

- **Factory Road/Peanut Road** — full median would be constructed restricting all left-turn movements. Only right-turns to and from side streets would be allowed. A paved U-turn bulb would be built 600 feet to the north to accommodate vehicles wishing to go south from Factory Road. A southbound right-turn would be constructed.
- **Atlantic Seafood** — a U-turn bulb is recommended in the vicinity of a platted, but unpaved, road adjacent to the Atlantic Seafood site.
- **Hoover Road** — full median opening maintaining existing traffic signal.
- **Forest Sound Road** — full median would be constructed restricting all left-turn movements. U-turn bulbs are recommended approximately 250 feet north of Forest Sound Road to serve northbound and southbound U-turns from the paired left-turn median opening located just north of this intersection.
- **Hampstead United Methodist Church** — a future collector street is planned just north of Hampstead United Methodist Church. The street could serve one parcel, in which case it would intersect US 17 with a right-in / right-out only configuration. The collector street could however be extended by private property owners to serve multiple parcels; by doing so, sufficient traffic volume may be served such that a traffic signal on US 17 or a superstreet type median opening may be warranted. If approved by NCDOT, then the collector street, median opening and/or traffic signal would be funded by private sources.
- **Loblolly Trail** — U-turn bulbs are recommended approximately 800 to 1,000 feet north of the intersection of US 17 and Loblolly Trail. A bulb would be built on both sides of US 17, to serve northbound and southbound U-turns.
- **Grandview Drive** — a leftover type median opening that provides southbound left-turn movements from US 17, but does not serve left-turns from Grandview Drive onto southbound US 17.
- **William Store Road** — full median would be constructed restricting all left-turn movements. U-turn bulbs are recommended approximately 700 feet north of the intersection of US 17 and William Store Road to serve northbound and southbound U-turns from the paired left-turn median opening located just north of this intersection.
- **Country Club Drive/Jenkins Road** — full median opening maintaining existing traffic signal. No widening for u-turns. U-turn bulbs are recommended approximately 1,300 feet north of the intersection of US 17 and Country Club Drive/Jenkins Road to serve northbound and southbound U-turns from the paired left-turn median opening located north of this intersection. **Topsail Middle/Topsail Elementary Schools** — full median opening maintaining existing traffic signal. No widening for U-turns.
- **Transfer Station Road** — a leftover type median opening that provides southbound left-turn movements from US 17. Superstreet or full median opening and traffic signal if warranted and approved by NCDOT, to be funded by private sources.
- **Leeward Lane** — full median would be constructed restricting all left-turn movements. U-turn bulbs are recommended approximately 1,000 feet north of the intersection to serve northbound and southbound U-turns from the paired left-turn median opening located north of this intersection.
- **Long Leaf Drive** — leftover median opening for southbound left turns. Only right-turn movements would be allowed to and from Long Leaf Drive.
- **Sloop Point Loop Road** — full median opening maintaining existing traffic signal. No widening for U-turns.

It should be noted that in addition to the specific median openings listed above, median crossings and openings for emergency services such as fire stations and EMS stations will be considered during the design phase of the project. Coordination with people such as the fire chief will be important during this phase of the process.