



Photo 1.
Looking south along Hwy744 from the south end of Slide 1.



Photo 2.
No change in the backscarp of Slide 1 since 2010 – the repair continues to be effective.



Photo 3.
Significant additional movement in the backscarp of Slide 2. The backscarp is now extending as far as 0.7 m past guardrail into pavement, three guardrail posts are now hanging and curve ahead sign is ready to fall over.



Photo 4.
Slide bowl of Slide 2 – significant additional debris has been added.



Photo 5.
North side of Slide 3. Backscarp geometry is similar to 2010, with slightly more debris flow observed below the backscarp.



Photo 6.
Significant movement on the south flank of the backscarp of Slide 3, now at 4.8 m from guardrail, and about 30 m in width, with fresh cracking and sliding visible,



Photo 7.
Looking northwards across the backscarp of Slide 4. There has been retrogression since 2010 and some movement in the slide bowl, which is now 30 m in width. The backscarp height is roughly the same as in 2010.



Photo 8.
Looking downslope at additional debris surface flow from Slide 4.