

Table 2-4. Summary of Normal Operational Impacts at West Valley

(See Chapter 4 for further discussion of impacts)

Impact Area	Unit of Measure	No Action Alternative	Alternative A - Preferred	Alternative B
Human Health Impacts^a				
Public Impacts from Continued Operations				
MEI	LCF	3.7×10^{-7}	3.7×10^{-7}	3.7×10^{-7}
Population	LCF	1.5×10^{-3}	1.5×10^{-3}	1.5×10^{-3}
Worker Impacts				
Involved worker MEI	LCF	3.4×10^{-4}	1.3×10^{-3}	1.3×10^{-3}
Noninvolved worker MEI	LCF	3.0×10^{-4}	3.0×10^{-4}	3.0×10^{-4}
Involved worker population	LCF	2.1×10^{-3}	0.031	0.031
Noninvolved worker population	LCF	0.075	0.075	0.075
Total worker population	LCF	0.077	0.11	0.11
Transportation				
Total	Shipments	169 (truck) 85 (rail)	2,550 (truck) 847 (rail)	3,120 (truck) ^b 1,079 (rail) ^c
Impacts (from all causes – radiological and nonradiological; routine and accident conditions)				
Truck	Fatalities	0.034 – 0.041	0.79 – 0.82	0.84 – 0.93
Rail	Fatalities	0.042 – 0.049	0.60 – 0.68	0.66 – 0.79
Maximum reasonably foreseeable accidents				
Truck	LCF (Probability)	$1 (5 \times 10^{-7})$	$4 (6 \times 10^{-7})$	$4 (8 \times 10^{-7})$
Rail	LCF (Probability)	$2 (2 \times 10^{-6})$	$4 (1 \times 10^{-7})$	$4 (3 \times 10^{-7})$
Geology and Soils				
Water Quality and Resources				
Groundwater		No impact	No impact	No impact
Surface water		No impact	No impact	No impact
Wetlands		No impact	No impact	No impact
Floodplains		No impact	No impact	No impact
Noise and Aesthetics				
Ecological Resources				
Threatened and endangered species		No impact	No impact	No impact
Other plants and animals		No impact	No impact	No impact
Land Use				
Socioeconomics				
Environmental Justice				
Cultural Resources				

- a. MEI = maximally exposed individual; LCF = latent cancer fatality (number of fatalities expected or probability).
- b. Includes 270 TRU waste, and 300 HLW, truck shipments from interim storage to disposal. Alternative B would make the same number of truck shipments (2,550) from WVDP as Alternative A.
- c. Includes 172 TRU waste, and 60 HLW, rail shipments from interim storage to disposal. Alternative B would make the same number of rail shipments (847) from WVDP as Alternative A.