U-5791 Jacksonville Parkway Extension

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

Concurrence Point #4A
Avoidance and Minimization Measures







November 18, 2026

AtkinsRéalis



AVOIDANCE AND MINIMIZATION MEASURES

Jacksonville Parkway Extension

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

Jacksonville, Onslow County

STIP Project U-5791

WBS No.: 44363.1.1

North Carolina Department of Transportation

Division 3

MERGER CONCURRENCE POINT NUMBER 4A

November 18, 2026



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I. Introduction

Lead federal agency: US Army Corps of Engineers

Primary points of contact for the subject project are:

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North Carolina Department of Transportation – Division 3	Zach Howard - zrhoward@ncdot.gov
AtkinsRéalis (project consultant)	Robert Boot – robert.boot@atkinsrealis.com

The purpose of this meeting is to reach concurrence on the avoidance and minimization measures that have been developed, additional design updates, and review potential impacts of the project.

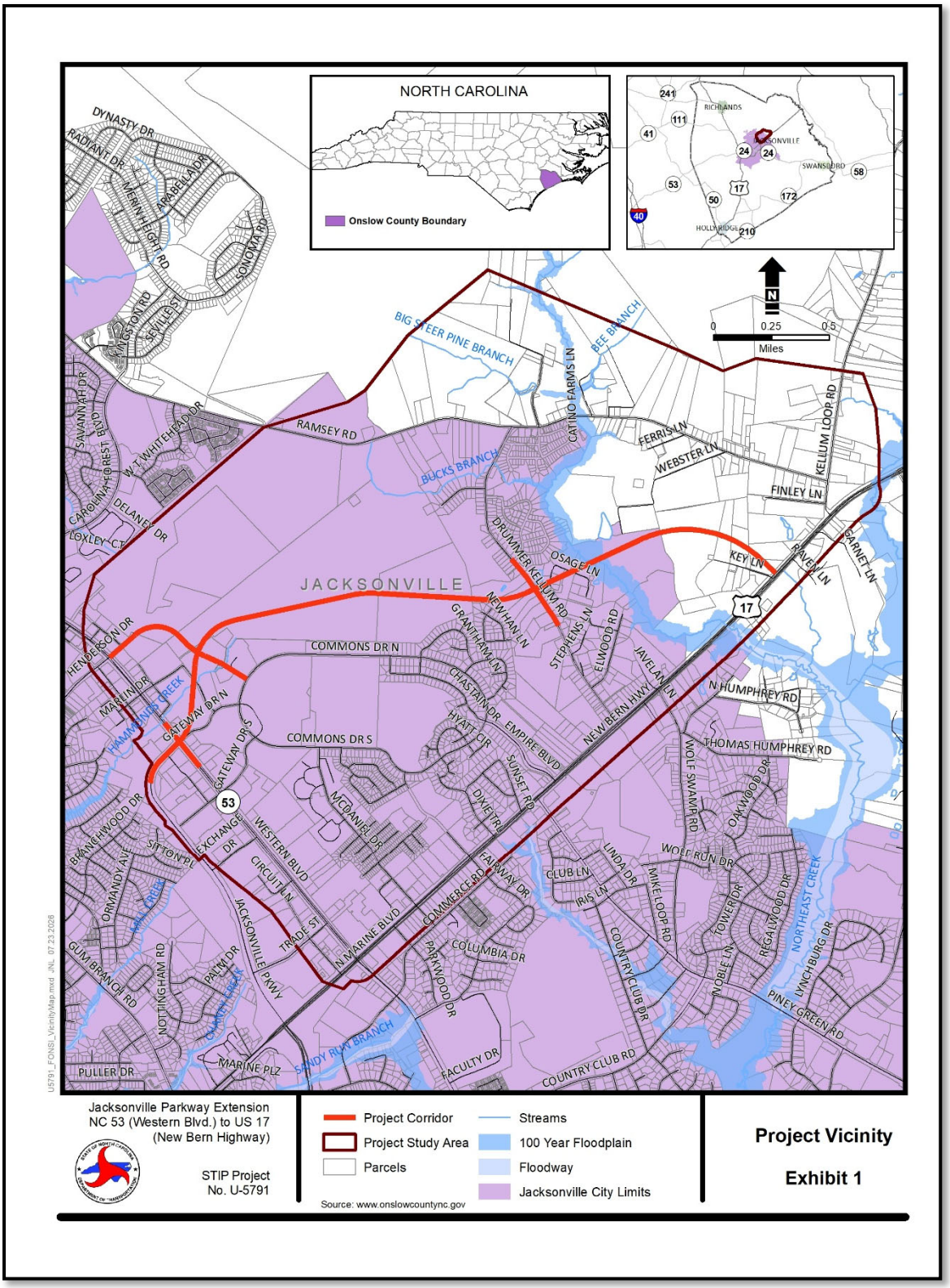
A. Project Description

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 project study area can be seen in **Exhibit 1**. The first segment of Jacksonville Parkway (south of Western Boulevard) opened in 2013. Multiple new-location alternatives were considered for the project. The Jacksonville Parkway extension will be designed as a four-lane median divided facility.

Completion of the Jacksonville Parkway will serve as an important connector to Western Boulevard and US 17, improving overall mobility in the area.

The extension of Henderson Drive (connecting Henderson Drive with Jacksonville Parkway Extension) is included in this project to help to alleviate congestion identified along Western Boulevard and to minimize additional intersection improvements at Jacksonville Parkway/Western Boulevard.

Exhibit 1. Project Vicinity Map



B. Project History and Merger Plan

The proposed project is included in the adopted *NCDOT 2026-2035 State Transportation Improvement Program (STIP)* approved by the NCDOT Board of Transportation and Federal Highway Administration (FHWA) June 2026. In the current STIP, the overall project is broken into two sections. Section A is the new location roadway from NC 53 (Western Boulevard) to SR 1324 (Ramsey Road), and Section B is the widening of Ramsey Road to US 17 (New Bern Highway). NCDOT is currently in the process of modifying the STIP to align the preferred alternative with the STIP. The current STIP cost estimate is presented in **Table 1**. The current project schedule is included in **Table 2**. The schedule and cost estimates are preliminary and subject to change.

Table 1. Current STIP Cost

	Right-of-Way	Utilities	Construction
U-5791A – NC 53 (Western Boulevard) to SR 1324 (Ramsey Road)	$20.9M	$1.2M	$86M
U-5791B – SR (Ramsey Road) to US 17 (New Bern Highway)	$17.6M	$4.2M	$51.4M
Total	$38.5M	$5.4M	$137.4M
Project Total	$181.3M		

Table 2. 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	November 2026
CP4B	Virtual Meeting	Fall 2027
CP4C	Virtual Meeting	Spring 2028
Begin ROW Acquisition	--	Spring 2028
Begin Construction	--	Fall 2031

C. Past Merger Meetings Summary

Combined CP1 and CP2

On September 8, 2021, the project team meet with the Merger Team for a combined Concurrence Point No. 1 (CP1) to discuss the purpose and need and project study area, and Concurrence Point No. 2 (CP2) for the Detailed Study Alternatives Carried Forward. As a result of this meeting, additional information was needed in order for the Merger Team to concur with CP1. A new alternative was also requested by the City of Jacksonville to be included in the alternative analysis.

On October 20, 2021, the project team met with the Merger Team to review the revised information that was submitted as a result of the previous CP1 and CP2 merger meeting held on September 8, 2021. As a result of the discussion, the Merger Team concurred with CP1 and CP2. See **Appendix A** for the signed concurrence forms.

CP2 Update and CP2a

On April 19, 2023, the project team met with the Merger Team to review updated information (including alignment changes) on the alternatives since their concurrence of CP2 on October 20, 2021. This meeting also reviewed information for Concurrence Point No. 2a (CP2a) for Bridging Decisions and Alignment Review. As a result of this meeting, the Merger Team concurred with CP2 and CP2a. See **Appendix A** for the signed concurrence forms.

CP3

On February 25, 2026, the Project team met with the Merger Team to reach concurrence on the Least Environmentally Damaging Practicable Alternative (LEDPA). As a result of the meeting, the Merger Team concurred with CP3 and Build Alternative 3 was carried forward as the LEDPA. See **Appendix A** for the signed concurrence form.



D. Purpose and Need

Project Need

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. The specific needs for the proposed 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 with growth and development.
- New Bern Highway (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.

Project Purpose

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 Jacksonville Parkway will provide a northern loop from existing Jacksonville Parkway (US 17 Bypass) to US 17 to the north.



II. Avoidance and Minimization Measures Documentation

Avoidance and minimization measures (AMMs) have been undertaken throughout development of the U-5791 project. All avoidance and minimization measures for all resources are documented using the Avoidance and Minimization Measures Tracker on the U-5791 project's Connect SharePoint site. A summary of AMMs that have occurred throughout the project history are included below.

A. Planning Phase/Merger Screening and Concurrence Point 1 and 2

For this project, the avoidance and minimization efforts began with the development of the conceptual corridors.

Jurisdictional Resources

- The available information in the public record was not detailed in terms of information on wetlands. Therefore, a step-by-step process was used to develop resource layers to inform conceptual alternative development and preliminary impacts until the selected alternative was chosen. The boundaries of the developed alternatives then allowed for the creation of a proposed Natural Resources Technical Report (NRTR) boundary that was used for field verification. The entirety of the NRTR Boundary was visited in the field and the waters of the U.S. were delineated. This allowed a more detailed understanding of the resource impacts from each alternative. This iterative process allowed avoidance and minimization to be considered from the initial development of the alternatives to bridge/culvert selection for each considered alternative.
- An initial alternative (Alt 1A) developed impacted the EPA Wetland Mitigation Site. The alternative was eliminated from detailed study.

Natural Resources

- 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, and as the purpose of the project is to improve the transportation network by alleviating existing and future congestion along existing roadways and improve mobility, alternatives were designed so that Hofmann Forest was not impacted.

B. Concurrence Point 2A

Only one Major Structure was discussed at the CP2A meeting for Build Alternative 3. A 270' 3-span 54" Prestressed concrete structure was proposed over Wolf Swamp to minimize stream and wetland impacts.

C. Concurrence Point 3

Discussion of AMMs was not included as part of this meeting.



D. Concurrence Pont 4A

After the Least Environmentally Damaging Alternative (LEDPA) was chosen for CP3, additional AMMs have been evaluated and incorporated into the selected alternative. The measures that have been evaluated are discussed in **Table 3**. **Figure 1** shows the refined design with implemented AMMS measures on the selected alternative. Further refinements that occurred after the SFONSI (September 2026) included evaluating and utilizing 2:1 rock plated slopes in jurisdictional areas to minimize impacts. Once final surveys are available, drainage will be analyzed to minimize ditch widths for additional reduction of impacts to Jurisdictional Resources.

Table 3 Avoidance and Minimization Measures

Number	Proposed Avoidance and Minimization Measures	Implementation
Overall	Reduction of the center median from 23 feet to 17.5 feet where possible along Jacksonville Parkway Extension to reduce impacts. Implement 2:1 rock plated slopes where possible.	In order to meet the standards within the Roadway Design Manual for median width and the spacing of the needed left-turn bulb-outs, reduction of the median width was only possible in one location: South of Drummer Kellum Road, the median was reduced to 17.5 feet. The alignment was also shifted to minimize property impacts to residents on Newhan Court. 2:1 rock plated slopes were implemented along Henderson Drive extension and along Jacksonville Parkway extension near Western Boulevard, Firehouse Drive, north of Jacksonville Commons, and across Wolf Swamp.
1	Minimize ROW impacts of Henderson Drive.	Reduced the median to 17.5 feet. Other measures included: reduction of lane widths (11 foot) and utilization of curb and gutter along Henderson Drive Extension to reduce impacts to Wetland WA (4.7 acres to 3.4 acres) and minimize property impacts to Courtyard at Marriott Jacksonville, Longhorn Steakhouse, First Bank, and Wilmington Health Urgent Care. These measures will also avoid the displacement of the Courtyard at Marriott Jacksonville.
2	Minimize ROW impacts to Verizon store to avoid displacement (corner of Jacksonville Parkway extension and Western Boulevard).	During final design, the roadway and drainage will be designed to minimize impacts to the Verizon store and avoid displacement. A right-in/right-out will be provided along Jacksonville Parkway to the driveway behind the commercial buildings, including Verizon. See Figure 1.
3	Include direct access to Jacksonville Parkway Extension for Fire Station 4.	By providing direct access to Jacksonville Parkway for Fire Station 4, a community resource “High” impact is avoided. A meeting was held in May 2026 with local fire officials to present a proposed access design. See Figure 1.
4	Move bulb-out south of Henderson Drive to minimize length of culvert.	After consulting the traffic analysis team, the bulb-out that was proposed in this location has been shifted south to minimize the impacts of the proposed culvert extension. There was no change in the impacts to Wetland SAW-2015-00746-WC. See Figure 1.
5	Remove bulb-out north of Henderson Drive.	After consulting the traffic analysis team, the locations of the bulb outs were consolidated to minimize property impacts. See Figure 1.
6	Relocate bulb-outs south of Drummer Kellum Road	After consulting the traffic analysis team, the locations of the bulb outs were consolidated to minimize property impacts. This will also

Number	Proposed Avoidance and Minimization Measures	Implementation
		reduce the impacts to Wetland WG from 6.19 acres to 4.8 acres. See Figure 1.
7	Include access for properties north of Drummer Kellum Road along Osage Lane.	By providing driveway access to parcels that will become landlocked by the project along Osage Lane, additional four (4) displacements are avoided. This driveway would impact Stream SG (118 linear feet). See Figure 1.
8	Avoid displacing two residents 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 residents. A commitment is made in the SFONSI. See Figure 1.
9	Avoid impacts to a private cemetery along Drummer Kellum Road south of Jacksonville Parkway Extension.	During final design, the roadway and drainage will be designed to avoid impacts to the private cemetery. A commitment is made in the SFONSI. See Figure 1.
10	Avoid displacing one resident along Drummer Kellum Road south of Jacksonville Parkway Extension	During final design, the roadway and drainage will be designed to avoid displacement to the resident. A commitment is made in the SFONSI. See Figure 1.
11	Raise the height of the proposed bridge over Wolf Swamp to provide property access for cattle and equipment.	The proposed bridge over Wolf Swamp was raised approximately eight (8) feet and separated into two structures. The dual structures have been off set to minimize impacts to Wolf Swamp and provide property owner access to farming/grazing areas of the property bifurcated by the project. The alignment and bridges structures were also shifted approximately twenty feet in this section. Impacts to Wetland WM remain at 0.66 acres, while the impacts to Stream Wolf Swamp Lower was reduced from 45.85 linear feet to 25.5 linear feet. See Figure 1 and more details are below.
12	Realignment of the alternative near the U.S. 17 connection to the north.	The proposed alignment near U.S. 17 was shifted north of Key Lane to avoid displacing three (3) residents and avoids impacts to two large sheds. It also avoids impacts to Wetland WN (0.25 acres) and Jurisdictional Ditch TQ (199 linear feet). As this shift is slightly outside of the project corridor, coordination occurred with the natural resources team that additional jurisdictional resources are not anticipated to be impacted due to the shift. See Figure 1.

With the raising of the bridge profile over Wolf Swamp to accommodate the property owner, impacts to the wetland and stream increased. Due to the parallel flow of the stream under the proposed bridge, 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 was chosen to minimize the impacts to the wetland and stream. Impacts to wetland WM remain at 0.66 acres, while the impacts to stream Wolf Swamp Lower was reduced from 45.85 linear feet to 25.5 linear feet. The bridge design will be further refined once final ground surveys are completed in an attempt to minimize impacts.

E. Summary of Impacts

Potential impacts for the selected alternative based on the implementation of avoidance and minimization measures are provided in **Table 4.** The table shows the differences for the impacts based on the AMMs that have been incorporated in the selected alternative as reported in the State Environmental Assessment (SEA) (September 2025) and State Finding of No Significant Impact (SFONSI) (September 2026).



Table 4. Summary of Impact Changes Based on Avoidance and Minimization Measures

Impact Category	SEA Alternative 3[1]	SFONSI Alternative 3[1]	Alternative 3 – Avoidance and Minimization Measures[1]
Schools	Temporary impacts during construction	Temporary impacts during construction	Temporary impacts during construction
Places of Worship and Cemeteries	Impacts to private cemetery along Drummer Kellum Road	Impacts to private cemetery along Drummer Kellum Road	During final design, the roadway and drainage will be designed to avoid impacting the private cemetery
Recreational Areas / Parks	Temporary access impacts, minor ROW needed, no impacts to park amenities	Temporary access impacts, minor ROW needed, no impacts to park amenities	Temporary access impacts, minor ROW needed, no impacts to park amenities
Emergency Service Facilities	Temporary access impacts and delays during construction. High impact if no access is given to new roadway.	Temporary access impacts and delays during construction. High impact if no access is given to new roadway.	Temporary access impacts and delays during construction. Access to Jacksonville Parkway provided for Fire Station #4.
Historic Properties	No Impacts	No Impacts	No Impacts
Low Income Population	Title VI Disparate Impacts	Title VI Disparate Impacts	Title VI Disparate Impacts
Minority Population	Present	Present	Present
Wetland[2]	19.99 acres	18.29 acres	16.31 acres
Open Water[2]	0.00 acres	0.00 acres	0.00 acres
Streams[2]	1,004 LF	975 LF	952 LF
Jurisdictional Ditches (Tributaries)[2]	8,327 LF	7,654 LF	7,417 LF
Proposed ROW	100.2 acres	115.9 acres	115.9 acres[4]
Residential Relocations	16[5]	6[6]	6[6]
Commercial Relocations	4[5]	1[7]	1[7]
Prime Farmland Soils	45.35 acres	40.40 acres	40.40 acres
100-Year Floodplains	1.5 acres	1.6 acres	1.6 acres
# of Major Hydraulic Structures	1 (Wolf Swamp)	2 (Wolf Swamp & wetland crossing (SAW-2015-00746 WC))	2 (Wolf Swamp & wetland crossing (SAW-2015-00746 WC))
Noise Receptors	18	17	17
Hazardous Material Sites	3	3	3
Cost[3]	$142.1 million	$142.1 million	TBD

Notes:
1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.
2. Wetland, open water, stream, ditches impacts determined through field delineations and USACOE PJD.
3. Cost estimates completed in 2025
4. Increased ROW impacts are due to the addition of two driveways (one to Fire Station #4 and the other to parcels along Osage Lane).
5. In Section 4B of the SEA, the relocation types were incorrectly classified between residential and commercial relocations and updated in this table.
6. During final design, the roadway and drainage will be designed to avoid displacing a total of 4 residential structures.
7. During final design, the roadway and drainage will be designed to avoid displacing the Verizon store at the corner of Western Boulevard.



Based on the incorporation of the AMMs, the total reduction of jurisdictional resources are shown in **Table 5**. The overall wetland impacts were reduced from 19.99 acres to 16.31 acres. The stream impacts were reduced from 1,004 linear feet to 952 linear feet. The impacts to jurisdictional ditches (tributaries) also decreased from 8,327 linear feet to 7,417 linear feet.

Table 5. Jurisdictional Resources Impacts[1,2]

Jurisdictional Resource	SEA Alternative 3 Impacts	Alternative 3 – Avoidance and Minimization Measures
Total Wetland Impacts (acres)	19.99	16.31
Riparian Wetlands Impacts (acres)	3.76	3.49
Non-Riparian Wetland Impacts (acres)	16.23	12.82
CAMA AECs (acres)	0.00	0.00
High NCWAM Impacts (acres)	8.01	6.47
Open Water Impacts (acres)	0.00	0.00
Total Stream Crossings (#)	6	6
Stream Impacts (linear feet)	1,004	952
Jurisdictional Ditches (Tributaries) Impacts (linear feet)	8,327	7,417

Notes: 1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.
2. Wetland, open water, stream, ditches impacts determined through field delineations and USACOE PJD.



Individual wetland impacts for the selected alternative are highlighted in **Table 6** and shown in the figure in **Appendix B**.

Table 6. Wetland Impacts[1,2]

Map ID (Wetland Name)	NCWAM Classification	Hydrologic Classification	NCWAM Wetland Rating	Total Acreage	SEA Alternative 3 Impacts (acres)	Alternative 3 – Avoidance and Minimization Measures (acres)
WA	Pine Flat	Non-Riparian	High	11.83	4.70	3.40
WB	Pine Flat	Non-	High	24.12	0.00	0.00
WC	Pine Flat	Non-	Medium	6.68	0.00	0.00
WD	Pine Flat	Non-	Medium	3.3	0.00	0.00
WE	Pine Flat	Non-	Low	0.47	0.04	0.02
WF	Pine Flat	Non-	Low	12.24	2.87	2.57
WG	Pine Flat	Non-	Low	39.13	6.19	4.62
WH	Bottomland Hardwood Forest	Riparian	High	0.9	0.00	0.00
WI	Bottomland Hardwood Forest	Riparian	High	0.27	0.00	0.00
WJ	Bottomland Hardwood Forest	Riparian	High	0.13	0.00	0.00
WK	Bottomland Hardwood Forest	Riparian	Medium	0.15	0.08	0.09
WL	Bottomland Hardwood Forest	Riparian	Low	2.47	0.00	0.00
WM	Bottomland Hardwood Forest	Riparian	Low	9.51	0.66	0.66
WN	Bottomland Hardwood Forest	Riparian	Low	0.35	0.25	0.00
WO	Bottomland Hardwood Forest	Riparian	High	0.38	0.00	0.00
WP	Bottomland Hardwood Forest	Riparian	High	0.16	0.00	0.00

Map ID (Wetland Name)	NCWAM Classification	Hydrologic Classification	NCWAM Wetland Rating	Total Acreage	SEA Alternative 3 Impacts (acres)	Alternative 3 – Avoidance and Minimization Measures (acres)
SAW-2018-02190 WA	Headwater Forest	Riparian	Low	0.01	0.00	0.00
SAW-2018-02190 WB	Headwater Forest	Riparian	Low	0.03	0.00	0.00
SAW-2018-02190 WC	Bottomland Hardwood Forest	Riparian	Low	6.89	0.00	0.00
SAW-2014-01338 WA	Pine Flat	Non-Riparian	High	6.13	2.43	2.21
SAW-2015-00746 WA	Bottomland Hardwood Forest	Riparian	Low	0.08	0.00	0.00
SAW-2015-00746 WB	Bottomland Hardwood Forest	Riparian	Low	0.001	0.00	0.00
SAW-2015-00746 WC	Bottomland Hardwood Forest	Riparian	Low	0.36	0.10	0.10
SAW-2015-00746 WD	Bottomland Hardwood Forest	Riparian	High	1.12	0.34	0.31
SAW-2015-00746 WD-1	Headwater Forest	Riparian	Medium	0.34	0.10	0.10
SAW-2015-00746 WE	Headwater Forest	Riparian	Medium	0.20	0.00	0.00



Map ID (Wetland Name)	NCWAM Classification	Hydrologic Classification	NCWAM Wetland Rating	Total Acreage	SEA Alternative 3 Impacts (acres)	Alternative 3 – Avoidance and Minimization Measures (acres)
SAW-2015-00746 WF	Headwater Forest	Riparian	High	0.13	0.00	0.00
SEGi 2022 WA	Headwater Forest	Riparian	High	2.54	0.54	0.54
SEGi 2022 WB	Headwater Forest	Riparian	Medium	10.64	1.69	1.68
SEGi 2022 WC	Headwater Forest	Riparian	High	0.02	0.00	0.00
SAW-2010-0362 WA	Headwater Forest	Riparian	Low	0.12	0.00	0.00
SAW-2010-0362 WB	Headwater Forest	Riparian	Medium	0.05	0.00	0.00
SAW-2010-0362 WC	Headwater Forest	Riparian	Medium	0.10	0.00	0.00
SAW-2010-0362 WD	Headwater Forest	Riparian	Low	0.06	0.00	0.00
SAW-2010-0362 WE	Headwater Forest	Riparian	Low	0.06	0.00	0.00
Total Impacts – Wetlands (acres)					**19.99**	**16.31**

Notes: 1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.
2. Wetland, open water, stream, ditches impacts determined through field delineations and USACOE PJD.

There are no impacts to open waters for the selected alternative.

Individual stream impacts for the selected alternative are highlighted in **Table 7** and shown in the figure in **Appendix B.** Individual jurisdictional ditches (tributaries) impacts for the preferred alternative are highlighted in **Table 8** and shown in the figure in **Appendix B.** Overall the impacts to jurisdictional ditches (tributaries) decreased from 8,327 linear feet to 7,416 linear feet.

Table 7. Physical and Jurisdictional Characteristics of Impacted Streams[1,2]

Map ID	Stream Name	NCDWR Index Number	Best Usage Classification	Bank Height (feet)	Bankfull Width (feet)	Water Depth (inches)	Length in Study Area (feet)	Jurisdictional Classification	SEA Alternative 3 Impacts (lf)	Alternative 3 – Avoidance and Minimization Measures (lf)
SA	UT1 to Wolf Swamp	19-16-1	C; NSW	2.5	4	2	498	Intermittent	0	0
SB	UT2 to Wolf Swamp	19-16-1	C; NSW	5	6	2	595	Intermittent	195	200
SC	UT3 to Wolf Swamp	19-16-1	C; NSW	5	5	6	2,868	Perennial	97	97
SD	UT4 to Wolf Swamp	19-16-1	C; NSW	2	6	5	553	Perennial	0	0
SE	UT5 to Wolf Swamp	19-16-1	C; NSW	1.5	4	2	501	Intermittent	0	0
SF	UT6 to Wolf Swamp	19-16-1	C; NSW	4	2	4	230	Intermittent	230	119
SG	UT7 to Wolf Swamp	19-16-1	C; NSW	2.5	6	6	678	Perennial	218	305
SH	UT8 to Wolf Swamp	19-16-1	C; NSW	10	6	18	761	Intermittent	0	0
Northeast Creek	Northeast Creek	19-16-(0.5)	SC; NSW	5	30	1.5	1,249	Perennial	0	0
Wolf Swamp Lower	Wolf Swamp	19-16-1	C; NSW	4	6	1	456	Perennial	46	26
Wolf Swamp Upper	Wolf Swamp	19-16-1	C; NSW	4	6	1	2,570	Perennial	0	0
SAW-2010-0362 SA	UT1 to Mill Creek	19-16-9	SC; NSW	2.5	3.5	3	125	Perennial	0	0
SAW-2010-0362 SB	UT1 to Mill Creek	19-16-9	SC; NSW	1	2	1	96	Intermittent	0	0
SAW-2010-0362 SC	UT1 to Mill Creek	19-16-9	SC; NSW	0.5	1.5	0	52	Intermittent	0	0
SAW-2015-00746 SA	UT1 to Mill Creek	19-16-9	SC; NSW	2.5	3.5	2	1,086	Perennial	218	205
SAW-2015-00746 SB	UT1 to Mill Creek	19-16-9	SC; NSW	4.5	8	12	92	Perennial	0	0
SAW-2015-00746 SC	UT1 to Mill Creek	19-16-9	SC; NSW	2	3	3	129	Intermittent	0	0
Total Impacts – Streams (linear feet)									**1,004**	**952**

Notes: 1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.
2. Wetland, open water, stream, ditches impacts determined through field delineations and USACOE PJD.



Table 8. Jurisdictional Ditches (Tributaries) Impacts

Map ID (Jurisdictional Ditches - Tributaries Name)	Total Length (linear feet)	SEA Alternative 3 Impacts (lf)	Alternative 3 – Avoidance and Minimization Measures (lf)
TA	390	166	136
TB	1,091	197	182
TC	1,308	0	0
TD	595	0	0
TE	224	0	0
TF	420	0	0
TG	324	0	0
TH	497	0	0
TI	1,078	0	0
TJ	1,068	0	9
TK	879	206	206
TL	766	0	0
TM	327	0	0
TN	247	0	0
TO	615	0	0
TP	105	0	0
TQ	588	199	0
TR	252	0	0
TS	254	0	0
TT	228	42	44
SEGi 2022 TA	5,661	3,239	2,990
SEGi 2022 TB	5,740	3,474	2,943
SEGi 2022 TC	242	12	5
SEGi 2022 TD	524	127	138
SEGi 2022 TE	870	0	34
SEGi 2022 TF	536	153	189
SEGi 2022 TG	1,081	73	80
SEGi 2022 TH	305	73	76
SEGi 2022 TI	796	85	38
SEGi 2022 TJ	210	50	114
SEGi 2022 TK	518	0	0
SEGi 2022 TL	445	180	189
SEGi 2022 TM	193	0	0
SEGi 2022 TN	370	51	52
SEGi 2022 TO	220	0	0
Total Impacts – Jurisdictional Ditches (Trib) (linear feet)		**8,327**	**7,417**

Notes: 1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.
2. Wetland, open water, stream, ditches impacts determined through field delineations and USACOE PJD.



III. Additional Project Updates

A. Current Hydraulic Recommendations

The bridge over Wolf Swamp, which was concurred by the merger team at the April 19, 2023, CP2A meeting, has been raised to provide access underneath for farming/grazing areas of the bifurcated property. Originally proposed as a single bridge, it is now split into two structures for the north bound and south bound lanes, which allowed placement of the structures to minimize impacts to Wolf Swamp while providing access for the farmer. The alignment and bridges structures were also shifted approximately twenty feet in this section.

Since the April 19, 2023, CP2A meeting, the wetland crossing (SAW-2015-00746 WC) along the recently completed Marketplace Drive is now proposed to be a Major crossing instead of a minor crossing as the newly constructed culvert is a 14x5 foot box culvert, which has an effective opening of greater than 30 square feet. The bulb-out that was proposed in this location has been shifted south to minimize the impacts of the proposed culvert extension.

B. Community Studies

After the U-5791 NCDOT Indirect and Cumulative Effects Report that was completed (AtkinsRéalis, January 2024) concluded that a Land Use Scenario Assessment (LUSA) was warranted, the U-5791 NCDOT LUSA 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 that was completed for Alternative 3 showed that for the majority of the categories, the Build scenario had similar ratings compared to the No-Build scenario regarding development intensity, employment growth, and land use regulations. For some of the categories, Alternative 3 is predicted to spur additional development compared to the No-Build scenario, such as with the scope of development and Future Shift of Regional Population Growth. Based on these findings, the LUSA analysis has concluded “Indirect Land Use Impacts Not Likely”.

C. Farmlands

Table 17, Section 4B of the EA 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, 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 is 26.04 acres.

D. Public and Stakeholder Involvement

Additional public outreach has occurred since the public hearing on October of 2025. The website has been updated (July 2026) and a newsletter has been distributed (July 2026) to inform the public of the selection of the LEDPA alternative as well as the proposed design updates from implementation AMMs being evaluated, including the realignment of the alternative near the U.S. 17 connection to the north. A copy of the newsletter is in **Appendix C.**

The project team met with the City of Jacksonville Fire Department on May 14, 2026 to review a proposed connection from Jacksonville Parkway Extension to Marketplace Drive. A two-lane driveway



will be provided connecting to Marketplace Drive directly across from the existing driveway of Fire Station #4. The Jacksonville Parkway median in this location will include a mountable curb and concrete to allow for emergency vehicle access. This connection will be signed for “Emergency Vehicles Only”. The City of Jacksonville Fire Chief agreed with the proposed connection for Fire Station #4.

E. Federally-Protected Species

An updated U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) species and critical habitat list was generated on July 13, 2026. Four species were removed from the list including, Kemp’s Ridley sea turtle, leatherback sea turtle, Cooley’s meadowrue, rough-leaved loosestrife. The Southern hognose snake was added as “Proposed Threatened” and Biological conclusions are not required for species listed as “Proposed”. NCDOT will coordinate with federal and state regulatory and resource agencies to ensure compliance with the Endangered Species Act (ESA) through the project’s permitting process.



IV. Merger Plan Review/Next Steps

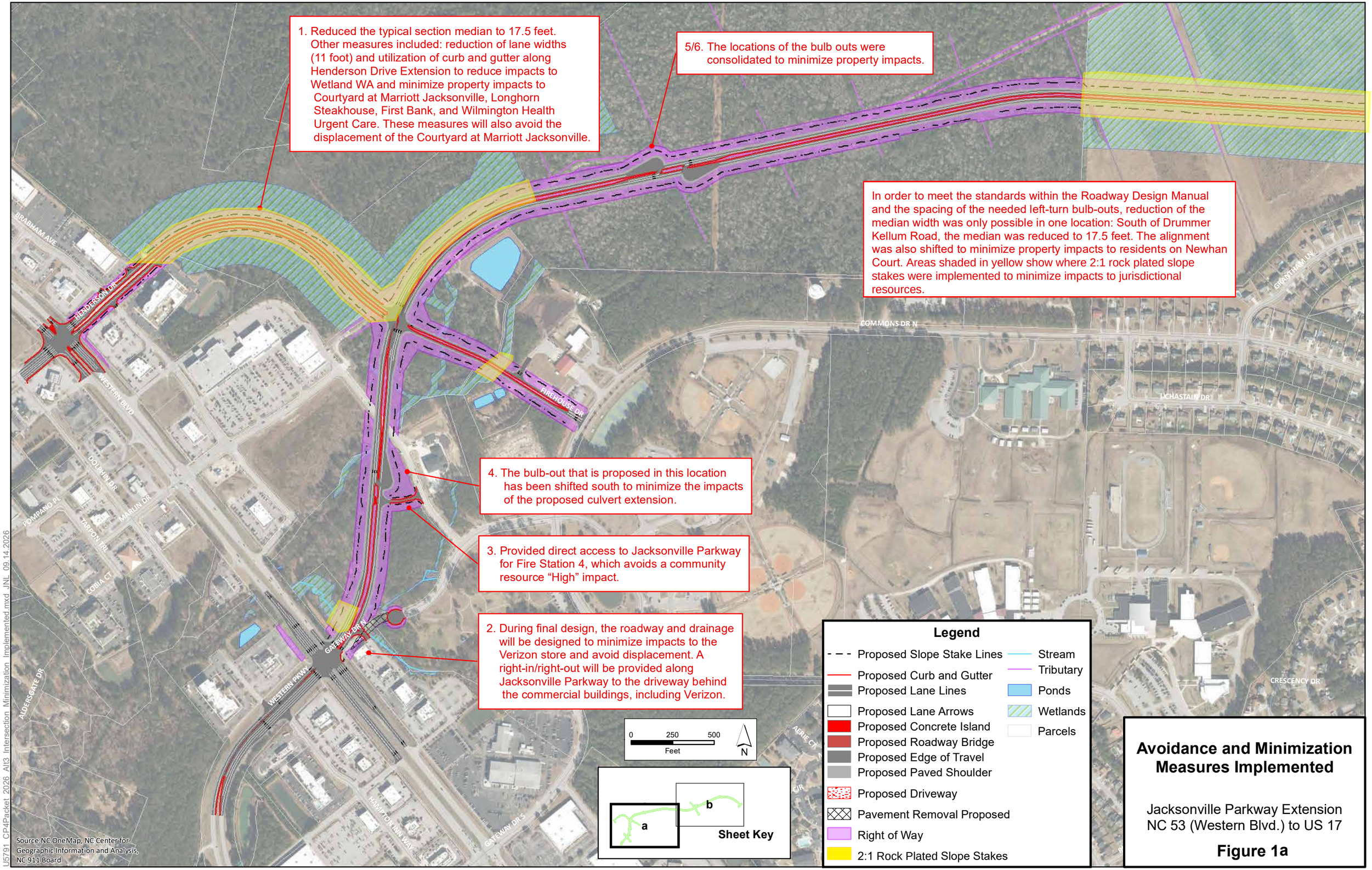
NCDOT proposes the next Merger Meeting will be CP 4B (Hydraulic Design Review). It is anticipated that the CP4B meeting will be held in the Fall of 2027. Merger Team members will be notified of any changes that require a revision of this timetable.

V. Figures









U5791 CP4Packet 2026 Alt3 Intersection Minimization Implemented.mxd JNL 09.14.2026

Avoidance and Minimization Measures Implemented

Jacksonville Parkway Extension
NC 53 (Western Blvd.) to US 17

Figure 1a

7. Provided driveway access to parcels that will become landlocked by the project along Osage Lane, additional four (4) displacements are avoided.

8. During final design, the roadway and drainage will be designed to avoid displacements to the two residents. A commitment is made in the SFONSI.

11. The proposed bridge over Wolf Swamp was raised approximately eight (8) feet and separated into two structures. The dual structures have been off set to minimize impacts to Wolf Swamp and provide property owner access to farming/grazing areas of the property bifurcated by the project. The alignment and bridges structures were also shifted approximately twenty feet in this section.

12. The proposed alignment near U.S. 17 was shifted north of Key Lane to avoid displacing three (3) residents and avoids impacts to two large sheds.

9. During final design, the roadway and drainage will be designed to avoid impacts to the private cemetery. A commitment is made in the SFONSI.

10. During final design, the roadway and drainage will be designed to avoid displacement to the resident. A commitment is made in the SFONSI.

WEBSTER LN
RAMSEY RD
FINLEY LN
JENNIFER DR
DRUMMER KELLUM RD
OSAGE LN
KEY LN
NEWMAN LN
PANTEGO CT
BERTOLOUS DR
COROLLA CT
BAYMEADE CT
GRANTHAM LN
ALTAVISTA LOOP
COMMONS DR N
MURVILLE CT
MISTYS LN
STEPHENS LN
BILES LN
JAVELAN LN

0 250 500
Feet
N

a b
Sheet Key

Legend

- Proposed Slope Stake Lines
- Proposed Curb and Gutter
- Proposed Lane Lines
- Proposed Lane Arrows
- Proposed Concrete Island
- Proposed Roadway Bridge
- Proposed Edge of Travel
- Proposed Paved Shoulder
- Proposed Driveway
- Pavement Removal
- Proposed Right of Way
- 2:1 Rock Plated Slope Stakes
- Stream
- Tributary
- Ponds
- Wetlands
- Parcels

Source: NC OneMap, NC Center for Geographic Information and Analysis, NC 911 Board

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Avoidance and Minimization Measures Implemented

Jacksonville Parkway Extension
NC 53 (Western Blvd.) to US 17

Figure 1b

Appendix A. Merger Team Concurrence Forms







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Section 404/NEPA Merger Team Meeting Agreement

Concurrence Point No. 1
Project Purpose & Need and Proposed Study Area

Project Name/Description: Extension of Jacksonville Parkway (SR 2714) from Western Boulevard (NC 53) to New Bern Highway (US 17) in Onslow County. The southern piece of Jacksonville Parkway from US 17 to Western Boulevard was completed in December 2013.

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

Purpose and Need of Proposed Project

The needs to be addressed by this project can be summarized as follows:

- 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 with growth and development.
- There are limited options for transportation mobility in this area of Jacksonville.

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.

Project Study Area

The proposed project study area was developed to address the above-stated purpose and need for U-5791. The project study area boundaries are fully depicted on Figures 1 and 2 of the Merger packet.

The Merger Team members have concurred, on this date of October 20, 2021, on the project purpose and need as stated above and the project study area fully depicted in Figures 1 and 2 of the Merger packet.

USACE DocuSigned by: Brad Shaver 66772C09D03340B...

USEPA Amanetta Somerville

USFWS Gary Jordan

NCDWR Hannah Sprinkle 58C5B8F26BB1409...

NCWRC Travis Wilson

NCDCM Cathy Brittingham D169BFEAC3054FB...

NCDOT DocuSigned by: Mason Herndon

NCHPO Renee Gledhill-Earley

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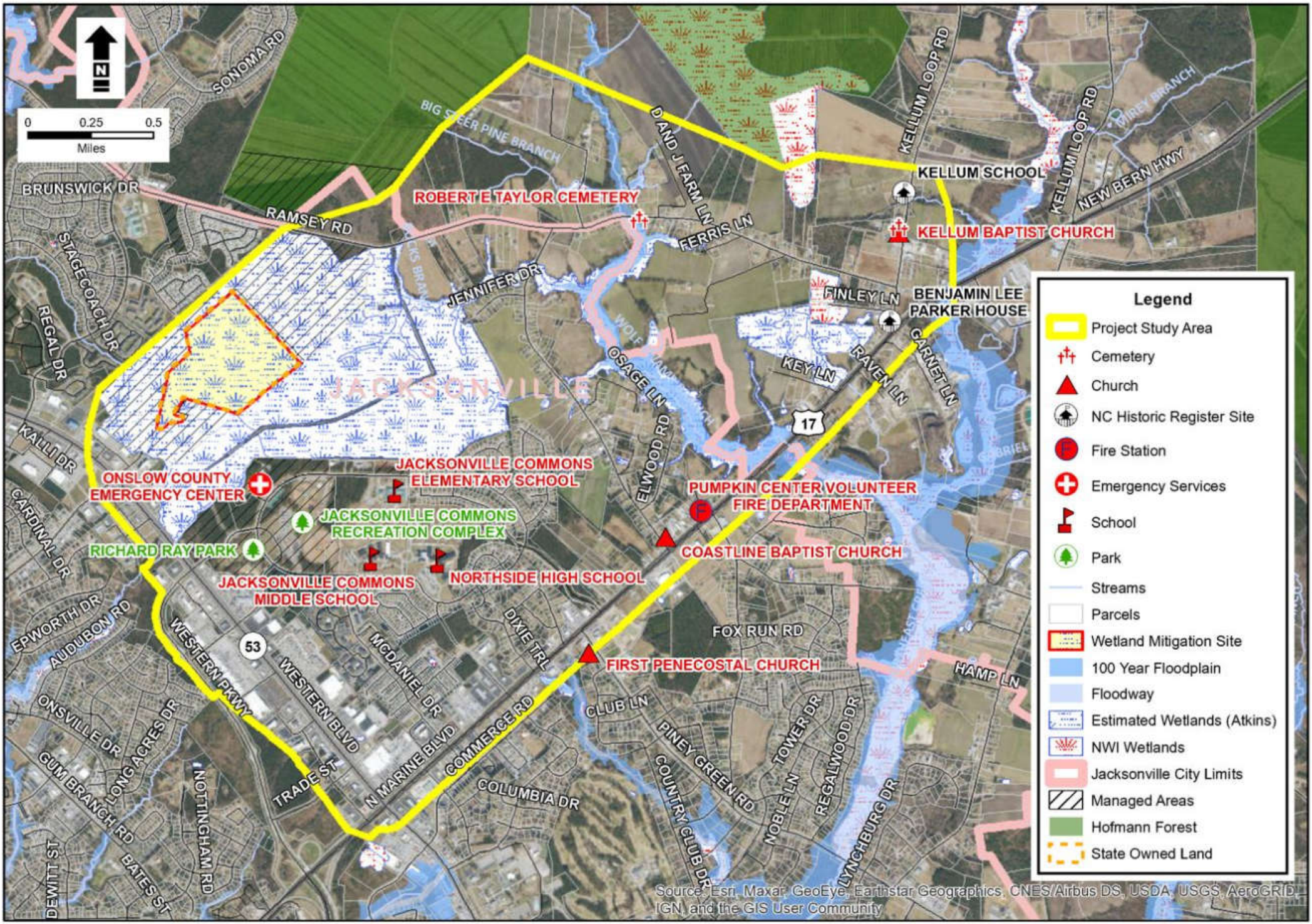

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Section 404/NEPA Merger Team Meeting Agreement

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:

Yes	Alternative 1b – New Northwestern Alignment and Symmetrical Ramsey Road Widening (Best Fit Alignment)
No	Alternative 1b-N - New Northwestern Alignment and Northern Ramsey Road Widening
No	Alternative 1b-S – New Northwestern Alignment and Southern Ramsey Road Widening
No	Alternative 2a – New Southeastern Alignment and Symmetrical Ramsey Road Widening
Yes	Alternative 2b – New Southeastern Alignment
No	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: Brad Shaver

USEPA DocuSigned by: Amanetta Somerville

USFWS DocuSigned by: Gary Jordan

NCDWR DocuSigned by: Hannah Sprinkle

NCWRC DocuSigned by: Travis Wilson

NCDCM DocuSigned by: Cathy Brittingham

NCDOT DocuSigned by: Mason Herndon

NCHPO DocuSigned by: Renee Gledhill-Earley

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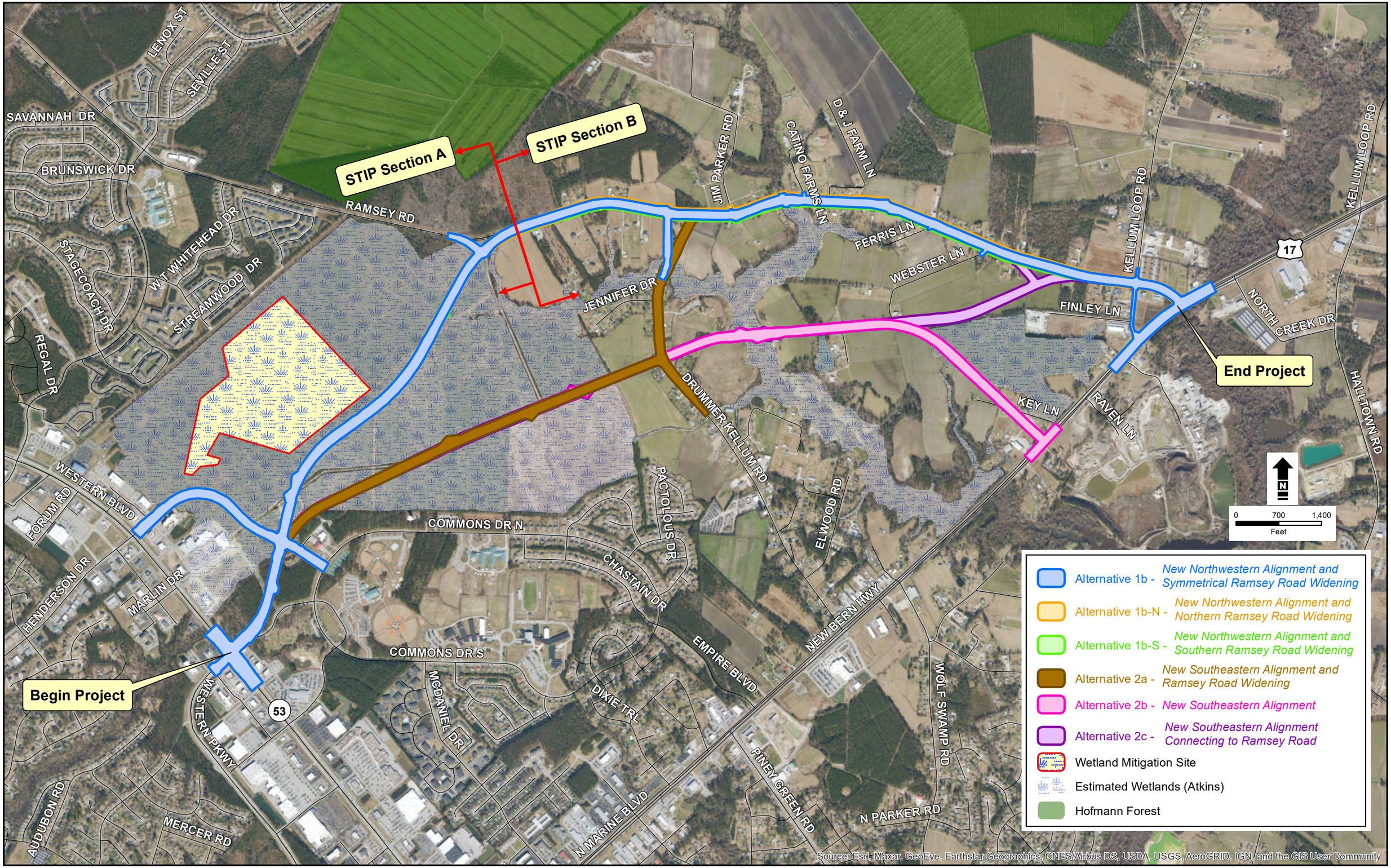

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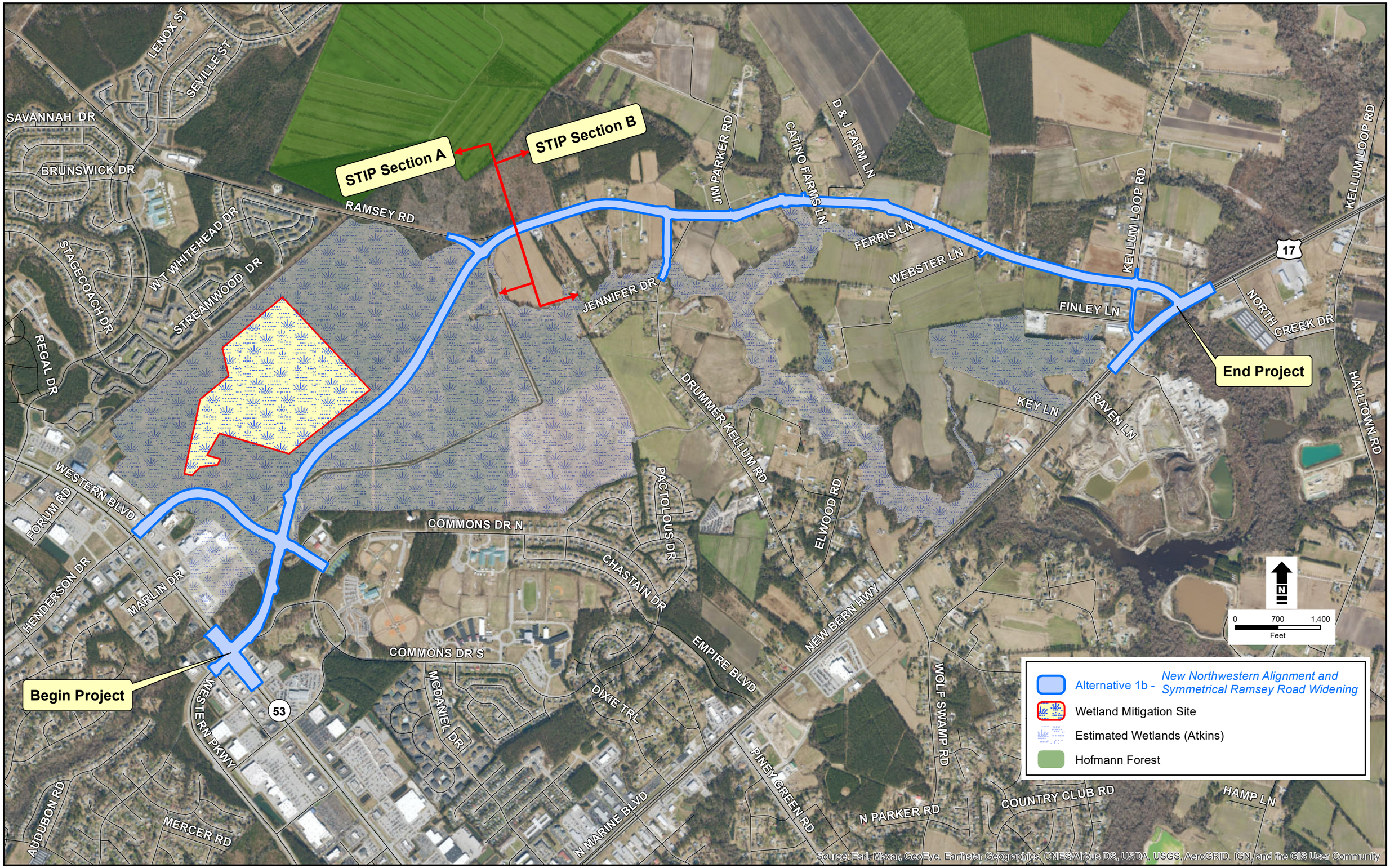

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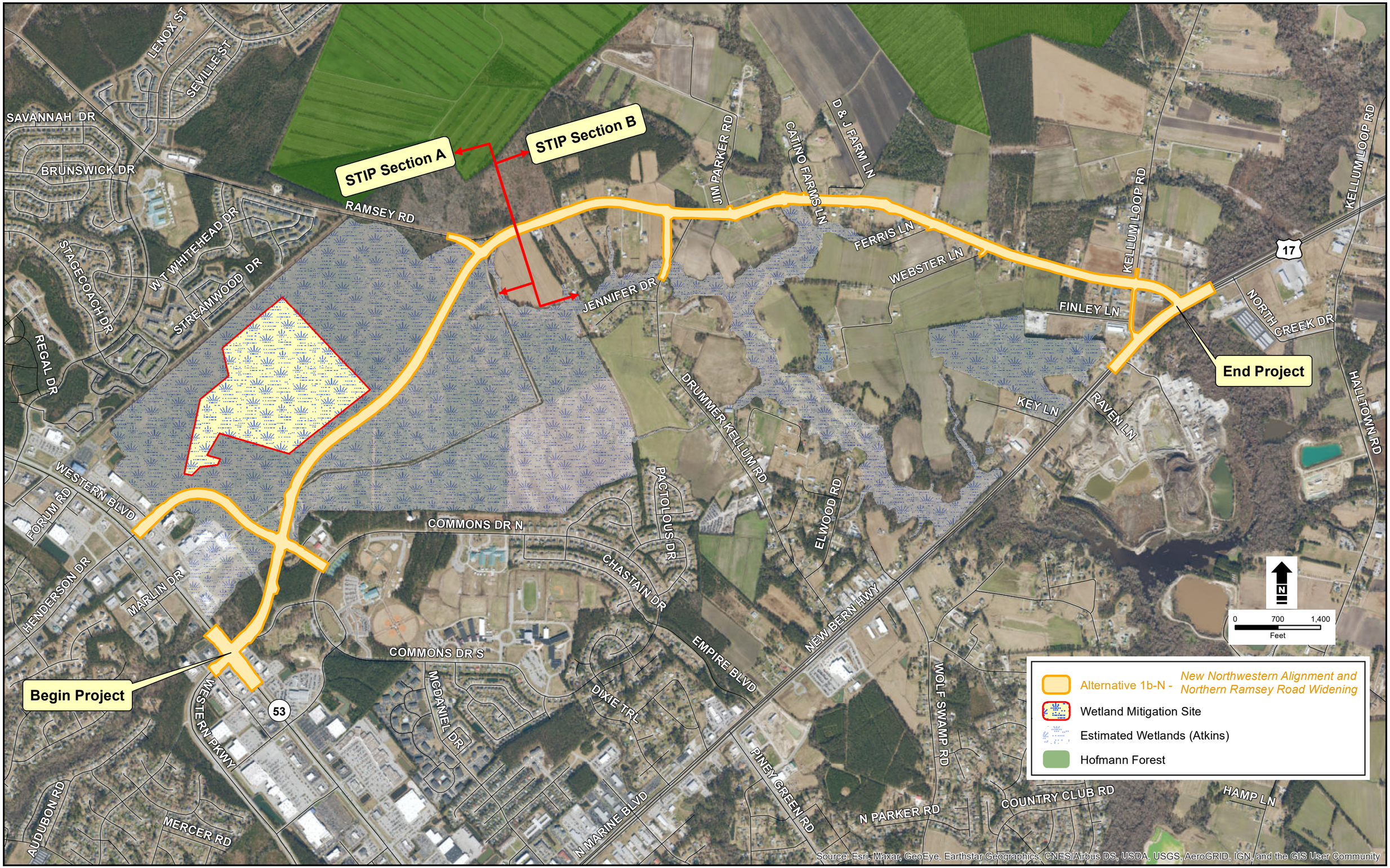

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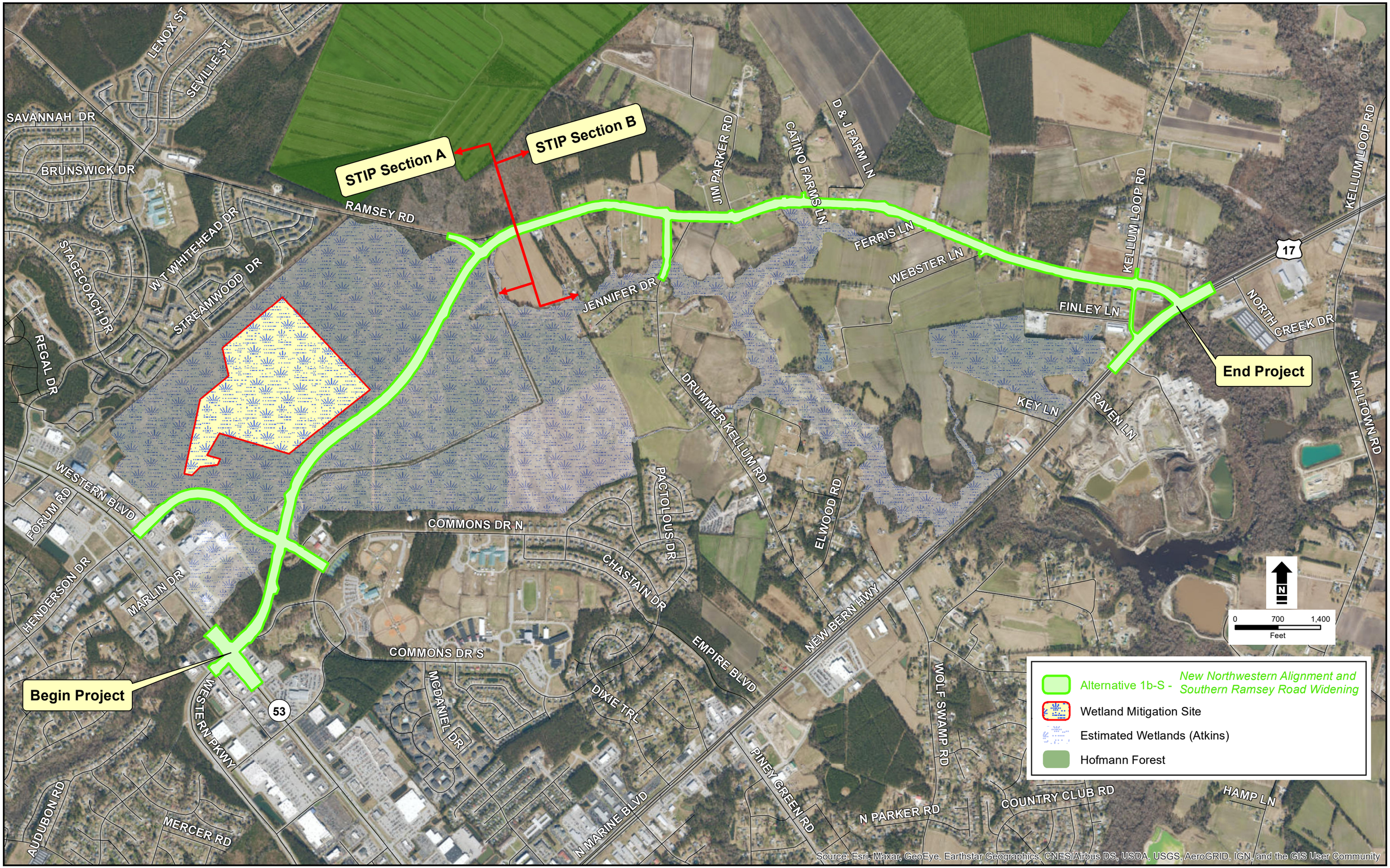

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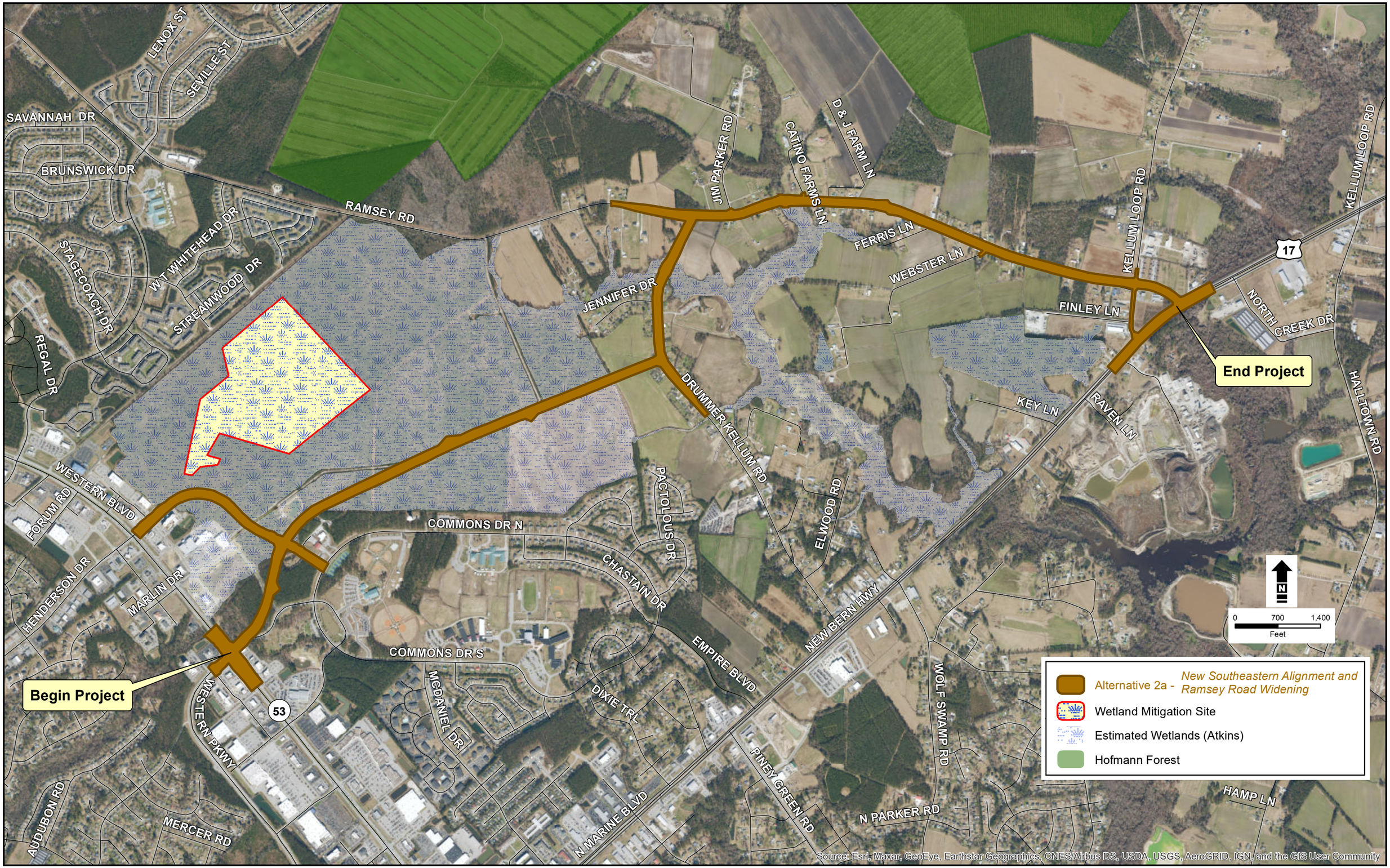

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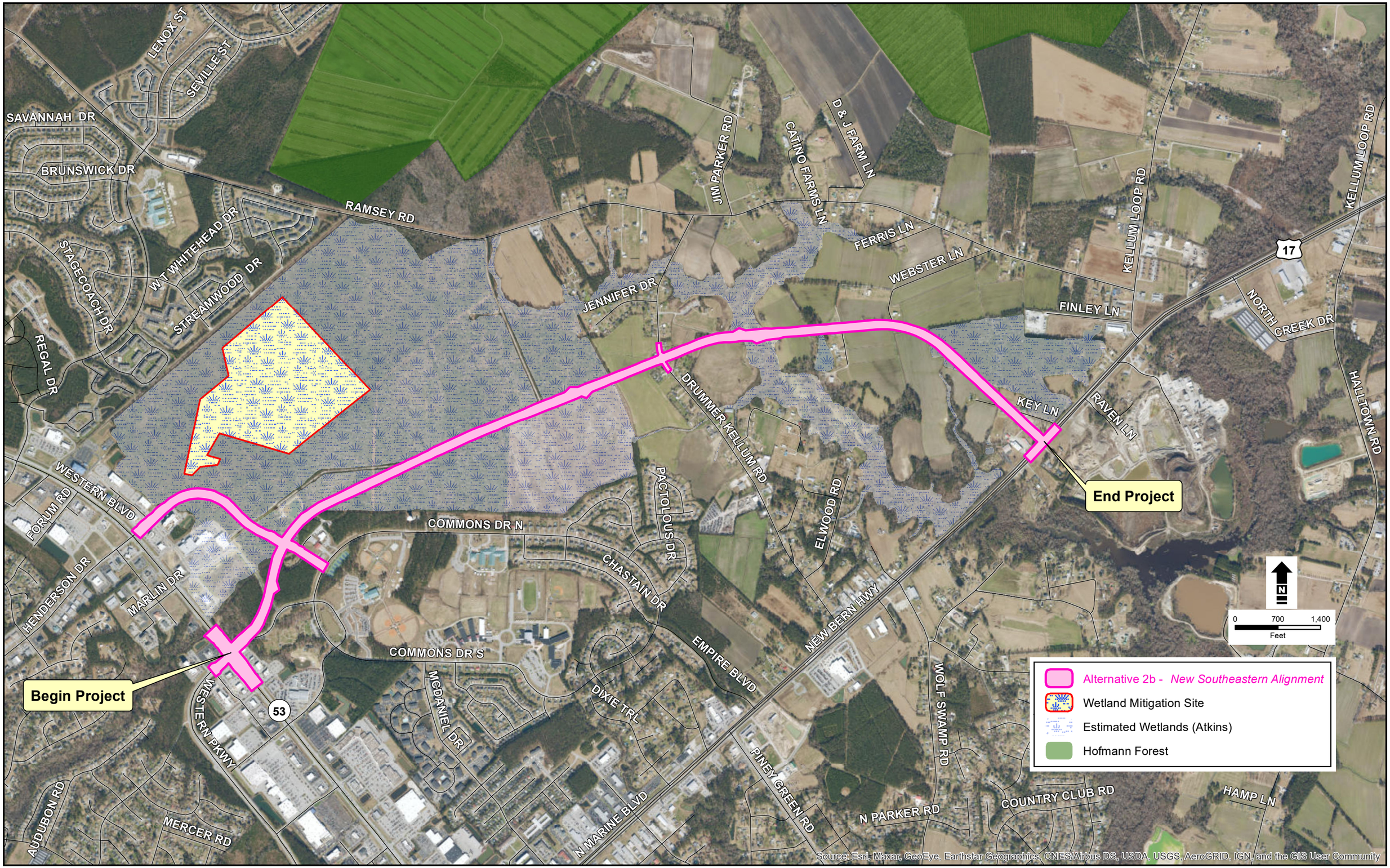

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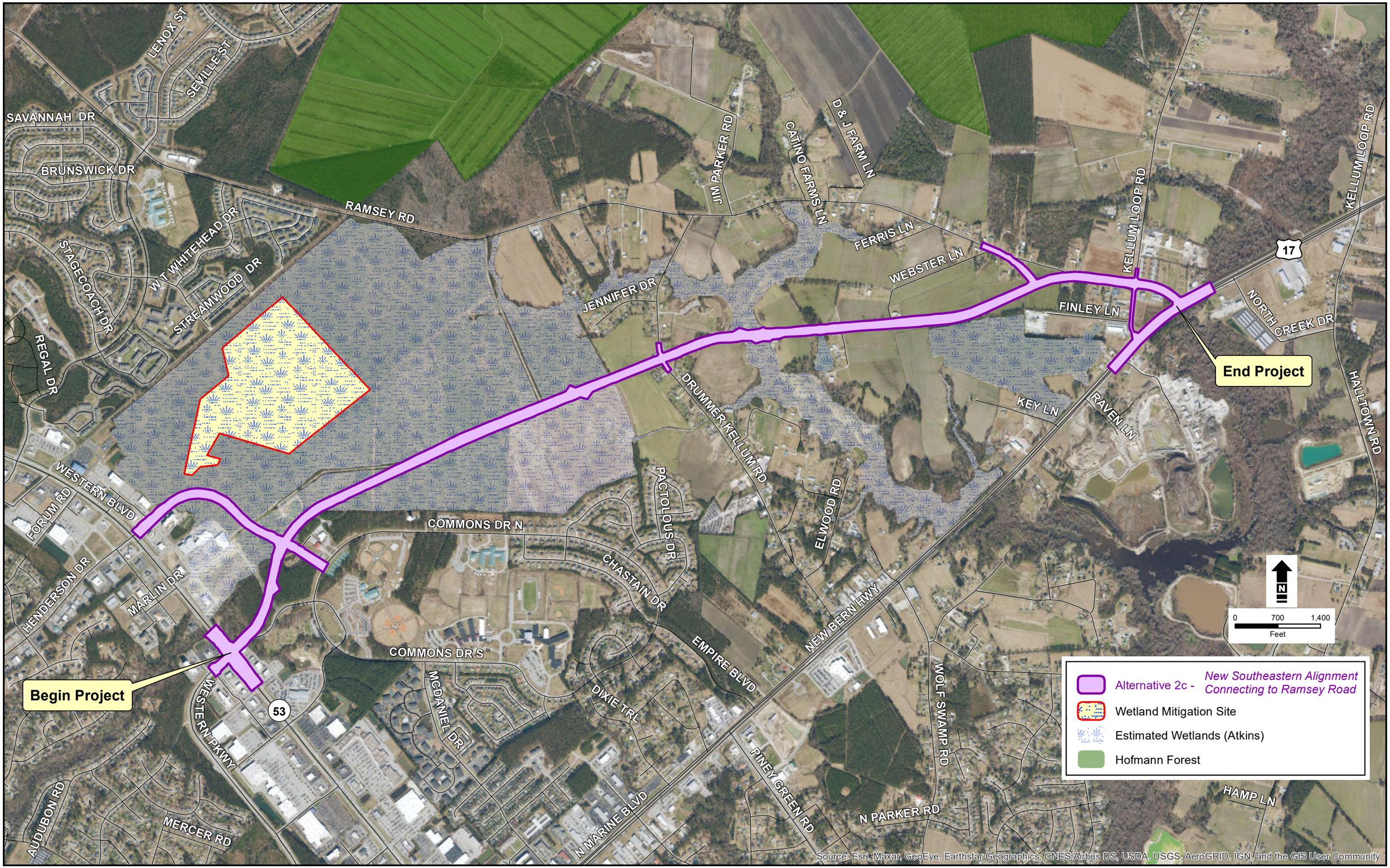

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Section 404/NEPA Merger Team Meeting Agreement

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:

Yes	No Build Alternative
No	Alternative 1b – New Northwestern Alignment and Symmetrical Ramsey Road Widening (Best Fit Alignment)
No	Alternative 1b-1 - New Northern Alignment around Fire Station and Symmetrical (Best Fit Alignment) Ramsey Road Widening
Yes	Alternative 1b-2 (Alt 1b Revised) – New Southern Alignment between Fire Station and One Place and Symmetrical (Best Fit Alignment) Ramsey Road Widening
No	Alternative 2b – New Southeastern Alignment to US 17
No	Alternative 2b-1 – New Northern Alignment around Fire Station to US 17
No	Alternative 2b-2 – New Southern Alignment between Fire Station and One Place to US 17
No	Alternative 2bC – New Southeastern Alignment to avoid/minimize impacts to Harvest Meadows to US 17
Yes	Alternative 2bC-1 (Alt 2c Revised) – New Northern Alignment around Fire Station and avoid/minimize impacts to Harvest Meadows to US 17
Yes	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 4D74677942AD48B...

USEPA DocuSigned by: Amanetta Somerville DEF3B33D7FAA46C...

USFWS DocuSigned by: Gary Jordan F0DE2CBB319C4B7...

NCDWR DocuSigned by: Hannah Sprinkle 58C5B8F26BB1409...

NCWRC DocuSigned by: Travis Wilson 144629179CED462...

NCDCM DocuSigned by: Cathy Brittingham 320C34D29A7544E...

NCDOT DocuSigned by: Mason Herndon 913C75BF0C534BF...

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

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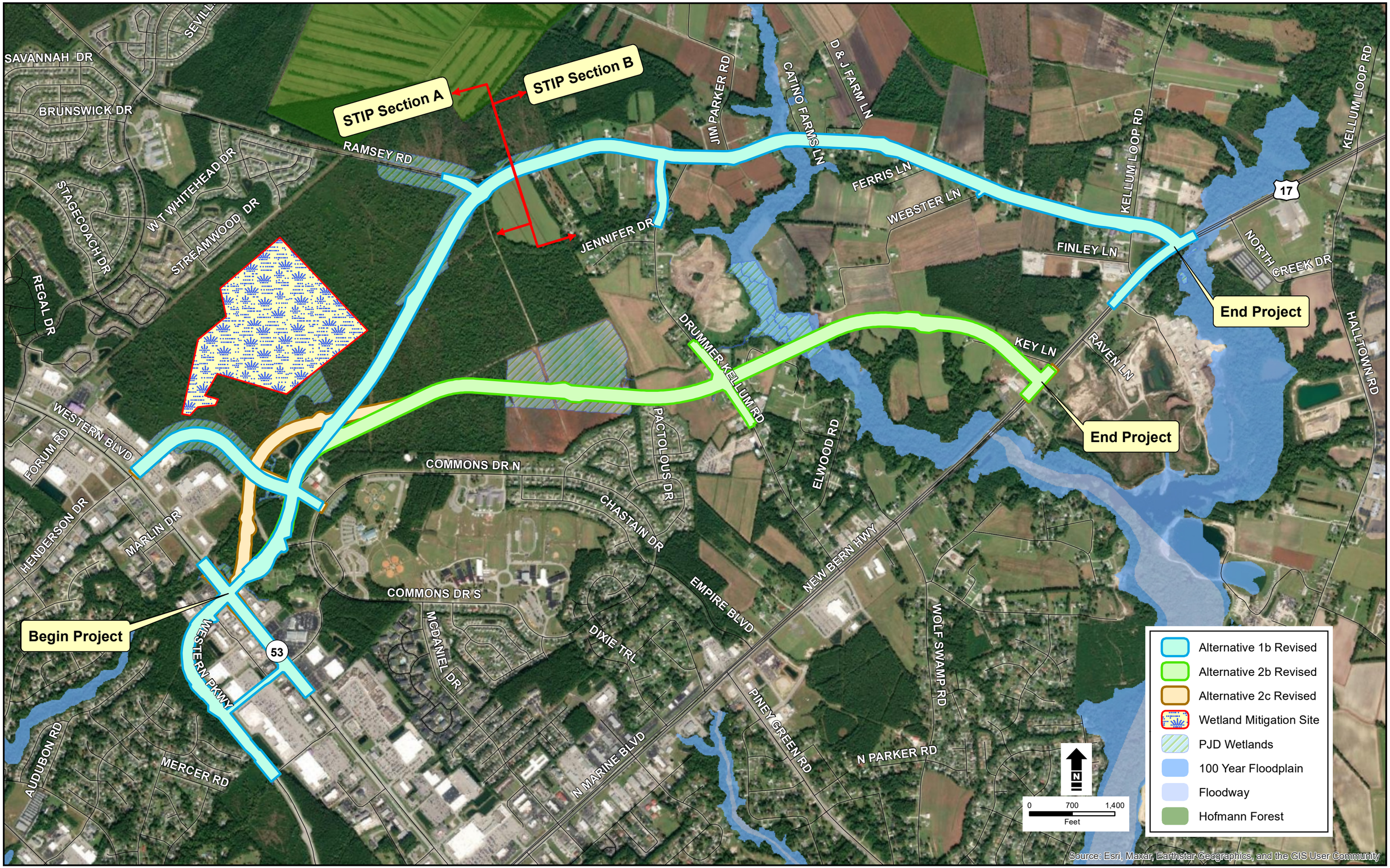
STIP Section A
STIP Section B
Begin Project
End Project
End Project
SAVANNAH DR
BRUNSWICK DR
RAMSEY RD
STAGECOACH DR
WT WHITEHEAD DR
STREAMWOOD DR
REGAL DR
JENNIFER DR
JIM PARKER RD
CATINO FARMS LN
D & J FARM LN
FERRIS LN
WEBSTER LN
FINLEY LN
KELLUM LOOP RD
KELLUM LOOP RD
17
NORTH CREEK DR
HALLTOWN RD
DRUMMER KELLUM RD
KEY LN
RAVEN LN
WESTERN BLVD
FORUM RD
HENDERSON DR
MARLIN DR
COMMONS DR N
PACTOLOUS DR
ELWOOD RD
CHASTAIN DR
COMMONS DR S
EMPIRE BLVD
NEW BERN HWY
WOLF SWAMP RD
WESTERN PKWY
53
McDANIEL DR
DIXIE TRL
PINEYGREEN RD
N PARKER RD
N MARINE BLVD
AUDUBON RD
MERCER RD
Alternative 1b Revised
Alternative 2b Revised
Alternative 2c Revised
Wetland Mitigation Site
PJD Wetlands
100 Year Floodplain
Floodway
Hofmann Forest
N
0
700
1,400
Feet
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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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 4D746779423D48B...

USEPA DocuSigned by: Amanetta Somerville DEF3B33D7FAA46C...

USFWS DocuSigned by: Gary Jordan F0DE2CBB319C4B7...

NCDWR DocuSigned by: Hannah Sprinkle 58C5B8F26BB1409...

NCWRC DocuSigned by: Travis Wilson 144629179CED462...

NCDCM DocuSigned by: Cathy Brittingham 320C34D29A7544E...

NCDOT DocuSigned by: Mason Herndon 913C75BF9C634BF...

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

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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

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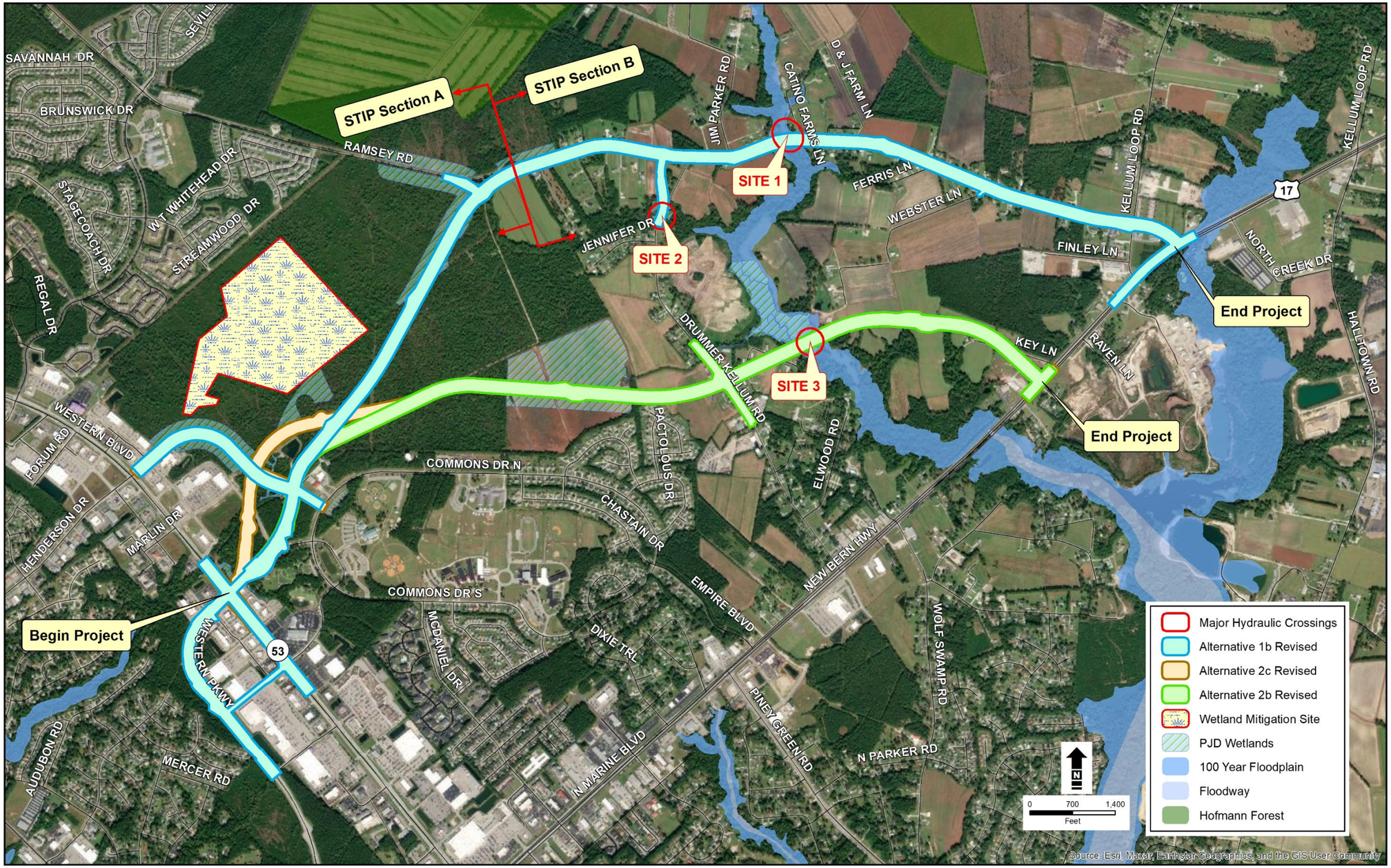
Figure 1. Major Hydraulic Structures



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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.

USACE Signed by: Matthew Martin 6208B48A2000470...

USEPA Signed by: Amanetta Somerville 4A97089E0457408...

USFWS DocuSigned by: Gary Jordan 501BAD877C42452...

NCDWR Signed by: Holley Snider B942447D2777475...

NCWRC Travis Wilson 31585D0B682E436...

NCDCM DocuSigned by: Cathy Brittingham 17415A5A9618428...

NCDOT Signed by: Mason Herndon 913C75BF9C534BF...

NCHPO DocuSigned by: Renee Gledhill-Earley C26A1856A275464...

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Appendix B. Selected Alternative – Jurisdictional Resources Impacts







AtkinsRéalis

TRIBUTARY IMPACTS

Name	Length LF	Impacts (This Sheet)	Name	Length LF	Impacts (This Sheet)
TA	390	136.48	TS	254	------
TB	1,091	182.25	TT	228	------
TC	1,308	------	SEGi 2022 TA	5,661	2,989.97
TD	595	------	SEGi 2022 TB	5,740	2,943.24
TE	224	------	SEGi 2022 TC	242	4.99
TF	420	------	SEGi 2022 TD	524	137.50
TG	324	------	SEGi 2022 TE	870	34.20
TH	497	------	SEGi 2022 TF	536	189.03
TI	1,078	------	SEGi 2022 TG	1,081	80.38
TJ	1,068	------	SEGi 2022 TH	305	75.80
TK	879	------	SEGi 2022 TI	796	37.75
TL	766	------	SEGi 2022 TJ	210	113.86
TM	327	------	SEGi 2022 TK	518	------
TN	247	------	SEGi 2022 TL	445	189.26
TO	615	------	SEGi 2022 TM	193	------
TP	105	------	SEGi 2022 TN	370	51.82
TQ	588	------	SEGi 2022 TO	220	------
TR	252	------			

Impact Totals

Stream Impact = 952.24 LF
Tributary Impact = 7,416.58 LF
Wetland Impact = 16.31 Acres
Open Water Impact = NA

WA (0.012 acres)
WA (0.054 acres)
WA (3.335 acres)
SEGi 2022 WB (1.684 acres)
SEGi 2022 TA (1408.99 LF)
SEGi 2022 TC (4.99 LF)
SEGi 2022 TG (80.38 LF)
SEGi 2022 TA (1580.98 LF)
SEGi 2022 TE (34.2 LF)
SEGi 2022 TI (37.75 LF)
SEGi 2022 TN (51.82 LF)
WF (2.57 acres)
WG (4.622 acres)
SEGi 2022 TL (189.26 LF)
TA (136.48 LF)
SEGi 2022 TJ (113.86 LF)
WE (0.023 acres)
TB (182.25 LF)
SB (200.3 LF)
SEGi 2022 TH (75.8 LF)
SEGi 2022 TD (137.5 LF)
SEGi 2022 TB (1906.57 LF)
SEGi 2022 TF (189.03 LF)
SEGi 2022 TB (498.77 LF)
SAW-2014-01338 WA (2.05 acres)
SAW-2014-01338 WA (0.159 acres)
SEGi 2022 TB (537.90 LF)
SEGi 2022 WA (0.030 acres)
SEGi 2022 WA (0.133 acres)
SEGi 2022 WA (0.124 acres)
SEGi 2022 WA (0 acres)
SEGi 2022 WA (0.25 acres)
SAW-2015-00746 WC (0.1 acres)
SAW-2015-00746 WD (0.315 acres)
SAW-2015-00746 WD-1 (0.105 acres)
SAW-2015-00746 SA (205.24 LF)

STREAM IMPACTS

Map ID	Type	Length	Impacts (This Sheet)
SA	Intermittent	498	------
SB	Intermittent	595	200.30
SC	Perennial	2,868	------
SD	Perennial	553	------
SE	Intermittent	501	------
SF	Intermittent	230	------
SG	Perennial	678	------
SH	Intermittent	761	------
Northeast Creek	Perennial	1,249	------
Wolf Swamp Lower	Perennial	2,570	------
Wolf Swamp Upper	Perennial	456	------
SAW-2010-0362 SA	Perennial	125	------
SAW-2010-0362 SB	Intermittent	96	------
SAW-2010-0362 SC	Intermittent	52	------
SAW-2015-00746 SA	Perennial	1,086	205.24
SAW-2015-00746 SB	Perennial	92	------
SAW-2015-00746 SC	Intermittent	129	------

WETLAND IMPACTS

Map ID	Acreage	Impacts (This Sheet)	Map ID	Acreage	Impacts (This Sheet)
WA	11.83	3.40	SAW-2010-0362 WA	0.12	------
WB	24.12	------	SAW-2010-0362 WB	0.05	------
WC	6.68	------	SAW-2010-0362 WC	0.10	------
WD	3.30	------	SAW-2010-0362 WD	0.06	------
WE	0.47	0.02	SAW-2010-0362 WE	0.06	------
WF	12.24	2.57	SAW-2014-01338 WA	6.13	2.21
WG	39.13	4.62	SAW-2015-00746 WA	0.08	------
WH	0.90	------	SAW-2015-00746 WB	0.00	------
WI	0.27	------	SAW-2015-00746 WC	0.36	0.10
WJ	0.13	------	SAW-2015-00746 WD	1.12	0.31
WK	0.15	------	SAW-2015-00746 WD-1	0.34	0.10
WL	2.47	------	SAW-2015-00746 WE	0.20	------
WM	9.51	------	SAW-2015-00746 WF	0.13	------
WN	0.35	------	SAW-2018-02190 WA	0.01	------
WO	0.38	------	SAW-2018-02190 WB	0.03	------
WP	0.16	------	SAW-2018-02190 WC	6.89	------
			SEGi 2022 WA	2.54	0.54
			SEGi 2022 WB	10.64	1.68
			SEGi 2022 WC	0.02	------

0 250 500 Feet N

a b

Sheet Key

Legend

- Stream Impact = 952.24 LF
- Tributary Impact = 7,416.58 LF
- Wetland Impact =16.31 Acres
- Open Water Impact = No Impact
- Slopestakes
- Slopestakes plus 25ft buffer
- Tributary
- Stream
- Wetlands
- Ponds

CP4A - Jurisdictional Resources Impacts

Jacksonville Parkway Extension
NC 53 (Western Blvd.) to US 17

Figure 1a

U5791 CP4A Alt3 Realignment20 WetlandImpacts MixedSlopes321 Update.mxd JNL 10.15.2026

NC OneMap, NC Center for Geographic Information and Analysis, NC 811 Board

TRIBUTARY IMPACTS

Name	Length LF	Impacts (This Sheet)	Name	Length LF	Impacts (This Sheet)
TA	390	------	TS	254	------
TB	1,091	------	TT	228	44.27
TC	1,308	------	SEGi 2022 TA	5,661	------
TD	595	------	SEGi 2022 TB	5,740	------
TE	224	------	SEGi 2022 TC	242	------
TF	420	------	SEGi 2022 TD	524	------
TG	324	------	SEGi 2022 TE	870	------
TH	497	------	SEGi 2022 TF	536	------
TI	1,078	------	SEGi 2022 TG	1,081	------
TJ	1,068	------	SEGi 2022 TH	305	------
TK	879	205.77	SEGi 2022 TI	796	------
TL	766	------	SEGi 2022 TJ	210	------
TM	327	------	SEGi 2022 TK	518	------
TN	247	------	SEGi 2022 TL	445	------
TO	615	------	SEGi 2022 TM	193	------
TP	105	------	SEGi 2022 TN	370	------
TQ	588	------	SEGi 2022 TO	220	------
TR	252	------			

STREAM IMPACTS

Map ID	Type	Length	Impacts (This Sheet)
SA	Intermittent	498	------
SB	Intermittent	595	------
SC	Perennial	2,868	97.53
SD	Perennial	553	------
SE	Intermittent	501	------
SF	Intermittent	230	118.58
SG	Perennial	678	305.08
SH	Intermittent	761	------
Northeast Creek	Perennial	1,249	------
Wolf Swamp Lower	Perennial	2,570	25.50
Wolf Swamp Upper	Perennial	456	------
SAW-2010-0362 SA	Perennial	125	------
SAW-2010-0362 SB	Intermittent	96	------
SAW-2010-0362 SC	Intermittent	52	------
SAW-2015-00746 SA	Perennial	1,086	------
SAW-2015-00746 SB	Perennial	92	------
SAW-2015-00746 SC	Intermittent	129	------

WETLAND IMPACTS

Map ID	Acreage	Impacts (This Sheet)	Map ID	Acreage	Impacts (This Sheet)
WA	11.83	------	SAW-2010-0362 WA	0.12	------
WB	24.12	------	SAW-2010-0362 WB	0.05	------
WC	6.68	------	SAW-2010-0362 WC	0.10	------
WD	3.30	------	SAW-2010-0362 WD	0.06	------
WE	0.47	------	SAW-2010-0362 WE	0.06	------
WF	12.24	------	SAW-2014-01338 WA	6.13	------
WG	39.13	------	SAW-2015-00746 WA	0.08	------
WH	0.90	------	SAW-2015-00746 WB	0.00	------
WI	0.27	------	SAW-2015-00746 WC	0.36	------
WJ	0.13	------	SAW-2015-00746 WD	1.12	------
WK	0.15	0.09	SAW-2015-00746 WD-1	0.34	------
WL	2.47	------	SAW-2015-00746 WE	0.20	------
WM	9.51	0.66	SAW-2015-00746 WF	0.13	------
WN	0.35	------	SAW-2018-02190 WA	0.01	------
WO	0.38	------	SAW-2018-02190 WB	0.03	0.00
WP	0.16	------	SAW-2018-02190 WC	6.89	------
			SEGi 2022 WA	2.54	------
			SEGi 2022 WB	10.64	------
			SEGi 2022 WC	0.02	------

SAW-2018-02190 WB (0.001 acres)

WM (0.002 acres)

Wolf Swamp Lower (25.5 LF)

WM (0.158 acres)

WM (0.467 acres)

TK (205.77 LF)

SC (45.78 LF)

SC (51.76 LF)

SG-Per (117.97 LF)

SF (92.54 LF)

SF (26.04 LF)

SG-Per (187.11 LF)

WM (0.03 acres)

SEE SHEET A FOR IMPACTS IN THIS AREA

WK (0.091 acres)

TT (44.27 LF)

OSAGE LN

KEY LN

NEWHAN LN

PANTEGO CT

BATTOLOUS DR

COROLLA CT

BAYMEADE CT

GRANTHAM LN

ALTAVISTA LOOP

0 250 500 Feet

N

a b

Sheet Key

Legend

- Stream Impact = 952.24 LF
- Tributary Impact = 7,416.58 LF
- Wetland Impact =16.31 Acres
- Open Water Impact = No Impact
- Slopestakes
- Slopestakes plus 25ft buffer
- Tributary
- Stream
- Wetlands
- Ponds

CP4A - Jurisdictional Resources Impacts

Jacksonville Parkway Extension
NC 53 (Western Blvd.) to US 17

Figure 1b

NC OneMap, NC Center for Geographic Info... Imagery © NC 911 Board

U5791_CP4A_Alt3_Realignment20_WetlandImpacts_MixedSlopes321_Update.mxd JNL 10.15.2026

Appendix C. July 2026 Newsletter







Jacksonville Parkway Extension

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

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

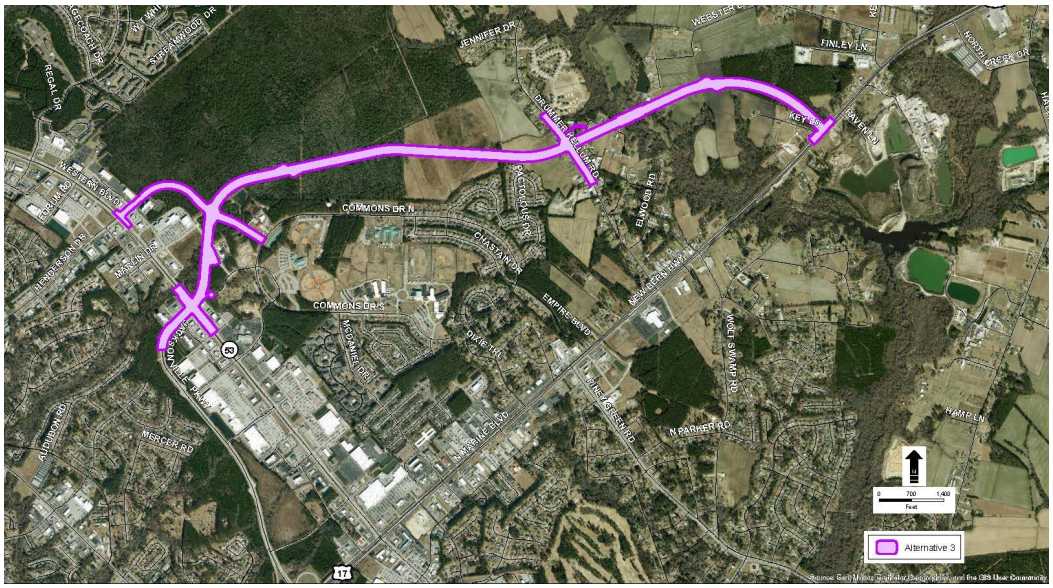
Project Update: Selected Alternative Chosen

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 has the project's selected alternative.

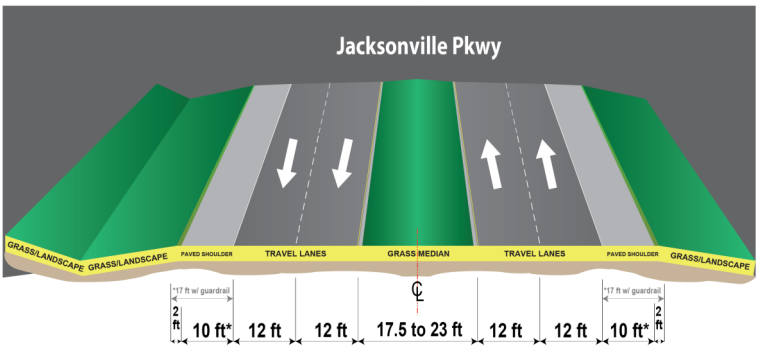
NCDOT is beginning the final design phase of the project and is continuing to look for ways to reduce impacts to both the environment and nearby communities. As part of this effort, the project alignment near U.S. 17 is being shifted to the north to help reduce impacts near Key Lane. Other steps being 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.

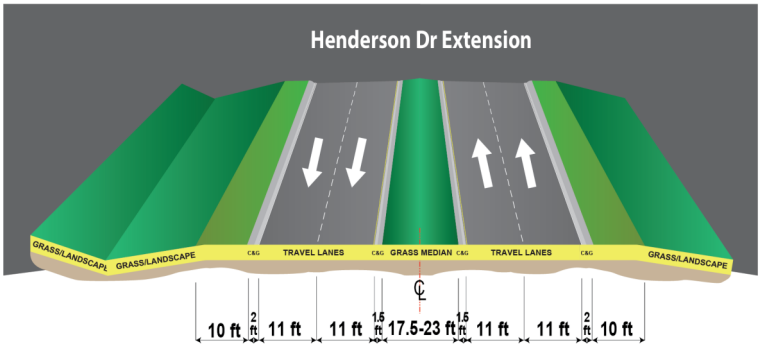
Jacksonville Parkway Extension

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

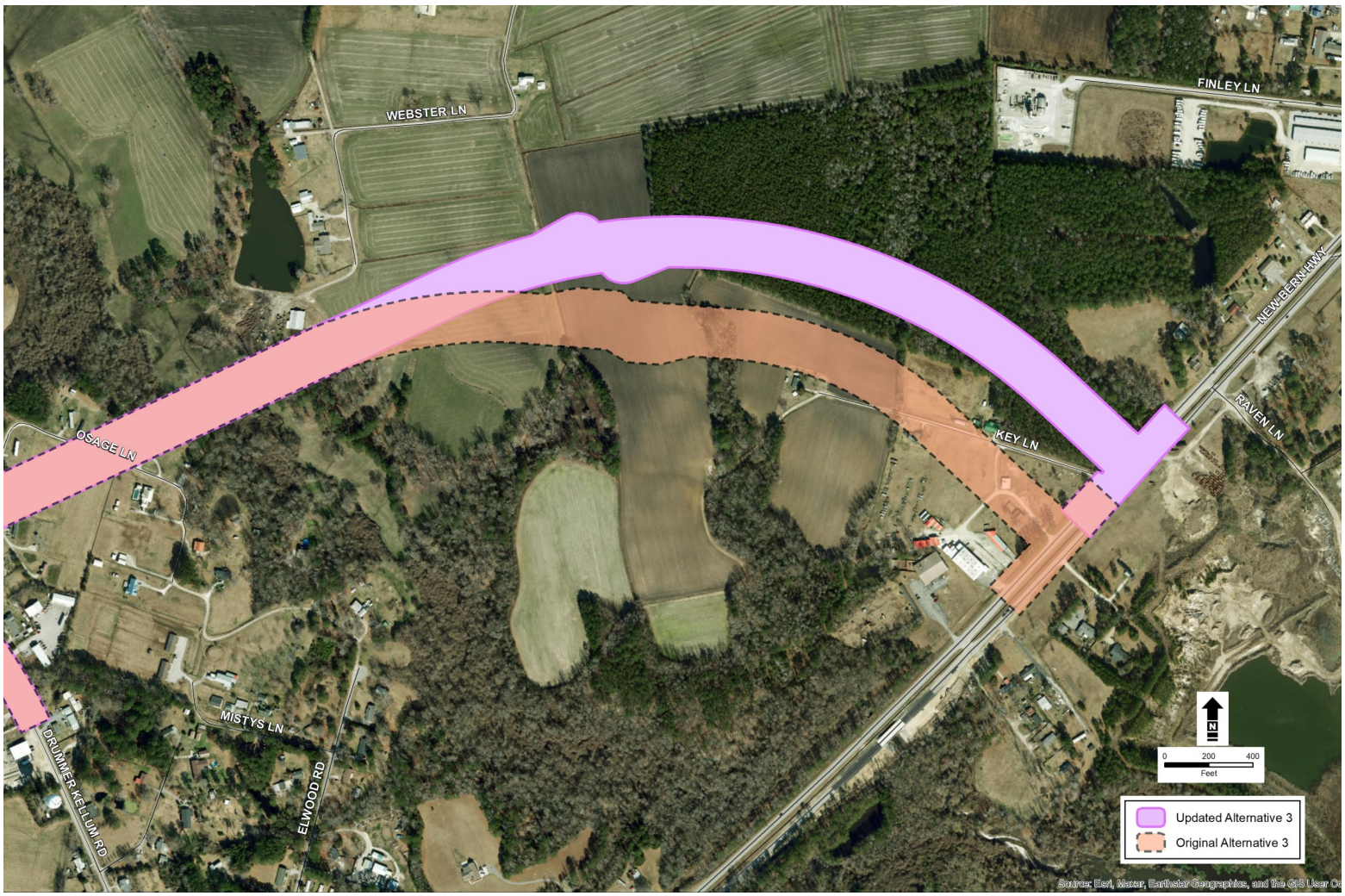
State Transportation Improvement Program (STIP) Project No: U-5791

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**.

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Zachary R. Howard, PE
NCDOT Highway Division 3
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