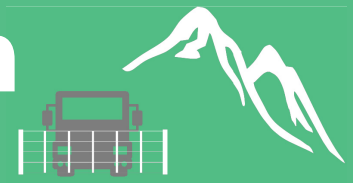


# Teton Pass vehicle arrestor system

## Site 6 mile marker 5.8



### Two alternatives were reviewed for this site:

6A) Widening the roadway to one side.

6B) Adjusting the alignment and widen both sides of the roadway. Widening the roadway to one side would have larger landowner impacts.

### Effective Location for Identified Hazard

1) **Severity of an accident not mitigated:** This is the last location to mitigate against an errant vehicle who loses their brakes before reaching Wilson.

The severity of an accident not mitigated increases due to population centers below this location.

2) **Effective Location – Crash Data Evidence:** There has been three crashes between this location and the town of Wilson with brakes being a contributing factor.

All the crashes involved vehicles that exceeded 26,000 lbs., with one of the crashes being a fatality.

3) **Severity of Outcome:** A sharp curve is located at the end of the arrestor.

The grade throughout this site is steep and is long enough for a vehicle to build up momentum prior to the arrestor which increases the likelihood of usage.



### Maintenance Feasibility and Cost

1) **Replacement Feasibility:** Maintenance workers would be able to access this site easily.

2) **Snow Removal:** Snow storage is limited and drifting potential is lower than upper sites.

3) **Icing/Drifting Mainline:** Icing will be an issue with this location due to surrounding trees.

4) **Storm/Melting Water Issues:** Similar issues that occur at Site 5 will occur at this site.

### Site Feasibility

Utilities would have to be relocated at this site. There will be a moderate amount of excavated material to be wasted at this location. Roadway geometrics allow for the end of the arrestor to be accessed from the highway.

### Environmental Impacts

1) **Community Impacts:** The pathway will have to be adjusted to make space for the arrestor.

2) **Landowner Impacts:** This site will require moderate amount of acquisitions and temporary construction easements.

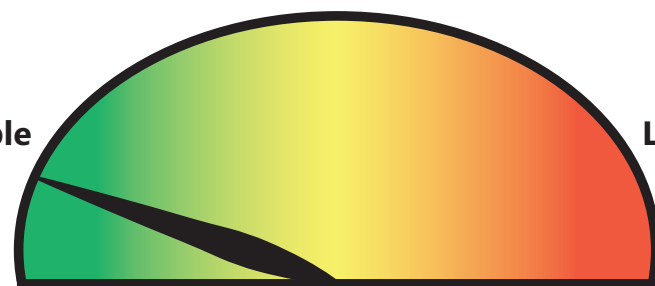
3) **Environment Impacts:** Some trees may have to be removed. An arrestor at this location will have slightly more affect to wildlife movement than Site 5 (RM 6.05).

### Construction Cost

Widening the roadway to one side would cost approximately \$1.3 million and realignment of the highway would cost approximately \$4.1 million.

More Favorable

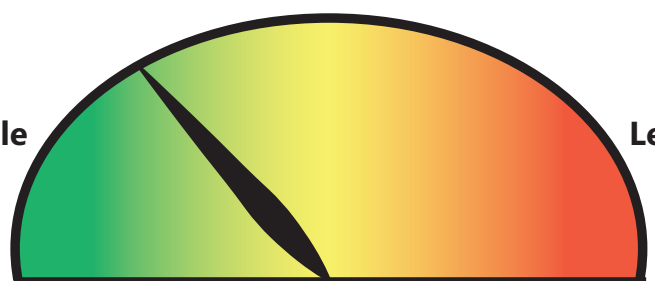
Less Favorable



Site 6.1 Location Evaluation

More Favorable

Less Favorable



Site 6.2 Location Evaluation

