



UNITED STATES MARINE CORPS  
 MARINE CORPS SERVICE SUPPORT SCHOOLS  
 MARINE CORPS BASE  
 CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY REFER TO  
 203/GSD/gw  
 11102  
 30 Sep 1983

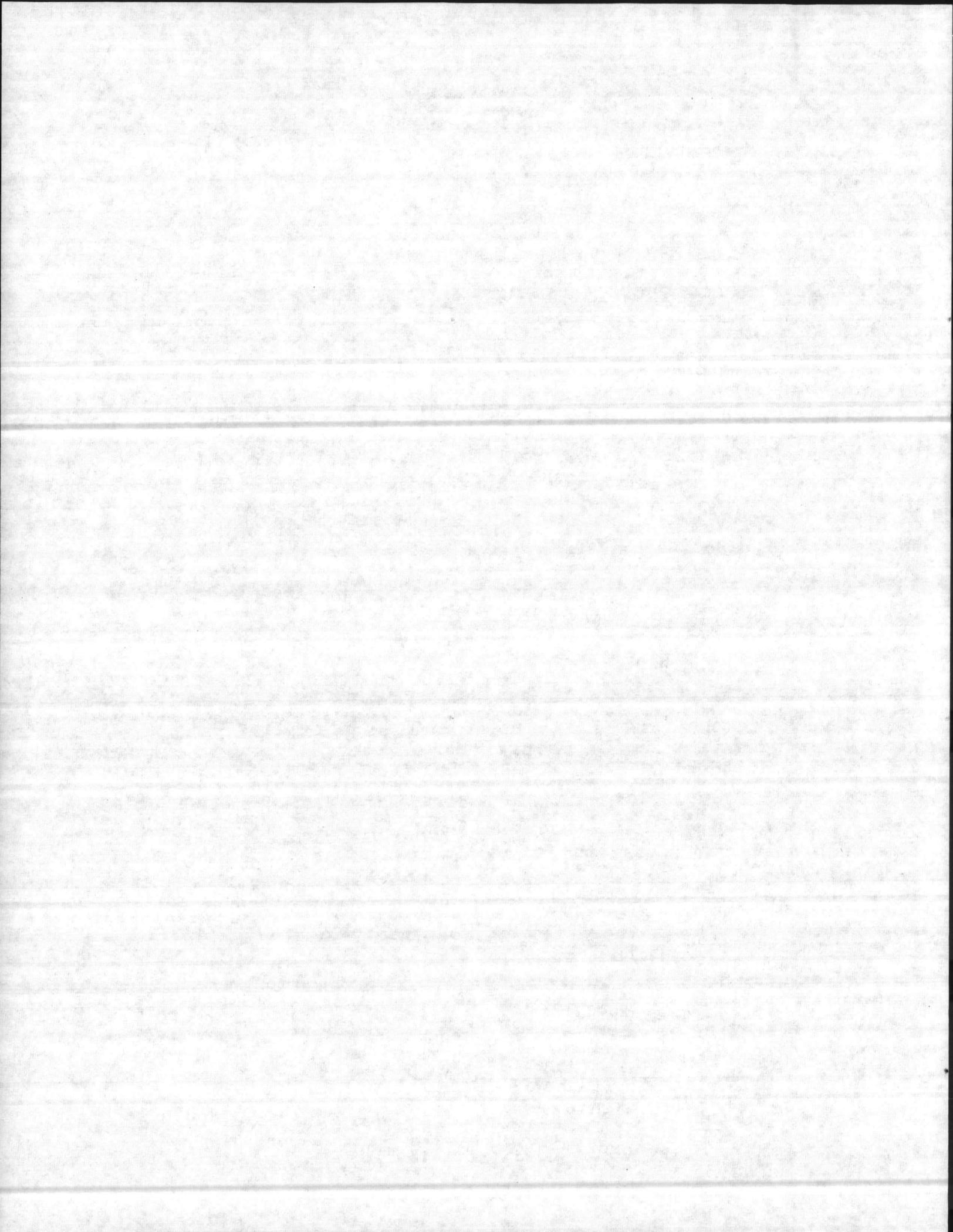
From: Commanding Officer  
 To: Commanding General, Marine Corps Base, Camp Lejeune, North Carolina 28542 (Attn: Assistant Chief of Staff, Training)

Subj: Proposed State Highway Encroachment on Training Areas AA, AB, and AC

Ref: (a) CG, MC 1tr TFAC/KWZ/ves over 11102 of 16Aug83  
 (b) US 17-NC 24 Bypass Alternate Centerline Alignments Blueprints, US 17(S) to Lejeune Blvd. and Montford Point Road to Country Club Road  
 (c) Five Year Range Plan Meeting of 26Jul83

1. In accordance with reference (a), the following comments are submitted.
2. The Jacks Point Alignment, as shown in reference (b), may present the following adverse effects upon local training:
  - a. Training realism may be severely degraded due to the effect of:
    - (1) Increased noise levels generated by traffic upon the highway. The increased noise levels would particularly degrade training realism at night, when noise discipline must be practiced.
    - (2) The canalization of vehicular traffic and troop movement into established underpasses along the Jacks Point Alignment. This would impose a severe limitation upon tactical maneuvers within these areas. The planned relocation of the Driver Training School (DTS) from Camp Geiger to Camp Johnson, and the acquisition by the Marine Corps of the High Mobility Multi-Purpose Wheeled Vehicle (HMMWV) and the Dragon Wagon will require an expansion of the trail network within the AA and AC Areas, and thus a corresponding increase in the number of underpasses within these areas.
  - b. The imposition of suitable precautions to prevent pyrotechnic smoke or pop-up signals from drifting across the highway and impeding or endangering traffic may restrict the use of these valuable training aids within the subject areas. Currently, pyrotechnics, simulators, and blanks are utilized extensively within these areas.
  - c. The proximity of an approved tactical landing zone (Grid 798467) to the Jacks Point Alignment may present a hazard to

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4 OCT 1984

FACT SHEET

Subject: JACKSONVILLE THOROUGHFARE PLAN (NEW PROPOSED PLAN)

I. GENERAL:

Certain problems become obvious when reviewing the Jack's Point proposed route. The new proposal presents the identical set of problems for Camp Geiger as does the Jack's Point route.

II. PROBLEMS:

A. Driver Training School (DTS) loses a portion of one of its Training Areas (Coordinates 753470 )

B. FMFLANT NBC School's Gas Chamber and associated trails (Coordinates 757465 ) would be displaced.

C. The Camp Geiger/MCAS (H) Sewer Treatment Facility would be isolated. (Coordinates 762463).

III. RECOMMENDATIONS:

A. DTS could operate with little degradation by the loss of the hard surface area.

B. FMFLANT NBC School's Gas Chamber and associated training trails would have to be rebuilt elsewhere. Areas exist in the Camp Geiger/MCAS(H) New River area.

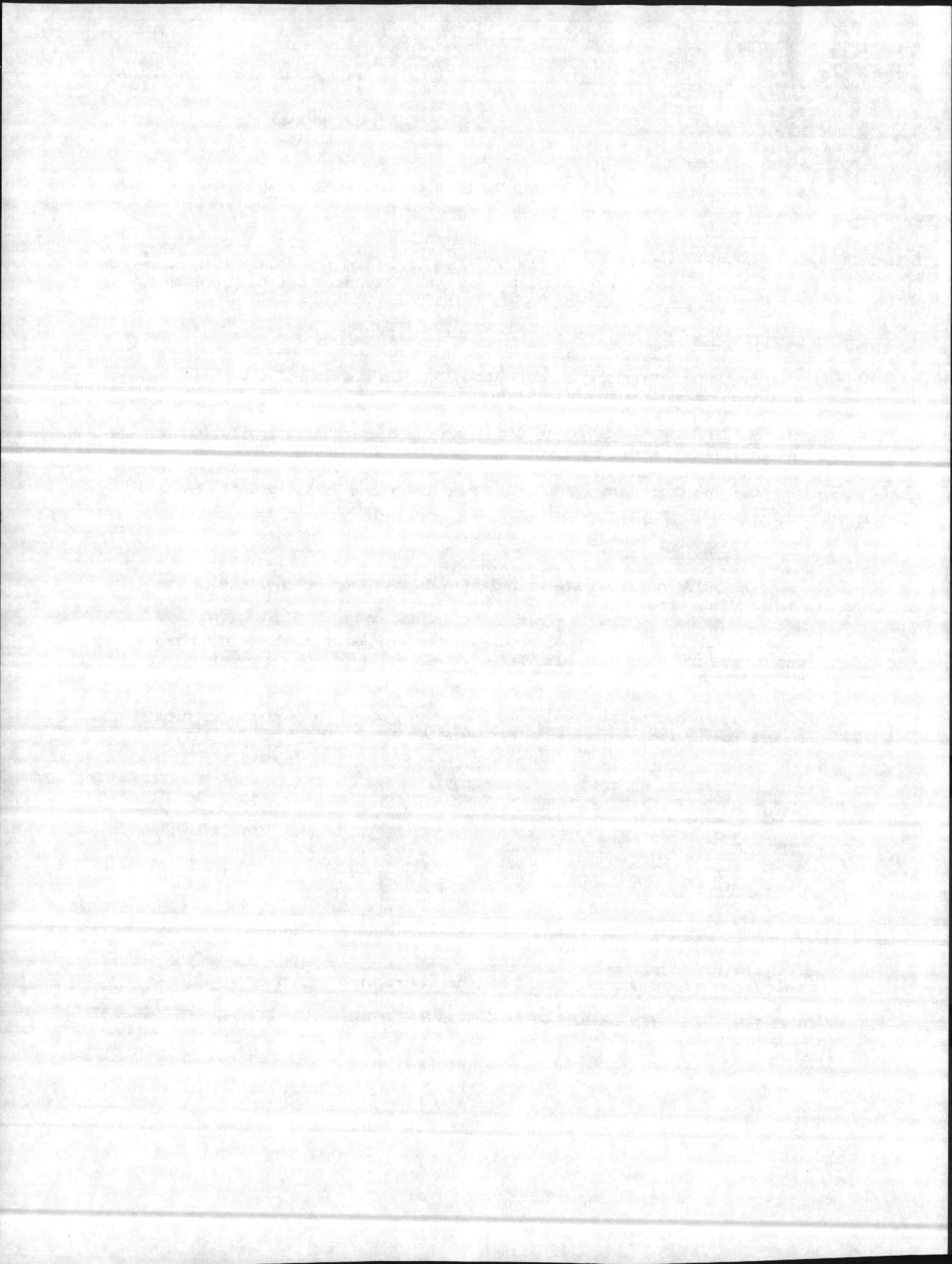
C. An overpass or suitable substitute would be required to provide access to the Camp Geiger/MCAS(H) New River Sewage Disposal Facility.

Coord:

DTS R.C.L.

NBC J.S.

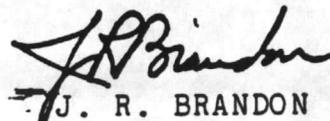
Camp Geiger's CONCERNS would be ALLEVIATED if the proposed route were West of BEINSON CREEK until PAST THE Sewage Treatment Facility



traffic on the highway during the conduct of helicopter operations due to driver distraction.

3. The proposed establishment of a base camp for field training in the AC Training Area (Grid 782459), as submitted by this command in reference (c), would be jeopardized by the establishment of a highway within 200 meters of the site. If the Jacks Point Alignment were approved, a survey of the area by Base Facilities would be required to locate another suitable site. The requirements for electrical power, a potable water source, head facilities, a MAG line drop, and permanent GP tent frames still exist, as set forth in reference (c). The establishment of a base camp for field training will expose entry level students to all phases of field training, and will provide them with the practical experience necessary to work in the field prior to assignment to their first unit.

4. Implementation of the Wilson Bay Alignment, as shown in reference (b), would minimize the adverse effects mentioned above, and would be preferred by this command.

  
J. R. BRANDON

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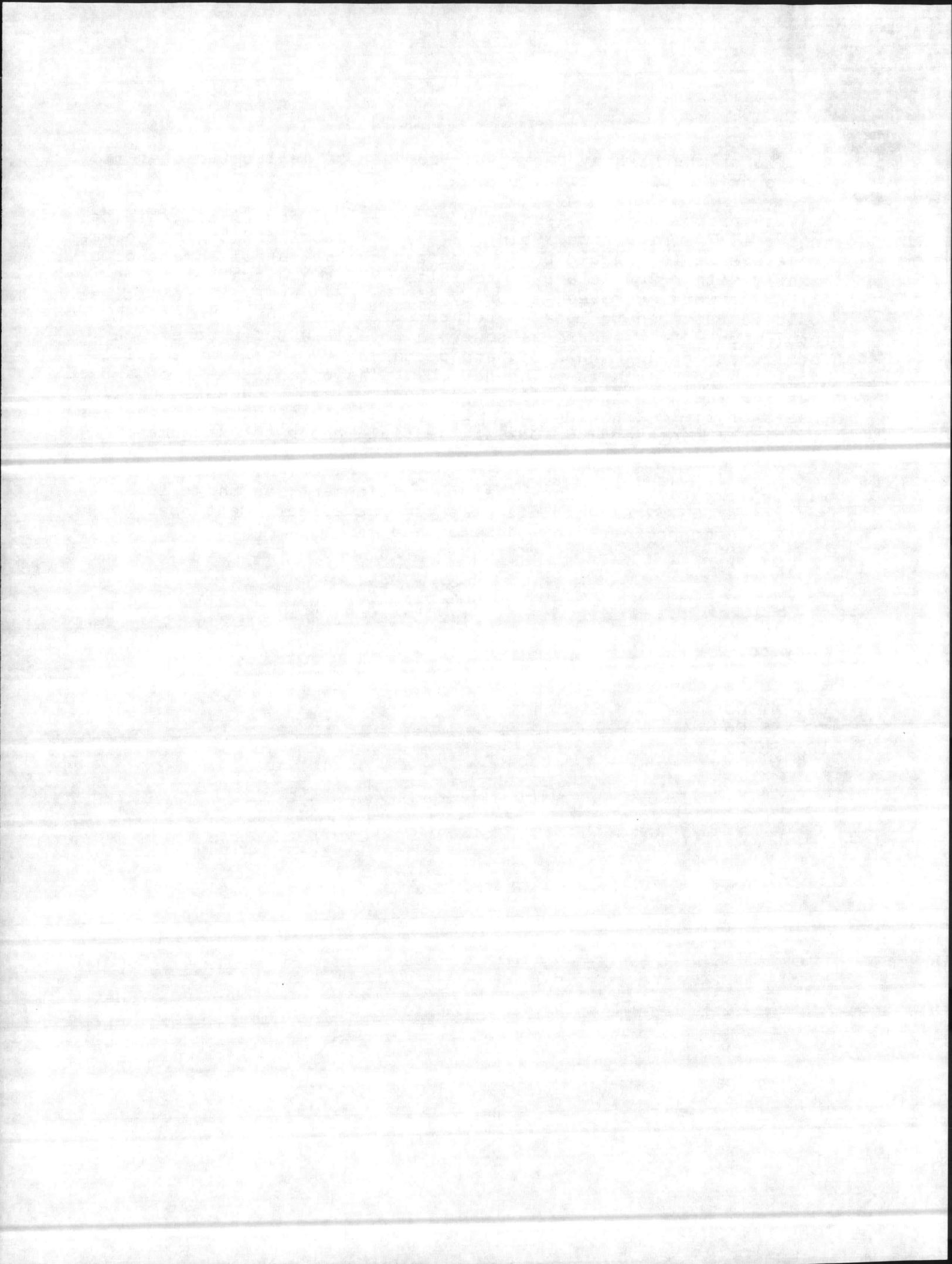
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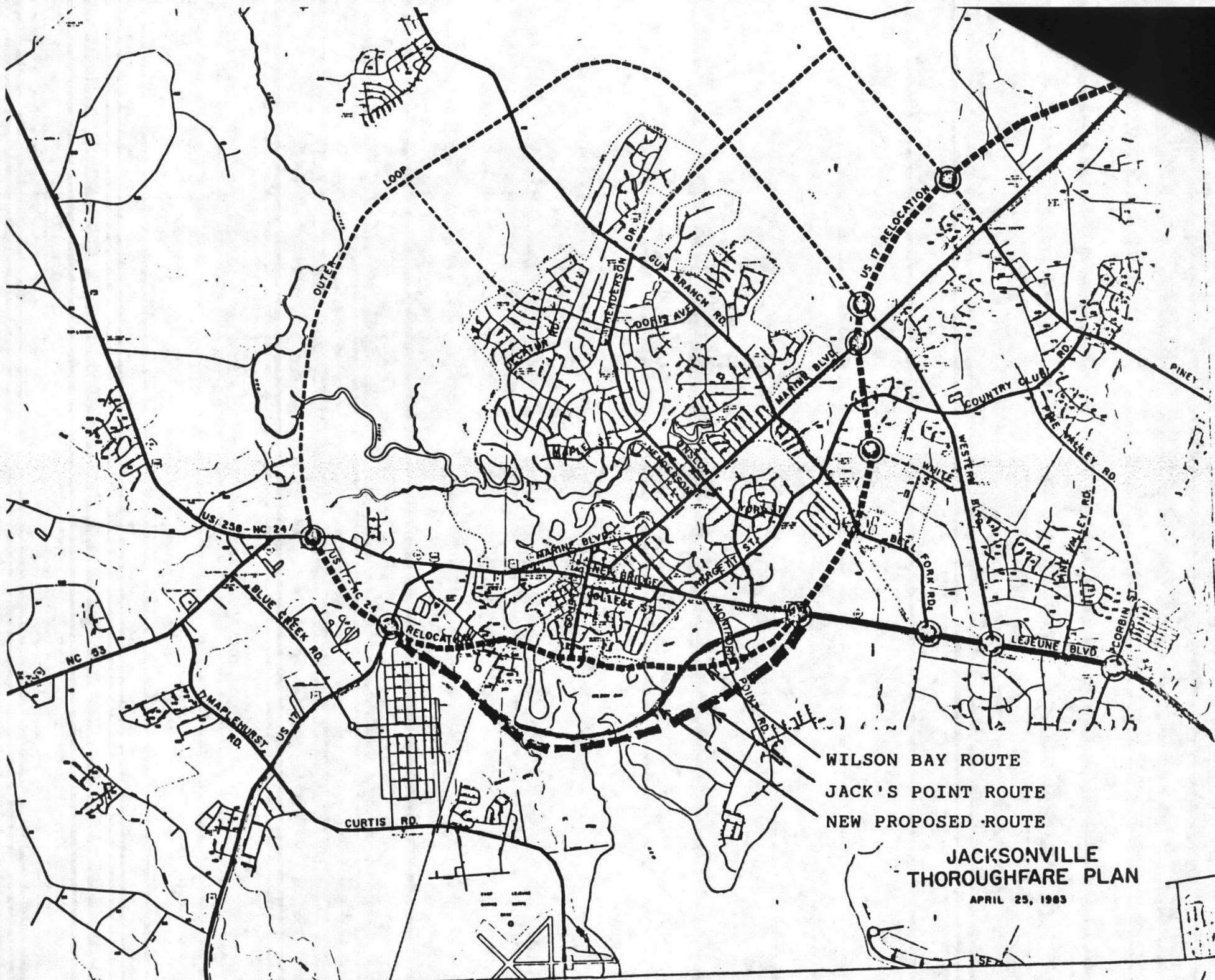
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CO, MTSCo

CO, FSSCo

CO, FMSS





WILSON BAY ROUTE  
 JACK'S POINT ROUTE  
 NEW PROPOSED ROUTE

**JACKSONVILLE  
 THOROUGHFARE PLAN**  
 APRIL 25, 1963

