

Table 2. Continued

<i>Resource</i>	<i>CMRR EIS Basis for Impact Analyses</i>	<i>Current CMRR Project Plans</i>	<i>Potential Consequences of Current CMRR Project Plans<sup>1</sup></i>
<b>Transportation</b>			
	<p>Construction: 135 additional worker vehicles per day; transportation of construction material was not analyzed.</p> <p>Operations: Little/no change; workers housed at CMR in TA-03 would be relocated to the new facility.</p>	<p>Increased offsite construction traffic for a longer time associated with hauling source material for concrete production and other material delivery for approximately 30,000 deliveries over the total construction period. Over the construction period, on average, LANL truck deliveries will increase by 12 per day (range of 4 to 22 per day); traffic flow at East Jemez Rd or Pajarito Rd at SR 4)<sup>12</sup> would increase less than 0.01%.</p> <p>The Project will make use of the existing LANL Truck Inspection Station for the duration of the Project; and no changes to the LANL Truck Inspection Station are anticipated as a result of the CMRR Project.</p> <p>Other construction-related traffic for stockpiling fill and similar purposes in the immediate vicinity of the Project site would also increase and continue for the duration of the construction period. This traffic will occur largely within LANL boundaries, most of it on roads not accessible to the public.</p> <p>Assuming that the source materials are obtained within a 100-mile radius of LANL, approximately 1.08 traffic accidents and fewer than 0.12 traffic fatalities would result from transportation of construction materials.<sup>13</sup> No offsite transportation of radioactive materials will be associated with construction.</p>	<p>Truck trips associated with the planned and proposed activities are substantially below those associated with other large LANL projects that were analyzed in the 2008 SWEIS and ROD. For comparison, the SWEIS reported MDA removal actions resulting in 53,924 trips and MDA capping materials resulting in 104,300 trips. Based on this comparison, the CMRR Project trips would not be likely to result in any accident fatalities or disruption of traffic flow at the entrances to LANL. For comparison, daily traffic at East Jemez and Pajarito Rd entrances as a result of projected MDA removal actions analyzed in the 2008 SWEIS would increase by 1200 to 4200 vehicle trips/day.</p> <p>Impacts to transportation associated with the planned and proposed actions are bounded by the 2008 SWEIS.</p>