



**Photo S8-1** (upper left) – May 2004 – cracking and settlement at the north end of the S8 – Fisher Creek site. Similar damage to the road surface has been noted during previous inspections. The SI in BH1 on the west slope below the road is visible (left side of photo). This SI sheared off at approximately 5 m depth between the spring and fall of 2002 and has not been read since. Based on the continued cracking and settlement in this area, slope movement is continuing.



**Photo S8-2** (upper right) – May 2004 – Facing south across the damaged portion of the southbound lane at the north end of the S8 – Fisher Creek site.



**Photo S8-3** (lower left) – May 2004 – a closer view showing the magnitude of the cracking and settlement in the southbound lane at the north end of the Fisher Creek site.





**Photo S8-4** (left) – May 2004 – facing north across the south end of the S8 – Fisher Creek site. An arc-shaped crack was first noted in the road surface in this area during the May 2002 inspection and 3 SI's were installed in the fall of 2002 in order to monitor for underlying slope movement that may have caused the cracking. Each of the SI's measured ongoing slope movement towards the west (left side of the photo) at 4 to 6 m depth in the native clay soil underlying the road fill.

This area was repaved in July 2003. This overlay is visible in the photo as the relatively darker shade of grey pavement. No cracking has been observed in the road surface since that time despite continued movement measured in the SI's.

An additional overlay was placed in this area in early June 2004 (after this photo was taken).



**Photo S8-5** (right) – May 2004 – facing south across the area shown in Photo S8-5.