



Photo S10(C)-1 – June 2008 (top)

Facing downstream towards the culvert inlet at the base of the west slope of the road embankment. The sinkhole in the slope above the culvert inlet is visible at the fenceline. This sinkhole developed sometime after the 2005 inspection and has increased in size between the 2007 and 2008 inspections.



Photo S10(C)-2 – June 2008 (bottom)

Culvert outlet at the toe of the east road embankment slope. The culvert outlet is notably lower than the inlet, with slow flowing water in the creek channel backing up part way into the culvert.



Photo S10(C)-3 – June 2008 (top)

Slumping on the right bank of the creek channel immediately downstream of the culvert outlet. This slumping is likely triggered by creek erosion at the toe of the slope, from flow concentrated towards this location by the culvert orientation.



Photo S10(C)-4 – June 2008 (bottom)

Slumping on the left bank of the creek channel roughly 20 m downstream of the culvert outlet. This slumping has been noted in previous annual inspections and does not currently appear to be a threat to the road embankment, however it bears watching.



Photo S10(C)-5 – June 2008 (top)

Facing southbound along the highway, with cracking visible across the northbound lane and extending across the centerline and into a portion of the southbound lane (right hand side of photo). This cracking has formed through multiple asphalt overlays in recent years. The shape of the cracking suggests that it represents the northern flank of an eastwards moving (towards the left in this photo) slump in the road fill embankment. Note also the lateral displacement indicated in the white shoulder line. The cracking may also be due to ongoing settlement of the road fill embankment.