

## RE-EVALUATION FORM

### 1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: 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				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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design-Bid-Build	State
	209411-9-32-01	SR5(US17)MAIN ST FROM AIRPORT CENTER DR TO MAX LEGGETT PKWY	District 2 - DUVAL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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 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. 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

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PD&E Study-approved concept (PD&E Concept) proposed widening of US 17 to four travel lanes with a 46-foot median, four-foot bike lanes and a six-foot sidewalk in the northbound direction.

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) are being advanced to Design (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 phase changes in the typical section and the proposed stormwater pond sites.

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

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 in 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 has assumed permitting authority from the Army Corps of Engineers (ACOE) for the discharge of dredged or fill material into certain waters of the U.S. deemed "assumed waters."

The ACOE will maintain Section 404 authority over certain waters, referred to as "retained" waters. The "retained" waters include those waters that 1) are specifically listed in the ACOE 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 ACOE. If the proposed activity is located within ACOE's "retained waters", FDEP will refer the applicant to the ACOE and no further action on the Section 404 application will be 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, ACOE 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 ACOE issued a final rule on August 29, 2023, that amends 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.

**4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**

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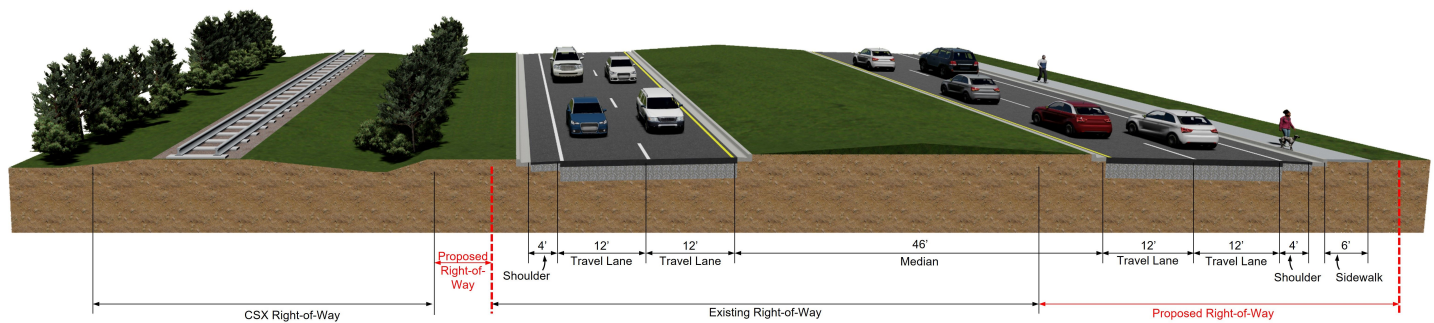
**Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes**

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

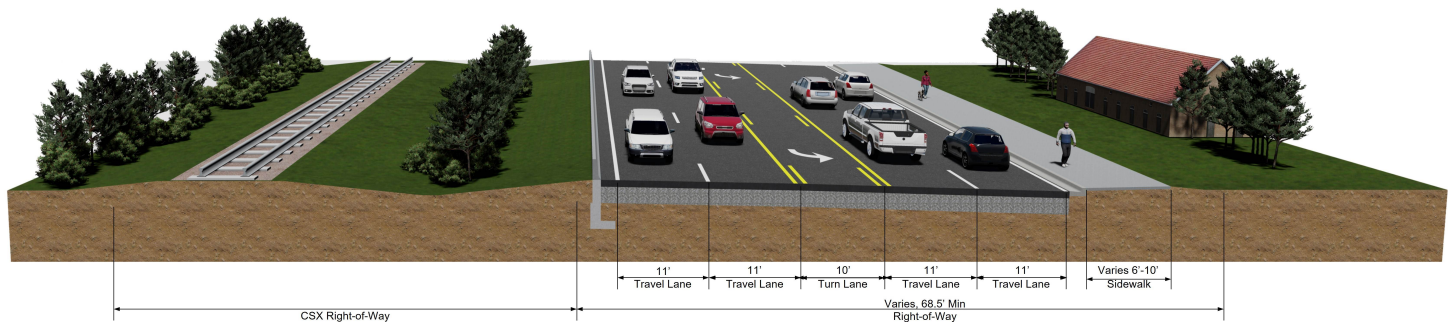
The PD&E Concept typical section consisted of four 12-foot travel lanes, a 46-foot median and four-foot bike lanes as well as a six-foot sidewalk in the northbound direction. No sidewalk was proposed on the west side due to proximity to the CSX railroad (see Figure 2). The right-of-way (ROW) of the proposed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



**Figure 2: PD&E Concept Typical Section**

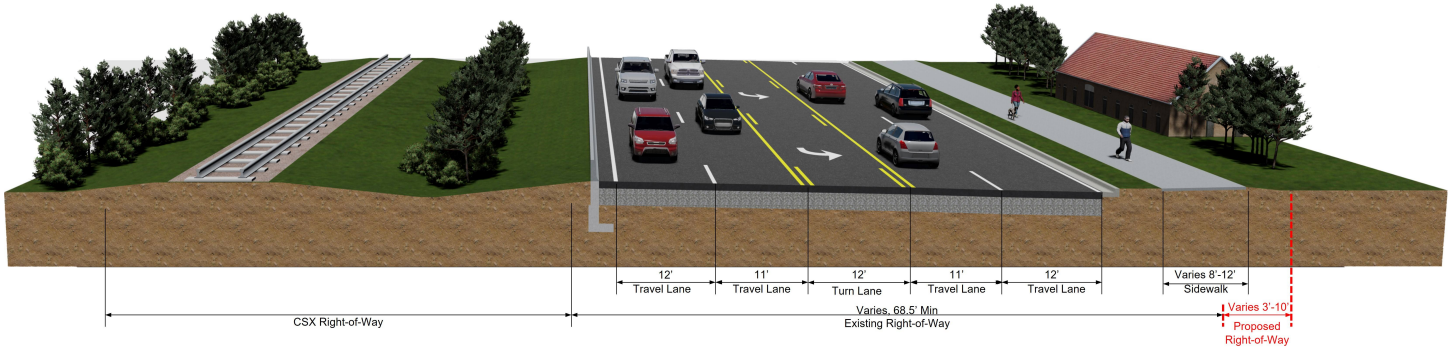
The Design Concept typical section consists of two 11-12 foot travel lanes, a center 10-12 foot turn lane, and a 6-12 foot sidewalk on the east side. No additional ROW is needed from New Berlin Road to Airport Center Drive. Additional ROW from Airport Center Drive to Max Leggett Parkway/Duval Station Road varies from 3 to 10 feet in width.

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.



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

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**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 will be held in a hybrid format. The virtual Public Hearing will be held on September 24, 2024. The in-person Public Hearing will be held on September 26, 2024, at Hilton Garden Inn located at 13503 Ranch Road, Jacksonville, FL 32218.

**6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY**

**Segment FM Number:** 209411-8-32-01

Currently Adopted CFP-LRTP	Comments				
Yes					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes	400,000 3,256,612	2025 2026	Railroad/Utilities Railroad/Utilities and Environmental Mitigation
PE (Final Design)	STIP	Yes	83,677 1,069,507	2024 2025	Preliminary Engineering (\$33,677) and Railroad and Utilities (\$50,000)
R/W	TIP	No			This segment will not require any additional right-of-way.
R/W	STIP	Yes	42,202	2025	This segment will not require any additional right-of-way. Coordinating with the planning department to amend STIP.
Construction	TIP	Yes	44,488,593	2027	

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Construction	STIP	Yes	43,870,254	2027	
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**Segment FM Number:** 209411-9-32-01

Currently Adopted CFP-LRTP	Comments				
Yes					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	No			
PE (Final Design)	STIP	Yes	18,339 309,807	2024 2025	
R/W	TIP	Yes	7,020,000	2028	
R/W	STIP	Yes	412,808 162,248 167,752 0 7,020,000	2024 2025 2026 2027 >2027	
Construction	TIP	No			Unfunded
Construction	STIP	No			Unfunded

[\[2 - Planning Consistency Documentation\]](#)

## 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. 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 10-12 foot turn lane.

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The PD&E study identified 11 business relocations within the project limits. The change in typical section during the Design Phase dramatically reduces the right-of-way impacts 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?** YesPD&E Concept

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 ROW from 95 parcels. In addition, the proposed stormwater ponds required approximately 29.03 acres of additional ROW from five parcels.

Design Concept

The changes in typical section from the PD&E Concept to the Design Concept have significantly lowered the ROW impacts.

US 17 from New Berlin Road to Airport Center Drive (209411-8) will be constructed within the existing ROW. 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 ROW from 24 parcels. The additional ROW width varies along the corridor from 3 to 10 feet. In addition, the two preferred 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 displacement of three residential households and eleven businesses.

209411-8, US 17 Widening from New Berlin Road to Airport Center Drive - The change in typical section during the Design Phase allowed the four-laning to be completed within the existing ROW. Additionally, no ROW was needed for stormwater ponds.

209411-8, US 17 Widening from Airport Center Drive to Max Leggett Parkway - The change in typical section during the Design Phase reduced the roadway footprint. The additional ROW width varies along the corridor from 3 to 10 feet. In addition, the two preferred stormwater ponds will require the acquisition of two parcels and 2.7 acres.

The Design Phase reduced the number of residential and business relocations from 14 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

A Cultural Resource Assessment Survey (CRAS) was conducted as part of the PD&E Study in 2005. The CRAS identified 57 historic resources within the Area of Potential Effect (APE). However, none were considered potentially eligible for



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listing in the National Register of Historic Places (NRHP).

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

Given the timeframe between the PD&E and the Design Phase, an updated CRAS focused on architecture history was conducted in 2024 and is included in the project file. The architecture history APE included the existing ROW and was extended to the back or side property lines of parcels adjacent to the ROW or no more than 328 feet from the ROW line.

The architectural history survey resulted in the identification and evaluation of two newly recorded historic buildings (8DU23630 and 8DU23631) and 12 previously recorded resources within the APE. Of the 12 previously recorded resources, two are linear resources (8DU21308 and 8DU21309). The remaining 10 resources are buildings. None of the 10 previously recorded buildings and neither of the two newly recorded buildings in the APE have architectural distinction or significant historical associations necessary to be considered for NRHP-listing and are recommended ineligible. The two linear resources, US 17 and CSX railroad corridor, lack sufficient information to make an eligibility evaluation.

No archaeological survey was conducted, as the corridor was previously surveyed in 2005 to Model 3 standards; as such, no artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. The proposed undertaking of this project will result in no historical properties affected and no further cultural resource work is required. The State Historical Preservation Officer concurred with these findings on June 3, 2024 (see attached SHPO letter).

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

Given the timeframe between the PD&E and the Design Phase, an updated CRAS focused on architecture history and two new proposed stormwater ponds was conducted and is included in the project file.

The architectural history APE includes the existing ROW and was extended to the back or side property lines of parcels adjacent to the ROW or no more than 100 meters (328 feet) from the ROW line.

The archaeological survey consisted of pedestrian survey along the SR 5 (US 17/N. Main Street) corridor and within the two proposed pond footprints. Field conditions precluded the excavation of subsurface tests along most of the corridor, although subsurface testing was conducted at the pond locations. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE.

Four historic resources were recorded in the APE. Two buildings, Resources 8DU16142 and 8DU14163, lack the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP. Two linear resources, Resources 8DU21308 and 8DU21309, have segments within the APE. While the segments are recommended ineligible for listing in the NHRP, there is insufficient information to make an evaluation of eligibility for the resources as a whole. Therefore, they were presumed eligible for listing in the NRHP for the purposes of this project only. No existing or potential historic districts were identified.

The project will result in *No Adverse Effect* to historic properties. FDOT is currently coordinating with the State Historical Preservation Office to obtain concurrence on the findings.

[1 - 209411-8 US 17 SHPO signed (2024-06-03)]

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

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**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 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****PD&E Concept**

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 leuciceohalus*), wood stork (*Mycteria americana*) and Eastern indigo snake (*Drymarchon couperi*).

**Design Concept**

A Natural Resources Evaluation (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

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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*). **No adverse effect is anticipated** for the 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 plant and wildlife species.

No concurrence is needed from USFWS since there are no new effects to the species. However, FDOT is coordinating with USFWS to acknowledge receipt of updated NRE.

### 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?**

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 will be further analyzed in a subsequent reevaluation.

Based on the change in the typical section design, a reevaluation of the potential traffic noise impacts was warranted. An assessment of the noise impacts was conducted for 29 Category B receptors, three Category C receptors, and one Category E receptor along the project corridor and is documented in the NSRA.

Predicted design year (2050) noise levels for the Design Concept 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 Preferred 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

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receptor is located, inherently cannot achieve this requirement. Consequently, a noise barrier was not evaluated for the isolated impacted NAC Activity Category B receptor.

The existing land use in the study area primarily consists of water-dependent/related industrial land use, retail/office development, community/general 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 concert 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.

### Are there changes in impacts to Utilities and Railroads? Yes

The Design Concept will eliminate any impacts to the existing CSX ROW. 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 commitment was 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.

[\[3 - ProjectCommitmentRecordReport \(209411-8\)\]](#)

[\[4 - ProjectCommitmentRecordReport \(209411-9\)\]](#)

## 9. STATUS OF PERMITS

### Federal

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

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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**

- 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 the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) 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

Director of the Office of Environmental Management or Designee

**13. Links to Supporting Documentation**

- 1 - [20941132201-CE2-D2-209411-8\\_US\\_17\\_SHPO\\_signed\\_\(2024-06-03\)-2024-0603.pdf](#)
- 2 - [20941132201-CE2-D2-Planning\\_Consistency\\_Documentation-2024-0830.pdf](#)
- 3 - [20941132201-CE2-D2-ProjectCommitmentRecordReport\\_\(209411-8\)-2024-0901.pdf](#)
- 4 - [20941132201-CE2-D2-ProjectCommitmentRecordReport\\_\(209411-9\)-2024-0901.pdf](#)