

1 **BUREAU OF ENGRAVING AND PRINTING**

2 **DRAFT FINDING OF NO SIGNIFICANT IMPACT FOR TRAFFIC AND**
3 **UTILITIES MITIGATION**

4 Pursuant to the National Environmental Policy Act of 1969 (Title 42, United States [U.S.] Code,
5 4321-4370f), as amended; regulations of the Council on Environmental Quality (40 Code of
6 Federal Regulations 1500-1508); and U.S. Department of the Treasury Directive 75-02, the Bureau
7 of Engraving and Printing (BEP), in cooperation with the National Park Service, U.S. Department
8 of Agriculture Agricultural Resource Service, and Federal Highway Administration, has prepared
9 an Environmental Assessment (EA) to evaluate potential environmental effects associated with the
10 implementation of traffic, utility, and construction-related improvement measures associated with
11 the proposed BEP replacement currency production facility (CPF) in Beltsville, Maryland. These
12 traffic, utility, and construction-related measures were developed to address recommendations
13 from the construction and operation of the replacement CPF, which was analyzed in the Final
14 Environmental Impact Statement (EIS) for the Construction and Operation of a CPF within the
15 National Capital Region, hereafter referred to as BEP's 2021 EIS (Treasury 2021a). This EA will
16 be tiered from BEP's 2021 EIS, and the analyses included in the EIS will be incorporated into this
17 EA by reference.

18 The purpose of the Proposed Action is to implement the traffic, utility, and construction-related
19 improvements as outlined in BEP's 2021 EIS as determined by design changes that have come
20 about after the BEP 2021 EIS Record of Decision signature. BEP's 2021 EIS identified seven
21 traffic intersections that currently have a failing level of service (LOS) and would continue to fail
22 during and after the construction of the replacement CPF. These failing intersections would require
23 various roadway improvements to minimize delays and reduce queue lengths. The Proposed
24 Action is needed to ensure the traffic LOS at each identified failing intersection meets the
25 applicable thresholds with the increase in traffic anticipated from the construction and operation
26 of BEP's replacement CPF in Beltsville. It is also necessary to ensure that utility systems in place
27 are sufficient to support BEP's replacement CPF at the chosen site and to support construction-
28 related laydown areas identified in the most recent CPF design.

29 This EA analyzes the No Action Alternative's environmental impacts and two action alternatives
30 for traffic, utility, and construction-related improvements. Under both action alternatives, the
31 following improvements would be completed:

- 32 • Improvements at the seven intersections identified as needing improvement in BEP's 2021
33 EIS: Edmonston Road at Sunnyside Avenue, Edmonston Road at Beaver Dam Road,
34 Edmonston Road at Powder Mill Road, Powder Mill Road at Animal Husbandry Road,
35 Powder Mill Road at Springfield Road, Powder Mill Road at Baltimore-Washington
36 Parkway northbound ramps, and Powder Mill Road at Baltimore-Washington Parkway
37 southbound ramps. Improvements may include, but are not limited to, lane widening,
38 addition of turn lanes, addition of new signage, and addition of traffic control devices.
- 39 • Additional traffic improvements to Poultry Road, Sheep Road, and Animal Husbandry
40 Road.
- 41 • Construction of a new entrance road for the CPF site; part of the entrance road's footprint
42 is included in the scope of BEP's 2021 EIS.
- 43 • Construction of an approximately 1,500-foot-long gravel access road southeast of the CPF
44 site to provide access to two wells at Beltsville Agricultural Research Center.

- 45 • Installation of new roadway signage along Powder Mill Road and Edmonston Road.
- 46 • Removal of rumble strips on Powder Mill Road from Edmonston Road to Baltimore-
- 47 Washington Parkway.
- 48 • Installation of new aboveground Potomac Electric Power Company electric lines on
- 49 existing poles along both sides of Odell Road from its intersection with Edmonston Road
- 50 to the CPF site. Some existing poles are in degraded condition and may require full
- 51 replacement.
- 52 • Installation of new aboveground lines to provide Verizon service, running on existing poles
- 53 from the intersection of Odell Road and Edmonston Road to the CPF site, and from
- 54 Ellington Drive, south of Muirkirk Road, to Odell Road and west to the CPF site. Some
- 55 existing poles are in degraded condition and may require full replacement.
- 56 • Installation of a new Washington Gas connection south of Odell Road and east of Poultry
- 57 Road and the new CPF.
- 58 • Temporary use of the 7.5-acre laydown area south of the CPF site for parking and storage
- 59 during construction.
- 60 • Clearance of the bioswale maintenance access west of the CPF site to access and maintain
- 61 a planned bioswale.

62 Alternative 1, the Preferred Alternative, includes the construction of a new sanitary sewer line
63 running north from the CPF site and tying into the Washington Suburban Sanitary Commission
64 (WSSC) sanitary sewer system north of Odell Road.

65 Under Alternative 2, the new sanitary sewer line would run southwest from the main CPF site and
66 tie into the WSSC sanitary sewer system west of the Edmonston Road and Powder Mill Road
67 intersection.

68 Under both action alternatives, wastewater would be treated at the Blue Plains Advanced
69 Wastewater Treatment Plant (WWTP), the WWTP used by BEP's existing facilities in the
70 Washington, DC, area. BEP would pre-treat all industrial wastewater to WSSC standards in-house
71 prior to discharge into the WSSC system.

72 Potential impacts to the human and physical environment were assessed. Short-term, adverse
73 impacts from the Proposed Action include dust, air emissions, exposed soils, noise, use of
74 hazardous materials such as paints and petroleum products, and disruptions to traffic flow and
75 utility service from construction activities. These impacts would cease upon completion of
76 construction. Long-term, adverse impacts would include minor conversion of undeveloped land to
77 impervious surfaces within road buffers; minimal impacts to streams, wetlands, floodplains, and
78 forest stands; and vegetation removal within the project footprint. Adverse impacts would be
79 negligible or less than significant under both action alternatives. Appropriate steps to minimize
80 potential adverse impacts, such as the implementation of best management practices, would be
81 incorporated into the project. Benefits of the Proposed Action include a short-term, minor increase
82 in local spending during construction and long-term benefits to traffic flow and public safety from
83 roadway improvements, improvements to air quality from reduced queue times, a reduction in
84 noise levels from removal of rumble strips on Powder Mill Road, and provision of adequate utility
85 service for the new CPF. The Proposed Action would not have an adverse effect on any threatened
86 or endangered species or their critical habitat. No impacts to cultural resources or National Register
87 of Historic Places properties are expected. Tribal coordination has also been completed.

88 The Preferred Alternative is the most environmentally preferable of the action alternatives while
89 still meeting project objectives. The limits of disturbance for the proposed sanitary sewer line
90 under Alternative 1 are smaller than under Alternative 2 and minimize impacts to wetlands and
91 surface waters. The Preferred Alternative would not result in any significant effects beyond those
92 already analyzed in BEP's 2021 EIS.

93 The accompanying EA, which will be made available for a 30-day public review, supports the
94 conclusion that the project does not constitute a major federal action significantly affecting the
95 quality of the human environment. Therefore, an EIS is not necessary to construct the proposed
96 traffic and utility improvements.

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Date

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Officer, and Chief Performance Officer

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