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## \$3.6 Million, High-Level Span Proposed By SHC

By ED HARPER

A proposal to build a \$3.6 million high-level bridge to Oak Island was approved by the State Highway Commission planning board on Monday.

The bridge would be constructed near the present pontoon-type bridge that has served the island since a barge demolished the old drawbridge September 7, breaking the only link with the mainland and creating a situation of inconvenience if not emergency.

The planning board dismissed the idea of a bridge across the Yellow Banks, several miles west of the present location: preliminary research "supported obvious conclusions that alternate corridor locations at points farther removed from present NC 133 were not economically justified and would not effectively serve major travel desires between Oak Island and the mainland."

The federally-financed project calls for the construction of a fixed span with 65-foot vertical clearance. The length of the bridge would be 5,000 feet, plus a 2,000-foot approach from the north near the present NC 133 route. The actual bridge

structure would cost \$3.3 million; the approach, \$280,000.

The planning board's consideration of the fixed span bridge was based on the recent trend towards building such structures across the Intracoastal Waterway and the inherent advantages of a high-level bridge: "These benefits include a more desirable level of traffic service, elimination of congestion and delays resulting from drawbridge openings, and avoidance of possible future collisions of vessels with the low-level structure."

The planning board considered a benefit-cost

analysis that set the annual cost of a fixed span at \$194,900 and a draw bridge at \$105,400.

The annual cost of maintaining a fixed span structure would be \$2,000, while the drawbridge maintenance would amount to \$10,000. Also, an additional annual cost of \$55,000 would be incurred for drawbridge operators' salaries.

The planning board noted that 113,992 vehicles were delayed by 6,212 openings of the bridge during 1970. It was projected that by 1987 the number of openings would exceed 10,000, causing delay for more than one-half million vehicles.

The costs of time delay and

stopping the vehicles were included in the planning board's 17-page report to the State Highway Commission.

A comparison of the use and construction costs produced a benefit-cost ratio of 1.4, the report stated, "indicating that the additional cost of a fixed span high-level bridge is an economically justifiable expenditure when compared to the cost of a drawbridge crossing."

The board considered three alignments for the fixed span bridge: an alignment along the present roadway; and alignments immediately west and immediately east of the existing roadway. The alignment along present NC 133 was not considered feasible since the present roadway and pontoon bridge must serve as a detour during construction.

An alternative alignment immediately west of the present road would have approximately the same construction cost; however, some disadvantages were noted:

"The alignment west of the present roadway would necessitate the relocation of major power transmission lines and would require considerable service road construction in order to maintain access to a private airfield," the report stated.

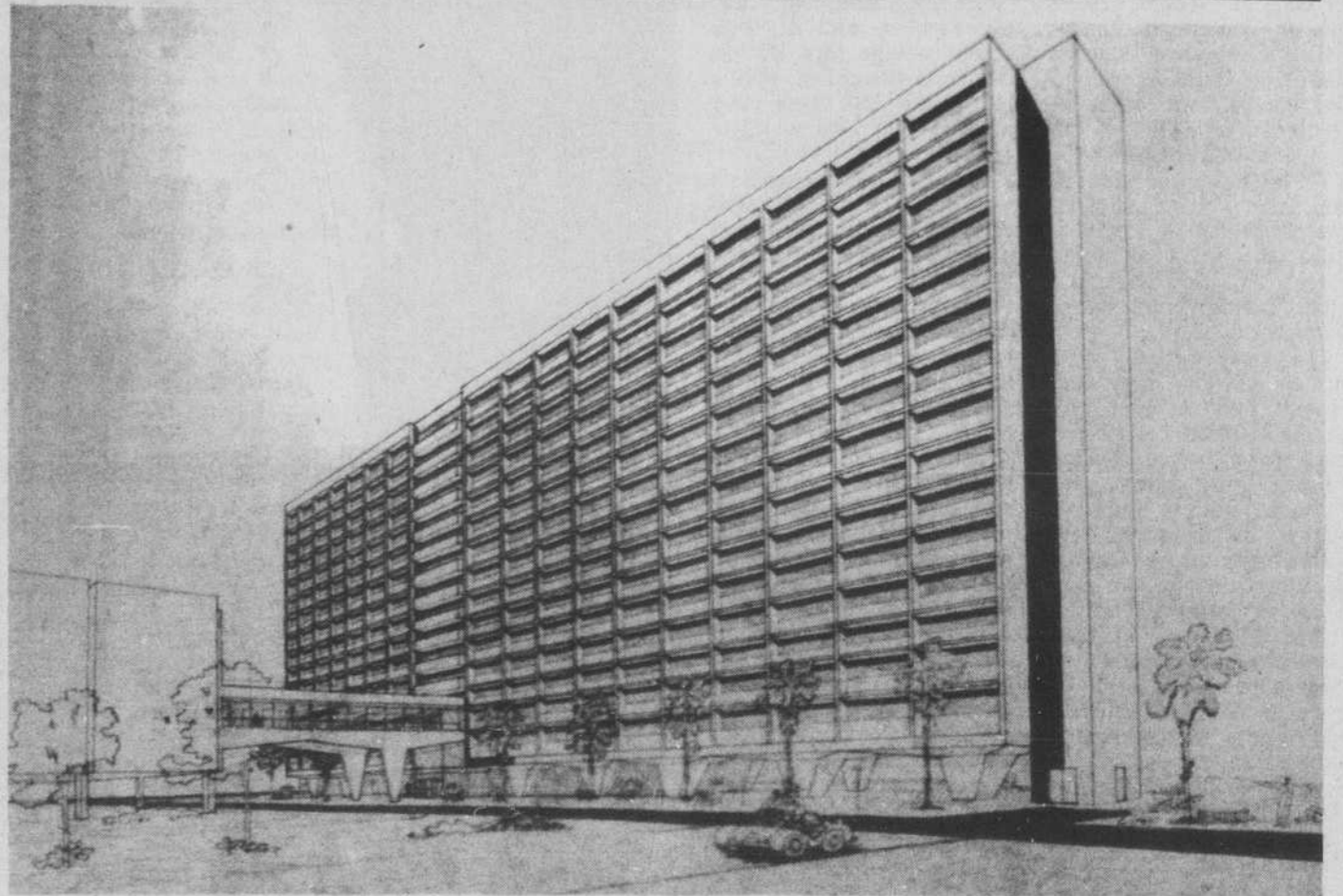
The bridge structure includes 3,500 feet required to span the Intracoastal Waterway and allow the 65-foot vertical clearance, and 1,500 feet to span the marshlands on the south approach.

The span across the marsh would cost about \$700,000, compared to a cost of \$300,000 for landfill, but "approximately 20 feet of muck and probable environmental complications would be involved in attempting to construct a new roadway by filling through the marshland."

The added cost is believed to be justified on the basis of environmental considerations, the board concluded. Had the drawbridge been preferred, the approach structure probably would not have been provided.

The bridge will have a 40-foot roadway and will allow 90-foot horizontal clearance for waterway traffic. Current bridge standards require the 40-foot roadway, although a reduction of only six feet would result in a savings of one-half million dollars.

According to the SHC report, "the new structure and approaches will provide (Continued On Page Three)



Architects Drawing Of Condominium

This is a copy of the architects drawing of a 15-story condominium which a Washington, D.C., man, Joseph T. Barone, proposes to construct on the oceanfront at Long Beach. The building would contain 183 units, ranging from studios to 2-

bedroom apartments. A parking building would be erected behind this skyscraper on the second row. Financial details now are being negotiated. The architect is Valanc, Benzing & Associates of Raleigh.

### After 16 Years

## Lennon Won't Run For Seat

Setting to rest all rumors, which have been heard around Brunswick County about his retirement following this term of Congress, U.S. Rep. Alton Lennon announced this morning that he would not seek re-election to the United States House of Representatives in 1972.



REP. ALTON LENNON

Mr. Lennon stated that after nearly 30 years of public service, including county, state, and national offices, he was returning to private life in North Carolina with the conclusion of the 92nd Congress.

"I and my wife, Kay, will always cherish with the deepest gratitude the friendship and support of the people of the Seventh Congressional District," Mr. Lennon said.

The Congressman affirmed his pride and gratification for the economic growth and development of the District and expressed his confidence that a successor of experience, integrity, and dedication would be chosen to continue this progress.

Rumors had been heard for the past several weeks that Rep. Lennon had expressed the hope that he could step down following the present term of Congress.

Lennon has been in the Congress for 16 years, and has fended off all opposition. Two Fayetteville lawyers have announced their intentions to run in the upcoming Democratic primary in May, to seek the

nomination. They are Charles Rose III, who ran unsuccessfully in 1970 against Lennon, and Doran Berry, who announced his candidacy over the weekend.

Lennon, who unseated the late Rep. F. Ertel Carlyle of Lumberton, after a vigorous campaign, with Lennon pushing his conservatism, has maintained his stand throughout the years, and the 7th District has repeatedly supported him with a large majority vote.

"I know he (Lennon) could win again hands down," said one Chadbourne leading supporters. "Congressman Lennon has been of this area's leading pushers, and I hate to see him retire. He will be sorely missed."

## Delay Action For Permit

Members of the Southport Board of Aldermen failed to take action Thursday night on the request made by Mr. and Mrs. Jerry Giles to have their property on West St. zoned for a motel project they are ready to begin.

Previously they had made their appeal to the Southport Zoning Board, which had failed to take action and had said they would refer the matter to the Board of Aldermen. At the Thursday night meeting Mayor Dorothy Gilbert said that no report had been forwarded by the Zoning Board.

A request was heard that the new street from the old yacht basin to the Boat Harbor be made two-way, but action was deferred pending some relief from traffic congestion at the end of Bay St. and Short St.

The board discussed the proposal made by City Manager C.D. Pickerrell that they consider the matter of installing a new well in order to insure a continued ample supply of fresh water to serve the needs of Southport (Continued On Page Seven)

### Paid To Shallotte

## Schools Give \$10,000 For Town Water Supply

The Brunswick County Board of Education has agreed to pay \$10,000 to the town of Shallotte to connect the municipal water system with West Brunswick High School, now under construction near the town.

This agreement is subject to completion by January 31, 1972, the board noted. Also, the investment would apply to future rent or charge of municipal water service to the school.

All three consolidated schools under construction in Brunswick County are scheduled for completion by April 1, a date that school architect Jack Croft termed "reasonable and expected."

In other business concerning the new high schools, the board considered starting a Junior ROTC program but decided to wait until further study before making a decision on the matter.

Also, the county will pay an additional \$2,075 per school to add the following to the communications system: an intrusion alarm system, change two shops from trumpet stations to classroom stations, and nine TV outlets in each school.

The following teaching personnel were employed by the county board: Mrs. O'Gretta T. Saunders, art teacher; Angelo Ventrillo and Ricke S. Watson, B.C.H.S.; Patricia Jasper, Southport Elementary; Carol Holley, teacher aide at Lincoln Elementary.

Also approved were the following substitute

teachers: At B.C.H.S. — Yolander Randolph, Orabelle Clemmons, Judy Smith, Windell Watson, Donna J. Parker, Sandra McCracken, Almeta Eagles, Joann Mauppin and Pauline Rose. Shallotte — Joseph Jenes and Gary Cheers; Southport Elementary — Mrs. Ted Holth and Marian Johnson; Leland, Oren E. Philpott.

## Howard New 'Key Banker'

A leading Southport banker has been named "County Key Banker" for Brunswick County. He will coordinate the farm and agri-business activities of the N.C. Bankers Association in this area.

NCBA President Claude C. Armfield, Jr. of Asheville has announced that Robert D. Howard will serve as County Key Banker during the next 12 months.

Howard is Vice President of Waccamaw Bank & Trust Company, Southport.

For 27 years the NCBA has received national recognition for its notable program of service to agriculture and agri-business in North Carolina. President Armfield in noting this record, thanked the 100 County Key Bankers for their leadership.

Armfield noted such projects as the annual Farm Credit Conference, the two-week Short Course in Modern Farming at N.C. State University for over 100 young farm leaders from every section of North Carolina. These scholarships are provided by the hometown banks and 2,089 have been awarded. Another project is the annual land judging meet in the interest of soil conservation.

Banks in North Carolina continue as a chief source of money for farming, Armfield reported.

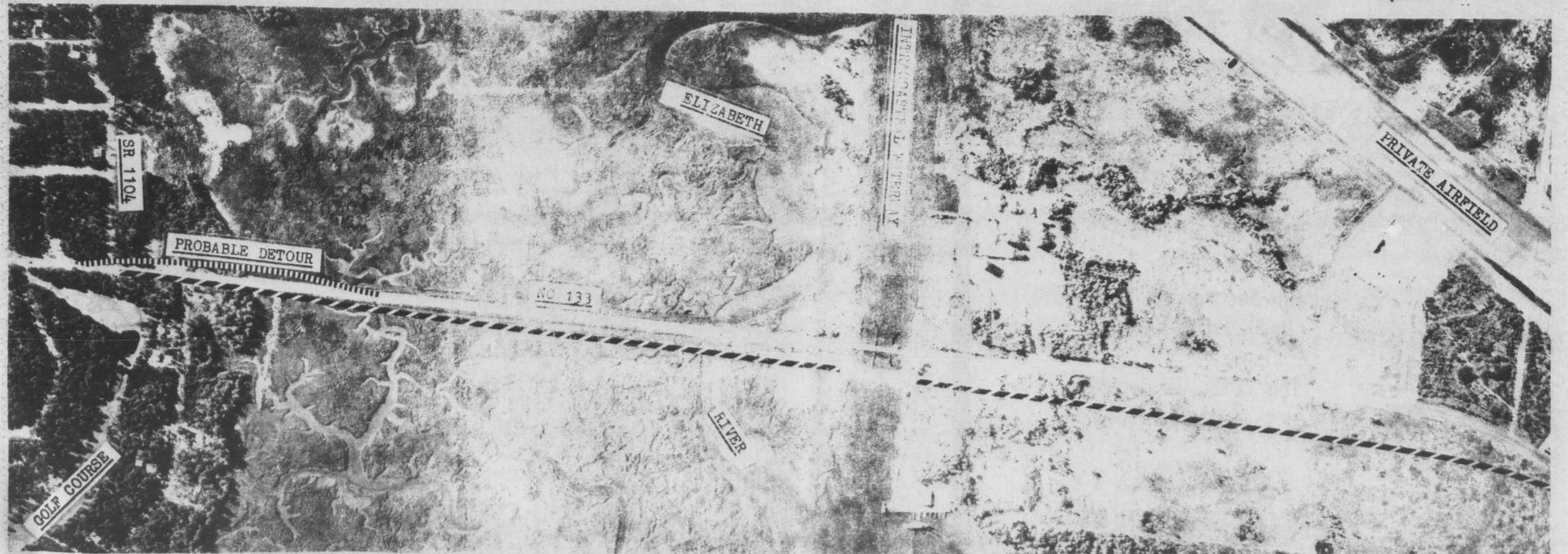
## Time And Tide

Thirty-five years ago there was a movement afoot in Southport to dredge a yacht basin, and joining in this promotion were transient yacht owners, who stressed the need for these facilities here. That was back in 1939, the week of December 16.

The late Governor J.C.B. Ehringhaus had contacted the U.S. Navy Department with regard to being sure that the USS Perch, new submarine on a shakedown cruise, would stop for a visit at Southport; semi-annual pension checks had arrived for distribution to widows of Confederate veterans, and they were 22 in number; and the editor had asked the very pertinent question, "Why Fireworks"? What he wanted to know was how and why they ever got to be a part of the celebration of the birth of Christ.

Wednesday, December 17, 1941, and our second issue following the start of World War II. There were unmistakable front page signs of the times, one of them being a picture showing the late President Franklin D. Roosevelt signing the

(Continued On Page Four)



Black Dotted Line Shows The Route Of Proposed New Bridge Over Inland Waterway Between Southport And Oak Island.