

012053

MEETING NOTES (Mod 1): ROSEMONT / ADOT SR-83 MEETING  
January 29, 2010

7651

I was told meeting notes will be provided sometime after this meeting occurred, which are hereby referenced.

After introductions for the various personnel present discussion began on the two TetraTech prepared documents. Unfortunately I had to leave prior to the end of the meeting, but the two concerns that USFS engineering has were presented. In fact the first of those concerns was brought up by an ADOT person—namely that no discussion of road bed/pavement structure was included in the documents and that this therefore leaves the reports—and eventually NEPA moot with respect to impacts (costs, public impact) to ADOT and the traveling public.

The other concern is that the Level Of Service (LOS) discussion in the document uses only two types of mine operations period scenarios with respect to expected mine generated traffic: 100% and 75% compliance with a vanpool using five (5) employees per van. The concern stems from the observation that during the last few years of the proposed mine operations the SR-83 LOS will barely meet category "C" with the 75% vanpool scenario. Vanpool/carpool use is likely historically extremely low in the general population; Rosemont's efforts to force its workforce—including contractors—to vanpool will likely be either draconian to achieve the 75% level, or will fall short (likely well short) of the 75% compliance level. If the effort falls discernibly below the 75% level the LOS for SR-83 will drop to "D", which practically forces ADOT to take action of some sort to preserve efficiency and safety on SR-83.

There was some discussion about oversized loads which currently use SR-83 and that much of that traffic uses this road because the Marsh Station underpass (railroad overpass) is lower than it should be. ADOT is currently in process to remedy the Marsh Station underpass and has either completed or in process on Phases 1 and 2 of the 3 phased project. The 3<sup>rd</sup> and final phase of the project is expected to be complete no later than two years from now, at which time many oversized loads will be able to use Interstate 10 instead of SR-83.

I was asked whether I had additional concerns as I left the meeting. My response was that the above two concerns covered the major shortcomings that I had noticed to date.

Walt Keyes  
February 1, 2010