

# 1. Introduction

For more than a century, a large railroad yard has existed in an area bounded by John Kronk, Livernois, and Dix extending west to about Miller Street. This yard is just a short distance west of the junction of mainline railroad tracks running east-west and those running roughly north-south (Figure 1-1).

A significant volume of freight being moved by railroads today is being delivered to the rails by trucks. Following the train trip, it is again moved by truck to its final destination. These movements between rail and truck are termed intermodal freight transportation. The most common movements involve transferring containers or trailers between railroad flatcars and trucks. This activity usually takes place at a location called a terminal. Examples are shown on Figure 1-2.

The Detroit Intermodal Freight Terminal Project consists of the development of a complex of terminals operated by several railroads, which will provide efficient intermodal service to business and industry. Presently, there are two intermodal terminals in close proximity in Southwest Detroit: Detroit-Livernois Yard (operated by CSX and Norfolk Southern) and the newly-created yard behind the Michigan Central Depot just north of Bagley (operated by Canadian Pacific Railway). There is another smaller area that may be used for intermodal freight just south of Clark Street adjacent to the old Cadillac plant. These three form the nucleus of what is referred to as the Detroit Intermodal Freight Terminal, the DIFT. There are six other intermodal freight terminals in the Detroit and Southeastern Michigan area.

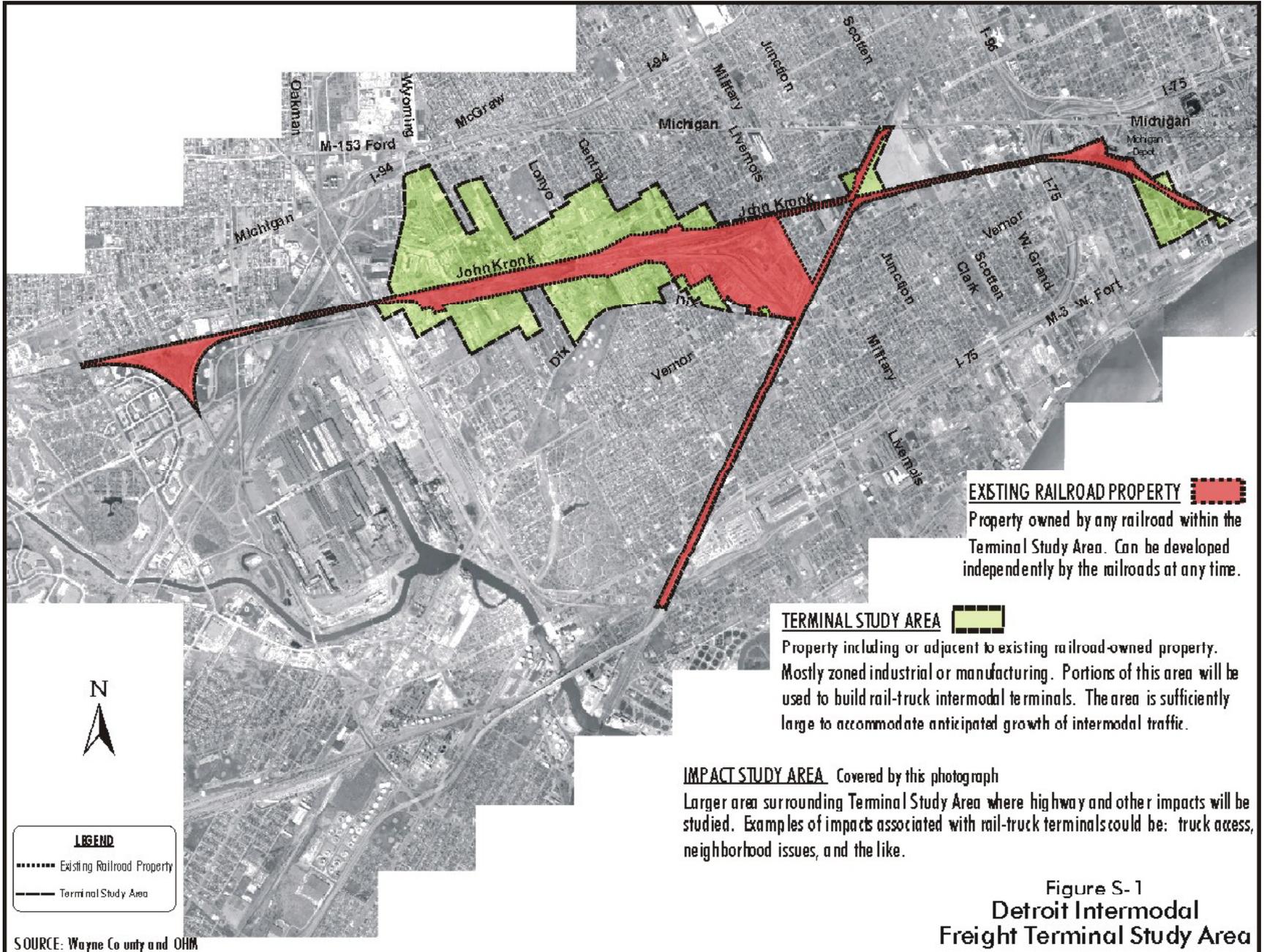
It is important that the movement of freight that drives jobs and economic growth be facilitated. It is also important to respect the quality of life of the residents of southwest Detroit/east Dearborn. The current DIFT Study is designed to address these issues. During 2001, MDOT and its consultants conducted a feasibility study by analyzing alternatives for terminal development and their associated truck movements, evaluating their impacts, and making recommendations

to protect the neighborhoods as much as possible. The involvement of the community has been encouraged since the outset of the study.

## 1.1 Project Purpose

The purpose of the Detroit Intermodal Freight Terminal Project is to support the economic competitiveness of southeastern Michigan by improving freight transportation opportunities and efficiencies for business and industry. The goal is to develop a regional facility with sufficient capacity to provide for existing and future intermodal demand. The anticipated public benefits of developing the Detroit Intermodal Freight Terminal complex include the following:

- Investment in southwest Detroit/east Dearborn by building/rebuilding infrastructure that not only accommodates transportation but buffers the rail terminal from adjoining residential areas; reduces safety concerns by avoiding street crossings of rail lines; corrects drainage problems at a number of streets that pass under rail lines; and, establishes sound attenuation devices that reduce unwanted noise.
- Economic redevelopment of portions of Detroit, Dearborn and vicinity, as well as the region, with the associated increase in employment and tax base, including:
  - More construction, manufacturing and transportation jobs.
  - Lower costs to Greater Detroit Area consumers of products from automobiles to other items.
- Reduced truck “vehicle miles traveled” on Michigan highways. Reducing truck “VMT” saves lives, reduces pollution, and conserves highway capacity.
- Provision of necessary infrastructure to support current and



SOURCE: Wayne County and OHM

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