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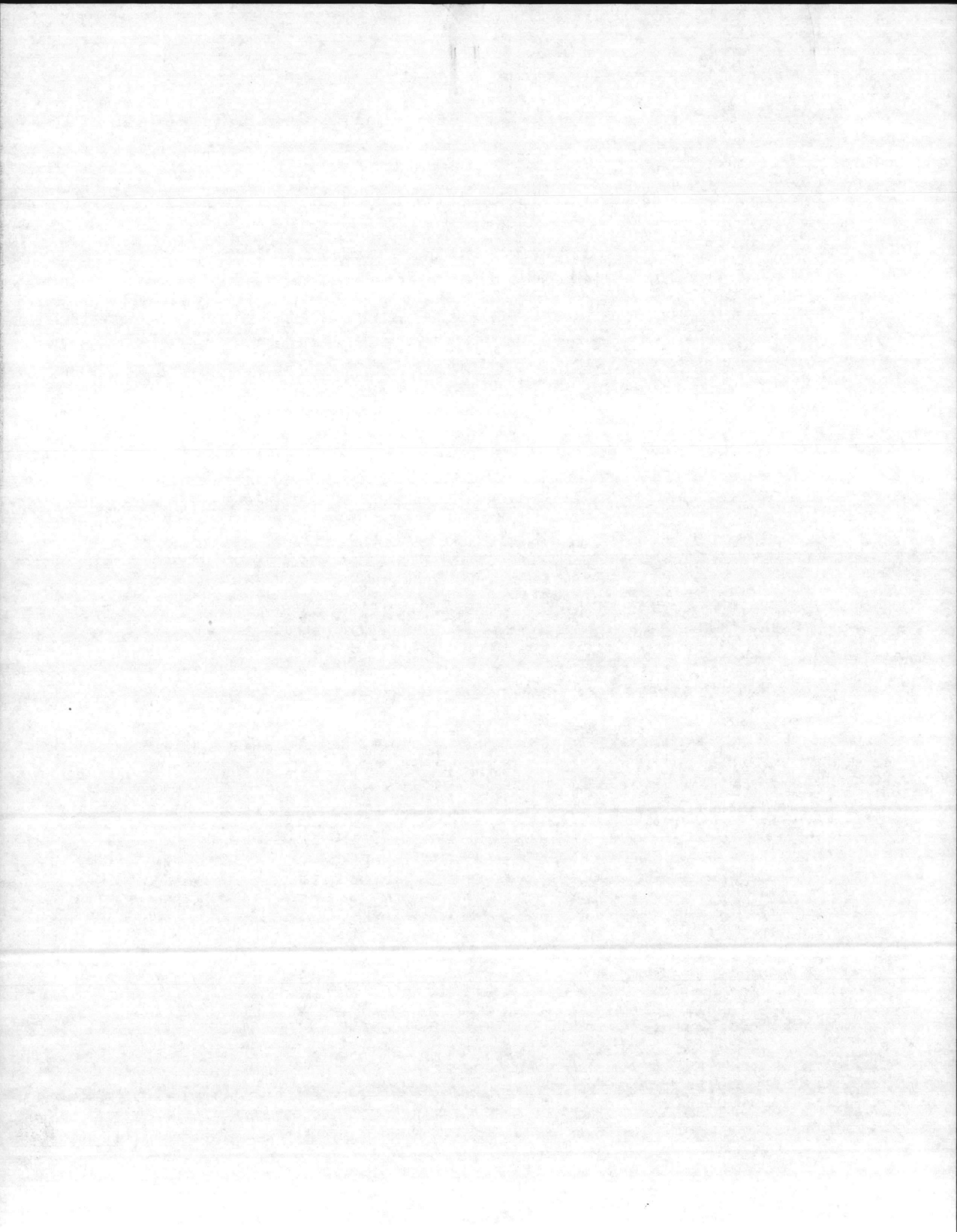
**From:** ~~Commanding General~~  
**To:** District Public Works Officer, Fifth Naval District

**Subj:** Marine Corps Base, Camp Lejeune, North Carolina; proposed issuance of a five-year license in supersession of unnumbered Revocable Permit, dated 21 Feb 1946, to State of North Carolina Highway and Public Works Commission covering use of Government-owned Sneads Ferry-Starling Road at

**Ref:** (a) DPWO 5ND ltr R-322/TC:gd FO-158 of 6 Jun 1961 to CG MCB CLNC  
(b) BUDOCKS ltr R-310/LRS:mew of 2 Jun 1961 to DPWO 5ND  
(c) CG MCB CLNC ltr 19/JPS/jsc 11210/4 of 5 May 1961 to CMC

1. Reference (a) forwarded reference (b) to this command and requested that the replies to the queries in paragraph 2 thereof be forwarded for use in formulating an appropriate reply to the Chief of the Bureau of Yards and Docks.
2. The first of the questions raised was as to "the nature of the duties and obligations which would be assumed by the State which presumably would be in lieu of monetary consideration." A fair reading of the permit described in the subject hereof indicates that incorporated therein by reference was a Memorandum of Agreement, executed 4 March 1944, under which the Federal Government undertook to "assume full responsibility for the maintenance of the said bridge at Sneads Ferry and the north roadway approach, including the operation of the draw span and the navigation and traffic lights, all without cost to the State Highway and Public Works Commission." It was the agreement of the State of North Carolina to assume this responsibility, relieving the Federal Government thereof, that formed a part of the consideration for the granting of the permit to use the Sneads Ferry-Starling Road, subject to the limitations elsewhere set forth in the permit. The State of North Carolina assumed this responsibility subsequent to the execution of the permit. No additional duties or obligations were anticipated or referred to in reference (c), which set forth the views of this command with respect to a demand for payment by the State of an annual rent as consideration for a new license.
3. A second question raised by reference (b) dealt with the extent of public use of the Sneads Ferry-Starling Road. Traffic analyses indicate an average daily usage by 2889 private motor vehicles, 356 of which are operated by persons other than civilian employees or military personnel at Camp Lejeune.

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4. There is absolutely no relationship of the established position with respect to the retrocession of jurisdiction over portions of Highways 17 and 24 to the road covered by the subject-described permit. Those roads lie on the periphery of Camp Lejeune and pose no general problem of interference with military exercises, under normal circumstances; they do not grant direct access to Camp Lejeune; and, they raise no considerations of military security or safety, other than those normally attendant to highway traffic. The Sneads Ferry-Starling Road, however, traverses the Base, passing through extensive maneuver areas and near troop billeting and training sites, thereby creating a manifest need for absolute military control, both as to policing and to regulation of general traffic accessibility.

5. No retrocession of jurisdiction over the Sneads Ferry-Starling Road is contemplated and there is no known legal authority which would inhibit in any respect the paramount right of the military to control any traffic on this road.

6. Copies of the unnumbered Revocable Permit of 21 February 1946 and Exhibit 1 thereto, the Memorandum of Agreement of 4 March 1944, are available at this command and will be forwarded for your use and information upon request.

R. B. LUCKEY

Copy to:  
Provost Marshal

