

# Shingletree Acres Leader Says He's Optimistic State Will Take Over Roads

BY SUSAN USHER

Shingletree Acres community leader Robert Gore said Monday he is optimistic that the N.C. Department of Transportation will find that roads in the subdivision near Calabash qualify for inclusion on the state road system.

"I feel great. This is going to go through," he said, citing the help of the news media and elected officials in calling attention to the subdivision's situation. "(Gov.) Jim Hunt is a fair and honest man. He is aware of this injustice and he is a powerful man. Gov. Hunt will see this through."

Gore's optimism is based on positive reactions by state officials who toured the subdivision last week, an extensive lobbying effort, and the discovery since the tour of visible evidence supporting the ongoing existence of roads in the Shingletree Acres community.

The community's unpaved, rough roads became the focus of attention in January. After being notified that school buses would stop serving the area unless the roads were improved, parents went to the school board threatening to keep the approximately 50 children in the community out of school. Soon after, county commissioners approved a one-time scraping and grading of the roads to make them serviceable by the school buses. There was no interruption in service.

Gore says roads existed in the community prior to Oct. 1, 1975, but for some reason the roads were never included on county or state maps and therefore their maintenance was never assumed by the state. He wants what he and other community residents perceive as an ongoing injustice remedied by the state.

"It's a human rights thing," says Gore. "If you deny one person his rights then you've denied everybody."

Last Monday state Department of Transportation officials including Division 3 Engineer Doug Bowers of Wilmington and State

*"This is going to go through."*

—Robert Gore



Secondary Roads Officer Jack Murdock of Raleigh toured Shingletree Acres with Gore and several other residents to look at evidence of where homes and roads existed previously.

"Mr. Murdock is looking at this in a positive way," said Gore. "I understand they're considering changing the policy about how roads become part of the state system. It's a wonderful thing they're going to statewide, and it will affect a lot of people."

Bowers, contacted Monday at his office in Wilmington, said no decision has been reached regarding the roads, that investigation is continuing. At that time, he had not been notified by Gore of new evidence.

"We would love to go in there and do something. If there is anything we can do to help, we will. But we have to be sure that whatever we do is fair and right and equitable, that we do for one group of people we can do for all others."

"The bottom line is it is still under evaluation and review. The basic question is whether there were roads in existence and being used prior to Oct. 1, 1975," he said. "If it turns out we are able to verify that they were, then they would qualify under the old subdivision policy."

"The question is are the roads there now the same or relatively close to any that were there a long time ago. We don't have a lot of records, but

they (the houses) had to be served by something. Is a cartway a road? That's another question."

That's not an issue as far as Gore is concerned. "A road is a road is a road," he said. "All roads started as animal paths."

The state's policy states that roads built, constructed, designed, surveyed or planned before Oct. 1, 1975, qualify for acceptance to the state maintenance system. Roads after that date must be paved before the state will consider taking over maintenance.

Last Friday Gore uncovered more evidence supporting the residents' position: U.S.D.A. Soil and Conservation Service aerial survey maps for the years 1966, 1972 and 1981—before and after the Oct. 1, 1975, qualifying cutoff date.

"It shows continuous improvement of the same roads from the air. There was a network of roads in here just as we said," said Gore, placing the aerial maps side by side with a subdivision map for comparison.

"When the McLamb's came in here (and established the subdivision) in 1982 they followed the same outline. They modified and improved the roads, but they followed the same outline."

Deeds recorded for lots in the subdivision showed the roads were dedicated for public use and offered to the state for maintenance. However, they were not accepted for maintenance at that time because they were considered unpaved subdivision roads.

Gore said he's had a lot of help for his cause from the news media and local and area elected officials, including Rep. Dewey Hill, Rep. David Redwine, Sen. R.C. Soles Jr. as well as from former state Rep. Ron Taylor, an unsuccessful candidate for the state Senate last year.

Bowers said the state Department of Transportation has received requests to look at several other road situations in the county, but hasn't had an opportunity to work on those.

# Mid-April New Restart Target For Brunswick Nuclear Plant

Carolina Power & Light Co. doesn't expect to bring its Brunswick Nuclear Plant near Southport back into service until sometime in April, rather than late March as anticipated earlier, spokesman Elizabeth Bean said Tuesday.

"The NRC (U.S. Nuclear Regulatory Commission) said it felt the work we were doing is in the right direction toward start-up," said Bean, contacted after a monthly status meeting at the plant with NRC officials. "We feel good about being able to start up in the general time frame we've been talking about."

*"We feel good about being able to start up in the general time frame we've been talking about."*

—Elizabeth Bean

While CP&L doesn't have a specific date for the plant coming back onto the power grid, Bean said, "It looks like all those schedules are going to come together in early to mid-April."

Contacted after a regular monthly status meeting at the plant with U.S. Nuclear Regulatory Commission officials, Bean said the utility expects the NRC to be able to make its readiness review at the site sometime around mid-March. The review is the oversight agency's check of

whether both plant and personnel are ready to return to operation, and may require follow-up action by CP&L before start-up can begin.

"They like to come in when about 50 percent of the systems have been turned over for operation" after in-house testing, said Bean. Some plant systems have been turned over for

operation, but others, she said, "need some fine tuning. That's about the point we think 50 percent will have been turned over."

In other news Tuesday, CP&L announced that a 20-year company veteran has been named director of site operations at the Brunswick Nuclear Plant, reporting to Roy A. Anderson, vice president in charge of the plant.

CP&L spokesman Wade Pridden said that C.S. "Scotty" Hinnant will report directly to Anderson, with general plant managers for the site's two nuclear units, reporting to Hinnant. Plant general manager for the CP&L's Harris nuclear plant near Raleigh since 1988, Hinnant has previously held positions at the Brunswick plant as well.

In another plant management change, Anderson named Clay C. Warren as plant general manager for Unit 2. J. Morris Brown, formerly interim plant general manager for the unit, will continue to support current Brunswick start-up activities in the temporary position of Warren's assistant.

Richard E. Morgan continues to serve as interim plant general manager for Unit 1.

As director of site operations, Hinnant has overall responsibility

for the plant's operations, maintenance, outage management and training functions. Warren is responsible for Unit 1's operations, maintenance and outage management.

Warren has held a variety of nuclear-related positions over the past 20 years. He has served as maintenance manager at Arkansas Nuclear One plant, a senior inspector with the U.S. Nuclear Regulatory Commission, a nuclear management consultant and a nuclear plant shift supervisor. He was in the U.S. Navy nuclear program.

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