

# REQUEST FOR BOARD ACTION / CONTRACT CONTROL FORM

Tracking Number: \_\_\_\_\_

14.

Date of Request: August 13, 2008

Date Request Received: August 13, 2008

Board Meeting Date Requested: August 18, 2008

Board Meeting Date Assigned: August 18, 2008

**Short Title:** Items From County Manager/County Attorney/County Commissioners

**Request Status:**

- Request is proceeding to Board of Commissioners
- More information is needed – see attached
- Request on hold – no further information needed
- Other:

**Background:** The following items are included in the Agenda packet:

1. Town of Burgaw funding request for Historic Depot
2. Ordinance Prohibiting Registered Sex Offenders from Entering Public Parks
3. School Funds Availability-Unappropriated DSS Funds
4. Former Topsail High School Property
5. Public Utilities Public Meeting & August Public Utilities Report

(Administrative Use Only)

**CONTRACT TYPE**

- Renewal
- For Service(s)
- Intergovernmental – County as Grantee
  - Federal Grantor
  - State Grantor
  - Grantor
- County as Grantor
  - County Funds
  - Other Funds:
- Revision
- For Equipment

**Specific Action Requested:** To review and discuss items listed.

Requested by: County Manager's Office  
Department:  
Title:  
Contact Phone: 910-259-1200  
Contact Fax:

**PURCHASING** Budgeted Item:  Yes  No  
Date Rec'd:  Reviewed and Approved  
 Comments on Reverse

Date Sent: Signed:

**ATTORNEY**  Reviewed and Approved  
Date Rec'd:  Legal Problem(s)  
 Comments on Reverse

Date Sent: Signed:

**FINANCE** Sufficient Funds  Available  
Date Rec'd:  Not Available  
 Budget Amendment Necessary  
 Budgeted Amendment is Attached  
 Comments on Reverse

Date Sent: Signed:

**CLERK** Signature(s) Required:  
 Board Chairman/County Manager  
 Other:

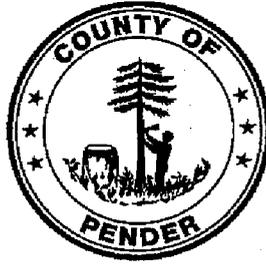
Date Rec'd Approved by Board:  Yes  No  
At meeting on

## County of Pender

### Board of Commissioners

James David Williams, Jr. Chairman  
Jimmy T. Tate, Vice-Chairman  
Norwood Blanchard  
George Brown  
F.D. Rivenbark

Rick Benton, County Manager  
Paul Parker, Assistant County Manager



County Manager's Office  
Post Office Box 5  
805 South Walker Street  
Burgaw, NC 28425

Telephone: (910) 259-1200  
Facsimile: (910) 259-1402

### Agenda Item Memorandum

To: Board of County Commissioners  
From: Rick Benton, County Manager  
Date: August 13, 2008  
Subject: Town of Burgaw Funding Request for Historic Depot

A request to the Board of County Commissioners has been received from Mayor Cowan, Town of Burgaw for funding in the amount of \$50,000 for preserving the historic depot. A copy of the letter and associated material is attached for your convenience.

Thank you.

cc: Glenda Pridgen, Deputy County Clerk  
Trey Thurman, County Attorney



# Town of Burgaw

109 N. Walker Street, Burgaw, NC 28425

Phone: (910) 259-2151, Fax (910) 259-6644, email: [townofburgaw@townofburgaw.com](mailto:townofburgaw@townofburgaw.com)

Kenneth Cowan  
Mayor

Howard Walker  
Mayor Pro Tem

Commissioners:  
Louis Davis  
Jan Dawson  
Wilfred Robbins  
John Wharton

Martin Beach  
Interim Town  
Manager

Sylvia Raynor  
Town Clerk

Robert Kenan  
Town Attorney

August 4, 2008

Commissioner F. D. Rivenbark – District 5  
P O Box 151  
Burgaw, NC 28425

Dear Commissioner Rivenbark:

We were pleased to note that the Board of County Commissioners had recently allocated \$20,000.00 to the Penderlea Homestead Museum. We believe it is important to maintain and preserve our history. Tourism is big business in Pender County. Tourism in Pender County has grown into a \$66.88 million (2006) annual business. It employs 730 people and generates \$4.79 million in local tax receipts.\*

Tourists are motivated by a desire to experience the authentic natural, historic and cultural resources of a community or region. Heritage tourism has evolved into one of the fastest growing segments of the travel market and has become the impetus behind economic development efforts for rural areas statewide.

Mike Taylor has recently conducted research into the Burgaw Historic Depot (see attached history). Not only is the depot the oldest in North Carolina but it may also be one of the oldest (if not the oldest) in the United States. The town has already expended \$204,000.00 to stabilize the building. We estimated that it will take \$350,000.00 to finish the project. The Depot will be used as a transportation museum/meeting room and a home for the Pender County Arts Council.

The Town is requesting that the Board of Commissioners allocate \$50,000.00 to assist the town in preserving such an important structure.

Sincerely,

Kenneth T. Cowan

CC: Board of County Commissioners  
Pender County Manager

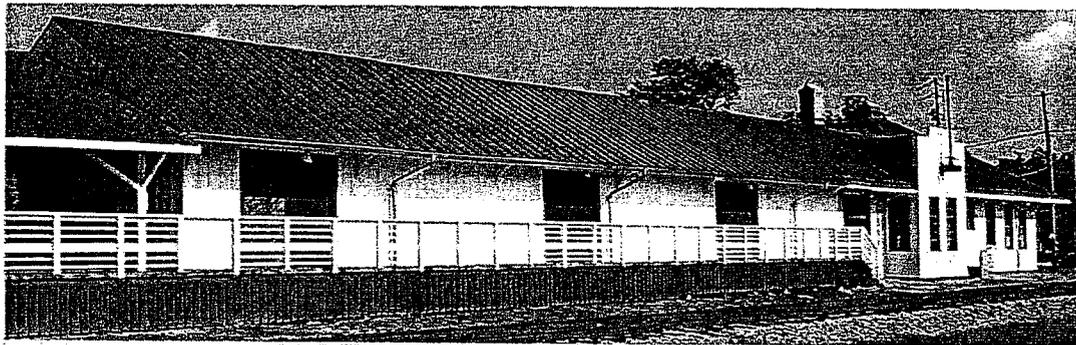
\*"The Economic Impact of Travel on North Carolina Counties." This study was prepared for the North Carolina Division of Tourism, Film and Sports Development by the Travel Industry Association of America."

A History of the Historic Burgaw Rail Depot:  
Oldest Train Station in North Carolina

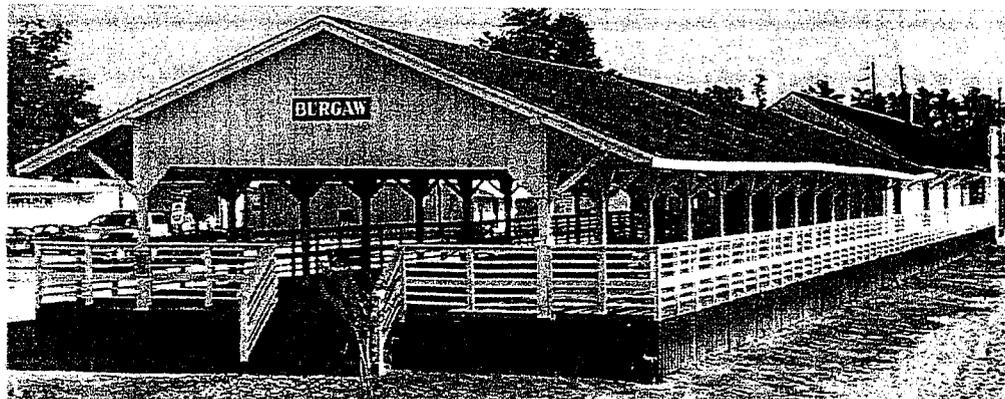
By Michael Y. Taylor

In the 19<sup>th</sup> through the mid-20<sup>th</sup> century, train depots were the hubs of modern transportation and communication in America. Burgaw was typical in that people, mail, and goods arriving and departing daily put the depot in the heart of the community. For many decades, not only was the mail delivered by train to Burgaw but, beginning in 1854, the depot served as post office as well (Stroupe, p.380). Here was also found the world's first form of email, the telegraph, before telephones were invented. Local families still preserve important telegrams announcing births, deaths, and other momentous occasions important to them. The depot was a place where so many families said farewell to generations of sons going off to war. It also became a place of celebration upon their return, should they live to be so fortunate. For towns and cities across the county, the railroad depot was a reflection of local prosperity and civic pride.

When the Burgaw Jaycees, a civic group, nominated the Burgaw Depot to the National Register of Historic Places in 1986, they knew the building was quite old. But when the NC Division of Archives & History conducted their investigation, the citizens learned that the depot held "state-wide significance based on its age and its importance to the development of the rail industry in the state" (Oswald 21 Nov. 1985). In conclusion, the State not only endorsed the application to the US Department of the Interior, but responded that indeed "it is the oldest depot" known in the state (Oswald 6 March 1986). Indeed it is likely one of the oldest in the nation!



The original 1850 structure today is a three bay door warehouse, 90 ft. by 21 ft., expanded in 1916/17 to the south by a passenger and station master's annex (71 ft by 33 ft.), and to the north (below) by a loading dock 128 ft. by 37 ft. In all, the depot stretches nearly 100 yards, the length of a football field.



The depot bears witness to nearly 160 years of history. As one of only two pre-Civil War depots in the state, the building is a rare antebellum railroad structure expanded by later additions. State historians have identified the warehouse section of the depot as the original building dating to 1850. Considered in whole, the depot reflects the historical development of the railroad in NC in the 19<sup>th</sup> and 20<sup>th</sup> centuries. In 1898, passenger waiting rooms and rail offices were added to the south end in the era when travel by passenger train became more refined. This was followed by expansion of the freight platform to the north in 1916/17 as rapid rail transportation created distant markets for locally grown fresh fruits and vegetables (US Dept. of the Interior).

The depot was built as a station on the storied Wilmington & Weldon Railroad completed in 1840. The rail line was named after the terminal locations, and it stretched across the broad coastal plain from southern North Carolina to the Virginia border. When the rail line was completed at 161.5 miles in length, it was hailed as the longest railroad in the world, a popular though short lived claim to fame (US Dept. of Interior). The Burgaw Depot served as a water and wood loading stop requiring the steam powered trains to linger longer than at most stations on the line (Wilmington & Weldon Railroad Company).

The interior of the warehouse still bears the charred scars of a Union cavalry attack in 1863. In 1865, the depot was a headquarters for retreating Confederate generals and their troops for some time after the fall of Fort Fisher and Wilmington. It also became the last place of captivity for thousands of prisoners of war for a week in late February 1865 while a massive prisoner exchange was arranged by leaders in Richmond and Washington, D.C. As a Confederate communications center after the fall of Fort Fisher, the depot telegraph operator received and sent communications to such major figures such as Commanding General Robert E. Lee, Secretary of War John Breckinridge, and other leading government and military officials.

During the Civil War, the Wilmington & Weldon Railroad, along with the Wilmington port, truly earned a more significant reputation as "The Lifeline of the Confederacy." Wilmington was long the last Confederate seaport receiving much needed foreign supplies despite the attempt by the Union navy to blockade it. Sleek and fast "blockade runner" ships slipped past the Union navy at night with valuable commodities. Supplies were then quickly shipped by rail, passing through Burgaw, directly to the warfront in Virginia to sustain the southern armies defending the Confederate capital of Richmond. As a result, the Wilmington & Weldon railroad became a strategic Union military objective. If the critical supplies could be cut off, the logic followed, the Confederate forces would be forced to surrender.

From New Bern, captured early in the war, the Union had a toehold in eastern NC from which they launched attacks against the railroad. In 1862, Union cavalry under the command of General Edward E. Potter in New Bern attacked the Burgaw Depot setting it on fire. They were repulsed and pursued by Company A, NC Tenth Battalion (2<sup>nd</sup> Heavy Artillery) as their historian recorded after the war:

"When a cavalry regiment of Federals from New Bern made a raid on the Wilmington & Weldon Railroad, burning the depot at Burgaw, the Tenth Battalion pursued down below Richlands – heavy artillery pursuing cavalry -- the cavalry came in on the 'home stretch' by all odds ahead" (Frazier).

The battalion history confirms local oral history of the attack and fire passed down through the old families of the area. Fortunately, the attack was repulsed, and the fire put out before major structural damage could occur. The Burgaw depot was likely saved due to the close proximity of Confederate troops stationed nearby and the action of local citizens. Charring of the wall and ceiling surfaces may be observed to this day in a section of the original depot warehouse.

After the Fall of Fort Fisher at the mouth of the Cape Fear River on January 15, 1865, Union troops naturally began advancing towards Wilmington. They were slowed by the defense mounted by Confederate Army Major General Robert F. Hoke. In fact, it was another month before the city of Wilmington would be captured. Residents around the Burgaw Station community, just 22 miles north of Wilmington, had no idea that soon their small quiet community would soon be hosting such a large number of visitors.

As the Union army slowly moved toward Wilmington, negotiations in the Confederate and Federal government capitals were concluding to lift the moratorium on prisoner of war exchanges. This ban on prisoner exchanges, instituted by Union Commanding General Ulysses S. Grant to deprive the south of soldiers returning to the front, had been in effect for about ten months (Holland 4-5).

Meanwhile in Florence, SC, the Confederacy was pondering what to do with 6,000 prisoners of war locked in the stockade as Major General William T. Sherman moved into the area. The stockade was guarded by the 3rd (Gill's) Battalion SC Reserve Infantry composed of males ages 17-18 and 45 to 50 who had been called to duty only a year earlier. Lewis Knudsen's history of the battalion records that,

it was decided to move the able-bodied prisoners to the prison at Salisbury, North Carolina, and accordingly on 15 February 1864, Colonel Henry Forno, acting Commissary General of Prisoners, issued orders to begin evacuating the approximately 6,000 prisoners who were able to travel. The first group of prisoners was sent out almost immediately, and by 17 February, only the sickest and most disabled were left in the Stockade. The prisoners were sent to Wilmington, North Carolina, in boxcars with the guards riding on top, via the Wilmington & Manchester Railroad, a trip lasting nearly two days. Under the original plan, they were to be transferred to the Wilmington & Weldon Railroad for shipment to Goldsboro, and then transferred again to the North Carolina Railroad for the final leg of their journey to Salisbury.

The first groups had already reached Goldsboro, when on 18 February the Confederate Secretary of War directed that all further prisoners were to be held at Wilmington for exchange in accordance with an agreement just reached with Federal authorities. Orders were also issued that those prisoners already sent forward to Goldsboro were to be returned to Wilmington. However, news of the agreement was slow in reaching the commander of the Federal forces at Wilmington, Major General John M. Schofield, and on 20 February, Confederate Major General Robert F. Hoke reported that the Union commander was refusing to accept prisoners.

Lapses in communication between occupied Fort Fisher and Union commanders in Virginia and Washington, D.C. contributed to a delay of prisoner exchange order to be received by the Union commanders occupied with waging assault on Wilmington. Likewise with the Confederate evacuation of Wilmington, confusion reigned in the southern camp as various officers sent conflicting orders regarding the disposition of prisoners. Because the trains were needed in the evacuation of soldiers and civilians, Wilmington railroad official S.L. Fremont telegraphed Confederate General Braxton Bragg in Magnolia on February 20 urging him to intercede:

I hear they refuse to receive the prisoners now, and Hoke orders them to Goldsborough. They cannot all be removed there before the city falls. Please direct them to be unloaded at Burgaw and return for more. The Yankees are in three miles of the town and shelling furiously (U.S. War Dept. ser. I, vol. 47, pt II. 1233. Bragg to Fremont, 20 Feb. 1865).

Several days later, General Robert E. Lee from Confederate Army Headquarters telegraphed Confederate Secretary of War Breckinridge clarifying that he ordered Braxton Bragg that the prisoners should remain in the Wilmington vicinity. Lee said Union commanding General Grant was also having to reiterate orders that a prisoner exchange now be conducted. (U.S. War Dept. ser. II. vol. 8. 298. 23 Feb. 1865). Knudsen's history of Gill's Battalion, guarding the 6,000 Florence prisoners, states that "*consequently, by 22 February when Confederate forces evacuated Wilmington, a large number of Federal prisoners had accumulated there, and were taken by rail to Burgaw, about 15 miles north of the city on the line of the Wilmington & Weldon Railroad.*"

The retreating Confederates were evacuating northward across the Northeast Cape Fear River into present day Pender County. Here the Federal advance paused, as did complete Confederate retreat, and the river provided a boundary between them. On February 23, Confederate Army officer Archer Anderson telegraphed Governor Vance's office in Raleigh that, "*We evacuated Wilmington yesterday morning, bringing off everything of value. Enemy made but feeble pursuit. Both armies now stationary. Our headquarters near Burgaw Station*" (U.S. War Dept. ser. I, vol. 47, pt. II. 1263.)

During the next few weeks, the Burgaw Depot became a base of Confederate telegraph communications for the region<sup>1</sup> and a staging area for a major prisoner of war exchange. For a time, Burgaw Depot offered a logical operational hub for Confederate Major General Hoke, in command of the eastern NC forces. One Confederate camp was apparently well established north of the depot with a rail spur to it from the main tracks (Pender County Planning Dept.). At this time, the depot, which was 15 miles from Northeast Ferry, offered proximity to this proposed exchange point, as well as telegraph service and rail transportation north for as long as the route remained in Confederate hands.

After the fall of Wilmington, Confederate troops formerly positioned for the city's defense were on the move towards the interior of the state. Communications suggest Burgaw Depot became a departure point by train for units of the retreating Confederate Army as well as an initial refuge for fleeing Wilmingtonians. Before the W&W Railroad was cut off by the expanding Federal presence in eastern NC, R.T. Guion telegraphed General Braxton Bragg in Burgaw on February 22, 1865 suggesting he should "*use the rolling stock to advantage in removing our troops to head of North Carolina Railroad toward Salisbury or Charlotte*" (U.S. War Dept. ser. I, vol. 47 pt. II. 1249). Bragg received this word at "*headquarters, a camp near Burgaw Station*" (U.S. War Dept. ser. I vol. 47 pt. II. 1263).

Meanwhile, thousands of prisoners from Florence, SC, in a weakened state from days of very close confinement crammed in rail box cars, were transported to Burgaw Station for holding. With their Salisbury destination cancelled, they were likely without provisions. Likely confined on the grounds around the depot, with perhaps some inside, their suffering could only be somewhat alleviated by the hope that freedom was near. Another group of 2,275 prisoners of war were transported by train from Salisbury to Goldsboro. Once in Goldsboro, they walked in a two mile column (NC Dept. Cultural Resources) south to be exchanged.

The North Carolina Civil War diarist Catherine Ann Deveruex Edmonston of Halifax County was a well connected aristocratic lady with biases and prejudices common to her position and time, but with a keen interest in the war. By the time news of these events in southeastern North Carolina reached her ears the prisoner exchange was nearly complete, and she recorded her reaction on March 3, 1865 about the prisoner of war situation at Burgaw Depot:

The Yankees [prisoners] are now at Burgaw Station & Hoke about seven miles in advance of them. A truce for seven days for the exchange of prisoners has been agreed on between the two forces & our Agent for exchange, Col. Hatch, is there conducting it as rapidly as possible. The sufferings of the Yankee prisoners on the backward route are represented as very great, but we were not to blame for it & it was not in our power to alleviate it. They had been collected to the number of several thousand there for Exchange when Terry refused to receive them & it became necessary to remove them [from Wilmington] rapidly to prevent their falling into his hands. Such a step had not been contemplated & consequently no provision had been made for them; hence their suffering. On the heads of their own Government & countrymen be it! Our hands are clean! (Crabtree, 675)

On a rainy daybreak on Sunday, February 26, the first group of prisoners was shipped south by box car from Burgaw Station. The point of exchange occurred north of the river at the intersection of the Duplin Rd. and the Wilmington & Weldon Railroad. There Confederate and Union commissioners of exchange counted the men as they disembarked. Approximately 1,400 prisoners of war were released daily for seven days in this fashion (Fonvielle, 447, 449). By March 4, a total of 8,862 Union prisoners, including 992 commissioned officers and 120 African American troops, were traded across the Northeast Cape Fear River for an unknown number of Confederate prisoners of war (NC Dept. Cultural Resources).

Burgaw Station apparently remained a local Confederate hub well into the month of March and seemingly even into April while other stations above Burgaw fell into Union hands earlier. On March 16, 1865, C.S.A. Assistant Adjutant-General John B. Sale referred to the Confederate troops stationed there in a telegram to Major General Hoke stating, "*From near Burgaw Station you detached from your command and ordered to a position up the Cape Fear River toward Fayetteville, two companies of infantry, one of flight artillery, and a detachment of engineer troops...*" (U.S. War Dept. ser. I. vol. 47 pt. II. 1404). Since late February, the Union had been on the move east of the depot on the Duplin Road and the river. Troops moved northward by foot and steamer up the Northeast Cape Fear River, securing the W&W Railroad, and roving across the land occupying a number of communities on the rail line including South Washington (Watha), Rockfish, Faison Station, and Magnolia (U.S. War Dept. ser. I. vol. 47 pt. I. 924-26).

Confederate troops throughout the area were also being directed to Fayetteville to eventually join up with General Joe Johnston who had just been summoned from retirement by General Robert E. Lee (U.S. War Dept. ser. I. vol. 47 pt. II. 1404-5). Johnston would collect a force of all available troops that would eventually collide with US General Sherman's forces at the Battle of Bentonville on March 19-21. This would be the largest Civil War battle fought in North Carolina, and would result in the largest troop surrender of the war on April 26 at Bennett Place near Durham, seventeen days after Lee's surrender to Grant at Appomattox (Bennett Place).

As late as the second week of April, there seemed to be some resistance remaining to the growing Union presence near Burgaw Depot. On April 9, 1865, a message from a Federal soldier John E. O'Brien to Major William M. Terry, Chief of Staff, reported, "*I have the honor to report that the telegraph operator at Burgaw Station was captured last evening and the wire cut by the rebels*" (U.S. War Dept. ser. I. vol. 47 pt. III. 146). Either departing Confederate troops or local citizenry used their previously unfettered position at the depot to interrupt Federal communications.

With the close of the war, the south entered the Reconstruction era with tremendous economic, social and political upheaval and change. During this period, the region was still a part of New Hanover County, and the depot served as a voting place for Holden Township (Reaves, p. 3). In 1875, residents in northern New Hanover County persuaded the state legislature to form a new county named "Pender."

It has been said that "Burgaw's heart beat first at the depot" because it predated the incorporation of the new county seat by nearly thirty years (Olson).<sup>2</sup> A civil engineer for the Wilmington & Weldon Railroad examined the land around the Burgaw Depot and reported that it was well situated for a town. The railroad decided to lay-out a town out of seventy three acres which featured broad main streets and a central four acre public square. The railroad offered to give the county one half of the lots to sell to raise revenue if the county seat would be moved there. The railroad even offered a twenty percent discount on railroad freight rates for the transport of building materials the first year (Reaves 2, 30 March 1875).

The names of many of the oldest streets of the town read like a "who's who" of the early history of the Wilmington & Weldon Railroad. These included streets named for Col. R.R. Bridgers, then president of the railroad; William S. Ashe, a resident of Rocky Point and wartime president of the railroad; Governor Edward B. Dudley, a founder and first president of the railroad as well as a state governor; Fremont Street for Col. Sewall L. Fremont who had been general superintendent and chief engineer of the railroad; MacRae Street for one of the railroad's directors; P.K. Dickinson a rail company organizer, founder, and company director; William A. Wright, an attorney and state director for the railroad, and Stephen D. Wallace, who became railroad president in 1862; R.R. Bridgers who also became president (Reaves 5) (Confederate Railroads, NC: Wilmington & Weldon, officers).

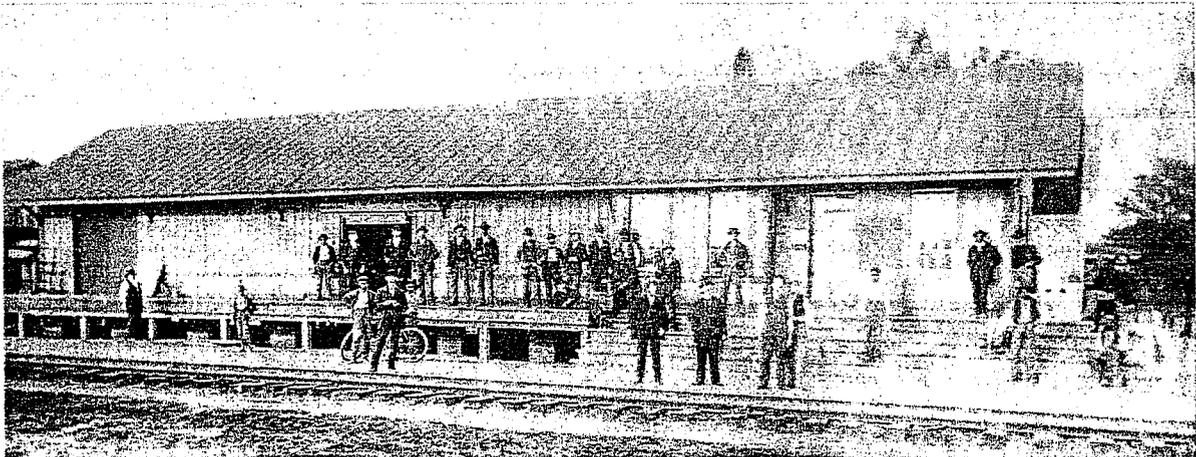
The Burgaw Depot site was ratified as county seat in an election during August 1877. The matter was then approved by the legislature when convened, and in March 1878 the county accepted fifty acres of land for the town site. The town was incorporated on February 25, 1879 by the NC General Assembly, and on December 8, 1879 the name of the post office was changed from "Burgaw Depot" to "Burgaw." In 1893, the railroad again donated property, this time for a town cemetery (Reaves 25).

In 1896, Wilmington's *Evening Dispatch* reported that a thriving trade center was developing around Burgaw.

Twenty-two miles from Wilmington, NC, on the Wilmington & Weldon Railroad, is situated the little town of Burgaw, which is the county seat of Pender... The citizens of the town are largely farmers and truck growers. This is a very lucrative business in this section of the country, as the soil is rich and well adapted to the raising of all kinds of grain and vegetable. Strawberries are also raised in great profusion and made a specialty by many of the farmers (Reaves 28).



This 1907 photograph was taken after the 1850 depot was renovated in 1898, likely to improve the station master's work area and waiting room shown in the foreground. No photos are known of the original 1850 appearance. The windows were removed and the area converted to warehouse when new waiting rooms and station master's work areas were added in 1916/17 (Photo courtesy of Pender County Public Library).



Taken after the 1898 renovation, the 1916/17 expansion removed the windows and doors on the right and replaced them with board and batten. The third sliding warehouse door was then installed as it appears today (Photo courtesy of Pender County Public Library - donated by Catherine Haynes Moore)

The depot and railroad became ever important in the shipping of the agricultural products. For example, an April 1898 article in the Wilmington newspaper reported that fifty crates of strawberries were shipped via railroad to the north (Reaves, p. 31). Other newspaper articles at the turn of century reflect the contribution of the depot and railroad in the establishment of locating in the town, such as the Garysburg Manufacturing Company in 1906, followed by the East River Lumber Company and the Union Brick and Tile Company in 1907. The railroad attracted industry to the agricultural base further diversifying and expanding the local economy. The 1916/17 loading dock expansion reflected these developments. In 1920, several tobacco warehouses were established in town (Reaves 38, 41, 67).

The old W&W Railroad, after many mergers, became Atlantic Coast Line in 1893, the Seaboard Coast Line in 1967, and the CSX in 1982 (Abandoned Railroads of the United States). However, the paving of highways and the rise of trucking in the twentieth century precipitated a decline in the railroad for both passengers and freight. The last regular passenger trains ran through town in the 1960's. In the late 1970's town officials called attention to the fact that the rail line was in an unsafe condition. Meanwhile, the Seaboard Coastline Railroad, now headquartered in Jacksonville, FL, was shedding itself of unprofitable routes and avoiding the necessary investment in infrastructure investment to maintain them. Old wooded depots considered liabilities were being dismantled for lumber, or moved off site to become barns or storage buildings.

With the depot no longer in use, the Burgaw Jaycees took interest in the facility as the location for a possible clubhouse during the early 1980's. Leaders of the effort included Fred Walker who wrote the Historic Register nomination under review from State Archives & History, Larry Bolick, Tom Bradshaw, Andy Carter, Dean Lanning, John Milam, and Millard Murray. Not being eligible to receive ownership of the building without moving it off site, they sought to have the railroad transfer ownership to the Town of Burgaw with an understanding they could use it for perpetuity (Wilkes).

Their efforts were successful and in February 1982 the Seaboard Coast Line announced ownership could be conveyed to the town without cost. The railroad superintendent also wrote Mayor Charles Harrell that the rail line had

...recently received an offer from an interested individual who will remove the open platform, warehouse and ramp from the property at no cost to SCL or the Town. If the offer is acceptable to the Town, I will be glad to have this individual contact you (Eaton).

Superintendent Eaton further stated that should the town not accept the terms and offer within sixty days, "then consideration will be given to having the entire building removed from our property." Indeed, the entire original route of the old Wilmington & Weldon Railroad was corporate property, not a state right-of-way as subsequent routes were established. Fortunately, by 1993 the State of NC negotiated the donation of the 26.8 mile abandoned rail corridor from CXS Railroad to preserve it for future transportation uses (Thomas).

Unknown to anyone at this time was the significance of the depot as the oldest in the state. This surviving relic again narrowly escaped destruction. Had the Jaycees not been proactive in their attempts to secure it, most likely some or complete demolition of this unique structure would have occurred like that of many other depots. Fortunately, the Town of Burgaw, under Mayor Charles Harrell, accepted the terms offered by the railroad, did not accept any demolition offers, and secured its preservation. After investing thousands of dollars, the Jaycee clubhouse plans fell through, but they left the depot much better than they found it.

On January 30, 1986, a crowd of two hundred gathered by the depot to witness the last train to pass through the town (Fennell). For various reasons, the railroad abandoned the line between Wilmington and Wallace which was taken up. The Town of Burgaw interceded to preserve the rock bed, ties and rail for the one block of rail line running by the depot. Mayor Charles Harrell arranged for a caboose to be delivered which was installed onsite in 1988 (Shore).

The Jaycees formed the Burgaw Depot Historic Preservation Foundation in 1987. Between 1984 and 1987, the Jaycees were awarded \$24,300 through NC Division of Archives & History for depot renovations that included modern heat and air conditioning. Jaycee member Fred Walker worked to nominate the depot to the National Register of Historic Places. In the subsequent examination of the depot by NC Division of Archives and History, officials discovered the original 1850 depot was undeniably still there, with several additions being added onto. Most significantly, Archives and History officials wrote that, indeed, it was the oldest surviving depot in North Carolina. The building was accepted on the National Register of Historic Places on July 24, 1986.

In 1990, word that the Burgaw town board was going to consider tearing off the platform prompted public interest in the inactive depot foundation of the Jaycees. On behalf of a group of concerned citizens, Mike Taylor request the town board of commissioners that such plans be postponed to allow a closer inspection. Further, he shared that citizens wanted to revive the foundation to preserve the depot, and asked that they be given time to do so. Rochelle Whiteside, Joyce Harrell, and Taylor met with foundation founders Bradshaw, Walker, and Milam who were soon to age out of the Jaycee young men's organization. The Jaycees agreed to allow the Burgaw Depot Historic Preservation Foundation to be transferred to leadership outside their organization to broaden participation and support.

For the next five years, a small group sought improved maintenance for the depot and developed a vision of turning the rail line property into a town commons. The foundation group received several annual appropriations of \$1,000 and oversaw minor repairs themselves. A major concern at the time was that the land under the depot was still owned by the railroad. This issue was resolved when the ownership of the entire rail route was transferred to the State of NC by the railroad. The group also realized progress when the town, under Manager Andy Honeycutt, finally assumed responsibility for repairs and capital improvements in the mid to late 1990's.

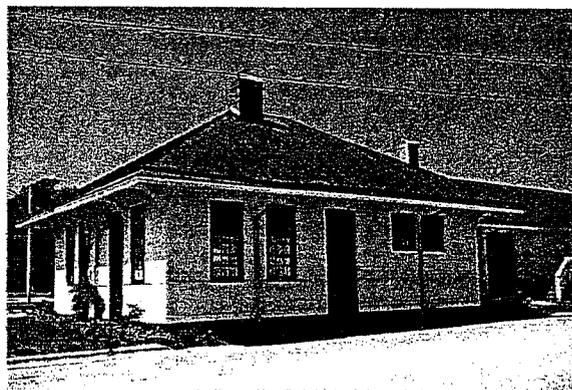
In 1996, a disaster greater than the attack by the Union army befell the historic depot when Hurricane Fran roared through the town and peeled back the 1890's metal roof. By virtue of being on the National Register of Historic Places, complete federal funding through the Federal Emergency Management Agency (FEMA) provided a new roof, a historic replica of the old, alone costing well over \$100,000. With the town taking more responsibility and the exterior appearance improved, the depot preservation foundation again became inactive.

The depot station master's quarters and passenger waiting rooms soon became home for the Pender Arts Council who featured exhibits by local artists. Unfortunately, the town once again began neglecting maintenance. By 2005, paint peeled and wood had rotted, followed by closing of the platform to public access. The depot foundation was again reactivated by citizens with Leanne Cloudman as chairman. Also, Town Manager Martin Beach and Mayor Pete Cowan lobbied for state funding resulting in a major \$100,000 D.O.T. appropriation secured by State Senator R.C. Soles in 2006.

In June 2007, major stabilization of the building and platform was accomplished just in time possibly for the largest and most successful public event ever hosted at the depot. The foundation, then led by Annette Coneglio Anderson, planned and hosted the first antique show and sale to benefit the depot. The event was the brainchild of local antique entrepreneur Johnny Westbrook, and it was held in collaboration with the NC Blueberry Festival. In bringing thousands of visitors to the depot to enjoy its charm, the event was a smashing success and an ambition was born to repeat it annually.

By mid-2007, one hundred and fifty seven years after the original section was constructed, the depot once again stands at a crossroads. It has endured military attack and hosted masses of war prisoners at the close of the Civil War, survived the decay of neglect, avoided ill conceived demolition plans in the name of progress, and suffered the devastation of a major hurricane.

Today, Mayor Pete Cowan and Town Manager Martin Beach lead the effort to seek additional grant funding to transform the warehouse into a modern events center. A reactivated foundation board is raising funds in the community while developing a stronger organization. Burgaw and Pender County are fortunate to have such a prominent building that is an integral part of its historical fabric, and which contributes to its character. The continuing challenge for all is to work together to preserve the essence and character of the past. At the same time, citizens and town officials will seek to transform and maintain the depot as a place for public use and enjoyment well into the future. The history of Burgaw Depot is still being written, and we all have the opportunity to insure that it continues to be written.



Mike Taylor is a former president and long term board member of the Burgaw Depot Historic Preservation Foundation. He has also been director of the Pender County Public Library since 1985. His great-great-grandfather, Captain John William Taylor of Sampson County, fought in the Civil War (Co. B, 1<sup>st</sup> Battalion, NC Heavy Artillery), and kept a company diary in which he noted his stay at Burgaw Station after the fall of Ft. Fisher. It was one of the last entries he wrote before being mortally wounded at the Battle of Bentonville.

Copyright 2007

Mike Taylor  
712 Whren St.  
Burgaw, NC 28425  
Email: taylormy1955@yahoo.com

### Notes

<sup>1</sup> For the actual text of additional Civil War military messages found on record either sent to or from Burgaw, or having mention of Burgaw, see The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies as follows:

Series I, Vol. 47 (Part I), pp. 149, 924, 925.

Series I, Vol. 47 (Part II), pp. 855, 868, 1233, 1249, 1262, 1263, 1264, 1265, 1404.

Series I, Vol. 47 (Part III), pp. 114, 146.

Series II, Vol. 8, pp. 293, 299, 305.

<sup>2</sup> The act creating the county stipulated that the county seat be located at South Washington in the present day Town of Watha, then South Washington. However, there was strong sentiment to relocate to "Cowan," another name for the Burgaw area after a residing family. The matter was put to rest by an election on the issue in 1877. The name "Burgaw" was long associated with the area having appeared in English land grants as early as 1728, and became the preferred name of the new town. Burgaw is located at the headwaters of Burgaw Creek which empties into the Northeast Cape Fear River.

Although popular folklore says the area was named for an Indian tribe, no evidence exists of such a named tribe. The true origin of the word remains unknown. While the word "Burgaw" appears to be unique in the world, two very old towns exist in Germany and Portugal spelled "Burgau" with the same pronunciation as that in North Carolina. In German, the origin of the word is associated with a castle or fortress in a meadow as the city coat of arms depicts.

This is interesting since Burgaw was laid out on the edge of what was known as the Big Savannah, a very large natural meadow acclaimed by botanists in the first half of the 20<sup>th</sup> century. The Big Savannah drained into the headwaters of Burgaw Creek. Unfortunately the savannah was destroyed by development in the 1950's. A 100 acre remnant of the Big Savannah, dedicated as the H.B. Wells Savannah and known as the "ghost of the Big Savannah," is now preserved and managed by the Coast Land Trust of North Carolina and is located in the region northwest of town.

## Sources

- Abandoned Railroads of the United States. Jimmy Summers. 2007. 21 July 2007  
<<http://www.abandonedrailroads.com/>>.
- Bennett Place. 2006. North Carolina Office of Archives and History. 11 Sept. 2007  
<<http://www.ah.dcr.state.nc.us/sections/hs/bennett/bennett.htm>>..
- Confederate Railroads. David L. Bright. 2007. (select "Railroads" - Wilmington & Weldon) 4 November 2007 <[www.csa-railroads.com](http://www.csa-railroads.com)>.
- Crabtree, Beth G. ed. Journal of a Secesh Lady: The Diary of Catherine Ann Devereux Edmondston 1860-1866. Raleigh: Division of Archives and History, Department of Cultural Resources, 1979.
- Eaton, J.H., Superintendent, Seaboard Coast Line Railroad. Letter to Honorable C.M. Harrell, Mayor, Town of Burgaw. 5 Feb 1982. Pender County Library Archives Special Collection. Burgaw Depot Historic Preservation Foundation. File: "SCL Railroad/Jaycee/Town of Burgaw - Correspondence 1982-84."
- Fennell, Bettie. "Pender Rails Silent at Last." *Wilmington Morning Star* (NC) 31 Jan. 1986: 1A.
- Fonvielle, Chris E. Jr. The Wilmington Campaign: Last rays of departing hope. Campbell, CA.: Savas Publishing Company, 1997.
- Frazier, C.F. "Additional Sketch Tenth Battalion." *Histories of the Several Regiments and Battalions from North Carolina in the Great War 1861-65*. Clark, Water, ed. Goldsboro, NC: Nash Brothers, 1901. Vol. 4, 326.
- Gall, David E., Architect, P.A. "Existing Condition Survey: Historic Burgaw Depot, Burgaw, North Carolina." Winston-Salem, NC, July 9, 2007.
- Holland, Thompson. "Exchange of Prisoners in the Civil War." *Shotgun's Home of the American Civil War*. 9 Sept 2007 <<http://www.civilwarhome.com/prisonerexchange.htm>>.
- Knudsen, Lewis F., Jr., compiler. "The 3rd (Gill's) Battalion South Carolina Reserve Infantry and its service at the Florence Stockade 1864-1865." 21 July 2007 <[http://www.geocities.com/sc\\_seedcorn/Bn03SCRpt.html](http://www.geocities.com/sc_seedcorn/Bn03SCRpt.html)>.
- North Carolina Dept. of Cultural Resources. North Carolina Historical Marker Program. 27 July 2007 <<http://www.ncmarkers.com/search.aspx>> Path: "prisoner exchange" in Pender County.
- Olson, Janet. "Burgaw's Heart Beat First at Depot." *Wilmington Morning Star* (NC) 15 Sept. 1986: 1C.
- Oswald, E. Virginia. Survey & Planning Branch, Div. of Archives & History, NC Dept. of Cultural Resources. Letter to Fred Walker. 21 November 1985
- Oswald, E. Virginia. Survey & Planning Branch, Div. of Archives & History, NC Dept. of Cultural Resources. Letter to Fred Walker. 6 March 1986.

Pender County Planning Department. Map of Northern Portion of New Hanover Now Known as Pender County, 1869. Redraft, 1977. Pender County Library Archives. File: "Pender-Maps."

Reaves, Bill. History of Burgaw, NC, Pender County. Wilmington, NC: Bill Reaves, 1979.

Shore, D.M.. "By Land or Air, Burgaw Wants Caboose at Depot." Wilmington Morning Star (NC) 12 Nov. 1988: 1C.

Stroupe, Vernon S., ed. Post Offices and Postmasters of North Carolina: Colonial to USPS. Vol. 2. Charlotte: North Carolina Postal History Society, 1996.

Thomas, Patrick. "Railroad Expected to Donate 26.8 mile Corridor to State." The Pender Post (Burgaw, NC). 10 Feb. 1993: 7.

United States, Department of the Interior, National Park Service. "National Register of Historic Places – Nomination Form: Burgaw Depot."

United States, War Dept., United States. Record and Pension Office., United States. War Records Office., et al. The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies./ Series 1, Vol. 47 (Part I). Washington: Govt. Printing Office: 1895.

United States, War Dept., United States. Record and Pension Office., United States. War Records Office., et al. The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies./ Series 1, Vol. 47 (Part II). Washington: Govt. Printing Office: 1895.

United States, War Dept., United States. Record and Pension Office., United States. War Records Office., et al. The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies./ Series 1, Vol. 47 (Part III). Washington: Govt. Printing Office: 1895.

United States, War Dept., United States. Record and Pension Office. United States. War Records Office., et al. The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies./ Series 2, Vol. 8. Washington: Govt. Printing Office: 1899.

Walker, H. Fred. "Depot Restoration Budget." 3 Feb 1986. Pender County Library Archives File: "Pender- Depot-Burgaw-Jaycee Renovations."

Wilkes, E.S., Superintendent, Seaboard Coast Line Railroad Company. Letter to Thomas J. Bradshaw, President, Burgaw Jaycees. 22 June 1983. Pender County Library Archives Special Collection. Burgaw Depot Historic Preservation Foundation. File: "Railroad/Jaycee/Town of Burgaw - Correspondence 1983-84."

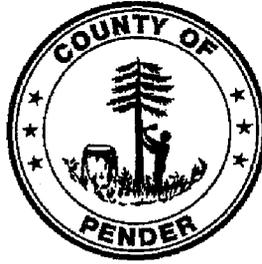
Wilmington & Weldon Railroad Company. Time Table No. 5, From and After Monday, October 31st, 1859. Electronic Edition: UNC University Libraries, Documenting the American South. 9 Sept. 2007 <<http://docsouth.unc.edu/nc/wvrr1859/menu.html>>.

## County of Pender

### Board of Commissioners

James David Williams, Jr. Chairman  
Jimmy T. Tate, Vice-Chairman  
Norwood Blanchard  
George Brown  
F.D. Rivenbark

Rick Benton, County Manager  
Paul Parker, Assistant County Manager



County Manager's Office  
Post Office Box 5  
805 South Walker Street  
Burgaw, NC 28425

Telephone: (910) 259-1200  
Facsimile: (910) 259-1402

### Agenda Item Memorandum

To: Board of County Commissioners

From: Rick Benton, County Manager

Date: August 13, 2008

Subject: Ordinance Prohibiting Registered Sex Offenders from Entering Public Parks

Chairman Williams requested this issue be placed on the agenda for discussion. A copy of an ordinance addressing this issue, and recently adopted by another jurisdiction is attached for your review.

Thank you.

cc: Glenda Pridgen, Deputy County Clerk  
Trey Thurman, County Attorney

# Ordinance



City Council  
City of Wilmington  
North Carolina

**Introduced By:** Jason Thompson, Council Member

**Date:** 08/05/2008

## **Ordinance Prohibiting Registered Sex Offenders from Entering Public Parks**

### **LEGISLATIVE INTENT/PURPOSE:**

The General Assembly has recognized "that sex offenders often pose a high risk of engaging in sex offenses even after being released from incarceration or commitment and that protection of the public from sex offenders is of paramount governmental interest."

The General Assembly has established a program requiring the registration of persons who are convicted of sex offenses or of certain other offenses committed against minors.

In furtherance of the purposes recognized by the General Assembly, the City Council determines that the prohibition of registered sex offenders from public parks will further the public safety and the protection of children in the community.

### **THEREFORE, BE IT ORDAINED:**

Section 1. Chapter 7 of the Wilmington City Code is hereby amended by adding a new section 7-7 to read:

"Section 7-7 Registered Sex Offenders Prohibited in Public Parks.

(a) It shall be unlawful for any person registered as a sex offender in the State of North Carolina or any other state or with a federal agency to knowingly enter into or on any public park owned, operated or maintained by the City.

(b) This ordinance shall apply to all parks as defined in this Chapter located inside and outside the corporate limits of the City."

Section 2. A violation of this ordinance shall subject the offender to the penalties set forth in Section 7-1 of the City Code.

Section 3. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. If any section, subsection, paragraph, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed severable and such holding shall not affect the validity of the

022

remaining portions hereof.

Section 5. This ordinance shall be effective immediately upon its adoption.

\_\_\_\_\_  
Bill Saffo, Mayor

Adopted at a \_\_\_\_\_ meeting  
on \_\_\_\_\_, 2008

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Attorney

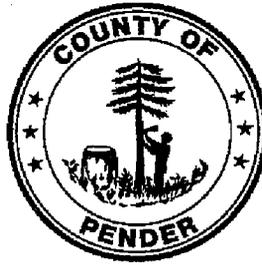
02-3

## County of Pender

### Board of Commissioners

James David Williams, Jr. Chairman  
Jimmy T. Tate, Vice-Chairman  
Norwood Blanchard  
George Brown  
F.D. Rivenbark

Rick Benton, County Manager  
Paul Parker, Assistant County Manager



County Manager's Office  
Post Office Box 5  
805 South Walker Street  
Burgaw, NC 28425

Telephone: (910) 259-1200  
Facsimile: (910) 259-1402

### Agenda Item Memorandum

To: Board of County Commissioners  
From: Rick Benton, County Manager  
Date: August 13, 2008  
Subject: School Funds Availability

At its last meeting the Board members discussed possible funding that may be available for school needs, and Commissioner Tate requested that staff evaluate its availability. Mr. McCole has indicated \$200,000 previously allocated in FY 07-08 for DSS programming was not expended, and therefore reverted to fund balance on June 30, 2008. In addition, \$250,000 is provided in the FY 08-09 budget in the contingency line item.

Thank you.

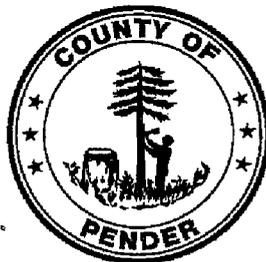
cc: Glenda Pridgen, Deputy County Clerk  
Trey Thurman, County Attorney

## County of Pender

### Board of Commissioners

James David Williams, Jr. Chairman  
Jimmy T. Tate, Vice-Chairman  
Norwood Blanchard  
George Brown  
F.D. Rivenbark

Rick Benton, County Manager  
Paul Parker, Assistant County Manager



### County Manager's Office

Post Office Box 5  
805 South Walker Street  
Burgaw, NC 28425

Telephone: (910) 259-1200  
Facsimile: (910) 259-1402

### Agenda Item Memorandum

To: Board of County Commissioners  
From: Rick Benton, County Manager  
Date: August 13, 2008  
Subject: Former Topsail High School Property

Chairman Williams requested the issue of moving forward with disposing of this property be placed on the agenda for discussion. If authorized by the Board, staff is prepared to solicit bids as directed.

Thank you.

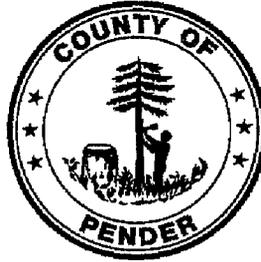
cc: Glenda Pridgen, Deputy County Clerk  
Trey Thurman, County Attorney

## County of Pender

### Board of Commissioners

James David Williams, Jr. Chairman  
Jimmy T. Tate, Vice-Chairman  
Norwood Blanchard  
George Brown  
F.D. Rivenbark

Rick Benton, County Manager  
Paul Parker, Assistant County Manager



County Manager's Office  
Post Office Box 5  
805 South Walker Street  
Burgaw, NC 28425

Telephone: (910) 259-1200  
Facsimile: (910) 259-1402

### Agenda Item Memorandum

To: Board of County Commissioners  
From: Rick Benton, County Manager  
Date: August 13, 2008  
Subject: Public Utilities Report

1. Attached is the August Utilities Project Update from Mr. Mack. We would like to present an oral report at the September 2 business meeting.
2. Public Utilities staff is preparing to conduct three public meetings in the near future.
  - a. The first meeting is scheduled for Tuesday, September 16 to discuss the Highway 210 waterline project, and answer questions related to the 43 utility easements the County will require in order to complete that segment of the Phase V project. We will verify the time and place of the meeting.
  - b. The second and third meetings are related to the Columbia-Union Water and Sewer District Bond Referendum. They are proposing to conduct a public meeting to discuss the issue and answer questions at the Union Rescue Squad Building (polling location) on Tuesday, September 30 and at the Shiloh Volunteer Fire Department (also a polling location) on Thursday, October 2. We will verify the dates and times upon confirmation of the meeting room reservations. These meetings are being held just over one month in advance of the November 4 general election so the facts of the matter remain current for the voters.

Thank you.

cc: Glenda Pridgen, Deputy County Clerk  
Trey Thurman, County Attorney



# PENDER UTILITIES

605 E. Fremont Street  
 P.O. Box 995  
 Burgaw, NC 28425  
 Phone - 910.259.1570  
 Fax - 910.259.1579

## MEMO

TO: Rick Benton, County Manager  
 FROM: Michael G. Mack, Director  
 DATE: August 13, 2008  
 RE: Utilities Project Update

PROJECT	COSTS	CURRENT STATUS	NEXT ACTION ITEM
Water Treatment Plant	\$17,500,000- USDA Loan	<p>Engineering Services Agreement with CDM approved on April 21, 2008</p> <p>Initial Kickoff Meeting with engineers held Friday, May 2<sup>nd</sup>. Site visit with CDM to tour the property held on June 3, 2008.</p> <p>CDM is presently configuring the actual location of the WTP within the Industrial Park Site and has considered two possible locations. CDM has recommended positioning the WTP in a specific location to take advantage of the topographic high ground available there to provide for gravity flow through the treatment process to the residual basins, reducing operational costs and complexities. However, in concert with the Industrial Park Master Planning being done by O'Brien/Atkins for WID, the WTP site has been reconsidered.</p> <p>USDA check presentation ceremony held 06/16/08</p>	<p>Hwy 421 Industrial Park Study in process with Wilmington Industrial Development- Working to determine best layout of Industrial Park in order to finalize actual location of WTP.</p> <p>CDM will begin site survey and soil investigation work within the next two weeks.</p> <p><b>Tentative Timeline</b></p> <p>Study and Report Phase, Preliminary Design, Final Design and preparation of Bid Documents, Permitting: 14 months from date of authorization to proceed.</p> <p>Bidding/selection process: 4 months</p> <p>Construction: 18 Months</p> <p>Plant Online: June 2011 (36 Months)</p>
Maple Hill Sewer	<p>\$2,700,000- Rural Center Grant approved</p> <p>\$1.5 million applied for with Clean Water Management Trust Fund</p>	<p>Grant Administrator- Marilyn Meares, Cape Fear RC&amp;D Engineering Firm is Hobbs, Upchurch (Jeff Thompson)</p> <p>Initial 135 acres being held by Nature Conservancy is not adequate for drip application – need to find suitable land in Maple Hill</p> <p>Met with NC Rural Center on 04/17/08 to update them on the status and review options – we proceed with Engineering and soils evaluation at our own risk. No Contract at this time.</p> <p>Met with Clean Water Management Trust Fund Representative, Sarah King and toured Maple Hill on 06/04/08.</p> <p>Project Team has sent letters requesting Legislative Support for the Clean Water Management Trust Fund grant. Additional data sampling was conducted by Applied Resource Management indicating that some source contamination levels are highly elevated - likely due to septic failures. This data has been shared with CWMTF.</p>	<p>Researching possible suitable land for drip application.</p> <p>Costs have escalated to \$24,000 per home based on current design. Some level of local funding may be necessary to make this project a success.</p> <p>Still looking for suitable land(s) to either purchase or to exchange. May need to proceed with purchasing land from Nature Conservancy in order to have land to exchange – possibly with nearby blueberry grower.</p> <p>Need to establish income and economic date for the community of Maple Hill to enhance the CWMTF grant possibilities.</p> <p>Important to keep legislators informed of our need on this project.</p>

PROJECT	COSTS	CURRENT STATUS	NEXT ACTION ITEM
Pender Packing Sewer	\$350,000 Community Development Block Grant – Economic Development Grant and \$50,000 Rural Center Jobs Development Grant	Design is complete. Project on hold pending additional sewer allocation approval from the City of Wilmington upon completion of wastewater treatment plant upgrade in 2009.	Bid construction upon additional sewer allocation.  Contract Administrator contacting funding agencies for reservation of funds.  Need to work with Cape Fear Public Utilities Authority (CFUPUA) now to resolve all issues related to additional capacity – needed for Rocky Point Primary School, Pender Packing and a medical office.  Staff will prepare options and cost estimates for Board consideration during CIP preparation.
Rocky Point/Topsail Sewer System	Unknown	Staff investigating gravity sewer collection system improvement options for full utilization of additional sewer treatment capacity from CFPUA wastewater treatment facility upgrade in 2009 to better serve the Rocky Point commercial area.  Currently signing up participants. Campaign is currently ongoing and we have 433 (plus 5 commercial w/no deposit) participants signed up.  McKim & Creed is proceeding with permitting and CAMA  Pender and New Hanover County staff have met to pursue possibilities for exchanges of water in this area- they are bringing a 6 MGD water treatment plant online within range of Scotts Hill.	Need to wait and see if we can afford to build this system connecting to and being served by Rocky Point/Topsail Water and Sewer District.  Pursuing options with New Hanover County for interconnection and bulk water purchase. Now need to work with CFPUA. Possibly Reduce scope of project to serve the folks who have signed up.  Possible private developer involvement
Scott's Hill Water Distribution Project	\$3,067,000 USDA Loan	Project has been designed and permitted. This will serve approximately 150 customers. 14 line extensions to serve communities that grew after we conducted initial sign ups Project is currently under construction – Water main has been installed throughout the project area - Except for Highway 210 from Watts Landing Road to Hwy 50. Will serve approximately 1150 customers.  Approximately 500 customers have water available as of April 1, 2008. Individuals have been given notice that they may connect. Remaining customers cannot be served until Highway 210 section of project is completed.  TA Loving has completed their phase.  Herring Rivenbark awaiting instructions with respect to Hwy 210 work.	Water Availability Date was June 1, 2008. Customers are currently connecting to system.  McKim & Creed surveyed for private easements. County entered into negotiations with Town of Surf City (2MGD water plant opening May 1, 2008) to become bulk water customer. Moving ahead with original route along Highway 210. Approximately 43 private easements will be required to construct the waterline between Highway 210 and Highway 50. The engineer has determined the Highway 210 portion must be built in order to maintain pressure and water quality to the entire Lanier neighborhood.  USDA also strongly advocates the County obtain the easements and construct the original waterline route as originally designed. M&C has determined that we can, after obtaining only three (3) of the 43 easements, begin construction of the lines to reach the Lanier subdivision.
Phase IIIa Water Project	\$526,000 USDA Loan	Agreement to increase from 800,000 GPD to 1,200,000 GPD has been approved by both Pender County and the Town of Wallace. Engineering determined we could only take an additional 300,000 GPD.  We have received verbal (but not written) confirmation that the Town of Wallace approved our taking the additional 300,000 of capacity for ten (10) years – we asked for forty (40) but can survive with ten (10).	Project stalled for a time awaiting modeling data from Crizer & Troutman to McKim & Creed indicating whether or not Rocky Point/Topsail could take an additional 300,000 GPD without jeopardizing Wallace's system pressures. McKim & Creed is completing design. USDA has advised that this work can be done by Change Order to an existing contract on Phase V. HOWEVER – Until the costs associated with the Highway 210 easement acquisition are known, they will not permit the County to use these funds to construct the interim upgrades.  Staff discussing other options with McKim & Creed.
Phase V	\$8,671,879.50 – USDA Loan		
Interim Capacity Increase: Rocky Top- Upgrade of pumps for additional water capacity from Wallace	\$676,000 to install parallel line and upgrade pump station.  Board has approved engineering fees to design this upgrade, however, construction award is pending		

PROJECT	COSTS	CURRENT STATUS	NEXT ACTION ITEM
Interim Capacity Increase: Alternative Water Sources Identify production well sites	Unknown cost	In addition to the above referenced upgrades, the County may need to pursue the identification and construction of production wells.	For the benefit of St. George's Reach, the County allowed exploration of well site on Transfer Station Road property and initial indications are favorable. Jim Cornette estimates that after drilling 8 test wells in and around the property owned by Pender County that there may be one or more well sites capable of producing 500,000 GPD from the Castle Hayne Aquifer. They conducted drawdown tests and a report was anticipated during the week of May 15 <sup>th</sup> . Staff met with NHC/COW and the staff of the new Cape Fear Public Utilities Authority on April 24, 2008 to discuss this – all agree to move forward to put before our respective elected boards.
Regional Sewage Plant	Est. \$15 million \$225,000 for Engineering Alternatives Analysis and cost is being shared with New Hanover County	McKim & Creed conducted the Engineering Alternatives Analysis. The results indicate "Pender County should proceed with permitting this new treatment facility for conjunctive reclaimed water reuse and direct discharge via a renewed NPDES permit.	Interlocal Agreement for both water and sewer projects have been reviewed by both sides legal and engineering firms and we anticipate bringing this to the Board for their direction in the near future. Both NHC and Pender desire to continue discussions with CFPUA.
Highway 117 Sewer & Chubb Road Easements	\$3,400,000	Burgaw has obtained a Clean Water Management Trust Fund Grant to build this sewer line; however, in order to qualify, they must take their existing plant offline.  Burgaw has offered to sell the County their sewer treatment plant. County would have to obtain a new discharge permit.	Pay invoices as presented – per Interlocal Agreement Take action on future agenda to deed Chubb Road property to Town of Burgaw if the Board agrees – recommended purchase price is \$5,000 with County retaining easements for future water. On 07/07/08 agenda, Board approved whole new realignment for DOT. County Attorney is preparing final documentation for conveyance.
Phase IVa	Unknown No funding currently available	Survey being conducted for number of potential connections/expansion roads	Town Updated Board on Wallace progress on this project at the May 2, 2008 meeting. Sewer Plant Upgrades now estimated for Town of Wallace at \$16 million.
Sewer (re)Allocation	NA	Pender County currently has contract with Wilmington/NHC for 75,000 per day of treatment capacity.  Northside Treatment Plant in Wilmington is currently undergoing expansion and once complete, Pender will have 250,000 and potentially up to 1 MGD of capacity in their 16MGD plant.  Will work with CFPUA towards sewer reallocation in the interim until plant upgrade is complete.	Submit letter to USDA requesting approval – funding is available from savings of Phase V AND IV projects- HOWEVER, WE WILL NEED THESE FUNDS TO OBTAIN ADDITIONAL WATER CAPACITY. Unknown cost until Phase V is complete.  Rocky Point Primary School needs to connect to the sewer – this will require 5,600 GPD. **** URGENT ****  Pender Packing (the grant recipient listed above) needs to connect ASAP for jobs retention and expansion. Taking old system off line – under agreement with state to do this. They need 5,800 GPD.  Dr. Zinicola – Rocky Point Medical – needs allocation to open a Dr. Office. 1,500 GPD  Mr. Greene requested additional capacity from New Hanover County to assist these projects if they obtain more through the plant's re-rate. Staff met with NHC staff on 04/09/08 and with Cape Fear Utilities and NHC/COW staff again on 04/18 and 04/25.  Permits and permitted flow must be audited. New Authority is cautious to allow additional flow until the plant is re-rated or upgraded. They continue to want us to de-allocate from within. Staff will conduct a thorough audit of all 13 current sewer users and provide this to the new Authority along with a copy of Pender's Water and Sewer Master Plan.

PROJECT	COSTS	CURRENT STATUS	NEXT ACTION ITEM
Solid Waste Sticker Program	\$13,000	The County operates 12 convenience centers and one Transfer Station and charges folks in the unincorporated areas a solid waste fee to use these sites. Stickers authorizing use are changing effective 03/01/08. New stickers were mailed out in January of 2008 with a county-wide tax office discovery mailing – culled to send stickers only to those who pay the fee.	2008 Sticker program has been fully implemented.  2009 Stickers will be mailed in a separate independent mailing in early October. The Tax Assessor advises that it would too greatly complicate the tax mailing if we tried to incorporate solid waste stickers as well. Quote has been secured for new stickers and separate mailing service.
Solid Waste Management Plan – 10 year update	Unknown	Was due last year	Need to look at Ordinance revisions, etc.
Solid Waste – Upgrades to Convenience Centers	FY2008/2009 Budget includes \$280,000 for capital upgrades	Need to undertake paving project at Transfer Station- \$220,000 Upgrades to Burgaw Disposal site necessary- \$60,000	In June of 2008, repairs to the Hopper at the Transfer Station were undertaken at a cost of \$19,200. Waste Industries advises that in the next 5 to 6 years the entire hopper will need to be replaced. Put out informal bid for Transfer Station work and Burgaw Convenience Center upgrades.