



**Photo S3-1 – June 2008 (top)**  
Facing southeast across the site, with the apparent circular settlement/landslide headscarp visible encroaching into the northbound lane.



**Photo S3-2 – June 2008 (bottom)**  
Another view, facing northwest, of the settlement encroaching into the northbound lane.



**Photo S3-3 – June 2008 (top)**

Facing northwest across the slumping visible in the slope below the highway. The red casing protector visible on the slope just above the uppermost open tension crack is SI #3A, which sheared off at 4 m depth in 1997. It is possible that active slumping in this area is leading to the settlement and cracking of the road surface as well as the apparent southeast flank of slumping visible across the ditch berm. SI 2007-1 that was installed just upslope of SI #3A has shown movement at approximately 3 m depth since installation in the spring of 2007, but this may indicate shallow sliding without a slump block forming or retrogressing upslope from the fenceline area.



**Photo S3-4 – June 2008 (bottom)**

Apparent southeast flank of slumping that may connect to the circular headscarp visible across the northbound lane (see Photos S3-1 and S3-2). This flank cuts across the ditch berm and has exposed the ditch liner (blue geofabric visible in lower right of photo). This breach in the ditch berm allows water from within the ditch to flow directly into the slumping area below the highway.