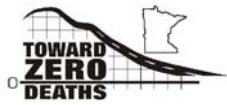


Cable Median Barrier



As traffic volumes have grown, Minnesota has experienced an increase in cross median crashes. Installing cable median barrier in strategic locations has proven to be effective in preventing these crashes that so often have tragic outcomes.

The table below outlines the number of miles to date of cable median barrier that have been installed; are planned and funded for the 2007/2008 construction season; and the number of miles planned for beyond 2008 that have not yet been funded.

These projects have been funded through the Central Safety Fund and the Area Transportation Partner's (ATP) Highway Safety Improvement Program (HSIP) Funds. Project selection was based on crash data, traffic volume, and existing median width following AASHTO guidance.

	Miles Currently Installed	Miles Funded 2007 - 2008	Miles Planned Unfunded*	Total Miles
Metro	19.05	19.00	88.40	126.45
Greater MN	16.80	33.59	66.22	116.61
Statewide	35.85	52.59	154.62	243.07

*These sections are potential candidates for barrier installation on the Interstate only. Further investigation on Trunk Highways is also planned.

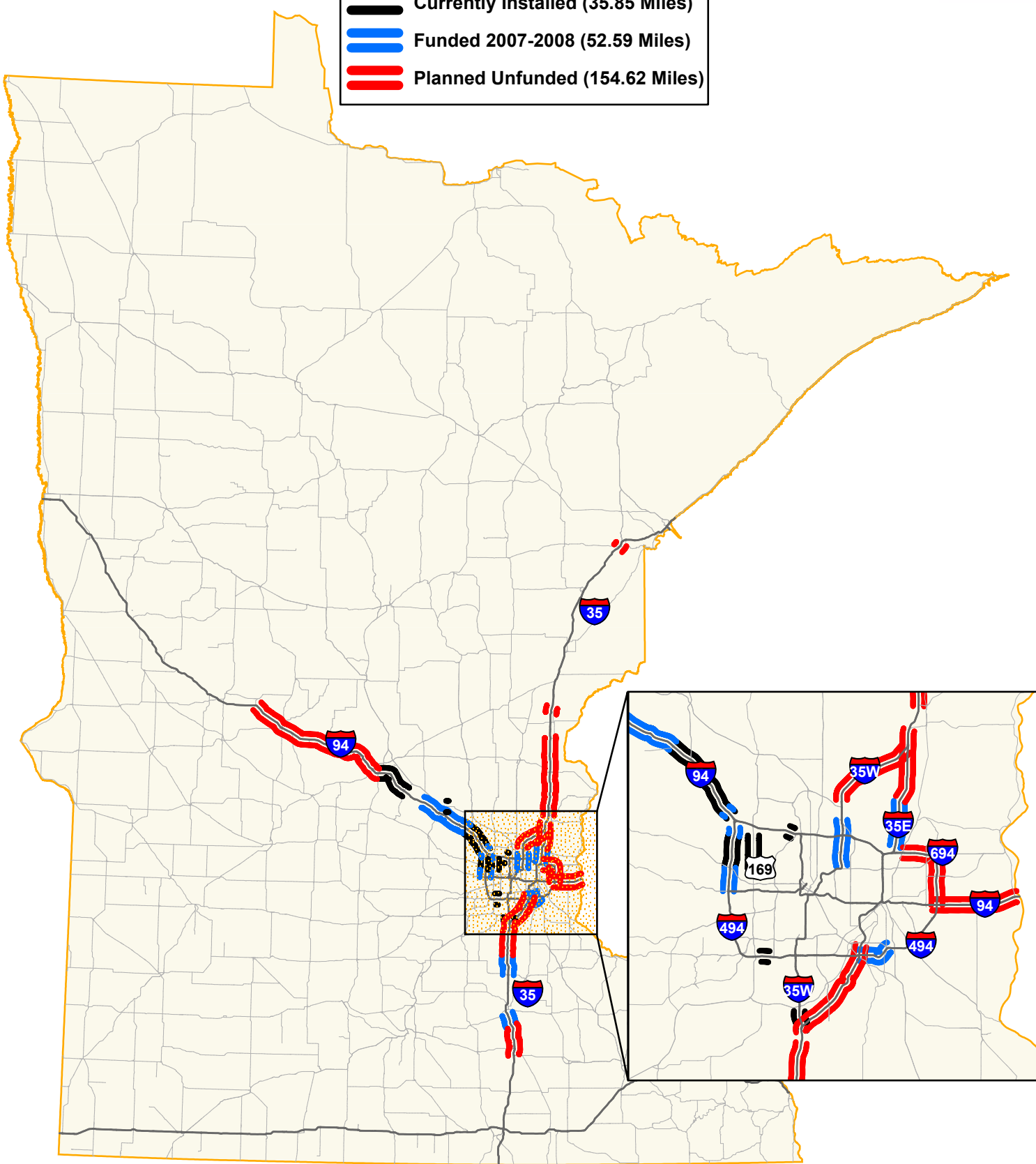
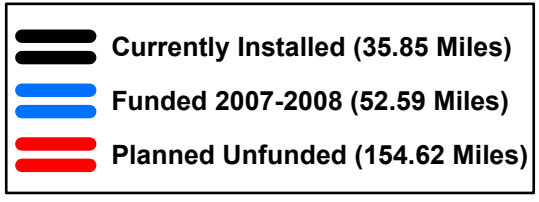
A formal study is being conducted on the installation of cable median barrier to date. Preliminary data indicates that no fatal cross-median crashes have occurred at these locations since their installation. Prior to installation, the section of I-94 between Maple Grove and Rogers had 5 fatal cross-median crashes from 2001 to 2003.



The map and table on the following pages show the locations of the existing and planned cable median barrier. The typical cost for installation is about \$100,000 per mile. However, there are restrictions in where cable median barrier can be installed. For example, if the side slope is too steep, additional costs can be incurred through grading and/or providing cable median barrier for both directions.

The annual cost to maintain and repair the cable median barrier system is approximately \$7,000 per mile in the Metro Area and \$5,000 per mile in Greater Minnesota. This variance is the result of greater traffic volume in the Metro Area, thus higher crash frequency. Therefore, as the traffic volumes grow and the cable median barrier system expands, there will be a significant increase in the cost to maintain the barrier system statewide.

Cable Median Barrier Locations



Roadway	Project limits	Year Installed	Miles Currently Installed	Miles Funded 2007-2008	Miles Planned Unfunded
Metro					
I-35W	In Burnsville Between 35E And TH 13	2006	2.12		
I-494	In Eden Prairie/Edina Near Bush Lake Road	2005	1.00		
I-494	In Plymouth Between TH 55 And Bass Lake Road	2006	3.67		
I-94	Between Maple Grove And Rogers/Crow River	2004	7.64		
I-94	In Brooklyn Center Near Brooklyn Blvd	2006	0.63		
TH 169	169 In Plymouth Between Medicine Lake Road And 63Rd Ave	2006	3.99		
I-35E	From Existing Barrier North Of Co.Rd. E To North Of Co. Rd. J			5.30	
I-35W	From Existing Barrier North Of TH 36 To Existing Barrier North Of TH 10			5.50	
I-494	Gap Between I-94 And Existing Cable Median Barrier			0.80	
I-494	From Br. 19853 (TH 110) To East Of Pilot Knob Road			4.10	
I-494	Gap Between Existing Cable Median Barrier And I-394			2.80	
I-94	Gap Between End Of Existing Cable Median Barrier And I-494			0.50	
I-35	From Jct CSAH 2 To CSAH 50				9.70
I-35	North 35W/35E JCT to TH 97				1.80
I-35	From TH 8 (132+00.398) To CSAH 3 (162+00.216).				28.00
I-35E	Lino Lakes to I-35				6.60
I-35E	South JCT I-35 to TH 110				12.50
I-35W	From CSAH 23 (030+00.970) To CSAH 21 (041+00.101).				10.20
I-694	TH 61 (Vadnais Heights) to I-94 (Oakdale)				9.60
I-94	From I-494 To Wisconsin				10.00
		Total	19.05	19.00	88.40
District 1					
I-35	Big Otter Creek To CSAH 26				1.78
I-35	Half Mile South of Jct with CR 7 to North Pine City Limit				2.10
		Total	0.00	0.00	3.88
District 3					
I-94	W TH 241 - Crow River (Const 04)	2004	0.90		
I-94	CSAH 19 - E CSAH 37 (Const 04)	2004	1.10		
I-94	W TH 24 - E TH 24 (Const 04)	2004	1.00		
I-94	TH 15 - TH 24 (Const 06)	2006	11.20		
I-94	W TH 238 - TH 238 (Const 06)	2006	0.30		
I-94	TH 71 - Cr 186 (Const 06)	2006	1.30		
TH 10	W To E RR Br. E Big Lake (Const 06)	2006	1.00		
I-94	E CSAH 37 - W TH 241 (Prop 08)			1.80	
I-94	E End Mn/Road - CSAH 19 (Prop 08)			1.80	
I-94	Cr 111 - W End Mn/Road (Prog 07)			10.50	
I-94	TH 24 - Cr 111 (Prog 08)			7.50	
I-94	Sauk Center To TH 238				19.74
I-94	TH 238 To Mn TH 15				20.22
I-94	Douglas-Todd Co Line To Sauk Center				11.97
		Total	16.80	21.60	51.93
District 6					
I-35	TH 19 To CSAH 2			7.21	
I-35	Mud Creek To CSAH 48			4.78	
I-35	CSAH 9 To Mud Creek				4.97
I-35	CSAH 85 To CSAH 9				5.45
		Total	0.00	11.99	10.42
		Metro Total	19.05	19.00	88.40
		Greater MN Total	16.80	33.59	66.22
		Statewide Total	35.85	52.59	154.62
		GRAND TOTAL			243.07 Miles