



Wet Ash Residents Seeking Help On Drainage Problem

BY SUSAN USHER

Residents of the Wet Ash Swamp area were back before the Brunswick County Board of Commissioners Monday night asking for help in fixing their drainage problems.

Billy G. Jones, who lives about a mile below the proposed Wet Ash Swamp drainage project, said water reached the top of the drainage tile near his home last week. "If it would have risen any higher it would have flooded again," he added. The area has flooded three times in the past five years.

Commissioners also met behind closed doors for an hour to discuss land acquisition and attorney-client matters, and, at the request of Commissioner Benny Ludlum, personnel.

Commissioner Chris Chappell said the county has asked the N.C. Department of Transportation to

help the county widen the ditches and install larger culvert pipes. This would turn the water into Wet Ash Swamp faster, he said.

That relief isn't expected until at least early January, he added, when a response is due from DOT and when the county's heavy equipment would be available.

At a meeting last week attended by about 40 property owners, the drainage problem was attributed to several sources: beaver activity and drainage of Green Swamp acreage by paper companies.

Last week commissioners adopted a resolution seeking matching funds from the state for a drainage project that would alleviate flooding in the area and help with mosquito control.

The state would provide two-thirds funding of the project, which has an estimated pricetag of \$16,040.

Audit Received

After a delay of several months, commissioners received copies of the 1985-86 audit Monday night from Hix Price, a partner in Touch Ross & Co. of Raleigh.

In an accommodating motion, they adjusted the due date for the late-arriving document to Dec. 15.

But they tabled, on a motion by Benny Ludlum, consideration of a request to increase the company's contract by \$8,000 to \$40,500, to reflect part of an estimated \$20,163 in cost overruns. The overruns were attributed in part to a mid-year changeover in county finance officers and to this being Touche Ross' first audit of the county.

The audit gave an unqualified opinion of the county's books, with no evidence of material weaknesses.

See AUDIT, Page 2-A

New Roads Plan Keeps Bypass On Schedule

BY SUSAN USHER

Completion of the four-laning of U.S. 17 to the South Carolina state line and a Shallotte bypass are expected to continue on schedule under the 1987-1995 transportation improvement plan approved Dec. 12 by the state Board of Transportation.

The combined projects have an estimated total pricetag of \$50.68 million.

In the new plan, the four-laning is divided into two projects, a 17.1-mile southern stretch from N.C. 211 to the South Carolina line with a bypass of Shallotte due to be completed in FY 1993, and a 13.5-mile section from Bell Swamp to N.C. 211 at Supply, which includes a bypass of Bolivia, which should be completed in FY 1992.

In last year's plan, the Shallotte bypass was broken out as a separate project.

In the new plan, work on the Supply-S.C. line segment is divided into three phases, with construction scheduled in FY 1987-1988, FY 1990 and FY 1991-1993.

Right-of-way acquisition for the first construction phase should be completed in FY 1987, with construction to begin that same year.

Because of delays in right-of-way acquisition, DOT planners have said work is expected to begin first on the south end of the bypass, then the northern end, followed by four-laning of the remainder of the route to the state line.

So far, \$453,000 has been spent on the project, with total costs of \$17.98 million expected.

Construction on the Bell Swamp-Supply segment is planned in two segments also, the bypass in FY 1989 and the four-laning in FY 1990-1993. So far, \$2.4 million has been spent, with a total estimated cost of \$32.9 million.

The plan delays by one year a related project, relocation of the rest area on U.S. 17 near Bolivia to a site nearer Shallotte. Construction is expected to begin by fiscal year (FY) 1989.

Also, right-of-way acquisition is to begin in FY 1987 and construction in FY 1989 on a high-rise bridge to replace the pontoon swing-bridge at Sunset Beach.

The TIP also provides a feasibility study and/or right-of-way protection for a second bridge linking Oak Island to the mainland. The proposed bridge would connect at the west end, in Long Beach, crossing the Intracoastal Waterway near the middle of town according to the proposed route. A new road would be required to connect the bridge to N.C. 211.

Other county projects included in the plan are as follows:

- U.S. 17-74-76, paving, leveling and resurfacing 1.7 miles from the New Hanover County line to the Brunswick River, under construction.
- N.C. 211, widening 2.8 miles of roadway to Oak Island Bridge to multi-lane facility, planning to begin in FY 1990, with construction in FY 1995, \$2,750,000.
- N.C. 130, complete landscaping of approaches to new bridge at Holden Beach, FY 1987, \$12,000. Another \$12,000 has already been spent on the project.

- U.S. 17-421, N.C. 33, Old Alligator Creek, Newer Alligator Creek and interchange structure, with guardrails on three bridges, construction to begin in FY 1988, cost \$88,000.
- N.C. 130, replace bridge No. 21 at Wet Ash Swamp, with construction in FY 93, \$305,000.
- N.C. 211, replace bridge No. 62 at Royal Oak Swamp, with construction in FY 95, \$330,000.
- S.R. 1333 and S.R. 1928, replace bridge No. 88 across Juniper Creek, with construction to begin in FY 1988, \$805,000.
- S.R. 1340, replace bridges Nos. 97 and 114 over Juniper Creek and overflow, with construction in FY 94, \$360,000.
- S.R. 1411, replace bridges No. 30 and 31 over Town Creek and a branch, with construction in FY 89, \$460,000.
- S.R. 1521, replace bridge No. 10 over Rice Creek, construction in FY 1992, \$205,000.
- S.R. 1426 install automatic warning devices near Council Street Seaboard System Railroad crossing.

construction in FY 87, \$64,000.

- S.R. 1472, west of U.S. 74-76 interchange at Belville, resurface from S.R. 1484 to to S.R. 1437, widen east of S.R. 1482 to west of S.R. 1437 and make left-turn lanes, under construction, with \$93,000 expended and additional costs of \$16,000 expected.

The TIP is a non-binding plan which sets statewide construction and assistance priorities for highway and other transportation needs, subject to availability of funds.

The schedule is based on federal appropriations of at least \$2.5 million annually as well as state matching funds of about \$60 million from the General Assembly, twice that allocated this year.

According to Transportation Secretary Jim Harrington, the plan also calls for the legislature to provide additional authority to state and local governments to control right-of-way costs.

The proposed second bridge for Oak Island falls in the new category "feasibility study and/or right of way protection," which allows for early identification and protection of right-of-way.

According to the Department of Transportation, the state's rapid growth and development is a major factor in escalating right of way costs. Right-of-way acquisition now accounts for more than half of the total cost of some projects.

Paper To Publish Regular Schedule

For the next two weeks, The Brunswick Beacon will be published on regular schedule. However, mail subscribers will receive their copies one day late because post offices will be closed Christmas and New Years, both on Thursdays this year.

The issue of Thursday, Dec. 25 will be available from news racks and dealers Wednesday, Dec. 24, and the issue of Thursday, Jan. 1 will be available locally Wednesday, Dec. 31.

The Beacon business office will be closed Thursday, Dec. 25 and Thursday, Jan. 1.

State Seeks Court Order To Force Erosion Control

BY SUSAN USHER

Continuing violation of a state erosion prevention law is alleged in a civil action filed earlier this month in Brunswick County Superior Court by the N.C. Department of Natural Resources and Community Development against the developers of River Hills subdivision, D.C.B. & P. Corp.

A county commissioner and former two-time board chairman, Chris Chappell, is one of the partners in the development off Tar Landing Road (S.R. 1135) overlooking the Shallotte River. Other partners are Bill Renton, Paul Floyd, Paul and Connie Dennis.

NRCD is seeking a mandatory preliminary injunction and a permanent injunction to restrain the developers from violating provisions of the Sedimentation Pollution Control Act of 1973. It asks the court to order the defendant to establish within 14 days of issuance of a preliminary injunction—and then maintain—sedimentation control devices and measures necessary to prevent erosion and sediment loss as required by the Act.

According to the complaint, filed by Associate Attorney General Kathryn L. Jones, the defendants have failed to correct the alleged violations after receiving repeated notices.

"Repeated inspections by authorized representatives of NRCD, continuing up until the filing of this complaint have revealed that the above-mentioned violations have not been corrected and the site remains in violation of the law," the complaint indicates.

Further, it states that the failure to

protect property from erosion and sedimentation damage has resulted in and will continue to result in violation of the requirements of the Act, and "in an immediate, pressing, and irreparable injury to the State of North Carolina. The nature of the violations, the measures needed to be taken to correct them, and the defendant's continued refusal to take corrective action, leaves the State with no adequate remedy."

Specifically, the complaint alleges that on a June 4 site inspection, an NRCD representative found:

- erosion and sedimentation measures were not in place to retain sediment on the site;
- more than one contiguous acre has been disturbed;
- exposed graded slopes existed at an angle too steep to retain vegetative cover and restrain erosion;

and

- adequate groundcover sufficient to restrain erosion on exposed areas had not been provided.

The complaint also alleges that the defendants began disturbing the land before having an erosion control plan approved by NRCD, then failed to file an acceptable revised plan after being notified of the need to do so.

The corporation's first erosion and sediment control plan, submitted by its engineers on April 10, and the first revision, submitted May 21, were not approved by NRCD. Official notices to that effect were mailed to the engineers on May 7 and June 4 respectively.

A second revision, submitted July 23, earned a letter of approval on Aug. 7. However, the earlier violations allegedly have yet to be corrected.

Bolivia Man Charged With Burglary, Kidnap And Rape

BY ETTA SMITH

A Route 2, Bolivia, man was being held in the Brunswick County Jail Monday in lieu of \$125,000 bond following his arrest in the alleged kidnapping and rape of a Shallotte area woman.

Ingemar J. "Joe" Hankins was arrested Dec. 11 and charged with first degree burglary, first degree rape and first degree kidnapping in connection with the Dec. 9 incident.

According to the report filed by the

arresting officer, Det. Lindsay Walton of the Brunswick County Sheriff's Department, Hankins broke into and entered the victim's apartment south of Shallotte between 7 p.m. and 9 p.m.

The report states that the victim was kidnapped and raped, incurring serious injury.

According to Walton, the victim was allegedly taken outside the county, but the exact location is still unknown.

Tentative Reclassification Sparks Protests From Gore

BY MARJORIE MEGIVERN

Ed Gore, developer and member of the Sunset Beach Town Council, expressed anger Monday over the town planning board's reclassification of some of his property.

The change had been based on misunderstandings, he learned, and a correction was made.

The council met in special session to review a preliminary draft of the land use plan update, prepared by the planning board in consultation with Ken Weedon of Talbert and Cox Associates of Wilmington.

As Planning Board Chairman Richard Good began itemizing revisions of the plan, Gore spoke up.

"I've reviewed it (the update) very much to my dissatisfaction, and I want to know how it came about," he said.

The focus of Gore's displeasure

was the classification of his property alongside canals on the north side of the island as a conservation spoils area.

Good persuaded him to hold discussion of that revision until the board had heard the complete list of changes in the 66-page update. Most were typographical errors or rewording of sentences for purpose of clarification.

But the sore spot was the map showing Gore's property newly designated as a conservation spoils area. Under provisions of the Coastal Resources Commission, this classification requires special treatment, including a prohibition against development.

"That's developable land you appropriated," Gore pointed out. "You can't imagine my dismay when I saw this."

Good explained the planning board's action.

"We found a permit had been requested by the town to dredge the channel in the canals on the north side, and in the application this area was shown as the place where spoils would be placed. We told Ken Weedon to show it on the map as conservation spoils area."

He went on to say he had discovered just that afternoon that the area is zoned BHZ, beach residential, and would have to be rezoned in order to fall in the new classification.

Good apologized to Gore for failing to contact him on the matter, blaming the short deadline for the planning board's hasty action.

Gore said, "I did give permission for that to be a spoils area, but not forever."

In reviewing other changes, Good

pointed out, "The planning board found a need to show accurately on the map the locations of the town's two golf courses, Oyster Bay and Sea Trail Links, and that has been done."

Another revision was the statement, "County, state and federal agencies should share the responsibility of meeting the needs of day visitors."

The board unanimously approved the draft to be sent on to the Coastal Resources Commission, instructing Weedon to make only two changes. He was to correct the map classifying the Gore property as conservation spoils area, and add a paragraph under community appearance that will be a policy on litter.

Good said later Weedon told him, "Your board is more thorough than I'm accustomed to, but that means you'll have a good plan."

Flim-Flam Artists Were At Work Here

A Shallotte woman lost her entire savings of \$770 Monday when a man and woman lured her into giving it to them on the promise of \$6,000 in exchange.

Shallotte police officer Lt. Rodney Gause said the 55-year-old woman told him of her encounter in the Food Lion parking lot at 1 p.m. She said a black man about 5 feet, 9 inches and weighing about 150 pounds, and a black woman about 5 feet, 4 inches, weighing about 140 pounds, both in their 40s, accosted the woman as she was getting in her car, saying they'd just found a sack of money. Showing her some bills from the sack, they said it contained \$18,000 and they would split it three ways with her, if she would relinquish her savings account.

The woman went immediately to her bank, withdrew her savings, and met one of them as planned in Hills Food Store parking lot, where she handed over \$770 and was told to go inside the store to receive her share of the money from the partner. Once the woman entered the store, both took off, Gause said.

"We had a similar incident about five months ago, here," he said, "and we want everyone to know that these flim-flam artists might be in town and to be alert for them. They usually hang out in grocery and department store parking lots."

He said people should be wary of anyone offering them money or a scheme involving their investing large sums of cash.