



Photo S5-1 (upper left) – May 2004 – facing east across the shallow slumping area immediately downslope of the guardrail along the downslope edge of the road. The slumping has undermined some of the guardrail posts. It does not appear that significant additional movement has occurred since the July 2003 inspection, however the potential for additional movement in response to precipitation and surface runoff remains.

Photo S5-2 (upper right) – May 2004 – facing west across the area shown in Photo S5-1.



SI 2002-1



Photo S5-3 (lower left) – May 2004 – overall view facing west across the S5 – Chin Coulee site.

Photo S5-4 (lower right) – May 2004 – overall view facing east across the S5 – Chin Coulee site.



Shallow slumping area



Photo S5-5 (upper left) – May 2004 – facing west across shallow slumping area downslope of the guardrail. There is the potential for future retrogression of this shallow slumping to further undermine the guardrail and possibly impact upon the highway. This area is also susceptible to surface erosion because of the incomplete revegetation.

The existing SI's at this site are not installed in the shallow slumping area therefore there is no direct subsurface monitoring of the movement rate or depth of the shallow slumping.

Photo S5-6 (lower left) – May 2004 – closer view of the exposed soils at the scarp of the shallow slumping, immediately downslope of the guardrail.

Photo S5-7 (lower right) – May 2004 – possible new tension crack and/or erosion gully on the lower portion of slope face below the highway. A number of similar features were noted in the area marked on Figure S5-1. The position and orientation of these possible tension cracks suggested that new or renewed movement in the lower portion of the slope downslope of the road may be occurring. It is judged that such movement would not impact the highway in the short term, but should be visually monitored in the near-future to confirm the situation and to assess the potential impacts with respect to the stability of the overall slope.





Photo S5-8 (left) – May 2004 – another view of one of the potential new tension cracks on the lower portion of the slope downslope of the highway.

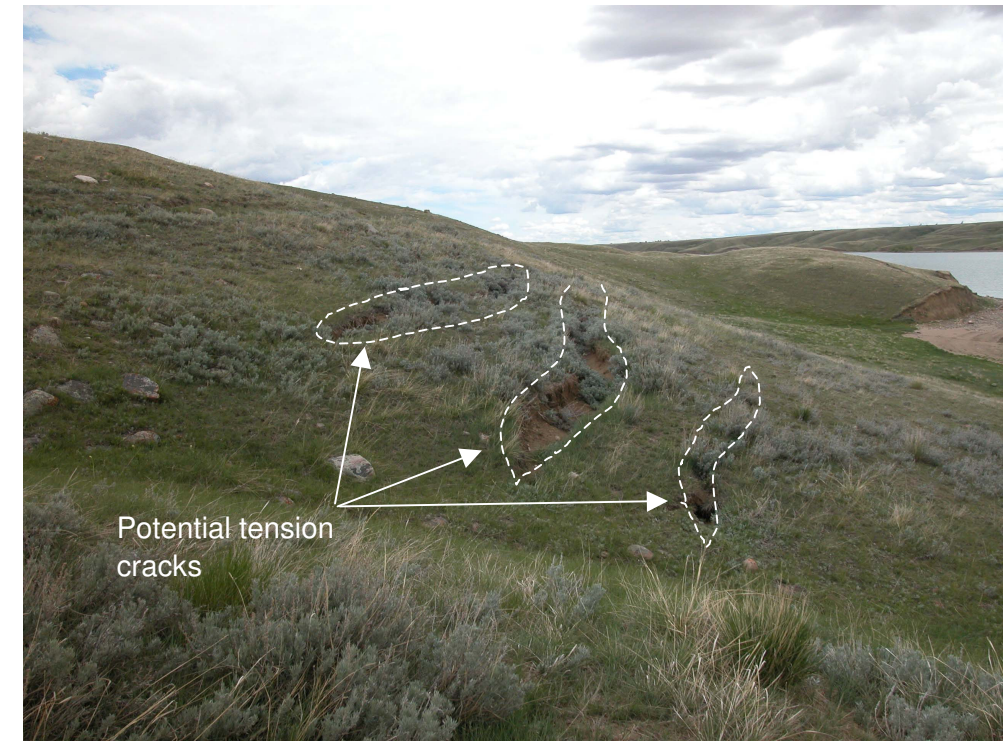


Photo S5-9 (right) – May 2004 – facing across the slope to some of the potential new tension cracks noted on the slope face downslope of the highway.