

**Rosemont Copper Project  
Response to USFS – Coronado National Forest  
Request for Additional Information  
FDD-3 Staging Areas for Pre-Production  
November 13, 2007**

This memorandum is in response to the USFS request for additional information regarding the identification of staging areas and temporary roads needed for the pre-production phase of the Rosemont Copper Project. Reference is made to Figure 2-2 of the Mine Plan of Operations and the attached Figures FDD-3.1 and FDD-3.2, showing the process facility and overall site plan during pre-production at Year 0.

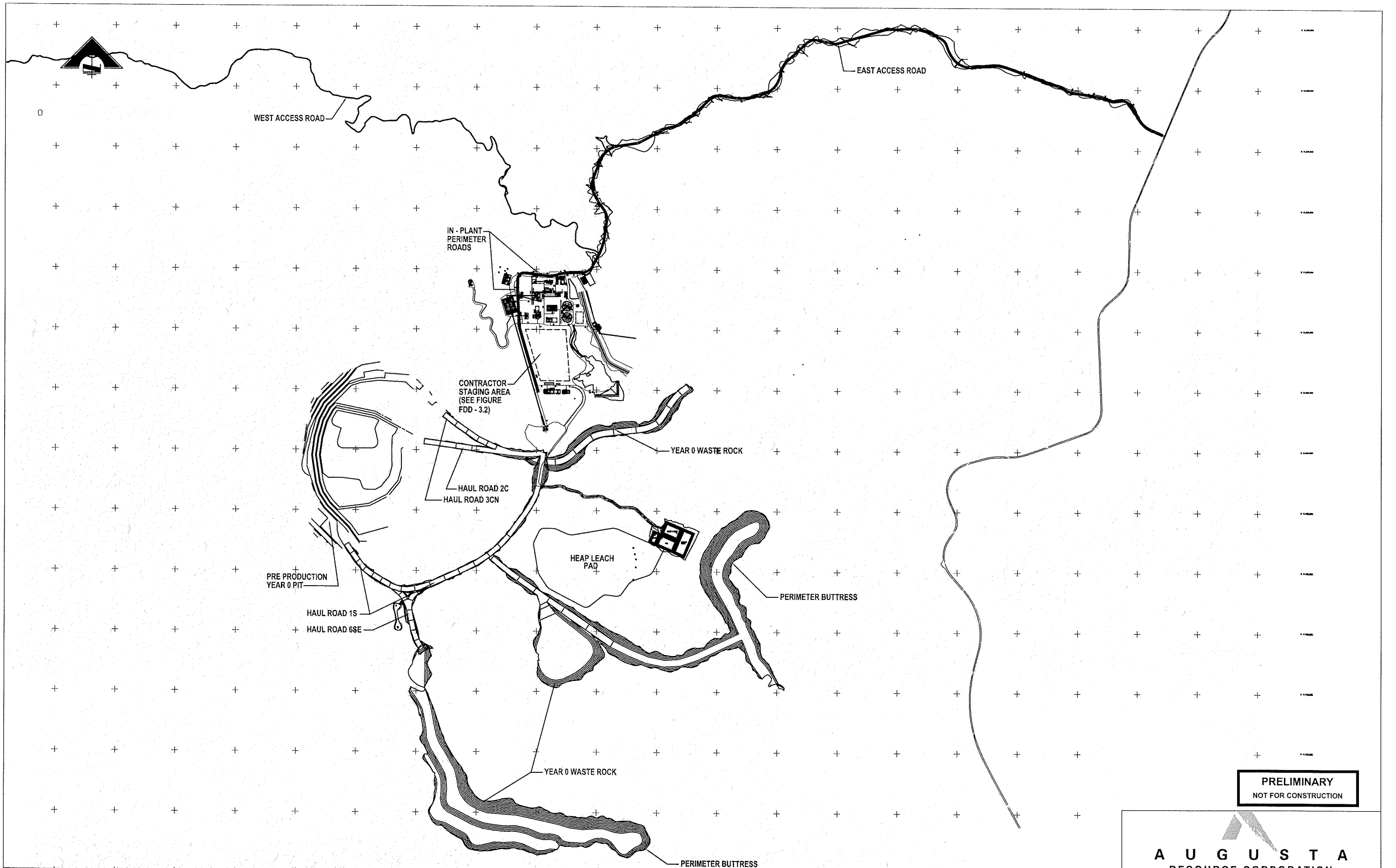
When the EIS process is complete, a favorable Record of Decision obtained, and all permits are in place; mobilization of the construction and pre-production activities can commence. The first activity is for the construction management team to mobilize to the site and construct their temporary facilities. This would entail grading a temporary road into the site to bring in office trailers and initial construction equipment. The temporary road will follow the same alignment as the permanent east access road. This road extends approximately 3.7 miles from the intersection of State Route 83 to the entrance of the plant as described in the Mine Plan of Operations. Temporary roads will also be graded from the entrance of the plant to the construction staging area located between the process facilities and the area of the mine truck shop, as shown in the attached Figures FDD 3.1 and FDD 3.2. The temporary roads will follow the same alignment as the permanent in-plant roads along the northern and western boundaries of the process facilities. The temporary road will continue south to the area of the mine truck shop following the alignment of the overland conveyor from the primary crusher location to the crushed ore stockpile. Temporary roads will also be graded along the south and east boundary of the process facilities providing a perimeter road around the process facilities. All temporary roads will follow the same alignment as the permanent in-plant roads required for operations.

The construction staging and lay down area is shown on Figure FDD 3.2 and is approximately 34 acres between the process facilities and the area of the mine truck shop. This area has a natural 8% grade sloping down from the northwest to southeast. This area will be contoured as needed to accommodate lay down space for construction materials and equipment. The temporary construction facilities will be centrally located at the northern edge of the 34 acre staging area across the south perimeter in-plant road from the process facilities. Construction equipment and materials required for the process facilities will be staged just south of the temporary construction facilities. Materials and equipment required for pre-production mining will be staged at the south end of the 34 acre area near the mine truck shop location.

When the east access road and in-plant roads are sufficiently developed to allow large shipments, the mine haul trucks and mine shovel shipments can begin to arrive. Prior to arrival, the area of the mine truck shop will be rough graded to the platform elevation required for the truck shop building. Mine haul trucks shipments will be received at this location and assembled into ready

to operate units. Shovels will be received and assembled at the area of the initial mine pit as shown in Figure 2-2 of the Mine Plan of Operations. Prior to the arrival of the shovel shipments, a temporary haul road will be graded from the mine truck shop area to the pre-production pit area. Again, the temporary haul road will follow the same alignment as the haul road used for the mine operation shown in Figure FDD 3.1. During pre-production mining, the haul roads from the pre-production pit limits to the perimeter buttresses and initial waste rock storage areas will be developed as shown in Figure 2-2 of the Mine Plan of Operations and attached Figure FDD 3.1.

It should be emphasized that all temporary roads needed for the pre-production and early construction period will follow the same alignment as the eventual permanent roads needed for operations. The temporary roads will be used in early construction and upgraded to the final road before the end of construction. It should also be noted that the project intends to utilize the Port of Tucson to receive and stage materials and equipment for the project. The Port of Tucson is located off Interstate 10 (I-10) near Vail, Arizona, and will receive and store rail shipments. Truck shipments can also be staged at the Port of Tucson to control the volume of traffic on State Route 83. This will control surges in receipts at site and ensure material and equipment arrivals are aligned with the construction schedule required at site dates.



**PRELIMINARY  
NOT FOR CONSTRUCTION**

**AUGUSTA  
RESOURCE CORPORATION  
ROSEMONT FEASIBILITY STUDY**

REFERENCES		REFERENCES		REVISIONS				REVISIONS							
DWG. NO.	TITLE	DWG. NO.	TITLE	NO.	DESCRIPTION	BY	APP'D	DATE	CLIENT	NO.	DESCRIPTION	BY	APP'D	DATE	CLIENT
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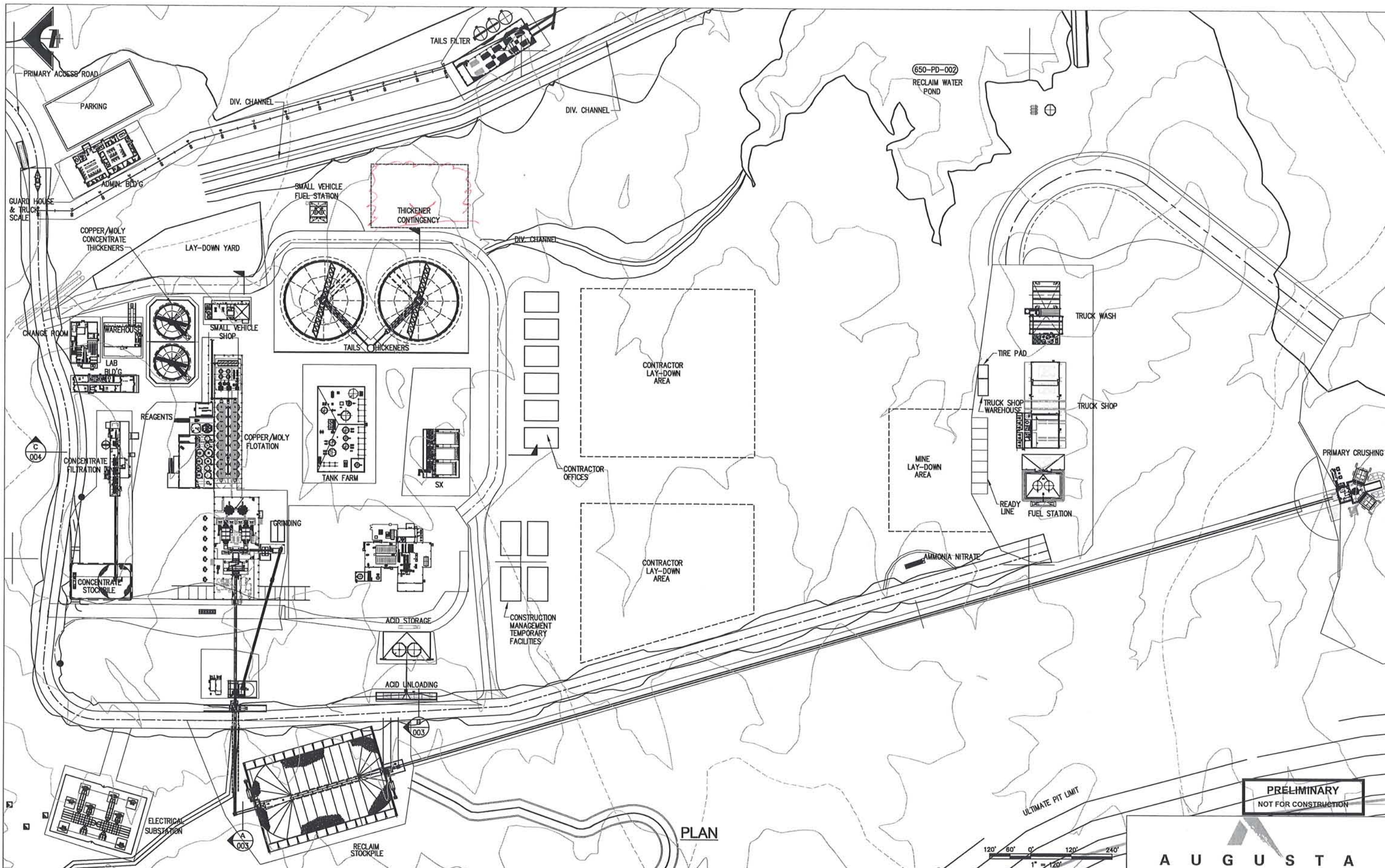
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 DESIGNED BY: DEJ  
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 CHECKED BY:  
 PROJECT MGR:  
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**GENERAL SITE  
CIVIL  
FIGURE FDD - 3.1**

JOB NO. M3-PN06156	DATE
DWG NO.	07/20/07
REV NO. A	

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PLAN

**PRELIMINARY**  
NOT FOR CONSTRUCTION



**AUGUSTA**  
RESOURCE CORPORATION  
**ROSEMONT FEASIBILITY STUDY**

**PROCESS SITE PLAN**  
**GENERAL ARRANGEMENT**  
**FIGURE FDD - 3.2**

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JOB NO. M3-PN06156
DWG NO.
REV NO. D
DATE 06-26-07

REFERENCES		REFERENCES		REVISIONS				REVISIONS				SCALE: 1"=120'		DATE	
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				C	RE-ISSUED FOR FEASIBILITY STUDY	MHH	BKK 06/05							MHH	OCT 06
				B	WAREHOUSE/TIRE PAD & WATER TANK ADDED	MHH	BKK 01/26							JHB	JAN. 07
				A	ISSUED FOR FEASIBILITY STUDY	MHH	JHB 01/26							RH	JAN. 07

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