



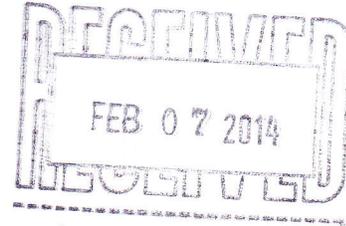
CORONA DE TUCSON FIRE DEPT

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Administration Office (520) 762-5007
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February 5, 2014

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



**From: Bruce Whitehouse
139 W Camino del Emperador
Corona de Tucson, Az 85641
520-762-5555**

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 in southeastern Arizona. The responsible official is Jim Upchurch. This objection concerns new information that I discovered in the FEIS that was not in the draft and took us by surprise.

In the Traffic and Safety impacts analysis in Chapters 1 and 3, there are new arterial roads added to include some that are actually in our fire district where I am the current Fire Chief. The roads are Wentworth Road, and portions of East Sahaurita Rd. running west off of State Route 83 at mile marker 55.5. Our concerns about nearly 96 (one every 15 minutes per the EIS) heavy truck trips per day on our two lane roads would be dangerous, damaging, and cause a severe increase in emergency dispatches. Our taxpayers, who largely oppose this project, would then be forced to help pay for the costs incurred.

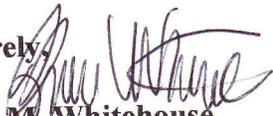
There also seems to be very vague information on where these trucks are going after they leave the Rosemont site. State Route 82 that is in Santa Cruz County and runs through Sonoita and Patagonia, now seems to be an added route to destinations unknown. These appear to be new additions to the FEIS.

State Route 83, which is a designated Scenic Highway, is not appropriate as a industrial/mining haul route. Rosemont Mine would be the ONLY open pit copper mine in this part of the state without a rail siding, and hauling the product 27 miles one way to Kolb and I-10 every 15 minutes is beyond comprehension. That is where the Port of Tucson rail access is being talked about.

The DEIS has changes in it that we in the emergency and safety services were never aware of, and then we found it in the FEIS. That is not a transparent or appropriate way of having our input to the plan or process of providing services to the travelers and residents who use these roads daily.

Remedy: The USFS and others should give us a clearer picture of where, which route, and the destination of these large trucks which could be using our district roads daily. I believe a revised DEIS that has ALL these roads, routes, and access to emergency scenes addressed.

Sincerely,



Bruce M. Whitehouse

Fire Chief

Corona De Tucson Fire District

From: [Deadchief BMW](#)
To: [FS-objections-southwestern-regional-office](#)
Subject: Rosemont Safety and traffic
Date: Thursday, January 02, 2014 10:03:33 PM

USFS Reviewing office:

My name is Bruce Whitehouse, of 139 W Camino del Emperador, Corona de Tucson, Az. 85641. My home phone number is 520-762-5555.

As Corona de Tucson fire chief and emergency medical services manager, I have a objection to the planned Rosemont Copper project and have previously commented about the road and traffic issues related to this proposed mine. The winding, narrow, and designated scenic highway (State Route 83) is NOT appropriate for this kind of operation. There are no shoulders, secondary access to the site, water for firefighting issues, poor radio communications in the area, just for starters. This mine would be the ONLY operation of this magnitude in southern Arizona without a rail siding at the mine pit for hauling product to other places for refinement/smelting/processing .

Accidents will definitely increase, as they are projecting up to 96 large truck trips per day (4 per hour) with the operation going 365 days a year for 20 years. Those numbers become staggering. This does not include employees traveling to the mine and transport of supplies and equipment. I previously suggested a rail line from the Green Valley side of the Santa Ritas, since the destruction of Lopez Pass and Gunsite Pass area would be inevitable for their suggested TEP electric lines, water pipes, and easements that were are the plan. I was scoffed at by Rosemont representatives who claimed a rail siding was too expensive. How can driving 27 miles one way to Kolb and the railroad tracks via 83 and I-10 be more prudent?

This is the wrong place for a new mine, and I truly believe the destruction of the local roadways has been grossly underestimated. ADOT seems to think these roads can handle this kind of abuse, I think they are wrong. I would like to have a answer about this part of the EIS, as it is the responsibility of the fire department in Corona de Tucson , funded by taxpayers in the fire district, to provide highway safety and rescue services to the area closest to this proposed mine.

Bruce

M. Whitehouse

This is my

signature on this comment