



**Photo S2-1** (upper left) – May 2006 – Cracking in the westbound lane. The cracking appears to delineate the existing pile wall. This shoulder of the road has been experiencing ongoing cracking and settlement since before the first geotechnical inspection in 2000. The currently-visible cracking has developed through a patch to the road surface that was placed in the summer of 2005.

Note the spacers that have been placed since 2005 to restore the guardrail alignment after it had dropped down and away from the road.

Compare with Photo S2-2 (upper right) showing the same area in June 2005.

**Photo S2-2** (upper right) – June 2005 – same area as shown in Photo S2-1.



**Photo S2-3** (lower left) – May 2006 – View of slope face below the road along the guardrail.

**Photo S2-4** (lower right) – May 2006 – General view of the slope face below the road with instruments visible near the toe of the slope. The visual appearance of this area is essentially unchanged since the 2005 inspection, however the Fall 2005 and Spring 2006 instrumentation readings have shown that slope movement continues around the toe of the slope. The toe thrust of the landslide is within the treed area north of the road (in the left background of this photo).

