

For disposition of existing facilities, the largest impacts would be expected under Clean Closure of the Tank Farm and under Performance-Based Closure of the bin sets. Impacts would be similar to those described in the previous paragraph but would be smaller because fewer employees would be required to disposition these existing facilities.

### 5.3.6.2 Long-Term Impacts

*All newly constructed facilities necessary to implement the waste processing alternatives would be designed and constructed consistent with measures that facilitate clean closure.* DOE has evaluated the potential for long-term impacts on the ecology surrounding the facilities after disposition decisions are enacted. Residual contamination at INTEC would occur in the soil or on buried facility surfaces either below grade or within above-grade engineered soil covers. Contaminants could be transported and spread by leaching into the aquifer or by erosion or penetration of contaminated soil by plant roots and vertebrate and invertebrate burrowing animals. This would result in a contaminant pathway to biological receptors. Contaminants brought to the surface may also be carried offsite by animals as plant material or prey or washed into the Big Lost River by erosion. DOE does not foresee that contaminants would concentrate in individuals of a certain species. There is no reason to anticipate long-term impacts to ecological resources within or near the INTEC boundaries.

## 5.3.7 TRAFFIC AND TRANSPORTATION

No waste or other materials would be shipped offsite from facility disposition activities, so DOE would not expect transportation impacts. This section analyzes impacts to traffic on Highway 20 (from Idaho Falls to the INEEL) from workers involved with facility disposition activities.

### 5.3.7.1 Methodology for Traffic Impact Analysis

DOE assessed potential traffic impacts based on the number of employees associated with the

disposition of each facility or group of facilities (Section 5.3.2). The impacts associated with facility disposition activities were evaluated relative to baseline or historic traffic volumes on Highway 20. Changes in traffic were used to assess potential changes in level-of-service on the road.

Section 5.2.9 describes the methodology used in the determination of level of service on Highway 20. The level of service is a qualitative measure of operational conditions within a traffic stream as perceived by motorists and passengers. A level-of-service is defined for each roadway or section of roadway in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety (TRB 1985).

### 5.3.7.2 Traffic Impacts

As noted previously in Section 5.2.9, Highway 20 between Idaho Falls and the INEEL is designated Level-of-Service A, which represents free flow.

INEEL employment levels are expected to decrease during the period prior to initiation of facility dispositioning activities due to completion of INEEL missions and most waste processing activities. DOE would retrain and reassign its existing workforce to conduct disposition activities for both new and existing facilities.

Employment levels for facility disposition activities are presented in Table 5.3-1 (new facilities), Table 5.3-2 (Tank Farm and bin sets), and Table 5.3-3 (existing HLW *management* facility groups). Employment levels for disposition of new facilities would be similar to the levels estimated for construction associated with these facilities. With the exception of the Tank Farm facility, employment levels for dispositioning of existing facilities would be lower than for the waste processing alternatives discussed in Chapter 3.

Based on predicted levels of INEEL employment for facility disposition, DOE expects that traffic flows for Highway 20 would be virtually unaffected and the level of service would remain the same.