

Teton Pass vehicle arrestor system

Site 4 mile marker 6.33



Two alternatives were reviewed for this site:

4A) Widening the roadway to one side

4B) Adjusting the alignment and widen both sides of the roadway. Widening the roadway to one side would impact landowners, due to the pathway.

Adjusting the alignment would better fit the arrestor and pathway between the right-of-way limits. To minimize landowner impacts a small retaining would be required.

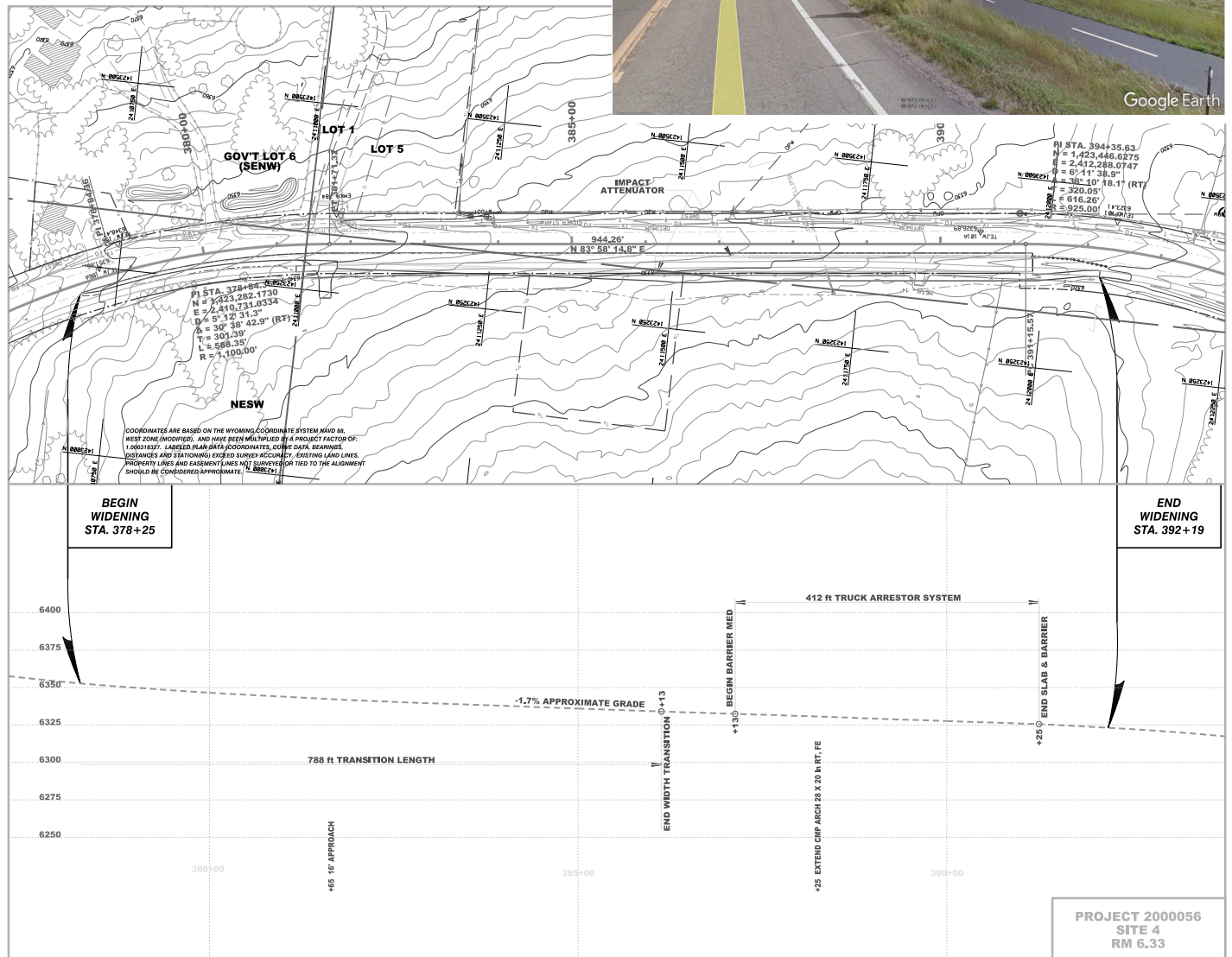


Effective Location for Identified Hazard

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

2) Effective Location – Crash Data Evidence: There has been one crash near this location with brakes being a contributing factor.

3) Severity of Outcome: This location is relatively flat and open. Drivers may believe there are no more steep grades and would be less likely to use an arrestor at this site.



Maintenance Feasibility and Cost

1) Replacement Feasibility: The pathway could be used to help maintenance forces replace nets.

2) Snow Removal: This site will have less snow due to a lower elevation and has a southern exposure that would aid in melting snow.

3) Icing/Drifting Mainline: Drifting would be minimal at this site due to its openness and orientation. Icing would be limited to shadows that are cast from the arrestor walls.

4) Storm/Melting Water Issues: Grades at this site are flatter resulting in less erosion.

Site Feasibility

To minimize land acquisition and temporary construction easements, there is little room for construction activity. This site provides for a closely balanced earthwork, i.e. no waste or borrow material.

Environmental Impacts

1) Community Impacts: This location has an open terrain with minimal trees. The view shed would be impacted with the installation of concrete barriers.

2) Landowner Impacts: Narrow right-of-way and scenic wildlife easements will complicate any necessary land acquisitions and/or temporary construction easements.

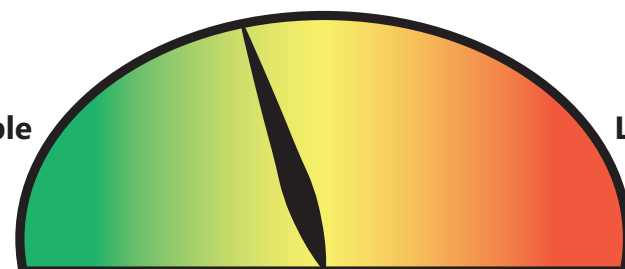
Adjustments will have to be made to the design to minimize acquisitions; however, temporary construction easements are required for fill slopes.

3) Environmental Impacts: An arrestor at this location will affect wildlife movement.

Construction Cost

If the highway were widened to one side the cost would be approximately \$1.8 million. If the roadway was slightly realigned and landowner impacts minimized, the cost would be approximately \$5.7 million.

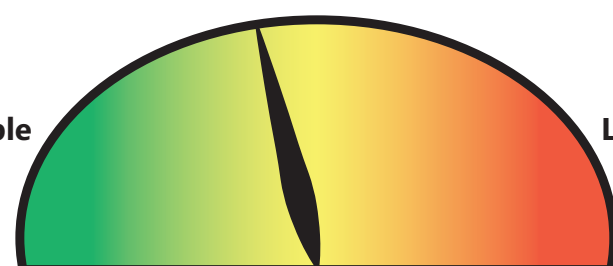
More Favorable



Less Favorable

Site 4.1 Location Evaluation

More Favorable



Less Favorable

Site 4.2 Location Evaluation

