

ST. LOUIS COUNTY, MN

CSAH 100 RAIL CROSSING GRADE SEPARATION

SAINT LOUIS COUNTY MINNESOTA

St. Louis County is seeking $6 million in BUILD grant funding.

The County has committed a local match of $2.6 million to ensure successful delivery of this $8.6 million project.

70% Federal Funds

30% County Funds

$6 Million requested in BUILD Grant funding

$2.6 Million County match funding

PROJECT OVERVIEW

St. Louis County is seeking BUILD grant funding for the CSAH 100 Rail Crossing Grade Separation Project in Aurora, Minnesota. The project will replace an existing at-grade rail crossing with a grade-separated overpass bridge, addressing critical safety, mobility, and economic challenges along CSAH 100 (Main Street) — a primary regional route serving Aurora, Hoyt Lakes, and the eastern Iron Range.

CHALLENGES

Divides Aurora
The rail line separates the community, placing the fire hall north of the tracks and the hospital to the south, creating critical delays for emergency response.

Safety Risks
Currently carrying 12 trains per day, the crossing ranks in the top 20% of FRA's crash prediction system despite active gates and signals.

Emergency Access
Train blockages delay EMS response by 3–4 minutes, pushing beyond the national standard of 5 minutes to 8-9 minutes, jeopardizing lives.

Mobility & Connectivity
If this crossing is closed, detours range from 18 to 29 miles, impacting residents, emergency services, school buses, and freight.

Economic Impact
CSAH 100 is the main freight route to NewRange Copper Nickel projects, logging operations, Laskin Industrial Park, and construction related traffic.

PROJECT BENEFITS

Eliminates a High-Risk Crossing
Improves safety for vehicles, pedestrians, bicyclists, ATVs, and snowmobiles.

Ensures Reliable Access
Critical for emergency services and school transportation.

Enhances Rail and Freight Efficiency
Supports mining, logging, and industrial operations, boosting regional economic growth.

Provides Multimodal Connectivity
Dedicated space on the bridge deck for non-motorized users and recreational vehicles; accommodates Mesabi Trail extension.

Reduces Transportation Costs and Emissions
Eliminates long waits at train crossings, reducing fuel costs for drivers and greenhouse gases annually.

FOR MORE INFORMATION CONTACT:

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PROJECT WEBSITE

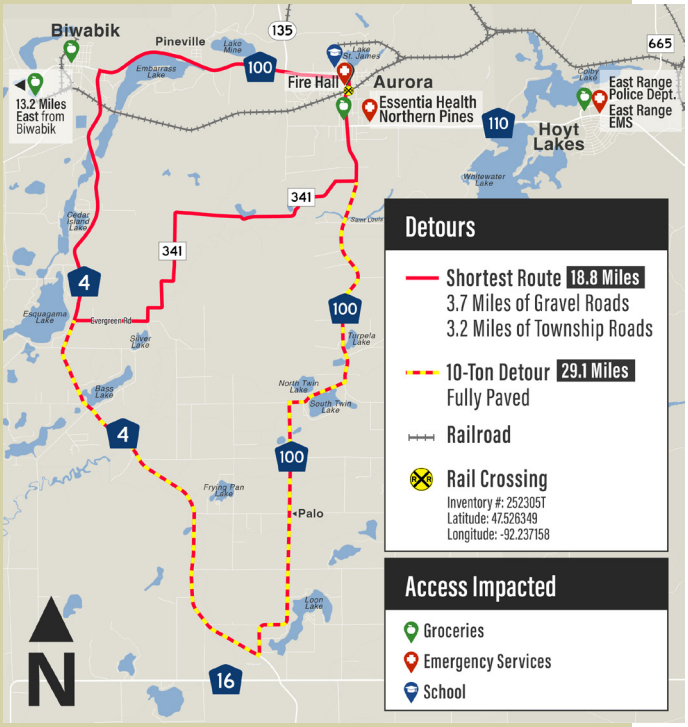
inputcentral.com/csah-100-rail-crossing-grade-separation-project-build



Looking to the northeast from the south side of the rail line.

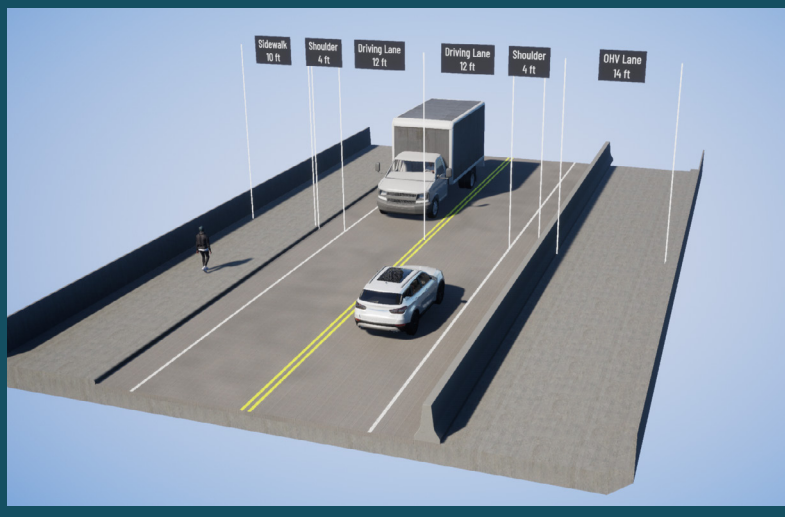
DETOURS

There is currently no efficient north-south detour route for vehicles, particularly EMS and freight who are most impacted by delays and closures at the crossing. This creates reduced mobility and increased safety risks along CSAH 100.



PROPOSED OVERPASS BRIDGE

The 56-foot wide bridge deck includes a protected 14-foot recreational vehicle lane for ATVs and snowmobiles along the east side, two 12-foot vehicular lanes, and a 10-foot pedestrian/bicycle trail on the west side. The project also incorporates a box-culvert underpass on the south approach to support a grade-separated pedestrian/bicycle crossing connection to the Mesabi Trail.



BRIDGE TYPICAL SECTION