

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The Port of Duluth-Superior is an example of hundreds of freight-related projects in desperate need of greater investment. It's one of the largest inland seaports in the world, bringing in iron ore and coal docks, grain elevators and specialized cargo facilities lining the industrial waterfronts of Duluth, Minnesota and Superior, Wisconsin. Yet the infrastructure is currently deficient in terms of capacity, physical condition, and safety."

—Thomas K. Sorel, Minnesota Department of Transportation Commissioner



Freight Capacity Needs

Duluth Intermodal Project

The Duluth Intermodal Project would upgrade the key port, rail, road and bridge infrastructure that serves as a hub for intermodal shipments from the port to points in Minnesota and beyond. The project's port, rail and road elements share the same purpose and need. They would serve growing intermodal freight movements, which in turn will bolster the economic competitiveness of the region. The infrastructure is currently deficient in terms of capacity, physical condition, and safety.

The physical condition of the existing infrastructure restricts intermodal freight movements through the region, causing delays and lost productivity. Duluth is a critical intermodal connection and impediments to freight flows impact the state, regional, and national economics, making these improvements an absolute necessity.



The Port of Duluth-Superior is one of the largest inland seaports in the world. With iron ore docks, coal docks, grain elevators and specialized cargo facilities lining the industrial waterfronts of both Duluth, Minnesota and Superior, Wisconsin, the port serves shippers and receivers throughout the U.S. Midwest and the Great Plains. It also has some customers in Canada's western provinces.

Capacity Needs *continued*

An area known as “Docks C & D” is targeted for capacity expansion in order to accommodate projected increases in freight traffic.

Since 1997, the Duluth Superior Seaway Port Authority has been developing Docks C & D by clearing the land, installing a new \$5.5 million roadway to serve the dock, upgrading rail approaches, and performing preliminary engineering for the dock’s capital upgrade. The dock can currently be used for some cargo storage, but the seawalls are failing and the dock is not structurally sound at its perimeter; thus it cannot presently be used to unload ships.

The scope of work of this proposed project includes rehabilitating the dock walls to maintain structural integrity and extension of roadway and railroad sidings to enable intermodal transfers. These improvements would provide an all-purpose facility capable of handling known project cargo (such as, steel slabs, steel pipe, large wind turbine blades, and wind tower sections) and future cargoes (such as paper pigments, containers, and other large ship-borne products). Based on a simulation study, 200 to 300 rail cars on average would be unloaded at the facility each week.