



COMMANDING GENERAL
Marine Corps Base
Camp Lejeune, North Carolina 28542

27 February 1984

The Honorable James B. Hunt, Jr.
Governor of North Carolina
Raleigh, North Carolina 27611

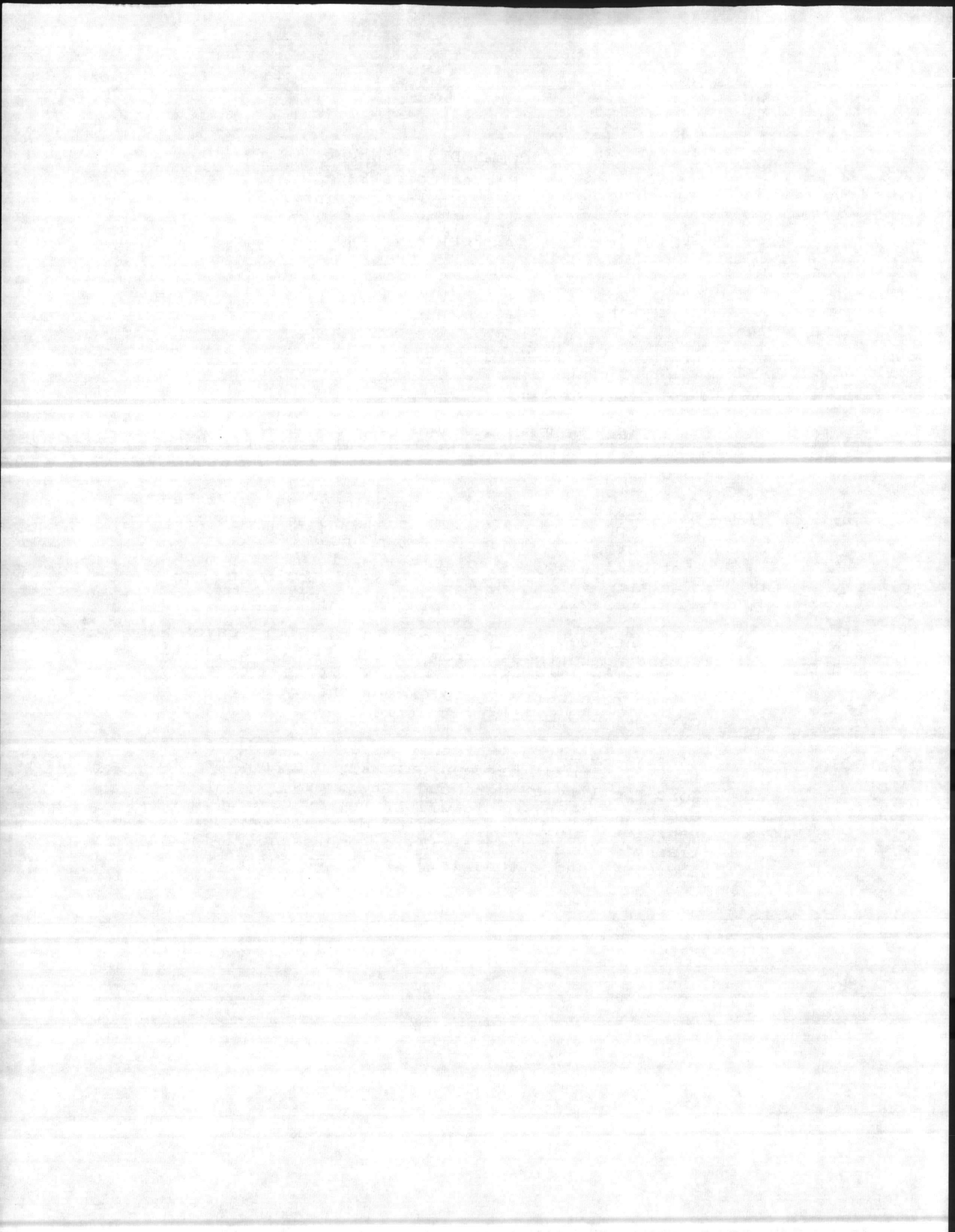
Dear Governor Hunt,

Thank you for the most enjoyable luncheon meeting last Wednesday. The lunch was superb and the opportunity to exchange views most appreciated.

During discussions at the meeting on 22 February 1984, you graciously invited me to set down my concerns over the condition of highway NC 24. Parenthetically, and coincidentally, I recently received a letter from the Carteret County Board of Commissioners with a similar invitation.

The area of my concern is that portion of NC 24 extending northeast from Swansboro to its junction with US 70. On this stretch NC 24 is a conventional 2-lane road carrying an exceptionally high level of civilian and military traffic.

Virtually all highway movement of Marines and their equipment between Camp Lejeune and the State Port Facility at Morehead City goes by way of NC 24 and US 70. While highway travel by government owned vehicles is not recorded, commercial contract carriers transport over 34,884 military personnel (918 trips) and 6,048 short tons (353 trips) annually between

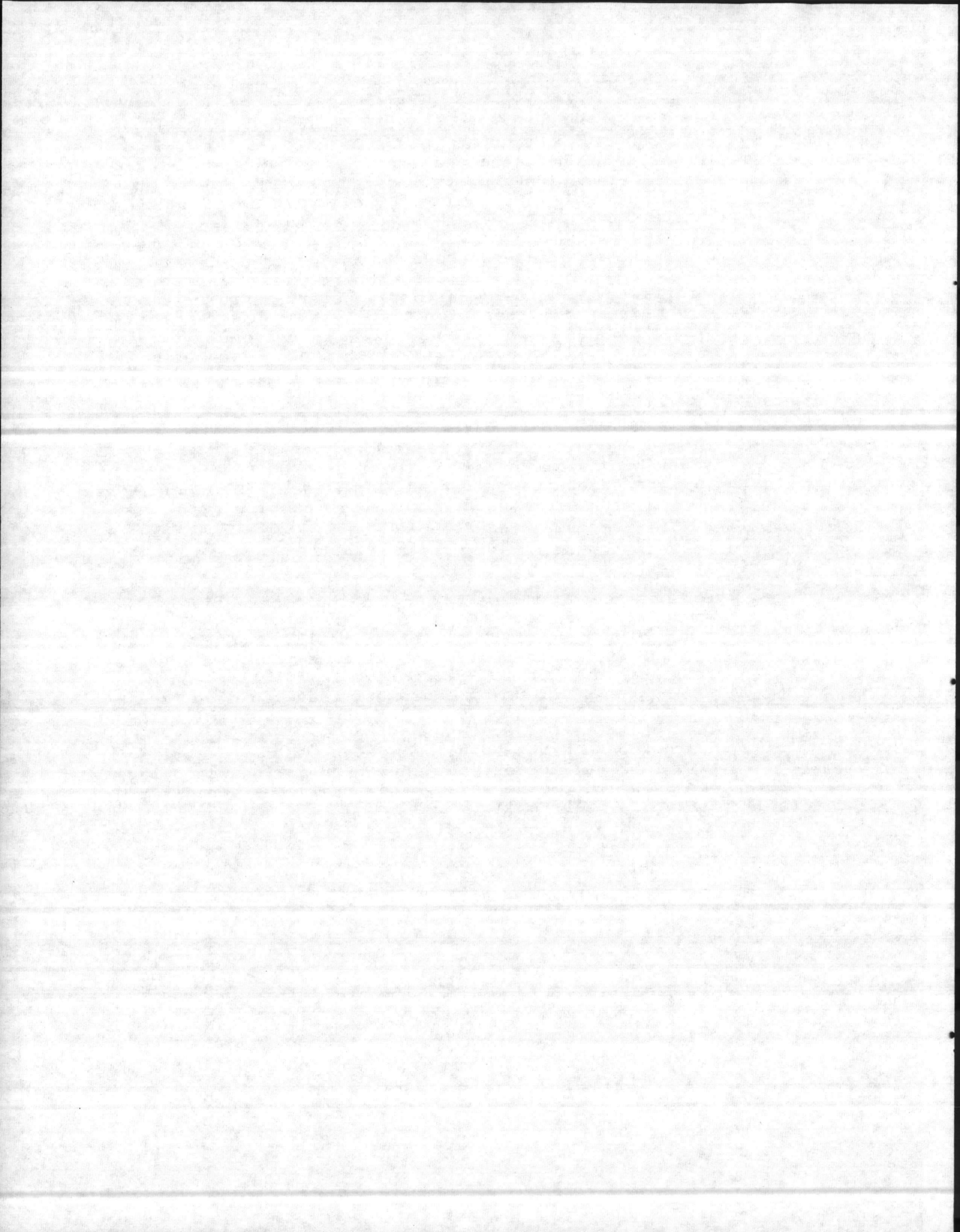


Camp Lejeune and Morehead City. The number of government vehicles transiting the same route would greatly exceed that by contract carrier. More significantly, contingency plans could call for the major portion of the seaborne elements of all Fleet Marine Force (FMF) units located at Camp Lejeune to load out of Morehead City. The impact upon, and the value of, NC 24 under those circumstances is obvious.

The interface between Marine units at Cherry Point and Camp Lejeune also generates considerable traffic over NC 24. Further, Cherry Point would be the principal airhead for Camp Lejeune based units being airlifted in response to a contingency. It is anticipated that such an airlift could reach brigade strength with a corresponding increase in use of, and dependency upon, NC 24.

The current routine level of military and civilian traffic on NC 24 already constitutes a considerable safety hazard. The increased traffic that will be generated by further (and inevitable) population growth along this corridor, combined with the surge in military traffic incident to deployments, will only add to that hazard.

While there are a number of minor corrective actions that could be taken, the most effective would be to convert NC 24 to 4 lanes, with a corresponding upgrade of the weight capacities of the bridges over this route. NC 24 is already 4 lanes from Jacksonville to Swansboro. This action would expand the spectrum of equipment that could be transported over NC 24 and expedite the movement of military traffic, in any contingency, with a minimal disruption and hazard to all other users. I realize this is a tall order, but any other action would fall far short of the necessary and merely postpone what I feel is inevitable.



Again, I appreciate the opportunity to share my concerns over this matter with you.

Sincerely,

D. J. FULHAM
Major General, U. S. Marine Corps

