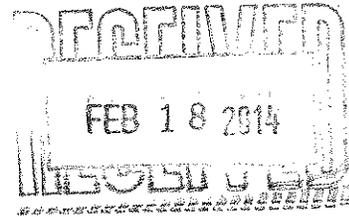


February 11, 2014

Reviewing Officer
USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102



JoAnne Meyer
P.O. Box 321
Sonoita, Arizona 85637
520-455-5611

RE: Rosemont Copper Project FEIS Objection

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch. This objection concerns comment 19519.

Issue: Re: SR 83 "Our Life Line Highway, Scenic SR 83 Will Become A Dangerous Haul Road For All Supplies And Ore Concentrate Shipments From The Mine. Tourists and Area Residents Will Not Want To Travel this Dangerous Highway"

Objection: Page 9. The Only Changes In the FEIS For SR 83 Are:

1. Paving three school bus turnouts, that already exist. (Paving does not enhance safety).
2. Addition of three inches of asphalt paving from the mine access road to I-10. (Paving does not improve safety).
3. Adding a north bound acceleration lane at the access road.

There will be a traffic bottle neck during construction of the mine and construction of the four-lane construction road. Using the Forest Road (Number 231), south of the access road for mine construction traffic (Page 1,002) proposal of 37 bus round trips (74 trips) four round trips, heavy-load deliveries, (eight total), fifty found trips, semi truck deliveries, (100 total). The remedy is to widen the access road prior to mine construction, and do not use Forest Road 231.

I feel that buses are an unreasonable means of transporting 1,250 construction workers to the job site. Most construction workers own pick-up trucks with large, built in tool chests. Will Rosemont supply all tools needed, or will construction workers be forced to carry their tools on the bus?

Bus commuting seems inappropriate as was the idea of employee car pooling in the DEIS, which has been deleted in the FEIS. If buses were used, where would employee parking lots be located? There must be analysis of these areas for safety environmental impacts, lighting, etc.

The mine access area removes the prime passing area from either direction of travel, which will lead drivers to pass in other areas which are less safe, due to frustration of slow vehicles.

Remedy: Add passing lanes on SR83 or do not approve this mine.

Sincerely,

JoAnne Meyer

February 11, 2014

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USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102

JoAnne Meyer
P.O. Box 321
Sonoita, Arizona 85637
520-455-5611

RE: Rosemont Copper Project FEIS Objection

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch. This objection concerns new information contained in the EIS which became available after the designated comment opportunities for this project..

Issue: Expanded Transportation Routes, Pages 922-926. The proposed Rosemont Copper project FEIS contains substantial new and important information developed after publication of the DEIS and before publication of the FEIS.

Objection: I am dismayed by the "expanded bounds of analysis" for transporting ore concentrate. If Rosemont does not know how or where, their concentrate will be transported, the MPO is incomplete. This basic fact must be addressed in a revised DEIS, with a public comment period. The MPO, page 50, states "copper concentrates will be transported by highway tractor-trailer rigs to local smelters in Arizona or to rail sidings for shipment to the west coast for export. Please clarify in a revised DEIS.

Note: The Executive Summary, page XXXV1 (Transportation Access) "The proposed action would also increase truck traffic on potential delivery routes that copper concentrate and copper cathodes could take to reach their destinations. In other words, Port of Tucson or ports of entry to reach smelters in Mexico".

The analysis for the highways in the expanded analysis is inadequate and confusing. On page 938, Table 168, Segment 4, SR 83 to SR 90/Whetstone uses highway capacity software, Freeway Analysis Type. Highway 83 is a two-lane, rural road!

There is no analysis beyond a traffic count on the roads in the expanded analysis. No environmental, public safety, or socioeconomic consideration whatsoever. Also, since this is new information, citizens who did not comment on the DEIS will have no input on this new plan. This is unacceptable.

For residents of Sonoita, Elgin, Patagonia, there would be mine traffic on both highways, accessing these areas. There will be no alternative for avoiding mine traffic.

If the ore is going to Mexico by truck, one remedy is to transport ore concentrate directly from the mine to Sahuarita Road to I-19, to Nogales, or transport from the Port of Tucson (rail yard) to I-10 to I-19 to Nogales. Taking the ore to the Port of Tucson initially serves no purpose if not to load on trains to transport. This entire Expanded Transportation Plan makes no sense. It must be addressed in a revised DEIS per NEPA regulations 40 CFR 1502.9

The MPO is incomplete. The FEIS is incomplete if the delivery route and method of transportation are undecided in a final document! In addition, the mention of copper cathodes is incorrect, due to no cathode production.

Remedy: Address issues above in a revised DEIS and use the rail plan, page 953..

Sincerely,



JoAnne Meyer

February 11, 2014

Reviewing Officer
USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102

JoAnne Meyer
P.O. Box 321
Sonoita, Arizona 85637
520-455-5611

RE: Rosemont Copper Project FEIS Objection

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch. This objection concerns comment 7587

Issue: Re: Negative impacts from Rosemont mine and destroying the very essence of Sonoita.

Objection: No individual response, but perhaps the most ridiculous statement in the entire FEIS could address comment 7587.

Page 1134-“Impacts From Increased Min Relate Traffic, Noise Related to Mining Activities and Public Health and Safety, Would be Short-Term Impacts. (Emphasis Mine) That Would Cease When the Mine is Closed”

Short-term? Twenty five years extends beyond the rest of my life, and other area retirees. Twenty five years represents the entire life of a child born when mining commences, to the adult age of twenty five . They would never know and experience life as it is now, without a mine.

Remedy: Choose the no action alternative. This is not a suitable area for a low-grade copper, monstrous, open pit mine. The benefits are few, and the negative impacts far surpass any benefits to the few – 400 jobs.

Sincerely,



JoAnne Meyer

February 11, 2014

Reviewing Officer
USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102

JoAnne Meyer
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Sonoita, Arizona 85637
520-455-5611

RE: Rosemont Copper Project FEIS Objection

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch.

Issue: Ambiguous information provided in the FEIS.

Objection: The FEIS is problematic in that there are incorrect or ambiguous statements and charts. For example: Page 50, Table 2, Large Truck Trips – Per Weekday, yet the column headings read *per week with per day data*.

Copper cathodes continually are mentioned when the oxide ore is to be waste rock – no cathodes.

The words "*potential, likely, could potentially, intends to, would require, should implementation occur and if implemented*", etc lack clarity.

There are many references of population growth affecting traffic on SR 83. When page one states "Santa Cruz County could experience .09 population decrease In net migration as a result of the proposed action" (i.e. no growth). Any future improvements to SR 83 would be needed for mine traffic, not projected population growth, and must be funded by Augusta/Rosemont.

Remedy: Issue a revised DEIS correcting all errors and ambiguous statements..

Sincerely,



JoAnne Meyer

February 11, 2014

Reviewing Officer
USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102

JoAnne Meyer
P.O. Box 321
Sonoita, Arizona 85637
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RE: Rosemont Copper Project FEIS Objection

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch. This objection concerns comment 19517.

Issue: Re: SR 83 Class 1 or 2?

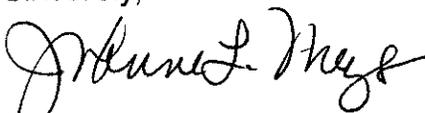
Objection: Though I see no mention in the FEIS of a Class 2 classification of SR 83, as in the DEIS, there also is no change in the analysis which is the same as the DEIS – Level of Service (LOS) determined by following time (Page 937), still using the methodology of the Highway Capacity Manual of the Transportation Research Board (TRB).. In 2012, TRB conducted a new study of two-lane highways, considering other factors such as speed flow relationships. TRB states “Application of the HCM2000 (Highway Capacity Manual 2000) two-lane highway operational analysis methodology in the field has shown that the current categorization of two-lane highways in two classes, may not adequately address the variety of two-lane highways now existing in the field. The LOS thresholds and capacities currently reported in the HCM2000 may not be appropriate for all types of two-lane highways”. Research Needs Statement (see attached)

In Summary, the final product of this study will consist of appropriate revisions and additions to Chapters 12 and 20 of the HCM2000. The CNF must address this new, two-lane analysis in the HCM2000 (Chapters 12 and 20) and apply the findings to a new Traffic and LOS Analysis for SR 83.

Travel speed should be, and is, the number one criteria for LOS on SR 83, not following time. Users expect to travel from point A to point B in a certain time frame. Otherwise, users would have no expectation of arriving at their destination at any particular time, which is totally contrary to users expectations.

Remedy: ReAnalyze SR 83 using the newest TRB study conclusions, and prepare a revised DEIS for SR 83.

Sincerely,



JoAnne Meyer