

MEETS AND BOUNDS DESCRIPTION OF PROPERTY REQUESTED FROM THE U. S. MARINE CORPS BY THE N. C. STATE HIGHWAY COMMISSION FOR FIRST INCREMENT OF CONSTRUCTION ON U. S. 17 NEAR JACKSONVILLE, NORTH CAROLINA

Beginning at a Point designated as Point Number 20A said Point being on the common property line between the United States Marine Corps Reservation and the N. C. State Highway Commission, said Point being on the tangent between Point Number 20 and Point Number 21 of the larger tract which includes both the first increment of construction and that portion scheduled for future negotiation, said Point being  $N14^{\circ}35'00''W$  a distance of 1537.00' from the above mentioned Point Number 20, said Point being 50' right of survey station 652/00 N. C. Highway Project 3651; thence  $N14^{\circ}35'00''W$ , 584.00' to the above mentioned point number 21; thence with an increasing spiral to the right 294.76' through a central angle of  $3^{\circ}00'00''$ ; thence with a circular curve (Radius 2815.00') to the right, 1244.56', through a central angle of  $25^{\circ}20'00''$ ; thence with a decreasing spiral to the right 294.76' through a central angle of  $3^{\circ}00'00''$  to Point Number 22; thence  $N16^{\circ}45'00''E$ , 5587.00' to Point Number 23; thence with a circular curve (Radius 1860.00') to the right 684.39' through a central angle of  $21^{\circ}05'00''$  to Point Number 24; thence  $N37^{\circ}50'00''E$ , 931.00' to Point Number 25; thence with a circular curve (Radius 5780.00') to the left 517.00' through a central angle of  $5^{\circ}07'30''$  to Point Number 26; thence  $N32^{\circ}42'30''E$ , 1232.00' to Point Number 27; thence with a circular curve (Radius 2815.00') to the right 1295.34' through a central angle of  $26^{\circ}22'00''$  to Point Number 28; thence  $N59^{\circ}04'30''E$ , 1830.00' to Point Number 29; thence with a circular curve (Radius 1482.50') to the left 979.71' through a central angle of  $37^{\circ}52'00''$  to Point Number 30; thence  $N21^{\circ}12'30''E$ , 1430.00' to Point Number 31, said Point being on Brinson's Creek; thence with the run of said creek  $S54^{\circ}49'30''E$ , 123.66', to Point Number 32; thence  $S21^{\circ}12'30''W$ , 1400.15' to Point Number 33; thence with a circular curve (Radius 1602.5') to the right 1059.00' through a central angle of  $37^{\circ}52'00''$  to Point Number 34; thence  $S59^{\circ}04'30''W$ , 1830.00' to Point Number 35; thence with a circular curve (Radius 2695.00') to the left 1240.08' through a central angle of  $26^{\circ}22'00''$  to Point Number 36; thence  $S32^{\circ}42'30''W$ , 1232.00', to Point Number 37; thence with a circular curve (Radius 5900.00') to the right 527.70' through a central angle of  $5^{\circ}07'30''$  to Point Number 38; thence  $S37^{\circ}50'00''W$ , 931.00' to Point Number 39; thence with a circular curve (Radius 1740.00') to the left 640.23' through a central angle of  $21^{\circ}05'00''$  to Point Number 40; thence  $S16^{\circ}45'00''W$ , 5587.00' to Point Number 41; thence with an increasing spiral to the left 291.09' through a central angle of  $3^{\circ}00'00''$ ; thence with a circular curve (Radius 2694.97') to the left 1191.58' through a central angle of  $25^{\circ}20'00''$ ; thence with a decreasing spiral to the left 291.09' through a central angle of  $3^{\circ}00'00''$  to Point Number 42; thence  $S14^{\circ}35'00''E$ , 584.00' to Point Number 42A, said Point being 170' right of survey station 652/00 N. C. Highway Project 3651; thence  $S75^{\circ}25'00''W$ , 120.00' to Point Number 20A the Point of beginning.

STATE OF TEXAS, COUNTY OF DALLAS, DEPARTMENT OF PUBLIC SAFETY  
MEMORANDUM FOR THE DIRECTOR, DALLAS OFFICE  
SUBJECT: [Illegible]

[The body of the memorandum contains several paragraphs of text that are extremely faint and largely illegible due to the quality of the scan. The text appears to be a formal report or memorandum.]



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THE UNITED STATES DEPARTMENT OF THE ARMY  
 OFFICE OF THE ADJUTANT GENERAL  
 WASHINGTON, D. C. 20315

MEMORANDUM FOR THE RECORD

SUBJECT: [Illegible]

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STATE OF NORTH CAROLINA  
STATE HIGHWAY COMMISSION  
RALEIGH, N. C.

August 27, 1957

Mr. A. L. Hooper  
Division Engineer  
Bureau of Public Roads  
Raleigh, North Carolina

North Carolina Project F-614(6)  
State Project 3651, Onslow County  
Right of Way Across Camp LeJeune Marine Corps Land

Dear Mr. Hooper:

The State Highway Commission requests that you take steps for the procurement of right of way for the above project under the provisions of your Policy and Procedure Memorandum 21-4.3.

In support of this request, I am sending you herewith the following attachments:

1. Map prepared on linen tracing and six print copies thereof showing the survey of the land desired.
2. Description (seven copies) of the lands desired by notes and bounds as well as the approximate area.
3. Map showing proposed location of borrow pits (seven prints)
4. Three sets of preliminary road plans which have not as yet been advanced to final stage. There are a number of intersection details which will be improved or redesigned at the final plan stage.

The general plan for this project (Attachment 4) provides for building two new northbound lanes parallel to and on the east side of the existing road with a 96' median. This 96' median will permit the future construction of two new southbound lanes between the old road and the presently proposed northbound lanes allowing the existing road to revert to a frontage road thus providing partial control of access. The ultimate design includes four lanes divided with a 30' median and a 42' outer separation. Entrances and crossovers are to be provided at all camp entrances as desired by the Marine Corps. We do not intend to impose any access control requirements with respect to the Marine Corps.

This request is made following conferences held at Camp LeJeune between the personnel of the Public Works Office, the State Highway Commission, and the Engineers of your office. I believe that agreements have been reached on all major considerations at the local level and that this submission is complete in every detail for presentation by your Washington office to the Department of Defense. Details are as follow:

STATE OF NORTH CAROLINA  
STATE HIGHWAY COMMISSION  
RALEIGH, N. C.

January 17, 1937

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Handwritten initials

COPY

*[The following text is extremely faint and largely illegible due to the quality of the scan. It appears to be a formal letter or report.]*

August 27, 1957

1. The State Highway Commission requests a grant of easement for the properties now under the control of the Marine Corps as shown on the attached linen tracing and described in the metes and bounds description. (Attachments 1 & 2.) The standard form of agreement, No. 7-362hd generally used by the Fifth Naval District, will be satisfactory to the State Highway Commission and a period not exceeding fifty (50) years will be satisfactory.
2. The State Highway Commission further requests that an easement be issued to the Carolina Telephone and Telegraph Company for relocating their pole line five (5) feet to the east of and parallel to the highway easement line and that this include permission for clearing fifteen (15) feet to the east of the relocated pole line. The width of the strip of land necessary for this pole line is twenty (20) feet and is located contiguous to and on the east side of the easement requested in Item 1 above. It should be understood that the utility will be permitted to engage in selective cutting of trees outside the 20' strip. This is satisfactory to the Public Works Office at Camp LeJeune. The State Highway Commission will permit the Carolina Telephone and Telegraph Company to clear 10' within the easement line set in Item 1 above and will cause the pole line to be moved from its present location to the designated location without expense to the Department of Defense. It is our intention to include the cost of this pole line relocation as a participating item in the Federal-aid highway project. It is further requested that this pole line easement be delivered to the State Highway Commission who will in turn make arrangements with the utility for the work to be done.

The State Highway Commission will arrange for removal of the Jones-Onslow Electric Membership Corporation poles to the west side of the present road without cost to the Department of Defense. The cost will be included as a participating item in the Federal-aid project.

3. The State Highway Commission requests that borrow embankment material in the approximate amounts shown for the construction of the project be made available from the Marine Corps land as indicated on the map listed as Attachment 3. The State Highway Commission will provide that the road contractor shall remove the material under the provisions of Section 26 of the North Carolina Specifications for Roads and Structures dated October 1, 1952, and upon completion of the road project will abandon the pits to the exclusive use of the Marine Corps thereafter. The State Highway Commission will cooperate with the Public Works Officer at Camp LeJeune during the removal of this material so as not to interfere with Camp LeJeune traffic movements.
4. The State Highway Commission is at this time requesting an easement for the construction of that portion of US St. 17 from a point north of Southwest Creek north to Jacksonville. The ultimate plan provides for the progressive construction of the highway south to Dixon using the same design criteria. The State Highway Commission intends to make subsequent requests for easements as construction funds become available in accordance with the areas shown on Attachment 1. It is requested that future planning at Camp LeJeune take this highway plan into consideration in order that there will be no conflict as highway funds become available in the future.

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Second paragraph of text, continuing the block of faint, mirrored characters.

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5. The State Highway Commission agrees to perform the following work pertaining to Marine Corps facilities:

a. Replace, in kind with no betterment, the raw water supply system and electrical distribution system serving the wells and the Camp Geiger Trailer Park on the following basis:

- (1) The Highway Commission will do all field engineering work to obtain the design data.
- (2) The contract is to be lump sum and based upon using as much as possible of the existing materials and equipment in the new work. All design and construction is to be based on furnishing continuous water supply for Camp Geiger at all times during the construction period. It is the intention of the State Highway Commission to complete this phase of the operation prior to letting the highway contract to avoid any possible damage to the water supply by road construction machinery.
- (3) The lump sum contract is to include the relocation of the government electric line and provide temporary connections to existing traffic lights. The State Highway Commission will adjust the location of lights and provide final electric service to them.
- (4) If practicable, the government power line, wells and connecting pipe line are to be located to leave a screen of trees between the government power line and the Carolina Telephone and Telegraph lines.
- (5) The contract will require the contractor to deliver salvageable materials and equipment to the State Highway Commission District Shop at Jacksonville, N. C. It is requested that arrangements be made for transfer of title to these materials to the State Highway Commission. The salvage sale price of these materials will be credited to the Highway project.
- (6) The Public Works Office at Camp LeJeune will prepare the necessary engineering drawings and specifications for the contract to be let by the State Highway Commission and will furnish engineering consulting service during construction.
- (7) The State Highway Commission would prefer a transfer of highway funds to the Marine Corps based on appraisal cost of relocating the existing raw water supply and electrical system charging the amount to the Federal-aid project as a participating item.

Read

THE UNITED STATES DEPARTMENT OF JUSTICE  
WASHINGTON, D. C. 20535

TO: THE ATTORNEY GENERAL  
FROM: THE DIRECTOR, FBI  
SUBJECT: [Illegible]

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This, then would allow the Marine Corps to relocate the system as they see fit and under their control.

It would permit betterments to be made which might be desirable from the standpoint of long-range planning. It would eliminate the possibility of misunderstanding between the State and the Marine Corps as to the capacity of the new system in the final construction stage and any question as to the inclusion of betterments in the plans which of course would not be eligible for highway funds. It would eliminate the transfer of title for salvaged materials.

In the absence of information as to the mechanics, or even the possibility of such a transfer of funds the tentative arrangements above are satisfactory to the State Highway Commission although we would much prefer to not enter into the water supply construction phase if we could possibly avoid it. We earnestly request that the matter be explored at the Washington Office level.

- b. The following items are to be included in the roadway construction to be performed by the State Highway Commission following completion of the replacement of the raw water supply system:
- (1) Relocate shellrock surfaced parking area, containing approximately 4,500 square yards, Sta. 7/12 to Sta. 14/41. The newly located parking area will be located near the corner of "A" Street and Curtis Road.
  - (2) Relocate guardhouse and bus station at Geiger entrance, Sta. 6/38. The new location of these buildings is to be near the asphalt paved parking lot between First Street and Second Street in Camp Geiger.
  - (3) Close entrance at Sta. 0/45.
  - (4) Relocate New River Air Facility electric sign at Curtis Road entrance, Sta. 7/47/50. The State Highway Commission is currently making studies for installation of traffic control signals at all major entrances to Camp Lejeune on US Rt. 17, and will proceed with these installations expeditiously.
  - (5) The roadway plans will include a shellrock surfaced pedestrian facility parallel to the highway near the east easement line and within the area taken for highway purposes extending northward from the

The first part of the report deals with the general situation in the country. It is noted that the economy is showing signs of recovery, but that inflation remains a serious problem. The government has taken measures to control prices, but these have had limited success. The report also discusses the political situation, noting that the government is working to stabilize the country and improve the living standards of the people.

The second part of the report provides a detailed analysis of the economic data. It shows that while there has been an increase in industrial production, the rate of growth is still slow. The agricultural sector is also showing signs of improvement, but the impact on the overall economy is limited. The report concludes that the government needs to implement more effective policies to address the economic challenges.

The third part of the report discusses the social and political developments. It notes that there has been a general sense of optimism among the population, but that there are still significant social inequalities. The government is working to address these issues through various social programs and reforms.

The fourth part of the report provides a summary of the findings and recommendations. It suggests that the government should focus on reducing inflation and improving the efficiency of the public sector. It also recommends that the government should continue to work on social reforms to improve the living standards of the people.

The fifth part of the report discusses the international situation. It notes that the country's relations with its neighbors are generally stable, but that there are still some tensions. The report also discusses the country's position in the international community and its efforts to improve its diplomatic relations.

The sixth part of the report provides a detailed analysis of the political situation. It discusses the role of the government and the opposition, and the impact of the political environment on the economy. It also discusses the government's policies on political reform and the role of the judiciary.

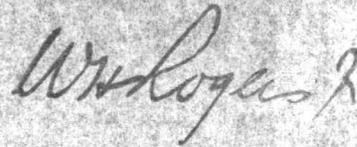
The seventh part of the report provides a final summary and conclusions. It reiterates the main findings of the report and the recommendations for the government. It also discusses the overall outlook for the country and the role of the international community in supporting the country's development.

vehicular gate and bus station at Sta. 6438 to Jacksonville as a safety facility for Marine Corps personnel going by foot to Jacksonville. The gradient of this pedestrian facility will be fitted into the terrain with suitable structures over stream courses.

It is requested that early consideration be given to the granting of the easement in order that construction of this highway facility may proceed. We feel that the improvement is greatly needed for the proper handling of traffic in this area. In the event there may be a delay in preparing the necessary papers, we would greatly appreciate that the Commanding Officer at Camp LeJeune be given authority to grant a right of entry and authority to proceed with the relocation of the raw water supply system to allow construction to proceed on the basis of this presentation pending issuance of final easement papers.

These agreements have been reached through the cooperation of Captain R. E. Harris, U. S. N., Public Works Officer at Camp LeJeune whose entire military and engineering personnel have been most helpful and considerate. Planning at the local level to satisfy these many details has made it possible to submit this consolidated request, and we hope that your Washington office and the Department of Defense will approve these tentative arrangements.

Very truly yours,



W. H. Rogers, Jr.  
STATE HIGHWAY ENGINEER

WHR:nb

CC - Mr. W. H. Webb, Jr.  
Mr. C. E. Brown  
Mr. T. N. Park



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