



Figure S-2
Intermodal Terminal Examples

SOURCE: Canadian Pacific Railway & The Corradino Group of Michigan, Inc.
Project No. 010-0101-01-01-01

future distribution needs of the auto manufacturers, the state’s largest industry.

- Existence of the opportunity for MDOT to focus highway investments at a single World-Class freight transportation hub around which further industrial development can occur.

The anticipated private benefits include:

- For the railroads:
 - Opportunities to gain significant additional traffic volume.
 - Low-cost, efficient rail and terminal capacity.
- For the auto manufacturers:
 - Enhanced access to both domestic and international intermodal freight transportation systems.
 - Efficient service based on equal access for all Southeastern Michigan Class I rail carriers.
- For other shippers/receivers in Southeastern Michigan:
 - Improved intermodal freight access to the 8th largest metropolitan area in the United States.
 - A greater range of freight transportation service options.

If nothing were done, on the other hand, the railroads would likely pursue developments to accommodate their needs which may involve less consideration of community/environmental issues as compared to situations in which government is involved. And, if nothing were done, shippers will move traffic directly by truck to other gateways in ever-growing amounts (e.g. Chicago, Cincinnati, Toledo) with negative

environmental and economic consequences for the Greater Detroit Area.

The goal of this Feasibility Study is to facilitate the project goal by:

- Identifying the footprint, and requirements for road right-of-way, and/or ancillary railway facilities, for the Intermodal Freight Terminal under several growth scenarios;
- Identifying practical alternatives for roadway access to these alternative scenarios for the Intermodal Freight Terminal; and,
- Identifying potential environmental impacts of the project, and where possible and through continuing analysis, proposing methods to avoid and/or minimize these impacts.

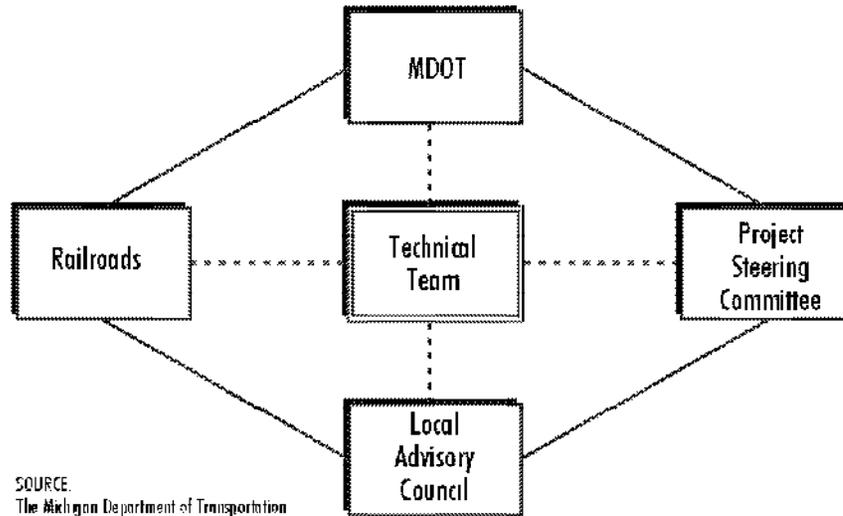
1.2 Organization

The organization guiding the Detroit Intermodal Freight Terminal Project is illustrated on Figure 1-3. The roles of each participant are as follows:

Michigan Department of Transportation – MDOT is the contracting agency for the study. It has ultimate responsibility for making study recommendations to the Governor. MDOT has responsibility for implementing the project’s results.

Project Steering Committee – This group is comprised of MDOT, City of Detroit, Wayne County, City of Dearborn, SEMCOG, the Federal Highway Administration, the Detroit Economic Growth Corporation, DaimlerChrysler Corporation, Ford Motor Company, General Motors Corporation, and Arbor Vista Transportation Consultants. CSX, Canadian National Railroad (CN), Canadian Pacific Railway (CP) and Norfolk Southern Railroad (NS) also participate. The Steering Committee provides monthly guidance of the project. Its meetings are open to the public.

Figure 1-3
Detroit Intermodal Freight Terminal Project
Project Organization



SOURCE:
The Michigan Department of Transportation

Local Advisory Council – This group is comprised of individuals representing themselves and groups from the study area. Invitees and those who have joined include Alliance Shippers, Inc., Barge Transit, Boniface Community Center, The Canadian Transit Company, Centra Inc., Corktown Citizens District Council, Detroit Chamber of Commerce, Detroit International Bridge Company, Detroit Police Department, Hispanic Business Alliance, Hubbard-Richard Citizens District Council, Latino Family Services, Michigan Environmental Council, Mt. Zion MBS/Moses, The O-J Group, Southwest Detroit Business Association, Southwest Detroit Coalition, U.S. Customs Ambassador Bridge Station. This group receives project reports prior to discussions at public meetings. It is asked to provide input to the course of the project. Its meetings are open to the public.

Railroads – The list of railroads that could be affected by this project include Burlington Northern Santa Fe, Canadian National Railway,

Canadian Pacific Railway, CSX Transportation, Norfolk Southern Corp., and Union Pacific Railroad. They review, as appropriate, products of the project and provide input to the Technical Team to develop intermodal terminals, the proposed construction of appropriate rail connections and other intermodal transportation facilities/service.

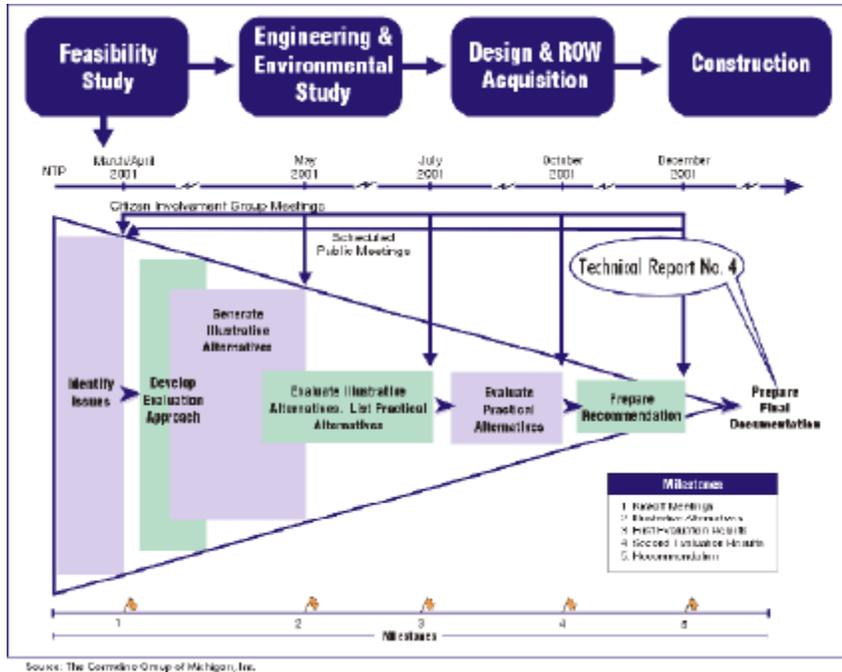
Technical Team – This group is comprised of a technical representative of each government agency represented on the Project Steering Committee. It meets monthly to review/direct work of the consulting team, The Corradino Group, Arbor Vista Transportation, et al.

1.3 Schedule

The Feasibility Study is the first of three steps that must be taken if a project is to advance to implementation (Figure 1-4). This Feasibility Study is viewed as a process where, at the outset, many options are examined across a broad background of data to help narrow the focus to a fewer number of alternatives that have greater potential to work. The process then increases the depth of analysis on these fewer alternatives, again moving toward defining those more likely to be implemented. This narrowing process continues until a point when, if improvements are ultimately found to be feasible, a separate environmental study will be performed to determine if federal clearance can be achieved.

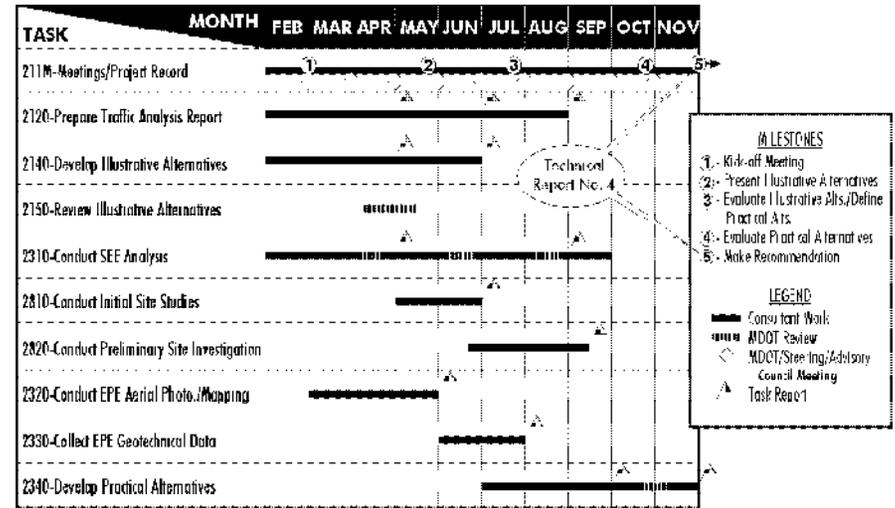
The Feasibility Study phase of the DIFT Project has taken ten months, beginning in early February 2001, with the consultant’s recommendations being provided to MDOT in early December 2001 (Figure 1-5). In March 2001, and then again in April, the MDOT/consultant team introduced the project to the public. Meetings have been and continue to be held with individuals and small groups, all with the intent of introducing the project and gathering information on concerns/needs associated with intermodal activity now and in the future. This information, combined with guidance/input provided by members of the project’s Local Advisory Council, Technical Team and Steering Committee, allowed Technical Reports No. 1 and No. 2

Figure 1-4
Feasibility Study Process



to be prepared. TR No. 1 defined the Illustrative Roadway Alternatives, i.e., concepts associated with the Detroit Intermodal Freight Terminal Project. These concepts were presented to the public in the latter part of May to gather further input so the alternatives could be refined, and eight evaluation criteria were rated by the public, the Local Advisory Council and the Technical Team. Based on that input, the Illustrative Alternatives were refined and evaluated. The results were presented in Technical Report No. 2—Evaluation of Illustrative Roadway Alternatives. In it, the consultant concluded that the Baseline roadway system, which includes no improvements beyond those already committed to in SEMCOG’s long-range plans, can handle traffic expected with the maximum expansion of the intermodal terminal at

Figure 1-5
Detroit Intermodal Freight Terminal Project
Schedule for Feasibility Study Phase



SOURCE: The Corradino Group of Michigan, Inc.

the Detroit-Livernois Yard. The likely roadway-related impacts measured in eight areas are not expected to be significant by the consultant.

In advancing these proposed roadway improvements, the consultant updated the traffic analysis to reflect expected future conditions. This involved changes from the traffic forecasts used in the evaluation of Illustrative Roadway Alternatives as those earlier forecasts were uniquely emphasized to create a rigorous test with a significant safety factor.

Technical Report No. 3 was produced in October and reviewed with the public at meetings on October 24 and 25. It focused on three rail strategies and their potential effects. Based on the results of Technical Reports 2 and 3 and input of the public, the Technical Team and the Steering Committee, the consultant has prepared the recommendation contained here in Technical Report No. 4.

2. Summary of Evaluation

At the outset of this project, the maximum terminal area was to be served by nine gates (A through I) (Figure 2-1). This assumed the continuation of the Vernor Yard behind the Michigan Central Depot (Gate A), the use of the Cadillac-Clark Street property (Gate B), and the expansion of the Detroit-Livernois Yard (Gates C through I). While the exact expansion of the Detroit-Livernois Yard was not then known, Figure 2-1 defined an area sufficiently large (about 1,175 acres, i.e., the property in green) to accommodate the growth in intermodal traffic plus a buffer between the terminal complex and adjoining land uses. This large area, while always considered more than needed, allowed the maximum impact of the proposed intermodal facility to be evaluated. That assessment was presented in Technical Report No. 2. Then, the concept was revisited to reflect the increased base of information assembled since the feasibility study began.

2.1 Revised Rail Strategies

Alternatives for the Detroit Intermodal Freight Terminal consist of the following: 1) Rail Strategy 1, called the Baseline or no action alternative, which is defined as no use of federal funding for terminal development and expansion of the rail routes; 2) terminal development with limited additional property added and using federal funding, i.e., Rail Strategy 2; and, 3) Rail Strategy 3, which is terminal development using federal funding on both existing railroad properties and on adjacent property which would be larger than that associated with Rail Strategy 2. The three basic alternative strategies are further refined below.

2.1.1 Rail Strategy 1 – Baseline

In Rail Strategy 1 (RS 1) properties that would be used for terminal development include current railroad rights-of-way (including Junction, Livernois, Vernor, and the Advanced Departure Yards), the former West Detroit Yard, and certain properties adjacent to Vernor Yard.

Collectively, this area is referred to as the Limited Terminal District (i.e. the area in red in Figure 2-2). The total size of this area is approximately 500 acres.

Under RS 1, railroads which currently own or have access to property in the Limited Terminal District (LTD) will continue to use and develop their terminals. Railroads which currently do not own or have access to property in the Limited Terminal District may develop terminals on properties which become available within the LTD. Not all Detroit-market intermodal traffic can be accommodated within the Limited Terminal District and other terminals will be required within the Greater Detroit Area.

Total intermodal traffic handled at terminals in the Greater Detroit Area will increase from today's levels; intermodal truck trips into and out of the Impact Study Area currently total about 2,000 per day. It is estimated that there are 6,000 trips of all types of commercial trucks into and out of the study area today. The expected volumes of intermodal truck traffic in 2025 are shown on Table 2-1.

Table 2-1
Truck Traffic Forecasts (2025)

Gate	Average Daily Truck Movements		
	Rail Strategy 1	Rail Strategy 2	Rail Strategy 3
A	1,870	2,499	216
B	611	817	887
C	1,690	2,260	2,455
D	2,562	3,425	3,721
E	588	786	854
F/G	NA	NA	2,477
H/I	NA	NA	5,228
Total	7,321	9,787	15,838

Source: Arbor Vista Transportation