



FERGUSON SLIDE

Restoration Project



Alternatives

Alternative C *(Open-Cut Realignment)*

Realign the highway to the northeast spanning the Merced River and bypassing the rockslide. State Route 140 would cut through the mountain across from the rockslide and then span back across the river where it would meet the existing alignment. Two bridges would be constructed to cross the river. The highway would be constructed with two 12-foot lanes and 8 foot outside shoulders.

Alternative T *(Tunnel Realignment)*

Realign the highway to the northeast spanning the Merced River and bypassing the rockslide. State Route 140 would tunnel through the mountain across from the rockslide and then span back across the river where it would meet the existing alignment. Two bridges would be constructed to cross the river. The highway would be constructed with two 12-foot lanes and 8 foot outside shoulders.

Alternative S *(Viaduct Realignment)*

Realign the highway to the northeast spanning the Merced River with two bridges and bypassing the rockslide with a hill-side viaduct. The highway would be constructed with two 12-foot lanes and 8 foot outside shoulders.

No Build

The No-Build Alternative would leave State Route 140 damaged and blocked by the Ferguson rockslide. As a result of the No-Build Alternative, the temporary detour would become the permanent State Route 140 alignment. The current vehicle length restrictions would remain in place along with the traffic signals controlling the single-lane access through the detour. The structures for the temporary detour were constructed during a declared emergency and were designed as a temporary solution to the closure of State Route 140. These structures would not meet standard design features nor would the detour meet the purpose and need of the project.