

As you all know the Department of Transportation has proposed four alternates for replacing the present Morehead City-Atlantic Beach bridge. Only two of these are being given serious consideration, namely Alternate #1 and #4. Many of you attended the public hearing at which the merits of the various proposals were discussed and those of you who didn't attend have undoubtedly read editorials and letters to the editors giving the pros and cons of each plan.

On March 8th at the regular town meeting your Board of Commissioners unanimously endorsed Alternate #4. Since then the Morehead City Board of Commissioners unanimously endorsed Alternate #4. I personally think that 90% of our residents prefer Alternate #4 but if you still have questions please call me or one of the Commissioners and we will give you the facts as we know them. We have a copy of the D.O.T. Environmental Assessment along with maps of the alternatives at the town hall in case you would like to see them.

We think that we have gone about as far as we can in promoting Alternate #4 with the D.O.T. and think it is now time to express our views directly to Governor Hunt. If you think, as we do, that Alternate #4 is the correct choice then we ask that you please make your thoughts known to Governor Hunt. It would be best if you would write a personal letter, but failing this please fill out and mail one of the forms that was printed in the April 29th Carteret News-Times and mail it to Governor Hunt. His address is:

The Honorable James B. Hunt, Jr.
Governor
State of North Carolina
Raleigh, North Carolina 27611

A bridge in the correct location will compensate you far into the future for the small effort you put forth now.

Mayor Wayne P. Cleveland

Public Works Commissioner "Hoot" Gibson says a couple of experts took a critical look at the Pine Knoll Shores streets recently and assured him that the developers had not skimmed on their construction.

PKS STREETS
GET GOOD
RATING

"They assured us that the construction of our roads was excellent and told us our main task was in keeping them up," said Gibson after he and Ken Hanan had guided two representatives of The Asphalt Institute on an inspection of PKS' principal streets. Hanan, who formerly edited the trade magazine Constructioneer, had arranged for the asphalt men to come here.

Gibson said the visitors had left him a rating system for low-volume asphalt roads and that he and Hanan plan to hike the 11 miles of town streets in PKS "in the very immediate future" in order to rate their condition. He said that when the rating is completed, contracts will be let immediately for the repair of problem areas.

A "major problem" pointed up by the inspection is the breaking off of road edges when run over by heavy trucks. Gibson said this was a result of sandy bases and borders to the roads. He said grass growing up to the edge of the roads would help.

"A lot of people have planted grass beside their streets, and if more would do that it would help a lot," Gibson said.

Another street problem, Gibson said, is caused by lack of use. This results in hair-line cracks forming on little-traveled streets and parking areas. This was particularly noticeable in McNeill Park.

"Curiously enough, the more an asphalt street is used, the better it stands up, if it is not abused," Gibson observed.