

BUREAU OF ENGRAVING AND PRINTING

FINAL FINDING OF NO SIGNIFICANT IMPACT FOR TRAFFIC AND UTILITIES MITIGATION

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

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

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

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

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

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

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

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

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

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

The accompanying SEA, which was made available for a 52-day public review, supports the conclusion that the project does not constitute a major federal action significantly affecting the quality of the human environment. Therefore, an EIS is not necessary to construct the proposed traffic and utility improvements.

Date

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