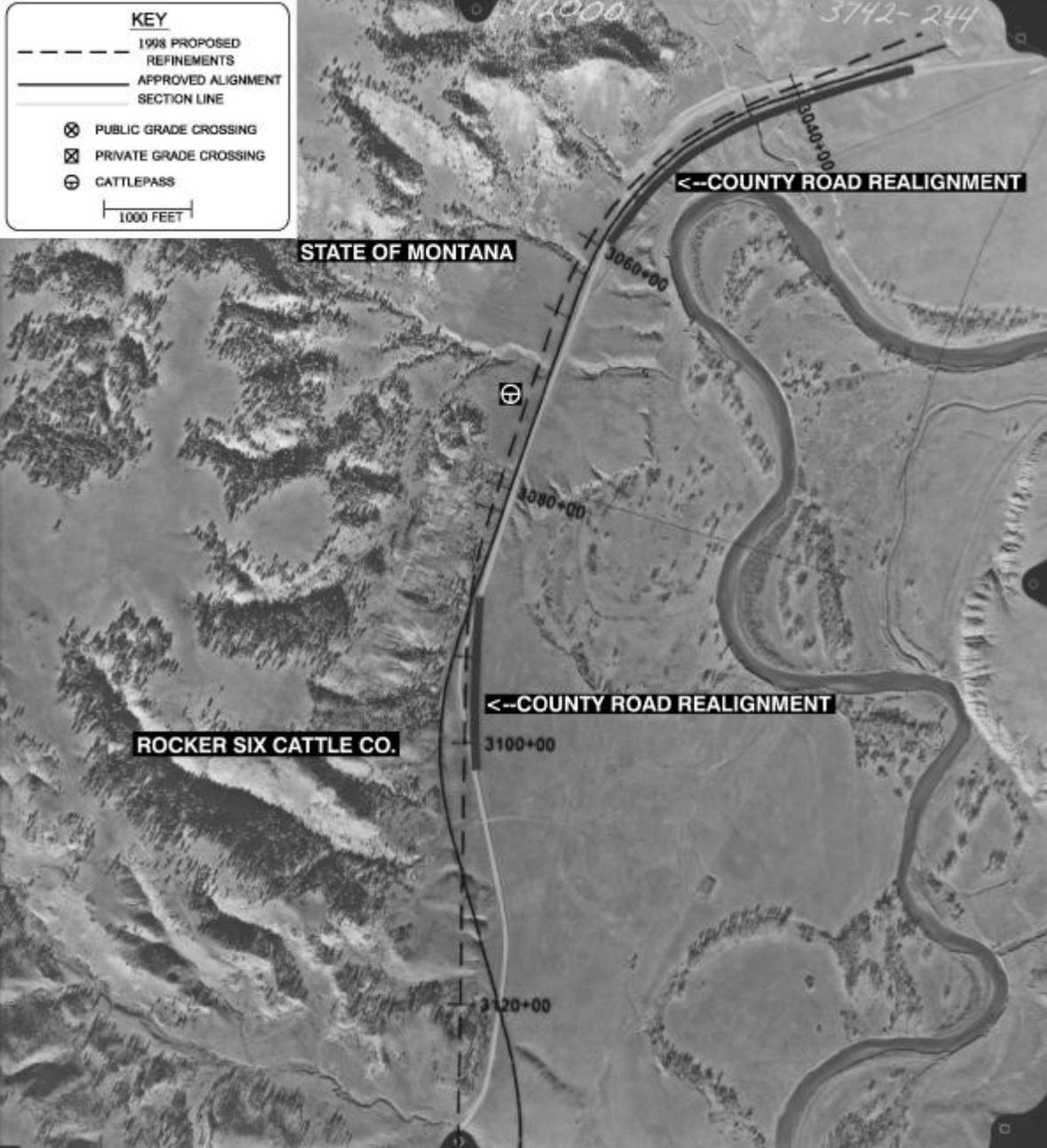
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-41
Aerial Photographs of Alignments
Miles City to Ashland



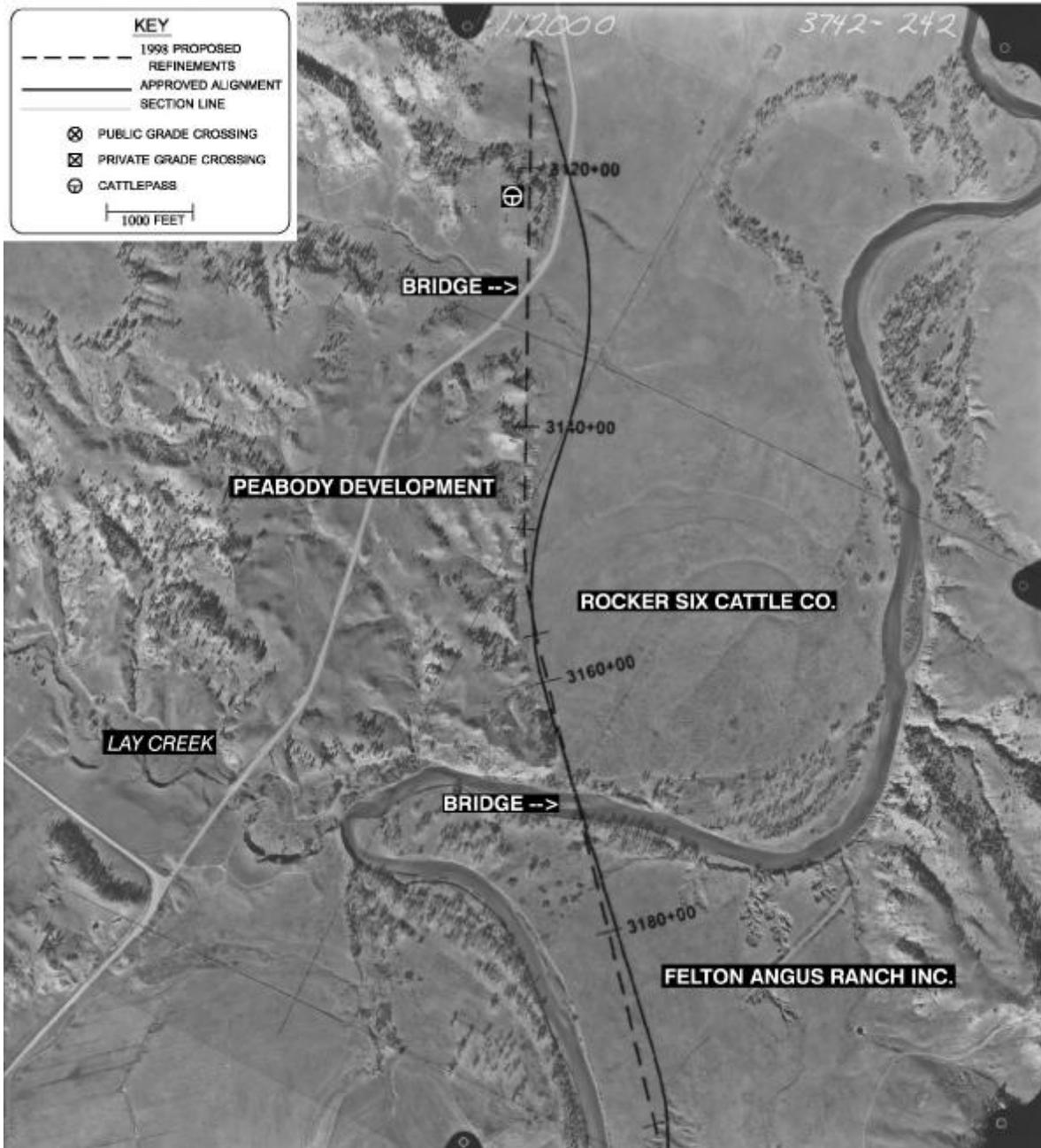
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-42
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-43
Aerial Photographs of Alignments
Miles City to Ashland



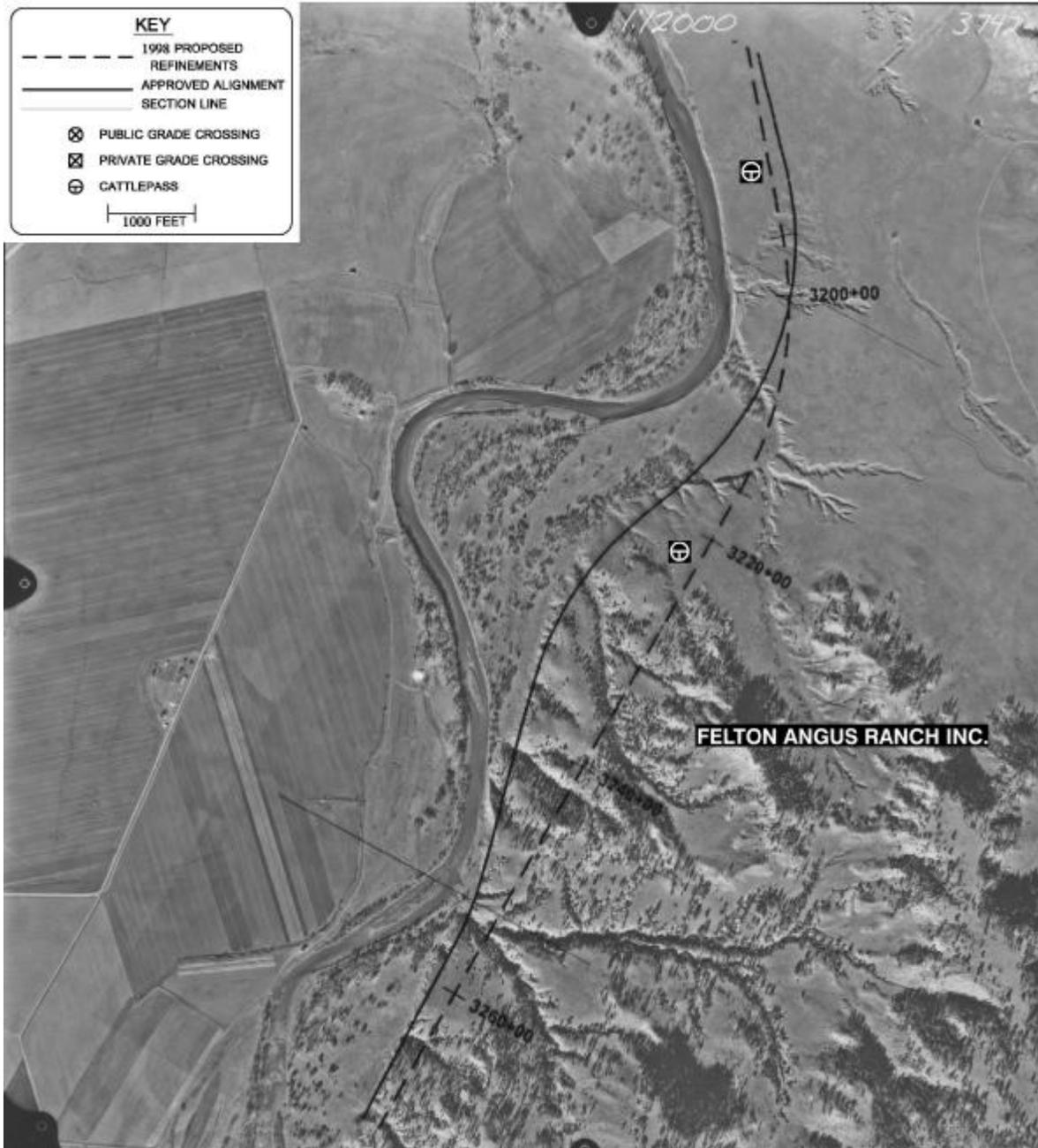
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-44
Aerial Photographs of Alignments
Miles City to Ashland

KEY

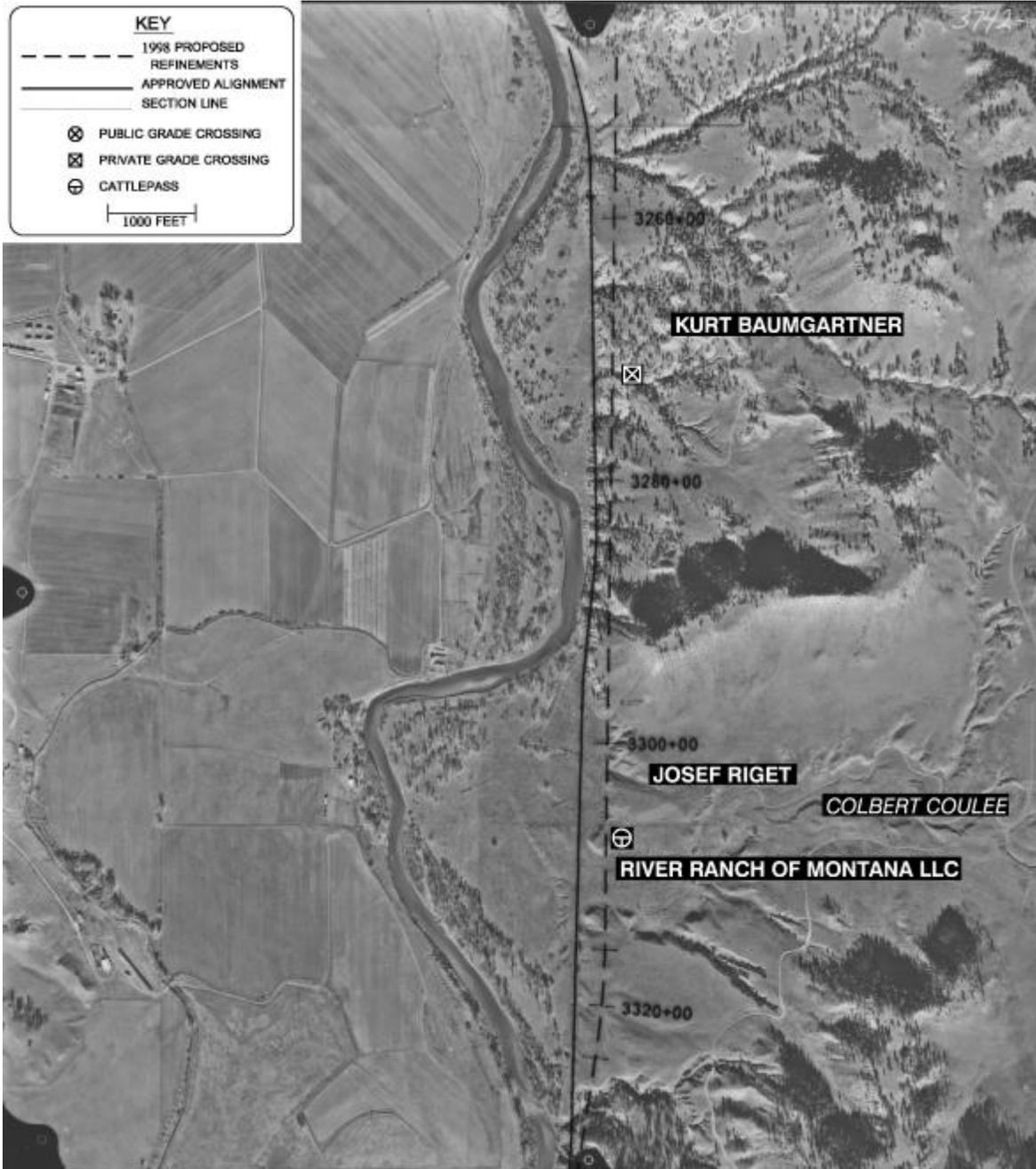
- 1998 PROPOSED REFINEMENTS
- APPROVED ALIGNMENT
- SECTION LINE
- ⊗ PUBLIC GRADE CROSSING
- ⊗ PRIVATE GRADE CROSSING
- ⊕ CATTLEPASS

1000 FEET



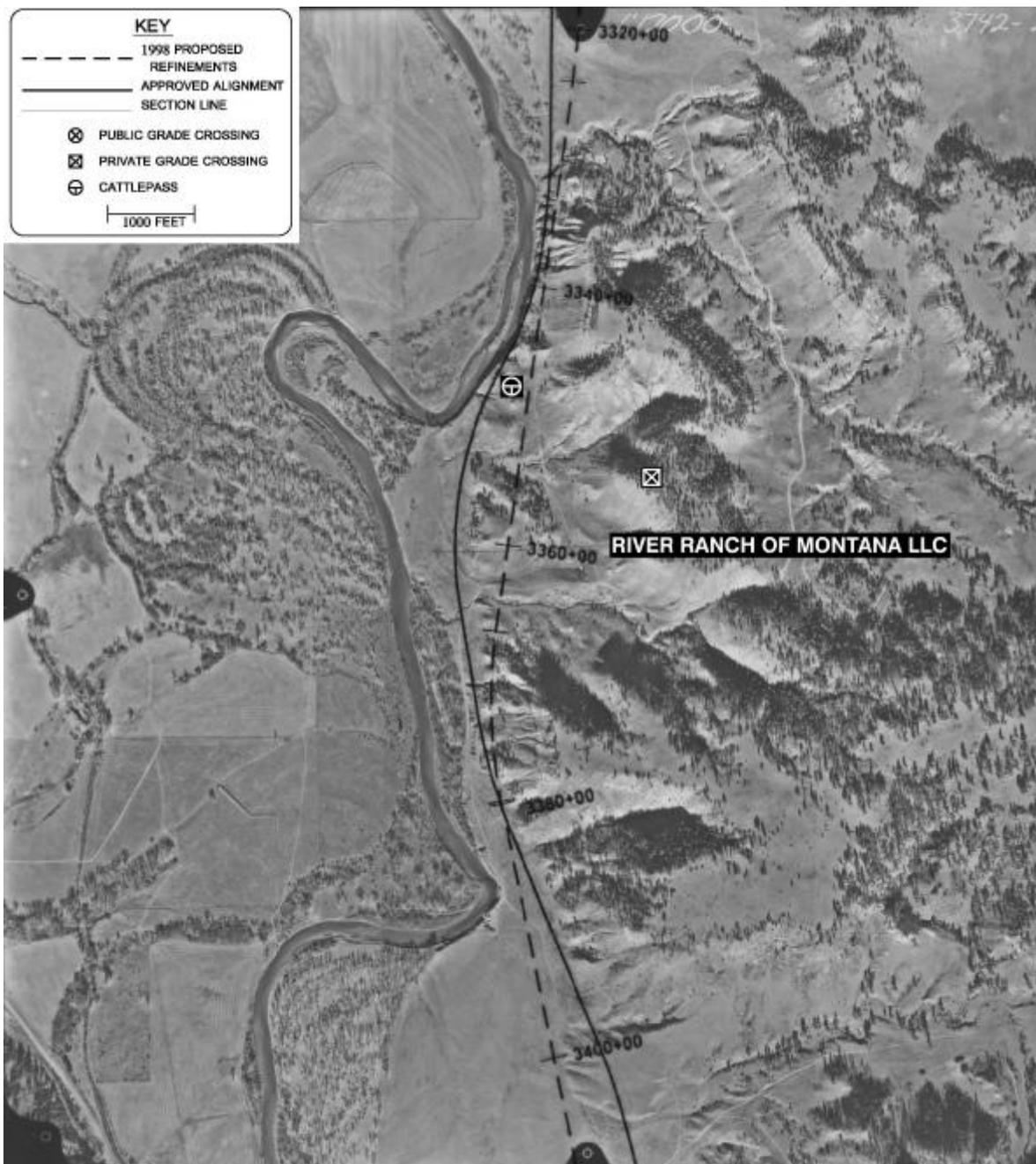
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-45
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-46
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-47
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-48
Aerial Photographs of Alignments
Miles City to Ashland



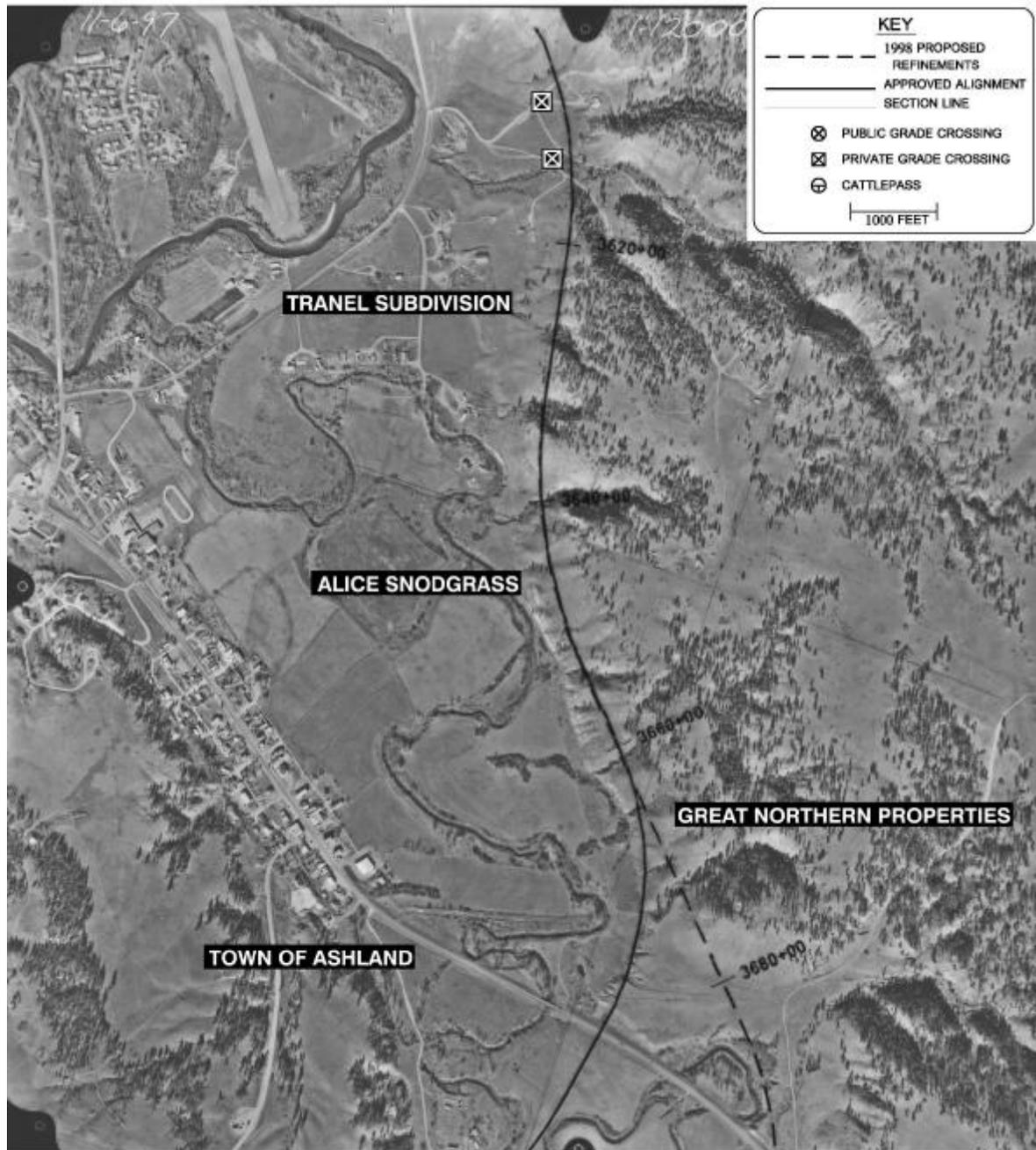
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-49
Aerial Photographs of Alignments
Miles City to Ashland



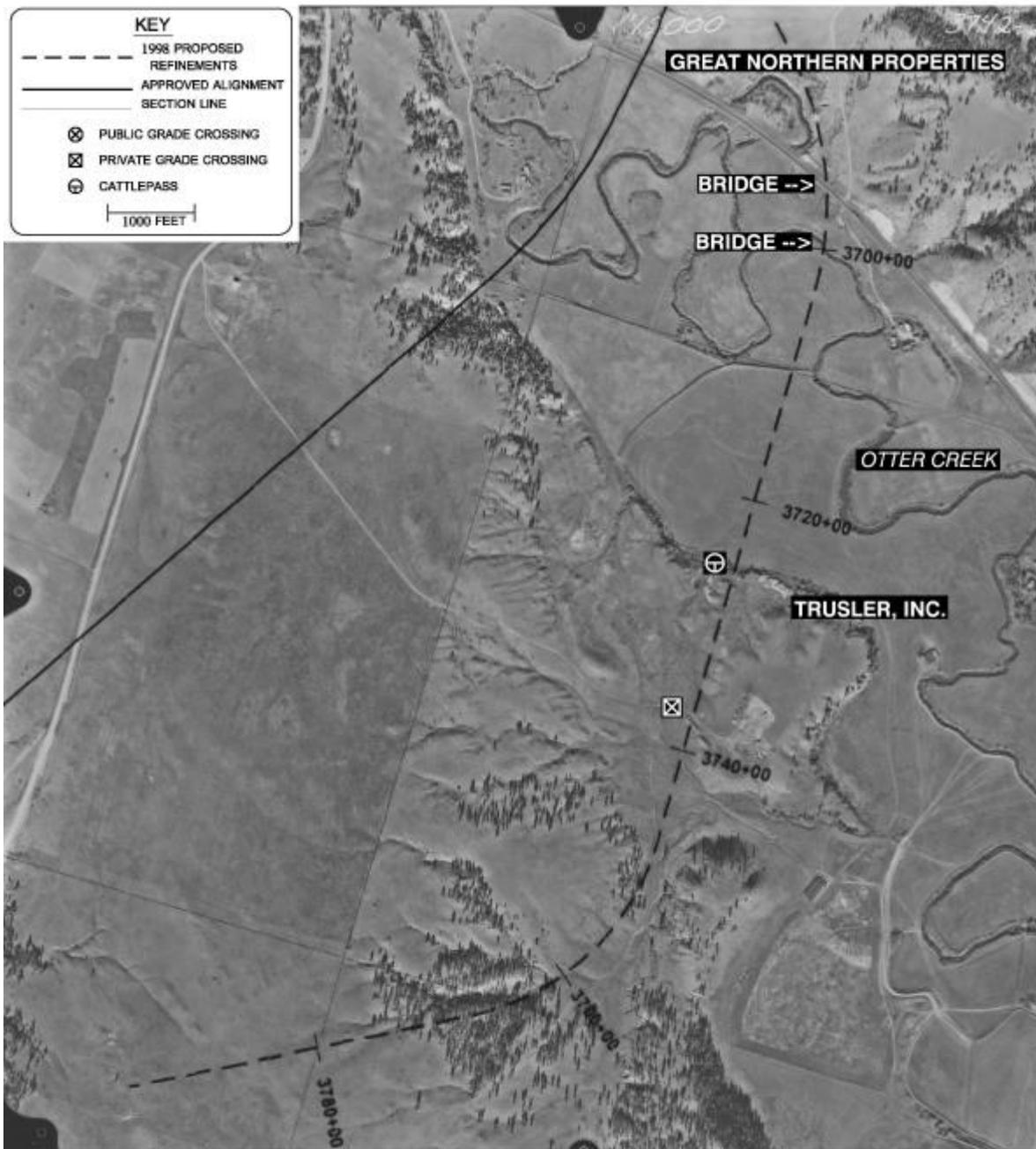
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-50
Aerial Photographs of Alignments
Miles City to Ashland



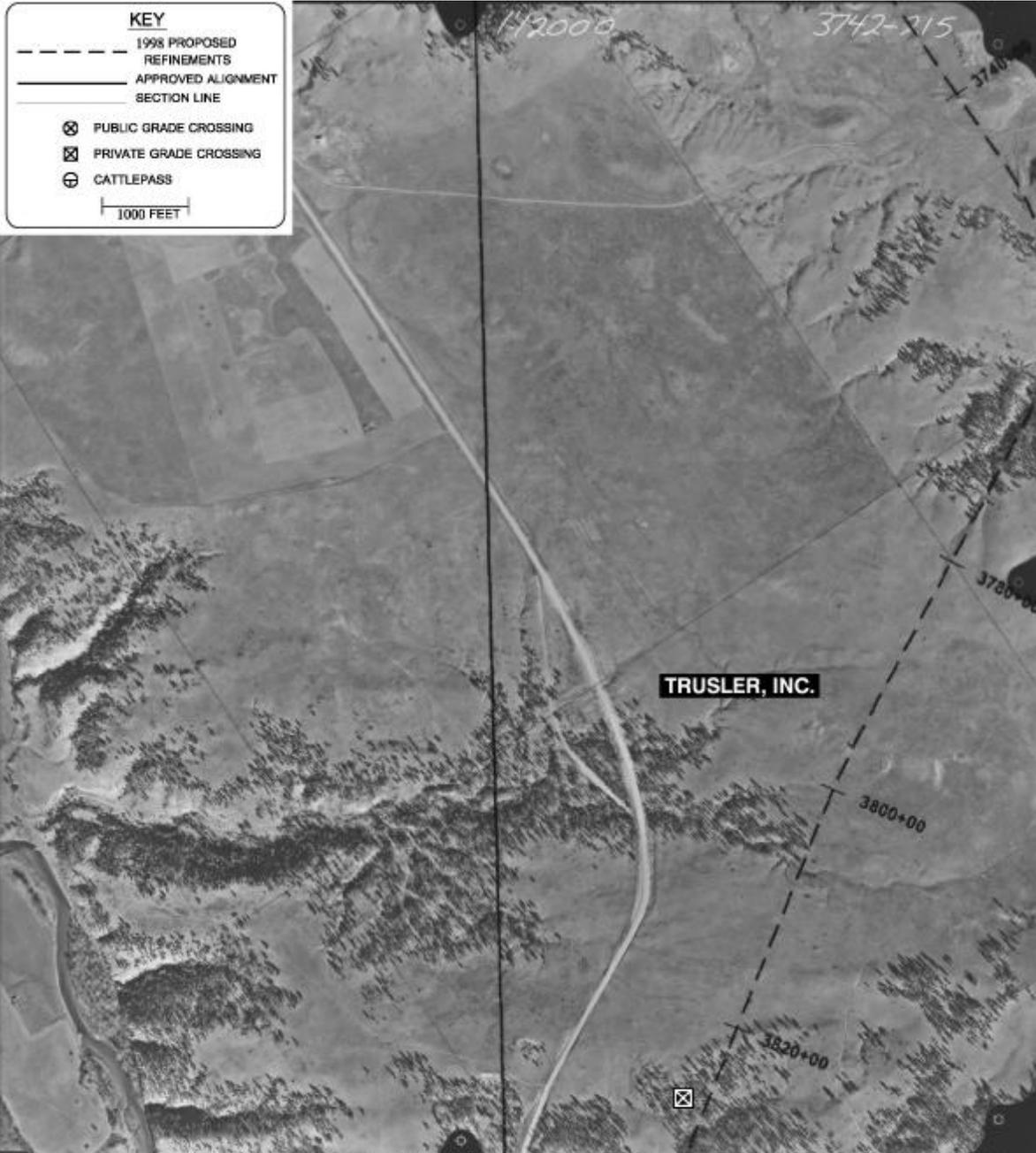
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-51
Aerial Photographs of Alignments
Miles City to Ashland



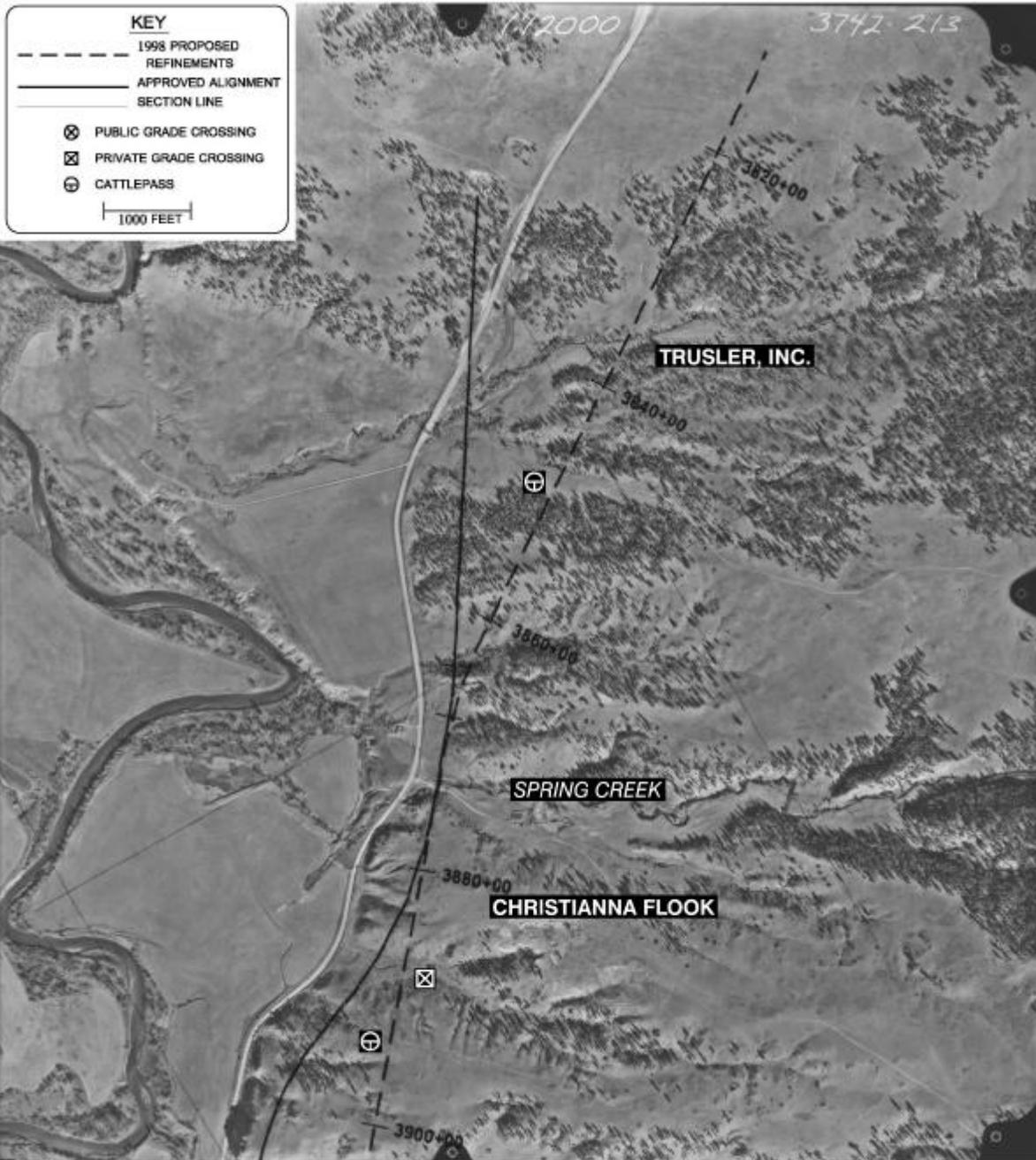
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-52
Aerial Photographs of Alignments
Miles City to Ashland



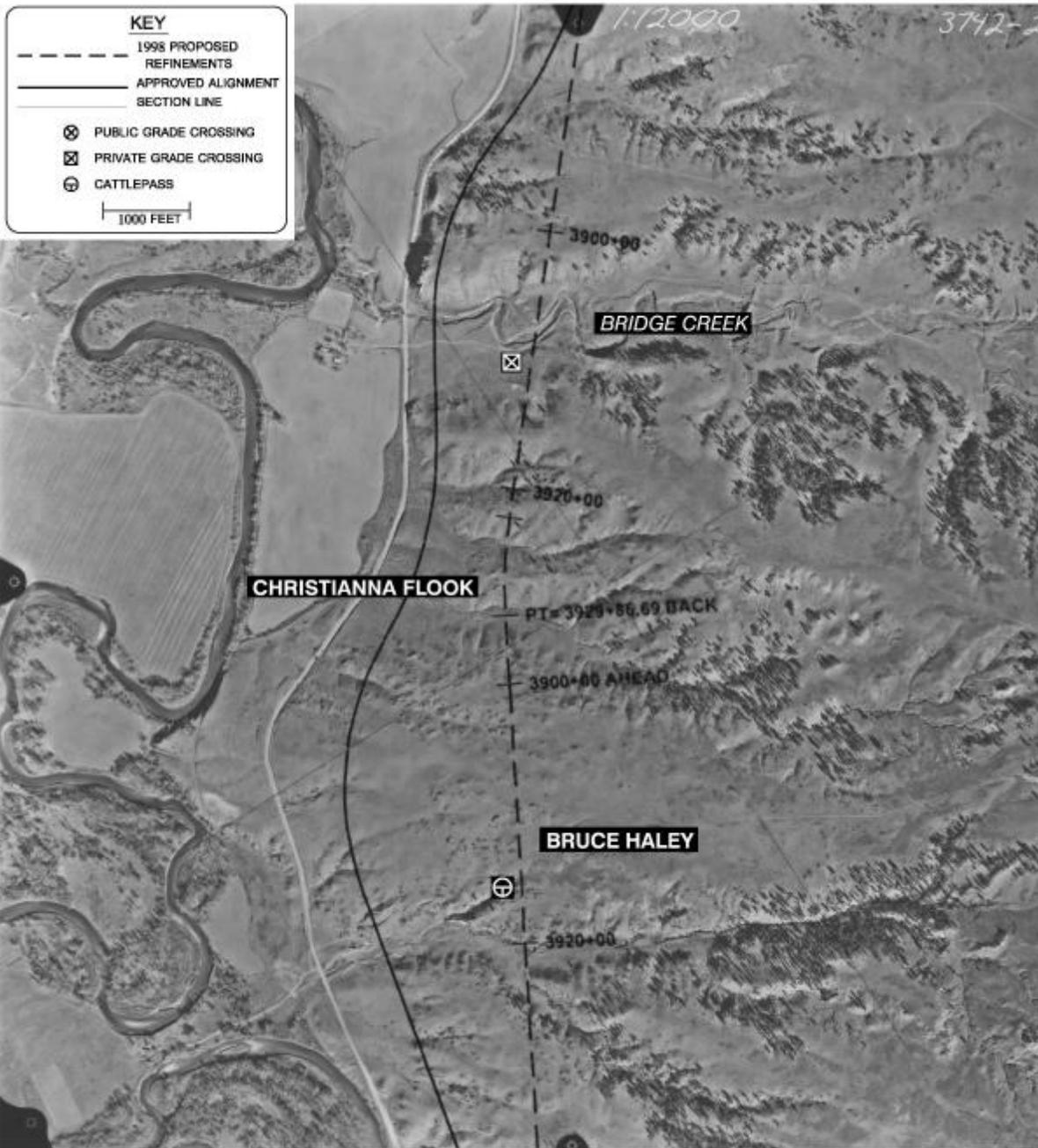
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-53
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-54
Aerial Photographs of Alignments
Miles City to Ashland

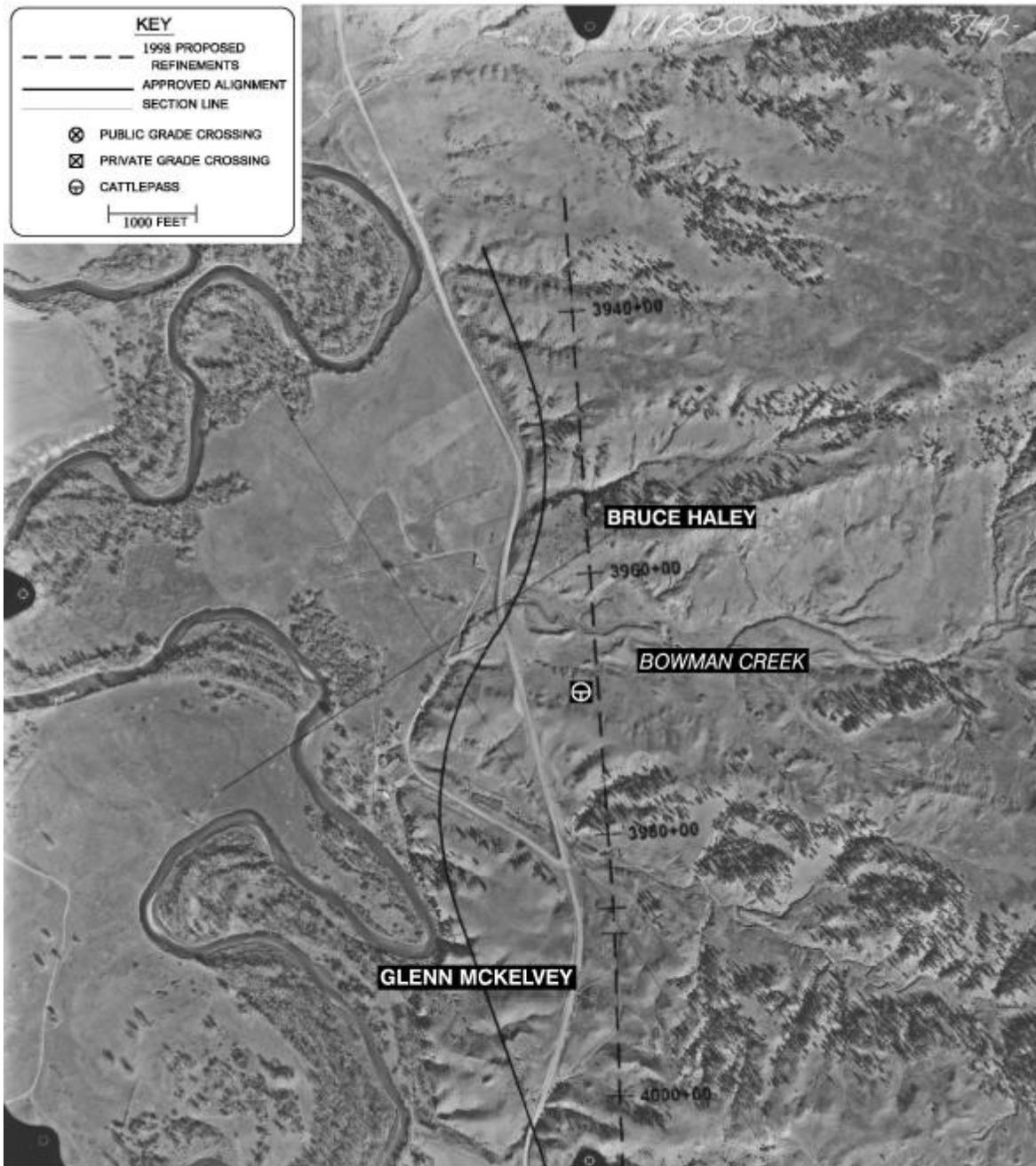


Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-55

Aerial Photographs of Alignments

Miles City to Ashland

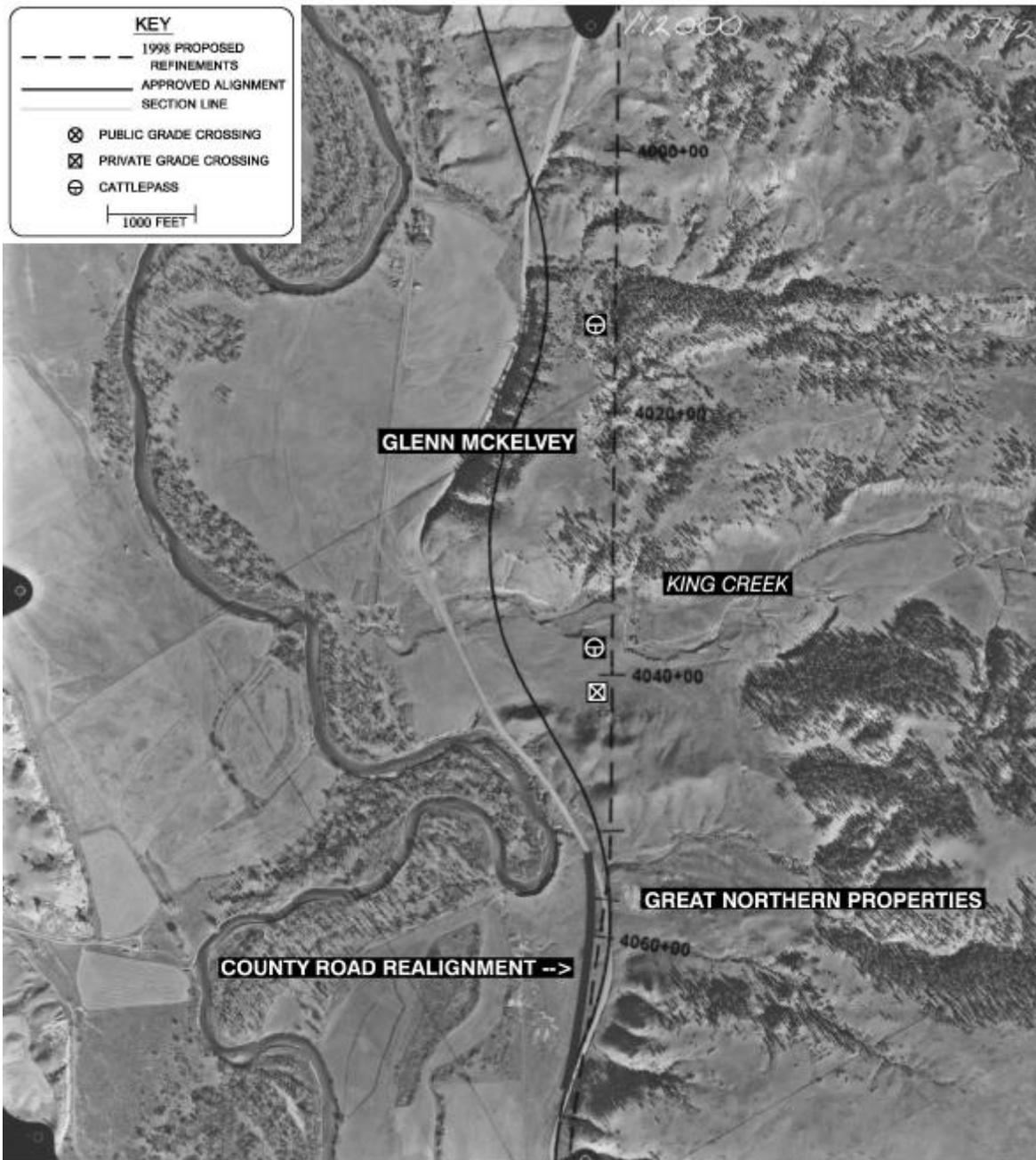


Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-56

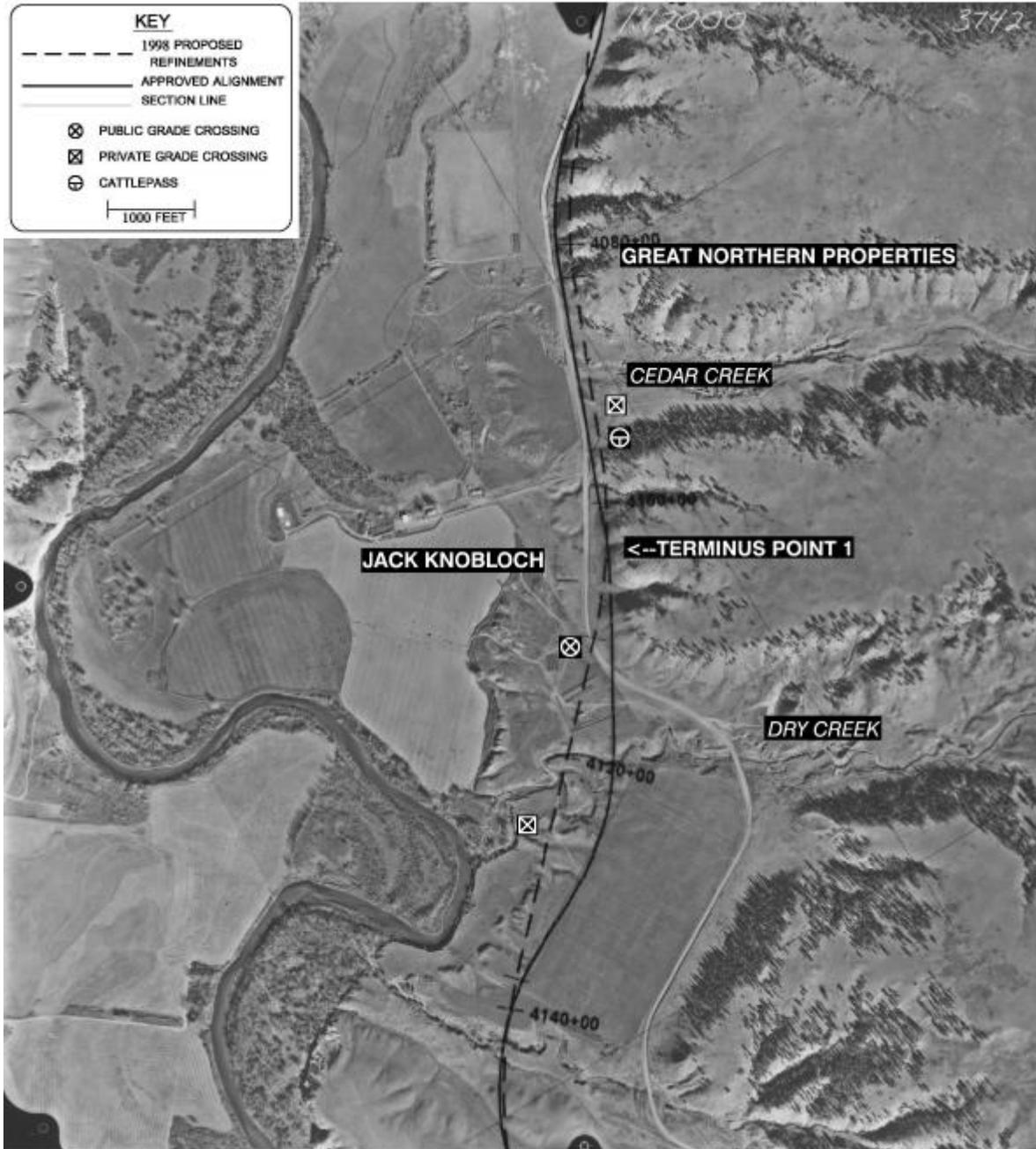
Aerial Photographs of Alignments

Miles City to Ashland



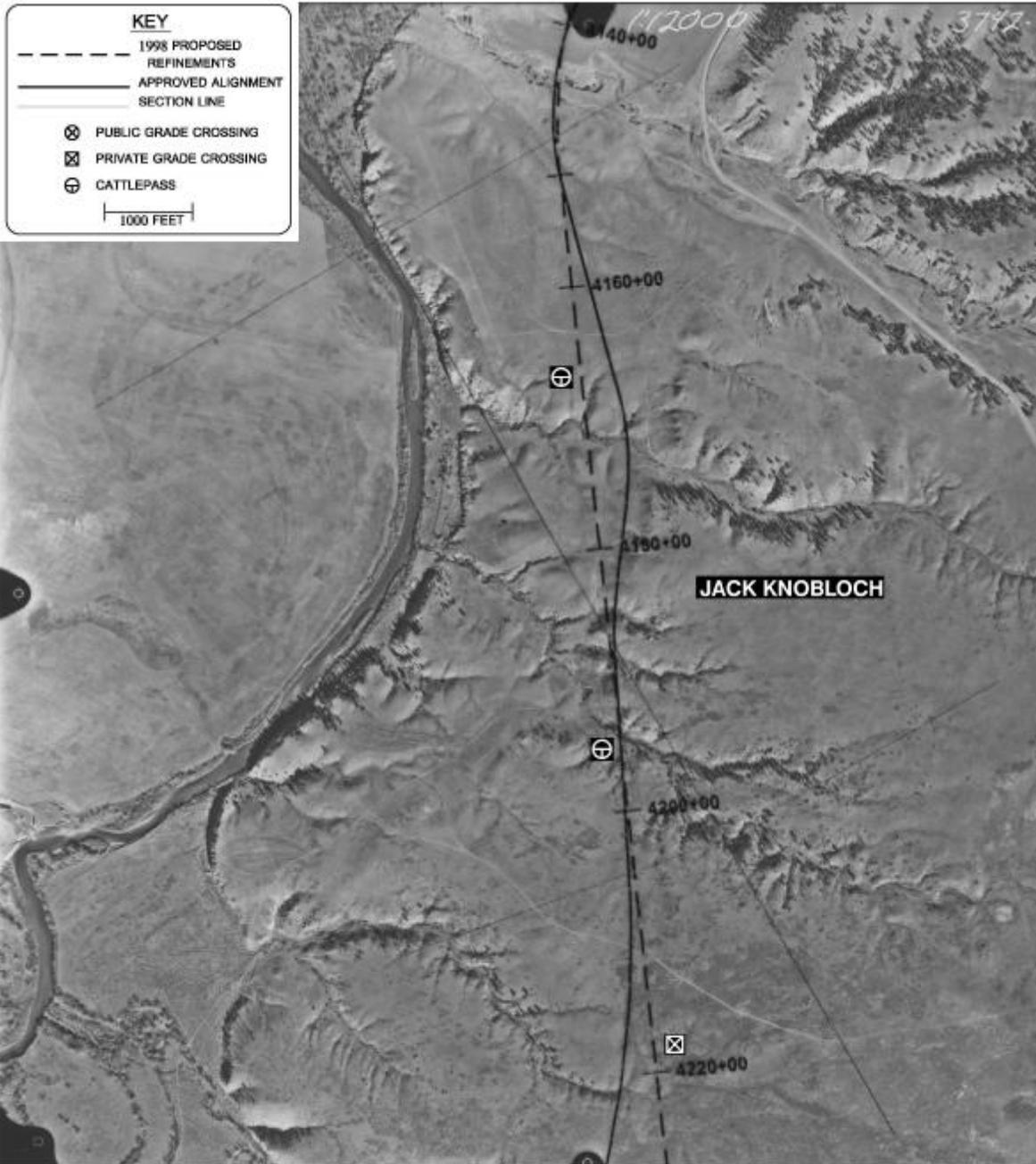
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-57
Aerial Photographs of Alignments
Miles City to Ashland



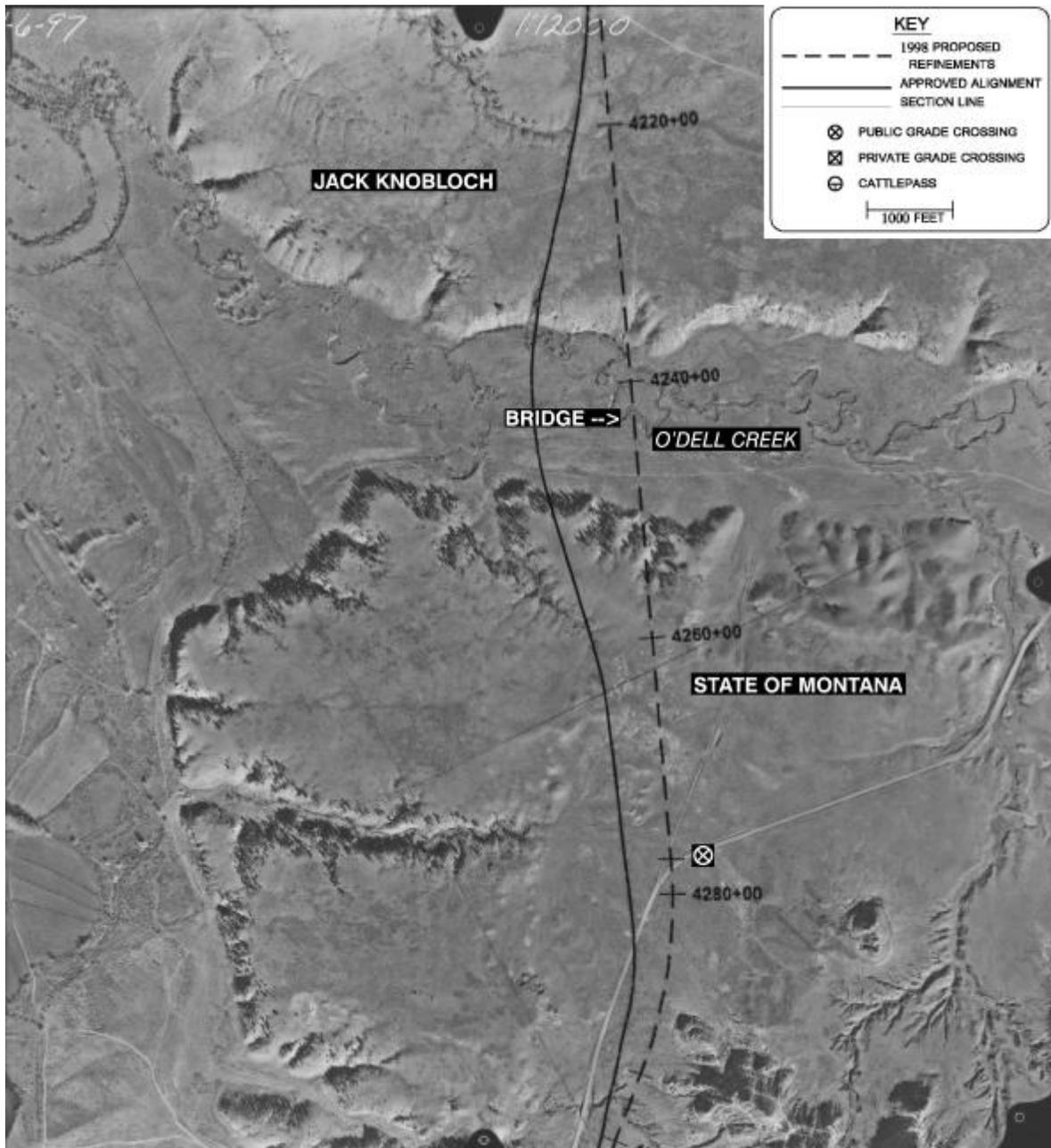
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-58
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-59
Aerial Photographs of Alignments
Miles City to Ashland



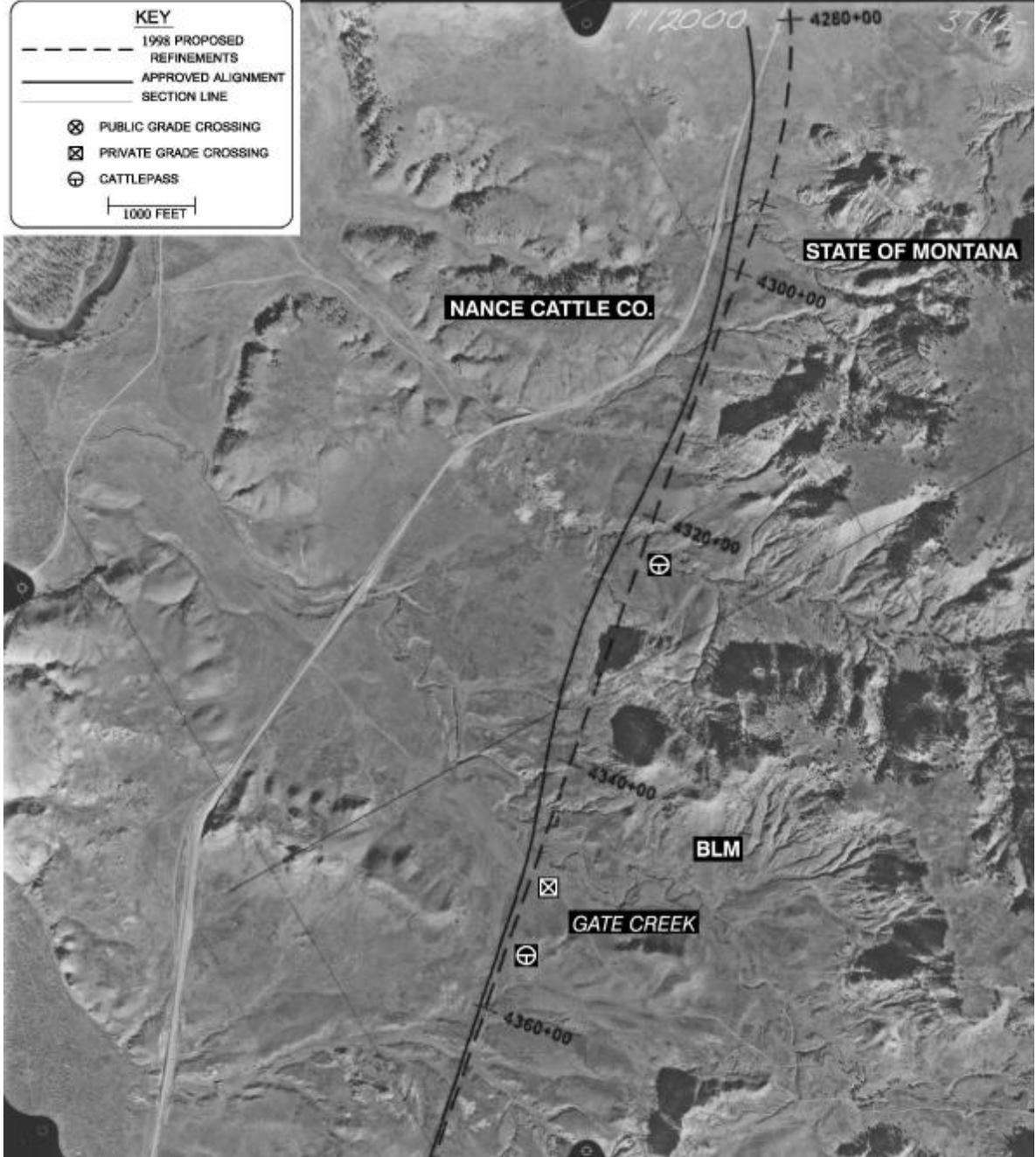
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-60
Aerial Photographs of Alignments
Miles City to Ashland

KEY

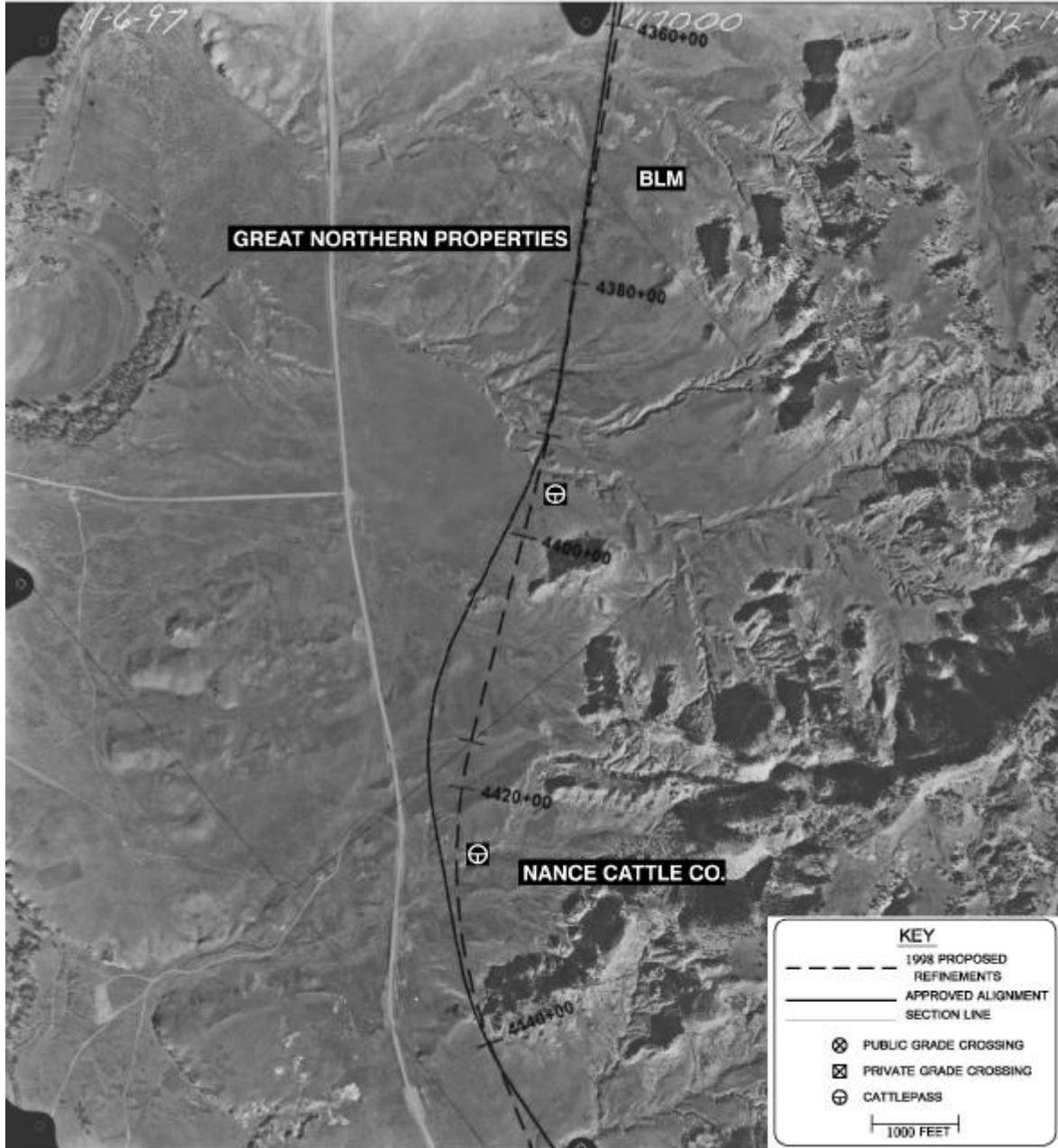
- 1998 PROPOSED REFINEMENTS
- APPROVED ALIGNMENT SECTION LINE
- ⊗ PUBLIC GRADE CROSSING
- ⊗ PRIVATE GRADE CROSSING
- ⊕ CATTLEPASS

1000 FEET



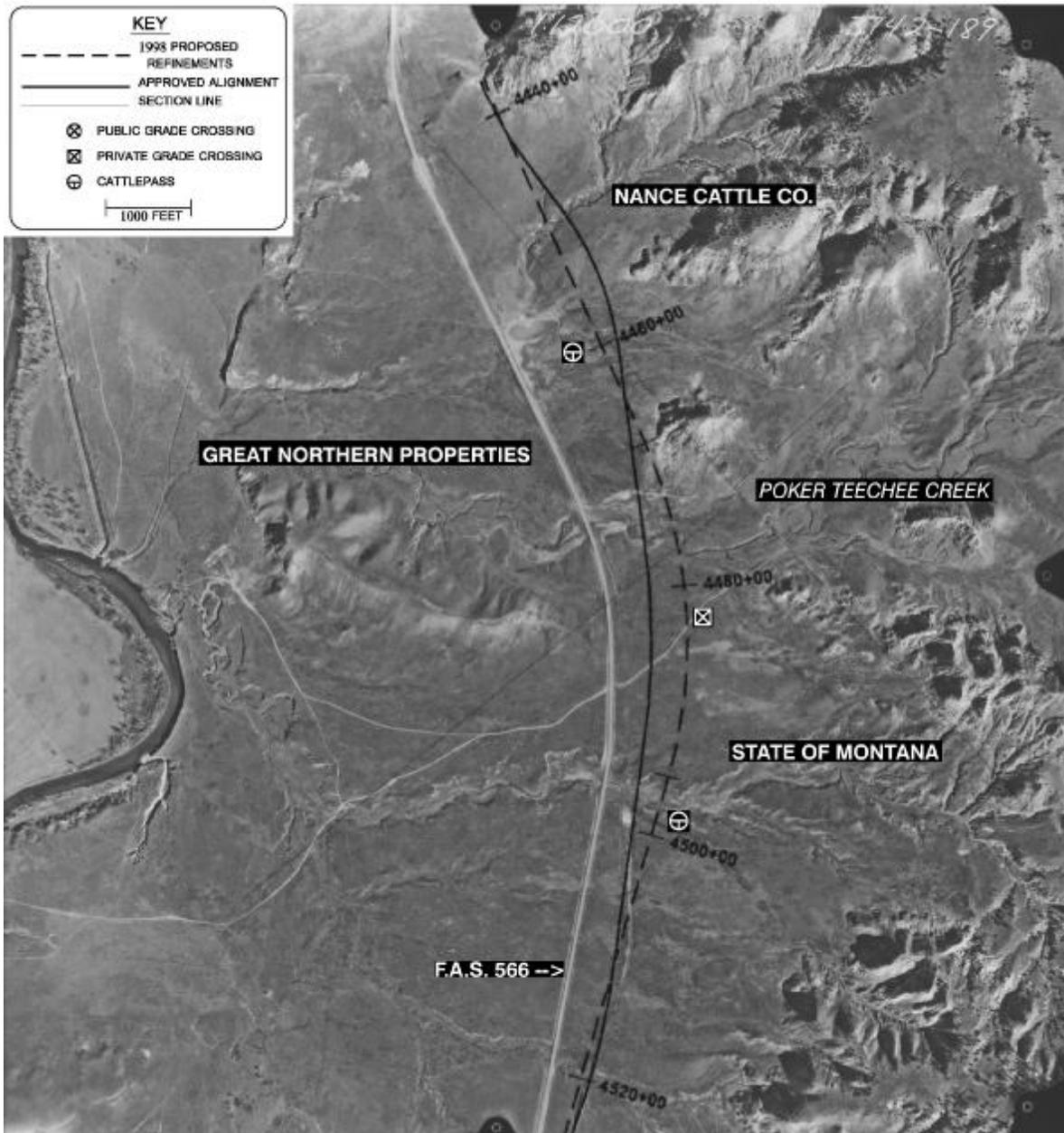
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-61
Aerial Photographs of Alignments
Miles City to Ashland



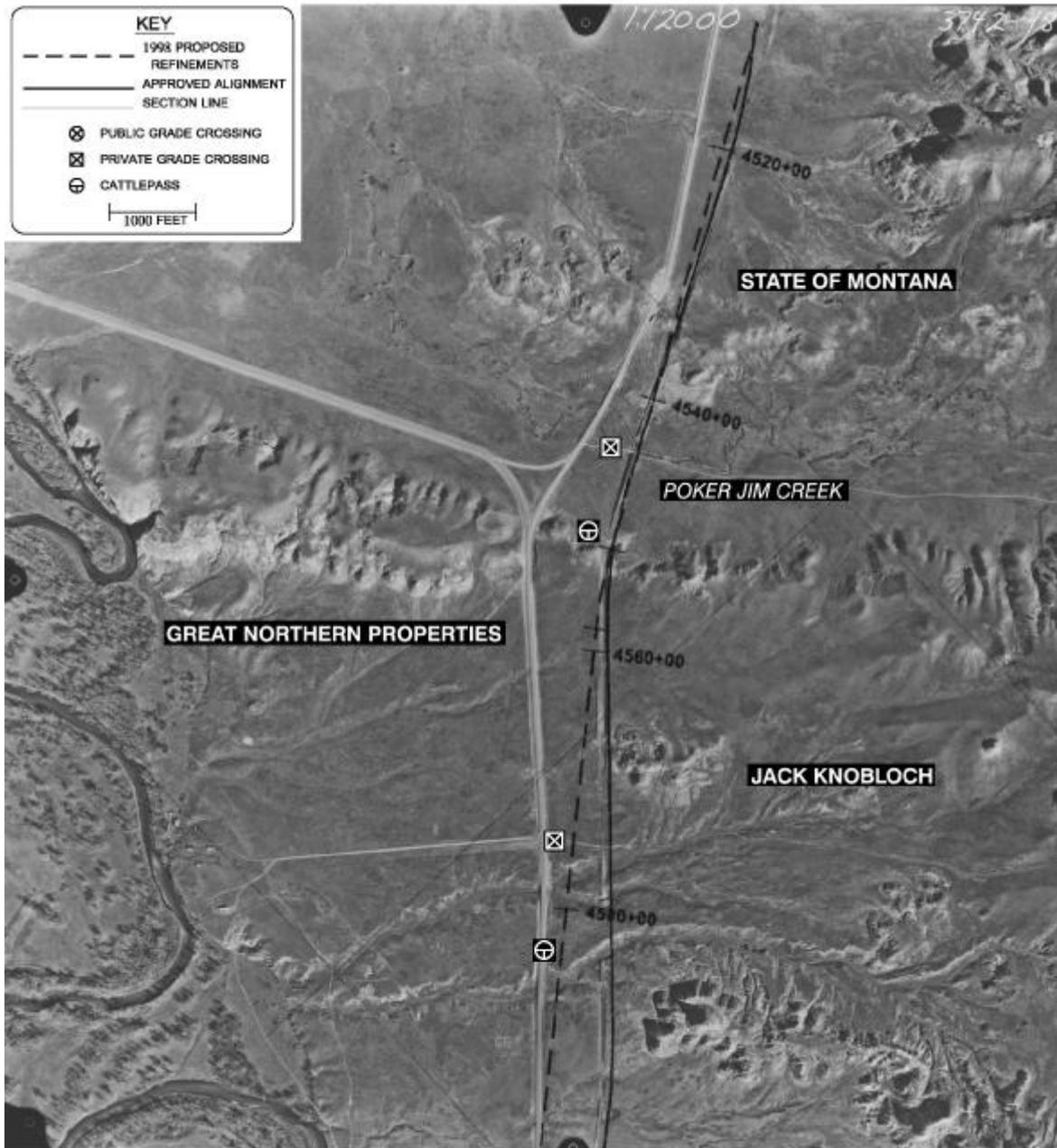
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-62
Aerial Photographs of Alignments
Miles City to Ashland



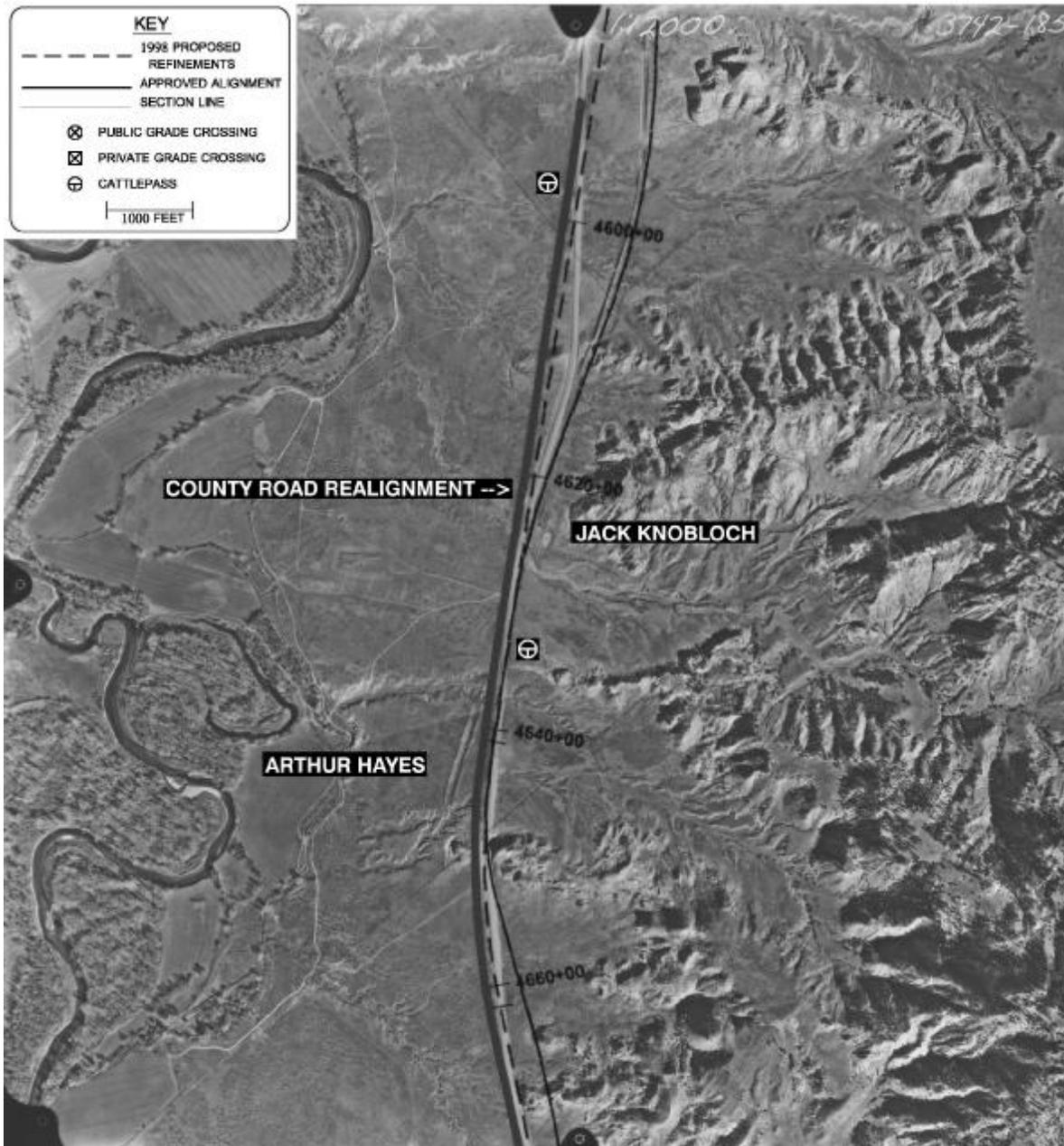
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-63
Aerial Photographs of Alignments
Miles City to Ashland



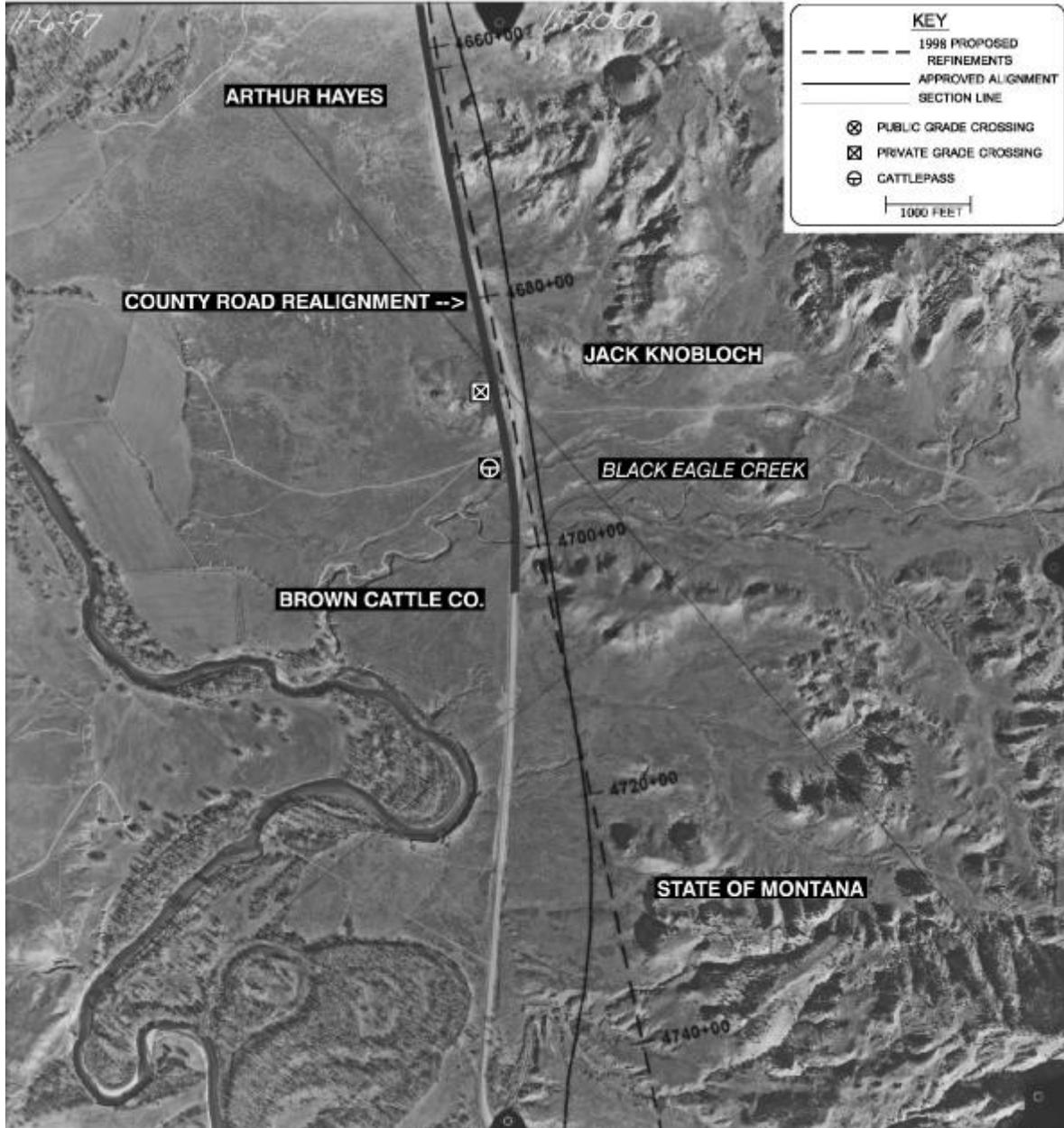
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-64
Aerial Photographs of Alignments
Miles City to Ashland



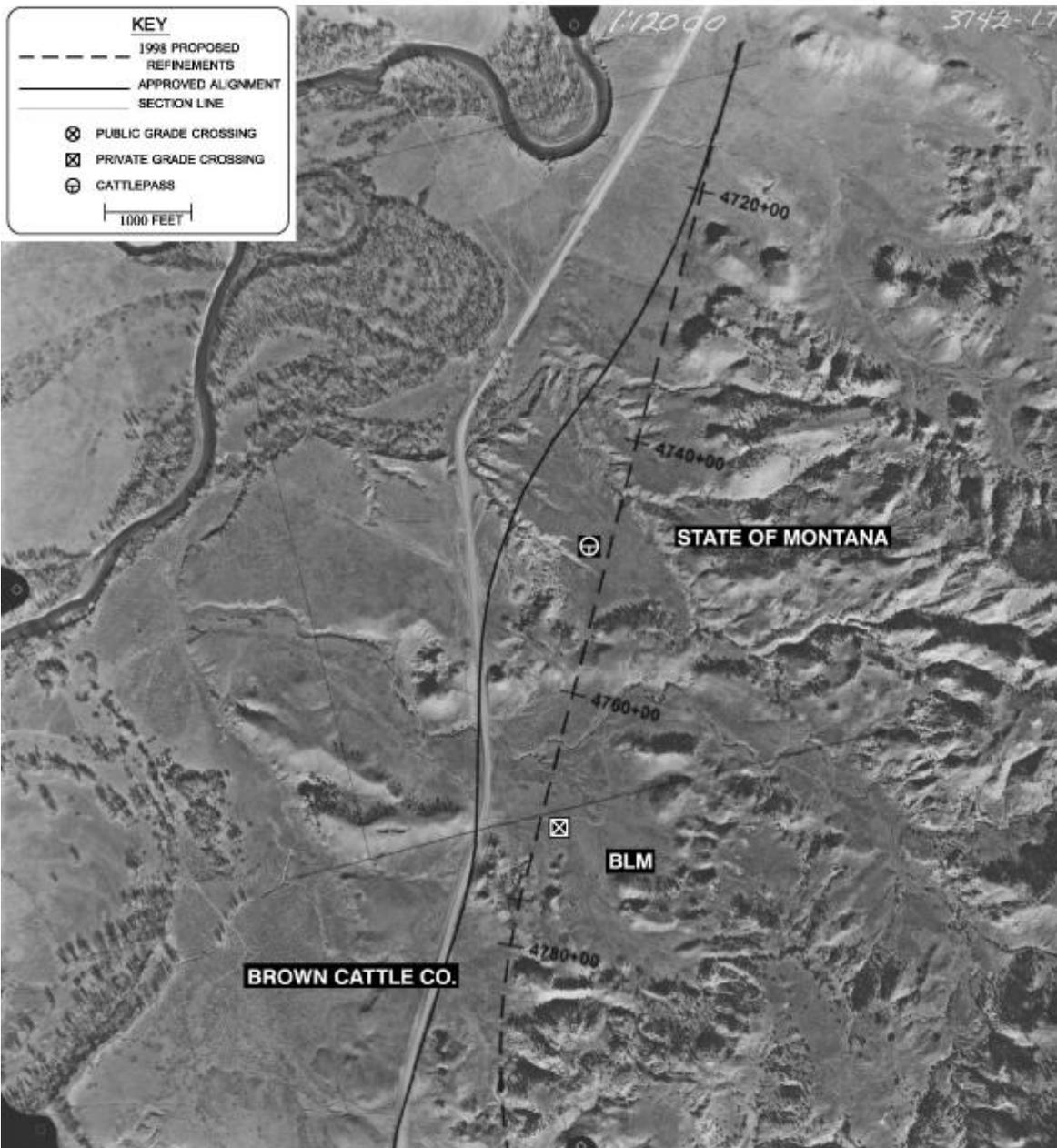
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-65
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-66
Aerial Photographs of Alignments
Miles City to Ashland

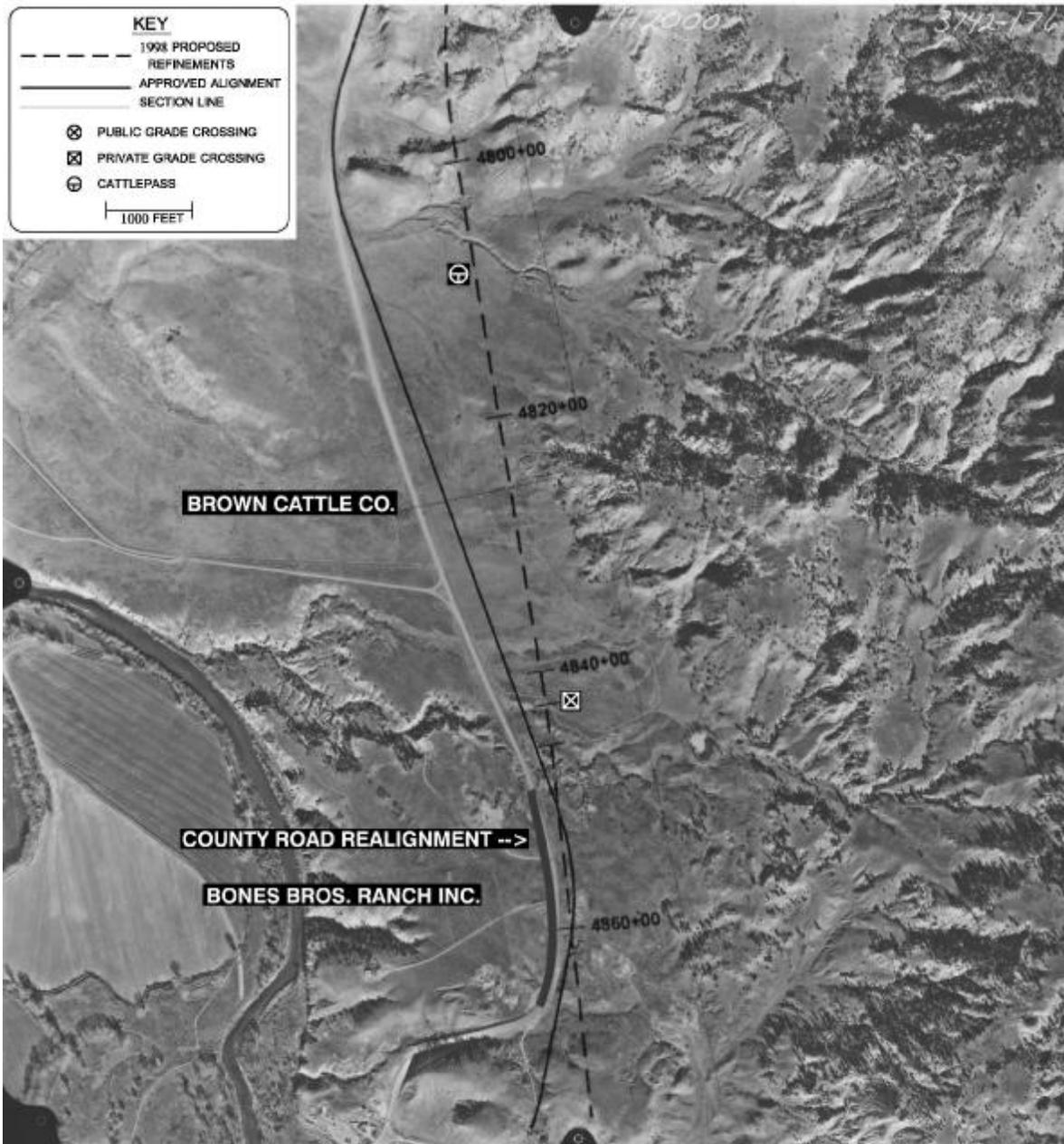


Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-67

Aerial Photographs of Alignments

Miles City to Ashland



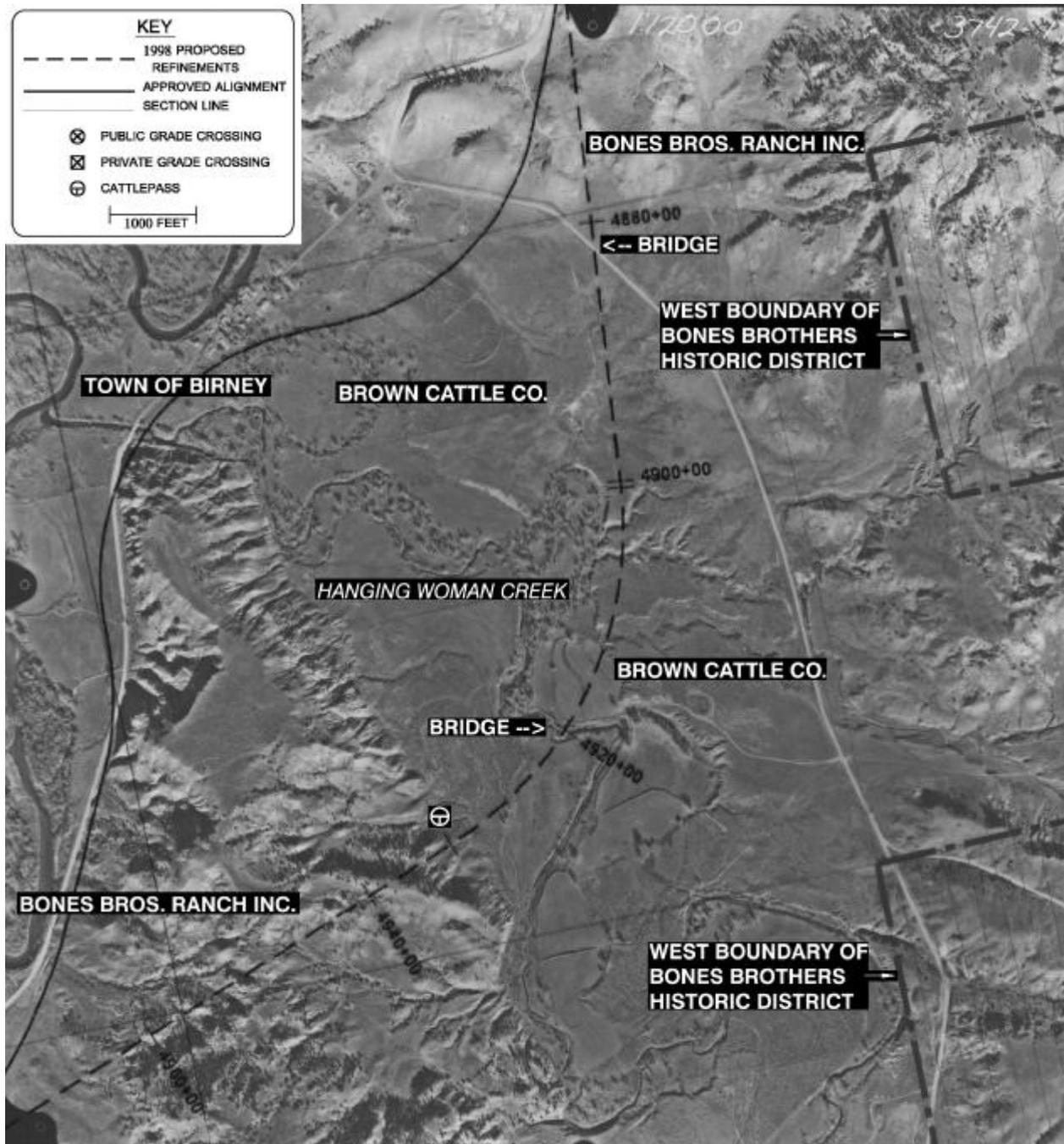
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-68
Aerial Photographs of Alignments
Miles City to Ashland

KEY

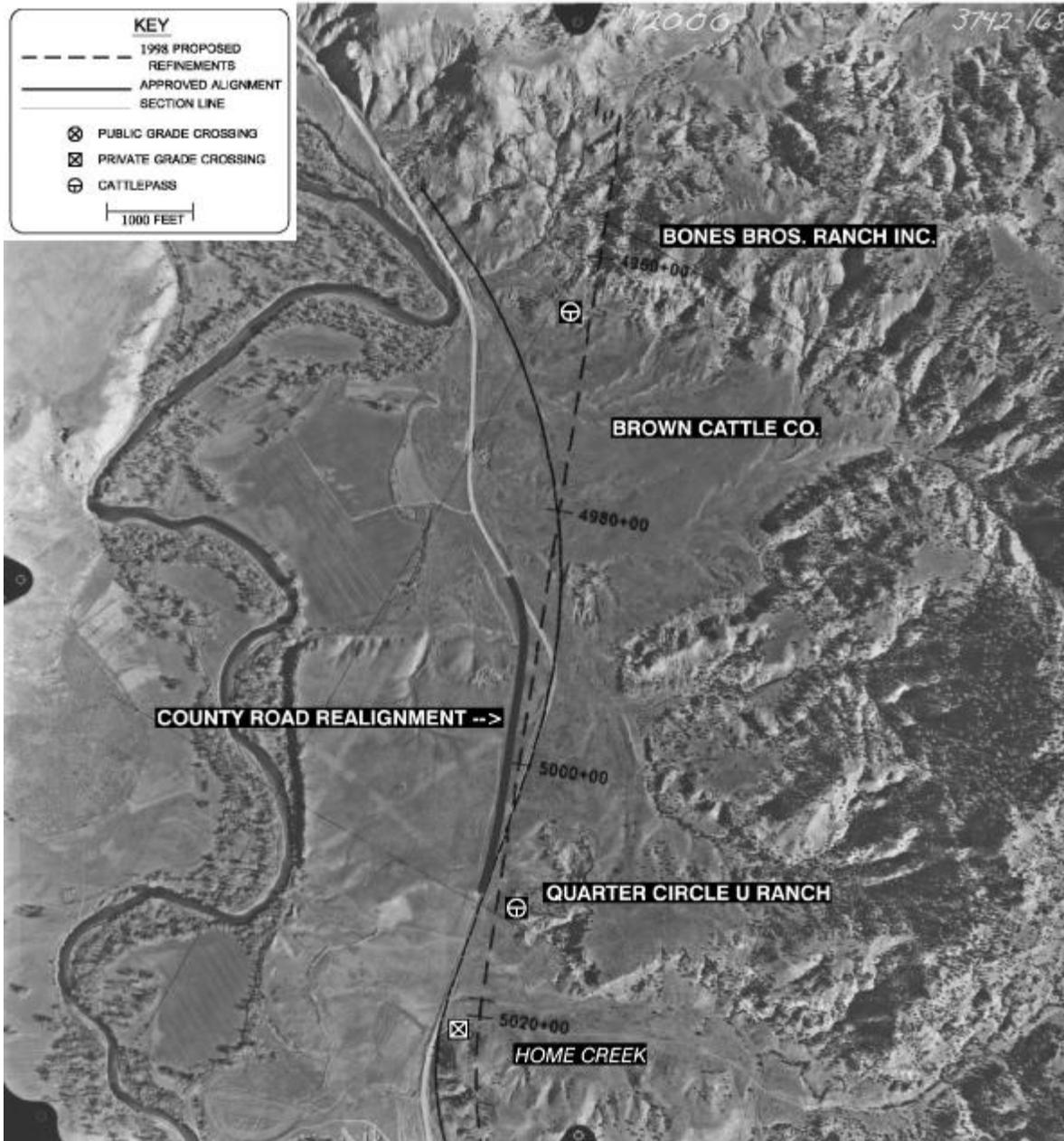
- 1998 PROPOSED REFINEMENTS
- APPROVED ALIGNMENT SECTION LINE
- ⊗ PUBLIC GRADE CROSSING
- ⊗ PRIVATE GRADE CROSSING
- ⊕ CATTLEPASS

1000 FEET



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-69
Aerial Photographs of Alignments
Miles City to Ashland



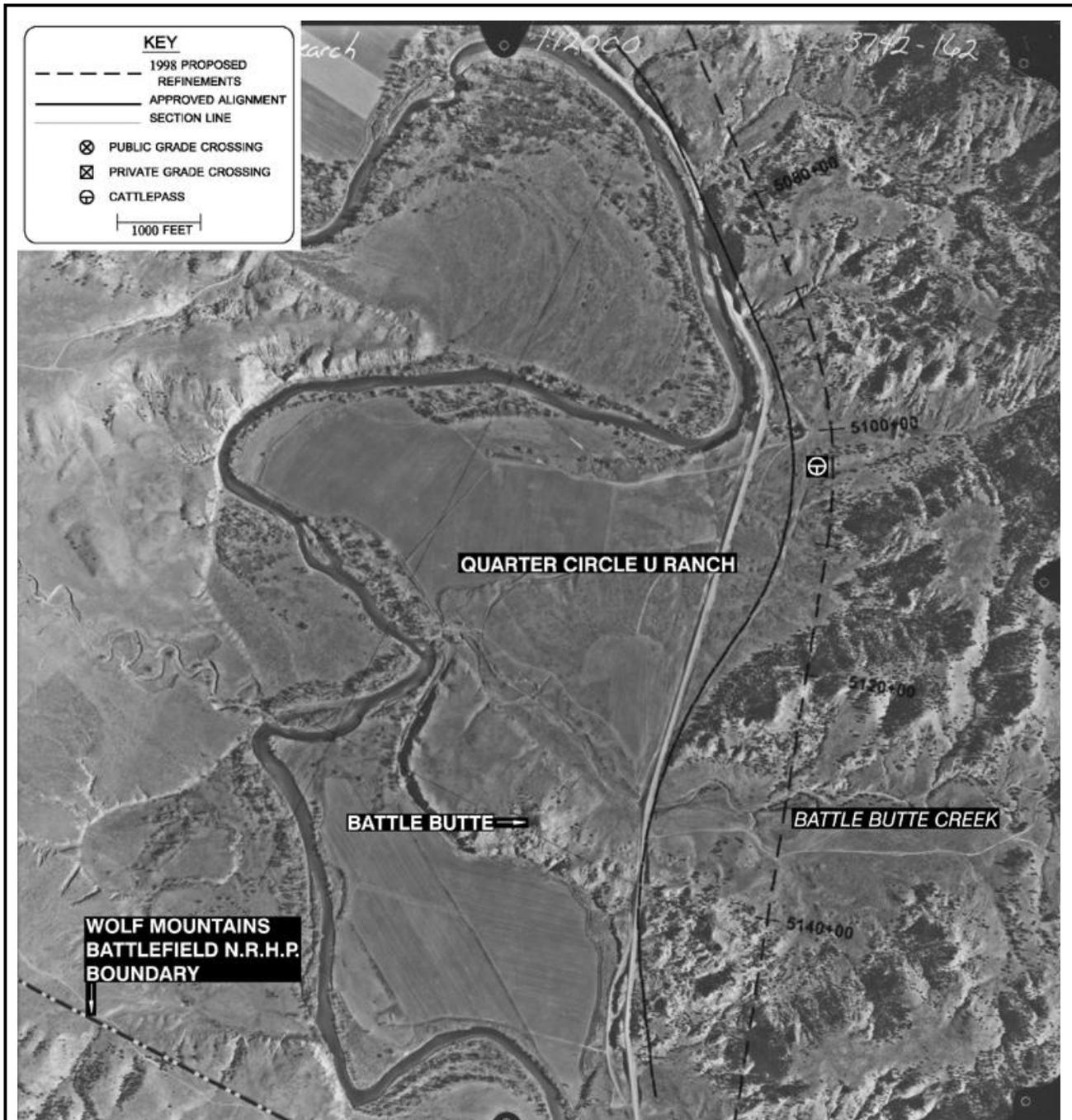
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-70
Aerial Photographs of Alignments
Miles City to Ashland



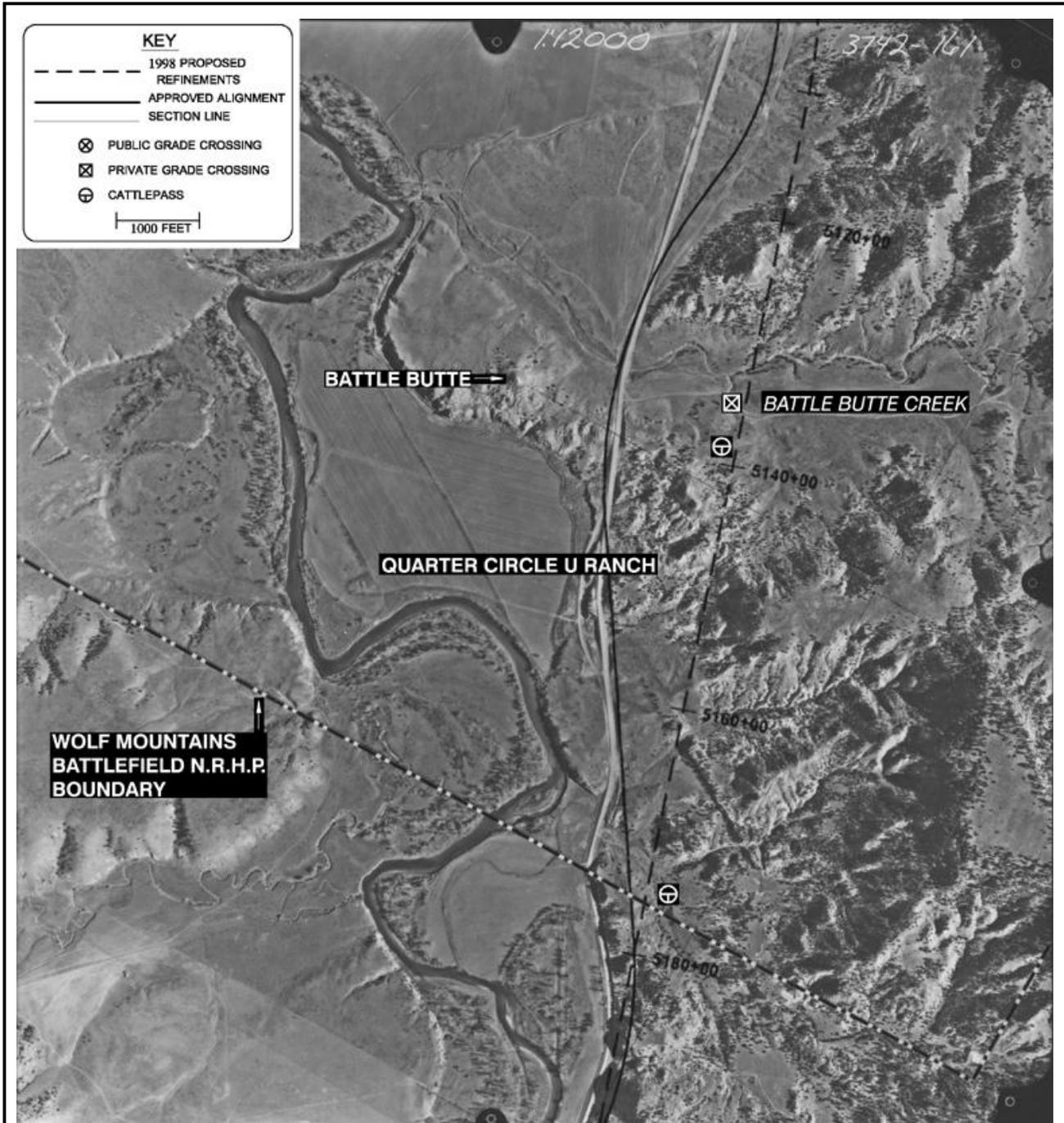
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-71
Aerial Photographs of Alignments
Miles City to Ashland



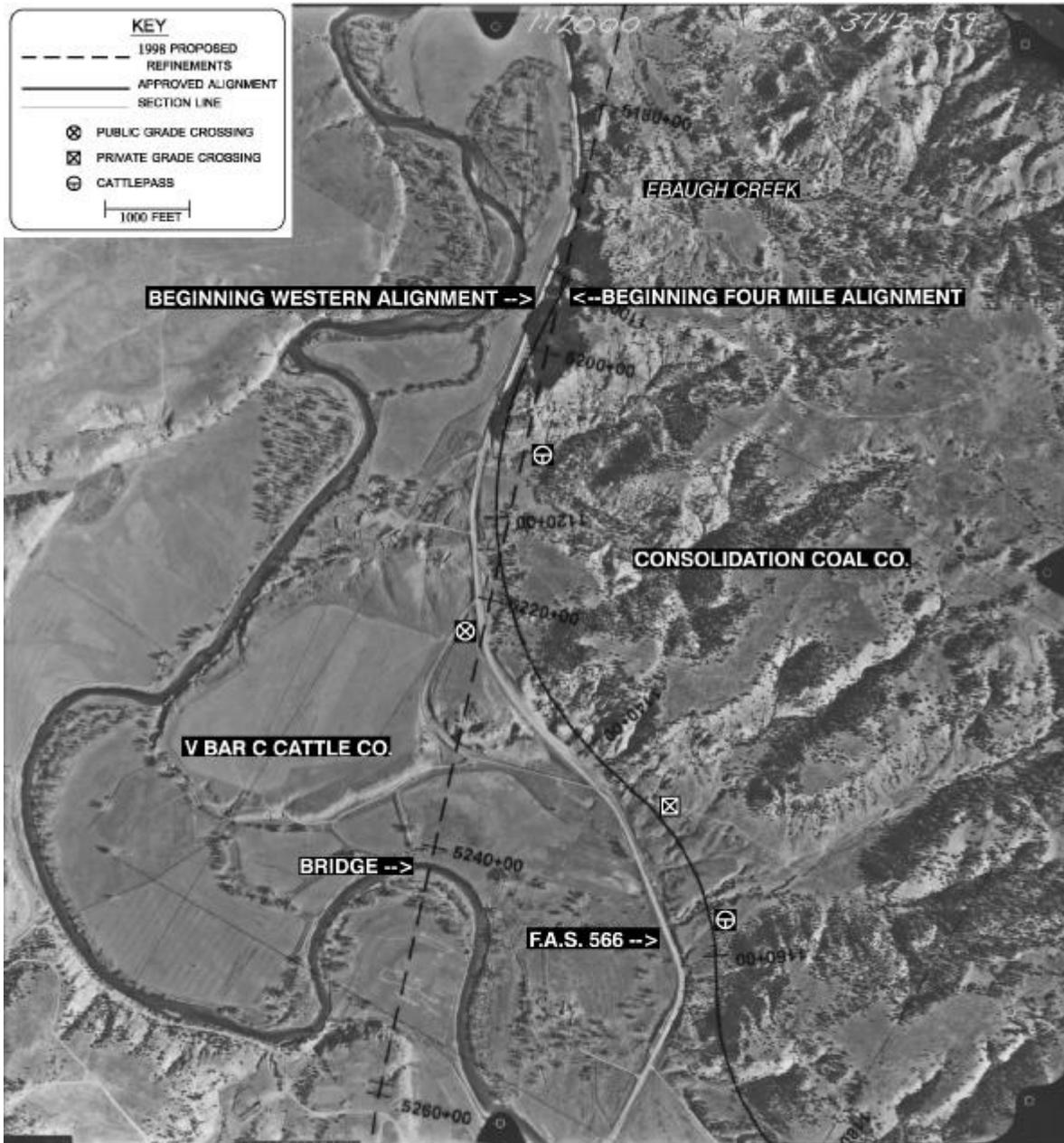
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-72
Aerial Photographs of Alignments
Miles City to Ashland



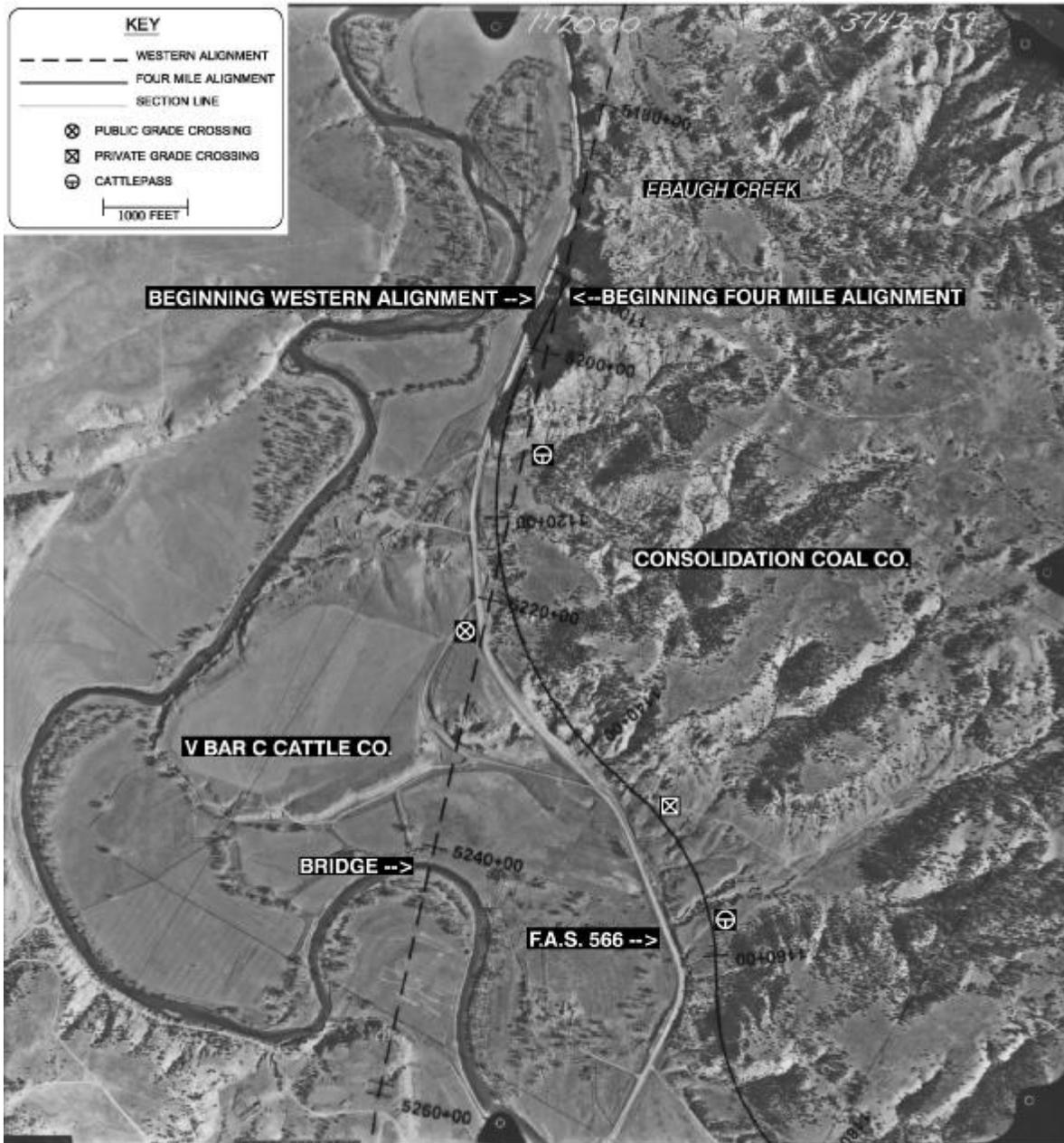
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-73
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

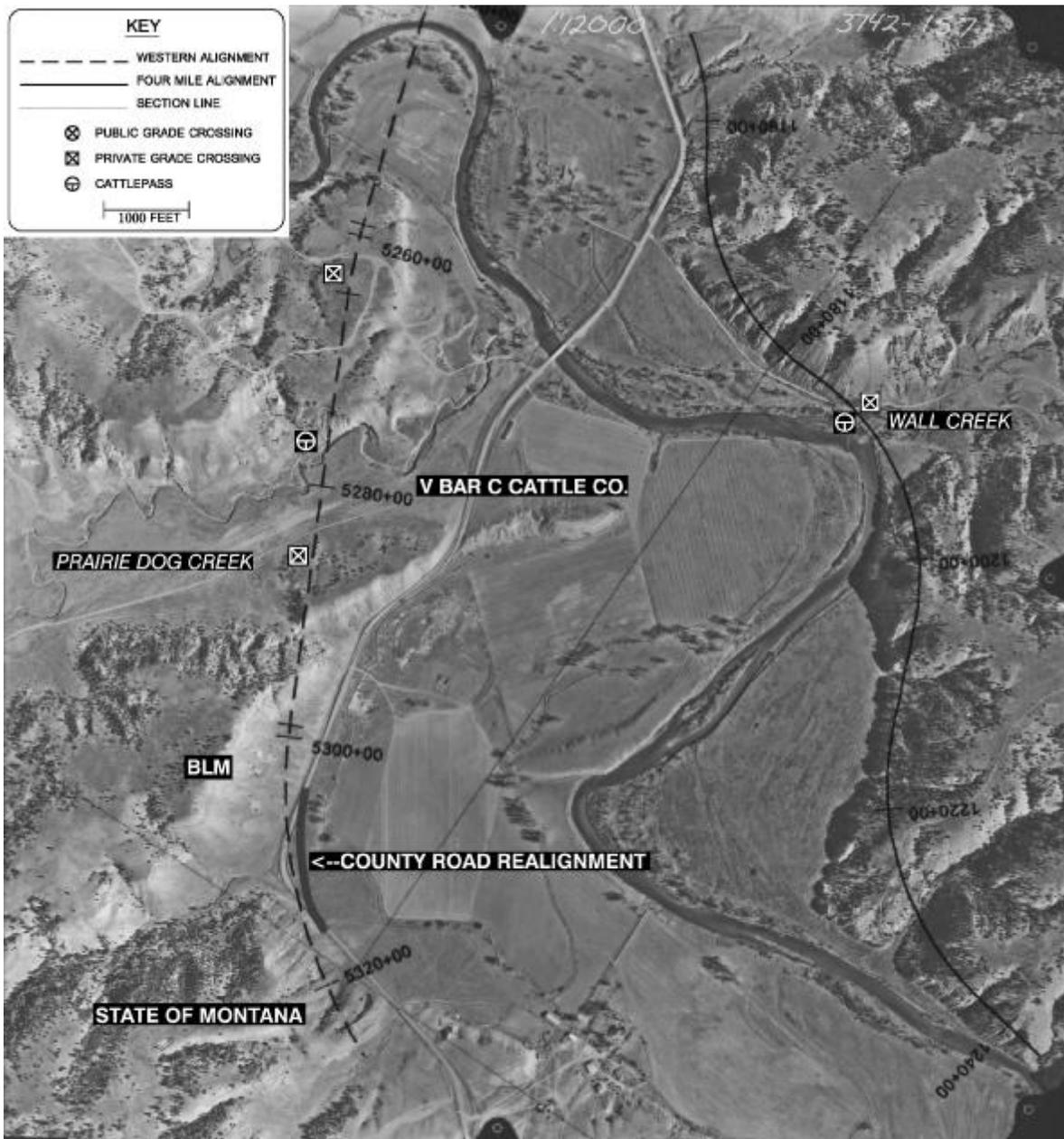
Figure A-74
Aerial Photographs of Alignments
Miles City to Ashland



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-75

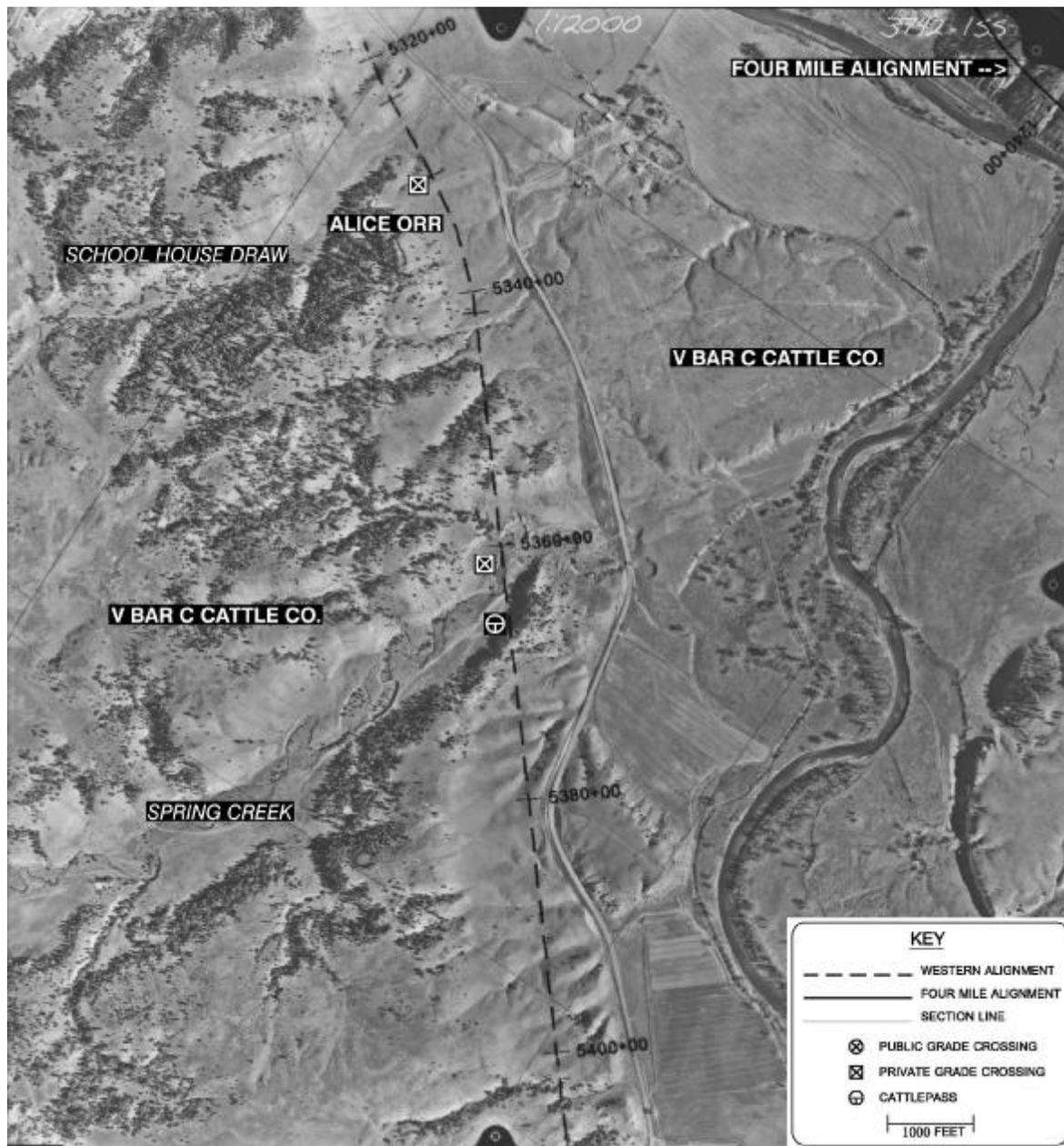
**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-76

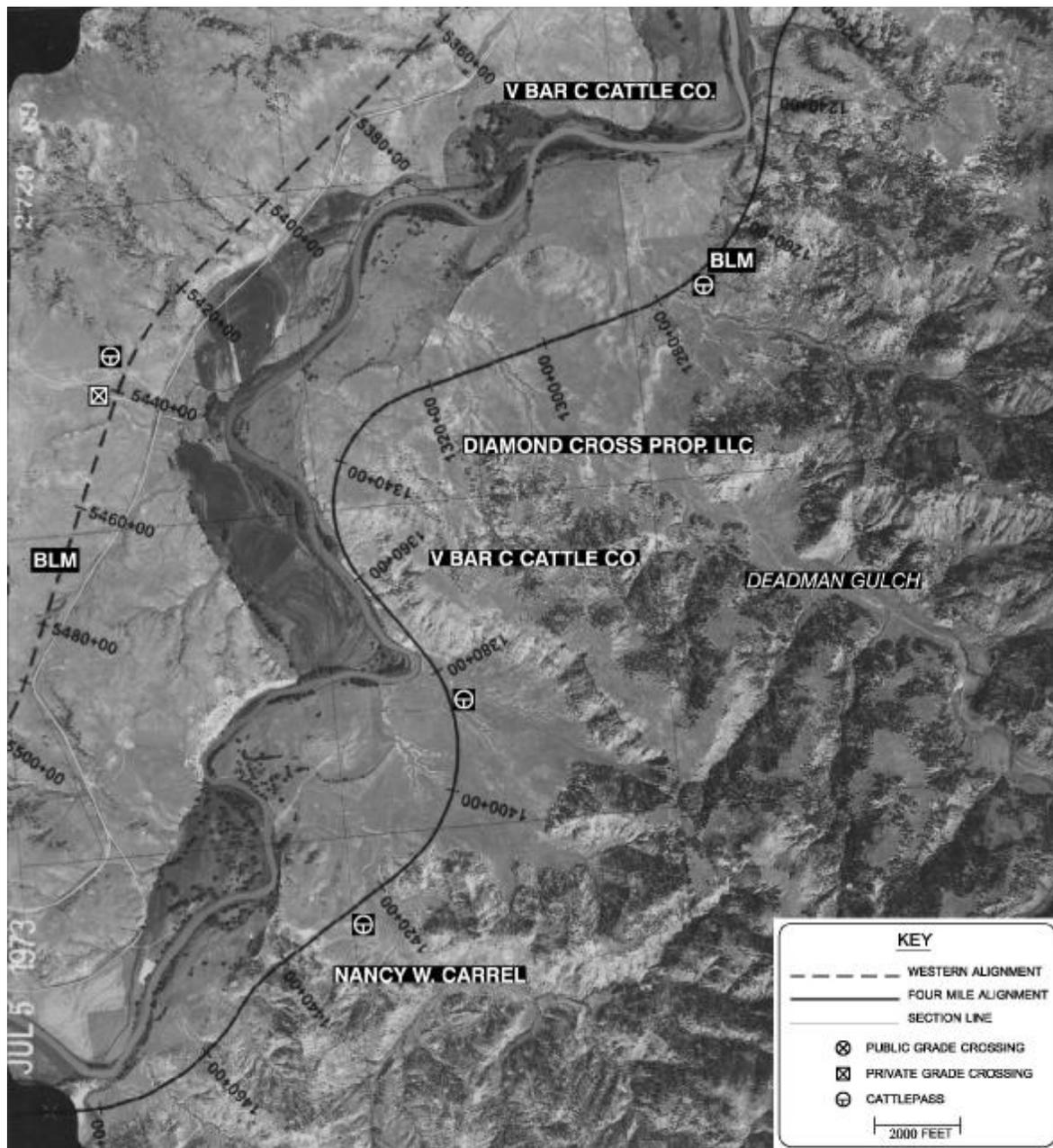
**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-77

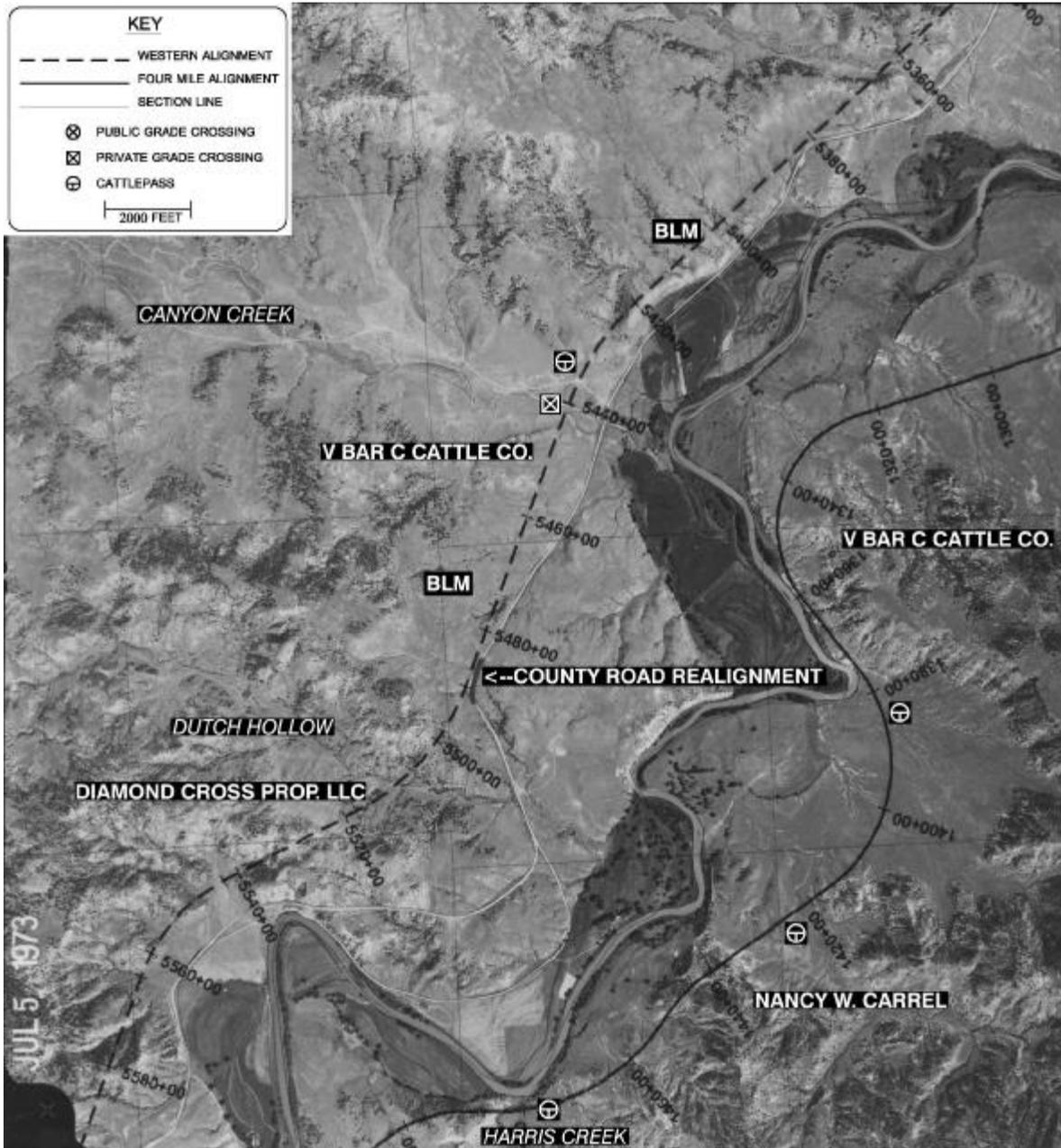
**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

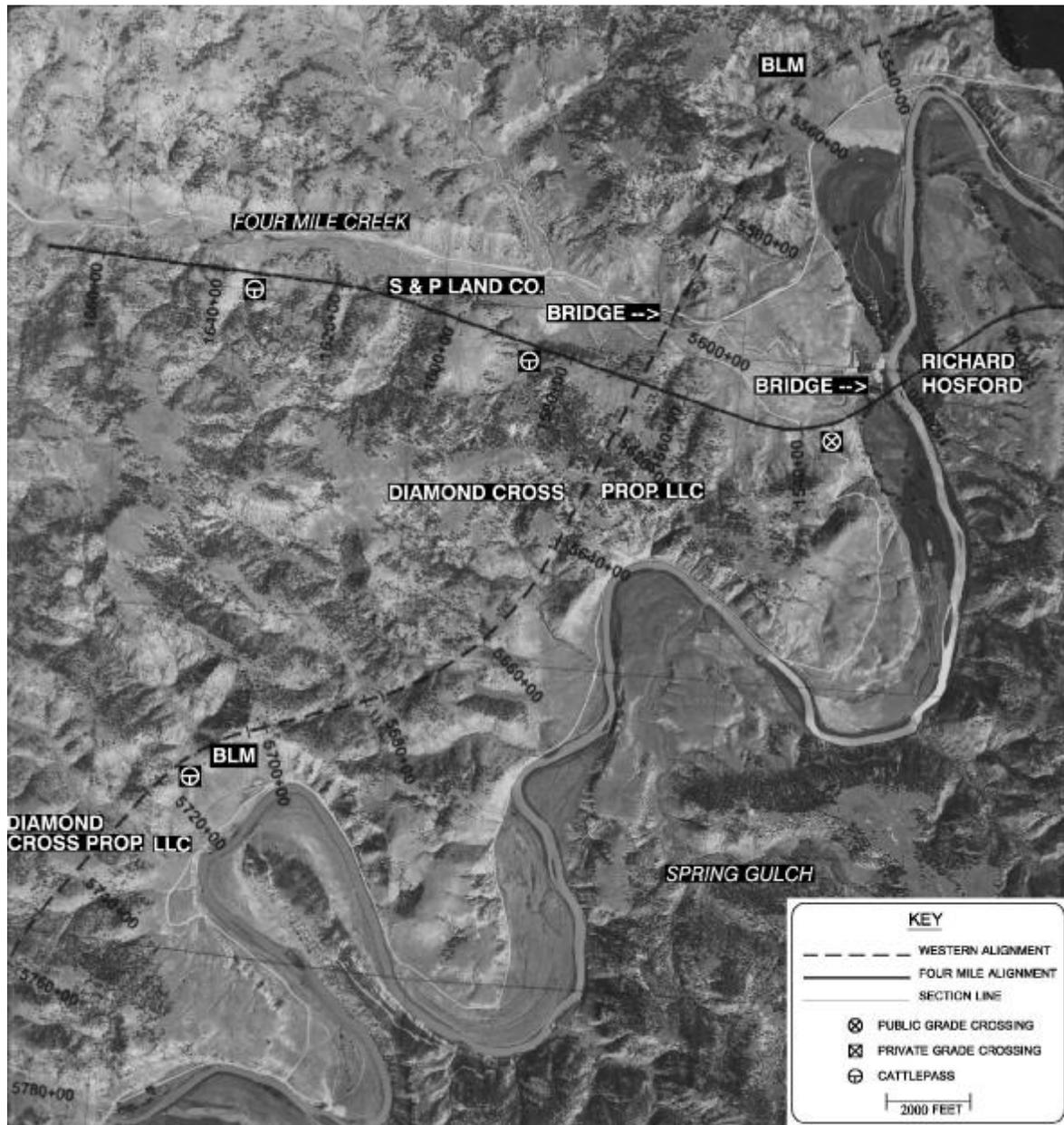
Figure A-78

**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**



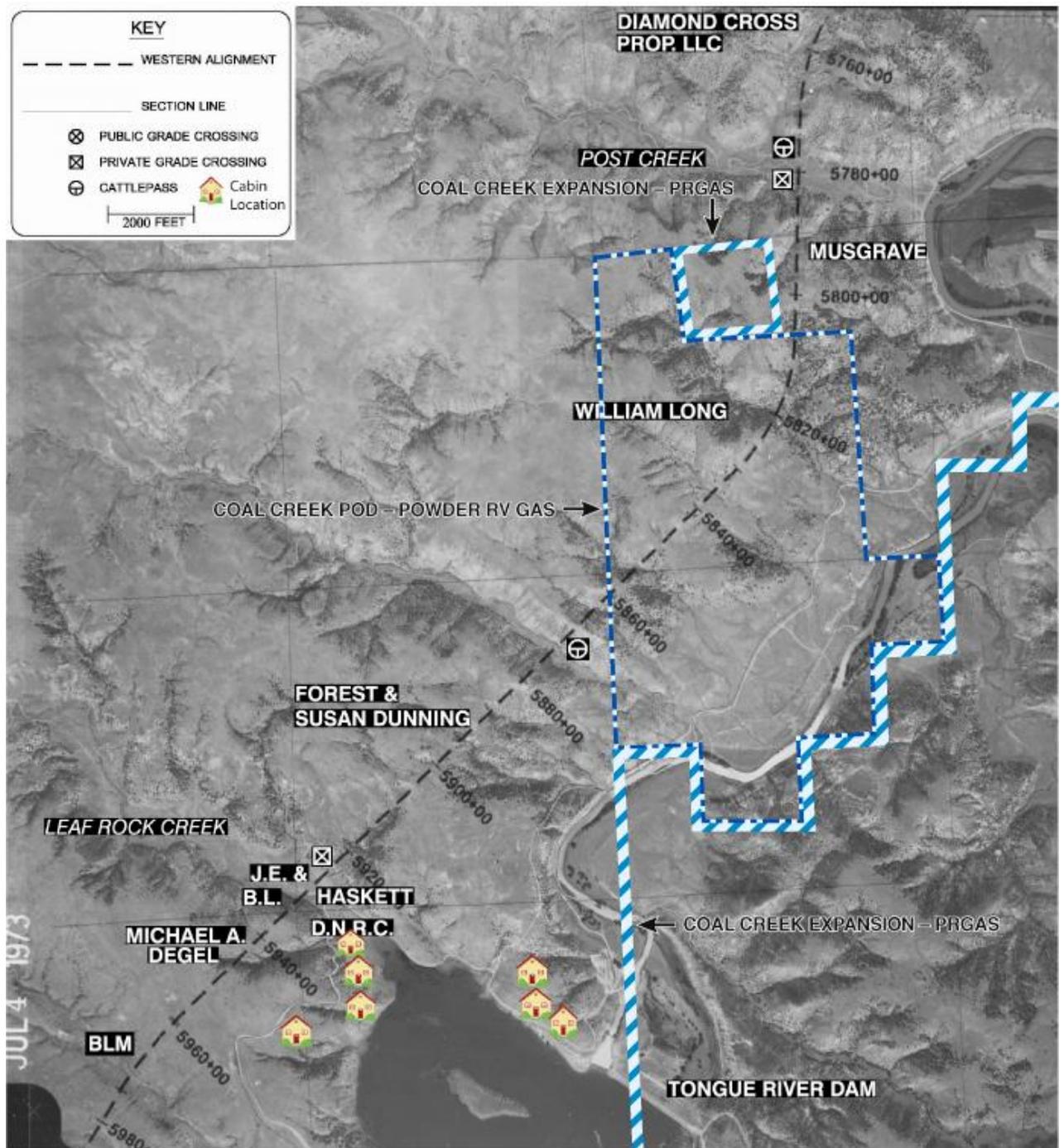
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-79
Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker



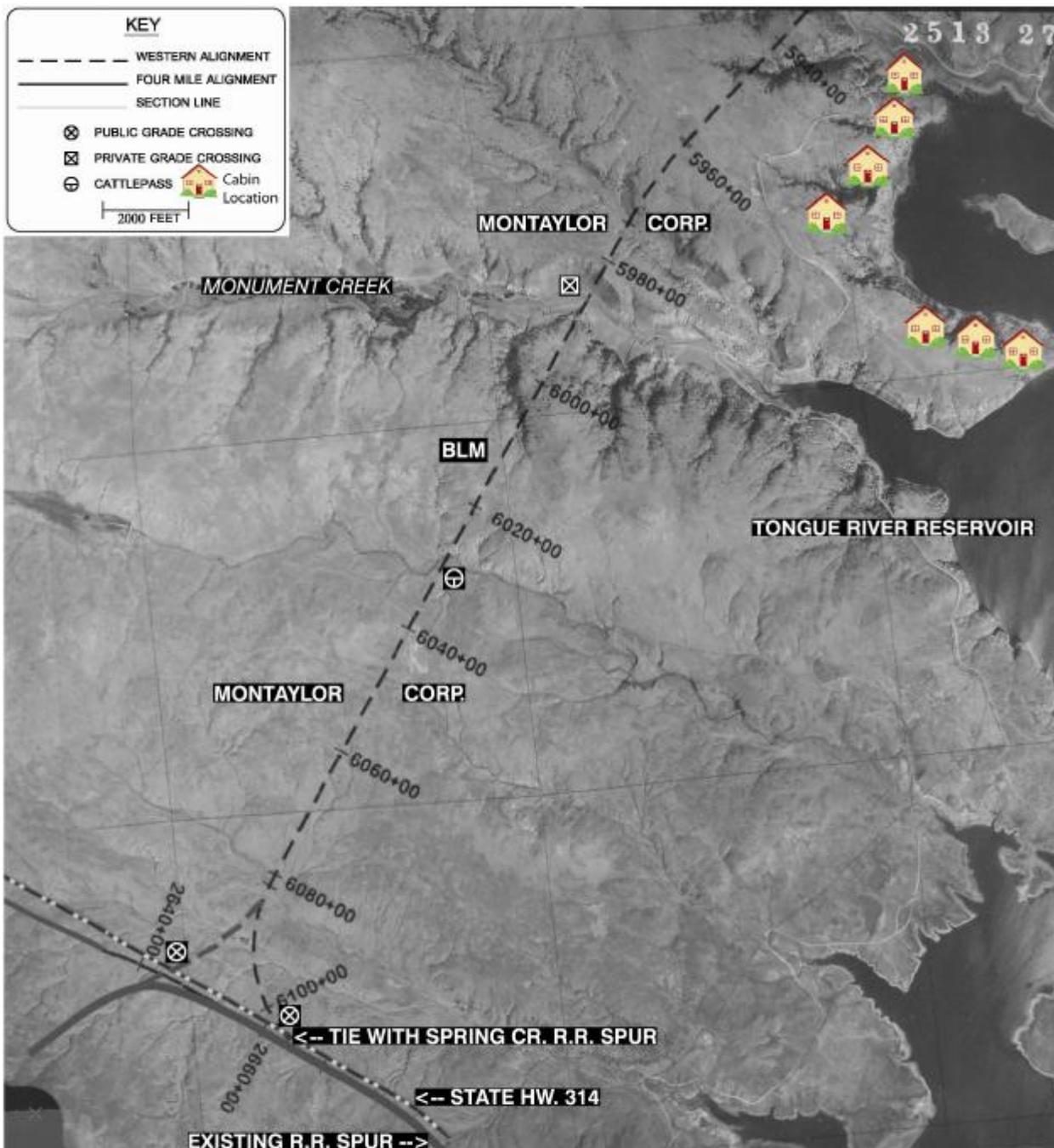
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-80
Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-81
Aerial Photographs of Alignments
Western Alignment to Decker

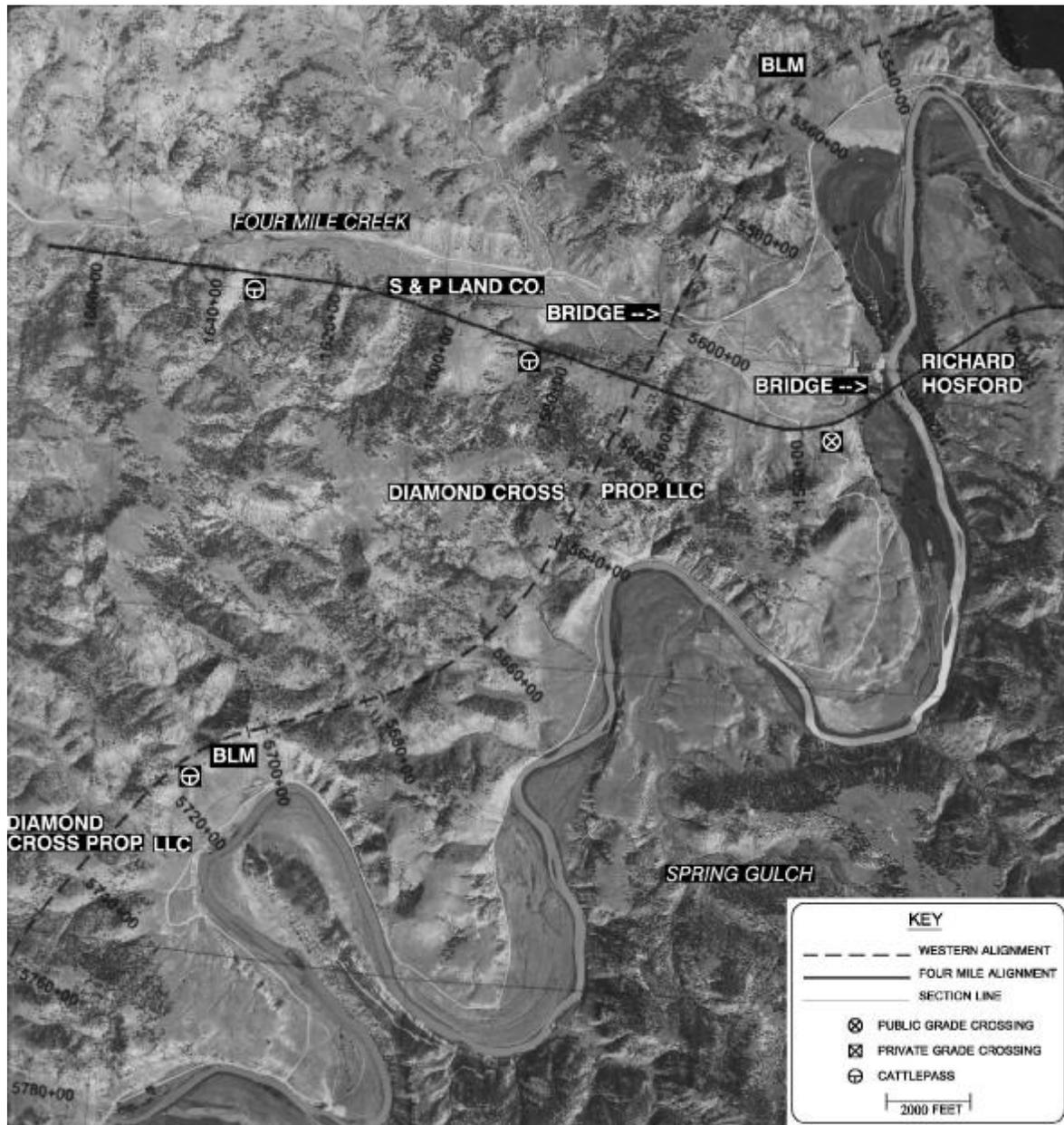


Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-82

Aerial Photographs of Alignments

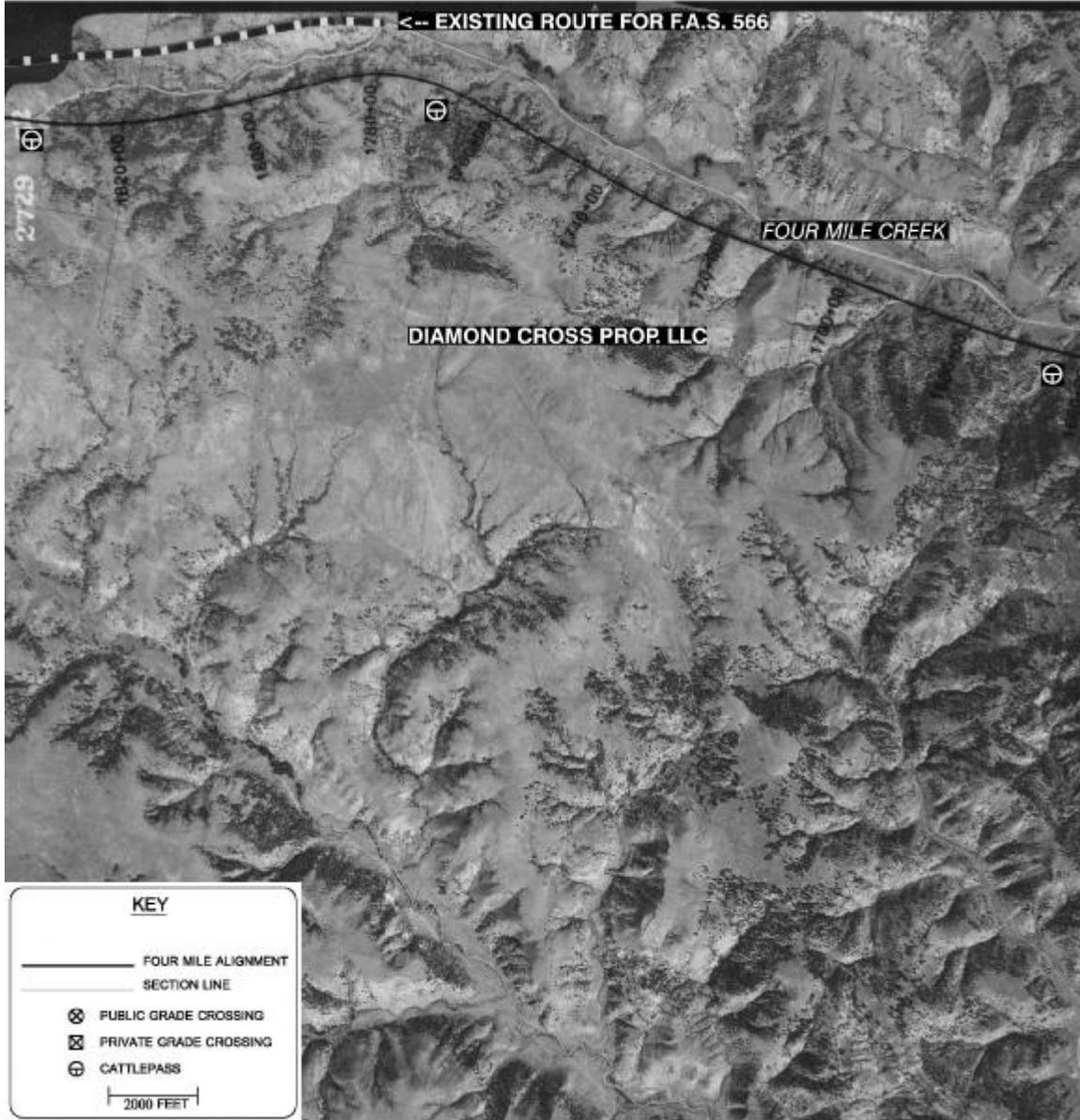
Western/Four Mile Alignment to Decker



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

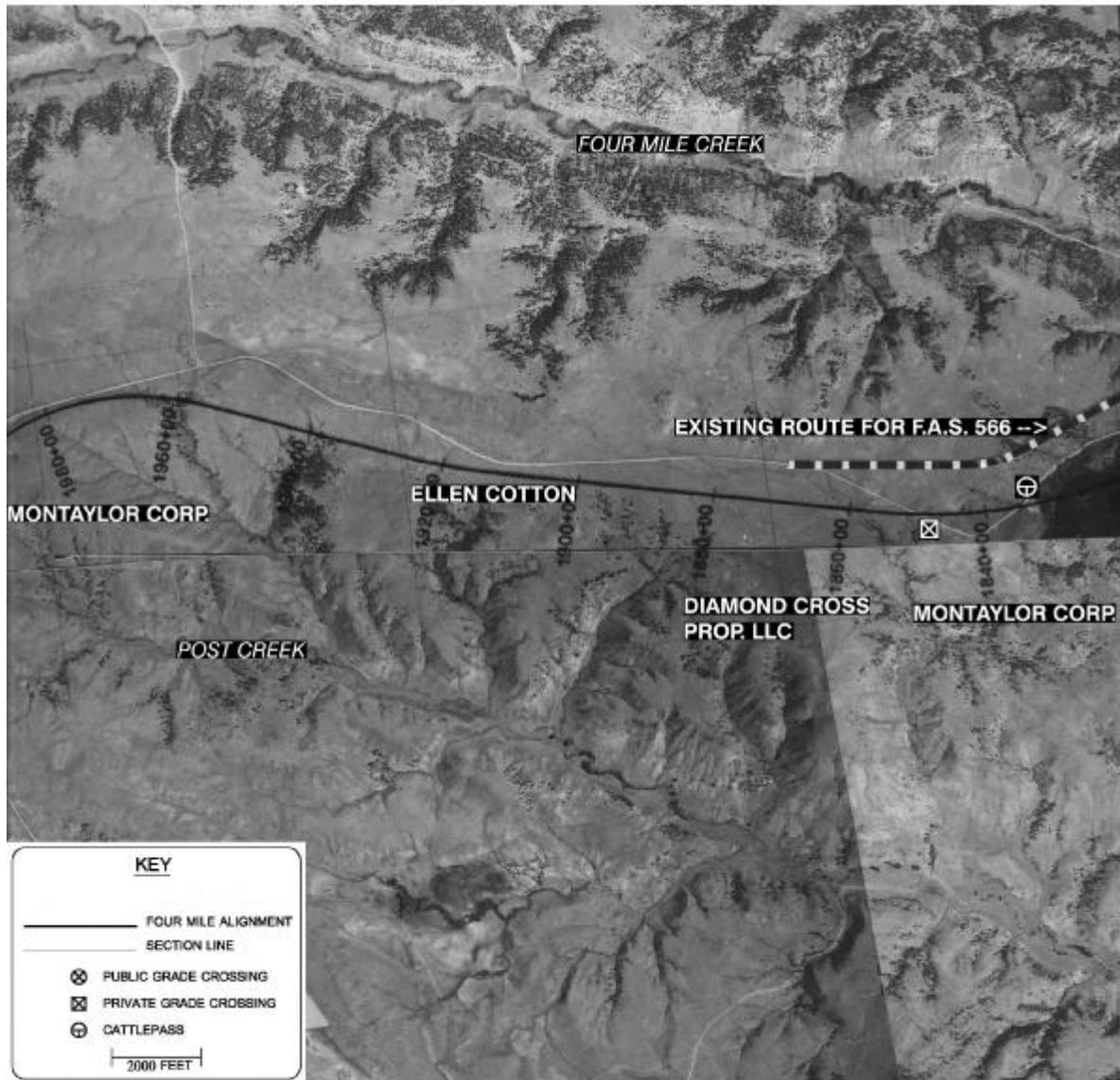
Figure A-83

**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**



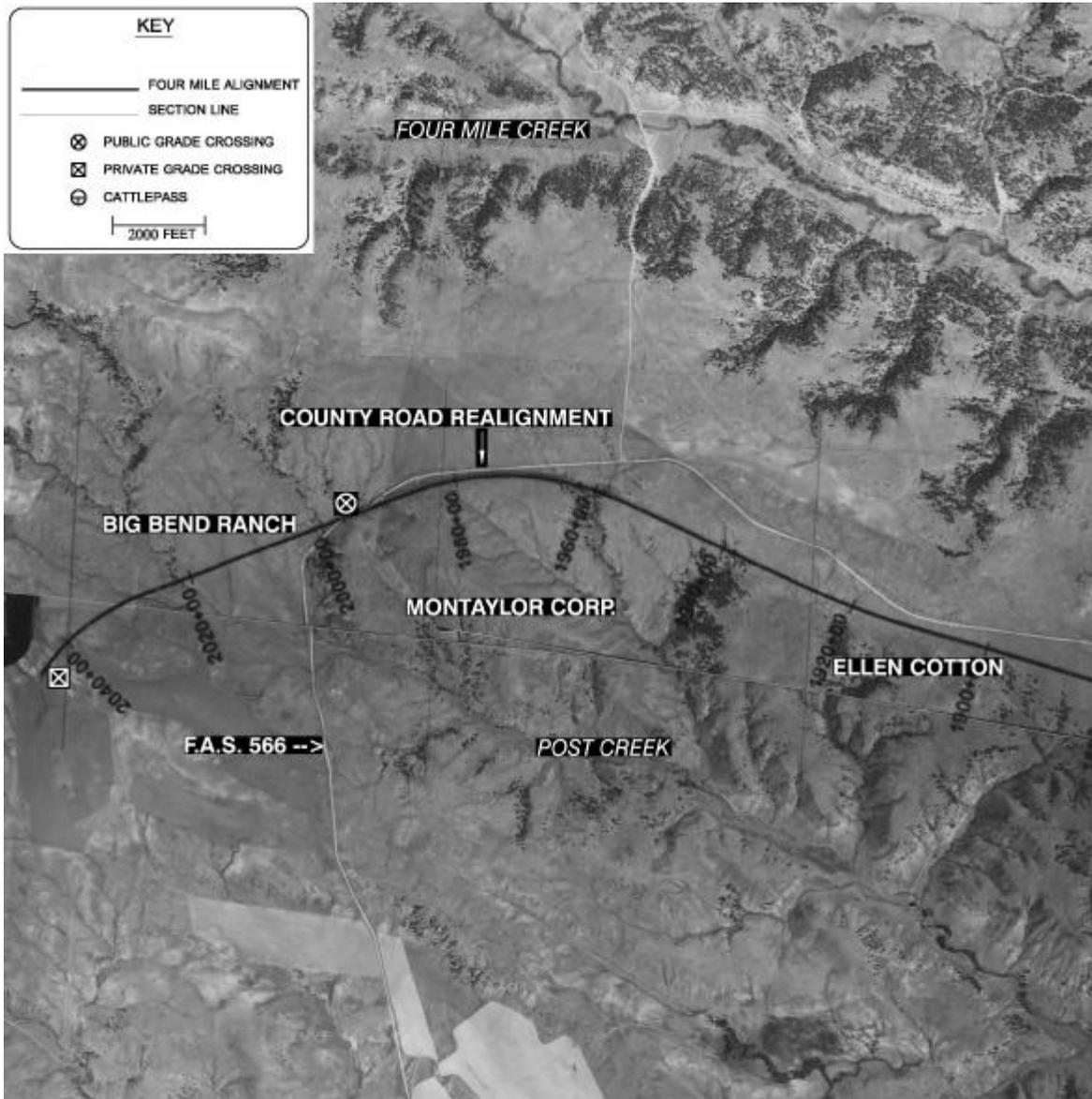
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-84
Aerial Photographs of Alignments
Four Mile Alignment to Decker



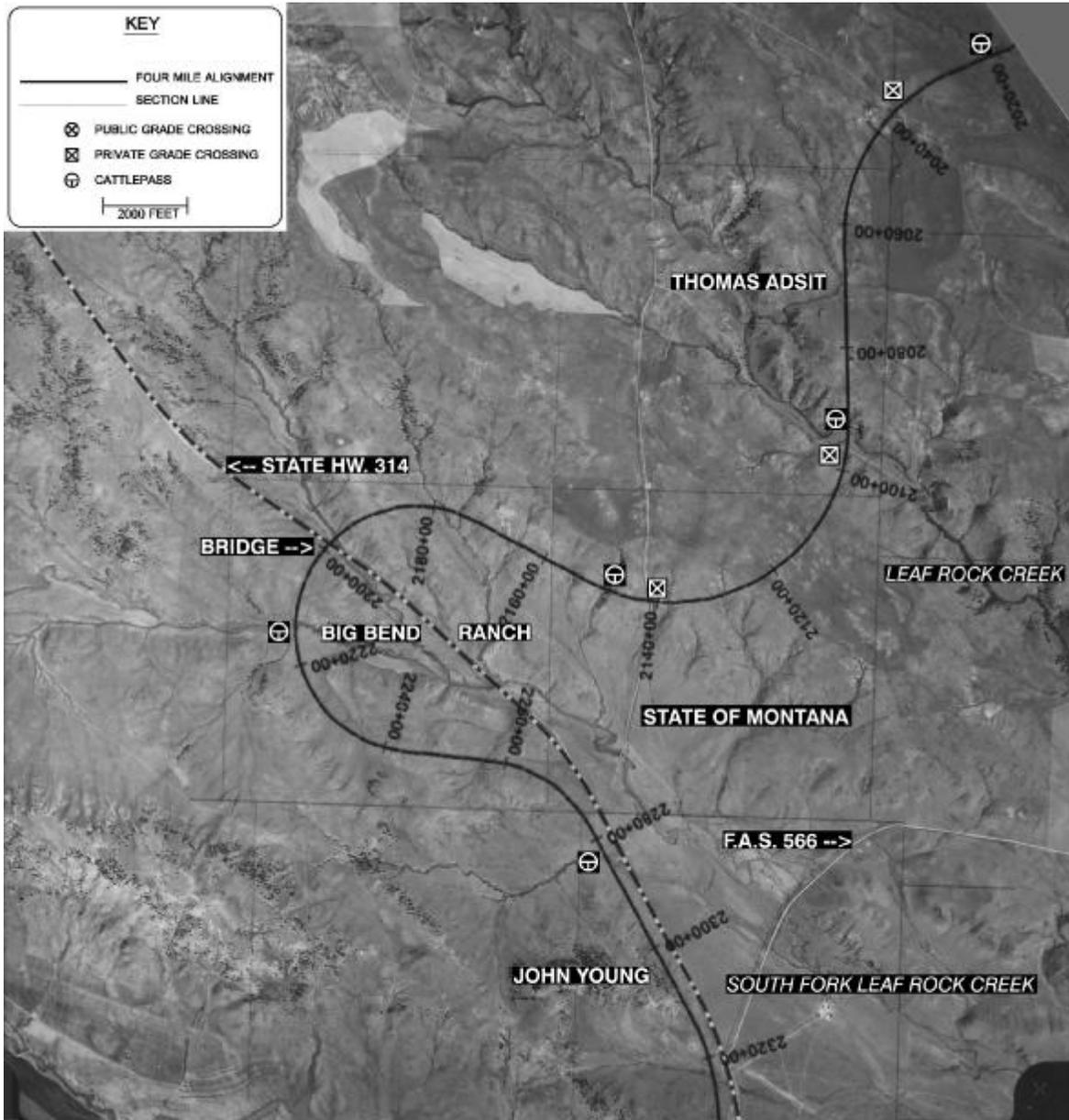
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-85
Aerial Photographs of Alignments
Four Mile Alignment to Decker



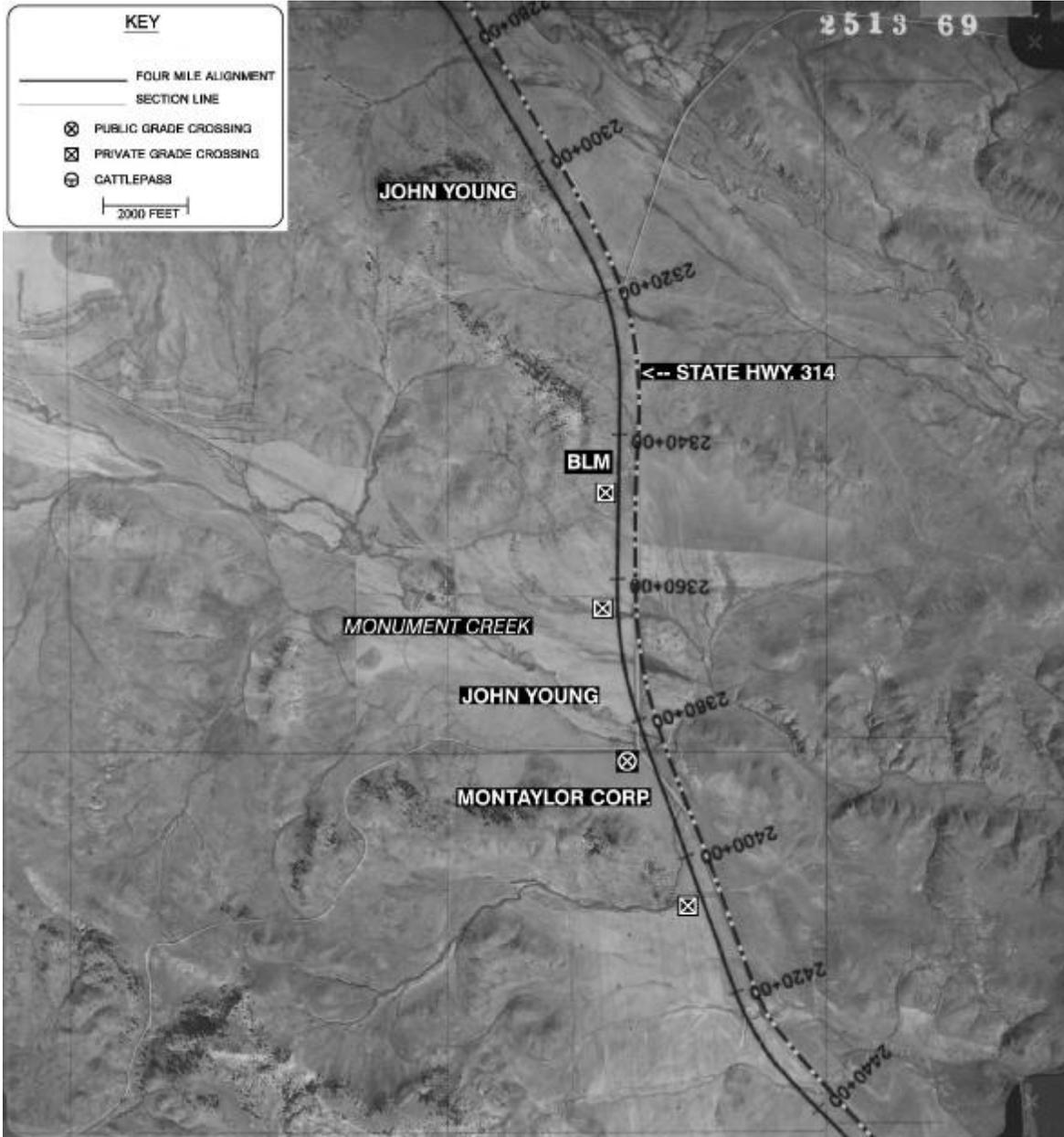
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-86
Aerial Photographs of Alignments
Four Mile Alignment to Decker



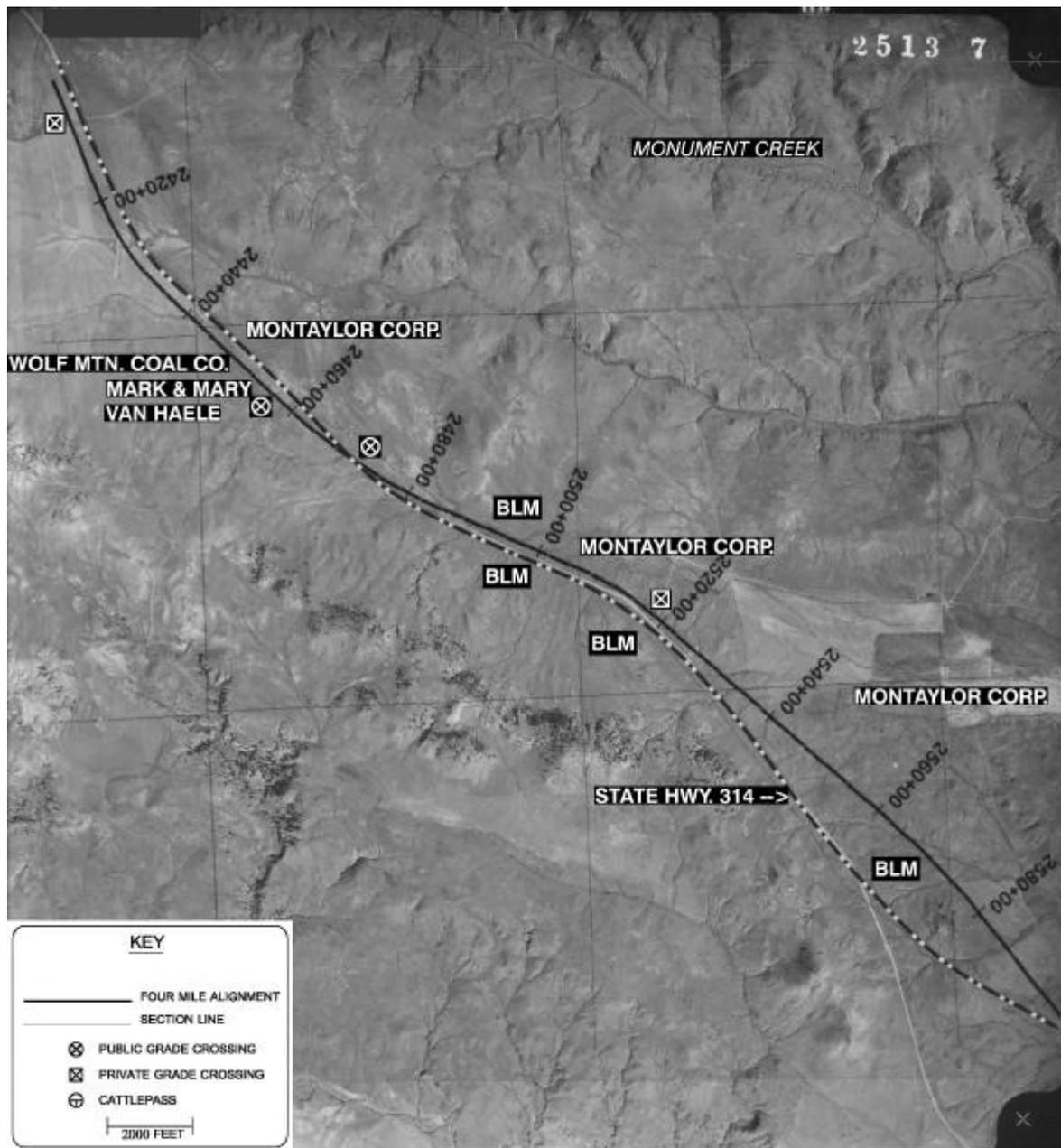
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-87
Aerial Photographs of Alignments
Four Mile Alignment to Decker



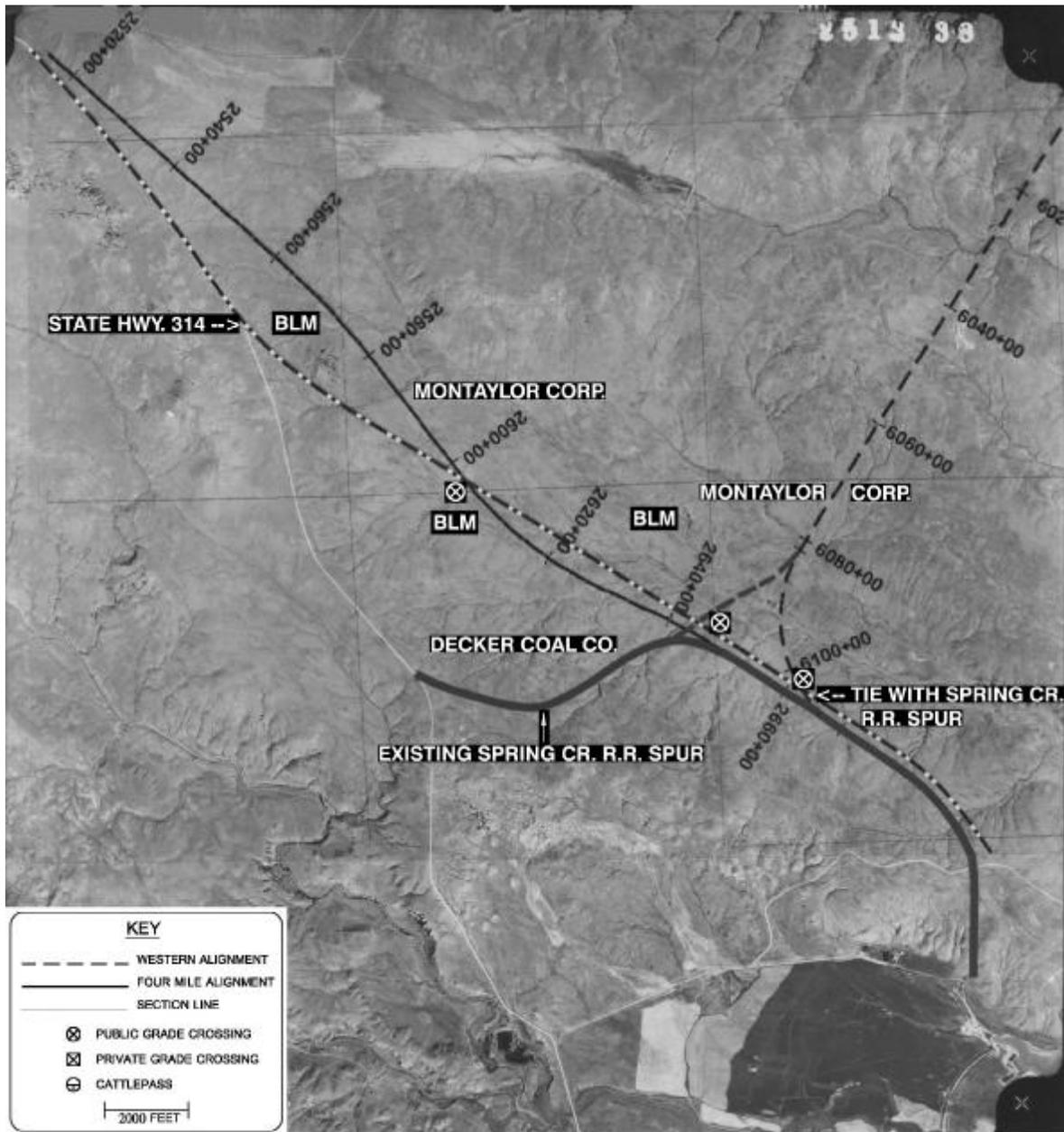
Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-88
Aerial Photographs of Alignments
Four Mile Alignment to Decker



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-89
Aerial Photographs of Alignments
Four Mile Alignment to Decker



Cattlepass and Private Grade locations are approximated based upon discussions with property owners during the early 1980's and the late 1990's. These locations are subject to change based upon final right-of-way negotiations and agreements

Figure A-90

**Aerial Photographs of Alignments
Western/Four Mile Alignment to Decker**