



Photo S3-1 (upper left) – May 2004 – facing west across the S3 – Cochrane site. The downslope shoulder of Highway 22 is visible in the upper left portion of the photo. The fenceline has been displaced and stretched tight as a result of ongoing, shallow slope movement around and downslope of the fenceline. The slope condition does not appear to have changed significantly since the July 2003 inspection, however the scarp of the shallow instability appears to have retrogressed a few metres upslope since July 2003. Tension cracking now extends to approximately 1 m upslope of SI #3.

Photo S3-2 (lower left) – May 2004 – closer view of the shallow instability extending above the fenceline, downslope of SI #3A. It appears that the upslope extent of the tension cracking associated with this instability has retrogressed to just upslope of SI #3A since the July 2003 inspection. Note that downslope movement was previously measured in SI #3A until it sheared off at 4 m depth in the spring of 1997.

Photo S3-3 (lower right) – May 2004 – closer view of the tension cracking on the west flank of the shallow instability shown in Photos S3-1 and S3-2 with field notebook for scale.





Photo S3-4 (upper left) – May 2004 – facing west along the north shoulder of the highway at S3 – Cochrane. The ditch appears to be functioning well although the low area in the downslope berm between SI #2 and SI #5 noted in previous inspections should be repaired to restore the overall ditch gradient and capacity and convey surface runoff away from this site.



Photo S3-5 (upper right) – May 2004 – closer view of the ditch along the north shoulder of the highway around SI #2. The low areas in the berm along the downslope side of the ditch could potentially be overtopped by peak runoff and result in surface runoff further destabilizing the area around and downslope of SI #3. It is recommended that the berm be repaired.



Photo S3-6 (lower left) – May 2004 – crack in the road near SI #4 – no significant change since the July 2003 inspection.



Photo S3-7 (lower right) – May 2004 – crack in the road near SI #2 – no significant change since the July 2003 inspection.