

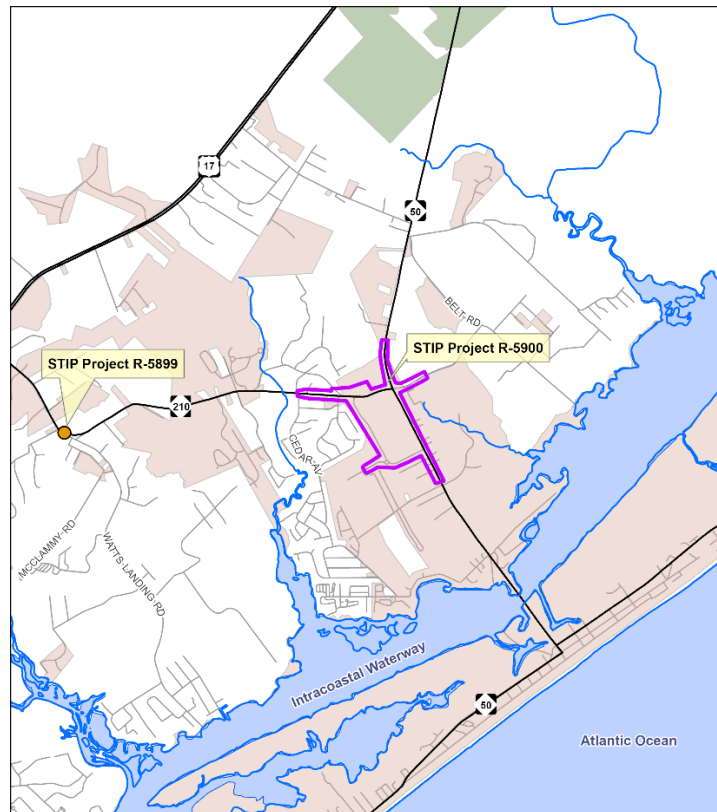
R-5900 N.C. 210, N.C. 50 / N.C. 210 (Roland Avenue), and Belt Road Intersection Improvements in Surf City

Public Meeting Summary

The in-person public information meeting for the NCDOT R-5900 N.C. 210, N.C. 50/210 (Roland Avenue), & Belt Road Intersection Improvements project was held on March 2, 2026, at Surf City Town Hall – Council Room, 214 W Florence Way, Hampstead, North Carolina from 5:30-7:30 PM. The purpose of this public information meeting was to provide the public with an update on the project, present the current design, and request feedback.

The public comment period associated with the public meeting was open from March 2 – March 23, 2026. All meeting materials were available online at the start of the public comment period at <https://publicinput.com/NC210-Improvements-SurfCity>.

FIGURE 1: NCDOT R-5900 PROJECT LIMITS



In-Person Meeting Content and Format

Prior to the public open house, a virtual Local Officials Informational Meeting was held on February 16, 2026, from 3:00-4:00 PM. Six local officials were in attendance. On March 2, 2026 between 5:30-7:30 PM, an open house was held with 58 people in attendance. Attendees participated in a Q&A and discussion with the project team.

A sign-in table was set up at the entrance and meeting materials were set up around the room's perimeter. In-person meeting materials included static display boards and project handouts. Nine display boards were arranged around the room, including:

1. Welcome
2. Proposed Typical Sections – N.C. 210 and N.C. 50 / N.C. 210 (Roland Avenue)
3. Proposed Typical Sections – N.C. 50 and S.R. 1534 (Belt Road)
4. Costs and Schedule
5. Other STIP Projects in the Vicinity
6. Why Has the Design Changed Since the 2024 Public Meeting / What's in the 2026 Design / Why This Approach (two copies)
7. Notice of Nondiscrimination and Accessibility Rights
8. Thank You / QR Code to Project Website

Meeting Advertisement

Postcards were mailed to approximately 1,237 addresses within the focused outreach area the week of February 26, 2026.

Figure 2: Front and Back of Postcard Mailer



Statistical Overview of Comments

Comments Received

- 32 public comments received

Comment Types

- Website: 21
- Paper Survey: 11

Comment Subject Matter:

- Design: 10
- Project Timeline: 5
- Speed Limits: 3
- Other Projects: 2
- Other: 1
- Bicycle/Pedestrian: 5
- Traffic: 3
- Stating Support: 2
- Information Request: 1

General Project Opinions

- 6 percent (2) expressed direct support for the project as proposed.
- 0 percent (0) expressed direct opposition to the project as proposed.
- 94 percent (30) expressed neutral opinions for the project, mostly suggesting design revisions or requesting information.

General Response to Comments

The responses provided in this summary are applicable at the time this meeting summary was drafted; however, updated information will be included in the Environmental Document as it becomes available.

Design

10 comments were received relating to design. Comments covered topics including the proposed traffic signal at Charlie Medlin Drive, left-turn access from Atkinson Loop Road, business access along N.C. 50/210, and intersection geometry at N.C. 50/210 and Belt Road. Frequent questions and concerns are below.

- Why is a new traffic signal proposed at Charlie Medlin Drive? Won't adding another light make backups worse?

Response:

The proposed traffic signal at N.C. 50/210 (Roland Avenue) and Charlie Medlin Drive was identified through traffic analysis as a needed improvement to manage increasing traffic volumes and provide safe access to and from Charlie Medlin Drive and the surrounding developments. Traffic projections show that this intersection is expected to experience congestion within the project limits as the area continues to grow. The signal is intended to manage turning movements at this location and maintain traffic flow along the corridor. Traffic signal timing and coordination along the corridor will be optimized during final design to minimize delays and queuing. NCDOT will continue to work to minimize impacts to the community and natural environment while meeting the purpose and need of the project.

- How will residents on Atkinson Loop Road make left turns across four or more lanes of traffic? What happened to the plan to realign Atkinson Loop Road opposite the fire station entrance?

Response:

The proposed design changes at Atkinson Loop Road and NC 210 are limited to a new right turn lane from NC 210 westbound to Atkinson Loop Road. Left turns are anticipated to operate similar to the current conditions at this intersection. Due to the limited design changes at Atkinson Loop Road in the current design concept, the road is no longer proposed to be realigned to intersect with Deer

Run Road. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

- The new design removes the only left-in access for customers coming from the island to businesses along N.C. 50/210 (Surf City Promenade area). Some entrance must remain.

Response:

NCDOT recognizes that there may be changes in access to local neighborhoods and businesses within the study area due to the project. NCDOT is committed to minimizing project impacts due to these necessary changes. Removal of the left-in access from NC 50/210 to the Promenade is imperative to achieve the purpose and need of the project, which is to improve the NC 50/210/Belt Road intersection by reducing congestion and improving mobility. To access the Promenade shops, drivers traveling on NC 50/210 from Topsail Island will first turn left at the NC 50/210/Belt Road intersection and then turn left at Fun Center Drive. Access configurations will continue to be refined as the project progresses through preliminary and final design, and NCDOT will coordinate directly with affected property owners as appropriate. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

- The alignment of the eastbound left turn lane from N.C. 50 to Belt Road appears to conflict with the westbound left turn lane on N.C. 210, which may require lead/lag phasing and reduce intersection efficiency. Additionally, a left turn lane is needed on N.C. 50 at Mill Creek Road.

Response:

The NC 50/210/Belt Road intersection is being designed to allow for simultaneous left-turns to be made. Simulations of simultaneous left turns using design software have been run and confirm these intersections provide adequate spacing for this to occur in the proposed concept design. At this time, lead/lag phasing is not anticipated to impact signal timing, but as the designs progress and signal plans are developed this will be further investigated. Regarding the N.C. 50/Mill Creek Road area, this location is outside the current R-5900 project limits. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

- Can the minimum lane widths be increased to 11' or 12' to better accommodate bicycles and improve safety, particularly in single-lane configurations?

Response:

Lane widths in the proposed typical sections were developed in accordance with NCDOT and AASHTO design standards and are appropriate for the posted speed, functional classification, and context of the roadway. The use of 10-foot lanes is consistent with NCDOT's Complete Streets Policy, which encourages context-sensitive design in urbanizing areas to promote slower travel speeds and improve safety for all users. Narrower lane widths also reduce the overall roadway footprint, which minimizes right-of-way acquisition, property impacts, and project costs. Designing roadways that promote safe passage and provide flexibility for predicted traffic growth is a priority

for NCDOT projects. The design of the proposed improvements follows AASHTO's Policy on design standards and NCDOT's Roadway Design Manual and Complete Streets Policy. Bicycle and pedestrian accommodations, including sidewalks and a potential multi-use path, are being evaluated and will be coordinated as the design progresses. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

- Provide an improved drainage system to address increased stormwater runoff from the removal of open drainage swales and addition of pavement, particularly near JH Batts Road and points south where flooding already occurs.

Response:

The proposed design converts existing open ditch sections along the corridor to a curb and gutter section with a closed drainage system. Stormwater management is a standard component of all NCDOT roadway projects. Drainage structures will be designed to manage runoff and avoid adversely impacting existing properties and stormwater facilities in the project area. The project will be designed in accordance with NCDOT's Guidelines for Drainage Studies and Hydraulic Design and applicable NCDEQ stormwater requirements. A detailed hydraulic analysis will be conducted during final design. Potential impacts to adjacent property will be evaluated during final design and minimized to the extent practicable. JH Batts Road is outside of the scope of the R-5900 project.

Bicycle/Pedestrian Accommodations

5 comments were received relating to bicycle and pedestrian accommodations. Comments requested crosswalks, pedestrian signals, connections to the planned Surf City multi-use path network, and improvements to walkability and cyclist safety along the corridor. Frequent questions and concerns are below.

- Include pedestrian crosswalks and signals at intersections, connect the planned Surf City multi-use paths, and make the corridor pedestrian and bicycle friendly.

Response:

The project includes sidewalks along the corridor as shown in the proposed typical sections. Existing sidewalks along N.C. 210, N.C. 50, N.C. 50/210, and Belt Road will be retained, and sidewalk is proposed to be extended along N.C. 50/210 westbound. Marked crosswalks are proposed at each signalized intersection within the project limits, and pedestrian signalization is being evaluated. On N.C. 210, a proposed multi-use path will connect from the fire station to the DMV, through a Town of Surf City project. The Town of Surf City's Comprehensive Bicycle & Pedestrian Plan includes proposed multi-use paths along portions of the corridor. Multi use paths will be evaluated as the project design progresses and incorporated where practicable. The project team will continue to coordinate with the Town and Cape Fear RPO to ensure bicycle and pedestrian accommodations are considered as the design progresses. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

Project Timeline

5 comments were received relating to the project timeline. Comments expressed urgency for the project to begin sooner and requested transparency about the project schedule and interim steps. Frequent questions and concerns are below.

- Why can't the project start sooner than 2030?

Response:

The purpose of the project planning phase is to identify the best transportation solution for the project. Milestones are incorporated into the schedule to ensure that Federal and State regulatory agency requirements are met throughout the lifecycle of the project. The project must follow established federal and state processes before construction can begin. The Environmental Document is anticipated in early 2027, and right-of-way acquisition is scheduled to begin in late 2027. Between the completion of the Environmental Document and the start of right of way acquisition, final right of way plans will be developed and any conflicts with utilities are addressed. Between right-of-way acquisition and construction, the project undergoes final design, utility coordination and relocation, and construction bidding. These steps are necessary to ensure the project is delivered efficiently and in compliance with applicable regulations. Currently, right of way is scheduled for late 2027 and construction is scheduled for 2030; these dates are subject to change.

Traffic

3 comments were received relating to traffic concerns. Comments covered topics including traffic signals, seasonal congestion, future development growth, and regional traffic concerns. Frequent questions and concerns are below.

- Traffic signal left-turn arrows should be activated at all times rather than flashing, especially during tourist season.

Response:

Traffic signal timing and phasing, including left-turn signal operation, will be evaluated and optimized as part of the project's final design. The traffic analysis models both summer weekend peak and typical weekday conditions.

- By 2030, local development may bring improvements to capacity quickly, and a broader regional approach including US 17 is needed.

Response:

NCDOT updated traffic analyses in 2025 to incorporate all known current and future developments in the area. New developments considered include residential, commercial, and hospitality uses, and the traffic projections used in the design extend to the 2045 design year to ensure the proposed improvements accommodate anticipated growth. Concerns regarding US 17 and the broader



Hampstead/Woodside region are outside the R-5900 project scope but have been documented and shared with NCDOT Division 3 for consideration in regional transportation planning.

Speed Limits

3 comments were received suggesting lowering speed limits.

- Has there been consideration of lowering the speed limit to 35 mph on N.C. 50 and/or N.C. 210?

Response:

NCDOT is responsible for establishing speed limits on state-maintained roads. Speed limits are determined based on several factors, including roadway design, types of development along the road, the number of driveways on the corridor, sight distance, crash history, and speed data. The proposed improvements for R-5900, including turn lanes, raised medians, and sidewalks, are traffic calming elements that can help support a safer corridor environment. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

Stating Support

2 comments were received expressing direct support for the project. Commenters noted that the proposed improvements will help traffic flow and praised the addition of sidewalks for walkability.

Response:

Thank you for your interest and support of the NCDOT STIP Project R-5900, N.C. 210, N.C. 50/210 (Roland Avenue), & Belt Road Intersection Improvements. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

Other Projects

2 comments were received pertaining to the bridge to Topsail Island. This suggestion is outside the scope of the R-5900 project.

Response:

Thank you for your interest in the NCDOT STIP Project R-5900, N.C. 210, N.C. 50/210 (Roland Avenue), & Belt Road Intersection Improvements. For information on other projects in the area or suggestions for new projects, please contact the Cape Fear RPO or NCDOT Division 3.

Information Request

1 comment was received requesting information about the proposed treatment at the eastern intersection of Atkinson Loop Road and N.C. 210. This concern is addressed under the Design section above.

Other



1 comment was received expressing concerns about developer funding contributions to local infrastructure improvements.

Response:

Thank you for your interest in the NCDOT STIP Project R-5900, N.C. 210, N.C. 50/210 (Roland Avenue), & Belt Road Intersection Improvements. This comment is outside the scope of the NCDOT R-5900 project. Questions about developer impact fees or local funding mechanisms may be directed to the Town of Surf City. NCDOT is not involved in the local growth/development land-use decisions and approvals. NCDOT recognizes the importance of public input and will consider each comment as the project continues to progress.

