

MoDOT Guard Cable Talking Points

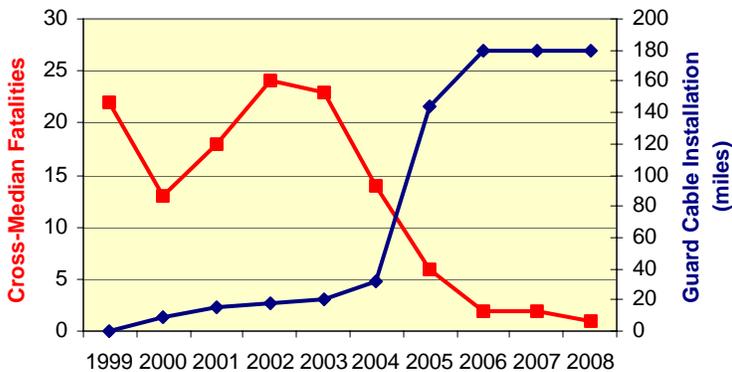
(Updated June 2009)

- Head-on collisions are some of the most severe and deadly crashes on our roadways.
- Cross-median crashes occur when a vehicle crosses the median and enters the opposing traffic lane, vehicles hit head-on at high speeds. The crashes are most frequent on highways with high-traffic volumes and narrow medians.
- Between 1996 and 2005, more than 400 people were killed and more than 2,400 were injured in cross-median crashes on Interstates 44, 55 and 70 in Missouri.
- On Interstate 70 in 2002, there were 24 fatalities involving cars that crossed over the median. In 2007, a year after guard cable was completely installed on all of I-70, there were two fatalities involving a cross-median crash. In 2008 there was one fatality involving a cross-median crash.
- MoDOT has installed close to 600 miles of guard cable on highways throughout the state and has plans to install over 40 additional miles of guard cable (including some expressways).
- On Interstate 44, the number of fatalities from 2002 to 2005 rose significantly from 16 fatalities in 2002 to 25 fatalities in 2005. In 2007, a year after guard cable was completely installed on all of I-44, there was one fatality involving a cross-median crash. In 2008 there were no cross-median fatalities on I-44.
- Missouri chose guard cable because installation costs are significantly less than other options like guardrail and concrete barrier. Additionally, guard cable absorbs energy better than the other products and does not re-direct vehicles back into traffic.
- A study completed on Interstate 70 showed that guard cable succeeded in stopping cars from crossing into the opposing lanes of traffic 94 percent of the time.
- The strong push for the installation of guard cable on Missouri highways first came in 2002. I-70 and I-44 are almost entirely lined with guard cable. Interstates 29, 35, 55 and 435 also have guard cable installed along them. Sections of US 36, US 40 and US 67 also have median guard cable installed.
- The guard cables installed in Missouri were made with both low-tension steel cables and high-tension steel cables. Installation costs have averaged about \$100,000 per mile for both systems. Maintenance costs for the low-tension system range from \$8,000 to \$12,000 per mile per year, based on the number of times the cable is hit. The high-tension system involves less cost to maintain and allows the repair work to be performed by MoDOT employees.

- Guard cables are not designed to prevent large vehicles, such as tractor-trailers, from crossing the median. However, there have been numerous cases where the stretchable cable has kept large vehicles from entering the opposing lane of traffic.
- The number of fatalities from cross-median crashes has decreased dramatically since the guard cable was installed. In 2008 there were 7 fatalities due to cross-median crashes on our interstates. This was reduced from a high of 52 cross-median crashes on our interstates in 2003.
- Because of the success in reducing the number of cross-median crashes, MoDOT is installing 25 miles on US 63 from Columbia to Jefferson City 10 miles on I-470 from I-70 to US 50 in Jackson County, and 7.5 miles on US 65 South of US60 near Springfield.
- The following is a list of routes and miles of guard cable that has already been installed (as of June 1, 2009):
 - I-435 - 14 miles
 - I-70 - 180 miles
 - I-44 - 250 miles
 - I-55 - 55 miles
 - I-29 - 35 miles
 - I-35 - 14 miles
 - US 36 – 1 mile
 - US 40 – 5 miles
 - US 67 – 55 miles (still in construction)

Median Guard Cable at work on IS 44 and IS 70

I-70 Cross-Median Fatalities



I-44 Cross-Median Fatalities

