



# FERGUSON SLIDE

## Restoration Project

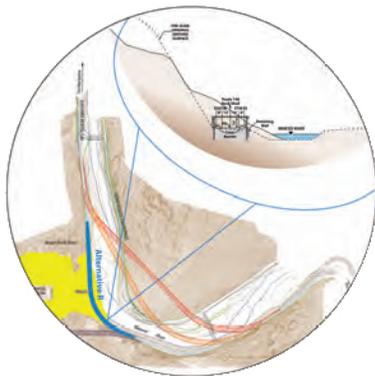
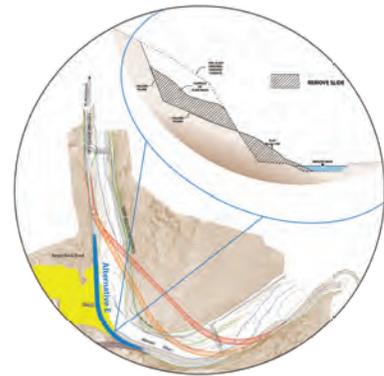


# Alternatives Considered but were Withdrawn

## Alternative E

Alternative E (Slide Removal) proposed to remove the rockslide and restore State Route 140 on the existing alignment. This alternative was considered and withdrawn by the project development team for the following reasons:

- The rockslide would have to be removed from the top down and would require constructing a 30-foot-wide, two-lane road to the top of the rockslide.
- The nearest disposal site for the rockslide material would be more than 20 miles away in Midpines.
- To remove the complete rockslide, it would require 266 working days and 200 trips per day on the highway from the project area to Midpines to remove 3,000 tons of rockslide material per day using the typical 15-ton-capacity mining trucks.
- There is a potential that once the rockslide material was removed, additional material upslope could begin to slide down.



## Alternative R

Alternative R (Rock Shed/Tunnel) proposed to construct a rock shed or tunnel through the rockslide talus (rock debris) and restore State Route 140 on the existing alignment. This alternative was withdrawn because:

- Constructing the rock shed would result in a longitudinal encroachment on the floodplain. Executive Order 11983 directs that longitudinal encroachments on the floodplain should be avoided unless it is the only practicable alternative.
- Potential dormant rockslides were identified adjacent to the Ferguson rockslide and could affect the rock shed if they become active in the future.
- Constructing the rock shed would result in a take of Limestone salamander habitat, which is fully protected by the State of California. The California Department of Fish and Game cannot issue a permit for any amount of take on this habitat.
- Constructing the rockshed through the rockslide would expose construction personnel, equipment, and structures to potentially falling rocks.

## Alternative T-2

Alternative T-2 (Southern Tunnel Realignment) proposed to realign the highway south of the Ferguson rockslide by tunneling one mile through the mountain from the existing State Route 140 alignment. This alternative was considered during the alternative development process, but was rejected because of an excessive cost of \$378 million and because the duration to construct the tunnel was determined to be too lengthy.

