

Calabash Council Approves Water Engineering Study

BY DOUG RUTTER

Calabash town council Monday unanimously authorized an engineering study and water system design to be completed by Lewis & Associates of Shallotte at a cost of \$9,000.

The vote followed an executive session during which town board members and town attorney Mike Ramos discussed possible property owner assessment measures for water line extensions.

The proposed water lines are to extend from N.C. 179 at the Calabash traffic light, down Ivey High Road, along Oak Street parallel to the Calabash River and back up River-view Drive to N.C. 179.

According to Alan Lewis of Lewis & Associates, the estimated cost of water line installation to the entire loop would be about \$65,000 if a \$9,500

master meter is included along with a fire hydrant.

Board members expressed the notion that the master meter was not necessary if the town remains on the county water system.

Mayor Doug Simmons said, "I believe we could do without the master meter, and that would cut down on quite a bit of the cost right there."

Board members did agree that a fire hydrant would be needed for the sake of future building projects along the waterfront.

Calabash Council also discussed the possibility of installing the loop in phases over a period of a few years.

The general consensus of council was to first install water lines along Ivey High Road and to part of Oak Street and then continue the lines at a

later date for the remainder of Oak Street and Riverview Drive.

Discusses Variance

Council also discussed but took no action on a zoning variance requested Sept. 14 by the Comfort Inn hotel chain. Representative Bill Cockayne had asked that the company be allowed to construct a 900-unit, three-story, 40-foot high structure.

Calabash Building Inspector Bill Dunker said the planning board approved the variance at its Oct. 1 meeting, but that the hotel had since changed its plans. He said plans for the structure now call for a 47-foot structure with only 80 units.

Dunker said the planning board would have to review the new plans and act on the adjusted variance request at a future meeting.

He also said the fire department had no problems with the request since Carolina Shores Resort was granted a similar variance years ago.

Board members stressed that they wanted an assurance that the hotel had secured sewer service and a sprinkler system before adopting the variance.

Ramos said, "Before, we've been looking at pretty inconsequential things. Now we've got a major building in the center of town on our major thoroughfare. We have to be a little more careful with this."

Reviews Contract

Also Monday, council continued to discuss a contract extension with Bill Jordan of Little River Trash Service. After reviewing the contract,

Ramos said he added specifics concerning liability coverage for the workers.

Ramos said the previous contract did not limit the coverage at all. He added a series of statements setting the coverage at \$250,000 per person and a total of \$1 million. Ramos said this was "the minimum coverage available considering the activity involved."

Ramos also raised the point that the contract did not address the issue of town growth and the related demand for increased services.

He said the contract should include a renewal clause whereby the terms of the contract could be altered after a certain level of growth.

Jordan agreed that he should be compensated for more work as the town grows and said he would

tabulate some numbers reflecting current service.

Jordan had asked for a five-year extension on his contract last month, and urged council to approve the extension before a changeover in council membership following the 1987 general election next month.

Planners Heard

In other business Monday, council heard from two engineering consultants interested in designing the land use plan at Calabash.

Like several consultants heard at earlier meetings, James Hinkley of Planning South Inc. and Bill Burnett of Henry Von Oesen & Associates presented council with literature and expressed interest in working with the town in developing its land use plan.

Board Awards Contract For Shallotte Bypass

After several decades of planning and postponement, work is scheduled to begin on the U.S. 17 bypass around Shallotte next month.

The North Carolina Board of Transportation awarded the \$1.52 million construction contract Oct. 9 to Vecellio and Grogan, Inc. of Beckley, W.Va. That phase of the construction is to be completed in approximately one year, in November 1988.

The project involves removing trees and brush from a 2.3-mile corridor west of Shallotte between Old Shallotte and Mulberry roads and leveling and smoothing the area so it can be paved.

Drainage culverts to carry Mulberry Branch and Lookout Branch under the road will also be constructed.

The contract is one of three related to the bypass. Next summer the board is expected to award a contract for grading the final 2.5 miles of the bypass. Following its completion the board will award a contract to pave the bypass, hopefully in the summer of 1990.

The bypass is one phase in the four-laning of U.S. 17 from Bell Swamp (Winnabow) to the South Carolina state line that is expected to be completed in the fall of 1993.

Vecellio and Grogan Inc. was the lowest of seven bidders on the bypass project, with the bid coming up about 20 percent below department estimates.

The Transportation Board also approved other routine items, including \$60,000 for improvements to the south end stoplight intersection of U.S. 17 and N.C. 130 West; \$2,500 for adjusting manhole covers and valves on U.S. 17 in Shallotte; \$30,000 to cover the remaining costs of improvements to the Southern Area Schools road at Boiling Spring Lakes; \$40,000 for grading, draining and stabilizing of Old Georgetown Road; and a \$30,000 increase in spot stabilization funds for use countywide.

Doug Bowers, DOT Division 3 engineer, said the \$60,000 is not enough to do proposed improvements to the south-end intersection, but will cover preliminary engineering and related work. "Then we will seek more funding," he added.

The department proposes to widen U.S. 17—and N.C. 130 as it approaches U.S. 17—to provide extended left turn lanes.

Sunset Beach Bridge Gets Needed Repairs

BY DOUG RUTTER

The N.C. Department of Transportation averted potential disaster last week by completing much-needed repairs on the Sunset Beach bridge.

According to Robert Cox, bridge maintenance supervisor for the N.C. Division of Highways in Wilmington, "There was quite a bit of danger with that situation. We could have lost a whole span on the bridge."

Cox said repairs to the bridge last week included the replacement of one cap, seven joists and several decking boards at the bridge's northern end.

He said the repairs were made following a recommendation for "prompt action" by a team of DOT bridge inspectors.

The bridge was closed for about four hours last Wednesday when

DOT workers replaced a rotted cap.

Bridge maintenance employee Paul Wolfe described the caps as wooden ties which are bolted to the bottom of the bridge along its width. He said they are mounted 17 feet, six inches apart and basically help support the bridge's weight.

Cox said the replaced cap had rotted through in the center, directly over a pylon supporting the bridge's superstructure.

"It wouldn't have taken much longer to totally crush that cap," he said. "And who knows what would have happened then." Cox said if the cap had snapped, an entire span of the bridge would have had no support across its width and that the joists would have been the only thing supporting its weight.

Wolfe said the caps usually last about 15 years depending on traffic and salt content in the water. He said that in the case of Sunset Beach, the cap probably rotted because of relatively heavy traffic and saltwater in the Atlantic Intracoastal Waterway.

Cox also said seven joists were replaced early last week after they had apparently been broken by excessively heavy loads crossing the bridge.

All but one of these joists, he said,

were on the northern side of the bridge where the broken cap was located.

Cox said the joists support the bridge lengthwise, as opposed to the caps which support the bridge along its width. He added that the joists also support the decking of the bridge.

There are nine joists in each span. Two of the broken ones were located in "span 6" where the rotted cap was located, he said.

Early last week, bridge maintenance employees also replaced decking in the bridge where it joins the mainland on its north side.

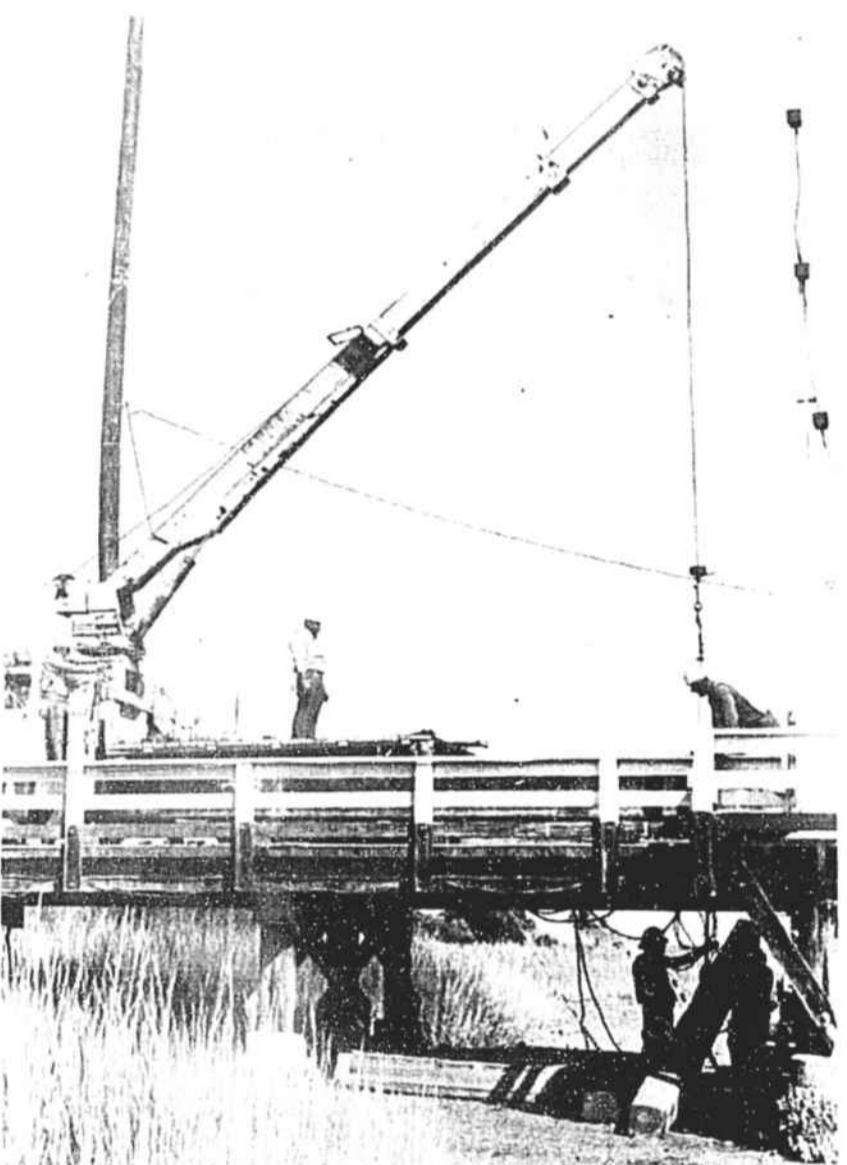
Cox said it would take about two weeks before a cost of the repairs could be determined.

He said the last time extensive work was done on the bridge was in June of 1986 when two caps were replaced.

Cox explained, "Whenever anything is built 20 or 25 years ago it's getting up in age. You have to expect some trouble."

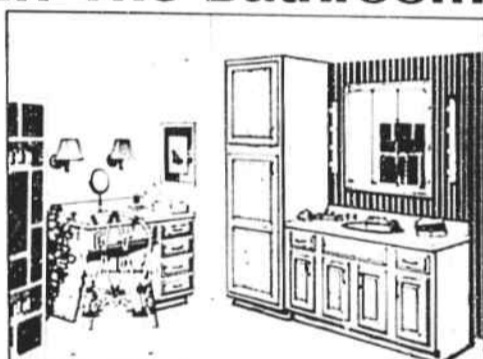
He said the bridge was built in 1950 and that normal wear and tear accumulates until the bridge is hard to maintain.

Cox estimated it costs between \$70,000 and \$90,000 per year to keep the bridge operational.



DOT WORKERS replace a rotted cap on the Sunset Beach Bridge last Wednesday. Recent repairs to the bridge also included the replacement of seven broken joists and several decking boards.

Aristokraft Puts Beauty In The Bathroom



Burlington

Aristokraft combines the versatile features of oak with the elegant Burlington style to bring new dimensions to the bath. Standard features like the Aristo* finished interior protect against scuffs and stains. Complemented by Burlington's charm and beauty, this stunning collection of vanities will highlight any bath.

Aristokraft

This contemporary styled light bar features a polished brass back plate with solid oak trim.

Keep linens and other items at your convenience in this attractive storage unit.

Come see our display of cabinets and vanities

•large inventory in stock•

SEA COAST TRADING CO.

SHALLOTTE • 754-6630

Our South Brunswick Islands team



...always ready to serve you!

CALL 754-4488

LOWE'S

Your Household Word

The FAMILY BUSINESS that can make a house YOUR HOME ...PROUDLY PRESENTS...

A Complete Packaged Home for only \$29,500

You can move into this 2 BR, 2 bath Zimmer II located in Sea Shore Hills Subdivision

Package includes: home, lot, paved driveway, septic tank, deep well and pump, wiring, underpinning, treated wood deck, Whirlpool washer/dryer and 3-ton central air conditioning.

EDGARWOOD SUBDIVISION

"The Best Place for the Best Price"

—Lots available, starting at \$4,500—
Water & Sewer Packages • 90% Owner Financing

East Coast Housing and Sales

Hwy. 130, Holden Beach Rd., 4 1/2 miles from Shallotte
842-4003 • Mon.-Sat. 9-5, Sun. 1-5, Closed Wednesdays

SHALLOTTE CLEANERS

MONDAY-FRIDAY 7-6
SATURDAY 8-1

754-4435
DOWNTOWN SHALLOTTE

wholesale
SHALLOTTE Electric SUPPLY

Phone (919)754-6000
Shallotte, NC

BRUNSWICK COUNTY'S FIRST

FULL SERVICE CONSTRUCTION COMPANY

SITE PREPARATION
Clearing • Fill Dirt • Top Soil • Grading

SEWAGE DISPOSAL SYSTEMS
everything from Permit Applications to Installation of Conventional and Low-Pressure Systems

PAVING
from Home Driveways to Small Business Parking Lots

WE DO IT ALL SAVING YOU TIME AND HASSLE

NO JOB IS TOO SMALL!

F&R DEVELOPMENT, INC.
Hwy. 130, Holden Beach Rd., 4 1/2 miles from Shallotte
842-4003 • Mon-Sat 9-5, Sun 1-5