



Photo S2-1 (upper left) – May 2004 – facing east across the S2-Priddis site. Note the slight bend in the guardrail visible at the far (east) end. The landslide area is visible on the slope below the road, on the left side of the photo. Photo S2-5 shows another view of the landslide area.



Photo S2-2 (upper right) – May 2004 – facing west across the S2-Priddis site. SI #4 (yellow casing) is visible to the right of the guardrail. SI BH-2 is also visible on the lower slope face. Since 2002, SI BH2 has been the only SI at this site that has shown significant and ongoing slope movement.



Photo S2-3 (lower left) – May 2004 – closer view of the bend in the guardrail at the east end of the site. Also note the cracking visible around the yellow centerline of the road on the left side of the photo – this cracking was also noted during the July 2003 inspection and has not changed significantly since that time. This cracking may delineate the east flank of road disturbance due to slope movement at this site.



Photo S2-4 (lower right) – May 2004 – closer view of the cracking noted at the east end of the site. No significant change since the July 2003 inspection.

North

South



Overall toe of instability located approximately 20 to 30 m north of fenceline and into the trees

SI #6

SI BH2

Approximate west flank of slope instability

Photo S2-5 (top) – May 2004 – slope face below the road at S2-Priddis, as seen facing east. Visual inspection of the slope face indicated that the west flank of the slope movement area is around the limit shown in the foreground of the photo.

SI BH2 is measuring approximately 6 to 7 mm of downslope displacement per year around 6 m depth and the toe area of the landslide (located approximately 20 to 30 m north of the fenceline, i.e. into the trees) has been showing active movement over the last several years.



SI BH2

SI #6

Photo S2-6 (bottom) – May 2004 – another view of the slope face below the road at S2-Priddis, as seen facing east.

As discussed on site, a pile wall could be installed on the slope face below the road in order to provide support for the road embankment in the event of continued movement around SI BH2 and further downslope that could ultimately destabilize the road embankment. The location and design details for the pile wall should be optimized with an analysis of various potential pile wall sizes and positions.



Photo S2-7 (left) – May 2004 – toe area of landslide approximately 20 to 30 m north of the fenceline below the road. Upthrust and displaced soil as a result of landslide movement. There appeared to be additional displacement since the July 2003 inspection.



Photo S2-8 (right) – May 2004 – another view of the toe area of landslide, north of the fenceline below the road.