



City of Kingsland

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November 12, 2015

Bill Compton
Coastal Regional Commission
1181 Coastal Dr SW
Darien, GA 31505

Re: Response to DRI #2524

To Sir:

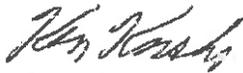
The City of Kingsland supports the City of St Marys in its desire to redevelop the old Mill Site. Jobs and economic activity anywhere in the County benefit all. However, we do have some concerns with the development proposed in DRI #2524.

1. Trains should be limited to no more than 50 cars per train.
 - a. Much of Kingsland's commercial area is along the south side of Boone St. Trains passing along the rail between Boone and State Route 40 interrupt traffic, and create safety concerns.
 - 1) There is stacking room for only two cars at each of the crossings of the railroad. Trains of any great length would quickly create tie-ups along Boone, which is a service road to St Route 40.
 - 2) Businesses along Boone would be negatively affected by trains blocking access to their businesses.
 - 3) There are no emergency services south of the railroad. Should there be a blockage caused by stoppage of a train, the results could be fatal by the time emergency vehicles were detoured.
 - b. All St Marys rail traffic switches in downtown Kingsland. U.S. 17, William Avenue, and St Route 40 (King Ave) must all be crossed. Again there are concerns for both traffic and safety. Trains longer than 50 cars could block all three major intersections as well as other surface crossings limiting emergency vehicle access and creating traffic delays.
 - c. Kingsland Business Park on the south side of the railroad at 50th Street would likewise be blocked by passing trains creating business and safety concerns.
 - d. Mariners Landing likewise has only one crossing. Several businesses, a church, and 450 residences would be isolated with no alternative access should this crossing be blocked.
 - e. Switching would most likely be just north of Hilton Avenue. There is a lower income minority neighborhood including a public housing project bordering to the west that

would be severely impacted by the noise of nighttime switching operations. Signals would be needed at Hilton and Project Avenues.

2. Exit 3 needs overhead lane identification. This interchange is a half cloverleaf. Already there are problems with traffic approaching the intersection on the wrong lane of a 3-lane road expecting a normal diamond. I have seen numerous vehicles including semis cross all lanes in a very short distance to make their entrance onto I-95. Overhead signage should greatly alleviate this hazard which will only become worse with increased traffic from the port.
3. Exit 1 needs to be rebuilt. The bridge needs to be wider with truck capable turn lanes. The free access along the total frontage of the Wilco/Hess Truck Stop needs to be controlled. The intersections of Haddock Road and Lower Scrubby Bluff are too close to the exit and both have significant traffic. There are visibility issues with the southbound exit. The majority of truck traffic will probably take this exit compounding current problems.

Sincerely



Ken Kessler

Community Planning and Development Director