

Construction methods and materials employed on the CMRR Project would be typical conventional light⁶ industrial for the administrative offices and support functions building, and heavy-industrial, nuclear facility construction for the CMRR nuclear laboratory elements.

Table S-1 provides a summary of construction requirements.

Table S-1 Summary of CMRR Construction Requirements

<i>Building/Material Usage</i>	<i>Hazard Category 2 Building</i>	<i>Hazard Category 3 Building</i>	<i>Administrative Offices and Support Functions Building</i>	<i>Other Construction Elements</i>
Land (acres)	2.5	2.25	4.0	18 ^a
Water (gallons)	757,300	670,500	1,354,500	963,000
Electricity (megawatt-hours)	88.75	88.75	135	Not applicable
Concrete (cubic meters)	1,375	1,067	2,340	Not applicable
Steel (metric tons)	136	106	265	Not applicable
Peak construction workers	300			
Waste (non-hazardous) (metric tons)	130	99	295	10
Construction period (months)	17	17	26	6

^a The land affected by other construction elements would include: parking (5 acres), laydown area (2 acres), concrete batch plant (5 acres) at either TA-55 or TA-6. Additionally 6 acres of land would be affected at TA-55 due to road realignment. An equal area (6 acres) at TA-6 would be affected for extensive trenching for utilities (1.5 acres), radioactive liquid waste pipeline (3 acres), and new road (1.5 acres).

Project Schedule: For the purpose of the analysis in the *CMRR EIS*, it was estimated that construction under any of the alternatives would start late in 2004 and would last approximately 5 years. The new facilities would be designed for a lifetime performance of 50 years; therefore, operations are projected to range from 2010 to 2060. It is also anticipated that simultaneous operation of the existing CMR Building and the new CMRR Facility would last a maximum of 4 years, between about 2010 and 2014.

Operational Characteristics: The operational characteristics of the CMRR Facility are based on the level of operations identified by the Expanded Operations Alternative in the 1999 *LANL SWEIS* and are presented in **Table S-2**.

Transportation: Radioactive and SNM shipments would be conducted within the LANL site. Transport distances would vary across alternatives, from a very short distance [about 100 to 300 feet (30 to 90 meters)] in Alternative 1, at TA-55, to about 3 to 5 miles (5 to 8 kilometers) in Alternative 2, at TA-6. Movement of materials would occur on DOE-controlled roads. DOE procedures and U.S. Nuclear Regulatory Commission regulations would not require the use of certified Type B casks within DOE sites. However, DOE procedures require closing the roads and stopping traffic for shipment of material (fissile or SNM) in noncertified packages. Shipment using certified packages, or smaller quantities of radioactive materials and SNM, could be performed while site roads are open. As part of current security implementation procedures at LANL, the roads used to transport radioactive and SNM materials under the *CMRR EIS* would have limited public access. The proposed action would include a one-time transport of some or all of the equipment at the CMR Building to the new CMRR Facility at TA-55 or TA-6. This movement would occur over a period of 2 to 4 years on open or closed roads.

⁶Light industry refers to the use of small-scale construction machinery.