

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 Plans¹</i>
Potential Release Sites (continued)			
		<p>MDA C (located east of CMRR Project areas) was investigated for potential impacts to planned and proposed actions in TA-55. No contamination from this PRS exists in the CMRR Project areas in TA-55 or nearby areas currently being considered under the planned and proposed actions.</p> <p>There are no PRS concerns in the areas proposed for the TA-48 construction trailers. LANL activities will be managed to control impacts to the PRS.</p>	
Resource Use and Conservation			
Concrete	<p>Total: 11,255 cu yds of concrete required</p> <ul style="list-style-type: none"> • RLUOB: 3061 cu yds • NF: 3194 cu yds • Other Construction: 5000 cu yds 	<p>Total: 387,633 cu yds of concrete required</p> <ul style="list-style-type: none"> • RLUOB: 16,800 cu yds • NF: 120,833 cu yds, structural concrete • NF: 250,000 cu yds, lean concrete fill (for soil stabilization and seismic protection) <p>Represents an additional 126,378 cu yds of structural concrete and 250,000 cu yds of lean (soil stabilization) concrete from what was anticipated in the CMRR EIS.</p>	<p>The CMRR-NF has a significantly higher requirement for concrete from what was bounded in the CMRR EIS, which is a direct result of unavoidable changes in the structural design to address increased seismic protection concerns. The CMRR EIS stated that the NF would be constructed to minimize risks (to workers, public, and environment) from geologic hazards including earthquakes. To meet this requirement, a site-specific seismic hazard analysis was conducted; its findings resulting in increased structural design and soil stabilization requirements for the NF, which, in turn, requires more concrete.</p>