



Date: July 20, 2015

Josh Wayland
Office Of Environmental Analysis
Surface Transportation Board

Mr. Wayland:

As requested, I have reviewed the proposed Port of Cates Landing-Rail Extension and the following is my response on the impact that Hydric Soils and Prime Farmland would have on project, for the three alternatives.

Alternatives A & B are very similar in proximity therefore I will address these two alternatives together and I will use percentages rather than acres due to not being able to copy the exact footprint of the project. Web Soil Survey indicates that approximately 86.7 percent of the site is Prime Farmland. It also has about 54.7 percent of soils that are hydric by component or has hydric inclusions within the map unit. Since the majority of the area (all alternatives) have been cleared and in a croppable condition, the only concern for wetlands would most likely be Farmed Wetlands (FW).

Alternative C is a short distance to the west and the Web Soil Survey indicates that approximately 90.9 percent of the project is Prime Farmland. The soils in this site with hydric concerns is about 35.6 percent. Again, this area is predominately cropland or in a croppable condition and FW is the main concern as far as having wetland issues.

Basically Prime Farmland and the possibility of encountering a wetland are the only two concerns that I see with the proposed project from a Food Security Act or Prime Farmland Policy Act stand point. As always, streams that may be impacted by the project may be regulated by the Corps of Engineers or Tennessee Department of Environment and Conservation.

If you have any additional questions concerning this report, please contact me at (731) 668-0700.

A handwritten signature in black ink, appearing to read "Charles L. Davis", is located below the main body of text.

Charles L. Davis
Resource Soil Scientist