

Teton Pass vehicle arrestor system

Site 5 mile marker 6.05



Two alternatives were reviewed for this site:

- 5A)** Widening the roadway to one side.
- 5B)** 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

- Severity of an accident not mitigated:** This is the second location to mitigate against an errant vehicle who loses their brakes before reaching Wilson.
- Effective Location – Crash Data Evidence:** There has been two crashes near this location with brakes being a contributing factor.
- Severity of Outcome:** This site is at the beginning of a steeper grade. A horizontal curve is located prior to the arrestor limiting the sight/decision distance of a driver to utilize the arrestor. Drivers may not recognize a problem with their brakes while approaching the area to be able to use an arrestor at this site.

Maintenance Feasibility and Cost

- Replacement Feasibility:** This site offers the best access for maintenance workers due to the flat terrain.
- Snow Removal:** Potential drifting is less with this site. Available snow storage within right-of-way is limited. May have to get an easement to use land outside right-of-way for snow storage.
- Icing/Drifting Mainline:** An increase in icing will occur at this location due to numerous shadows from surrounding trees.
- Storm/Melting Water Issues:** Sheet flow will occur across the roadway; therefore, a ditch section will be required along the roadway to mitigate against erosion.

Site Feasibility

This area has narrow right-of-way limits which limits area for construction equipment and is located near a curve.

There will be a substantial amount of wasted material when constructing an arrestor at this location.

Environmental Impacts

- Community Impacts:** The pathway will have to be adjusted to make space for the arrestor. Elliott Cemetery Road would have to be relocated to the end of the arrestor.
- Landowner Impacts:** This location will require the largest amount of acquisition and temporary construction easements. Elliott Cemetery Road will have to be realigned if an arrestor is constructed here.



3) Environmental Impacts: This location will have the most substantial tree removal due to realigning of an approach. An arrestor at this location will have slightly more affect on wildlife movement than Site 4 (RM 6.33).

Construction Cost

If the highway were widened to one side the cost would be approximately \$2.1 million. If the roadway was slightly realigned the cost would be approximately \$7.4 million. The construction cost for both alternatives includes realigning of Elliott Cemetery Road.

