



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

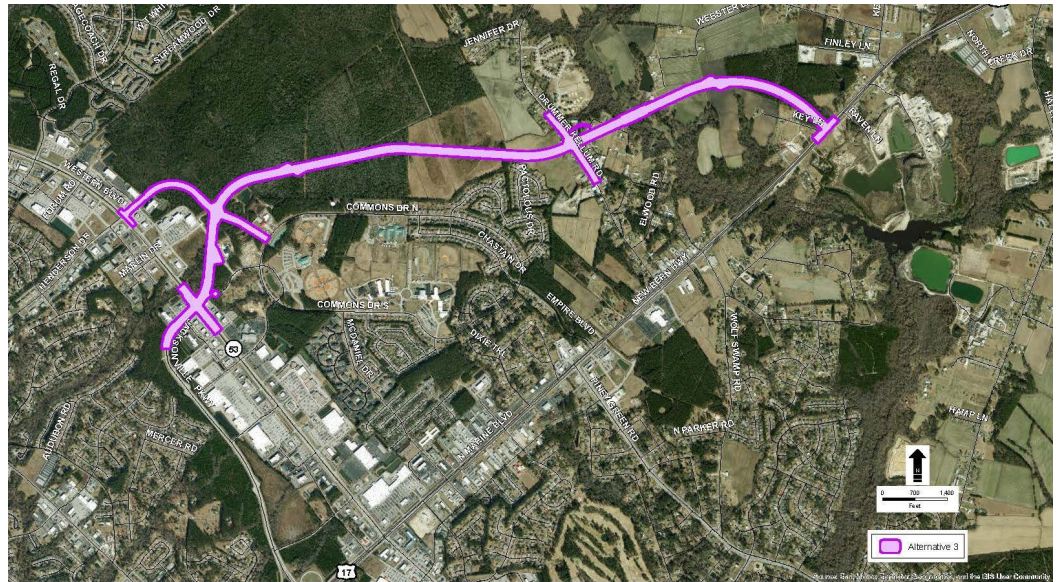
Alternative 3 has been
chosen as the Selected
Alternative for the project.

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.

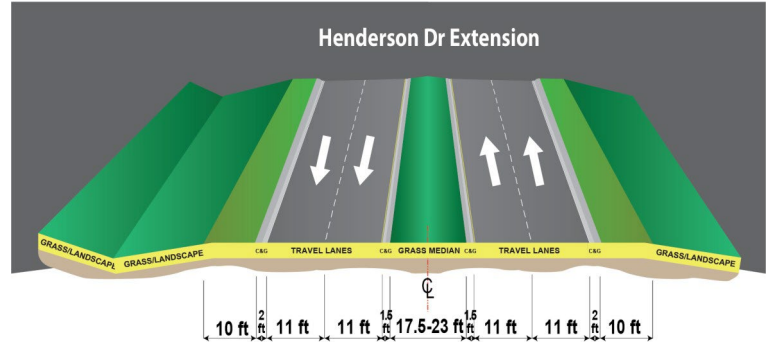
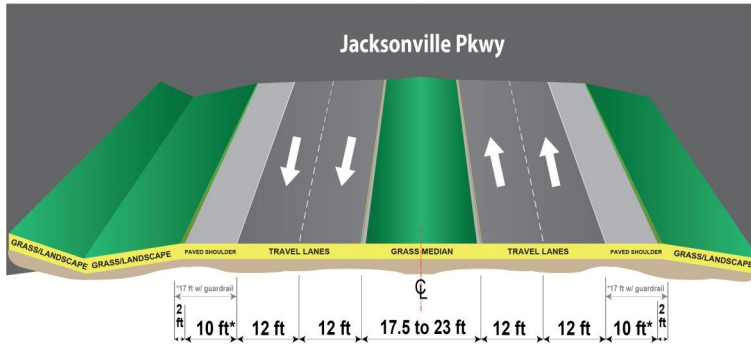


Jacksonville Parkway Extension

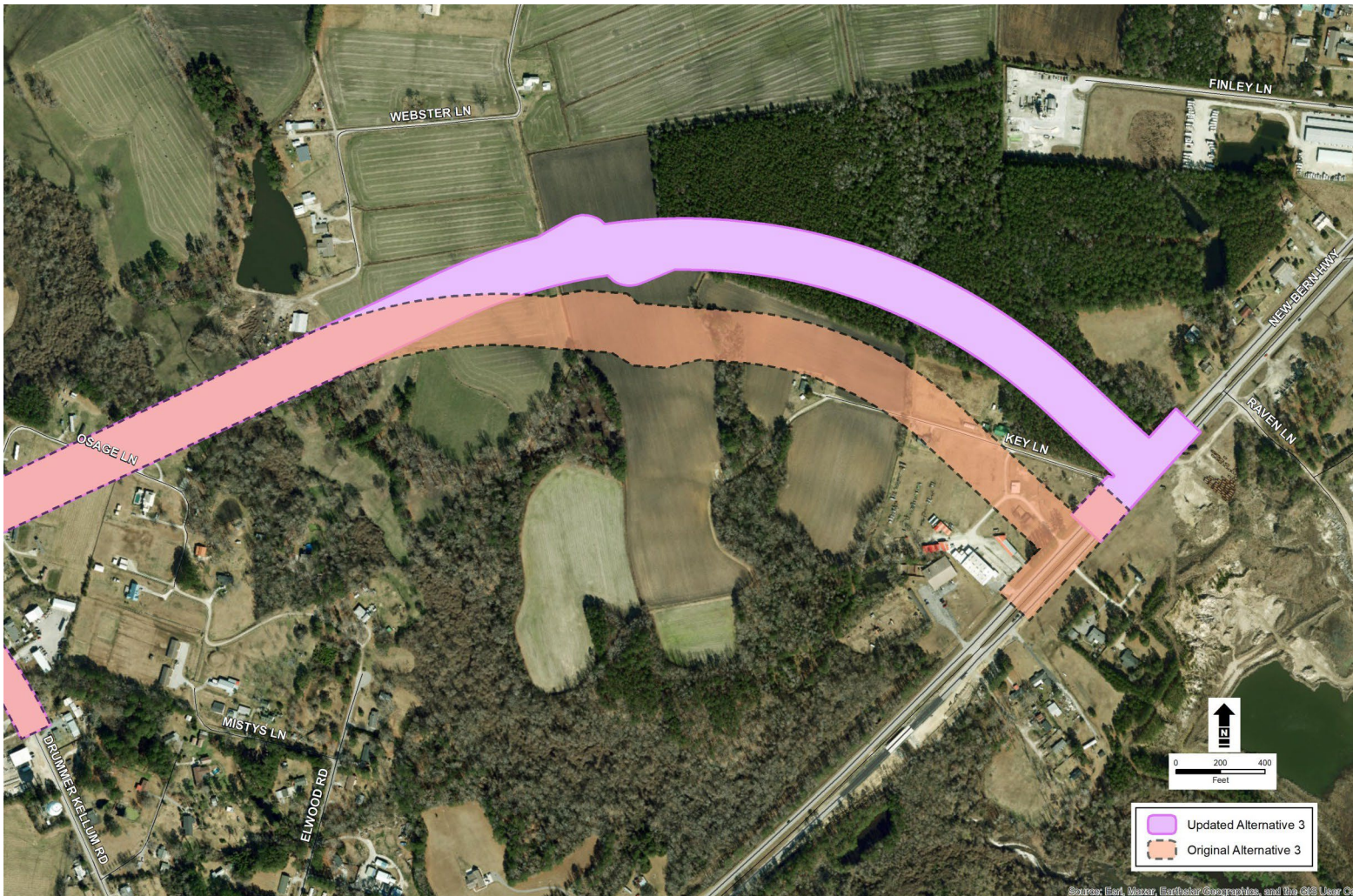
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Typical Sections



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
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Address Box

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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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