

**SCOPE OF THE AMENDMENT TO EARLY PRELIMINARY ENGINEERING
(EPE) SERVICES
C.S. 82900 – J.N. 49860
Detroit Intermodal Freight Terminal (DIFT)**

DESCRIPTION OF WORK

The work shall consist of providing all additional:

The Michigan Department of Transportation is expanding its Environmental Impact Study (EIS) regarding a proposed intermodal freight terminal project in the Detroit Metropolitan Area. MDOT's Draft EIS on the Detroit Intermodal Freight Terminal Project will now look at a **fourth** alternative. The three that are currently covered by the ongoing work are:

1. A “do nothing” alternative, which involves the railroads improving/developing individual intermodal rail yards throughout Southeast Michigan as they wish, with no federal funding or oversight;
2. An “improve/develop” alternative, which involves the individual intermodal rail yards improving/developing at their current locations, but with federal funding and oversight; and
3. A “consolidation” alternative, which brings all four major railroads and their intermodal operations into the site of the Livernois-Junction Yard in southwest Detroit, with federal funding and oversight.

Issues raised during the processing of the project's work indicate Alternative 4: The Composite Option is a needed addition to have a complete environmental document.

This work plan amendment expands on the EPE/EIS effort, as previously amended, by extending the analysis to an alternative which is a composite of elements of Alternatives 2 and 3, noted above. Under this option, known as The Composite Option, all NS intermodal operations in Southeast Michigan will consolidate at the Livernois-Junction Yard. CSX will also operate its Southeast Michigan intermodal operations at Livernois-Junction Yard. CP intermodal will join NS and CSX at an expanded Livernois-Junction Yard. But, the Canadian National (CN) – Moterm terminal, north of 8 Mile Road and east of I-75, would be expanded in that general location, consistent with work conducted on Alternative 2.

Additional work on this new alternative, The Composite Option, will be drawn from much of the results provided by examining Alternatives 2 and 3 and some new analyses to reflect this composite option. That work will be in the following EPE tasks:

- 1) Task 211M – Conduct Meetings/Communications

- 2) Task 2120 – Expand Traffic Analysis Report
- 3) Task 2310 – Expand Technical SEE Studies
- 4) Task 2360 – Prepare Additional Documentation for DEIS
- 5) Task 2525 – Prepare Additional Documentation for and Review Engineering Report

In summary, this amended work plan focuses on:

1. Developing an alternative that reflects the physical expansion of the existing CN/Moterm terminal to accommodate projected growth in combination with consolidating the intermodal operations of CSX, NS and CP in the location of the Livernois-Junction Yard;
2. Determining the environmental impacts and the engineering efforts needed to accommodate growth and provide road and rail access to the sites;
3. Involving the public in a meaningful way;
4. Satisfying regulatory agencies; and,
5. Ensuring that the process has been properly documented.

The Consultant shall be responsible for the following but not limited P/PMS Tasks:

Task 211M – Conduct Meetings/Communications that are now part of the scope of work, as previously amended, will be extended to cover Alternative 4: The Composite Option. The community, public officials and businesspersons will be engaged in the process. Media activities and Web site updates will continue, taking into consideration the new alternative. Monthly coordination with MDOT staff, the project’s Steering Committee and the Local Advisory Council will likewise continue.

Task 2120 – Expand Traffic Analysis Report

This effort will require an update of the DIFT traffic analysis studies conducted to date. The planned Traffic Analysis Report (TAR) will be expanded to cover the additional alternative and support the resultant analysis of noise and air quality impacts.

The Commodity Flow model, which forecasts intermodal activity, will be used to determine the activity of the new alternative and then convert intermodal “lifts” to truck movements for use in the Traffic Analysis.

Task 2310 – Expand Technical SEE Studies

The new alternative – “The Composite Option” will be carried through the DEIS. The complete set of social, economic and environmental issues will be addressed. Therefore, additional work on the fourth intermodal terminal is to include assessment of the following by terminal:

- 1) Traffic and Transportation
- 2) Relocations
- 3) Social Impacts/Community Cohesion
- 4) Environmental Justice in Minority and Low-Income Populations
- 5) Economic Impacts
- 6) Land Use, Urban Development and Associated Secondary Development
- 7) Noise
- 8) Air Quality
- 9) Indirect/Cumulative Effects
- 10) Survey for Rare, Threatened and Endangered Species
- 11) Wetlands
- 12) Water Quality, Hydrology and Floodplains
- 13) Parklands
- 14) Historic, Archaeologic and Cultural Resources
- 15) Hazardous Waste/Materials
- 16) Visual/Aesthetic Conditions
- 17) Energy
- 18) Construction
- 19) Permits

Task 2360 – Prepare Additional Documentation for DEIS

The DEIS will incorporate The Composite Option as an alternative equal in coverage to the three currently-studied alternatives.

Task 2525 – Prepare Additional Documentation For and Review Engineering Report

The Engineering Report to be prepared will provide construction phasing and project implementation recommendations for the recommended alternative. This report will include all design criteria, assumptions used, and/or risk analyses of any design that would make recommendations that are in accordance with and/or counter to typical MDOT guidelines and standards. This report will provide final verification of all horizontal and vertical alignments, typical cross-sections, maintaining traffic concepts, etc. to implement the Recommended Alternative. Construction phasing and project implementation recommendations will also be included in this report.

Right-of-way information will be limited to property mapping based on available information with an estimate of the extent of potential acquisitions.

Structural details for the recommended alternative will be developed to supplement the engineering report. This will be done with a report and a summary table indicating the scope of work for impacted bridges. This table will include span length, structure depth and total width. Typical MDOT structural types could be assumed for the given condition. A recommendation for minor improvements or identification of no impact due to the improvement will be needed in the report and summary table.

Analysis for storm water conveyance work will be limited to a preliminary conceptual design of a trunkline system to accommodate calculated runoff rates. The existing eight

lift stations will be relocated and will discharge to the current receiving systems. Appropriate detention location will be identified for each discharge point. A single pump station concept design will be prepared and assumed to be representative of all facilities for purposes of preparing cost estimates.