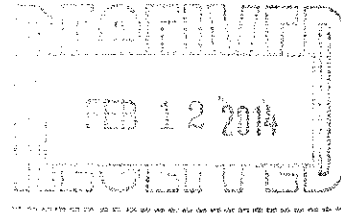


Quentin Lewton

Cal Joyner, Southwestern Forester
USFS Southwestern Region
333 Broadway SE
Albuquerque, NM 85102



Re: Formal Objection to Final Impact Statement and Draft Record of Decision for the Rosemont Copper Project: A Proposed Mining Operation, Coronado National Forest

Objector: Quentin Lewton, PO Box 207, Sonoita, AZ 85637, C 520 604 6288, P 520 455 5845, F 520 455 5573

Transportation Objections:

1. None of the comment letters with photos, Letter numbers / Public Concern Statements (PCS) #s as follows; 12270/804, 12296/804, 12302/804, 12273/804, 12294/804, 12274/804 that I provided in responding to the DEIS where posted or responded to.
2. My comment letter #10973/ PCS 898 in part states, "The best highway safety designs are those that protect the motorists to fullest extent possible, and nothing less."

Page 50 of the FEIS in part reads as follows: " Mine related traffic on SR 83 during operation would consist of trucks carrying supplies to the project, trucks carry concentrate and copper cathodes..." Copper Cathodes require using sulfuric acid. Rosemont Copper (the company) said publically they are NOT going to mine the oxide deposits. Was this statement meant to mislead the public? Is there language in the FEIS that would allow the company to mine the oxide deposit after all without full public comment? The public has a right to candor throughout the NEPA process. The hauling of sulfuric acid on SR83 must be considered more thoughtfully if that is to be the case and the FEIS fails in this regard.

3. My comment letter # 10973 / PCS 625 reads in part, "Bicyclists, both northbound and southbound from milepost (MP) 44.5 to I-10 are at risk without 8 foot shoulders."

The FEIS acknowledges these clear safety hazards (FEIS pg. 1005) from increased traffic and, more specifically increased truck traffic. From MP 45.5 (+) to MP 52.5, the intersection of Old Sonoita Highway the travel lane width measures 134" to 136" without shoulders (see exhibit A). A truck is 102" wide plus mirrors extending from the cab 12" to 18" on both sides and generally pull either a 48' or 53' trailer. The rear wheels travel in the direction of the tractors king pin, it does not follow the track of the front wheels of the tractor when turning. In other words a right hand bend in the road offers the shortest distant to the kingpin allowing the rear of the trailer to travel closer to the right hand edge of the roadway than the tractor. A dangerous situation for bicyclists with no safe exit! Even worse with 2 trucks traveling in opposite direction. (Hint; watch a truck navigate a turn and you'll see the travel of the trailer amplified. The trailer does NOT follow the same track as the pulling tractor). The section of SR83 from MP 44.8 to MP 52.5 at present does not meet the American Association of State Highway Transportation Officials (AASHTO) Green Book guidelines (see page 30) "... for two-lane rural collector facilities should be between 6.0m and 7.2m (20 and 24 ft.), ... while shoulders widths on each side of the travel way should be between .06m to 2.4m (2 ft and 8 ft)." ADOT did a fantastic job in addressing a safety issue at MP 44 to MP 4.5, with 8 foot shoulders, by reconstructing SR 83 to AASHTO standards. From MP 52.5 to I-10 the width of each travel lane 164" and is straight as an arrow allowing for safe sight distances and safe travels for both motorists and pedestrians. The FEIS does not address these safety standards between MP 45.5 to MP 52.5, and should.

4. My comment letter #10973 was provided with an Additional Response that states, " The design of the primary access road intersection with State Route 83 was coordinated with ADOT and is subject to the ADOT's design criteria and safety requirements. Since the publication of the DEIS, ADOT has approved the intersection design.

ADOT and the USFS either doesn't know or doesn't care about the Federal Motor Carrier Safety Administration's (FMCSA) campaign advising motorists to stay out of a trucks blind spots (exhibits B &C). Please review my letter # 10973 and respond more thoughtfully. The FEIS also ignores the question of conspicuity that I raised at this intersection. Please do so. Furthermore ADOT and the USFS are ignoring the guidelines set forth by AASHTO for safe highway construction. Isn't it ironic that ADOT follows the AASHTO guidelines at MP 44 to 45.5 but not where there is an elevated risk of crashes to the point of creating hazards.

Sincerely,

A handwritten signature in black ink, consisting of several stylized, overlapping loops and lines, positioned below the word "Sincerely,".