

Michigan Department of Transportation
Notice of Availability
Final Environmental Impact Statement for the
Detroit Intermodal Freight Terminal Study

The Michigan Department of Transportation has received Federal Highway Administration approval of the Final Environmental Impact Statement (FEIS) for the Detroit Intermodal Freight Terminal (DIFT) Study. The FEIS documents the identification of the Preferred Alternative 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 Preferred Alternative is a modification of Alternative 4 analyzed in the 2005 Draft EIS. The alternative calls for CSX and Norfolk Southern (NS) intermodal rail operations to expand at the Livernois-Junction Yard. The Triple Crown operation of NS might move from Melvindale to the Livernois-Junction Yard. Canadian National (CN) has elected not to shift its Moterm operation to the Livernois-Junction Yard and not to expand its terminal. The CP/Expressway intermodal operation analyzed in the DEIS closed permanently in June 2004 and is no longer part of the project.

While it has been more than three years since the signing of the DEIS, a federal required re-evaluation of the DEIS Build Alternatives determined there is no need for a supplemental DEIS, since the DIFT analysis remains valid for a reduced footprint and it has kept pace with air quality regulatory changes.

The FEIS is available for a 49-day public waiting period. Comments must be received on or before January 29, 2010. Substantive comments will be responded to in the Record of Decision.

The FEIS is available for review at:

- Ferndale Public Library, 222 E. Nine Mile, Ferndale
- Henry Ford Centennial Library, 16301 Michigan Ave., Dearborn
- Detroit Public Library, 5201 Woodward Ave., Detroit
- Bowen Branch of the Detroit Public Library, 3648 W. Vernor, Detroit
- MDOT Detroit Transportation Service Center, 1400 Howard St., Detroit
- MDOT Oakland Transportation Service Center, 800 Vanguard Dr., Pontiac
- MDOT Taylor Transportation Service Center, 6510 Telegraph Rd., Taylor
- MDOT Region Office, 18101 W. Nine Mile Rd., Southfield
- MDOT Bureau of Transportation Planning, 425 Ottawa St., Lansing

The document also may be viewed and commented on at www.michigan.gov/mdotstudies.

Written comments and requests for printed and electronic copies of the FEIS may be submitted by mail, fax or e-mail to: Robert H. Parsons, Public Involvement and Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, MI 48909; Phone: 517-373-9534; Fax: 517-373-9255; or e-mail: parsonsb@michigan.gov. Please e-mail, fax or postmark comments on or before January 29, 2010. MDOT can make the FEIS executive summary available in alternative formats such as large print or audiotape, and can make accommodations for translation in Spanish or Arabic. Please call (517) 373-9534 to request accommodations.



This document has been published in keeping with the intent of the National Environmental Policy Act of 1969 and subsequent implementing regulations and policies. The cost of publishing 100 copies of this document at approximately \$2.80 per copy is \$280 and the document has been printed in accordance with Michigan Executive Directive 1991-6.



Final Environmental
Impact Statement Brochure

Detroit Intermodal Freight Terminal Study

This brochure summarizes the conclusions of the Final Environmental Impact Statement (FEIS) for the Detroit Intermodal Freight Terminal Study (DIFT). The Michigan Department of Transportation (MDOT) wants to inform you about the Preferred Alternative, its benefits, and the measures to minimize harm to the project area. The Draft Environmental Impact Statement (DEIS) was approved April 15, 2005, and public hearings were held June 13, 14, 15 and 16, 2005. The FEIS reflects the comments received during the public hearing process and updated data in all critical areas. The FEIS is being distributed to federal, state and local agencies, private organizations and all members of the public making substantive comments on the DEIS.

Because of adverse effects on historic resources the FEIS serves as a coordination document under Section 106 of the National Historic Preservation Act of 1966, as amended, and as the Final Section 4(f) Evaluation, under Section 4(f) of the Department of Transportation Act of 1966, which protects these historic resources.

Citizens can review the FEIS through the project Web site (www.michigan.gov/mdotstudies). Comments can be made using the on-line form or comments can be mailed, faxed, or e-mailed to MDOT at the addresses on the back of this brochure.



The FEIS will be publicly available until January 29, 2010. Following the close of the waiting period, MDOT will send a letter to FHWA recommending that a Record of Decision (ROD) be issued. The ROD, if issued, will address substantive new comments made on the FEIS and will allow the project to move forward into the design phase in 2010.

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.

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.

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 throughout the study process. The DEIS completed for the Detroit Intermodal Freight Terminal Study discussed the various impacts associated with each alternative. The FEIS determined the Preferred Alternative and reviews its impacts.

Availability of Documents

The Draft and Final Environmental Impact Statements are available at the locations listed on the back cover and on the DIFT Web site at www.michigan.gov/mdotstudies.

What's Next?

Public and agency comments helped guide the selection of the Preferred Alternative. Following the close of the waiting period, MDOT will send a letter to FHWA recommending that a Record of Decision (ROD) be issued. The ROD, if issued, will address substantive new comments made on the FEIS and will allow the project to move forward into the design phase in 2010.

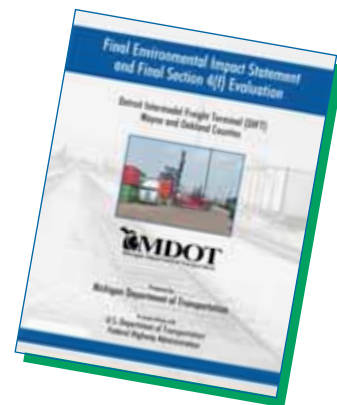


Table 2
Summary of Direct and Indirect Impacts – No Action and Preferred Alternatives – Livernois-Junction Yard

| Livernois-Junction Yard Area ^a | | | | | | | | | | | | | |
|---|--|---|---|--|--|--|--|--|---|-------------|-----------|--|-----------|
| Traffic and Safety | | Community Cohesion | | Environmental Justice | | Land Use | | No. of Residential Units Affected (Acquisitions) | | Relocations | | Other Affected Properties (Acquisitions) | |
| No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred |
| <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> Grade separation of Central will reduce vehicle-rail conflicts and crashes. I-94/Livernois interchange improvement will improve safety. Truck traffic will be reduced on local roads. Acceptable volume/capacity conditions will be experienced at all intersections. | <ul style="list-style-type: none"> Industrial/commercial uses will continue to be mixed with residential uses. Continued rail/vehicle conflicts at Central/Lonyo. | <ul style="list-style-type: none"> Lonyo will be closed. Central Avenue railroad crossing will be grade separated. Truck traffic will be reduced on neighborhood streets. | <ul style="list-style-type: none"> No adverse disproportionate impact expected. | <ul style="list-style-type: none"> There is a history of impacts to minority and low-income populations associated with past industrialization and transportation projects. There will be adverse disproportionate impacts from this project. | <ul style="list-style-type: none"> Maintains existing land use pattern. | <ul style="list-style-type: none"> Consistent with Detroit and Dearborn land use plans. | 0 | <ul style="list-style-type: none"> 28 single-family Four apartments | 0 | 29 | N/A | None |

| Farmland and Open Space/ Part 361 Lands | | Economic Impacts | | Air Quality | | Noise Considerations | | | |
|---|--|--|--|---|--|---|--|--|--|
| No Action | Preferred | No Action | Preferred | Hot Spots | Pollutant Burden | No Action | Preferred | | |
| <ul style="list-style-type: none"> No active farmland, or Part 361 open space land needed. | <ul style="list-style-type: none"> No active farmland, or Part 361 land needed. | <ul style="list-style-type: none"> Jobs Relocated: 0 Net Jobs Gained: Terminal Area 194, Statewide 1,029 | <ul style="list-style-type: none"> Jobs Relocated: 231 Net Jobs Gained: Terminal Area 1,542, Statewide 4,514 | <ul style="list-style-type: none"> No violations of CO standards at intersections. | <ul style="list-style-type: none"> No violations of CO standards at intersections. Qualitative analysis of PM_{2.5} or PM₁₀ hotspots indicates there will be no standards violated. | <ul style="list-style-type: none"> Terminal burdens less than existing conditions except for PM₁₀ and PM_{2.5}. Roadway burdens less than existing conditions because of cleaner engines and fuels. Regional burdens are reduced. | <ul style="list-style-type: none"> Terminal burdens about same as No Action even with increased intermodal activity. Roadway burdens similar to No Action. Regional burdens will be reduced with freight shift to rail. | <ul style="list-style-type: none"> No perceptible increase. | <ul style="list-style-type: none"> No perceptible increase with the addition of planned security walls. |

^a Only the Livernois-Junction Yard is involved in the Preferred Alternative. There are no project impacts at other terminals. Source: The Corradino Group of Michigan, Inc.

Table 2 (continued)
Summary of Direct and Indirect Impacts – No Action and Preferred Alternatives – Livernois-Junction Yard

| Livernois-Junction Yard Area ^a | | | | | | | | | | | | | |
|---|--|--|--|--|--|---|---|---|---|--|---|--|---|
| Surface Water Impacts | | Wetlands | | Threatened and Endangered Species | | Historic/ Archaeological 4(f) Resources | | Parklands/ Recreational Land 4(f) Resources | | Visual Effects | | | |
| No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred |
| <ul style="list-style-type: none"> No change | <ul style="list-style-type: none"> Yard paving will improve drainage. Storm drainage subject of NPDES permitting. Spill prevention plans will be in place. Particulate matter that clogs sewers will be reduced. | <ul style="list-style-type: none"> None | <ul style="list-style-type: none"> 0.01 acres of Palustrine Emergent wetland of low quality will be affected. | <ul style="list-style-type: none"> None | <ul style="list-style-type: none"> None | <ul style="list-style-type: none"> No effect | <ul style="list-style-type: none"> Adverse effect with removal of Michigan Box Company building. SHPO review of security wall across from 6332 Kronk for compatibility. | <ul style="list-style-type: none"> No effect | <ul style="list-style-type: none"> No direct effects, indirect or cumulative negative effects. | <ul style="list-style-type: none"> Unightly properties and streetscapes remain. | <ul style="list-style-type: none"> Removal of some unightly properties through acquisition will be positive. Security wall along north edge of terminal will separate terminal operations. Directional lighting near residential areas will be used to reduce/avoid light intrusion. | <ul style="list-style-type: none"> Land Acquisition and Relocation: \$0 Construction: \$0 Community Benefits: \$0 Studies: \$7 Total: \$7 | <ul style="list-style-type: none"> Land Acquisition and Relocation: \$123 Construction: \$395 Community Enhancements: \$11 Total: \$529 |

| Contaminated Sites | | Soils | | Indirect and Cumulative | | | | Energy | | Implementation Project Cost (millions of 2008 Dollars) | |
|--|--|---|--|---|--|---|---|--|--|--|---|
| No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred | No Action | Preferred |
| <ul style="list-style-type: none"> No sites around terminal area expected to change Potential to remediate up to 10 acres for non-terminal intermodal activity | <ul style="list-style-type: none"> 27 sites need additional testing Up to 100 acres for non-terminal intermodal activity will be remediated. | <ul style="list-style-type: none"> No change | <ul style="list-style-type: none"> Former clay pits will need geotechnical testing prior to construction of any structures. | <ul style="list-style-type: none"> Perpetuates current conditions/trends in traffic, economics, land use, community effects, noise, contaminated sites and water quality. Pollution reduced by cleaner engines/fuel. | <ul style="list-style-type: none"> No negative traffic congestion effects. Some business expansion expected. Unwanted mixing of land uses must be resisted through local land use controls. No adverse air quality effects are expected. | <ul style="list-style-type: none"> Ambient noise levels may increase in commercial areas with no negative effect. Existing land use controls must be enforced to avoid adverse cultural resource impacts. | <ul style="list-style-type: none"> Some contaminated property reclaimed. Available infrastructure is expected to handle stormwater from the buildout of the expanded Livernois-Junction Yard. | <ul style="list-style-type: none"> DRIC^b project will reduce I-75 access to Livernois/ Dragoon | <ul style="list-style-type: none"> Continues past trends. Energy will be used during construction. Improved efficiencies from conversion of some freight shipments from truck to rail are expected. | <ul style="list-style-type: none"> Land Acquisition and Relocation: \$0 Construction: \$0 Community Benefits: \$0 Studies: \$7 Total: \$7 | <ul style="list-style-type: none"> Land Acquisition and Relocation: \$123 Construction: \$395 Community Enhancements: \$11 Total: \$529 |

^a Only the Livernois-Junction Yard is involved in the Preferred Alternative. There are no project impacts at other terminals.

^b DRIC is the Detroit River International Crossing, proposing a new international bridge to Canada. The DIFT has independent utility from the DRIC. Source: The Corradino Group of Michigan, Inc.

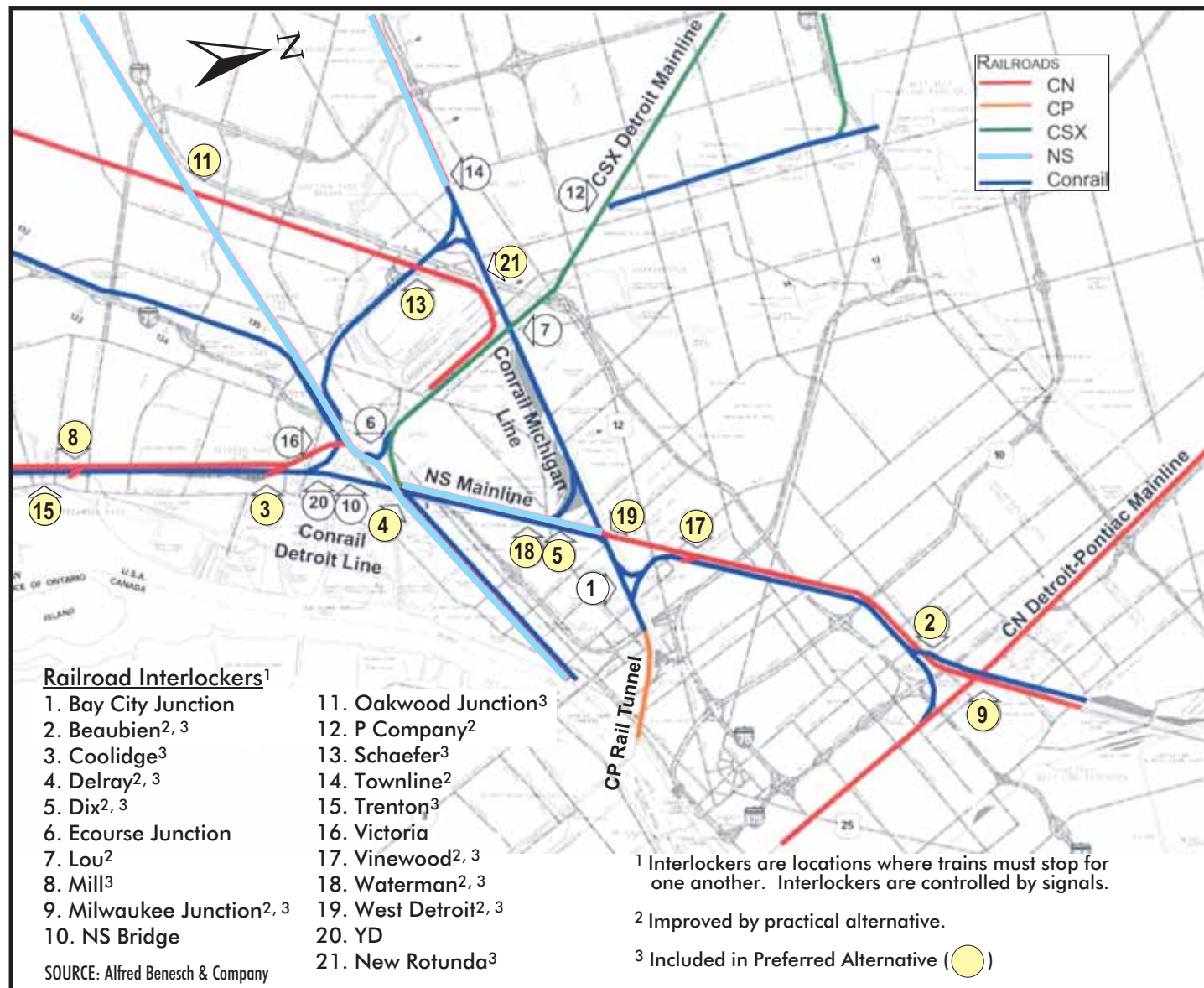
Preferred Alternative Impacts

The Preferred Alternative will generate by 2030 approximately 4,500 permanent new jobs statewide of which about 2,360 will be in the Detroit area, and approximately 1,540 in the Livernois-Junction Yard area.

The Preferred Alternative will require acquisition of approximately 169 acres of land and relocate 28 single-family dwellings, four apartment units, and 29 businesses. Other impacts are shown in Table 2.

The DIFT Preferred Alternative has independent utility from the Detroit River International Crossing (DRIC), the Ambassador Bridge Gateway Project and improvements to the plaza at the Bluewater Bridge. The DIFT is a reasonable investment program even if no additional transportation improvements are made in the area.

Figure 3
Major Interlockers in the Detroit Area



Alternatives Considered in the DEIS

The study considered four intermodal terminals and the surrounding areas (Figure 1). They are the terminals known as CSX/NS-Livernois-Junction Yard in Southwest Detroit, CP/Expressway in Corktown (closed in 2004 after the start of the DIFT Study process), CP/Oak in Grandmont and CN/Moterm in Ferndale. Norfolk Southern re-opened its intermodal terminal at Willow Run in western Wayne County in 2004 because of the growth in its business. NS may 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 DEIS addressed the possible benefits and impacts of four alternatives in the context of extensive public involvement. In addition to the alternatives analysis presented in the 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 the back page. The general characteristics of the DEIS alternatives considered are summarized on Table 1.

Figure 1

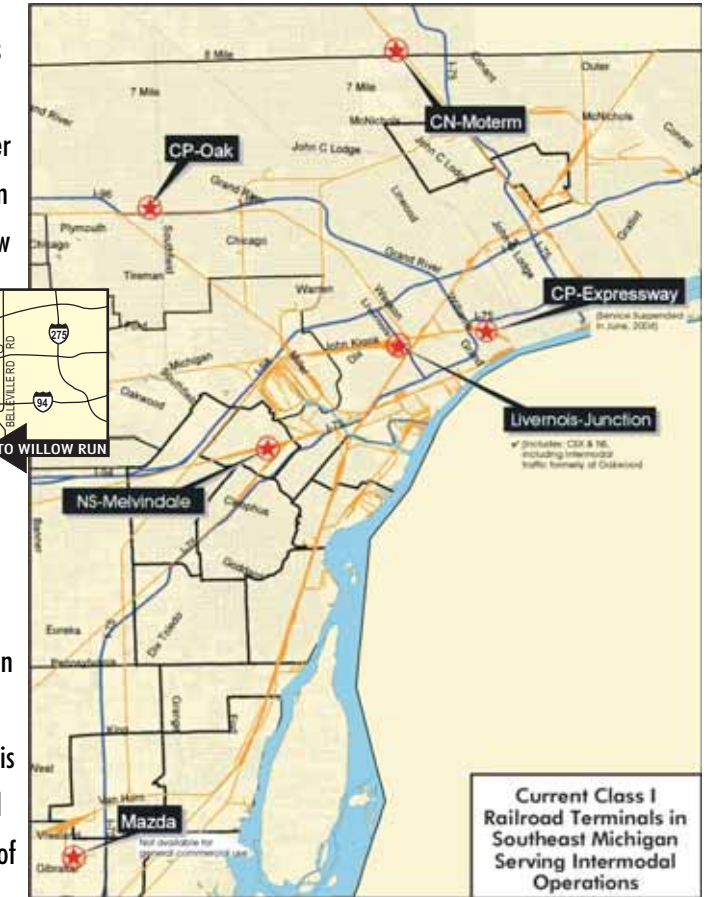


Table 1
Summary of Alternatives Considered in DEIS

| 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 Modify the I-94/Livernois Avenue interchange | Improve and expand existing terminal | Improve and expand existing terminal | 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 |

* The CP/Expressway Terminal closed in 2004
 Source: The Corradino Group of Michigan, Inc.

Preferred Alternative

The Preferred Alternative (Figure 2) was formulated after reviewing public and agency comments that were received after the public hearing, on the Draft EIS, and in consultation with the railroads. The Preferred Alternative will:

- Expand the NS and CSX intermodal operations at the Livernois-Junction Yard;
- Shift the NS Triple Crown operations from Melvindale and potentially Willow Run in Romulus to the Livernois- Junction Yard; and,
- Move the CP Oak intermodal operation to the Livernois-Junction Yard.

All four Class I railroads will participate in an external rail improvement program at the following locations to improve the overall freight efficiency in Southeast Michigan (Preferred Alternative locations shown in yellow in Figure 3):

- | | | |
|------------|----------------------|----------------------------------|
| • Beaubien | • Milwaukee Junction | • Waterman |
| • Coolidge | • Oakwood Junction | • West Detroit |
| • Delray | • Schaefer | • New Rotunda |
| • Dix | • Trenton | • Track from Delray to Dix |
| • Mill | • Vinewood | • Track from Oakwood to Schaefer |

Several road improvements will be made to facilitate access to the Livernois-Junction Yard and keep intermodal trucks out of the surrounding neighborhoods:

- Modifying the I-94/Livernois interchange on its north side so that trucks will use this interchange (one curve is now too tight for efficient use) and Livernois Avenue, rather than other roads that pass through areas that are predominantly residential;
- Closing the Waterman/Dix entrance to the Livernois Junction Yard and modifying the Livernois entrance so that trucks access the yard from I-94 only;
- Closing Lonyo Ave. and rebuilding Central Ave. under the Livernois-Junction Yard;
- Providing two new access points to the yard from Wyoming Avenue;
- Improving John Kronk with a new gate at Martin Street (entrance from Livernois Avenue) for a new terminal north of the existing Livernois-Junction Yard; and,
- Constructing a road to replace John Kronk with curves east of Central Avenue to discourage use by large trucks.

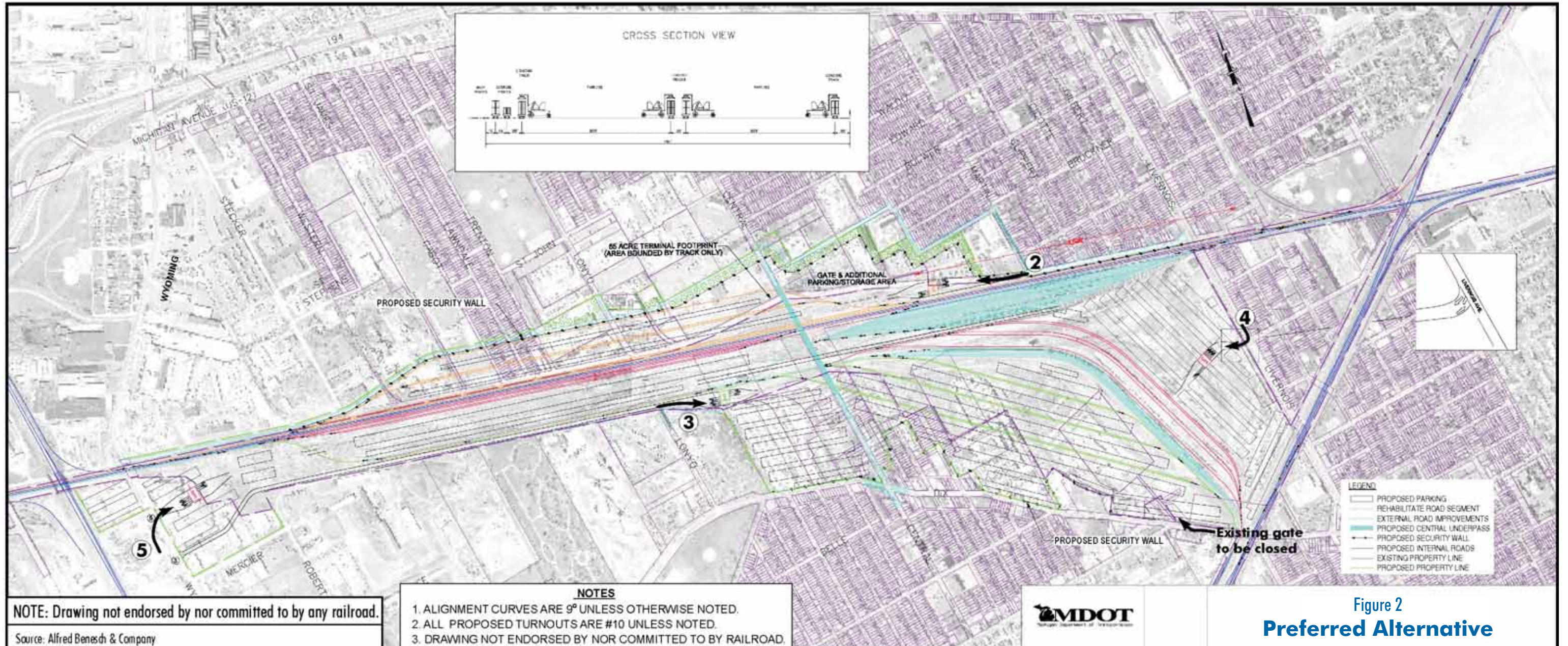


Figure 2
Preferred Alternative