



FERGUSON SLIDE

Restoration Project



INFORMATION SHEET

State Route 140 Ferguson Slide Restoration Project in Mariposa County

May 23, 2007

Project Purpose: The purpose of the project is to reopen and restore full access to the section of State Route 140, which was damaged by the Ferguson rockslide. Currently, motorists use a temporary bypass route to travel this portion of State Route 140. Restoration of State Route 140 would eliminate inconvenient detours or extended commute times for residents, businesses, and workers in the area. Restoration of the route would also give travelers a direct route to Yosemite National Park and other destinations along State Route 140. Six build alternatives and one no-build alternative are being considered.

Project Background: State Route 140 is a two-lane highway that begins at Interstate 5 on its western end and serves such cities and towns as Merced, Cathey's Valley, Mariposa and El Portal before it ends at Yosemite National Park on its eastern end. State Route 140 provides travelers year-round access to not only Yosemite National Park but other recreational areas such as the San Luis and Kesterson National Wildlife Refuges, the Sierra National Forest, and the Merced River. Since April 2006, rockslides have damaged and blocked State Route 140 in the Merced River Canyon between Mariposa and El Portal. A State of Emergency was declared and a temporary emergency detour was constructed to reopen State Route 140 and bypass the rockslide.

Project Description: The California Department of Transportation (Caltrans) and the Federal Highway Administration propose to permanently restore the section of State Route 140 that was damaged by the Ferguson rockslide. The following alternatives are being considered:

- **Alternative E** Remove the rockslide and restore the highway on the existing alignment.
- **Alternative R** Construct a rock shed through rockfall debris (talus) and restore the highway on the existing alignment.
- **Alternative C** Realign the highway to the northeast, spanning the Merced River and bypassing the rockslide. The highway 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** Realign the highway to the northeast, spanning the Merced River and bypassing the rockslide. The highway 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** 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.
- **Alternative T-2** Realign the highway to the south by tunneling approximately one mile through the mountain.

Cost: Construction costs for the alternatives range from \$35 million to \$378 million.

Funding Source: Federally funded through the Major Damage Permanent Restoration Program.

Project Timeline: Begin Construction: Spring 2009 or sooner
Project Completed: Spring 2012 or sooner

For more information, please contact:

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Project Map on Back

