



Photo S2-1 – June 2008 (top)
Facing westbound across the S2-Priddis site. The settlement and cracking along the north/downslope edge of the highway is visible, along with the corresponding dip in the guardrail. Note how the pattern of damage on the road surface appears to delineate the existing concrete pile wall.



Photo S2-2 – June 2008 (bottom)
Closer view of the damage to the road surface. The aperture of the cracks and the amount of down-drop were in the order of 50 mm or even greater at the time of the inspection. Note how the guardrail is relatively low, likely due to ongoing settlement of the ground downslope of the pile wall.



Photo S2-3 – June 2008 (top)
Another view of the damage to the road surface, facing eastbound. The apparent east flank of the landslide is visible on the slope face below the road and in the left background of this photo.



Photo S2-4 – June 2008 (bottom)
Facing west along the apparent east flank of the landslide below the highway. The segment of the road surface that shows settlement and cracking and is supported by the pile wall is adjacent to the near-vertical scarp visible on the downslope side of the guardrail in this photo. Each of the SI's on the slope below the highway that are downslope of/within the apparent east and west flanks of the landslide are out of service due to accumulated landslide deformation of the casings. Previous inspections have noted a toe bulge of the landslide area approximately 15 to 20 m into the treed area at the base of the slope.