MDOT Public Hearing Information

Michigan Department of Transportation

Detroit Intermodal Freight Terminal Study

Public Hearings June 13, 14, 15 and 16, 2005

This public hearing is your opportunity to voice your opinion regarding the Detroit Intermodal Freight Terminal Study (DIFT). The Michigan Department of Transportation (MDOT) is seeking your comments on four different alternatives, including a No-Action Alternative.

The public hearing will be conducted using a combined "open forum/formal presentation/open microphone" format. The open forum will allow the public to stop in anytime during the scheduled hours, gather facts on the study, and speak with members of the MDOT Team on a one-to-one basis. MDOT will present a summary of the Draft Environmental Impact Statement (DEIS) during the formal presentation followed by an opportunity for all to hear public comments and questions.

Public Hearings
5:00 p.m. to 8:30 p.m.
Presentation at 6:30 p.m.

LOCATIONS

Southwest Detroit/East Dearborn: Monday, June 13, at LA SED Gymnasium, 7150 W. Vernor

Corktown/Mexicantown: Tuesday, June 14, at IBEW Local 58, 1358 Abbott Street

Grandmont: Wednesday, June 15, at Holiday Inn, 5801 Southfield Service Drive.

Ferndale/Detroit: Thursday, June 16, at Michigan State Fairgrounds, Community Arts Building, 1120 West State Fair Avenue

Court reporters will be available to record oral comments at any time during the hearing. Citizens can also fill out a comment form and deposit it into the comment boxes at the public hearing site. Comments can also be submitted through the project Web site (www.michigan.gov/mdotstudies) using the on-line comment form or they can be mailed, faxed, or e-mailed to the address on the back of this brochure. All written or recorded comments will appear in the transcript of the public hearing. The public record will be open for comments until August 16, 2005. Citizens are urged to let MDOT know their views on the proposed project.

A copy of the complete transcript, including all of the written and recorded oral comments received, will be available for public review in September 2005 at the locations listed on the back page.

All comments will be shared with MDOT and the Federal Highway Administration (FHWA).

Study Background

The growth of U.S. intermodal traffic in Southeast Michigan has raised questions about the adequacy of intermodal terminals to handle traffic increases, and to do so efficiently. But the challenge is to not only provide capacity for future intermodal growth; it is to also plan for this growth so that rail and highway freight facilities operate as a coordinated system. Intermodal freight transport is growing, spreading into new markets and restructuring to meet the needs of its customers. As highway and rail systems are modernized and integrated, supporting the needs of business, industry and the military -- particularly in the way they contribute to the quality of life, the economy and national defense -- continues to be the primary justification for public investments in the transportation system.

Detroit is one of the top intermodal markets in the nation. The Detroit market has characteristics that could cause intermodal traffic to grow faster than the national average, including its role as the automotive capital of the world and strategic position on the Canadian border. Intermodal traffic could grow faster and to greater levels in Detroit, if adequate capacity existed.

MDOT's mission is to provide the highest quality integrated transportation services for economic benefit and improved quality of life. In this pursuit, MDOT is working to ensure that the businesses and industries involved in the freight transportation segment of the economy continue to have access to the market (i.e., customers, workers, shippers, etc.). MDOT's role in the DIFT is to facilitate an open, public process for addressing future intermodal capacity needs, improving the connectivity between public roads and the private rail system, and improving the quality of life for local communities.

Project Purpose

The purpose of the Detroit Intermodal Freight Terminal project is to support the economic competitiveness of Southeast Michigan and the state by improving freight transportation opportunities and efficiencies for business, industry and the military. The goal is to ensure Southeast Michigan has a regional facility, or facilities, with sufficient capacity and interconnectivity to provide for existing and future intermodal demand, and reduce time, monetary costs and congestion to support the economic competitiveness of Southeast Michigan.

What is 'Intermodal' Transportation?

Intermodal freight is a shipping method used to send products from manufacturers to where people buy them. It is called "intermodal" because it uses two "modes," trucks and trains, using special containers and trailers. Trucks take the product from the factory to a rail yard and trains move the products across the country. Finally, trucks take the products from a rail yard to their final destination.

This is an efficient method of transportation because shippers move their containers from the trucks to the trains and back again without having

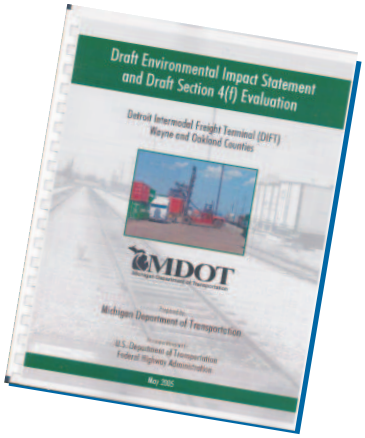
to repack the products. This method also can be less expensive. That is why more companies are using it more often.

However, there is a problem in Southeast Michigan. The rail yards in the Detroit area simply do not have enough room. Some companies are sending their shipments through other cities, like Chicago, Cincinnati, and Toledo. As more companies ship through other cities, jobs are lost in Detroit.

Availability of Documents

The Draft Environmental Impact Statement is available at the following locations and will be available at the public hearing.

- MDOT Detroit Transportation Service Center, 1400 Howard Street, Detroit
- MDOT Oakland Transportation Service Center, 2300 Dixie Highway, Waterford
- MDOT Region Office, 18101 W. Nine Mile Road, Southfield;
- MDOT Bureau of Transportation Planning, 425 Ottawa St., Lansing



It is also available at:

- Ferndale Public Library, 222 E. Nine Mile, Ferndale, MI 48220;
- Henry Ford Centennial Library, 16301 Michigan Avenue, Dearborn, MI 48126
- Detroit Public Library, 5201 Woodward Avenue, Detroit, MI 48202; and,
- Bowen Branch of the Detroit Public Library, 3648 W. Vernor, Detroit, MI 48216.

Technical documents referred to in this Draft Environmental Impact Statement (DEIS) are available at the same locations. The DEIS is available on the DIFT Web site at the following address: www.michigan.gov/mdotstudies.

Social, Economic and Environmental Issues

The National Environmental Policy Act (NEPA) requires MDOT and FHWA to evaluate many categories of potential social, economic, and natural environmental impacts for the alternatives under consideration. The DEIS completed for the Detroit Intermodal Freight Terminal Study discusses the various impacts associated with each alternative. A summary of the key environmental impacts is contained in Table 2. For further details regarding these and other issues, consult documents at the depositories listed above and/or the project Web site at www.michigan.gov/mdotstudies.

What's Next?

Following compilation of the public hearing transcript and comments from the public and resource agencies, MDOT will determine a Preferred Alternative, and then begin the Final Environmental Impact Statement (FEIS). Public and agency comments will help guide the selection of a Preferred Alternative. The FEIS will provide responses to the comments received. The FEIS will be publicly available in 2006. A decision will be issued later in 2006, or early in 2007, for design and eventual construction, if a Build Alternative is selected.

Alternatives Considered

The study is looking at four intermodal terminals and the surrounding areas. They are the terminals known as CSX/NS-Livernois-Junction Yard in Southwest Detroit, CP/Expressway in Corktown, CP/Oak in Grandmont and CN/Moterm in Ferndale. Norfolk Southern recently re-opened its intermodal terminal at Willow Run in western Wayne County because of the growth in its business. NS will shift the Willow Run intermodal traffic to the Livernois-Junction Yard, if adequate and timely improvements can be made there. Finally, there is an intermodal terminal in Flat Rock, Michigan. It is served by CN and dedicated to Mazda-only use and not open to business in general, so it is not a terminal included in the DIFT study. The Detroit Intermodal Freight Terminal Study addresses the possible benefits and impacts of four alternatives. Alternatives were analyzed for this project with public involvement. In addition to the alternatives analysis presented in this DEIS, documentation of the alternatives analysis is available in technical reports prepared as part of the EIS study process and available at locations listed on page 3. The general characteristics of the alternatives are summarized on Table 1.

Alternative 1 No Action:

This alternative assumes the railroads will develop their existing intermodal rail yards in Southeast Michigan without federal and state government funding assistance and oversight.

Alternative 2 Improve/Expand:

This alternative proposes improvements will be made to four existing intermodal rail terminals (at Livernois-Junction Yard, CP/Expressway, CP/Oak and CN/Moterm) operated by the four Class I railroads in Southeast Michigan with railroad funding, as well as federal and state governments funding assistance and oversight. This alternative includes improvements inside and outside the existing railroad terminal property.

Alternative 3 Consolidate:

This alternative proposes the intermodal operations of all four Class 1 railroads will be consolidated at the Livernois-Junction Yard area. Railroad funding, plus federal and state governments funding assistance and oversight would be involved in making improvements inside and outside the existing yard. The existing terminals from which intermodal business is transferred will continue to serve other railroad business.

Alternative 4 The Composite Option:

This alternative proposes the intermodal operations of three railroads (CSX, Norfolk Southern and Canadian Pacific) be consolidated at the site of the Livernois-Junction Yard in southwest Detroit, while improving/expanding the existing CN/Moterm terminal, with federal and state funding assistance and oversight for improvements inside and outside the terminals. The railroads will also invest in these improvements. The existing terminals from which intermodal business is transferred will continue to serve other railroad business.

"External-to-terminal" improvements, such as the rail connections/interfaces at Delray, Milwaukee Junction and Vinewood interlockers, are part of Alternatives 2, 3 and 4. These will all be accomplished on existing railroad property. All Action Alternatives (Alternative 2, 3 and 4) also include improving the north side of the I-94/Livernois Avenue interchange to facilitate truck movements to the Livernois-Junction Yard and keep them out of the neighborhood to the north.

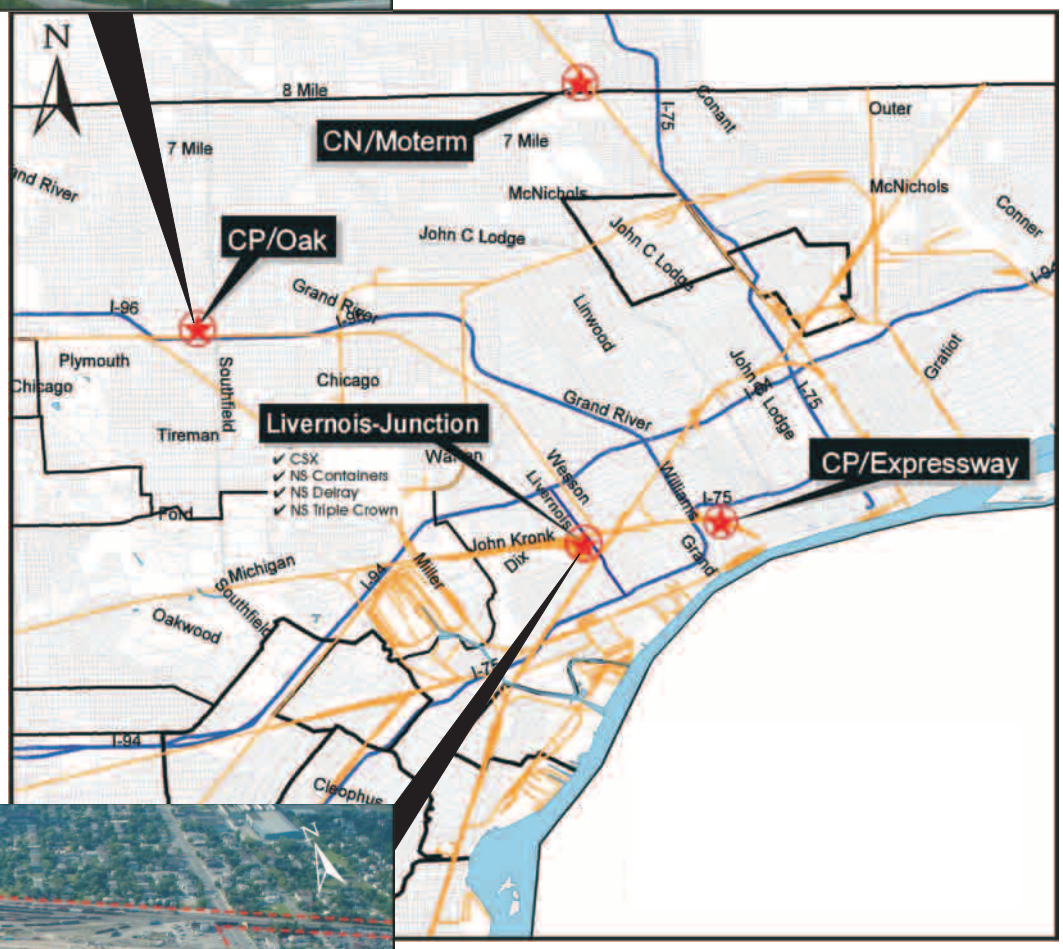
Table 1

Summary of Alternatives

Terminal / Alternative	Livernois-Junction Yard	CP/Expressway	CP/Oak	CN/Moterm
Alternative 1	No Action	No Action	No Action	No Action
Alternative 2	Improve and expand Livernois-Junction Yard Option A[a] – Access via Livernois Avenue and at Dix/Waterman/Vernor[a] Option B[a] – Access via Livernois and Wyoming Option C[a] – All access via Livernois Avenue only Modify the I-94/Livernois Avenue interchange	Improve and expand existing terminal	Improve and expand existing terminal Option A[a] – With interchange access at I-96/ Evergreen Option B[a] – With alternative interchange access at I-96/ Evergreen	Improve and expand existing terminal
Alternative 3	Improve/expand Livernois-Junction Yard and consolidate CP and CN intermodal activities there Modify the I-94/Livernois Avenue interchange	Relocate CP/Expressway intermodal activity to Livernois-Junction Yard area. The Expressway terminal will then serve non-intermodal railroad uses.	Relocate CP/Oak intermodal activity to Livernois-Junction Yard area. The Oak terminal will then serve non-intermodal railroad uses.	Relocate CN/Moterm intermodal activity to Livernois-Junction Yard area. The Moterm terminal will then serve non-intermodal railroad uses.
Alternative 4	Improve/expand Livernois-Junction Yard and consolidate CP intermodal activity there Modify the I-94/Livernois Avenue interchange	Relocate CP/Expressway intermodal activity to Livernois-Junction Yard area. The Expressway terminal will then serve non-intermodal railroad uses.	Relocate CP/Oak intermodal activity to Livernois-Junction Yard area. The Oak terminal will then serve non-intermodal railroad uses.	Improve and expand existing terminal

[a] Options refer to various configurations of terminal gates at individual sites.
Source: The Corradino Group of Michigan, Inc.

Future Location of Intermodal Terminals
in Southeast Michigan
Under Alternatives 1 & 2



Future Location of Intermodal Terminals
in Southeast Michigan
Under Alternatives 1 & 2

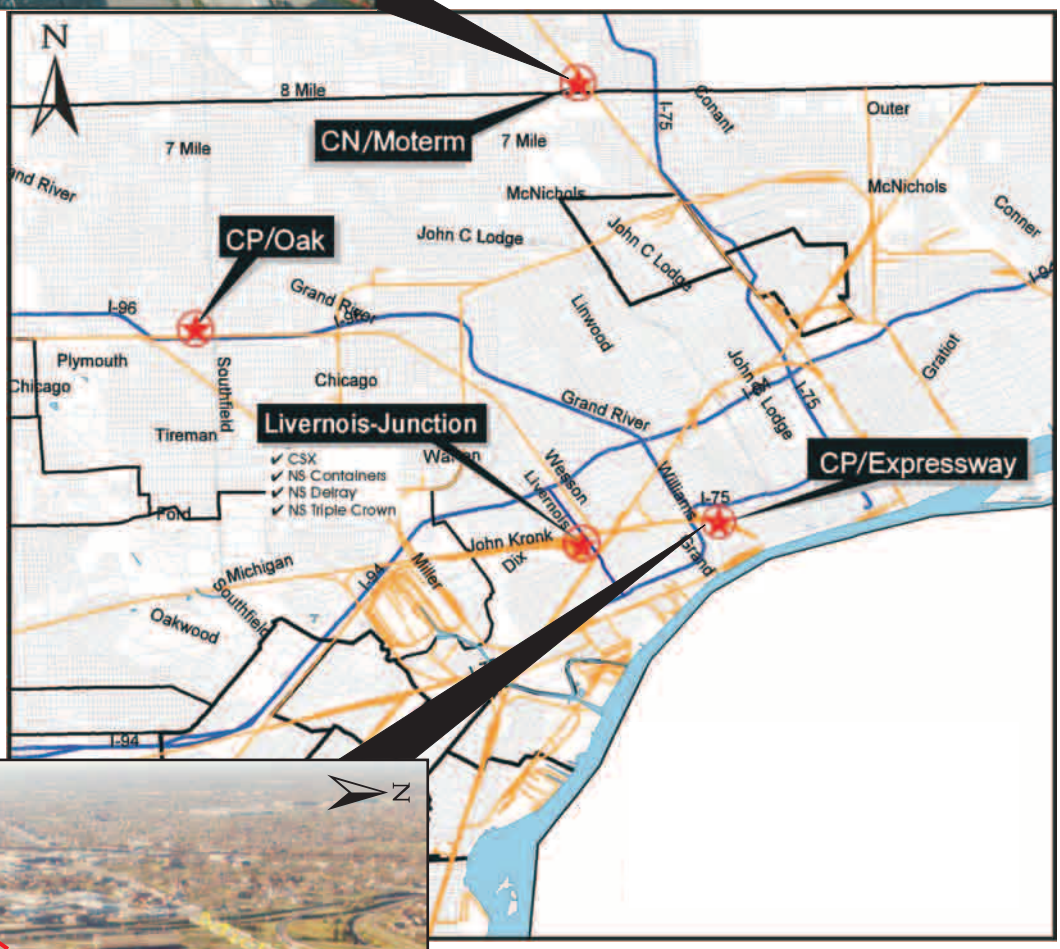


Table 2
Summary of Impacts

Impact ↓ / Terminal Area →		ALT 1 - 2025 NO ACTION			ALT 2 - 2025 IMPROVE/EXPAND			ALT 3 - 2025 CONSOLIDATE	ALT 4 - 2025 COMPOSITE	
		LIV-JCT-CP/EXP[a]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[b]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[c]	LIV-JCT-CP/EXP[d]	CN/MOTERM
Traffic and Safety		• Normal, non-DIFT traffic of all kinds increases. Truck traffic continues to use neighborhood streets. • Acceptable volume/capacity conditions at all intersections, except at the Dix/Waterman/ Vernor intersection. • Continued rail/vehicle conflicts at Central and at Lonyo.	• Normal, non-DIFT traffic of all kinds increases. Truck traffic continues to use neighborhood streets. • Acceptable volume/capacity conditions at all intersections.	• Normal, non-DIFT traffic of all kinds increases. Truck traffic continues to use neighborhood streets. • Acceptable volume/capacity conditions at all intersections.	• Grade separation of Central will reduce vehicle-rail conflicts and crashes. • I-94/Livernois interchange improvement will improve safety. • Acceptable volume/capacity conditions at all intersections but Dix/Waterman/ Vernor under Option A.	• Intermodal truck traffic on Artesian, Southfield Freeway service drive and other local roads reduced/eliminated. • Acceptable volume/capacity conditions at all intersections.	• Intermodal truck traffic and idling eliminated from Fair and Chesterfield. • Acceptable volume/capacity conditions at all intersections.	• Grade separation of Central will reduce vehicle-rail conflicts and crashes. • I-94/Livernois interchange improvement will improve safety. • Reduced truck traffic on local roads. • Acceptable volume/ capacity conditions at all intersections but five which can be made acceptable with modi-fied signal phasing.	• Grade separation of Central will reduce vehicle-rail conflicts and crashes. • I-94/Livernois interchange improvement will improve safety. • Reduced truck traffic on local roads. • Acceptable volume/ capacity conditions at all intersections but five which can be made acceptable with modified signal phasing.	• Intermodal truck traffic and idling eliminated from Fair and Chesterfield. • Acceptable volume/capacity conditions at all intersections.
Community Cohesion		• Industrial/ commercial uses will continue to be mixed with residential uses. • Continued rail/vehicle conflicts at Central/Lonyo.	• Industrial/ commercial uses will continue to be mixed with residential uses.	• Industrial/ commercial uses will continue to be mixed with residential uses.	• Lonyo closed. Central railroad crossing grade separated. • Truck traffic reduced on neighborhood streets.	• Truck traffic reduced on neighborhood streets.	• Truck traffic reduced on neighborhood streets.	• Lonyo closed. Central railroad crossing grade separated. • Truck traffic reduced on neighborhood streets.	• Lonyo closed. Central railroad crossing grade separated. • Truck traffic reduced on neighborhood streets.	• Truck traffic reduced on neighborhood streets.
Environmental Justice		• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.	• No adverse disproportionate impact expected.
Land Use		• Maintains existing land use pattern.	• Maintains existing land use pattern.	• Maintains existing land use pattern.	• Consistent with Detroit and Dearborn land use plans.	• Detroit land use plan does not mention terminal.	• Consistent with Detroit and Ferndale land use plans.	• Consistent with Detroit and Dearborn land use plans.	• Consistent with Detroit and Dearborn land use plans.	• Consistent with Detroit and Ferndale land use plans.
Relocations	No. of Residential Units Affected (Acquisitions)	0	0	0	• Option A=0 • Option B = 0 • Option C = 0	• Option A=0 • Option B = 0	0	• 71 single-family plus 12 apartment units	• 29 single-family plus 4 apartment units	0
	No. of Business Units Affected (Acquisitions)	0	0	0	• Option A = 8 • Option B = 11 • Option C = 8	• Option A = 5 • Option B = 6	0	• 64	• 51	0
	Other Affected Properties (Acquisitions)	N/A	N/A	N/A	• One institutional property at CP/Expressway	N/A	• Approx. 35 acres of Fairgrounds property	N/A	N/A	• Approx. 35 acres of Fairgrounds property

[a] Includes the Livernois-Junction Yard, CP/Expressway, and NS/Delray and Triple Crown terminals.
[b] Includes the existing Livernois-Junction Yard and CP/Expressway terminals. The intermodal operations of NS will be transferred to the Livernois-Junction Yard. Terminals that once served intermodal activities would serve non-intermodal railroad business.
[c] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway, CP/Oak and CN/Moterm. These latter three terminals would serve non-intermodal railroad business.
[d] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway and CP/Oak. These latter two terminals would serve non-intermodal railroad business.
[e] Jobs relocated are those moved from within a terminal area to outside it due to terminal expansion. Net jobs are those gained in terminal area. Each terminal area is defined as an "impact zone" around each existing intermodal terminal.
[f] NPDES is the National Pollutant Discharge Elimination System.
[g] Funding will be a combination of government and railroad investment.
Source: The Corradino Group of Michigan, Inc.

Table 2 (continued)
Summary of Impacts

Impact ↓ / Terminal Area →		ALT 1 - 2025 NO ACTION			ALT 2 - 2025 IMPROVE/EXPAND			ALT 3 - 2025 CONSOLIDATE	ALT 4 - 2025 COMPOSITE	
		LIV-JCT-CP/EXP[a]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[b]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[c]	LIV-JCT-CP/EXP[d]	CN/MOTERM
Farmland/Part 361 Lands		• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Pat 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.	• No active farmland, or Part 361 land needed.
Economic Impacts	Jobs[e] in terminal area	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 194 • Overall 1,029	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 130 • Overall 1,029	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 88 • Overall 1,029	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 786 • Overall 4,950	• Jobs Relocated: 596 • Net Jobs Gained: • Terminal Area 187 • Overall 4,950	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 390 • Overall 4,950	• Jobs Relocated: 286 • Net Jobs Gained: • Terminal Area 2,245 • Overall 9,050	• Jobs Relocated: 275 • Net Jobs Gained: • Terminal Area 1,956 • Overall 8,819	• Jobs Relocated: 0 • Net Jobs Gained: • Terminal Area 695 • Overall 8,819
Air Quality	Carbon Monoxide Hot Spots	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.	• No violations of CO standards at intersections.
	Pollutant Burden	• Terminal burdens less than existing conditions except for PM_{10} and $PM_{2.5}$. • Roadway burdens less than existing conditions because of cleaner engines and fuels. • Regional burdens are reduced.	• Terminal burdens less than existing conditions except for PM_{10} and $PM_{2.5}$. • Roadway burdens less than existing conditions because of cleaner engines and fuels. • Regional burdens are reduced.	• Terminal burdens less than existing conditions except for PM_{10} and $PM_{2.5}$. • Roadway burdens less than existing conditions because of cleaner engines and fuels. • Regional burdens are reduced.	• Terminal burdens increase over No Action due to increased intermodal activity. • Roadway burdens virtually same as No Action. • Regional burdens are reduced.	• Terminal burdens increase over No Action due to increased intermodal activity. • Roadway burdens virtually same as No Action. • Regional burdens are reduced.	• Terminal burdens increase over No Action due to increased intermodal activity. • Roadway burdens virtually same as No Action. • Regional burdens are reduced	• Terminal burdens increase over No Action due to increased intermodal activity. • Roadway burdens slightly less than No Action. • Regional burdens are reduced.	• Terminal burdens about same as No Action even with increased intermodal activity. • Roadway burdens slightly less than No Action. • Regional burdens are reduced.	• Terminal burdens about same as No Action even with increased intermodal activity. • Roadway burdens virtually same as No Action. • Regional burdens are reduced.
Noise Considerations		• No perceptible increase.	• No perceptible increase.	• No perceptible increase.	• No perceptible increase with planned barrier walls.	• No perceptible increase with planned barrier walls.	• No perceptible increase with planned barrier walls.	• No perceptible increase with planned barrier walls.	• No perceptible increase with planned barrier walls.	• No perceptible increase with planned barrier walls.
Surface Water Impacts		• No change	• No change	• No change	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.	• Yard paving will improve drainage. • Storm drainage subject of NPDES[f] permitting. • Spill prevention plans will be in place.
Wetlands		• None	• None	• None	• 0.01 acres of Palustrine Emergent wetland of low quality	• None	• 0.07 acres of Palustrine Emergent wetland of low quality	• 0.01 acres of Palustrine Emergent wetland of low quality	• 0.01 acres of Palustrine Emergent wetland of low quality	• 0.07 acres of Palustrine Emergent wetland of low quality

[a] Includes the Livernois-Junction Yard, CP/Expressway, and NS/Delray and Triple Crown terminals.
[b] Includes the existing Livernois-Junction Yard and CP/Expressway terminals. The intermodal operations of NS will be transferred to the Livernois-Junction Yard. Terminals that once served intermodal activities would serve non-intermodal railroad business.
[c] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway, CP/Oak and CN/Moterm. These latter three terminals would serve non-intermodal railroad business.
[d] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway and CP/Oak. These latter two terminals would serve non-intermodal railroad business.
[e] Jobs relocated are those moved from within a terminal area to outside it due to terminal expansion. Net jobs are those gained in terminal area. Each terminal area is defined as an "impact zone" around each existing intermodal terminal.
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Source: The Corradino Group of Michigan, Inc.

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Threatened and Endangered Species	• None	• None	• None	• None	• None	• None	• None	• None	• None
Historic/Archaeological 4(f) Resources	• No effect	• No effect	• No effect	• Adverse effect on bridge deck at Michigan Central Depot.	• No effect	• No effect	• Removal of Michigan Box Company building and Federal Screw Works factory. Potential adverse effect on Markey and Tomms Houses.	• Removal of Michigan Box Company building.	• No effect
Parklands/ Recreational Land 4(f) Resources	• No effect	• No effect	• No effect	• No effect	• No effect	• Approx. 35 acres from State Fairgrounds, a 4(f) resource would be leased to CN.	• No effect	• No effect	• Approx. 35 acres from State Fairgrounds, a 4(f) resource would be leased to CN.
Visual Effects	• Unsightly properties and streetscapes remain.	• No change	• No change	• Unsightly properties and streetscapes remain, except for improvements along Kronk with barrier walls.	• Barrier wall along north edge of terminal.	• Barrier wall along east edge of terminal.	• Removal of some unsightly properties through acquisition. • Barrier wall along north edge of terminal.	• Removal of some unsightly properties through acquisition. • Barrier wall along north edge of terminal.	• Barrier wall along east edge of terminal.
Contaminated Sites	• No sites around terminal area expected to change • Potential to remediate up to 10 acres for non-terminal intermodal activity	• No sites around terminal area expected to change • Potential to remediate up to 5 acres for non-terminal intermodal activity	• No sites around terminal area expected to change • Potential to remediate up to 5 acres for non-terminal intermodal activity	• 9 sites around terminal area need additional testing • Potential to remediate up to 40 acres for non-terminal intermodal activity	• 6 sites around terminal area need additional testing • Potential to remediate up to 15 acres for non-terminal intermodal activity	• No sites involved • Potential to remediate up to 20 acres for non-terminal intermodal activity	• 45 sites need additional testing • Potential to remediate up to 120 acres for non-terminal intermodal activity	• 37 sites need additional testing • Potential to remediate up to 100 acres for non-terminal intermodal activity	• No sites involved • Potential to remediate up to 20 acres for non-terminal intermodal activity
Soils	• No change	• No change	• No change	• Former clay pits would need geotechnical testing prior to any construction of structures.	• No change	• No change	• Former clay pits would need geotechnical testing prior to any construction of structures.	• Former clay pits would need geotechnical testing prior to any construction of structures.	• No change

[a] Includes the Livernois-Junction Yard, CP/Expressway, and NS/Delray and Triple Crown terminals.
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Impact ↓	Terminal Area →	ALT 1 - 2025 NO ACTION			ALT 2 - 2025 IMPROVE/EXPAND			ALT 3 - 2025 CONSOLIDATE	ALT 4 - 2025 COMPOSITE	
		LIV-JCT-CP/EXP[a]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[a]	CP/OAK	CN/MOTERM	LIV-JCT-CP/EXP[a]	LIV-JCT-CP/EXP[a]	CN/MOTERM
Indirect and Cumulative		• Perpetuates current conditions/trends in traffic, economics, land use, community effects, noise, cultural resources, contaminated sites and water quality. Pollution reduced by cleaner engines/fuel.	• Perpetuates current conditions/trends in traffic, economics, land use, community effects, noise, cultural resources, contaminated sites and water quality. Pollution reduced by cleaner engines/fuel.	• Perpetuates current conditions/trends in traffic, economics, land use, community effects, noise, cultural resources, contaminated sites and water quality. Pollution reduced by cleaner engines/fuel.	• No negative congestion • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.	• No negative congestion. • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.	• No negative congestion. • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.	• No negative congestion. • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.	• No negative congestion. • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.	• No negative congestion. • Some business expansion expected. • Unwanted mixing of land uses must be resisted. • No adverse air quality effects. • Ambient noise levels may increase. • Existing controls must be enforced to avoid adverse cultural resource impacts. • Some contaminated property reclaimed. • Available infrastructure will be able to handle stormwater from additional development, but no certainty exists.
Energy		• Continues past trends.	• Continues past trends.	• Continues past trends.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.	• Energy used during construction. • Improved efficiencies from conversion of some freight shipments from truck to rail.
Implementation Project Cost (millions 2004)	Land Acquisition and Remediation	No government investment			$97.5[g]			$125.0[g]	$114.9[g]	
	Construction	No government investment			$169.7[g]			$457.7[g]	$436.0[g]	
	Total	No government investment			$267.2[g]			$582.7[g]	$550.9[g]	

[a] Includes the Livernois-Junction Yard, CP/Expressway, and NS/Delray and Triple Crown terminals.
[b] Includes the existing Livernois-Junction Yard and CP/Expressway terminals. The intermodal operations of NS will be transferred to the Livernois-Junction Yard. Terminals that once served intermodal activities would serve non-intermodal railroad business.
[c] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway, CP/Oak and CN/Moterm. These latter three terminals would serve non-intermodal railroad business.
[d] Includes the expanded Livernois-Junction Yard to accommodate the intermodal operations of CP/Expressway and CP/Oak. These latter two terminals would serve non-intermodal railroad business.
[e] Jobs relocated are those moved from within a terminal area to outside it due to terminal expansion. Net jobs are those gained in terminal area. Each terminal area is defined as an "impact zone" around each existing intermodal terminal.
[f] NPDES is the National Pollutant Discharge Elimination System.
[g] Funding will be a combination of government and railroad investment.
Source: The Corradino Group of Michigan, Inc.

Legal Notice

Michigan Department of Transportation
Public Hearing Notice
Draft Environmental Impact Statement for the
Detroit Intermodal Freight Terminal Study

The Michigan Department of Transportation (MDOT) is conducting a series of public hearings on the Draft Environmental Impact Statement (DEIS) for the Detroit Intermodal Freight Terminal (DIFT) Study. The hearings are being held in accordance with the federal and state public involvement/public hearings procedures.

The public hearings will occur at four locations in Southeast Michigan on June 13, 14, 15, and 16, 2005. To allow for easier participation, each public hearing will take place continuously from 5:00 p.m. to 8:30 p.m., with a formal presentation at 6:30 p.m. followed by an opportunity for all to hear public comments and questions. Hearing dates and locations are:

June 13 at LA SED Gymnasium, 7150 W. Vernor, Detroit
June 14 at IBEW Local 58, 1358 Abbott St., Detroit
June 15 at Holiday Inn, 5801 Southfield Service Dr., Dearborn
June 16 at Michigan State Fairgrounds, Community Arts Building, 1120 West State Fair Ave., Detroit

The hearing will provide an opportunity for the public to comment for the record on three Practical Build Alternatives for improving intermodal freight opportunities and efficiencies for business, industry and the military. Intermodal transportation at the existing Detroit area rail yards uses two modes, trucks and trains, to move freight in special containers. The Build Alternatives vary from improvement/expansion of existing rail yards; consolidating operations of all four major railroads at Livernois-Junction Yard in Southwest Detroit: and a "composite option" that consolidates the intermodal operations of CSX, Norfolk Southern and Canadian Pacific at Livernois-Junction Yard while expanding the Canadian National Moterm terminal. A "No Action" alternative is also under consideration.

Brochures summarizing the Draft Environmental Impact Statement and a review copy of the DEIS are available at:

- Ferndale Public Library, 222 E. Nine Mile, Ferndale
- Henry Ford Centennial Library, 16301 Michigan Avenue, Dearborn
- Detroit Public Library, 5201 Woodward Avenue, Detroit
- Bowen Branch of the Detroit Public Library, 3648 W. Vernor, Detroit
- MDOT Detroit Transportation Service Center, 1400 Howard Street, Detroit
- MDOT Oakland Transportation Service Center, 2300 Dixie Highway, Waterford
- MDOT Region Office, 18101 W. Nine Mile Road, Southfield
- MDOT Bureau of Transportation Planning, 425 Ottawa St., Lansing

The document also may be viewed on the Internet at www.michigan.gov/mdotstudies.

The public hearing will be conducted using a combined "open forum/open microphone" style format. Participants may stop by anytime during the scheduled hours to view displays and talk one-to-one with MDOT study team members regarding environmental, engineering, traffic, real estate, and other issues. Spanish and Arabic translators will be available.

A court reporter will record the formal presentation and public comment session, and will be available to take comments in private for inclusion in the public hearing transcript. Citizens also may complete a written comment form at the hearing or **mail, fax, or e-mail their comments to: Robert H. Parsons, Public Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909; Fax: (517) 373-9255; or e-mail: parsonsb@michigan.gov.** Comments must be e-mailed, faxed or postmarked on or before August 16, 2005. For more information on this public hearing, or to find out more about the DEIS, write to the above address or call (517) 373-9534.

With an advance notice of seven days, MDOT can make most of the materials for this hearing available in alternative formats such as large print or audiotape, and can make accommodations for sign language interpretation and/or assisted listening devices. Please call (517) 373-9534 to request accommodations.

MDOT
Michigan Department of Transportation