

= Georgia State Route 40 =

State Route 40 ( SR 40 ) is a 30 @. @ 46 @-@ mile @-@ long ( 49 @. @ 02 km ) state highway in the southeast part of the U.S. state of Georgia . The highway travels from US 1 / US 23 / US 301 / SR 4 / SR 15 in Folkston east to Church Street in St. Marys . SR 40 is the primary east ? west highway of eastern Charlton County and southern Camden County . The highway connects Folkston and St. Marys with Kingsland , where the route meets Interstate 95 ( I @-@ 95 ) and US 17 / SR 25 . SR 40 also serves as the majority of the route from I @-@ 95 to Naval Submarine Base Kings Bay and Cumberland Island National Seashore . SR 40 has a pair of auxiliary routes : a connector route in Folkston and a spur route in St. Marys that provides access to the submarine base and Crooked River State Park .

SR 40 was assigned to the Folkston ? St. Marys highway in the early 1920s . The highway was first improved in the mid @-@ 1920s and paved in the mid @-@ 1930s from Kingsland to St. Marys . SR 40 was paved from Folkston east to the Charlton ? Camden county line in the late 1930s and from the county line to Kingsland in the early 1940s . The highway was extensively relocated between Folkston and Kingsland in the mid @-@ 1960s . SR 40 was expanded to four lanes , much of it divided highway , east of Kingsland in the 1980s . The Georgia Department of Transportation ( GDOT ) has long @-@ term plans to expand the state highway to a four @-@ lane divided highway from Folkston to Kingsland . The first portion of this project was completed east of Folkston in the mid @-@ 2000s .

= = Route description = =

SR 40 has a pair of similarly named official designations west of Kingsland . The Georgia General Assembly designated part of the Okefenokee Parkway from Folkston to I @-@ 95 , which was then under construction , in 1968 . SR 40 from Folkston to Kingsland became one of ten stretches of highway designated part of the Okefenokee Trail by the state legislature in 2006 . The highway is a part of the National Highway System for its entire length .

= = = Folkston to Kingsland = = =

SR 40 begins at the intersection of Main Street and Second Street in the city of Folkston . Second Street carries US 1 / US 23 / US 301 / SR 4 / SR 15 . Main Street continues west as an unnumbered street through the center of town . Two blocks west of SR 40 's terminus , Main Street intersects CSX 's Nahunta Subdivision , a very busy dual track rail line that attracts railfans to the Folkston Railfan Platform one block south of Main Street . One block west of the rail line , Main Street meets SR 23 / SR 121 ( Okefenokee Parkway ) . SR 40 heads east for one block to Main Street 's eastern end at Third Street , an intersection that is adjacent to the Charlton County Courthouse . The state highway turns south onto Third Street for one block , then turns east onto Kingsland Road .

SR 40 meets the eastern end of SR 40 Connector ( Cross Street ) and leaves Folkston as a two @-@ lane road . The road expands to a four @-@ lane divided highway for about 2 miles ( 3 @. @ 2 km ) before reverting to two lanes shortly before crossing the Charlton ? Camden county line . SR 40 intersects SR 110 , which heads northeast to Woodbine , at the hamlet of Colerain . Between Folkston and Kingsland , the highway crosses several streams that feed into the parallel St. Marys River . SR 40 enters Kingsland on King Avenue , which has a grade crossing of the First Coast Railroad and intersects US 17 / SR 25 ( Lee Street ) . Here , the state highway expands to a four @-@ lane undivided street . SR 40 expands again to a six @-@ lane divided highway and begins to closely parallel the St. Marys Railroad through a commercial area just west of its partial cloverleaf interchange with I @-@ 95 .

= = = Kingsland to St. Marys = = =

Near the east end of the commercial area on either side of I @-@ 95 , SR 40 becomes a five @-@

lane road with center turn lane . SR 40 gains a median again at its intersection with Kings Bay Road , one of several highways that lead to Naval Submarine Base Kings Bay . Another main highway to the naval base is St. Marys Road , which the highway meets at a partial cloverleaf interchange on the boundary between the cities of Kingsland and St. Marys . SR 40 intersects a branch of the railroad that heads into the naval base and crosses Dark Entry Creek before meeting the southern end of SR 40 Spur ( Charlie Smith , Sr. , Highway ) , which heads north along the western edge of the naval base on its way to Crooked River State Park .

SR 40 continues through St. Marys along Osborne Road , which is a five @-@ lane road with center turn lane until after it passes to the south of St. Marys Airport . SR 40 reduces to four lanes and then two as it curves south onto Osborne Street in the center of St. Marys . The highway intersects the St. Marys Railroad near its eastern terminus before reaching its eastern terminus at the intersection of Osborne Street and Church Street . Osborne Street continues south past the historic home Orange Hall and into the St. Marys Historic District , at the southern end of which is the passenger ferry to Cumberland Island and its national seashore .

= = History = =

SR 40 was assigned to the highway from Folkston to St. Marys via Kingsland by 1920 . However , the route from Folkston to what became US 17 / SR 25 in Kingsland was not marked on maps between 1921 and January 1932 . The highway that was to become SR 40 followed most of its present alignment from Folkston to the Charlton ? Camden county line in 1919 but had a significantly different route in western Camden County , following what are now Colerain Road , Forestry Road , Marr Cemetery Road , Oakhill Church Road , Willies Loop , Old Folkston Road , Arizona Avenue , and several sections of abandoned highway . East of Kingsland , the highway followed most of its present alignment but crossed the parallel railroad several times .

By 1926 , the Kingsland ? St. Marys highway was a sand or dirt road . When the Folkston ? Kingsland stretch of SR 40 reappeared on maps in February 1932 , the highway was recorded as an unimproved but maintained road . SR 40 was under construction along its present alignment from US 17 in Kingsland to the south end of Osborne Street in St. Marys by October 1934 ; the highway was completed as a paved road by January 1936 . The highway from Folkston to the Charlton ? Camden county line was under construction by October 1936 . The construction was extended east from the county line to the highway 's original SR 110 junction in July 1937 . When construction concluded in October 1937 , there was a paved highway from Folkston to the county line and a graded but otherwise unimproved highway from there to SR 110 . SR 40 between Colerain and the western edge of Kingsland was under construction by July 1939 and paving was completed in January 1941 . The gap in Kingsland was placed under construction by April 1941 but was not completed until the beginning of 1943 .

The first major rerouting of SR 40 occurred between 1963 and 1966 when the highway was moved to its present alignment between the Charlton ? Camden county line and Kingsland . By 1982 , the highway had been expanded to a divided highway around its interchange with I @-@ 95 and to a four @-@ lane undivided highway from there to St. Marys . The divided highway section was extended west toward downtown Kingsland in 1984 . SR 40 's interchange with St. Marys Road was built and the highway was expanded to a divided highway from Kings Bay Road to SR 40 Spur by 1986 . The entire length of the highway was designated a Governor 's Road Improvement Program ( GRIP ) corridor in 1989 . GDOT plans to expand the entire highway west of I @-@ 95 to a four @-@ lane divided highway . The first new section of the highway to be expanded to a four @-@ lane divided highway was the 2 @-@ mile ( 3 @. 2 km ) stretch west of the Charlton ? Camden county line , which was completed in 2004 .

= = Major intersections = =

= = Bannered routes = =

### == SR 40 Connector ==

State Route 40 Connector ( SR 40 Connector ) is a 1 @. @ 33 @- @ mile ( 2 @. @ 14 km ) connector route of SR 40 in Folkston . The route follows Cross Street from US 1 / US 23 / US 301 / SR 4 / SR 15 / SR 23 / SR 121 ( Okefenokee Drive ) on the north side of town southeast to SR 40 east of Folkston . SR 40 Connector heads east from the U.S. highways as a two @- @ lane road that passes Charlton County High School . The highway continues southeast through a residential area and intersects SR 252 ( Burnt Fort Road ) , which heads southwest toward its western terminus in downtown Folkston and northeast toward White Oak in northern Camden County . SR 40 Connector enters a forested area for the remainder of its course to SR 40 ( Kingsland Road ) . SR 40 CONN was designated along Cross Street in 2005 .

### == SR 40 Spur ==

State Route 40 Spur ( SR 40 Spur ) is a 6 @. @ 58 @- @ mile ( 10 @. @ 59 km ) spur route of SR 40 in St. Marys . The route is officially named Charlie Smith , Sr. , Highway based on a 1994 Georgia Transportation Board resolution honoring a local politician from Camden County ; the highway is also known as Crooked River Road . SR 40 Spur begins at an intersection with SR 40 ( Osborne Road ) northwest of downtown St. Marys and heads north as a five @- @ lane road with center turn lane through a mixed commercial and residential area . North of its oblique intersection with Colerain Road and Douglas Drive , the spur route expands to a controlled @- @ access divided highway and serves as the western boundary of Naval Submarine Base Kings Bay . Access to the base is provided at intersections with USS Benjamin Franklin Drive opposite St. Marys Road and USS Henry L. Stimson Drive opposite Kings Bay Road . North of the latter junction , SR 40 Spur reduces to two lanes and has a grade crossing with the branch of the St. Marys Railroad that enters the naval base . Further north , the highway has a pair of intersections with USS Andrew Jackson Drive and USS Proteus Boulevard , which serve the northern part of the military reservation . SR 40 Spur leaves the edge of the base as it enters Crooked River State Park . The highway reaches its northern terminus at the park gate a short distance south of the Crooked River . SR 40 Spur was designated by the beginning of 1941 and was under construction later that year . The paved road was completed in 1942 . SR 40 Spur was expanded to four lanes from SR 40 to Kings Bay Road around 1986 .