

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type(s): Design Change

B. Original approved Environmental Document:

Document Type: Type 2 CE

Date of Approval: 11/24/2008

Project Numbers:

N/A

209411-3-22-01

N/A

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: SR 5 (US 17/MAIN ST) FROM NEW BERLIN ROAD TO PECAN PARK ROAD

Project Location: FDOT District 2 (Duval County)

Project Limits: SR 5/US 17/Main Street from New Berlin Road to Pecan Park Road

C. Prior Re-evaluation(s):

There is no previous re-evaluation of this Environmental Document.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type(s)				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	209411-8-32-01	SR5(US17)MAIN ST FROM S. OF NEW BERLIN RD TO AIRPORT CENTER DR.	District 2 - DUVAL	☐	☒	☐	☐	Design-Bid-Build	State
	209411-9-32-01	SR5(US17)MAIN ST FROM AIRPORT CENTER DR TO MAX LEGGETT PKWY	District 2 - DUVAL	☐	☒	☒	☐	Design-Bid-Build	State

2. PROJECT DESCRIPTION

US 17 is a major north-south highway originating in Punta Gorda, Florida, and terminating in Winchester, Virginia. In the City of Jacksonville, Duval County, US 17 serves as an alternate north-south corridor to I-95 and I-295. The Project Development & Environment (PD&E) Study analyzed US 17 from New Berlin Road to Pecan Park Road, a distance of approximately 4.0 miles. US 17, within the project limits, is a two-lane undivided roadway running parallel to the CSX railroad with intermittent sidewalks and no designated bicycle facilities. However, bicyclists can use the 5-foot paved shoulders. The existing right-of-way varies with a minimum width of 68.5 feet.

**RE-EVALUATION
FORM**

The purpose of the project is to accommodate current and anticipated traffic demand, enhance safety, and serve existing and future land uses along the US 17 corridor. The Type 2 Categorical Exclusion (CE) for this project (Financial Management [FM] Number: 209411-3) was approved by the Federal Highway Administration (FHWA) on November 24, 2008. The Type 2 CE is included in the project file. The PD&E Study Preferred Alternative (Preferred Alternative) proposed widening of US 17 to four travel lanes with a 46-foot median, four-foot bicycle lanes and a six-foot sidewalk on the east side of US 17. The Preferred Alternative impacted 100 parcels and required 37.2 acres of right-of-way acquisition (roadway improvements impacted 95 parcels and required 8.17 acres while stormwater ponds impacted 5 parcels and required 29.03 acres). In addition, the Preferred Alternative required three residential relocations, five personal property relocations and 11 business relocations.

Two segments of the original PD&E study limits, US 17 from New Berlin to Airport Center Drive (FM Number: 209411-8) and US 17 from Airport Center Drive to Max Leggett Parkway/Duval Station Road (FM Number: 209411-9) in the design phase (see **Figure 1** for Project Location Map). This re-evaluation covers US 17 from New Berlin Road to Max Leggett Parkway.

The purpose of this re-evaluation is to assess the impacts due to design changes in the typical section and the proposed stormwater pond sites.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**RE-EVALUATION
 FORM**



**RE-EVALUATION
FORM****3. CHANGES IN APPLICABLE LAW OR REGULATION**

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or most recent Re-evaluation(s)? Yes

Three major changes have occurred in the applicable laws and regulations since approval of the Preferred Alternative in November 2008.

National Environmental Policy Act Assignment

Pursuant to 23 United States Code (U.S.C.) 327, the Florida Department of Transportation (FDOT) has assumed FHWA's responsibilities under the National Environmental Policy Act (NEPA) for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS. In general, FDOT's assumption includes all highway and roadway projects in Florida whose source of federal funding comes from FHWA, or which constitute a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other regulatory compliance-related actions pertaining to the review or approval of NEPA projects. A Memorandum of Understanding was signed with FHWA on December 14, 2016, and renewed on May 26, 2022.

Therefore, whereas FHWA was previously identified as the Lead Federal Agency, this function is now served by FDOT with approval authority resting with the Office of Environmental Management (OEM).

Section 404 Program

On December 17, 2020, the U.S. Environmental Protection Agency (EPA) signed an agreement to delegate to the Florida Department of Environmental Protection (FDEP) the authority to issue permits in the state under Section 404 of the federal Clean Water Act (CWA). As a result, FDEP assumed permitting authority from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into certain waters of the U.S. deemed "assumed waters."

The USACE maintained Section 404 authority over certain waters, referred to as "retained" waters. The "retained" waters include those waters that 1) are specifically listed in the USACE Navigable Waters List, 2) waters subject to the ebb and flow of tide, and 3) wetlands adjacent thereto landward to a 300-foot administrative boundary as well as "Indian Country," as defined by the Memorandum of Agreement between FDEP and the USACE. If the proposed activity was located within USACE's "retained waters", FDEP referred the applicant to the USACE and no further action on the Section 404 application was taken by FDEP.

On February 15, 2024, a federal court struck down Florida's CWA Section 404 permit program, divesting FDEP of its authority to issue State 404 Program permits in Florida. As a result, USACE has resumed control of the Section 404 permits throughout the state.

Revised Definition of Waters of the United States

In May 2023, the U.S. Supreme Court ruled in *Sackett v. EPA* that wetlands must have a continuous surface connection to federal waters to be regulated by the Clean Water Act. This ruling narrowed the definition of "Waters of the United States" (WOTUS). As a result of this supreme court ruling, the U.S. EPA and the USACE issued a final rule on August 29, 2023, amending the "Revised Definition of 'Waters of the United States.'" The conforming rule, "Revised Definition of 'Waters of the United States'; Conforming," published in the Federal Register and became effective on September 8, 2023.

As a result, the wetlands along US 17 should not be considered federally jurisdictional and should not require federal wetland mitigation.

RE-EVALUATION FORM

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

The major design change between the PD&E Study and the Design Phase is:

- a) the use of context-based design to determine the design speed and the associated changes in typical section
- b) changes in the preferred stormwater pond sites

Typical Section

The Preferred Alternative typical section consisted of four 12-foot travel lanes, a 46-foot median and four-foot bike lanes as well as a six-foot sidewalk on the east side of US 17. No sidewalk was proposed on the west side due to proximity to the CSX railroad (see **Figure 2**). The right-of-way of the proposed PD&E typical section varies throughout the project with a minimum of 130 feet.

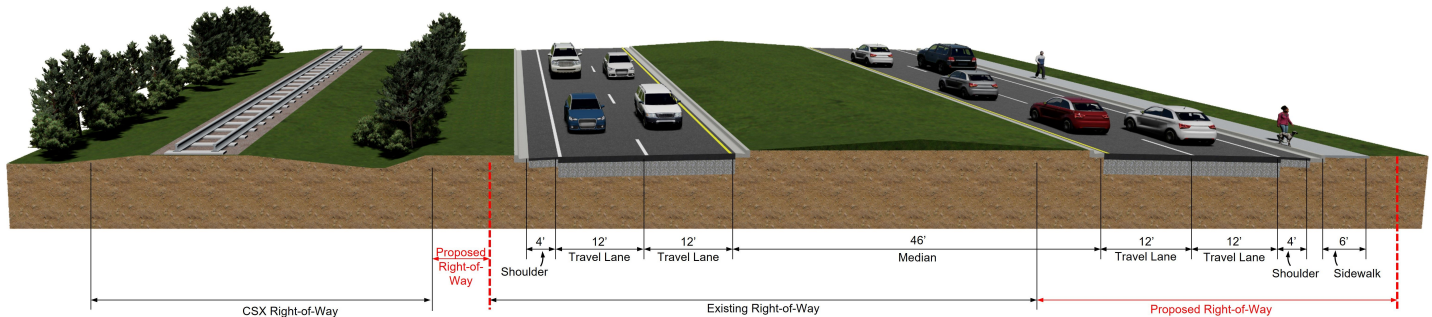


Figure 2: PD&E Concept Typical Section

The Design Concept typical section consists of two 11 to 12-foot travel lanes, a center 10 to 12-foot turn lane, and a 6 to 12-foot sidewalk on the east side. No additional right-of-way is needed from New Berlin Road to Airport Center Drive. Additional right-of-way is needed from Airport Center Drive to Max Leggett Parkway/Duval Station Road for a turn lane and two stormwater ponds.

Figure 3 shows the Design Typical Section on US 17 from New Berlin Road to Airport Center Drive. **Figure 4** shows the Design Typical Section on US 17 from Airport Center Drive to Max Leggett Parkway.

RE-EVALUATION FORM

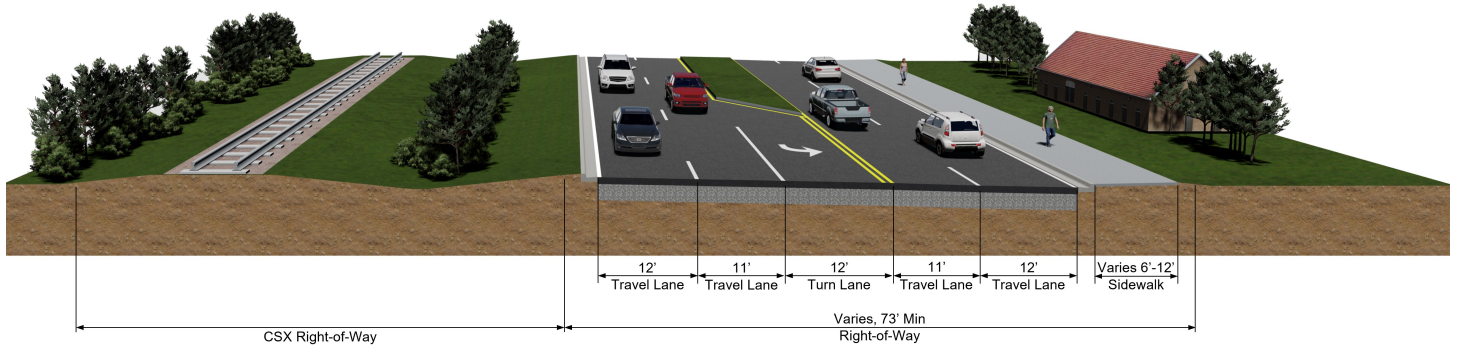


Figure 3: Design Concept Typical Section (US 17 from New Berlin Road to Airport Center Drive)

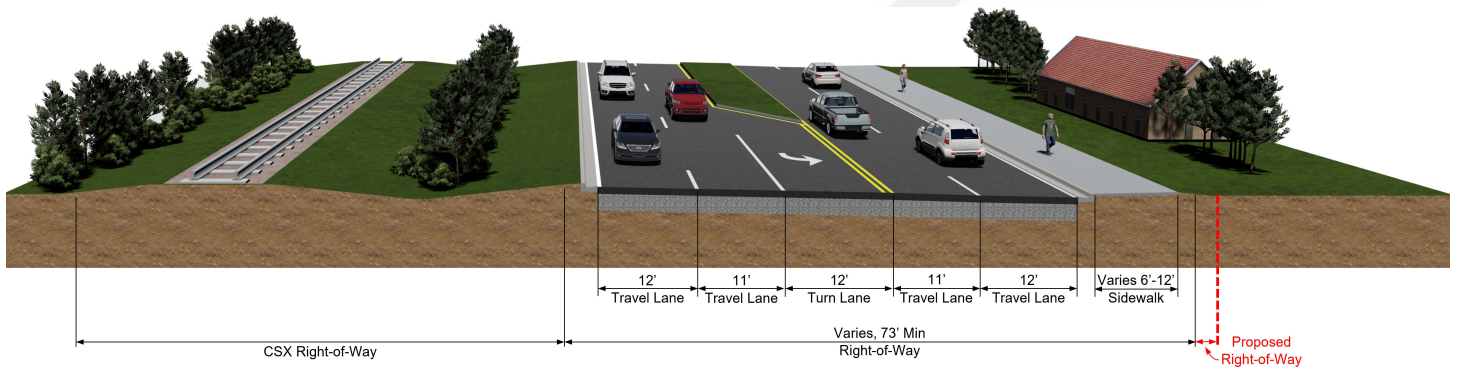


Figure 4: Design Concept Typical Section (US 17 from Airport Center Drive to Max Leggett Parkway)

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A Subsequent Public Hearing was held in a hybrid format. The virtual Public Hearing was held on September 24, 2024. The in-person Public Hearing was scheduled for September 26, 2024, but was postponed due to Hurricane Helene. The rescheduled in-person Public Hearing was held on November 4, 2024, at Hilton Garden Inn located at 13503 Ranch Road, Jacksonville, FL 32218.

A total of ten attendees registered and eight attended the virtual Public Hearing. Six questions were asked during the virtual open house. The questions covered topics such as access management, width of median, drainage and how to get a copy of the presentation. FDOT staff answered all questions during the virtual open house.

A total of 20 stakeholders attended the in-person meeting. Two residents provided oral comments at the Public Hearing while an additional six written comments were received during the comment period. FDOT staff responded to all six written comments. Two of the comments were from Eminent Domain Attorneys inquiring about potential right-of-way acquisition. Three comments related to access management, median openings and driveways while the sixth comment thanked the project team on explaining everything.

Additionally, the FDOT design team scheduled one-on-one meetings with business owners who provided access management comments. Based on this feedback, access managements and design plan changes are being implemented.

**RE-EVALUATION
FORM**

The design changes post the Subsequent Public Hearing to US 17 from south of New Berlin Road to New Berlin Road (FPID 209411-8) are included in the project file.

[\[1 - 1. US 17 \(209411_8\) Segment 1\]](#)

[\[2 - 2. US 17 \(209411_8\) Segment 2\]](#)

[\[3 - Public Hearing Certification\]](#)

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS**a. SOCIAL & ECONOMIC**

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? Yes
There are no changes to impacts for social, land use or aesthetic effects.

Mobility

The 2008 PD&E Study Design Traffic Technical Memorandum documented a 2.9% annual growth rate for US 17 traffic, from 2004 to 2035. This growth rate was based on historical traffic counts and the Jacksonville Urban Area Transportation Study Model. Based on this growth rate, the four-lane typical section would not meet FDOT Level of Service (LOS) target in design year (2035). Therefore, the PD&E Concept typical section proposed a 4-lane typical section with a 46-foot median, which would be able to accommodate additional travel lanes in the future.

A traffic study was conducted in 2021 to review the traffic volumes and growth rates. An updated traffic memorandum was prepared based on the traffic study and documented a linear growth rate of 1.2% from 2011 to 2020. Moreover, a compound annual growth rate of 2% was used to develop future traffic volumes, which was based on historical traffic counts, population projections and the Activity-Based Northeast Regional Planning Model (NERPM-AB). Based on this growth rate, a four-lane roadway would meet FDOT target LOS for the design year (2050).

Therefore, the typical section for the proposed widening was changed during the Design phase. The Design Concept replaced the 46-foot median with a single 10 to 12-foot turn lane.

Economic

The PD&E study identified 11 business relocations within the project limits. The change in typical section during the Design Phase dramatically reduces the required right-of-way and results in zero business relocations. As a result, these businesses will continue to function, creating jobs and providing tax revenue to the City of Jacksonville.

Are there changes in right-of-way needs? Yes

Preferred Alternative

The 2008 PD&E Study proposed improvements on US 17 from New Berlin Road to Pecan Park Road. The proposed roadway improvements required approximately 8.17 acres of additional right-of-way from 95 parcels. In addition, the proposed stormwater ponds required approximately 29.03 acres of additional right-of-way from five parcels.

Design Concept

RE-EVALUATION FORM

The changes in typical section from the PD&E Concept to the Design Concept have significantly lowered the right-of-way impacts.

US 17 from New Berlin Road to Airport Center Drive (209411-8) will not require any right-of-way. Stormwater management requirements will be met by enlarging the existing stormwater pond at the I-295/US 17 interchange.

US 17 from Airport Center Drive to Max Leggett Parkway (209411-9) will require additional right-of-way. The roadway improvements will impact one parcel and the stormwater ponds will require the acquisition of 2.7 acres from two parcels.

Is there a change in anticipated relocation(s)? Yes

The PD&E Study required the relocation of three residential households and eleven businesses.

For FPID 209411-8 (US 17 Widening from New Berlin Road to Airport Center Drive), modifications to the typical section during the Design Phase allowed the four-lane widening to be completed within existing right-of-way. Additionally, no right-of-way was needed for stormwater ponds.

For FPID 209411-9 (US 17 Widening from Airport Center Drive to Max Leggett Parkway), the revised typical section enabled the four-lane widening to be constructed with impacts to only parcel for roadway improvements. However, right-of-way acquisition is required for two parcels, totaling approximately 2.7 acres, to accommodate stormwater ponds.

Overall, the Design Phase eliminated all residential and business relocations, reducing the total number of displacements from fourteen to zero.

Are there changes in impacts to Prime or Unique Farmlands? N/A

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

Due to the length of time between PD&E and design phase changes, two additional Cultural Resource Assessment Surveys (CRAS) were completed for the segments advanced to design. These surveys determined that the advanced segments would have no adverse effect on historic properties.

209411-8 US 17 from S. of New Berlin Road to Airport Center Drive

The project APE was defined to include the existing right of way and extended to the back or side property lines of parcels adjacent to the project or a distance of no more than 330 feet from the existing right of way. No archaeological survey was conducted during this survey as all work will take place within the previously disturbed right of way. The architectural survey resulted in the identification and evaluation of 14 historic resources. Two linear resources, US 17 and the Fernandina and Jacksonville Railroad Corridor, were determined to have insufficient information for an eligibility determination. Ten previously recorded and two newly recorded buildings were recommended ineligible for the NRHP. No further architectural history survey is recommended. Based on these findings, the project will result in No Historic Properties Affected. SHPO concurred with these findings on June 3, 2024.

RE-EVALUATION FORM

209411-9 US 17 from Airport Center Drive to Max Leggett Parkway

The project APE was defined to include the existing right of way and extended to the back or side property lines of parcels adjacent to the project or a distance of no more than 330 feet from the existing right of way. No archaeological sites or occurrences were identified within the APE, and no further archaeological survey is recommended. The architectural survey resulted in the identification and evaluation of 13 historic resources (10 buildings and three resource groups). Nine of these resources were determined to have been demolished or removed since recordation in the Florida Master Site File (FMSF). Of the three extant resources in the APE, two of the buildings were recommended ineligible for the NRHP. One linear resource (US 17) was determined to have insufficient information for an eligibility determination. No further architectural history survey is recommended. Based on these findings, the project will have No Adverse Effect on Historic Properties. SHPO concurred with these findings on August 9, 2024.

[\[7 - 209411-8 US 17 SHPO signed \(2024-06-03\)\]](#)[\[8 - US 17 Airport Center to Max Leggett SHPO Concurrence\]](#)

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? N/A

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

Wetlands and Other Surface Waters

PD&E Concept

The 2008 PD&E Study proposed improvements on US 17 from New Berlin Road to Pecan Park Road. The wetland evaluation determined that the proposed improvements will impact approximately 0.79 acres of natural wetlands and an additional 14.58 acres of other surface waters. The majority of the wetland impacts were located in the excavated ditch between US 17 and CSX railroad.

Design Concept

In accordance with Executive Order 11990, Protection of Wetlands, dated May 24, 1977, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands, a Natural Resources Evaluation (NRE) Report was prepared and is included in the project file. The objectives of the NRE were to identify, map, and evaluate potential wetland impacts associated with the construction of the project, and to assess the function and value of wetlands potentially affected.

Two wetlands have been identified within the project study area. Wetland 1 (approximately 0.05 acre) is a low-quality freshwater marsh that occurs within Pond Site Alternate 1A. This wetland is less than one half acre in size and is not connected to offsite wetlands or surface waters. Therefore, it should not require state wetland mitigation to impact, and it should not be federally jurisdictional. Wetland 2 (approximately 0.01 acre) is a small moderate quality cypress dominated

RE-EVALUATION FORM

wetland within Pond Site Alternate 1B. It is less than one half acre in size but should be considered by the state to be connected to downstream wetland systems. The Design Concept will result in the impact of 0.06 acres of wetland impacts. Overall wetlands impacts have been reduced due to the reduced typical section.

Protected Species and Habitat

Preferred Alternative

An Endangered Species Biological Assessment (ESBA) was prepared for the 2008 PD&E Study. The ESBA listed three species that potentially inhabit or have been documented to occur within or adjacent to the project corridor. These species were bald eagle (*Haliaeetus leucicephalus*), wood stork (*Mycteria americana*) and Eastern indigo snake (*Drymarchon couperi*).

Design Concept

A NRE update was prepared and is included in the project file. A total of 14 species, either federally-listed, candidate for listing, proposed for federal listing, and/or state-listed, were determined to have some probability of occurrence in the project study area based on the presence of suitable habitat. All were determined to have a low probability of occurrence. The project **may affect, but is not likely to adversely affect** the federally-listed Eastern indigo snake (*Drymarchon couperi*) and wood stork (*Mycteria americana*). The Eastern Indigo Snake is afforded protection through a project commitment to follow the USFWS Standard Protection Measures for the Eastern Indigo Snake during project construction.

No adverse effect is anticipated for any state-listed species (the blueflower butterwort [*Pinguicula caerulea*], yellow butterwort [*Pinguicula lutea*], Florida mountainmint [*Pycnanthemum floridanum*], hooded pitcherplant [*Sarracenia minor*], rainlily [*Zephyranthes atamasca* var. *atamasca*], Treat's rainlily [*Zephyranthes atamasca* var. *treatiae*], gopher tortoise [*Gopherus polyphemus*], little blue heron [*Egretta caerulea*], tricolored heron [*Egretta tricolor*], and roseate spoonbill [*Platalea ajaja*]). No further consultation regarding listed species is required. The monarch butterfly (*Danaus plexippus*) and tricolored bat (*Perimyotis subflavus*) are unlikely to occur in the project study area. A federal effect determination will be made for these species should they become federally listed prior to construction. No active bald eagle nests are located in close enough proximity to necessitate work restrictions on the project. FDOT will adhere to several implementation measures and project commitments regarding listed species.

Essential Fish Habitat (EFH)

The project study area was evaluated for the presence of EFH. No waterways that are subject to the ebb and flow of the tide are present in the project study area; therefore, no EFH is present, and none will be affected by the project.

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? N/A

Are there changes in impacts to Floodplains or Water Resources? No
No floodplains are located within the project limits.

d. PHYSICAL

Are there changes in Air Quality? N/A

What is the status of Highway Traffic Noise?

**RE-EVALUATION
FORM**

This project is a Type I project according to the provisions of 23 CFR 772 and Section 335.17, F.S.; therefore, the noise analysis or consideration of abatement measures is required. Based on the typical section change, an update from the original analysis was conducted.

The results of this evaluation are included in a Noise Study Report Addendum (NSRA) prepared in 2023 and is included in the project file. The focus of this evaluation was from south of New Berlin Road to Max Leggett Parkway, which is a segment of the overall limits from New Berlin Road to Pecan Park Road. The remainder of the corridor from Max Leggett Parkway to Pecan Park Road will be further analyzed in a subsequent reevaluation.

Based on the change in the typical section design, a reevaluation of the potential traffic noise impact was warranted.

An assessment of the noise impacts was conducted for the 71 identified noise sensitive sites as follows in the NSRA:

- 29 Category B sites - representing 67 residential locations
- Three Category C sites - Oceanway Middle School Ballfield, Bold City Church HQ, Sovereign Grace Family Church (former Forest Christian Church in 2008 PD&E)
- One Category E site - Choppers Bar & Grill

Based on the number of receptors, this project was divided into four Noise Study Areas (NSA). Predicted design year (2050) noise levels for the Build (Preferred) Alternative were compared to the Noise Abatement Criteria (NAC) and to the predicted existing conditions noise levels to assess potential noise impacts associated with the proposed project. The predicted design year traffic noise levels for the Build Alternative will approach, meet or exceed the NAC for one Category B receptor site. For a noise barrier to be considered acoustically feasible, at least two impacted receptor sites must receive at least a 5.0 dB(A) reduction in noise levels from the barrier. Areas where only a single impacted receptor is located, inherently cannot achieve this requirement. Consequently, a noise barrier was not evaluated for the isolated impacted NAC Activity Category B receptor (NB1-04b). Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impact at the sole impacted receptor (NB1-04b).

The existing land use in the study area primarily consists of industrial land use, retail/office development, commercial land use, low density residential, and vacant (non-residential and conservation) land. Construction noise and vibration impacts will be minimized by adherence to the controls in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in conjunction with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

What is the status of Contamination?

The 2008 PD&E Study identified nine "High" risk sites and 19 "Medium" risk sites.

An updated Contamination Screening Evaluation Report (CSER) was prepared in 2024 during the Design Phase and is included in the project file. The previously identified "High" and "Medium" risk sites were reviewed for their updated contamination status. Out of the nine previously identified "High" risk sites, one site maintained the "High" risk rating, six sites downgraded to "Medium" risk rating, and two sites downgraded to "No" risk rating. Out of the 19 previously identified "Medium" risk sites, seven sites maintained the "Medium" risk rating, while 12 sites downgraded to "No" risk rating. Additionally, 12 new sites were identified with a "Medium" risk rating. The two proposed pond sites have "Medium" risk rating.

"Medium" or "High" risk sites that will be impacted during construction will require a Level II assessment.

RE-EVALUATION FORM

Are there changes in impacts to Utilities and Railroads? Yes

The Design Concept eliminated impacts to the existing CSX right-of-way. See right-of-way section for further details.

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? Yes

The following commitments were added in the updated NRE:

- The project area will be fully inspected for the presence of bats, including the tricolored bat, during design and permitting and again immediately prior to construction. If bats are present in bridges or culverts, FDOT will follow current agency protection measures and will employ exclusion measures as necessary to prevent negative impacts to roosting bats.
- If the Tricolored bat is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

[\[5 - ProjectCommitmentRecordReport\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
209411-9-32-01	USACE Section 10 or Section 404 Permit		Needed	

State

Segment	Name	Descriptor	Status	Date
209411-9-32-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	
209411-8-32-01	DEP National Pollutant Discharge Elimination System Permit		Needed	
209411-9-32-01	DEP National Pollutant Discharge Elimination System Permit		Needed	

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

**RE-EVALUATION
FORM**

- ☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Terri Newman

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

District approving authority or designee

Date

12. OEM CONCURRENCE

Print Name

Date

Interim Director of the Office of Environmental Management or Designee

13. Links to Supporting Documentation

- 1 - [20941132201-CE2-D2-1._US_17_\(209411_8\)_Design_Changes_1_Post_Public_Hearing-2025-1019.pdf](#)
- 2 - [20941132201-CE2-D2-2._US_17_\(209411_8\)_Design_Changes_2_Post_Public_Hearing-2025-1019.pdf](#)
- 3 - [20941132201-CE2-D2-Approved_Public_Hearing_Certification__SR_5_\(US_1-2024-1205.pdf](#)
- 4 - [20941132201-CE2-D2-US_17_Subsequent_PH_-In-Person_Transcript-2024-1104.pdf](#)
- 5 - [20941132201-CE2-D2-ProjectCommitmentRecordReport-2025-0129.pdf](#)
- 6 - [20941132201-CE2-D2-Planning_Consistency_Documentation-2025-0125.pdf](#)
- 7 - [20941132201-CE2-D2-209411-8_US_17_SHPO-2024-0603.pdf](#)
- 8 - [20941132201-CE2-D2-209411-9_US_17_SHPO-2024-0809.pdf](#)