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therefore, would not result in any additional environmental or health and safety impacts to LANL. Each of the alternatives would generally have the same amount of operational impacts. In other words, all of the alternatives would produce equivalent levels of emissions and radioactive releases into the environment, infrastructure requirements would be the same, and each alternative would generate the same amount of radioactive and nonradioactive waste, regardless of the ultimate location of the new CMRR Facility at LANL.

Other impacts that would be common to each of the action alternatives include transportation impacts and CMR Building and CMRR Facility disposition impacts. Transportation impacts could result from: (1) the one-time movement of SNM, equipment, and other materials during the transition from the existing CMR Building to the new CMRR Facility; and (2) the routine onsite shipment of AC and MC samples between the Plutonium Facility at TA-55 and the new CMRR Facility. Impacts from the disposition of the existing CMR Building and CMRR Facility would result from the decontamination and demolition of the Building and the transport and disposal of radiological and nonradiological waste materials.

Transportation Risks

All alternatives except the No Action Alternative, would require the relocation and one-time transport of SNM equipment and materials. Transport of SNM, equipment, and other materials currently located at CMR Building to the new CMRR Facility at TA-55 or TA-6 would occur over a period of 2 to 4 years. The public would not be expected to receive any measurable exposure from the one-time movement of radiological materials associated with this action. Impacts of potential handling and transport accidents during the one-time movement of SNM, equipment, and other materials during the transition from the existing CMR Building to the new CMRR Facility would be bounded by other facility accidents for each alternative. For all alternatives, the environmental impacts and potential risks of transportation would be small.

Under each alternative, routine onsite shipments of AC and MC samples consisting of small quantities of radioactive materials and SNM samples would be shipped from the Plutonium Facility at TA-55 to the new CMRR Facility at either TA-55 or TA-6. The public would not be expected to receive any additional measurable exposure from the normal movement of small quantities of radioactive materials and SNM samples between these facilities. The potential risk to a maximally exposed individual member of the public from a transportation accident involving routine onsite shipments of AC and MC samples between the Plutonium Facility and CMRR Facility was estimated to be very small (9.0×10^{-8}). For all alternatives, the overall environmental impacts and potential risks of transporting AC and MC samples would be small.

Impacts During the Transition from the CMR Building to the New CMRR Facility

During a 4-year transition period, CMR operations at the existing CMR Building would be moved to the new CMRR Facility. During this time both CMR facilities would be operating, although at reduced levels. At the existing CMR Building, where restrictions would remain in effect, operations would decrease as CMR operations move to the new CMRR Facility. At the new CMRR Facility, levels of CMR operations would increase as the facility becomes fully operational. In addition, the transport of routine onsite shipment of AC and MC samples would