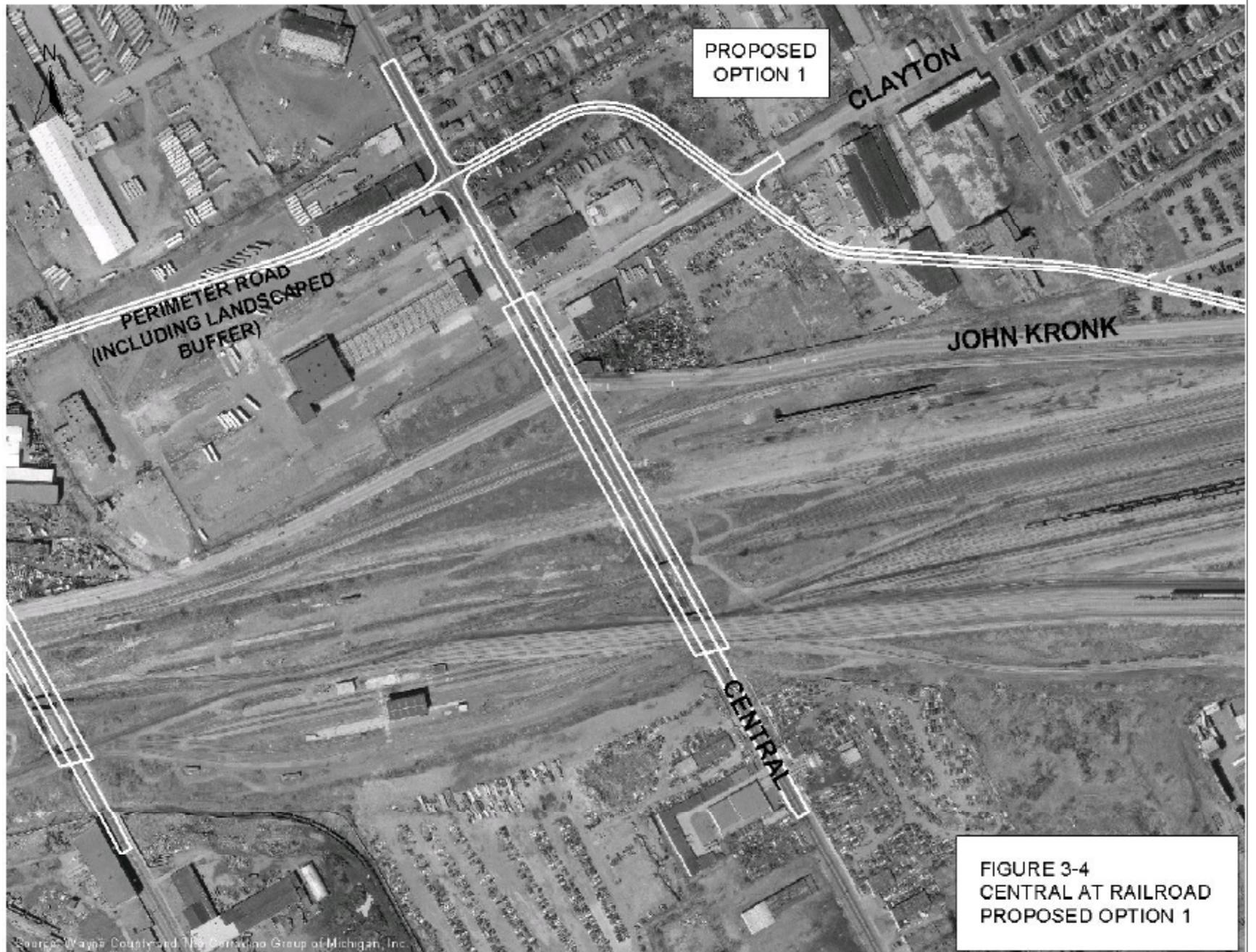


Source: Wayne County and The Corradino Group of Michigan, Inc.

FIGURE 3-3
LONYO AT RAILROAD
PROPOSED OPTION 1



The consultant believes the investment to grade separate Lonyo and Central is most likely to occur with Rail Strategy 3 with its expected 115 percent increase in terminal activity. At \$75 million, this position could be challenged. However, by reducing the size of the terminal for Rail Strategy 3 by 340 acres from its maximum, the land acquisition/relocation costs saved will offset, if not exceed, the cost of grade-separating Lonyo and Central.

On the other hand, it is not expected that Lonyo and Central will be grade separated under Rail Strategy 2 as it will only see a one-third increase in intermodal activity over RS 1 which will not be associated with grade separating these streets. The consultant believes the expenditure of \$42 million for grade separations will not be considered to be a cost-effective investment by the state and/or federal governments.

3.1.3 Other Roadway Improvements

The growth in DIFT activity will occur over 25 years. To achieve it, land for terminal expansion will be acquired first. Then, as the intermodal terminal develops, roadway improvements will be needed. Also, over this 25-year period, improvements may be developed for I-94. Improving the Livernois interchange would be an important component of such a strategy (Figure 3-5). If the DIFT project advances at a more rapid pace than I-94 improvements, fixing the Livernois interchange should also be accelerated.

The intersection improvements shown on Table 3-2 are all on state facilities except the Dix/Vernor proposal. They are needed under any terminal expansion strategy as well as the no action alternative. So, cooperation will be needed among MDOT and the cities of Dearborn and Detroit to advance these improvements as soon as practicable.

3.2 An Alternative Proposal

A group known as Communities for a Better Rail Alternative (CBRA) offered on October 25 an alternative approach to intermodal

development at the Detroit-Livernois Yard. The key elements of the CBRA proposal (Appendix A) can be cited as follows:

1. No expansion of the intermodal terminal.
2. No loss of homes and businesses.
3. Subtraction from the terminal of enough land for a green belt to separate intermodal activity from the surrounding community.
4. No more than two points for trucks to enter and exit the terminal (Figures 3-6 through 3-8).
 - a. One point at the interchange of I-94 and Rotunda Drive (modified).
 - b. The second access point through a new interchange connecting I-75 with the railroad line just north of the Ambassador Bridge.
 - ✓ If this I-75 access point is not developed, then trucks will move into and out of the terminal at I-94/Rotunda.
5. Vehicles on I-75 from the south would use Dearborn, Oakwood and Miller Road to access the terminal at Rotunda.
6. All truck activity internal to the terminal would be on its south side (on a newly developed road).
7. Bridges over the rail yard for Central and Lonyo.

Objectives of the CBRA proposal are:

1. Trucks must be removed from residential streets and roadways.
2. Truck routes must be identified, improved and enforced.
3. The community will not be further fragmented and disconnected.
4. Air quality must be improved.

3.2.1 Proposed Truck Routes

Miller Road

It is difficult to see Miller Road as a logical path for trucks using I-75 from either direction as they would have to “double back” to enter the