

Jacksonville Parkway Extension Handout



COMBINED PUBLIC HEARING

**October 28, 2025
5:30 p.m. to 8:00 p.m.
Jacksonville Commons
Elementary School
1121 North Commons Dr.
Jacksonville, NC 28546**

PUBLIC HEARING PURPOSE

Today's public hearing is an important step in the N.C. Department of Transportation's process for making you, the public, a part of the project development process. The purpose of the public hearing is to present the U-5791 Jacksonville Parkway Extension project to obtain your input on the selection of a preferred alternative. An Environmental Assessment (EA) has been completed for the project. Printed copies of the EA and maps of the alternatives being considered are available for public review at the following locations:

- NCDOT District 1 Office, Div. 3
295-A Wilmington Highway
Jacksonville, 28540
- Jacksonville Station
1300 N. Marine Boulevard
Jacksonville, 28540

PROJECT DESCRIPTION

The N.C. Department of Transportation and the City of Jacksonville are proposing to extend Jacksonville Parkway from N.C. 53 (Western Boulevard) to U.S. 17 (New Bern Highway), a distance of approximately 4 miles. The corridor is a mixture of residential and commercial uses and serves as a commuter route to and from Camp Lejeune. The Jacksonville Parkway extension will serve as an important connector to

Western Boulevard and U.S. 17, improving overall mobility in the area.

According to Jacksonville Urban Area Metropolitan Planning Organization's (JUMPO) 2050 MTP, long-term goals for the area include congestion reduction, economic vitality, environmental sustainability, multimodal integration, safety and security, and system preservation.

NEED FOR THE PROJECT

Traffic operations for the year 2050 indicate there will be notable congestion during the peak (rush hour) hours particularly along Western Boulevard. Traffic along Western Boulevard is expected to increase up to 40% in the next 25 years. Traffic along U.S. 17 is expected to increase up to 101% during this same time period. While traffic operations along Ramsey Road do not indicate congested conditions at this time, traffic levels along Ramsey Road are expected to increase up to 106% over the next 25 years. This increase in traffic is expected to worsen traffic conditions along the roadways in the future and decrease Level of Service (LOS) along the roadways.

There are a few intersections along the Western Boulevard and U.S. 17 corridors that currently operate under congested conditions and "fair" to "poor" LOS at peak hours (AM or PM). LOS D (approaching unstable flow) is considered "fair" conditions. LOS E (unstable flow) and LOS F (breakdown in flow) are considered "poor" conditions.

There are limited options for transportation access in this area of Jacksonville. Outside of Western Boulevard and U.S. 17, there are limited alternative routes within the project study area and most traffic is forced onto one of these two roads for most trips to work, school, home, or for shopping.

For additional information on the project including the EA, maps and informational videos, please visit the project webpage:

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

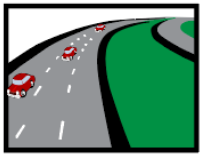
For those unable to access the online materials, a printed copy of the presentation and meeting handout can be requested by calling 984-205-6615, code 10888.

To be included in the current phase of project development, comments should be submitted by November 28, 2025.

LEVELS OF SERVICE

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of

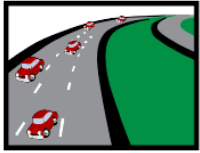
possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.



**LOS
A**

FREE FLOW

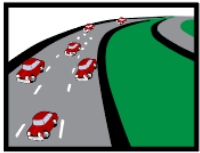
Low volumes and no delays.



**LOS
B**

STABLE FLOW

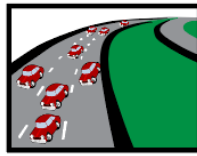
Speeds restricted by travel conditions, minor delays.



**LOS
C**

STABLE FLOW

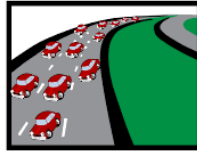
Speeds and maneuverability closely controlled because of higher volumes.



**LOS
D**

STABLE FLOW

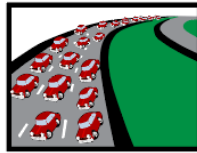
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.



**LOS
E**

UNSTABLE FLOW

Low speeds; considerable delay; volume at or slightly over capacity.



**LOS
F**

FORCED FLOW

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

PURPOSE OF THE PROJECT

The Jacksonville Urban Area MPO's (JUMPO) [2050 Metropolitan Transportation Plan](#) (MTP) states that the Jacksonville Parkway Extension Project is an important connection needed to enhance mobility, improve accessibility and provide an alternative connection to U.S. 17.

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 (U.S. 17 Bypass) to U.S. 17 to the north.

U-5791 ALTERNATIVES DEVELOPMENT/SCREENING PROCESS

A multi-step screening process was utilized to develop and evaluate alternatives for the project. These alternatives were developed based on previous concept screenings and evaluations by NCDOT along with coordination with the public, local stakeholders, and state and federal agencies. General approaches were used for the first screening, and those that passed (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-location and existing corridors, which included a 250-foot buffer.

The third screening compared designs and their impacts. From there, Detailed Study Alternatives (DSA) were recommended based on design considerations, agency input, traffic operations, and impacts to the human and natural environments.

Based on an evaluation of impacts, three (3) DSAs were carried forward for detailed study. These DSAs would have fewer and less significant impacts to natural resources and residential/commercial properties than the alternatives that were eliminated. The three DSAs are described after the No-Build Alternative.

NO-BUILD ALTERNATIVE

The No-Build Alternative does not meet the project purpose and need as it does not relieve existing and predicted congestion along existing roadways nor does it improve mobility in the area. Improvements to existing Western Boulevard and U.S. 17 were also evaluated but had the same determination of not

meeting the project purpose and need. The three DSAs carried forward will meet the project purpose and need and will provide a northern loop from the existing Jacksonville Parkway (U.S. 17 Bypass) to U.S. 17 to the north.

DETAILED STUDY ALTERNATIVES

Three (3) build alignment alternatives were carried forward for detailed study.

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 U.S. 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.

Alternative 2

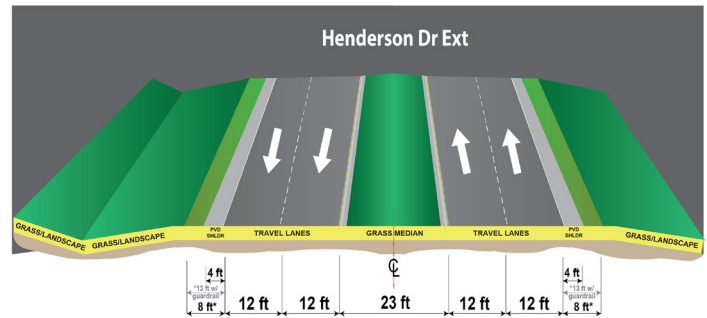
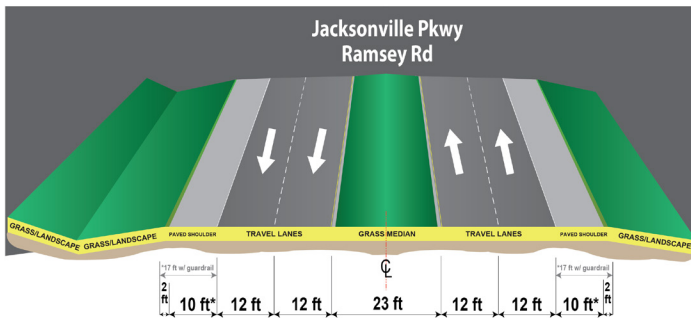
This alternative begins at the existing Jacksonville Parkway/Western Boulevard intersection and proceeds

north on all new location connecting to U.S. 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.

Alternative 3

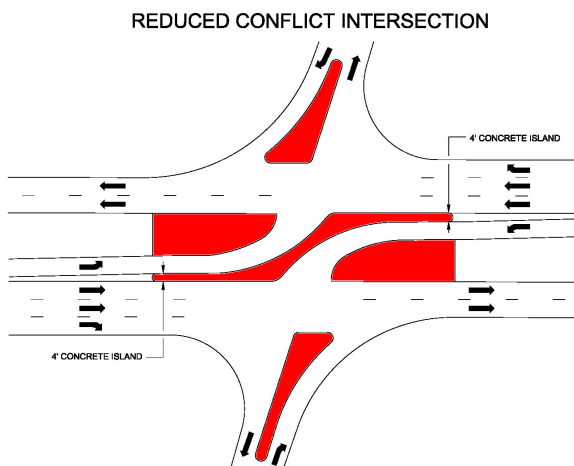
This alternative is a slight variation of Alternative 2 in that after leaving the intersection of Western Boulevard and existing Jacksonville Parkway, the alignment is slightly west of Alternative 2. Alternative 3 will also include the extension of Henderson Drive from the existing Henderson Drive/Western Boulevard intersection connecting to the Jacksonville Parkway extension.

TYPICAL SECTIONS



REDUCED CONFLICT INTERSECTIONS

A Reduced Conflict Intersection, sometimes referred to as a superstreet, a synchronized street, or a median U-turn, is a general term used to describe several types of designs that can be used to improve safety and traffic flow on a highway by cutting more than half of the potential locations, or conflict points, where drivers can collide with other drivers and pedestrians.



The most common type of Reduced Conflict Intersection design eliminates left turns from side roads onto busy main roads.

Raised medians direct traffic from the side road to turn right when there is a safe opening on the main route. To go the other direction, or cross the highway, drivers turn right, and then pull into a dedicated lane – typically less than 1,000 feet away – and make a U-turn. There might be a traffic signal at this location.

With a Reduced Conflict Intersection, drivers from the side street only have to be concerned with one direction of traffic on the highway at a time and do not need to wait for a gap in both directions to cross a major road.

A video and more information about Reduced Conflict Intersections is available at: <https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/reduced-conflict-intersections/Pages/default.aspx>.

IMPACT TABLE

Impact Category	Alternative 1 ¹	Alternative 2 ¹	Alternative 3 ¹
Wetland ²	18.17 acres	18.72 acres	20 acres
Open Water ²	0.14 acres	0.14 acres	0 acres
Stream ²	1,270 linear feet (LF)	1,145 LF	1,004 LF
Jurisdictional Ditches (Tributaries) ²	2,589 LF	4,581 LF	8,327 LF
Residential Relocations	33	15	15
Commercial Relocations	7	6	5
Travel Time Savings	11.29 minutes	12.25 minutes	12.25 minutes
Percent of Intersections with LOS C or Better (AM/PM) ³	83% / 74%	97% / 79%	97% / 79%
Parks	Temporary access impacts, minor right-of-way (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
Churches and Cemeteries	Temporary construction easements at the Parker-Kellum Cemetery	Impacts to private cemetery along Drummer Kellum Rd	Impacts to private cemetery along Drummer Kellum Rd
Emergency Service Facilities	Temporary access impacts and delays during construction	Temporary access impacts and delays during construction	Temporary access impacts and delays during construction
Schools	Temporary impacts to school transportation during construction	Temporary impacts to school transportation during construction	Temporary impacts to school transportation during construction
Farmlands	51.2 acres	46.63 acres	45.35 acres
Cultural Resources	No impacts	No impacts	No impacts
100-year Floodplains	1.9 acres	1.5 acres	1.5 acres
Noise	32 receptors	18 receptors	18 receptors
Cost ⁴	\$126.1 million	\$96.8 million	\$93.7 million
Status			NCDOT Preferred

1. Alternative width is based on preliminary design with slope stakes plus 25 linear feet.

2. Wetland, open water, stream and jurisdictional ditches impacts determined through field delineations and United States Army Corps of Engineers (USACE) Preliminary Jurisdictional Determination PJD.

3. LOS = Level of Service; Percent shown is during AM/PM Peak

4. Cost estimates completed in 2023/2024.

IMPACTS

All three DSAs provide travel time savings from the Western Boulevard/Jacksonville Parkway intersection to the U.S. 17/Kellum Loop Road intersection compared to the No-Build alternative by around twelve

minutes. Signalized intersections will also operate with acceptable LOS during both the AM and PM peak hours. By providing an alternative route within the study area, improvements to travel times and

IMPACTS CONTINUED

less congestion will improve mobility throughout the area. All DSAs will have minor right-of-way and temporary access impacts to Richard Ray Park and the Jacksonville Commons Recreation Complex. Temporary impacts to emergency services and school transportation during construction will occur for each alternative.

As shown in the impact table above, impacts are slightly different per resource and per alternative. A few resources do stand out.

Alternative 1 has higher costs and high residential and commercial relocations, twice as many as Alternatives 2 and 3. The majority of the impacts would be to the residents along Ramsey Road. Alternative 1 also impacts One Place, a recently constructed facility located within Jacksonville Commons, which provides necessary community resources.

Alternatives 2 and 3 have similar impacts for natural resources, farmlands, floodplain impacts and noise impacts. Alternative 2 has lower impacts to wetlands and jurisdictional ditches (tributaries), while Alternative 3 has lower impacts to open waters and streams. Since both Alternatives 2 and 3 have impacts that will require a USACE Individual Permit, impacts to natural resources are not the only qualifier for selecting an alternative. Alternative 2 has a slightly higher cost and impact to a newly constructed community resource.

Alternative 3 is the City of Jacksonville and NCDOT preferred alternative as it does not impact a newly constructed community resource and has the lowest commercial relocations, costs, open water and stream impacts, and farmland impacts of the three DSAs.

TRAFFIC NOISE

During planning and design for highway projects, NCDOT must identify traffic noise impacts, examine potential noise abatement, incorporate feasible and reasonable noise abatement measures and coordinate with local officials to provide helpful information on compatible land use planning and control. The procedures for doing this are stipulated by the NCDOT Traffic Noise Policy.

Preliminary noise analyses for this project are currently underway, and the results of this preliminary analysis will be documented in an initial noise study called a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design and will identify locations where noise abatement preliminarily meets feasibility and reasonableness criteria. A draft TNR has been completed for this project and the results of this preliminary analysis have been summarized in the U-5791 Environmental Assessment (EA). Any notable changes in noise impacts or likely noise abatement locations as shown in the final TNR will be disclosed in the anticipated Finding of No Significant Impact (FONSI). As part of the project's final design activities, additional noise studies will be conducted to identify recommended noise barrier locations.

Once recommended noise barrier locations are identified during final design, all property owners and tenants who are benefited by a barrier will be

asked to vote on the barrier. At that time, NCDOT will contact property owners and tenants who are eligible to vote and explain the balloting process and what they are being asked to vote on. Only recommended noise barriers that pass this voting process will be constructed.

Date of Public Knowledge

An important concept in the NCDOT Traffic Noise Policy is the Date of Public Knowledge, which stipulates when NCDOT is and is not responsible for providing noise abatement. The Date of Public Knowledge of the location and potential noise impacts for the project will be the approval date of the anticipated FONSI in the Summer of 2026.

NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that did not have building permits issued before the Date of Public Knowledge. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

Representatives from NCDOT's Traffic Noise Group are available at the public hearing to answer general questions about the project's traffic noise report, NCDOT's Traffic Noise Policy, and noise abatement.

RELOCATION ASSISTANCE

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting.

The agent will explain the plans and advise you as to how the project will affect you. The agent will also inform you of your rights as a property owner.

If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you.

The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

- Treat all owners and tenants equally.
- Fully explain the owner's rights.
- Pay just compensation in exchange for property rights.
- Furnish relocation advisory assistance.

If you are a relocatee; that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance regarding locations of comparable housing and/or commercial establishments, moving procedures and moving aid. Moving expenses may also be included as part of the process. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes and other such expenses.

A similar program is available to assist business owners. The right-of-way agent can explain this assistance in greater detail.

Additional information about the right-of-way process can also be found here:

<https://connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx>

YOUR INPUT AND PARTICIPATION IS IMPORTANT

Public involvement is an important part of the project development process. NCDOT encourages public input throughout the development of these projects and considers this input when selecting alternatives for projects. It is important for the project team to get your input on this project.

NCDOT has been coordinating with the City of Jacksonville and the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) throughout the project.

The intent of today's public hearing is to provide you with an opportunity to view the project design, learn more about the proposed project's impacts, and to

voice your opinion on what you see today.

You may mail the self-addressed form to:

ATTN: Jamille Robbins
NCDOT - Environmental Analysis Unit
1598 Mail Service Center
Raleigh, NC 27699-1598

You can also visit the webpage (<https://ncdot.publicinput.com/jacksonvilleparkway-extension>) or email your comments (Jacksonville-Parkway-Extension@publicinput.com).

You may also phone in your comments to: **(984) 205-6615, enter Project Code 10888** and leave a message.

PROJECT CONTACT INFORMATION

Zachary R. Howard, PE

NCDOT Project Manager
NCDOT Division 3
5501 Barbados Blvd
Castle Hayne, NC 28429



Robert Boot

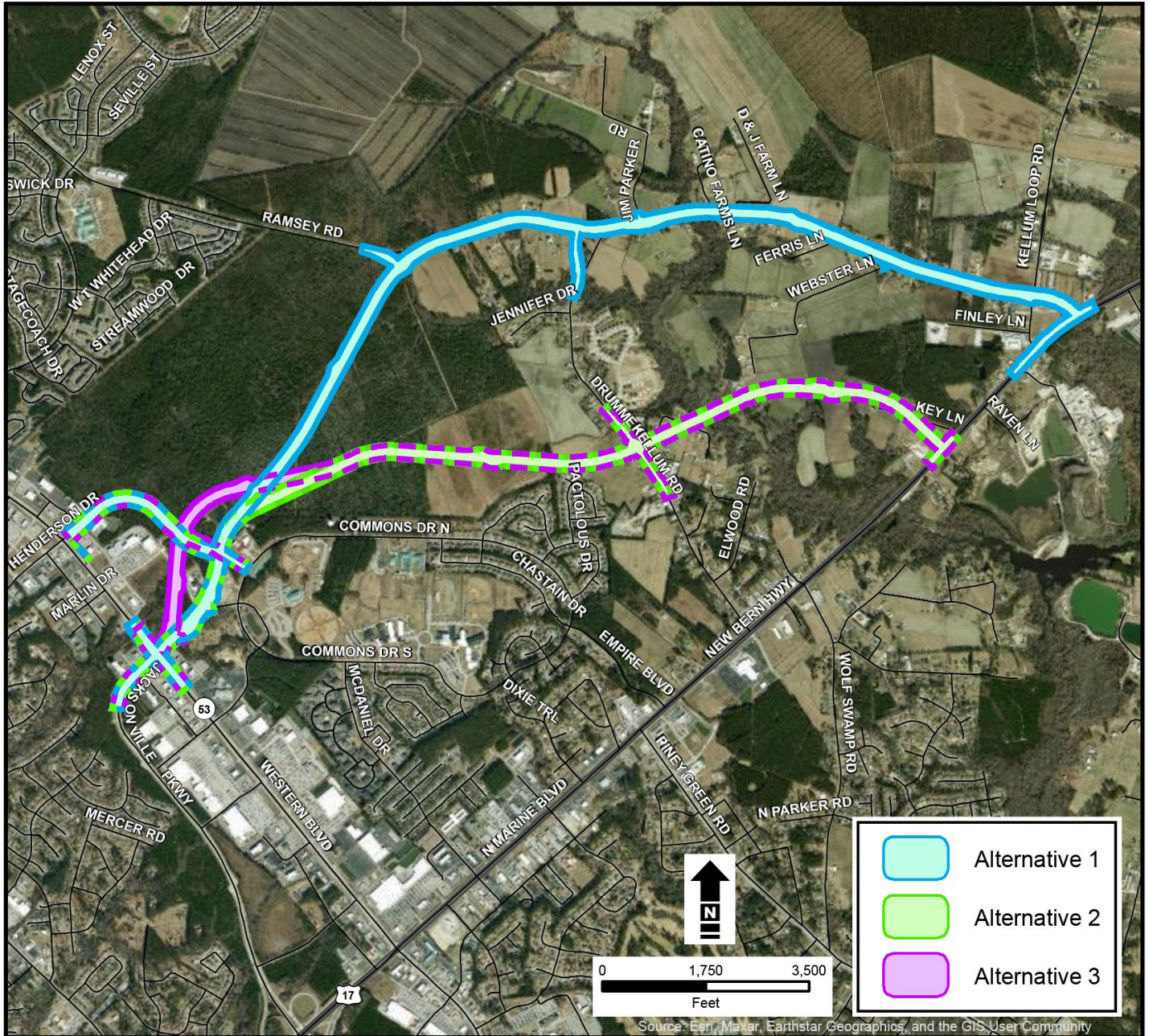
Consultant Project Manager
AtkinsRéalis
1616 E. Millbrook Rd. Suite 160
Raleigh, NC 27609



Email: Jacksonville-parkway-extension@publicinput.com

Call: 984-205-6615 and enter code - 10888

DETAILED STUDY ALTERNATIVES



TIMELINE

Milestone	Date
Final Environmental Document (Finding of No Significant Impact)	Summer 2026*
Right-of-Way Acquisition	Summer 2027*
Construction	Summer 2029*

* Future dates are preliminary and subject to change.

COSTS

The total cost of the U-5791 project is estimated to be \$93.7 million for Alternative 3 (Preferred Alternative) and \$96.8 million for Alternative 2. Alternative 1 has the highest cost of \$126.1 million.

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TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: ☐ Male ☐ Female ☐ Other ☐ Prefer not to answer
Street Name: (i.e. Main Street) _____	Age: ☐ Less than 18 ☐ 45-64 ☐ 18-29 ☐ 65 and older ☐ 30-44
Total Household Income: ☐ Less than \$12,000 ☐ \$47,000 – \$69,999 ☐ \$12,000 – \$19,999 ☐ \$70,000 – \$93,999 ☐ \$20,000 – \$30,999 ☐ \$94,000 – \$117,999 ☐ \$31,000 – \$46,999 ☐ \$118,000 or greater	Have a Disability: ☐ Yes ☐ No
Race/Ethnicity: Select all that apply and enter additional details in the spaces below. ☐ American Indian or Alaska Native – Enter, for example, Navajo Nation, Blackfeet Tribe of the Blackfeet Indian Reservation of Montana, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community, Aztec, Maya, etc. _____ ☐ Asian – Provide details below. ☐ Chinese ☐ Asian Indian ☐ Filipino ☐ Vietnamese ☐ Korean ☐ Japanese Enter, for example, Pakistani, Hmong, Afghan, etc. _____ ☐ Black or African American – Provide details below. ☐ African American ☐ Jamaican ☐ Haitian ☐ Nigerian ☐ Ethiopian ☐ Somali Enter, for example, Trinidadian and Tobagonian, Ghanaian, Congolese, etc. _____ ☐ Hispanic or Latino – Provide details below. ☐ Mexican ☐ Puerto Rican ☐ Salvadoran ☐ Cuban ☐ Dominican ☐ Guatemalan Enter, for example, Colombian, Honduran, Spaniard, etc. _____ ☐ Middle Eastern or North African – Provide details below. ☐ Lebanese ☐ Iranian ☐ Egyptian ☐ Syrian ☐ Iraqi ☐ Israeli Enter, for example, Moroccan, Yemeni, Kurdish, etc. _____ ☐ Native Hawaiian or Pacific Islander – Provide details below. ☐ Native Hawaiian ☐ Samoan ☐ Chamorro ☐ Tongan ☐ Fijian ☐ Marshallese Enter, for example, Chuukese, Palauan, Tahitian, etc. _____ ☐ White – Provide details below. ☐ English ☐ German ☐ Irish ☐ Italian ☐ Polish ☐ Scottish Enter, for example, French, Swedish, Norwegian, etc. _____	

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Nondiscrimination Program at (984) 236-1200, or by email at titlevi@ncdot.gov. Thank you for your participation!



NCDOT - Environmental Analysis Unit
Attn:
1598 Mail Service Center
Raleigh, NC 27699-1598

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Meeting Type: Combined Public Hearing	Date: October 28, 2025
Location: Jacksonville Commons Elementary School	
TIP No: U-5719	
Project Description: Jacksonville Parkway Extension from N.C. 53 (Western Boulevard) to U.S. 17 (New Bern Highway)	

Jacksonville Parkway Extension

COMMENT FORM

The N.C. Department of Transportation appreciates your review of the public hearing materials and appreciates any comments you may have for the proposed U-5791 Project.

Comments may be submitted up to November 28, 2025.

You may mail this self-addressed form, visit the webpage (<https://ncdot.publicinput.com/jacksonville-parkway-extension>) or email your comments (Jacksonville-Parkway-Extension@publicinput.com). You may also phone in your comments to: (984) 205-6615, enter Project Code 10888 and leave a message.

Your Information:

Name: _____

Company/Organization/Neighborhood: _____

Address: _____

Zip: _____

Email: _____

Your Comments:

Please indicate your rank for each alternative, with number 1 being your preferred.

Alternative 1 (Blue): ☐

Alternative 2 (Green): ☐

Alternative 3 (Purple): ☐

Do you have any comments or questions?

STIP
Project No.
U-5791

Jacksonville Parkway Extension

NCDOT: Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health, and well-being of North Carolina.

ATTN: Jamille Robbins
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