

Teton Pass vehicle arrestor system

Site 3 mile marker 6.8



Effective Location for Identified Hazard

1) Severity of an accident not mitigated: Trail Creek/Old Pass Road ties into WYO 22 below this arrestor site. This approach serves several homes in the area, increasing the possibility of a crash with a runaway vehicle and a residential vehicle pulling onto the highway.

The pathway which parallels the roadway begins shortly after this location.

2) Effective Location – Crash Data

Evidence: Crash data shows there were two fatal crashes and a third a crash near this location with brakes being a contributing factor.

Of the three crashes, two of them involved vehicles whose weight exceeded 26,000 lb.

3) Severity of Outcome: The road grade prior to and past this site is steep. A horizontal curve is located prior to the arrestor limiting the sight/decision distance of a driver to utilize the arrestor.

The driver of an out-of-control vehicle is likely to utilize an arrestor at this location.

Maintenance Feasibility and Cost

1) Replacement Feasibility: Due to limited right-of-way, a retaining wall would be needed to retain fill slopes.

A walkway would be required along the outside of the arrestor for maintenance workers.

2) Snow Removal: Houses are located just off the roadway, which reduces available snow storage at this location.

3) Icing/Drifting Mainline: This location offers southern exposure for melting ice. However, there are lots of trees that provide shade onto the roadway.

4) Storm/Melting Water Issues: Storm water runoff would need to be mitigated to protect adjacent residence homes.

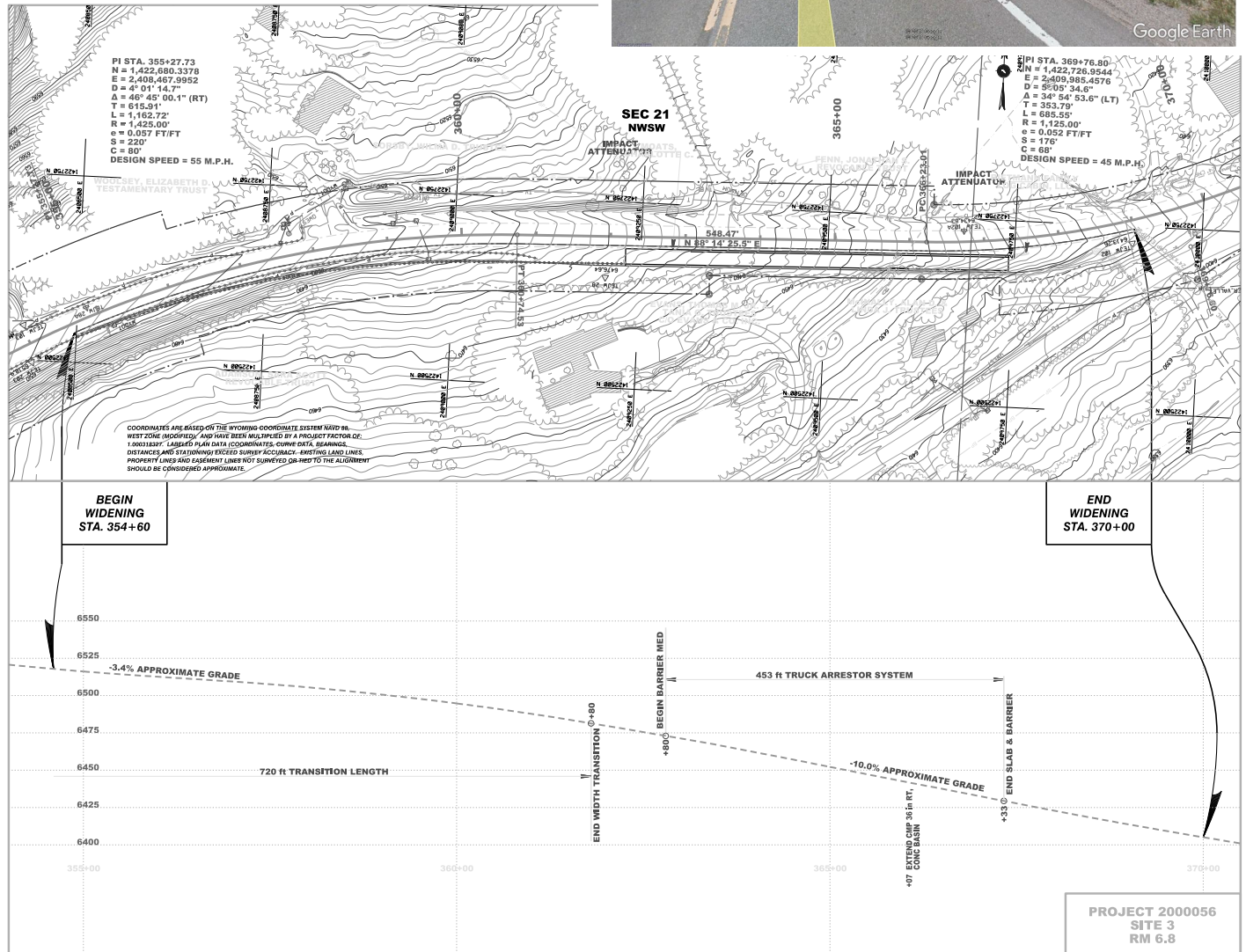
Site Feasibility

Substantial borrow material would be required to construct an arrestor and retaining wall at this location. Currently, a detour is not warranted because excavation limits for the wall would not encroach into the highway.

Roadway geometrics would allow for the end of the arrestor to be accessed from the highway.

Environmental Impacts

1) Community Impacts: Adjacent landowners may have concerns regarding the close proximity of the arrestor to their homes.



2) Landowner Impacts: Temporary construction easements may be needed due to narrow right-of-way limits. A retaining wall is required to avoid land acquisition.

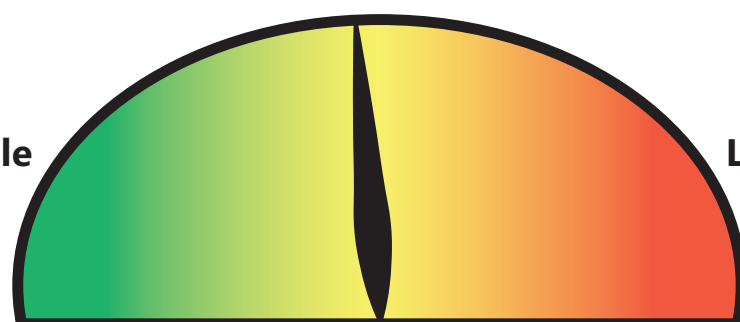
3) Environmental Impacts: Tree removal next to the highway would be required.

Construction Cost

Widening the roadway with a retaining wall, the cost would be approximately \$2.9 million.

More Favorable

Less Favorable



Site 3 Location Evaluation

