

U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)

State Finding of No Significant Impact



September 2026

AtkinsRéalis





U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)



Jacksonville Parkway Extension

STIP Project U-5791

WBS No.: 44363.1.1

NC 53 (Western Boulevard) to US 17 (New Bern Highway)

Jacksonville, Onslow County

ADMINISTRATIVE ACTION

STATE FINDING OF NO SIGNIFICANT IMPACT

September 2026

Documentation prepared for North Carolina Department of Transportation

Approved by:

9/24/2026

Date

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U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)



PROJECT COMMITMENTS

NC 53 (Western Boulevard) to US 17 (New Bern Highway)

Jacksonville, Onslow County

STIP Project No. U-5719

WBS No.: 44363.1.1

NCDOT Division 3

The Division will submit sealed As-built construction plans to the Hydraulics Unit upon completion of structure construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

During final design, the roadway and drainage will be designed to avoid displacing the Verizon store (1670 Western Boulevard). A right-in/right-out will be provided along Jacksonville Parkway to the driveway behind the commercial buildings, including Verizon.

During final design, the roadway and drainage will be designed to avoid impacts to the private cemetery (225 Drummer Kellum Road) located along the west side of Drummer Kellum Road south of the Jacksonville Parkway Extension.

During final design, the roadway and drainage will be designed to avoid displacements to the three residences along Drummer Kellum Road (265 Drummer Kellum Road, 260 Drummer Kellum Road, and 206 Drummer Kellum Road) and one residence along Osage Lane (114 Osage Lane).

Coordination will occur with the NC Cooperative Extension for Onslow County to discuss farmland impacts.

NCDOT Hydraulics Unit

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP) to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).



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I. Description of the Proposed Action

A. Document Type

This document is a North Carolina (State) Finding of No Significant Impact (SFONSI). This document is prepared in accordance with the North Carolina Environmental Policy Act originally adopted in 1971. The North Carolina Department of Transportation (NCDOT) is the lead agency for the proposed project and the United States Army Corps of Engineers (USACE) is the lead federal agency due to the Section 404 Individual Permit needed for the project.

NCDOT has determined that this project will not have any significant impact on the human or natural environment. This State FONSI (SFONSI) is based on the State Environmental Assessment (SEA) that was prepared for the project and signed by NCDOT in September 2025.

The SEA was determined to adequately and accurately disclose environmental issues and impacts of the proposed project. The SEA, together with the information contained in this SFONSI, provides sufficient evidence and analysis for determining that a State Environmental Impact Statement (State EIS) is not required.

B. Project Location

State Transportation Improvement Project (STIP) U-5791 is located in NCDOT Division 3, in the northeastern portion of the City of Jacksonville in Onslow County, between Western Boulevard (NC 53) and US 17 adjacent to Jacksonville Commons. The project length is approximately four miles. **Exhibit 1** shows the project study area.

C. Project Description

The U-5791 project is included in NCDOT's adopted 2026-2035 STIP and is scheduled for right-of-way acquisition to begin in fiscal year 2027 and construction to begin in fiscal year 2029. The project is also included in the Jacksonville Urban Area (JUMPO) 2050 Metropolitan Transportation Plan. Completion of the Jacksonville Parkway will serve as an important connector to Western Boulevard and US 17.

As shown in **Exhibit 1**, the North Carolina Department of Transportation (NCDOT) proposes to extend Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53), around the north side of Jacksonville Commons, to end at US 17 (New Bern Highway). The first segment of Jacksonville Parkway (south of Western Boulevard) is a four-lane median-divided roadway that opened in 2013. Multiple new-location alternatives within the project study area were considered for the project.

The Jacksonville Parkway Extension will be designed as a four-lane median-divided facility. The extension of Henderson Drive (connecting existing Henderson Drive with Jacksonville Parkway Extension and Commons Drive North) is included in this project to help alleviate congestion identified along Western Boulevard and to minimize additional intersection improvements at Jacksonville Parkway/Western Boulevard. The Henderson Drive Extension is approximately 0.7 miles long and will be a four-lane median-divided roadway from Western Boulevard to Jacksonville Parkway Extension and a two-lane median-divided roadway from Jacksonville Parkway Extension to Commons Drive North.



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D. Project Purpose and Need

The purpose of the proposed project is to improve the transportation network within the study area by alleviating existing and future congestion along existing roadways and improving mobility. Completion of the Jacksonville Parkway will provide a northern loop from existing Jacksonville Parkway (US 17 Bypass) to US 17 to the north.

According to the Jacksonville Urban Area MPO (JUMPO), the Jacksonville Parkway Extension Project is an important connection needed to enhance mobility and provide an alternate connection to US 17. Specific needs for the project are described below.

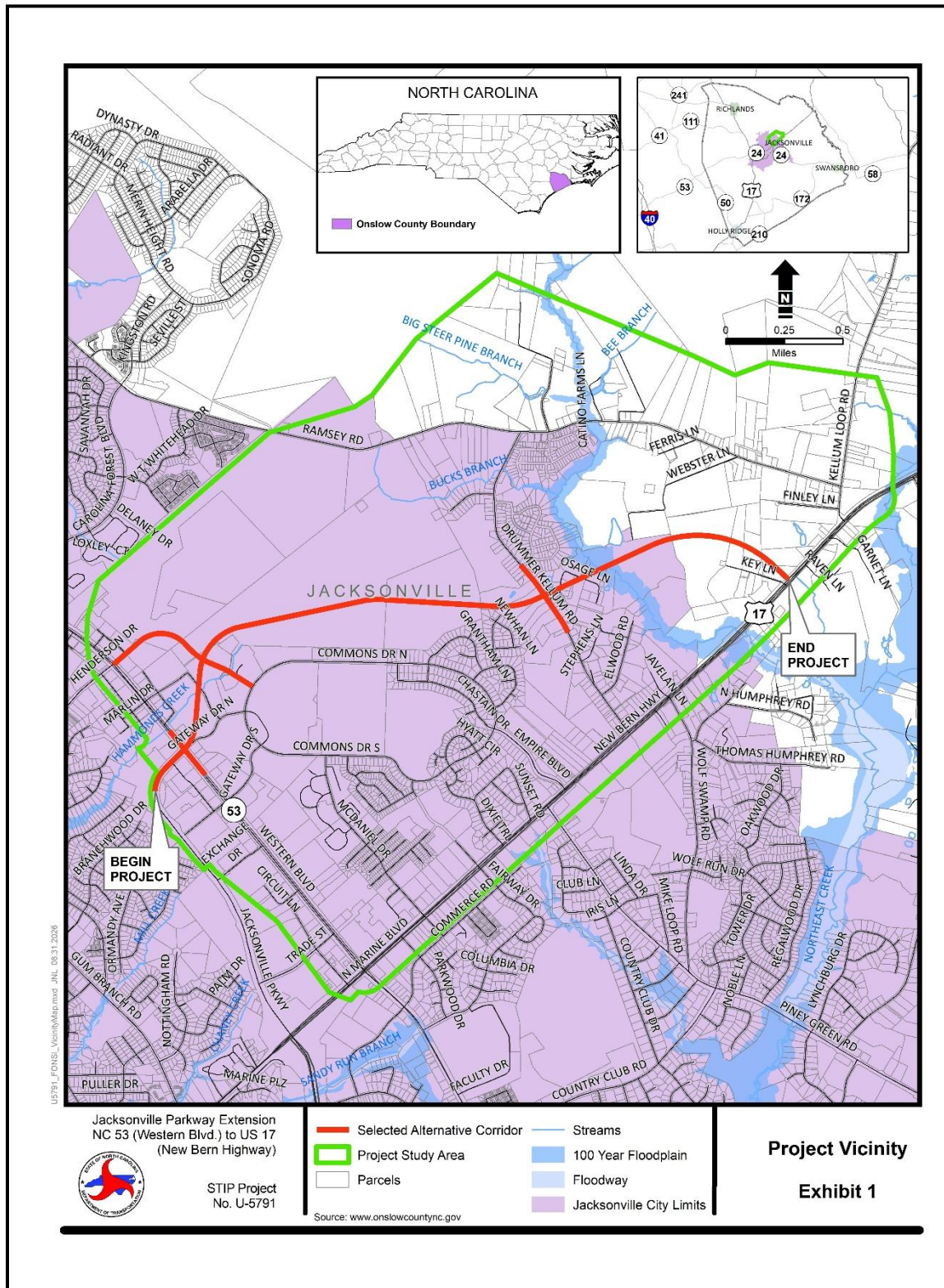
- There is congestion along existing roadways within the project study area (Western Boulevard and US 17), and it is projected to worsen in the future through the design year 2050 with growth and development.
- US 17 is a primary north/south route serving as a major travel corridor in the local and state transportation systems.
- There are limited options for transportation access in this area of Jacksonville.



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Exhibit 1. Project Vicinity Map





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II. Alternatives Evaluated in the State Environmental Assessment

A. Alternative Screening Process

A systematic multi-step screening process was utilized to develop and evaluate alternatives presented in SEA Appendix A. The project is following the Section 404 / NEPA Merger Process, which defines a process for agency concurrence and coordination during project development. More information on the process is included in SEA Section IV – Public and Agency Involvement.

General concept approaches were used for the first screening, and those that met the purpose and need as agreed upon the Merger CP1 concurrence in the SEA Appendix G (new location alternatives and improvements to the existing roadway) were carried forward to the second screening. The second screening included the development and evaluation of five new locations 500-foot-wide corridors and an existing 500-foot-wide corridor along Ramsey Drive. The third screening compared conceptual designs and their impacts based on preliminary slope stakes plus 25 feet. From there, Detailed Study Alternatives (DSAs) were recommended based on design considerations, agency and public input, traffic operations, and impacts to the human and natural environments.

After the third screening, the project team was made aware by the City of Jacksonville of several additional proposed community developments and facilities that would potentially be impacted by the proposed alternatives. The designs were then refined further to avoid and/or minimize impacts to these proposed developments and facilities.

Two options at the intersection of Jacksonville Parkway and Western Boulevard were developed and analyzed: at-grade intersection and quad interchange. In a meeting with the City of Jacksonville on April 3, 2025, the evaluation of the two options was discussed and the quad interchange option was eliminated from further analysis due to the absence of additional traffic benefits compared to the at-grade intersection and the additional costs associated with the bridge over Western Boulevard. The at-grade option is also the preference of the City of Jacksonville.

Out of fourteen alternatives considered for the project, three alternatives were advanced for preliminary design as detailed study alternatives: Alternative 1, Alternative 2, and Alternative 3. More information on the screening process is available in SEA Appendix A.

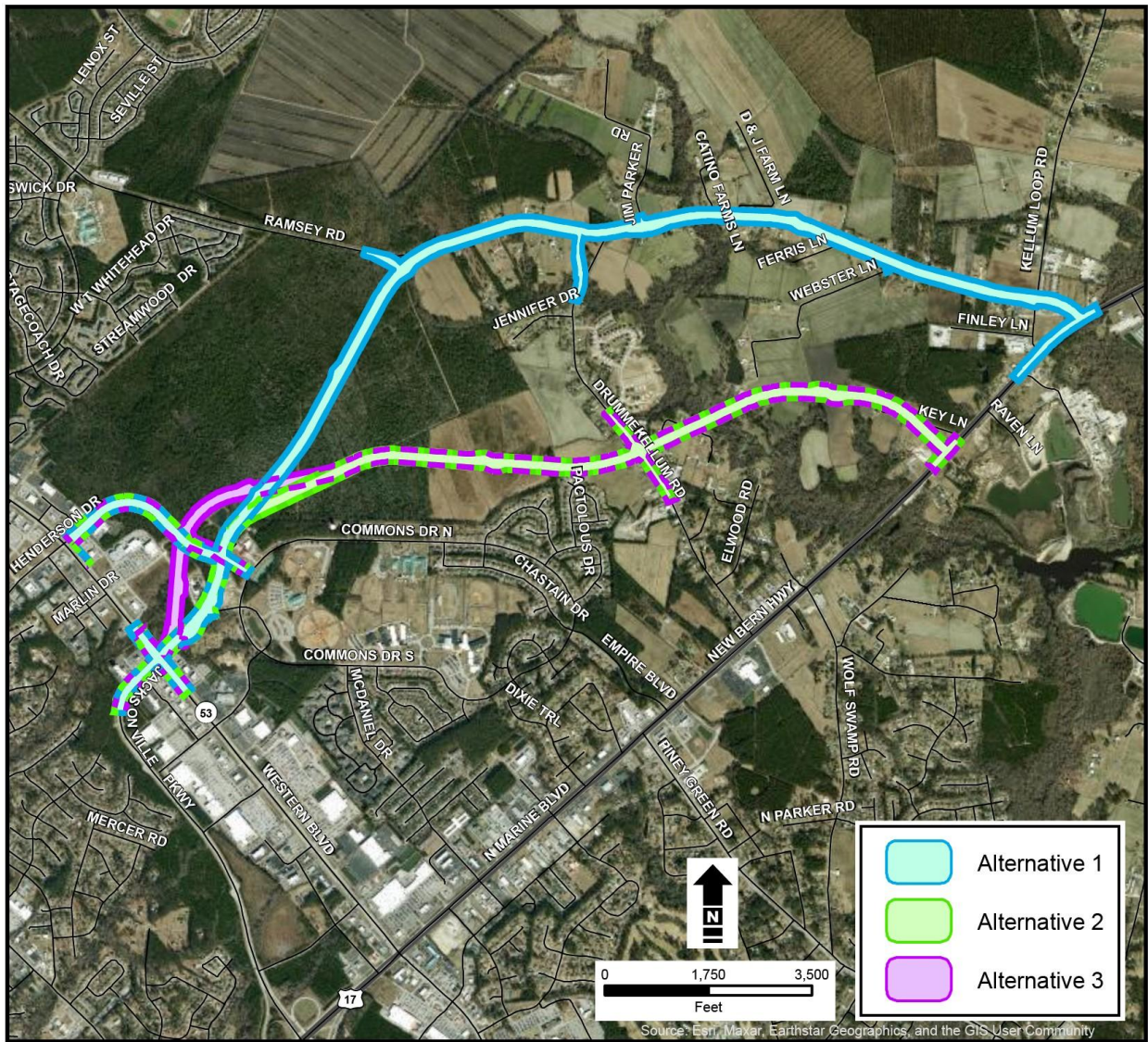
B. Alternatives Evaluated as Detailed Study Alternatives in the SEA

Based on an evaluation of impacts and review by the Merger Team, as documented in the CP2 concurrence form in SEA Appendix G, three (3) alternatives were carried forward for detailed study and evaluated in the SEA published in September 2025. These are shown in **Exhibit 2**:

- Alternative 1 (Blue)
- Alternative 2 (Green)
- Alternative 3 (Purple)



Exhibit 2. Detailed Study Alternatives



The preliminary designs for these Detailed Study Alternatives were shown in SEA Appendices B, C, and D and described in SEA Section III. Each Detailed Study Alternative was a four-lane, median-divided roadway with partial access control.

NCDOT coordinated with agency and local partners throughout the planning process to accommodate their preferences in the design criteria where practicable. In addition to design criteria, many other factors influenced the preliminary designs, including minimizing impacts to the surrounding land uses and resources.



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C. NCDOT Preferred Alternative Identified in the SEA

Based on the evaluation of the impacts and benefits of each alternative, Alternative 3 was identified in the SEA as the NCDOT Preferred Alternative. A detailed description of the NCDOT Preferred Alternative can be found in SEA Section III-C. The SEA was approved by NCDOT in September 2025, and a Public Hearing was held on October 28, 2025. See **Section IV** for additional details on the Public Hearing.



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III. Updates to the State Environmental Assessment

This chapter identifies updates, additions, and revisions to the U-5791 Jacksonville Parkway Extension (NC 53 (Western Boulevard) to US 17 (New Bern Highway)) State Environmental Assessment (SEA) (September 2025) since its distribution.

A. Errata

SEA Table 15, Section 4B included residential and commercial relocations predicted to occur under each Detailed Study Alternative. Further analyses have shown that some of the relocation types were incorrectly classified as residential or commercial for Alternative 2 and Alternative 3. The numbers should have indicated 16 residential relocations and 5 commercial relocations for Alternative 2. Alternative 3 should have indicated 16 residential relocations and 4 commercial relocations. No corrections were needed for Alternative 1.

SEA Table 17, Section 4B of the SEA identified the amount of farmland that would be converted to non-farmland. Those numbers were the amount of farmland soils that would be impacted by the project, not active farmland. Therefore, SEA Table 17 should have stated “Prime Farmland Soils impacted (acres)” instead of “Amount of Farmland Converted (acres)”. Active farmland that is being converted to non-farmland due to the project has been calculated and included in **Section VI, Table 4**.

B. Protected Species Updates (SEA Section IV-A)

An updated species and critical habitat list from the US Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) site was generated on July 13, 2026. Four species were removed from the list included as SEA Table 11, including, Kemp’s Ridley sea turtle, leatherback sea turtle, Cooley’s meadowrue, and rough-leaved loosestrife. The monarch butterfly and southern hognose snake were added as Proposed Threatened, and Biological Conclusions are not required for species listed as “Proposed”.

C. Traffic Noise Updates (SEA Section IV-B)

The U-5791 Draft Traffic Noise Report was completed in August 2025 by AtkinsRéalis and was finalized in September 2026. Updated predicted traffic noise impacts are included in **Table 1**. Previously the total impacts for each alternative that was included in the SEA were 34 for Alternative 1, 18 for Alternative 2 and 18 for Alternative 3.

Table 1. Predicted Traffic Noise Impacts by Alternative

Category	Alternative 1	Alternative 2	Alternative 3
Residential (NAC B)	35	17	17
Places of Worship/Schools, Parks, etc. (NAC C & D)	0	0	0
Businesses (NAC E)	0	0	0
Total	35	17	17

An update to the noise barrier evaluation conducted is included in **Table 2**.



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Table 2. Likely Preliminary Noise Walls

Alternative	Noise Study Area	Noise Barrier (NW) and Location Description	Approximate Length/ Average Height ¹ (Feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ("Likely") for Construction ¹
1	NSA 20	NW20 - Along the shoulder of the proposed EB Jacksonville Parkway Extension east of Kellum Loop Road adjacent to Kellum Place Apartments	627 / 15.5	9,690	19	510 / 2,500	Yes
2 and 3	NSA 7	NW7 - Along the shoulder of proposed EB Jacksonville Parkway Extension west of Drummer Kellum Road near Jacksonville Commons neighborhood.	1,324 / 15.0	19,821	8	2,478 / 2,500	Yes
2 and 3	NSA 9	NW9Short - Along the shoulder of the proposed WB Jacksonville Parkway Extension east of Drummer Kellum Road	706 / 10.5	7,414	3	2,471 / 2,500	Yes
2 and 3	NSA 11	NW11 - Along the shoulder of the proposed EB Jacksonville Parkway Extension east of Drummer Kellum Road	800 / 11.5	9,231	5	1,846 / 2,500	Yes

Notes: ¹Average wall height. Actual wall height at any given location may be higher or lower.

²The likelihood of a barrier's construction is preliminary and subject to change, pending completion of final design and the public involvement process.

³Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor OR Barrier is not reasonable due to an inability to achieve at least 7-dBA noise reduction for at least one benefited receptor

Summary

A preliminary traffic noise evaluation was performed, and four noise barriers preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy and are therefore considered likely to be constructed, depending on the alternative. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in design, traffic conditions, utilities, surrounding land use development, or other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may in final design be found to meet the feasibility and reasonableness criteria and be recommended for construction.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the SFONSI. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.



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D. Indirect and Cumulative Effects Updates (SEA Section IV-B)

The U-5791 NCDOT Indirect and Cumulative Effects Report (AtkinsRéalis) was completed in January 2024. It concluded that a Land Use Scenario Assessment (LUSA) was warranted, and the U-5791 NCDOT Land Use Scenario Assessment Report was completed in November 2025 (AtkinsRéalis). The LUSA is a document that uses a screening process to determine if the proposed project would spur additional growth and development in the area that would not have occurred otherwise.

The LUSA Matrix for all three Build alternatives resulted in “Indirect Land Use Impacts Not Likely”. Each build alternative was assessed and compared to the No-Build scenario across the following categories:

- Scope of Development
- Development Intensity
- Future Shift of Regional Population Growth
- Future Shift of Regional Employment Growth
- Pressure for Land Development Outside Regulated Areas
- Planned/Managed Land Use and Impacts

The matrix indicated that, for most categories, Alternative 1 received ratings similar to those of the No-Build scenario. Alternatives 2 and 3 also received ratings comparable to the No-Build scenario for development intensity, employment growth, and land use regulations. Alternatives 2 and 3 differed slightly relative to the No-Build Scenario for the categories of Scope of Development and Future Shift of Regional Population Growth in regards to spurring additional development, but not enough to affect the matrix score.

An Indirect and Cumulative Effects Assessment is not required for this project.



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IV. Public and Agency Involvement

A. Summary

NCDOT worked with local officials, stakeholders, and the public through the project development process for this project. SEA Chapter V and Appendix F summarize the activities that occurred prior to the publication of the SEA. The SEA was made available for review at various public locations in the project area and on the Internet at <https://ncdot.publicinput.com/jacksonville-parkway-extension>.

Public involvement activities (**Section IV.B**) and agency coordination (**Section IV.C**) occurring after the SEA are described in this chapter, along with a summary of the comments received during the SEA public comment period (**Section IV.D**). **Table 3** provides a timeline of the activities that have occurred since the approval of the SEA.

Table 3. Additional Coordination since SEA

Date	Agency or Public	Activity or Event
December 2025	NCDOT/Project Team	The project team met to review public comments after the Public Hearing
February 2026	Merger Team	CP3 Meeting – Determination of LEDPA Alternative
March 2026	Public	Project Website Update alerting public of LEDPA selection
May 2026	City of Jacksonville Fire Department	Discussed Fire Station 4's access to the proposed project
June 2026	Public	Project Website Update alerting to avoidance and minimization measures for the project, including shift of alignment north connecting to US 17.
July 2026	Public	Newsletter sent to the public regarding project updates and changes

B. Public Involvement

Combined Public Hearing

NCDOT held an open house (5:30pm to 6:30pm) and a Public Hearing (6:30pm) on October 28, 2025, at Jacksonville Commons Elementary School, 1121 North Commons Drive, Jacksonville, NC 28546. A total of 82 citizens signed in for the Open House and/or Public Hearing.

The open house/public hearing was announced via newsletter, press release, newspaper and radio advertisements, and website postings. Local media outlets also ran stories prior to the meeting with information about attending the meeting.

The open house was held to provide a forum for attendees to review project maps and project information, ask questions, and have discussions with the project team. In addition to the large-scale maps, three smart screens were stationed around the room that had the ability to display each of the three alternative project maps and allow citizens to zoom in on areas they wished to see. A right-of-way and traffic noise station were also staffed by NCDOT and consultant representatives to provide additional information.

The Public Hearing immediately followed the open house and began with a formal presentation given by NCDOT regarding the project. After the presentation, speakers were invited to come up to the



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microphone and provide their comments, which were recorded and documented in a Public Hearing transcript.

The Combined Public Hearing Summary, without the appendices, can be found in **Appendix A** (*Jacksonville Parkway Extension – Combined Public Hearing Summary, AtkinsRéalis, February 2026*). The complete Combined Public Hearing Summary can be found at:

<https://publicinput.com/Customer/File/Full/9fd361a3-8653-4d83-8be5-253d8c746f76>



Website and Newsletter

The Project Website was updated in June 2026 to announce the selection of the Selected Alternative.

The Project Website and a Newsletter was mailed out in July 2026 to provide an update on avoidance and minimization measures incorporated into the Selected Alternative to reduce impacts. These measures included the shift of the Selected Alternative alignment to the north at the connection to US 17. A copy of the newsletter is in **Appendix B**.

Other Public Outreach

As part of avoidance and minimization measures taken to reduce project impacts, a meeting was held with the City of Jacksonville Fire Chief on May 14, 2026 to discuss Fire Station 4's access to the proposed parkway. As agreed with by the Fire Chief, access from Jacksonville Parkway will be provided to Fire Station 4, located along Marketplace Drive.

C. Agency Coordination

NEPA/Section 404 Merger Team

As discussed in SEA Section V.B, the project is following the Merger process for agency concurrence and coordination contained in the 2023 NEPA/404 Merger Process Update Memorandum of Understanding signed by NCDOT, Federal Highway Administration (FHWA), US Army Corps of Engineers (USACE), and the NC Department of Environment Quality (NCDEQ). The NEPA/404 Merger Team for this project included stakeholder agencies and local units of government and meets at project milestones for concurrence on the project's progress (Concurrence Points) as described in the SEA.

Prior to publication of the SEA, the project team met with the Merger Team three times and concurred on the project's purpose and need (Concurrence Point 1, September and October 2021), detailed study alternatives (Concurrence Point 2, October 2021), and updates to the detailed study alternatives and bridging and major hydraulic structure recommendations (Concurrence Point 2 update and 2A, April 2023).



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On February 25, 2026, the project team met with the Merger Team to discuss and reach concurrence on Concurrence Point (CP) 3, Least Environmentally Damaging Practicable Alternative (LEDPA). The LEDPA is the best solution to the problem satisfying the purpose and need, considers environmental and community resources, and meets the US Army Corps of Engineers' (USACE) Section 404 (b)(1) guidelines of the Clean Water Act (CWA) regulatory requirements.

The project team will be meeting with the Merger Team in the Fall of 2026 to continue discussing avoidance and minimization measures. All signed concurrence forms are included in **Appendix C**.

D. Comments Received During the SEA Comment Period

Summary of Public Comments

The formal public comment period ended on November 28, 2025. Comments were received via the Public Hearing transcript, comment forms provided at the Public Hearing open house, emails, and an on-line comment forum accessible from the project website.

NCDOT collected the following numbers of comments during the comment period:

- Nineteen people provided formal verbal comments during the Public Hearing.
- Two comments were submitted on comment forms at the Public Hearing or later mailed to NCDOT.
- Two emails were submitted.
- Nine comments from agencies and organizations were submitted.
- Forty-seven comments were submitted via the project website.

The project website included the following survey questions that were allowed for commenting:

- *Please provide any comments or questions regarding the Blue Alternative (Alternative 1)*
- *Please provide any comments or questions regarding the Green Alternative (Alternative 2)*
- *Please provide any comments or questions regarding the Purple Alternative (Alternative 3)*
- *Please rank the alternatives in order of preference*
- *Please provide any comments or questions you may have about the overall project*

A post-hearing meeting was held on December 1, 2025, for NCDOT and the City of Jacksonville to discuss the comments received during the project's public comment period and review draft responses to comments.

Based on comments received and discussions with hearing participants, there is general support for the project. The main concerns that were brought up include impacts to residences and the environment, the purpose of the project, and access to properties.

Summaries of the most frequent comments are included below, and the responses to those comments are included in the Combined Public Hearing Summary (**Appendix A**).

Topic: Residential Impacts

A large number of comments expressed concerns regarding impacts to residences along each of the project corridors, including displacement of properties and the decreasing value of properties due to the project.



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Topic: Alternative Selection/Evaluation

Questions were raised regarding how alternatives were selected and evaluated for the project. Suggestions were made to go through Hofmann Forest to avoid impacts to residences.

Topic: Project Purpose

Questions were raised regarding how the project would relieve congestion in the area.

Topic: Community Impacts

Multiple comments expressed concerns regarding impacts to community resources, including, but not limited to: the Jacksonville Commons Recreation Complex, City of Jacksonville Fire and EMS Stations, and shopping centers along Western Boulevard.

Topic: Natural Environment Impacts

Comments were made expressing concerns for natural resources in the study area, including wetlands, wildlife, water resources, and prime farmland.

Topic: Stormwater Impacts

Comments were made regarding concerns that construction of the project could increase flooding that properties are already experiencing without the project.

Topic: Property Access

Concerns were raised regarding access to properties and businesses.

Topic: Traffic Noise

Questions were raised regarding if this project would increase traffic noise in the project study area.

Topic: Traffic Congestion

Citizens are concerned that once the project is built, it will cause traffic to increase along adjacent roadways due to creating additional access to the roads.

Topic: Ramsey Road Widening

Multiple citizens discussed the fact that the City of Jacksonville has recommendations to widen Ramsey Road regardless of this project; therefore, why would Alternative 2 or Alternative 3 be selected if that is in the plans.

Summary of Agency and Local Stakeholder Comments

Listed below are governmental agencies that responded with their comments regarding the proposed project following the publication of the SEA.

- NC Department of Agriculture
- NC Wildlife Resources Commission
- NC Division of Coastal Management
- NC Division of Waste Management – Superfund Section
- NC Division of Waste Management – Solid Waste Management
- NCDOT Transportation Planning Division



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- US Fish and Wildlife Service
- Catawba Indian Nation
- National Oceanic and Atmospheric Administration

Agency comments and responses are included in **Appendix D**. The NC Department of Agriculture had concerns regarding the amount of farmland that was being converted to non-farmland. As mentioned above in **Section III.A**, the SEA incorrectly identified the amount of active farmland acreage that would be converted due to this project. This number has since been updated and included in **Section VI.C**.

USFWS also stated that the monarch butterfly and the southern hognose snake were two species that were not included in the SEA. The species listed in the SEA were based on the findings reported in the approved U-5791 Natural Resources Technical Report (AtkinsRéalis, December 2024). As described above in **Section II.C**, an updated USFWS Information for Planning and Consultation (IPaC) species and critical habitat list was generated on July 13, 2026, and updated language pertaining to the monarch butterfly and southern hognose snake have been included in **Section VI.D** below.



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V. Updates to the Selected Alternative

After the Public Hearing in October 2025 and the CP3 Merger Team meeting in February 2026, the project team began investigating avoidance and minimization measures to incorporate into the preferred alternative. The measures investigated are listed below, and those incorporated into the Selected Alternative are noted.

- Reduce the center median from 23 feet to 17.5 feet where possible along Jacksonville Parkway Extension to reduce impacts to any resource.

In order to meet the standards within the NCDOT Roadway Design Manual and the spacing of the needed left-turn bulb-outs, reduction of the median width was only possible along one section, south of Drummer Kellum Road for approximately 0.7 miles. This section of the alignment was also shifted slightly northward within the study corridor to minimize impacts to residences on Newhan Court (see **Figure 1e** and **Figure 1f**).

- Minimize impacts of Henderson Drive Extension.

The median of Henderson Drive Extension was reduced from 23 feet to 17.5 feet. The travel lanes were also reduced to 11 feet each, and curb and gutter along Henderson Drive Extension was utilized. This will reduce impacts to Wetland WA by 1.2 acres and will minimize property impacts to Courtyard at Marriott Jacksonville, Longhorn Steakhouse, First Bank, and Wilmington Health Urgent Care. This will also avoid the displacement of the Courtyard at Marriott Jacksonville (see **Figure 1b**).

- Minimize impacts to the Verizon store at 1670 Western Boulevard to avoid displacement (corner of Jacksonville Parkway Extension and Western Boulevard).

During final design, the roadway and drainage will be designed to avoid displacement of this Verizon store. A right-in/right-out will also be provided along Jacksonville Parkway to the driveway behind the group of commercial buildings that includes the Verizon store (see **Figure 1a**).

- Include direct access to Jacksonville Parkway Extension for Fire Station 4.

Direct access to Jacksonville Parkway Extension has been provided for Fire Station 4 in the Selected Alternative preliminary design. A two-lane driveway provides a connection from Jacksonville Parkway Extension to Marketplace Drive directly across from the Fire Station's existing driveway (see **Figure 1b**). The Jacksonville Parkway Extension median in this location includes a mountable curb and concrete to allow for emergency vehicle access. This connection will be signed for "Emergency Vehicles Only". This will avoid a community resource "High" impact by providing uninterrupted emergency services to the surrounding community.

- Move the u-turn bulb out located south of Henderson Drive to minimize length of culvert.

The u-turn bulb-out that was proposed in this location has been shifted to just south of Marketplace Drive to minimize the impacts of the proposed culvert extension (see **Figure 1b**).



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- Remove the east-bound u-turn bulb out located north of Henderson Drive and relocate the set of u-turn bulb outs south of Drummer Kellum Road.

The locations of the u-turn bulb outs were consolidated to minimize property impacts. In between Henderson Drive and Drummer Kellum Road, one set of u-turn bulb outs is now centered along the alignment (See **Figure 1c**).

- Include access for landlocked properties north of Drummer Kellum Road along Osage Lane.

A driveway from Drummer Kellum Road has been included to provide access to four (4) residences along Osage Lane north of the proposed project alignment, which will avoid displacing these landlocked residences (See **Figure 1f**).

- Avoid displacing two residences along Drummer Kellum Road north of Jacksonville Parkway extension.

During final design, the roadway and drainage will be designed to avoid displacements to the two residences at 265 Drummer Kellum Road and 260 Drummer Kellum Road (see **Figure 1f**). A commitment is made in this SFONSI.

- Avoid impacts to the private cemetery located on the west side of Drummer Kellum Road south of Jacksonville Parkway extension at 225 Drummer Kellum Road.

During final design, the roadway and drainage will be designed to avoid impacts to the private cemetery (See **Figure 1f**). A commitment is made in this SFONSI.

- Avoid displacing one residence along Drummer Kellum Road south of Jacksonville Parkway Extension.

During final design, the roadway and drainage will be designed to avoid displacement to the residence at 206 Drummer Kellum Road (See **Figure 1f**). A commitment is made in this SFONSI.

- Raise the height of the proposed bridge over Wolf Swamp to provide property access under the bridge for cattle and equipment and shift alignment southeast to minimize wetland and stream impacts.

The proposed bridge over Wolf Swamp has been raised to provide 12.6 feet of clearance, which will provide the property owner access to farming/grazing areas of the property bifurcated by the project. The bridge was also separated into two structures. The dual structures have been off set to minimize impacts to Wolf Swamp. The alignment and bridges structures were also shifted approximately twenty feet in this section (see **Figure 1f**).

With the raising of the bridge profile over Wolf Swamp to accommodate the property owner, impacts to the Wolf Swamp wetland and stream increased. The project team evaluated several variations of the span lengths, the use of re-enforced concrete walls, and location of the bridge structure to minimize the impacts to the wetland and stream. Shifting of the alignment to the southeast by approximately 20 feet was chosen to minimize the impacts to the stream. Impacts to Wetland WM remain at 0.66 acres, while the impacts to Stream Wolf Swamp Lower were reduced from 46 linear feet to 26 linear feet. Due to the configuration of the floodplains, impacts increased from 1.5 acres to 1.6 acres because of the alignment shift. The bridge design will be further refined once final ground surveys are completed.



- Realign the preferred alternative near the US 17 connection to the north.

Exhibit 3 shows the realignment of the Selected Alternative at the connection to US 17. This realignment avoids impacts to Wetland WN (0.25 acres) and Jurisdictional Ditch TQ (199 linear feet) and avoids displacing three residences along Key Lane and impacting two large sheds (see **Figure 1g**)

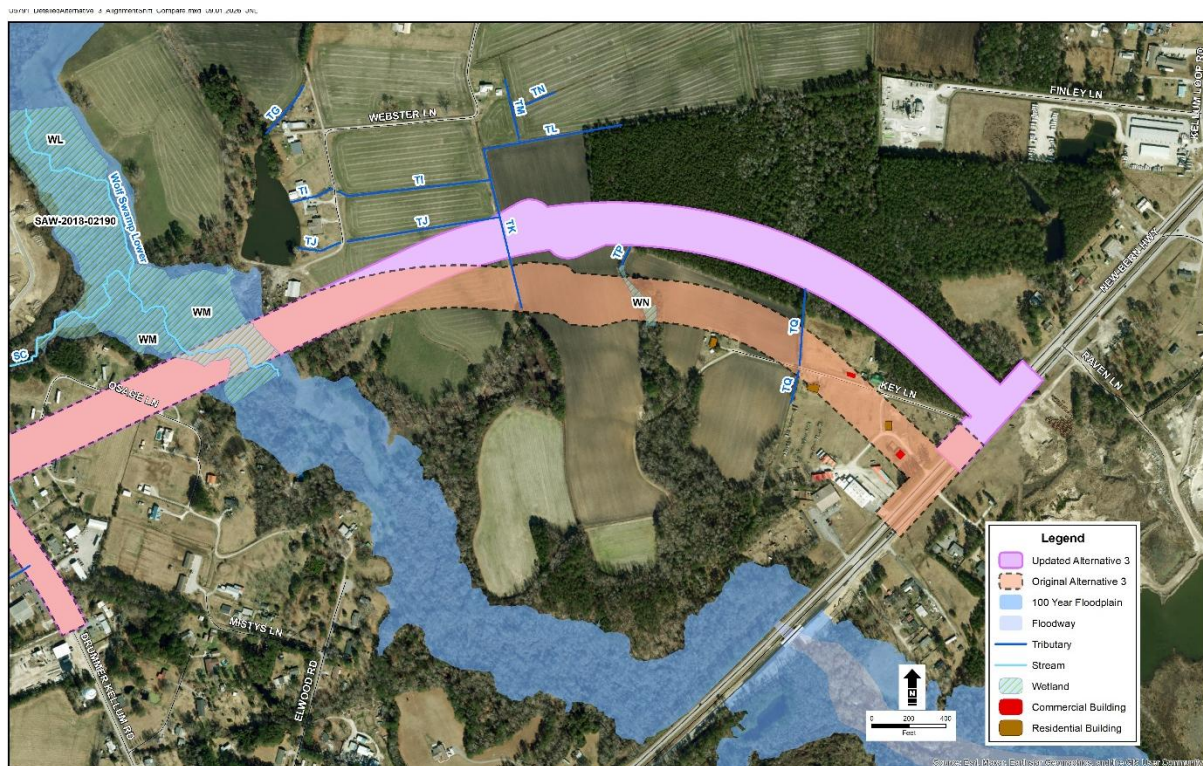


Exhibit 3. Alignment Shift for Connection to US 17

Changes in impacts based on the design changes mentioned above have been included in the impact summary listed below in **Section VI**. These design changes would not affect traffic operations.



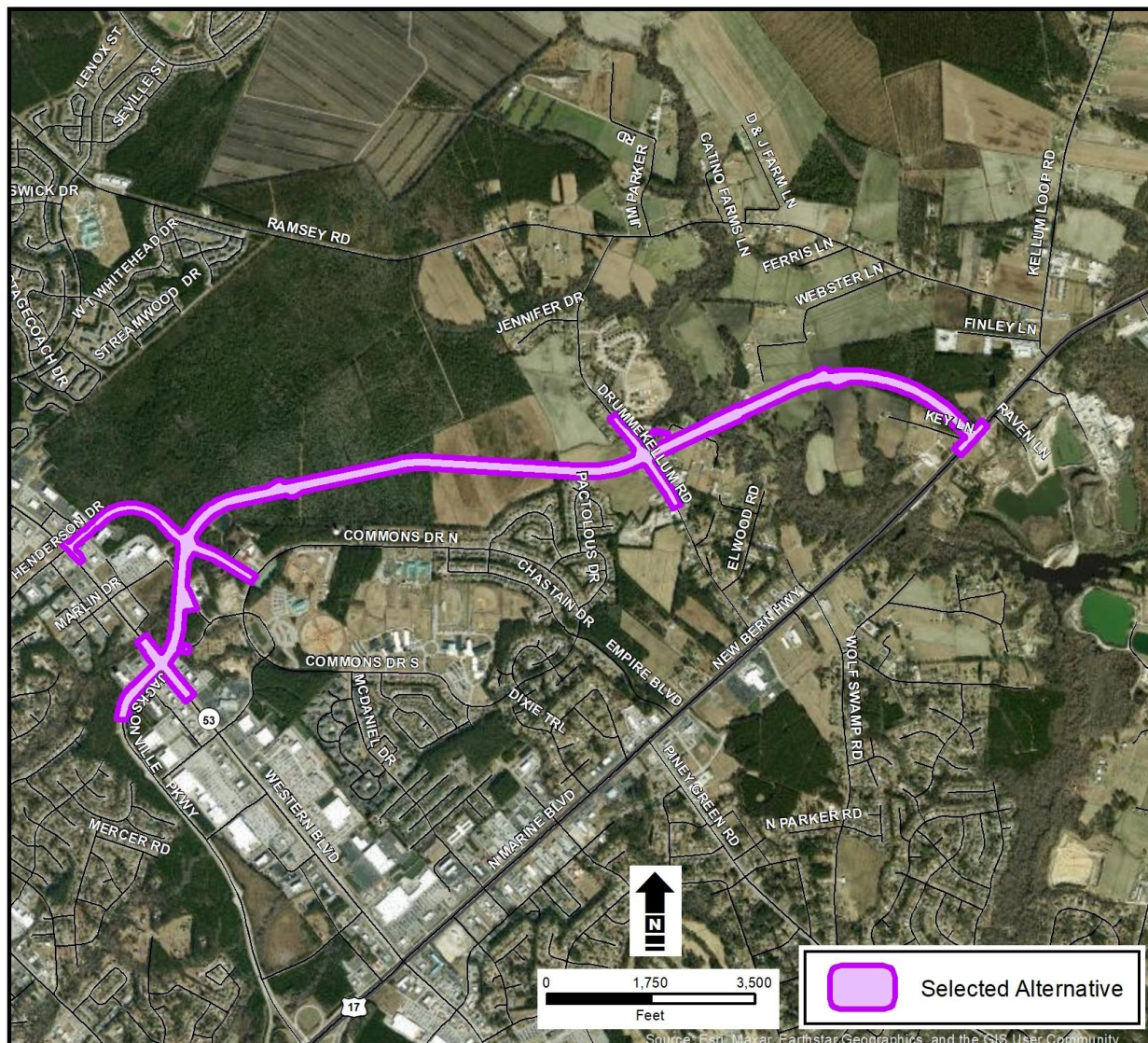
VI. Selected Alternative/Least Environmentally Damaging Practicable Alternative (LEDPA)

A. Description of Selected Alternative

Based on the information available to date, including the SEA, updates documented in this SFONSI, and comments on the project from the Merger Team, state agencies, local governments, other organizations, and citizens, NCDOT Preferred Alternative 3 (Purple) from the SEA has been identified by local, state, and federal agencies as the Least Environmentally Damaging Practicable Alternative (LEDPA) and therefore has been chosen as the Selected Alternative.

The Selected Alternative is shown in **Exhibit 4**. A map book of the Selected Alternative preliminary design is included in **Figure 1**.

Exhibit 4. Selected Alternative



Typical Sections

The Selected Alternative has partial access control and includes a four-lane median-divided roadway with bulb outs for U-turns at various locations along the alignment. The median width of Jacksonville Parkway Extension varies from 17.5 feet to 23 feet. The alignment includes 12-foot travel lanes and paved shoulders.

Henderson Drive Extension from Western Boulevard to Jacksonville Parkway Extension will include a 17.5-foot median, four 11-foot travel lanes, and curb and gutter. Henderson Drive Extension from Jacksonville Parkway Extension to Commons Drive North will include a 16-foot median, two 11-foot travel lanes and paved shoulders. **Exhibit 5** and **Exhibit 6** show the typical sections for Jacksonville Parkway Extension and Henderson Drive Extension (four-lane section).

Exhibit 5. Typical Section – Jacksonville Parkway Extension

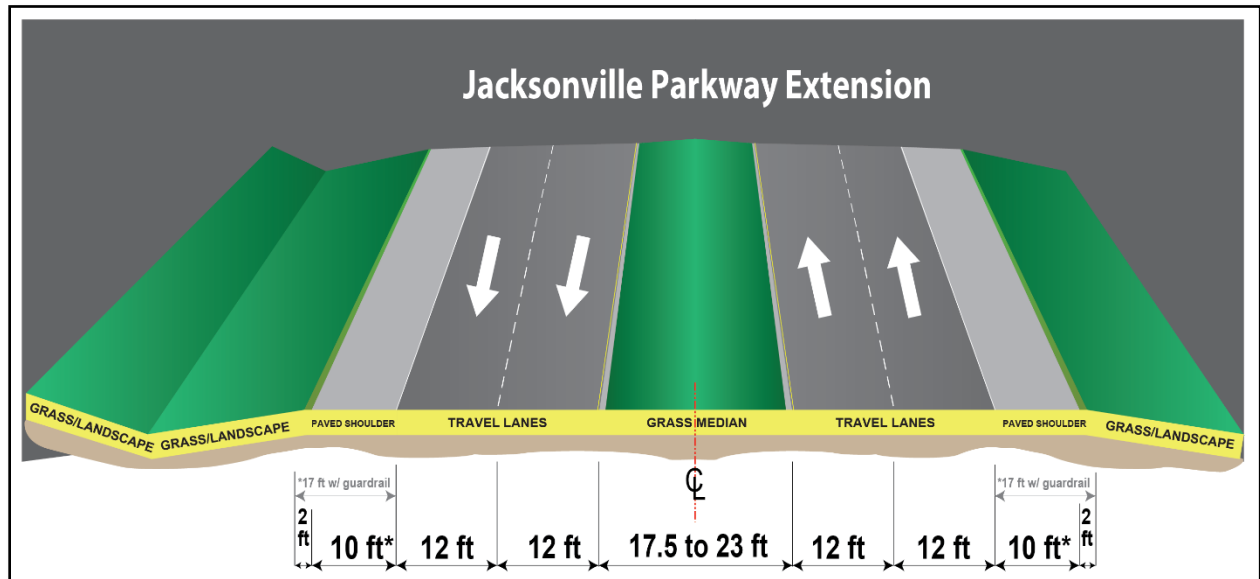
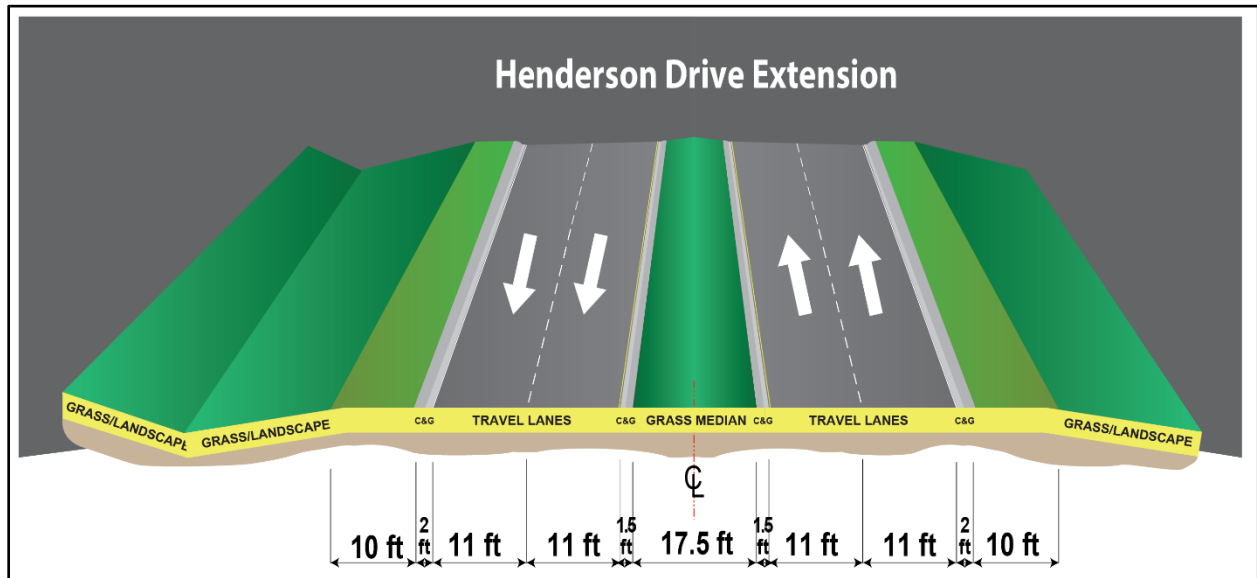


Exhibit 6. Typical Section – Henderson Drive Extension



B. Updated Costs

Project cost estimates were completed in October 2025 to reflect updated quantities and design changes. The total cost estimate of the Selected Alternative, including construction, right-of-way acquisition, and utilities, is estimated to be \$142.1 million in Year of Expenditure (YOE) dollars. These estimates do not include the design changes associated with incorporating avoidance and minimization measures.

Costs estimated in YOE dollars account for inflation over the course of a project's construction period since the entire cost of a project will not be spent in the year that construction activities begin. The estimated \$142.1 million represents a 70 percent confidence level, which means there is a 70 percent probability the cost will be less than or equal to this cost.



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C. Project Schedule

The current project schedule is included in **Table 4**.

Table 4. U-5791 Project Schedule

Milestone	Format	Date
CP1 and CP2	Virtual Meeting	October 2021
CP2 Update and CP2A	Virtual Meeting	April 2023
State Environmental Assessment (SEA)	Electronic and In-Person Distribution	September 2025
CP3	In Person Meeting	February 2026
State Finding of No Significant Impact (SFONSI)	Electronic Distribution	September 2026
CP4A	In Person Meeting / Packet Concurrence	December 2026
CP4B	Virtual Meeting	Fall 2027
CP4C	Virtual Meeting	Spring 2028
Begin ROW Acquisition	--	Spring 2028
Begin Construction	--	Fall 2031

D. Impacts of the Selected Alternative

The project is not anticipated to have significant adverse community, economic, environmental or other impacts. **Table 5** provides a summary of the estimated direct and indirect impacts to the human, physical, cultural, and natural environments from the Selected Alternative. This table has been updated since the SEA to reflect any additional analyses performed and project changes that have been made to minimize impacts, as reported in this SFONSI. Avoidance and minimization measures, along with proposed mitigation, are identified to lesson or avoid impacts associated with the Selected Alternative.



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Table 5 Impacts and Proposed Mitigation for the Selected Alternative

Environment Type	Resource	Impacts	Proposed Mitigation
Natural Environment - Section IV.A of SEA	Waters of the US	Wetlands – 18.29 acres (reduced from 19.99 acres in SEA) Open Waters – 0.00 acres (no change) Streams – 975 linear feet (lf) (reduced from 1,004 lf in SEA) Jurisdictional Ditches (Tributaries) – 7,654 linear feet (reduced from 8,327 lf in SEA)	An Individual Permit (IP) will be required from the USACE and corresponding Individual Water Quality Certification from the NC DEQ Division of Water Resources (NCDWR). Both the permit and the certification need to be obtained before construction can begin. Avoidance and minimization measures incorporated into the Selected Alternative preliminary design reduced wetland impacts and stream/ditch impacts through the following measures: - Reduced the median of Henderson Drive Extension from 23 feet to 17.5 feet and reduced the width of travel lanes from 12 feet to 11 feet to reduce wetland impacts by 1.2 acres. - Consolidating bulb-outs reduced impacts to Wetland WG from 6.19 acres to 5.59 acres. - Realigned the bridges over Wolf Swamp. This reduced stream impacts by 20 linear feet. - Realigned the north end of the corridor to be farther north. This avoided Wetland WN (0.25 acres) and Jurisdictional Ditch TQ (199 linear feet). During final design, NCDOT will continue to investigate ways to avoid and minimize impacts to wetlands, streams, and jurisdictional ditches (tributaries). For remaining impacts, the permits from the USACE and the NCDEQ Division of Water Resources will identify the necessary mitigation measures needed to compensate for these impacts. NCDOT will coordinate with the NCDEQ Division of Mitigation Services to provide the required mitigation compensation.
Natural Environment - Section IV.A of SEA	100-year Floodplains	The 100-year floodplain associated with the crossing of Wolf Swamp will be impacted by the project. Approximately 1.6 acres of 100-year floodplains are impacted. In the SEA, Alternative 3 had 1.5 acres of 100-year floodplain impacts.	Measures incorporated into the Selected Alternative preliminary design to provide agricultural equipment access under the proposed road at Wolf Swamp and to minimize impacts to the stream Wolf Swamp Lower at the crossing resulted in an additional 0.1 acre of floodplain impact. NCDOT will coordinate with the NC Floodplain Mapping Program (FMP) to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).
Natural Environment - Section IV.A of SEA	Protected Species	"No Effect" - Eastern black rail - Piping Plover - Red-cockaded woodpecker - Rufa red knot - Green sea turtle - Pondberry "Programmatic May Affect/Likely to Adversely Affect"	No mitigation is required related to eastern black rail, piping plover, red-cockaded woodpecker, Rufa red knot, green sea turtle, pondberry, and bald eagle. The US Fish and Wildlife Service has issued a programmatic conference opinion (PCO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the tricolored bat (TCB) (<i>Perimyotis subflavus</i>) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize take to TCBs. These conservation measures apply to all



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Environment Type	Resource	Impacts	Proposed Mitigation
		- Tricolored bat "Not Required" - American alligator - Southern hognose snake - Monarch butterfly "No Impact" - Bald eagle The Northern long-eared bat was not listed on the July 13, 2026 IPaC.	counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is May Affect, Likely to Adversely Affect. Once the TCB is officially listed, the PCO will become the programmatic biological opinion (PBO) by formal request from FHWA and USACE. The PBO will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Onslow County, where U-5791 is located. The southern hognose snake was proposed for federal listing as a Threatened species under the Endangered Species Act (ESA) in August 2025. However, no regulatory protections will take effect until the listing is finalized. The timeline for listing is unknown and not expected in 2026. Until that time, proposed species are not afforded formal ESA protections. Nonetheless, federal action agencies must ensure their activities do not jeopardize the continued existence of the species. Agencies may also initiate consultation with the US Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and upon the agency's request, the USFWS may adopt the conference opinion as a biological opinion—provided no new significant information has become available and no substantial changes to the proposed action have occurred. The US Fish and Wildlife Service (USFWS) proposed to list the monarch butterfly as a Threatened species under the Endangered Species Act (ESA) in December 2024. However, as of December 2025 the final decision has been delayed, and the status has been moved to "long-term action," meaning no final ruling is expected for at least another year. No regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections, though federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Action agencies may initiate consultation with the USFWS to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred. The US Fish and Wildlife Service has issued a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, USFWS only considers NLEBs to be known or potentially found in 30 counties within Divisions 1-8 (Figure 2, PBO). NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize mortality of NLEBs. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective



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NC 53 (Western Boulevard) to US 17 (New Bern Highway)



Environment Type	Resource	Impacts	Proposed Mitigation
			through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Onslow County, where U-5791 is located.
Human Environment - Section IV.B of SEA	Community Resources	Temporary access impacts to parks, minor ROW is needed, but there are no impacts to park amenities: Richard Ray Park (Approximately 5,000 square feet of ROW is needed to create a cul-de-sac for Gateway Drive North) Impacts to private cemetery along Drummer Kellum Road have been avoided by making a commitment. Direct access from Jacksonville Parkway to Fire Station 4 is provided to avoid the "High" impact to the community resource. Temporary access impacts to school transportation during construction. High adverse impacts on Title VI and low-income populations.	The SEA estimated minor ROW needs from Jacksonville Commons Recreation Complex, but no ROW is needed for the Selected Alternative preliminary design. This SFONSI includes a commitment that during final design, the roadway and drainage will be designed to avoid impacts to the private cemetery on the west side of Drummer Kellum Road south of the Selected Alternative at 225 Drummer Kellum Road. The Selected Alternative preliminary design added a direct access from Fire Station 4 to the Jacksonville Parkway Extension. Due to the location of parks and schools along Commons Drive, alternative work schedules should be evaluated to avoid school start and dismissal times and any large community events at the park facilities to minimize traffic impacts in this location during construction. Public involvement and outreach initiatives will ensure full and fair participation of all potentially affected communities.
Human Environment - Section IV.B of SEA	Residential and Commercial Relocations	Right-of-Way – 115.9 acres (The right-of-way increased from 100.2 acres reported in the SEA due to the addition of two driveways, one for Fire Station 4 and the other for landlocked properties along Osage Lane.) Residential relocations – 6 Commercial relocations – 1 Relocations decreased from what was reported in the SEA with the application of avoidance and minimization measures along with commitments made in this SFONSI.	During final design, the roadway and drainage will be designed to avoid displacements to the three residences along Drummer Kellum Road (265 Drummer Kellum Road, 260 Drummer Kellum Road, and 206 Drummer Kellum Road) and one residence along Osage Lane (114 Osage Lane). Access has been provided from Drummer Kellum Road to landlocked parcels along Osage Lane to avoid four (4) additional displacements. During final design, the roadway and drainage will be designed to avoid displacing the Verizon store (1670 Western Boulevard). A right-in/right-out will be provided along Jacksonville Parkway to the driveway behind the commercial buildings, including Verizon. All affected property owners and occupants will be afforded the protections and benefits provided under the Uniform Relocation Assistance and Real Property Acquisition Policies Act and 49 CFR Part 24. Relocation assistance activities will be conducted in accordance with applicable federal and state requirements. Additional relocation planning activities may be considered during project development to assist in identifying and addressing potential relocation challenges.
Human Environment - Section IV.B of SEA	Cultural Resources	No Historic properties and no archaeological sites present – No Impacts	Since there are no historic properties or archaeological sites present for the Selected Alternative, no mitigation is required.



U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)



Environment Type	Resource	Impacts	Proposed Mitigation
Human Environment - Section IV.B of SEA	Farmlands	Prime Farmland Soils – 40.40 acres Active farmland converted to non-farmland – 26.04 acres	Coordination will occur with the NC Cooperative Extension for Onslow County. Access will be maintained for farm equipment, specifically the bridge along Wolf Swamp is being raised to accommodate JS Lowland Cattle agricultural operations.
Human Environment - Section IV.B of SEA	Traffic Noise	Traffic noise impacts are predicted to occur at 17 receptors along the project corridor.	Measures for reducing traffic noise levels were considered for all impacted receptors. Three noise barriers are considered preliminarily feasible and reasonable for the Selected Alternative to reduce traffic noise to adjacent residences. Approximately 13 of the 17 impacted receptors and an additional 3 non-impacted receptors (for a total of 16 receptors) would benefit from these three noise barriers. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in design, traffic conditions, utilities, surrounding land use development, or other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may in final design be found to meet the feasibility and reasonableness criteria and be recommended for construction.
Human Environment - Section IV.B of SEA	Construction Noise	Construction activities associated with the project will generate noise at adjacent noise sensitive receptors along the length of the project. Construction will include sporadic occurrence of extremely loud activities such as pile driving and jack hammering.	Generally, low-cost and easily implemented construction noise control measures will be incorporated into the project plans and specifications to the extent possible.
Human Environment - Section IV.B of SEA	Air Quality	No significant impacts related to criteria air quality pollutants or mobile source air toxics are anticipated with this project. During construction, dust generation and burning of materials may occur.	Any burning will be done in accordance with applicable local and state laws and ordinances. Care will be taken to ensure burning will be done at the greatest distance practicable from dwellings and not when weather conditions would create a hazard to the public. Burning, if necessary, would be performed under constant monitoring. Measures will be taken during construction to reduce dust generated by construction activities when control of dust is necessary for the protection and comfort of motorists and area residents.
Human Environment - Section IV.B of SEA	Hazardous Materials	There are three sites of concern in the project area, but none are within the proposed right of way. Potential monetary, scheduling risks and impacts to the project from these sites is “low”.	Not applicable.



U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)



VII. Basis for Finding of No Significant Impact

Based upon a detailed study of the proposed project as documented in the SEA, updates in this SFONSI, and upon review of comments received from the public and federal, state, and local agencies, it is the finding of NCDOT that this project will not have a significant impact upon the human or natural environment following implementation of identified mitigation measures. The project is not controversial from an environmental standpoint. No significant impacts to natural, ecological, cultural, or human resources are anticipated.

In addition, NCDOT will continue to coordinate with local jurisdictions and stakeholders regarding final design and construction of the project and will continue to look for ways to reduce impacts where feasible through final design.

In view of this evaluation, it has been determined a State Finding of No Significant Impact (SFONSI) is applicable for this project. Therefore, neither a State Environmental Impact Statement (State EIS) nor further environmental analysis under the North Carolina's Environmental Policy Act is required.

Lead federal agency: US Army Corps of Engineers

Primary points of contact for the subject project are:

Agency	Name
U.S. Army Corps of Engineers	Matt Martin – matthew.k.martin@usace.army.mil
North Carolina Department of Water Resources (NCDWR)	Holley Snider – holley.snider@deq.nc.gov
North Carolina Department of Transportation – Division 3	Zach Howard - zrhoward@ncdot.gov
AtkinsRéalis (project consultant)	Robert Boot – robert.boot@atkinsrealis.com



U-5791 Jacksonville Parkway Extension

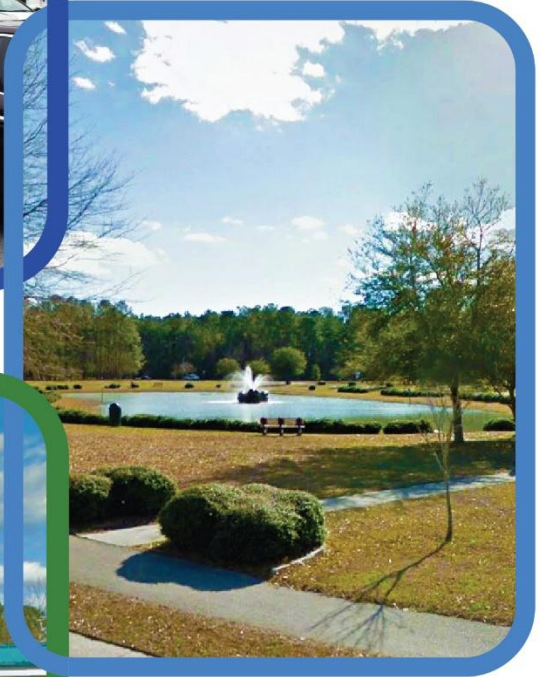
NC 53 (Western Boulevard) to US 17 (New Bern Highway)



VIII. References

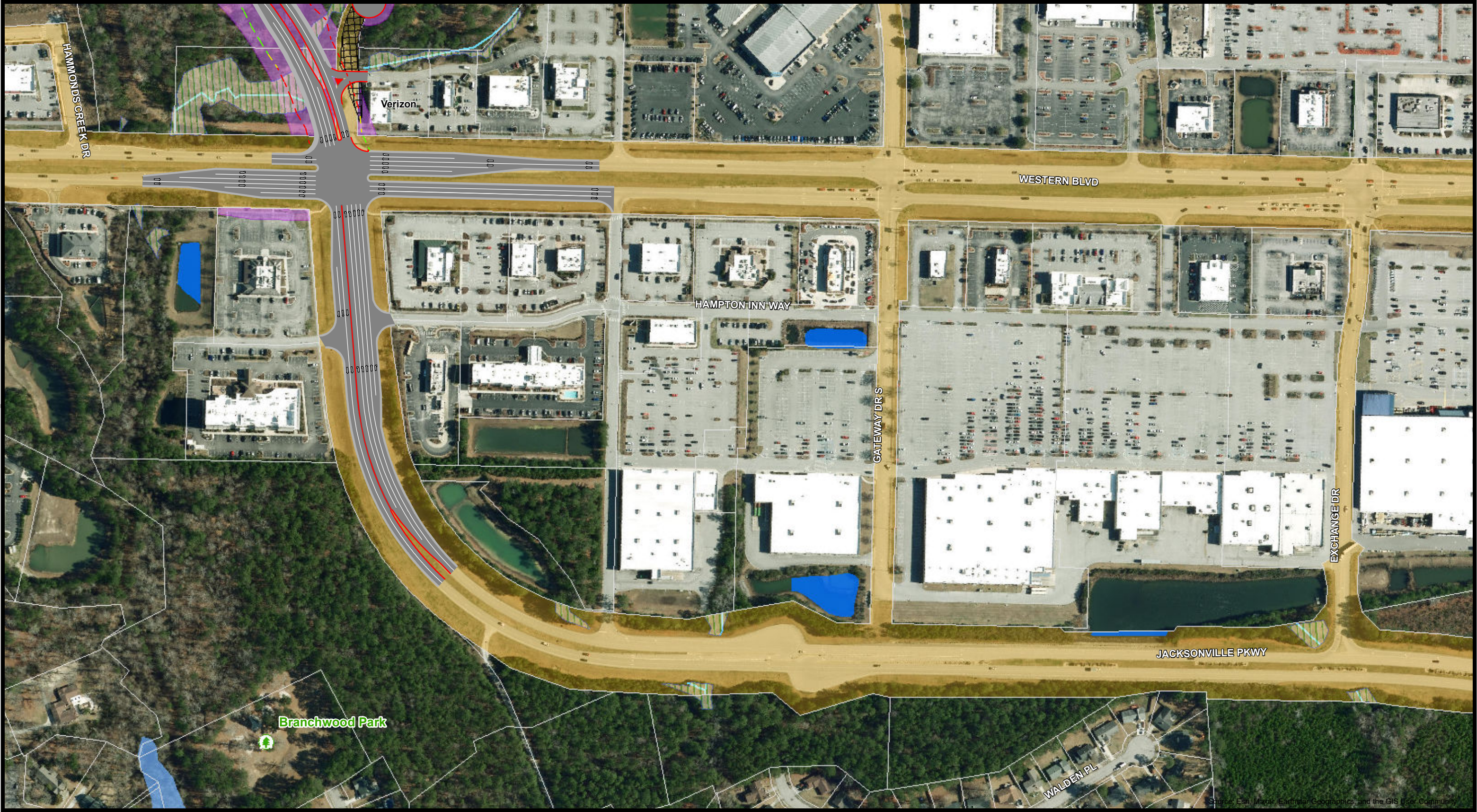
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- One Place. <https://www.oneplaceonslow.org/>. Assessed January 2026

Figure 1. Selected Alternative Design MapBook



AtkinsRéalis





0 125 250
Feet

Source: ESRI, NCDOT, Onslow County,
NCOneMap, City of Jacksonville,
Aerial Photo: [http://goto.arcgisonline.com/
maps/World_Imagery](http://goto.arcgisonline.com/maps/World_Imagery)

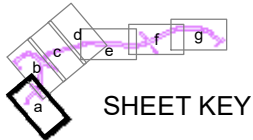
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- Existing Right-of-way
- Proposed Curb and Gutter
- Proposed Lane Lines
- Proposed Driveway

- Proposed Lane Arrows
- Proposed Concrete Island
- Proposed Roadway Bridge
- Proposed Edge of Travel
- Proposed Paved Shoulder

- Pavement Removal
- Parcels
- Cut Slope
- Fill Slope
- Transition Line

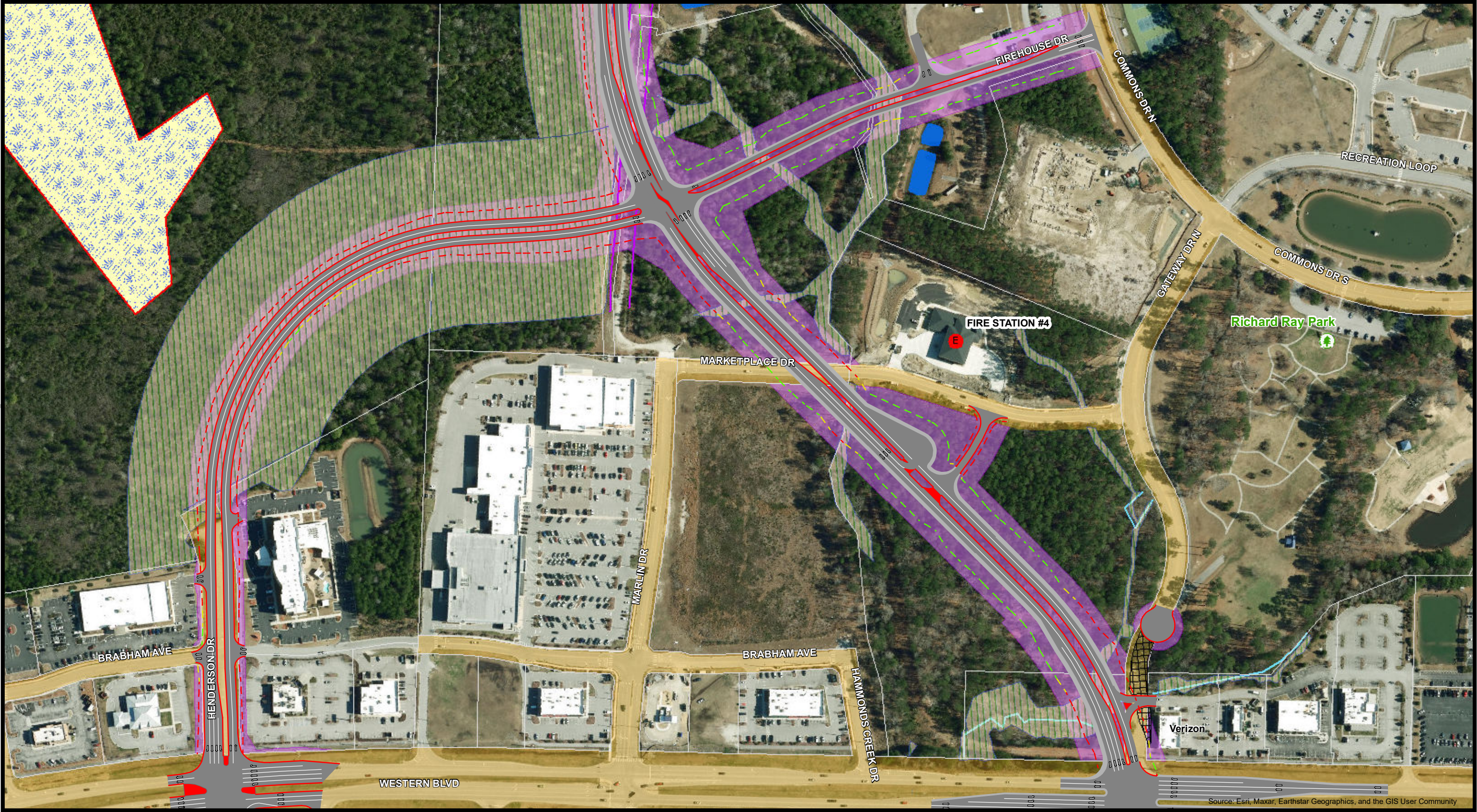
- Wetland Mitigation Site
- Delineated Wetlands
- Delineated Ponds
- Delineated Streams
- Delineated Tributaries

- 100 Year Floodplain
- Floodway
- Cemeteries
- Emergency Services
- Parks



SELECTED ALTERNATIVE

JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1a



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



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Feet

Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

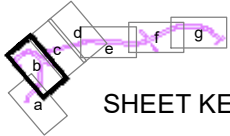
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- Proposed Curb and Gutter
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- Proposed Driveway

- Proposed Lane Arrows
- Proposed Concrete Island
- Proposed Roadway Bridge
- Proposed Edge of Travel
- Proposed Paved Shoulder

- Pavement Removal
- Parcels
- Cut Slope
- Fill Slope
- Transition Line

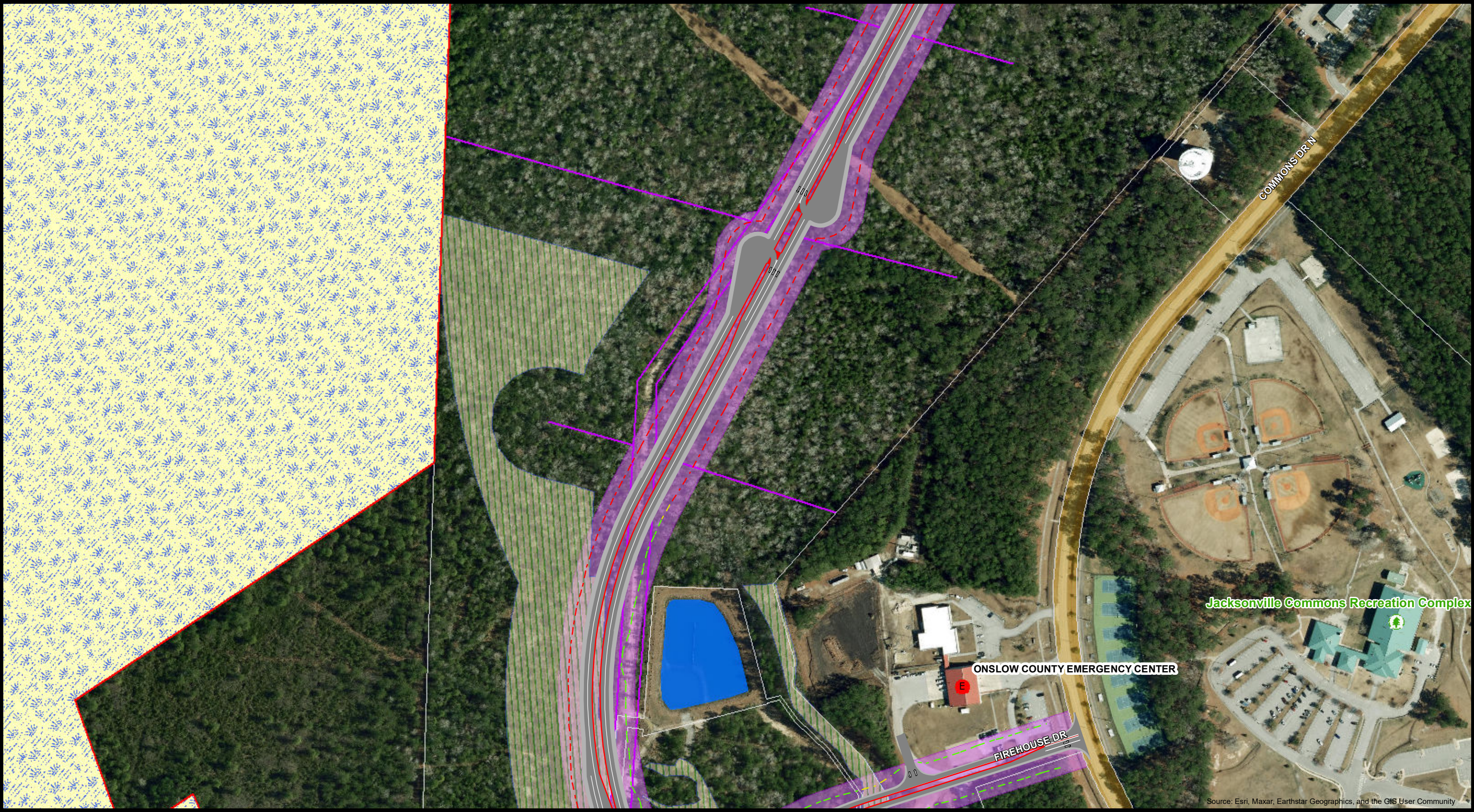
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- Delineated Wetlands
- Delineated Ponds
- Delineated Streams
- Delineated Tributaries

- 100 Year Floodplain
- Floodway
- Cemeteries
- Emergency Services
- Parks



SELECTED ALTERNATIVE

**JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1b**



0 125 250
Feet

Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

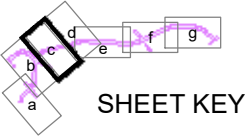
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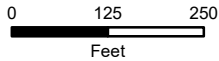
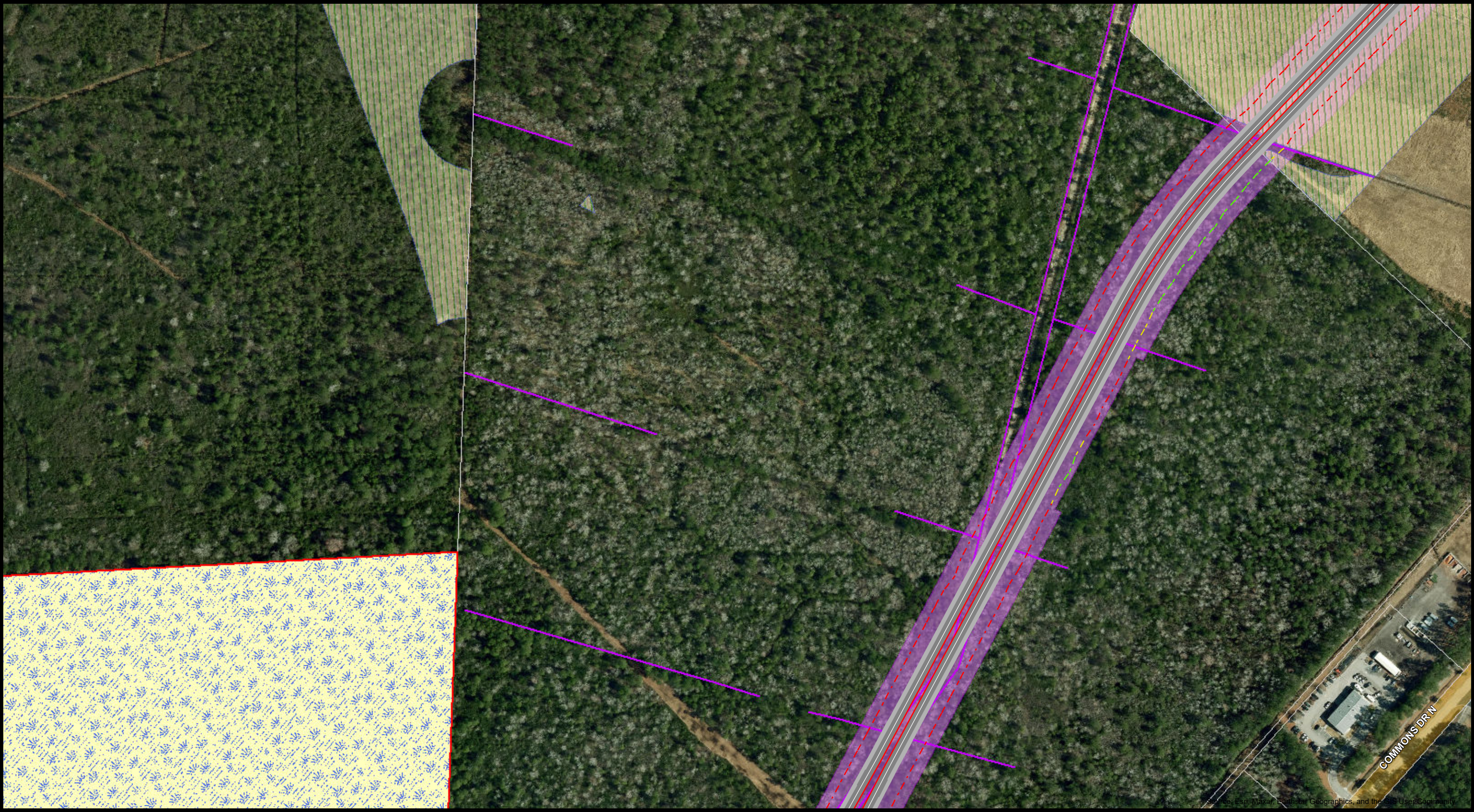
- Pavement Removal
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- Transition Line

- Wetland Mitigation Site
- Delineated Wetlands
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- Delineated Streams
- Delineated Tributaries

- 100 Year Floodplain
- Floodway
- Cemeteries
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- Parks



SELECTED ALTERNATIVE
JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1c



Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

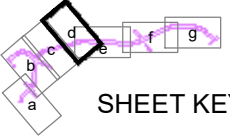
- Proposed Right of Way
- Existing Right-of-way
- Proposed Curb and Gutter
- Proposed Lane Lines
- Proposed Driveway

- Proposed Lane Arrows
- Proposed Concrete Island
- Proposed Roadway Bridge
- Proposed Edge of Travel
- Proposed Paved Shoulder

- Pavement Removal
- Parcels
- Cut Slope
- Fill Slope
- Transition Line

- Wetland Mitigation Site
- Delineated Wetlands
- Delineated Ponds
- Delineated Streams
- Delineated Tributaries

- 100 Year Floodplain
- Floodway
- Cemeteries
- Emergency Services
- Parks



SELECTED ALTERNATIVE
JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1d



0 125 250 Feet

Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

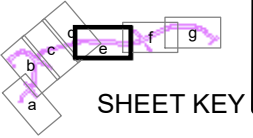
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- Existing Right-of-way
- Proposed Curb and Gutter
- Proposed Lane Lines
- Proposed Driveway

- Proposed Lane Arrows
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- Floodway
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- Emergency Services
- Parks



SELECTED ALTERNATIVE
JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1e





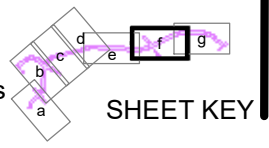
0125250

Feet



Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

 Proposed Right of Way	 Proposed Lane Arrows	 Pavement Removal	 Wetland Mitigation Site	 100 Year Floodplain
 Existing Right-of-way	 Proposed Concrete Island	 Parcels	 Delineated Wetlands	 Floodway
 Proposed Curb and Gutter	 Proposed Roadway Bridge	 Cut Slope	 Delineated Ponds	 Cemeteries
 Proposed Lane Lines	 Proposed Edge of Travel	 Fill Slope	 Delineated Streams	 Emergency Services
 Proposed Driveway	 Proposed Paved Shoulder	 Transition Line	 Delineated Tributaries	 Parks



SHEET KEY

SELECTED ALTERNATIVE
JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1f



0 125 250
Feet

Source: ESRI, NCDOT, Onslow County, NCOneMap, City of Jacksonville, Aerial Photo: http://goto.arcgisonline.com/maps/World_Imagery

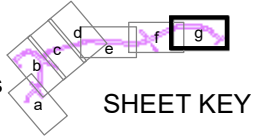
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SELECTED ALTERNATIVE
JACKSONVILLE PARKWAY EXTENSION
NC 53 (WESTERN BLVD.) TO US 17
STIP PROJECT
NO. U-5791
FIGURE 1g

Appendix A.

Combined Public Hearing Summary



AtkinsRéalis



U-5791 Jacksonville Parkway Extension

NC 53 (Western Boulevard) to US 17 (New Bern Highway)

Combined Public Hearing Summary



February 2026

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1 Logistics

A combined public hearing was held on October 28, 2025, for the North Carolina Department of Transportation (NCDOT) Jacksonville Parkway Extension (STIP Project U-5791).

Jacksonville Parkway Extension Public Hearing

Location: Jacksonville Commons Elementary School

1121 North Commons Drive, Jacksonville, NC 28546

- Open House: 5:30-6:30pm
- Combined Public Hearing: 6:30-8:00pm

As directed by the City of Jacksonville, a Local Officials Information Meeting (LOIM) was not held prior to the hearing.

1.1 Hearing Purpose

The purpose of the hearing was to present the preliminary designs of the Detailed Study Alternatives and other project information and to obtain input from attendees.

A pre-hearing open house was held to provide a forum for attendees to review the large-scale project maps and project information, to ask questions, and to have one-on-one discussions with the project team.

The open house was followed by a presentation and a public comment portion.



2 Notification and Advertisement

The Public Hearing was announced via newsletter, press release, newspaper and radio advertisements, and website postings.

2.1.1 Newsletter Mailing

A total of 1,965 newsletters were mailed on October 10th, to announce the Public Hearing.

- 1,651 – using the US Postal Service to reach all physical addresses (including multi-family units) in the project area by postal route.
- 314 – sent to property owners with mailing addresses outside the project corridor based on Onslow County GIS tax parcel database.

Appendix A includes a copy of the newsletter, which included the information in English and Spanish.

2.1.2 Public Notice

On September 9, 2025, the NCDOT released a formal public notice announcing the upcoming Public Meeting. The press releases are included in **Appendix A**.

A project specific website for the Jacksonville Parkway Extension was created and is being hosted and maintained by NCDOT, which can be accessed at the following link:

<https://ncdot.publicinput.com/jacksonville-parkway-extension>.

The announcement of the Public Hearing and the materials presented at the Public Hearing, including design maps and a recording of the presentation, were posted on the website for viewing and downloading.



3 Media Coverage

Appendix G includes copies of the articles listed below.

3.1 Pre-Meeting Articles

Prior to the hearing, news outlets featured segments announcing the Jacksonville Parkway Extension project after the Environmental Assessment had been published:

- WNCT 9: *NCDOT to hold public hearing in Jacksonville over potential parkway expansion*; October 27, 2025 <https://www.wnct.com/local-news/ncdot-to-hold-public-hearing-in-jacksonville-over-potential-parkway-expansion/>
- North Carolina Coastal Federation Coastal Review: *NCDOT to host hearing on Jacksonville Parkway extension*; October 27, 2025 <https://coastalreview.org/2025/10/ncdot-to-host-hearing-on-jacksonville-parkway-extension/>

3.2 Post-Meeting Articles

Following the hearing on October 28, 2025, one news outlet featured segments discussing the project and public input.

- WNCT 9: *Onslow County plans Jacksonville Parkway extension*; October 28, 2025 <https://www.wnct.com/news/onslow-county-plans-jacksonville-parkway-extension/>



4 Format and Displays

4.1 Pre-Hearing Open House

Upon entry, project team members greeted and asked attendees to sign in at the sign-in table. Team members provided a package with a project handout, comment form, and voluntary and anonymous Title VI form. This handout is included in **Appendix C**.

Attendees interested in speaking during the formal public hearing were asked to fill out a speaker card.

The Public Hearing handout contained the following information:

- Open house/hearing purpose
- Project description
- Project purpose and need
- Level of Service information
- Alternatives development/screening process
- Detailed study alternatives descriptions
- Project typical section
- Reduced Conflict Intersection information
- Project impact information and tables
- Traffic noise
- Right of Way (ROW) acquisition and relocation assistance
- Public involvement participation information
- Project contact information
- Project schedule and costs
- Title VI Form
- Comment Form

Following sign-in, attendees were directed to the open house room, which included large-scale Public Hearing Maps, Smart Screens with project designs, Alternative Display Boards, two informational stations, and tables for attendees to fill out their comment forms. These are described below.

4.1.1 Large-Scale Public Hearing Maps

One set of Public Hearing Maps was displayed at the open house on pipe and drape. The three Build Alternatives (Alternative 1, Alternative 2, and Alternative 3) were shown on the maps.

Appendix D includes the Public Hearing Maps.



4.1.2 Smart Screens and Alternative Display Boards

In addition to the large-scale maps, three smart screens were stationed around the room that had the public hearing maps displayed. Beside each smart screen was a display board that showed all three Build alternatives on one map. Citizens could then view each alternative on the screen and zoom in to the area they wished to see closer.



4.1.3 Right-of-Way Station

One table was staffed by NCDOT representatives and consultants to answer questions regarding right-of-way.

4.1.4 Noise Station

One NCDOT representative and a consultant were present at this station to respond to questions regarding traffic noise from the project. Posters were used at this table.

4.1.5 Comment Tables

Two comment tables were provided in the open house room that allowed citizens to sit down and fill out comment sheets. Multiple tablets were also placed on the table that had the comment section of the project website linked to where citizens could provide their comments.



4.2 Public Hearing

The Hearing began at 6:30 pm with a presentation by the NCDOT Public Hearing Officer. The presentation is included in **Appendix F**. The transcript in **Appendix H.1** includes the Hearing Officer's speech. After the presentation, speakers were invited to come up to the microphone and provide their comments. Speakers were called in the order in which they signed up. After the original sign up list was called, the Public Hearing Officer provided an opportunity for any additional speakers.



5 Staffing and Attendance

5.1 Staffing

Project team members assisted with questions at the Open House. These representatives included, but are not limited to:

Table 1. Open House Representatives

NCDOT Staff	Consultant Staff
Trevor Carroll – Division 3	Bob Boot – AtkinsRéalis
Dan Cumbo – Division 3	Lauren Dix – AtkinsRéalis
Aleksandra Djurkovic – Public Involvement	Anthony Encarnacion – AtkinsRéalis
Mark Everett – Division 3	Teak Kim – Tek Consulting (noise table)
Austin Godwin – Division 3 ROW	Luke Knodel – AtkinsRéalis
Brad Haste – Division 3	Christopher Restrepo – AtkinsRéalis
Mason Herndon – Division 3	Gina Schaar – AtkinsRéalis
Katie Hite – Division 3	
Zachary Howard – Division 3	
Michelle Howes – Division 3	
David Leonard – Division 3	
Veronica Newsome – Communications	
Mark Rhodes – Division 2	
Emily Richards – Public Involvement	
Jamille Robbins – Public Involvement	
Tracy Roberts – Noise and Air Quality Group	
Ben Sox – Division 3 ROW	
Kathy Smith – Division 3	
Kirsten Spirakis – Division 3	
Battle Whitley – Division 3	
Nathan Zylich – Division 3	

5.2 Attendance

A total of 82 citizens signed in for the Open House and/or Public Hearing. The sign-in sheets as well as a map of attendees' addresses (if provided) are included in **Appendix B**.

6 Summary of Comments Received

All comments received at the Public Hearing and through the public comment period are included in **Appendix H**. The comment period remained open until November 28, 2025. Comments were received via the transcript from the Public Hearing, comment forms, emails, and from the project website.

A total of 19 people provided formal verbal comments during the Public Hearing. A copy of the hearing transcript is included in **Appendix H.1**.

A total of two comments were submitted on comment forms at the Public Hearing or later mailed to NCDOT (**Appendix H.2**).

There were two emails (**Appendix H.2**) submitted.

There were nine comment responses from agencies and organizations (**Appendix H.2**) submitted.

A total of 47 comments were submitted via the project website. These comments are included in **Appendix H.2**. Of the 47 comments, four individuals expressed preference for Alternative 1, one individual expressed preference for Alternative 2, and five individuals expressed preference for Alternative 3.

A total of seven phone calls were received inquiring about project information.

6.1 Project Website

The 2025 version of the project website (<https://ncdot.publicinput.com/jacksonville-parkway-extension>) has received 12,375 views as of January 2026.

The following survey questions were included on the project website that allowed for commenting:

- *Please provide any comments or questions regarding the Blue Alternative (Alternative 1)*
- *Please provide any comments or questions regarding the Green Alternative (Alternative 2)*
- *Please provide any comments or questions regarding the Purple Alternative (Alternative 3)*
- *Please rank the alternatives in order of preference*
- *Please provide any comments or questions you may have about the overall project*

A total of 15 individuals participated in the “Please rank the alternatives in order of preference”, with Alternative 1 receiving the highest amount of preference (15 individuals) with Alternatives 2 and 3 following.

6.2 Summary of Public Comments

As the 2025 public hearing identified an “NCDOT Preferred” alternative, there is the potential that individuals that had previously commented at the 2021 public meeting did not voice similar concerns during the 2025 meeting since the NCDOT Preferred alternative (Alternative 3) would not impact them as much.

Based on comments received and discussions with hearing participants, there is general support for the project. The main concerns that were brought up include impacts to residences and the environment, the purpose of the project, and access to properties.

The most common comment was regarding property impacts. There are residents that live along each corridor who are concerned about property impacts, increased traffic noise, and limited access to their properties. Comments were also received voicing concerns that this project would not meet the project purpose of relieving congestion in the area. Concerns were also voiced about having access to community resources such as Fire Station 4, shopping along Western Boulevard, and the Jacksonville Commons Recreation Complex. There were also a number of participants who mentioned that Ramsey Road is recommended to be widened by the City of Jacksonville regardless of this project, so they questioned why Alternative 2 or 3 would be selected if the Ramsey Road widening will potentially be happening regardless.

6.3 Responses to Comments

6.3.1 Topic: Residential Impacts

Comment: A large number of comments expressed concerns regarding impacts to residences along each of the project corridors, including displacement of properties and the value of properties decreasing due to the project.

Response: When determining a “best fit” alignment, minimizing impacts to residences, businesses, and natural resources are key considerations. Impacts shown on the public hearing maps reflect the “worst-case” scenario anticipated based on the most current data; they are preliminary and subject to change. NCDOT will continue to make every effort to avoid and minimize impacts to the surrounding community to the greatest extent practicable during final design and construction. If avoidance and minimization efforts are not feasible, mitigation of the impacts will be evaluated. The project is not expected to have negative impacts to property values and is expected to provide a benefit to adjacent neighborhoods. The project will provide operational improvements and safety enhancements in the project study area.

6.3.2 Topic: Alternative Selection/Evaluation

Comment: Questions were raised regarding how alternatives were selected and evaluated for the project. Suggestions were made to go through Hofmann Forest to avoid impacts to residences.

Response: A Feasibility Report was completed by NCDOT (FS-0303C) for the proposed connector “Northwest Corridor” from US 258/NC 24 to US 17. The study evaluated the feasibility for construction of a new four-lane divided connector utilizing new location and existing sections of Northwest Corridor Boulevard, Western Boulevard, Drummer Kellum Road, and Ramsey Road. The project was then included in the NCDOT STIP as Project U-5791. Multiple alternatives have been studied throughout the development of the project and were evaluated based on the impacts to the human and natural environments while also meeting the purpose and need of the project. Hofmann Forest is located outside of the project study area approved by federal and state agencies. The North Carolina Wildlife Resource Commission considers Hofmann Forest to be protected land. A virtual public meeting was held in 2021 to present the alternative corridors, and after environmental analyses were completed, the

alignments were refined and presented as Detailed Study Alternatives. Alternatives were then presented to state and federal agencies for approval.

6.3.3 Topic: Project Purpose

Comment: Questions were raised regarding how the project would relieve congestion in the area.

Response: The purpose of the proposed project is to improve the transportation network within the study area by alleviating existing and future congestion along existing roadways and improving mobility for Onslow County. By providing another route, users can utilize the Jacksonville Parkway Extension, which will reduce congestion along Western Boulevard and US 17. Transportation projects are first identified at the local level and are then submitted to NCDOT for prioritization. Prioritization occurs approximately every two years and uses project scores to determine which projects will be scheduled for funding in the next 10-year State Transportation Improvement Program (STIP). Due to limited funds, NCDOT is unable to fund every requested improvement. The Residents Guide to Transportation provides more information on the process of making transportation decisions in the community, region, and the entire state. <https://www.ncdot.gov/projects/public-involvement/pi101/Pages/default.aspx>.

6.3.4 Topic: Community Impacts

Comment: Multiple comments expressed concerns regarding impacts to community resources, including, but not limited to: the Jacksonville Commons Recreation Complex, City of Jacksonville Fire and EMS Stations, and shopping centers along Western Boulevard.

Response: A Community Impact Assessment has been completed for the project, which assesses potential impacts to the human environment utilizing demographic information, local plans, and interviews with City and County officials. NCDOT has been coordinating with local fire and EMS to address access concerns. The Publix shopping center will be able to be accessed via the new Henderson Drive Extension. NCDOT will continue to make efforts to avoid and minimize impacts to the surrounding community to the greatest extent practicable during final design and construction.

6.3.5 Topic: Natural Environment Impacts

Comment: Comments were made expressing concerns for natural resources in the study area, including wetlands, wildlife, water resources, and prime farmland.

Response: Multiple alternatives have been studied throughout the development of the project and each considered the impacts to the human and natural environments while also meeting the purpose and need of the project. NCDOT works with our Federal and State Environmental Agencies at multiple steps throughout the project development and environmental permitting process, and continuously works to avoid and minimize impacts to the Natural Environment. Avoidance and minimization to farmlands can be accomplished in many different project/situation-specific methods. NCDOT and our State and Federal agency partners responsible for natural resource protection will examine what is most appropriate for the project.

6.3.6 Topic: Stormwater Impacts

Comment: Comments were made regarding concerns that construction of the project could increase flooding that properties are already experiencing without the project.

Response: Stormwater drainage will be addressed during final design of the project. NCDOT is required by its National Pollutant Discharge Elimination System (NPDES) permit to implement a Post-Construction Stormwater Program (PCSP). The primary objective of the PCSP is to manage stormwater runoff from NCDOT projects by requiring structural and non-structural best management practices to protect the water quality of NC's lakes, streams, rivers, and estuaries. The requirements described in the PCSP apply to NCDOT projects which increase built-upon area. As required by the PCSP, NCDOT implements structural best management practices (BMP) described in the BMP Toolbox and/or non-structural pollution minimization measures described both in the PCSP and the BMP Toolbox. For most projects, documentation that the PCSP requires is provided through the preparation of a Stormwater Management Plan.

6.3.7 Topic: Property Access

Comment: Concerns were raised regarding access to properties and businesses.

Response: NCDOT recognizes that there may be substantial changes in access to local properties within the study area due to the project. NCDOT is committed to minimizing adverse effects due to these necessary changes. Where the project is eliminating access to a public street, NCDOT will prepare a service road study to identify potential solutions to avoid land-locking properties. If a property is deemed landlocked, NCDOT is required to acquire the property by following the Right of Way Program (ROW Program) in compliance with state and federal laws and regulations. More information is available on our website for the ROW Program. <https://www.ncdot.gov/projects/Pages/property-owner-resources.aspx>.

Providing safe access and reducing congestion are important components to providing healthy business opportunities. Information that discusses the importance and benefits of providing safe access for economic benefits to businesses from NCDOT and the Transportation Research Board (TRB) can be found here:

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/NCDOT%20Safe%20Access%20Is%20Good%20For%20Business.pdf>

<https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NR1032/Brochures/SafeAccessIsGoodForBusinessFHWA.pdf>

6.3.8 Topic: Traffic Noise

Comment: Questions were raised regarding if this project would increase traffic noise in the project study area.

Response: NCDOT has performed preliminary noise analyses for this project, and an initial Traffic Noise Report has been prepared. Based on that analysis, traffic noise levels due to the project are predicted to be high enough in the project's design year to constitute a traffic noise impact as defined by NCDOT Traffic Noise Policy. Where noise impacts are predicted, noise abatement was considered. Noise walls

were evaluated and found to preliminarily meet feasibility and reasonableness criteria defined in the NCDOT Traffic Noise Policy in four (4) locations. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. A Design Noise Report will be completed for the project during final design, and if walls are still found to be feasible and reasonable, the benefitted property owners will be contacted to vote on whether they would like the wall or not.

6.3.9 Topic: Traffic Congestion

Comment: Citizens are concerned that once the project is built, it will cause traffic to increase along adjacent roadways due to it creating additional access to the roads.

Response: Traffic analyses have been completed for this project. This project is being designed to address projected future traffic volumes, which include both local and regional growth in traffic, as well as other identified needs. The scale of the project is appropriate to meet future traffic needs and to maintain adequate traffic operations for all road users. Traffic analyses have been completed for this project.

6.3.10 Topic: Ramsey Road Widening

Comment: Multiple citizens discussed the fact that the City of Jacksonville has recommendations to widen Ramsey Road regardless of this project; therefore why would Alternative 2 or 3 be selected if that is in the plans.

Response: The local Jacksonville Urban Area Metropolitan Organization (JUMPO) 2050 Metropolitan Transportation Plan (MTP) includes a recommendation of widening Ramsey Road from Gum Branch Road to US 17. These recommendations are subject to change and portions of the widening are not currently included in the NCDOT State Transportation Improvement Program. Transportation projects are first identified at the local level and are then submitted to NCDOT for prioritization. Prioritization occurs approximately every two years and uses the project scores to determine which projects will be scheduled for funding in the next 10-year State Transportation Improvement Program (STIP). Due to limited funds, NCDOT is unable to fund every requested improvement. The Residents Guide to Transportation provides more information on the process of making transportation decisions in the community, region, and the entire state. <https://www.ncdot.gov/projects/public-involvement/pi101/Pages/default.aspx>

6.4 Summary of Agency/Organization Comments

The table below lists the agencies and organizations that provided comments during the public comment period and brief summaries of their comments.

Table 2. Agency Comment Summary

Date	Agency	Summary of Comments
10/22/2025	NC Department of Agriculture	- Concerns regarding impacts to agricultural, environmental, and economic balance in the area as well as to productive farmland and forestland. - Recommend conservation of productive soils and moving the alignment to less productive sites on the tract.
10/16/2025	NC Wildlife Resources Commission	WRC prior comments have been reflected in the EA as they are on the Merger Team. They will continue to coordinate as the project moves forward.
10/17/2025	NC Division of Coastal Management	DCM prior comments have been reflected in the EA as they are on the Merger Team. They will continue to coordinate as the project moves forward.
9/30/2025	NC Division of Waste Management – Superfund Section	Three Superfund sites are identified within one mile of the project. Plans should ensure appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater.
10/8/2025	NC Division of Waste Management – Solid Waste Section	- Based on information provided, the Section does not see an adverse impact on the surrounding communities at this time. - Recommended during the construction phase that efforts are made to minimize the generation of waste and use recycled materials. Any generated waste may require disposal at a solid waste management facility.
9/25/2025	NCDOT Transportation Planning Division	Included a list of STIP Projects that are located near the proposed project.
9/17/2025	US Fish and Wildlife Service	- Notes that the federally proposed-threatened monarch butterfly and the southern hognose snake are not included in the EA. - Acknowledges that the EA adequately addresses the existing fish and wildlife resources, the waters and wetlands of the US, and the potential impacts outside of what is noted above.
10/24/2025	Catawba Indian Nation	No immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites.

Date	Agency	Summary of Comments
11/23/2025	National Oceanic and Atmospheric Administration	Unable to conduct complete review due to staffing limitations, but a cursory review does not indicate that the USACE or FHWA EFH Conservation Recommendations under the Magnuson-Stevens Act would need to be provided.

Appendix B.

July 2026 Newsletter



AtkinsRéalis





Jacksonville Parkway Extension

Western Boulevard (N.C. 53) to U.S. 17 (New Bern Highway)

State Transportation Improvement Program (STIP) Project No: U-5791

Project Update: Selected Alternative Chosen

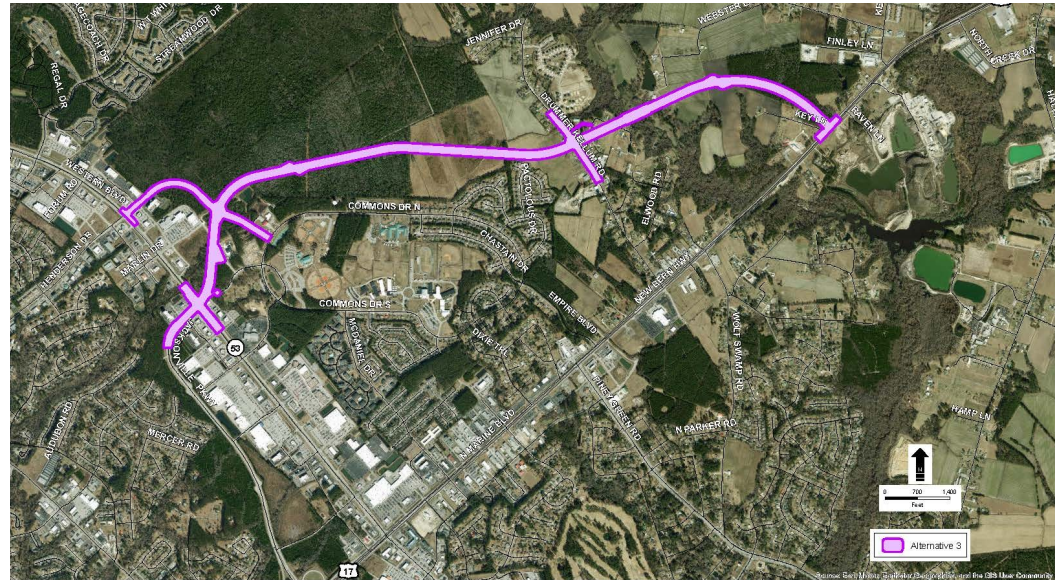
Alternative 3 has been
chosen as the Selected
Alternative for the project.

Scan with a phone camera
to view the project website.



On the site linked above in
the QR code, you can view
information on the U-5791
project, including maps,
costs and schedule as well
as Project History.

Selected Alternative



The N.C. Department of Transportation (NCDOT) is proposing to extend Jacksonville Parkway from Western Boulevard to U.S. 17. The extension of Henderson Drive (connecting Henderson Drive with Jacksonville Parkway Extension) is included in this project.

After hosting the Combined Public Hearing, gathering input from the community, and coordinating with federal and state agencies, Alternative 3 has been chosen as the project's selected alternative.

NCDOT is beginning the final design phase of the project and is continuing to look for ways to reduce impacts to both the environment and nearby communities. As part of this effort, the project alignment near U.S. 17 is being shifted to the north to help reduce impacts near Key Lane. Other steps being taken to minimize impacts are summarized in this newsletter and will be described in more detail in the Finding of No Significant Impact (FONSI), which is expected to be completed in late summer or early fall 2026.

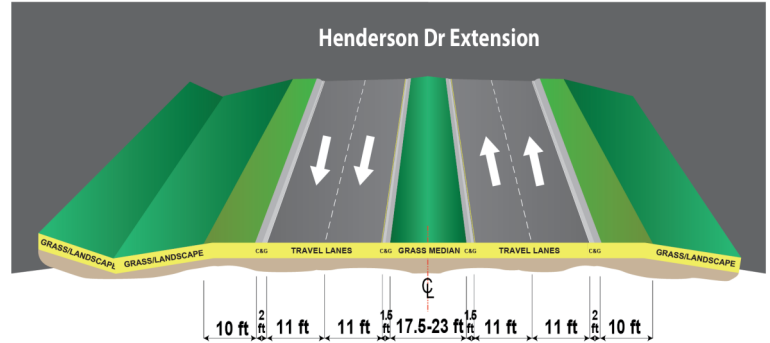
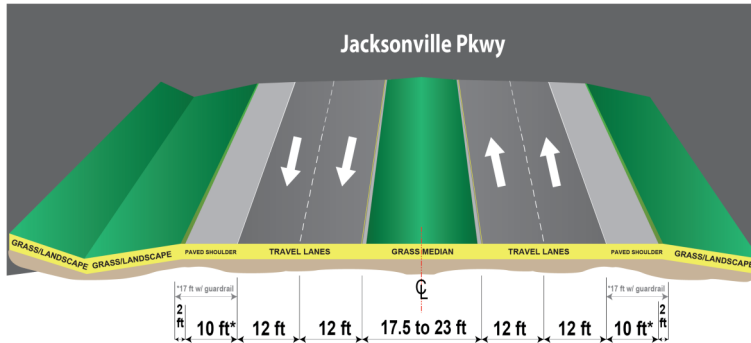


Jacksonville Parkway Extension

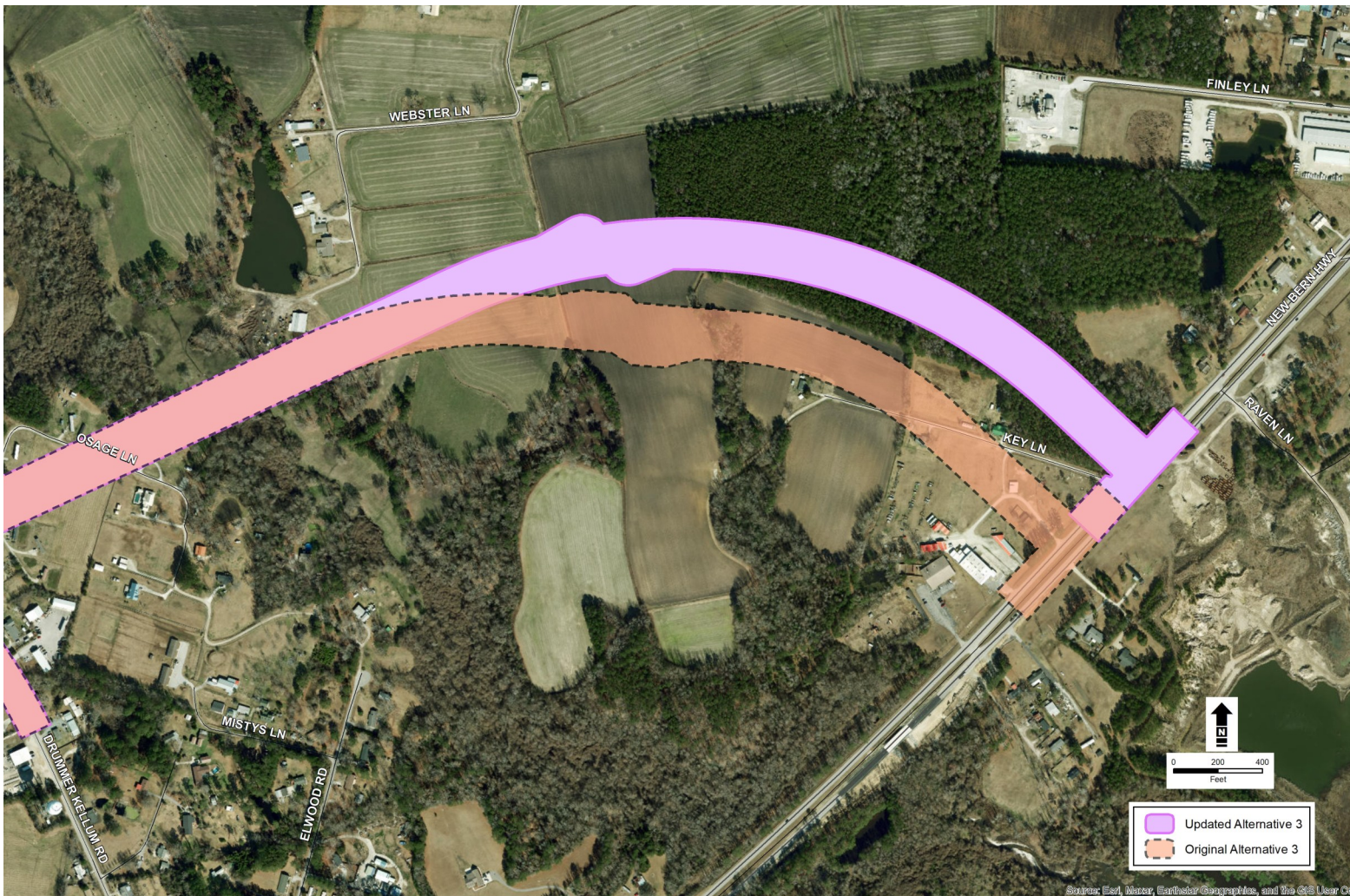
Western Boulevard (N.C. 53) to U.S. 17 (New Bern Highway)

State Transportation Improvement Program (STIP) Project No: U-5791

Typical Sections



Closeup of Selected Alternative Change at New Bern Highway Connection



Selected Alternative

Alternative 3 (Purple) has been chosen as the Selected Alternative. Alternative 3 includes a new location roadway that starts at the existing Jacksonville Parkway/Western Boulevard intersection and proceeds northeast, intersecting Drummer Kellum Road and then connects to U.S. 17 north of Key Lane. The extension of Henderson Drive is also included. The typical sections can be seen in the adjacent figures. Following a comparison of alternatives, Alternative 3 was selected because it has the lowest overall impacts and costs, and it is preferred by both the City of Jacksonville and NCDOT.

Recent Project Updates

A Combined Public Hearing was held in October 2025 at Jacksonville Commons Elementary School to gather public feedback regarding the three detailed study alternatives. A summary of the hearing including responses to comments can be found on the project website. After public comments were reviewed and compiled, a meeting was held with state and federal agencies in February 2026 to determine the Least Environmentally Damaging Practicable Alternative (LEDPA) from the three alternatives. This process involved comparing impacts to the natural environment amongst the alternatives as well as impacts to the human environment. Once the LEDPA had been selected (Alternative 3), the project team began the process of identifying additional measures that could be taken to reduce impacts. A summary of the measures currently being evaluated are listed below:

- Reduction of the center median from 23 feet to 17.5 feet where possible along Jacksonville Parkway Extension and Henderson Drive to reduce impacts.
- Relocation of U-turn bulb-outs to reduce impacts to wetlands.
- Reduction of lane width and utilization of curb and gutter along Henderson Drive Extension to minimize impacts to wetlands and businesses.
- Provision of direct access to Jacksonville Parkway Extension for Fire Station 4.
- Raising the height of the proposed bridge over Wolf Swamp to reduce wetland impacts.
- Provision of access for properties near Drummer Kellum Road.
- Shifting the alignment near U.S. 17 to north of Key Lane to reduce residential and commercial impacts.

Alignment Shift near U.S. 17

While identifying additional ways to reduce impacts, shifting the alignment of the alternative north of Key Lane was evaluated to reduce impacts to properties in that area. After further surveys and analyses were conducted, the project team decided to move forward with this design change.

Next Steps

Final design is underway, additional coordination with regulatory and resource agencies will occur, and an anticipated Finding of No Significant Impact (FONSI) will be published. It is anticipated project construction will begin in 2029. Upcoming project milestones are shown in the table below.

Table 1. Project Schedule*

Item	Date
FONSI	Summer/Fall 2026
Right-of-Way	Summer 2027
Construction	Summer 2029

*Project schedule is subject to change

Table 2. Cost Estimate**

Item	Cost
Construction	\$92.7 Million *
Right-of-Way Acquisition and Utility Costs	\$49.4 Million *
Total	\$142.1 Million *

**Cost estimates are subject to change



Jacksonville Parkway Extension
Attn: Emily Richards
NCDOT - EAU
1598 Mail Service Center
Raleigh, NC 27699-1598

Address Box

14 pt font

Public Hearing October 2025

If you would like to request a small group meeting regarding the project, please contact Emily Richards, NCDOT, at 919.707.6014.



Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan de la reunión llamando al 1-800-481-6494

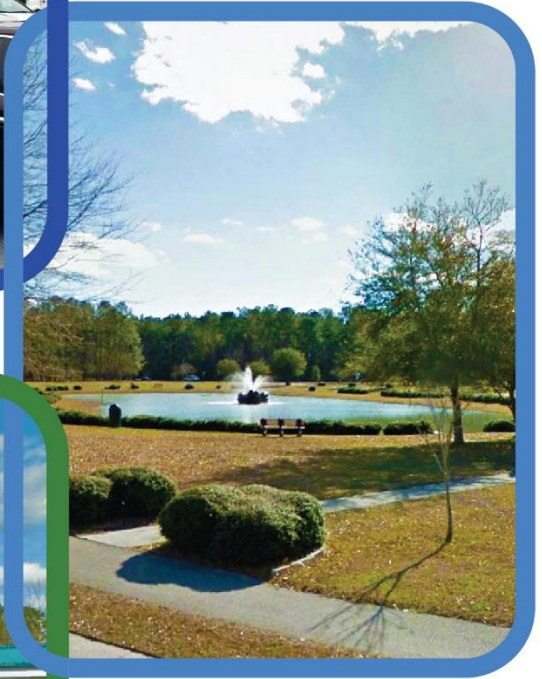
Contact NCDOT as soon as possible if you require any accommodations under the Americans with Disabilities Act to participate in this process. Anyone requiring special services should contact Emily Richards at 919-707-6014 or email edrichards1@ncdot.gov.

NCDOT Project Manager
Zachary R. Howard, PE
NCDOT Highway Division 3
5501 Barbados Blvd
Castle Hayne, NC

Consultant Project Manager
Robert A. Boot
AtkinsRéalis
1616 E. Millbrook Rd Suite 160
Raleigh, NC
Jacksonville-Parkway-Extension@publicinput.com

Appendix C.

Merger Team Concurrence Forms



AtkinsRéalis



Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 2

Detailed Study Alternatives Carried Forward

Project Name/Description: Extension of Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53) to New Bern Highway (US 17) in Onslow County.

WBS No. 44363.1.1, STIP Project No. U-5791A and U-5791B.

Alignment Alternatives Carried Forward:

<u>Yes</u>	Alternative 1b – New Northwestern Alignment and Symmetrical Ramsey Road Widening (Best Fit Alignment)
<u>No</u>	Alternative 1b-N - New Northwestern Alignment and Northern Ramsey Road Widening
<u>No</u>	Alternative 1b-S – New Northwestern Alignment and Southern Ramsey Road Widening
<u>No</u>	Alternative 2a – New Southeastern Alignment and Symmetrical Ramsey Road Widening
<u>Yes</u>	Alternative 2b – New Southeastern Alignment
<u>No</u>	Alternative 2c – New Southeastern Alignment Connecting to Ramsey Road

The Merger Team members have concurred, on this date of October 20, 2021, on the above identified detailed study alternatives to be carried forward for STIP Project U-5791.

USACE	DocuSigned by: <u>Brad Shaver</u> 86772003D05840B...
USEPA	DocuSigned by: <u>Amanetta Somerville</u> 090530074A46C...
USFWS	DocuSigned by: <u>Gary Jordan</u> F0920989404B7...
NCDWR	DocuSigned by: <u>Hannah Sprinkle</u> 08C5B8F205B7409...
NCWRC	DocuSigned by: <u>Travis Wilson</u> D0620989404B7...
NCDCM	DocuSigned by: <u>Cathy Brittingham</u> D169BFEAC3054FB...

NCDOT	DocuSigned by: <u>Mason Herndon</u> 913C75BF0C534BF...
NCHPO	DocuSigned by: <u>Renee Gledhill-Earley</u> D0620989404B7...
JUMPO	DocuSigned by: <u>[Signature]</u> B4ECBF31B6414CC...

Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 2

Detailed Study Alternatives Carried Forward

Project Name/Description: Extension of Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53) to New Bern Highway (US 17) in Onslow County.

WBS No. 44363.1.1, STIP Project No. U-5791A and U-5791B.

Alignment Alternatives Carried Forward:

<u>Yes</u>	No Build Alternative
<u>No</u>	Alternative 1b – New Northwestern Alignment and Symmetrical Ramsey Road Widening (Best Fit Alignment)
<u>No</u>	Alternative 1b-1 - New Northern Alignment around Fire Station and Symmetrical (Best Fit Alignment) Ramsey Road Widening
<u>Yes</u>	Alternative 1b-2 (Alt 1b Revised) – New Southern Alignment between Fire Station and One Place and Symmetrical (Best Fit Alignment) Ramsey Road Widening
<u>No</u>	Alternative 2b – New Southeastern Alignment to US 17
<u>No</u>	Alternative 2b-1 – New Northern Alignment around Fire Station to US 17
<u>No</u>	Alternative 2b-2 – New Southern Alignment between Fire Station and One Place to US 17
<u>No</u>	Alternative 2bC – New Southeastern Alignment to avoid/minimize impacts to Harvest Meadows to US 17
<u>Yes</u>	Alternative 2bC-1 (Alt 2c Revised) – New Northern Alignment around Fire Station and avoid/minimize impacts to Harvest Meadows to US 17
<u>Yes</u>	Alternative 2bC-2 (Alt 2b Revised) – New Southern Alignment between Fire Station and One Place and avoid/minimize impacts to Harvest Meadows to US 17

The Merger Team members have concurred, on this date of April 19, 2023, on the above identified detailed study alternatives to be carried forward for STIP Project U-5791.

USACE DocuSigned by: Thomas Steffens
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 USEPA DocuSigned by: Amanetta Somerville
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 USFWS DocuSigned by: Gary Jordan
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 NCDWR DocuSigned by: Hannah Sprinkle
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 NCWRC DocuSigned by: Travis Wilson
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NCDCM DocuSigned by: Cathy Brittingham
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 NCDOT DocuSigned by: Mason Herndon
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 NCHPO DocuSigned by: Renee Bledhill-Earley
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 JUMPO DocuSigned by: [Signature]
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Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 2a Bridging Decisions and Alignment Review

Project Name/Description: Extension of Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53) to New Bern Highway (US 17) in Onslow County.

WBS No. 44363.1.1, STIP Project No. U-5791A and U-5791B.

The Merger Team members have concurred, on this date of April 19, 2023, on the major hydraulics structures as shown in Table 5 of the CP2a Merger Packet for STIP Project U-5791.

USACE DocuSigned by:
Thomas Steffens
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DocuSigned by:

USEPA DEF3B33D7FAA46C...
DocuSigned by:
Amanetta Somerville

USFWS F0DE2CBB319C4B7...
DocuSigned by:
Gary Jordan

NCDWR 58C5B8F26BB1409...
DocuSigned by:
Hannah Sprinkle

NCWRC 144629179CED462...
DocuSigned by:
Travis Wilson

NCDCM 320C34D29A7544E...
DocuSigned by:
Cathy Brittingham

NCDOT 943C75BF0654BF...
DocuSigned by:
Mason Herndon

NCHPO 2FEA1997AD27403...
DocuSigned by:
Renee Gledhill-Earley

JUMPO B4ECBF31B6414CC...
DocuSigned by:
[Signature]

2 CP2A: Major Hydraulic Crossings

Major hydraulic crossings are those with a contributing drainage area requiring conveyance greater than a 72-inch pipe. A total of three (3) potential major hydraulic crossings were identified for the proposed project (**Figure 1**). These structures are described in **Table 5** and additional information including the site map and individual site plan and photographs are included in Appendix B.

Table 5. Major Hydraulic Structures Recommendations, Cost Estimate, and Potential Impacts by Alternative

Site Number	Route	Stream Name	NRTR Map ID	NCDWR Stream Index Number	Stream/Wetland Size (ft / ac)	Stream Class	Drainage Area (Mi^2)	Existing Structure	Alternative 1b Revised			Alternative 2b Revised and Alternative 2c Revised		
								Number, Size, Structure Type	Recommended Structure	Cost Estimate	Potential Stream/Wetland Impact	Recommended Structure	Cost Estimate	Potential Stream/Wetland Impact
1	Ramsey Road	Wolf Swamp Upper	Wolf Swamp Upper	19-16-1	456 linear feet of stream	C; NSW	2.79	155"x90" Aluminum Pipe Arch	155"x90"x132' Aluminum Pipe Arch	\$400,000	137 linear feet of stream			
2	Drummer Kellum	Bucks Branch (UT4 to Wolf Swamp)	SD	19-16-1	553 linear feet of stream / 1.3 acres of wetlands	C; NSW		103"x71" Pipe Arch	103"x71"x60' Pipe Arch	\$130,000	78 linear feet of stream / 0.34 acres of wetlands			
3	Jacksonville Parkway Extension	Wolf Swamp Lower / WM	Wolf Swamp Lower	19-16-1	2,570 linear feet of stream / 9.51 acres of wetland	C; NSW	4.66	None				270' 3-Span 54" Prestressed concrete girders (1@90', 1@100', 1@80'), 35-degree skew	\$3.7M (Based on \$150 a square foot)	46 linear feet of stream / 0.66 acres of wetlands

Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 3

Least Environmentally Damaging Practicable Alternative

Project Name/Description: The North Carolina Department of Transportation (NCDOT) proposes to extend Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53) to US 17 (New Bern Highway). The first segment of Jacksonville Parkway (south of Western Boulevard) opened in 2013. Multiple new-location alternatives are being considered for the project. The Jacksonville Parkway extension will be designed as a four-lane median divided facility.

WBS No. 44363.1.1, STIP Project No. U-5791.

Least Environmentally Damaging Practicable Alternative:

- No **Alternative 1** - This alternative begins at the existing Jacksonville Parkway/Western Boulevard intersection and proceeds north on new location to Ramsey Road. It will then widen Ramsey Road connecting to US 17. The alternative will also include the extension of Henderson Drive from the existing Henderson Drive/Western Boulevard intersection connecting to the Jacksonville Parkway extension.
- No **Alternative 2** - This alternative begins at the existing Jacksonville Parkway/Western Boulevard intersection and proceeds north on all new location connecting to US 17 south of Key Lane. The alternative will also include the extension of Henderson Drive from the existing Henderson Drive/Western Boulevard intersection connecting to the Jacksonville Parkway extension.
- Yes **Alternative 3** - This alternative is a slight variation of Alternative 2 in that after leaving the intersection of Western Boulevard and existing Jacksonville Parkway, the alignment is slightly west of Alternative 2. The alternative will also include the extension of Henderson Drive from the existing Henderson Drive/Western Boulevard intersection connecting to the Jacksonville Parkway extension.

The Merger Team members have concurred, on this date of February 25, 2026, on the above identified Least Environmentally Damaging Practicable Alternative for STIP Project U-5791.

Signed by:
 USACE Matthew Martin
 Signed by: 6208B46A2000470...
 USEPA Almanetta Somerville
 Signed by: 4797069206457408...
 USFWS Gary Jordan
 Signed by: 501B4D677C42452...
 NCDWR Holley Snider
 Signed by: 592447B2777475...
 NCWRC Travis Wilson
 Signed by: 31585D0B682E436...

Signed by:
 NCDOT Heathly Brittingham
 Signed by: 17415A5A9618428...
 NCDOT Chase Henderson
 Signed by: 91275B10C534BF...
 NCHRP Renee Gledhill-Earley
 Signed by: C26A1255A275464...
 JUMPO [Signature]
 Signed by: B4ECBF31B6414CC...

Appendix D.

Agency Comment Responses



AtkinsRéalis



To: Zach Howard, PE - NCDOT Division 3

From: Bob Boot – AtkinsRéalis Project Manager

Copy: Lauren Dix, AtkinsRéalis

Date: August 10, 2026

Re: **State Environmental Assessment (EA) – U-5791 – Jacksonville Parkway Extension, Onslow County**
Comments from the Agencies

The signed State Environmental Assessment (EA) was transmitted to agencies on September 17, 2025. Below are the comments received.

Date	Commenter	Comment	Response
9/22/2025	Allyson Connor – NCDOT Liaison, Land Management Planner – National Forests in North Carolina	There are no USFS lands in Onslow County, NC so I don't have any information to provide. No further consultation with the National Forests in North Carolina is needed.	No action/response required.
9/25/2025	Gary Jordan, US Fish and Wildlife Service	Although the text of the document addresses the federally endangered northern long-eared bat (<i>Myotis septentrionalis</i>), the species is missing from Table 11. The federally proposed-threatened monarch butterfly (<i>Danaus plexippus</i>) is not addressed in the SEA. This species has a large range and would likely occur within the project study area. Likewise, the recently proposed-threatened southern hognose snake (<i>Heterodon simus</i>) is not addressed in the document. The project study area is within the range of the species, but it is unknown if suitable habitat occurs for the species.	The Finding of No Significant Impact (FONSI) will address these species.

Date	Commenter	Comment	Response
9/25/2025	Gary Jordan, US Fish and Wildlife Service	Although NCDOT has identified Alternative 3 as its preferred alternative, the Service will defer on identifying a preferred alternative until Concurrence Point 3 of the Merger Process. Apart from the deficiencies noted above, the Service believes that this SEA adequately addresses the existing fish and wildlife resources, the waters and wetlands of the United States, and the potential impacts of this proposed project on these resources.	No action/response required.
10/24/2025	Wenonah G. Haire, Catawba Indian Nation – Tribal Historic Preservation Officer	The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.	No action/response required.
11/23/2025	Pace Wilbur, NOAA National Marine Fisheries Service, Habitat Conservation Division	Due to staffing limitations, we are not able to conduct a complete review of this project at this time. From our cursory review, we would not expect to provide the USACE or FHWA with EFH Conservation Recommendations under the Magnuson-Stevens Act should either agency initiate a consultation with us under the Act.	No action/response required.
State Clearinghouse			
10/22/2025	Jintao Wen, DPS – Division of Emergency Management	No Comments	No action/response required.
10/22/2025	Alex Jones, Environmental	We encourage conservation of highly productive soils for agricultural use and recommend locating these	Table 17, Section 4B of the EA identified the amount of farmland that would be

Date	Commenter	Comment	Response
	Programs, NC Department of Agriculture and Consumer Services	developments on less productive sites on the associated tract if possible. More than 50 acres of agricultural farmland could be impacted by this development and converted into non-farmland. Prioritization of potential sites to avoid development on this type of farmland any help mitigate impacts on agricultural resources. We have cross-referenced the parcel for existing easements related to agriculture and found no CREP conservation easements, swine buyout easements, ADFP easements, plant conservation easements, plant conservation priority sites, forest stewardship plans, or Voluntary Agricultural Districts associated with the subject property.	converted to non-farmland; It should have been clarified that those numbers were the amount of farmland soils that would be impacted by the project, not active farmland. Therefore, Table 17 should have stated "Prime Farmland Soils impacted (acres)" instead of "Amount of Farmland Converted (acres)". Active farmland that is being converted to non-farmland due to the project has been calculated at approximately 21.75 acres.
10/16/2025	Travis Wilson, Highway Project Coordinator – Habitat Conservation Program, NC Wildlife Resources Commission	WRC has participated in interagency coordination that has occurred during the planning of this project. Our prior comments are reflected in the EA. Planning for this project will continue to follow the NEPA/Section 404 Merger process, as a member of that team we will continue our coordination in selecting the Least Environmental Damaging Practicable Alternative to avoid and minimize impacts to natural resources in the project area.	No action/response required.
10/17/2025	Cathy Brittingham, Transportation Project Coordinator, NCDEQ – Division of Coastal Management	This project is being carried through the NEPA/404 Merger Process, and DCM is a member of the NEPA/404 project team. It appears the information contained within the EA is consistent with the information that has been provided to DCM, and upon which we have commented, through the NEPA/404 Merger Process. DCM looks forward to future discussions with the NEPA/404 project	No action/response required.

Date	Commenter	Comment	Response
		team regarding additional measures to avoid and minimize impacts to coastal resources.	
10/17/2025	Cathy Brittingham, Transportation Project Coordinator, NCDEQ – Division of Coastal Management	There are not any Coastal Area Management Act (CAMA) Areas of Environmental Concern (AECs) within the three Detailed Study Alternatives identified for the project (Alternatives 1, 2 and 3). Therefore, the project will not require a CAMA permit, and it will be reviewed by DCM under the federal consistency regulations (15 CFR Part 930) for the federal Coastal Zone Management Act. The regulations establish procedures to ensure that federal actions, including a federal permit and/or federal funding, are consistent with state coastal management programs. During project development and environmental analysis, DCM will review the proposed activities for consistency with the management objectives and enforceable policies of the N.C. Coastal Management Program.	No action/response required.
10/17/2025	Cathy Brittingham, Transportation Project Coordinator, NCDEQ – Division of Coastal Management	A formal DCM review of the project will occur when DCM receives a federal consistency certification. The federal consistency certification will be circulated to the network of state agencies that comprise North Carolina's Coastal Management Program. The consideration and incorporation by the N.C. Department of Transportation (NCDOT) of comments received during the NEPA/404 Merger Process from each of these agencies into the final project design will help to expedite the federal consistency review process. DCM will also conduct a review to determine the project's consistency with the most current CAMA land use plans that have been certified by the Coastal Resources Commission (CRC) at that time. Therefore, NCDOT should continue to ensure	No action/response required.

Date	Commenter	Comment	Response
		that the project is consistent with the relevant CAMA land use plans during project development.	
10/17/2025	Cathy Brittingham, Transportation Project Coordinator, NCDEQ – Division of Coastal Management	Please note that the N.C. Division of Marine Fisheries (DMF) and the N.C. Wildlife Resources Commission (WRC) are commenting agencies for federal consistency reviews. Please coordinate with DMF and WRC to incorporate fisheries classifications into the project design, as well as any corresponding in-water work moratoriums.	The N.C. Division of Marine Fisheries (DMF) provided “No Comments” on the State Environmental Assessment. The N.C. Wildlife Resources Commission (WRC) has been involved with the project as part of the Merger Process and has provided comments on the State Environmental Assessment. Both agencies will be involved during the federal consistency review process.
10/17/2025	Cathy Brittingham, Transportation Project Coordinator, NCDEQ – Division of Coastal Management	Please note it appears as though there are historic properties and/or archaeological resources within and/or near the project study area. Please be aware that the N. C. Department of Natural and Cultural Resources State Historic Preservation Office (SHPO) and Office of State Archaeology (OSA) participate in federal consistency reviews. NCDOT is encouraged to coordinate with the N. C. Department of Natural and Cultural Resources to address and resolve any comments and concerns throughout project development and environmental analysis.	SHPO has been involved with the project as part of the Merger Process and a “No Historic Properties Present” and “No Archaeological Sites Present” forms have been completed.
10/17/2025	Cathy Brittingham, Transportation Project Coordinator,	During the federal consistency review process, DCM may have additional comments after examining the more detailed environmental information that will be provided with the federal consistency certification. DCM may also	No action/response required.

Date	Commenter	Comment	Response
	NCDEQ – Division of Coastal Management	place conditions on any federal consistency concurrence to avoid, minimize and/or mitigate impacts to coastal resources. The comments provided in this letter shall not preclude DCM from requesting additional information throughout the federal consistency review process and following normal consistency review procedures. Furthermore, nothing in this letter shall be interpreted as providing an opinion on the ultimate outcome of any federal consistency decision.	
DEQ Division of Solid Waste			
10/8/2025	Amanda Thompson, Environmental Senior Specialist – DEQ Solid Waste Division	The Division of Waste Management, Solid Waste Section (Section) has reviewed the documents submitted for the subject project in Wake County, NC. Based on the information provided in this document, the Section at this time does not see an adverse impact on the surrounding communities and likewise knows of no situations in the communities which would affect this project.	No action/response required.
10/8/2025	Amanda Thompson, Environmental Senior Specialist – DEQ Solid Waste Division	For any planned or proposed projects, it is recommended that during any land clearing, demolition, and construction, NCDOT and/or its contractors would make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal at a solid waste management facility permitted by the Division. The Section strongly recommends that NCDOT require all	NCDOT will require all contractors to provide proof of proper disposal of all generated waste to permitted facilities.

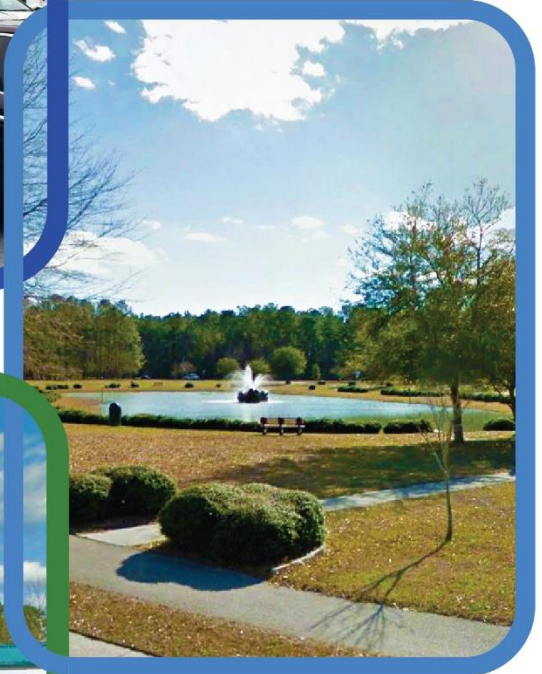
Date	Commenter	Comment	Response
		contractors to provide proof of proper disposal for all generated waste to permitted facilities.	
DEQ Division of Waste Management Inactive Hazardous Sites Branch			
9/30/2025	Katie Tatum – Inactive Hazardous Sites Branch	Three (3) Superfund Section sites and no (0) Brownfields Program Sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: http://deq.nc.gov/waste-management-laserfiche .	<i>A GeoEnvironmental Planning Report</i> (August 2019) was completed to identify hazardous material sites of concern. No sites with high risks to cost or schedule were identified. Site files were reviewed and no sites are located along the Selected Alternative. Soil and groundwater assessments will be conducted on each potentially contaminated property identified within the Selected Alternative before right-of-way acquisition in order that the degree and extent of contamination can be assessed.
DEQ Raleigh Regional Office			
10/17/2025	Unsigned - Wilmington Regional Office	The following permits and/or approvals may be needed in order for this project to comply with North Carolina law. Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.	NCDOT will acquire all necessary permits prior to construction.

Date	Commenter	Comment	Response
		- Compliance with 15A NCAC 2H.0126 – NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Storm Sewer System & Construction activities that disturb ≥ 1 acre - Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and postconstruction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state. - If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.	
DEQ Various Agencies			
10/2/2025	Division of Water Resources – Water Resources Management – David Wainwright	No comment.	No action/response required.
10/17/2025	Marine Fisheries – Derek Detweiler	No comment.	No action/response required.

Prepared By:

AtkinsRéalis

1616 E. Millbrook Road, Suite 310
Raleigh, NC 27609



AtkinsRéalis

