



**Photo S15-1 (June 2011) –**

Facing south towards the barrier net and talus slope. The debris cone was large at the time of the inspection. The barrier net has been damaged with several of the braking elements activated. The net is repairable, but is nearly ineffective in its current state.



**Photo S15-2 (June 2011) –**

Facing east along the barrier net and jersey barriers. The large rocks that have come to rest behind the net have pushed the net outwards towards the road. The increased damage to the jersey barriers indicate that large rocks continue to strike the net and barriers. The rocks on the road shoulder (adjacent to the left edge of this photo) indicate that gravel to cobble sized rocks are passing through or over the net, and likely landing on the road as well.



**Photo S15-3 (June 2011) –**

Facing west along the barrier net. The largest rock in the debris pile was approximately 6 m<sup>3</sup>.



**Photo S15-4 (June 2011) –**

The upper gully in the talus slope has expanded towards the cliff face. The gully appears to have retrogressed slightly since the June 2010 inspection.



**Photo S15-5 (June 2011) –**

Damage to the road surface is noted, likely due to rock strikes that have come through or over the barrier net. The guardrail was also dented, apparently from rock strikes.



**Photo S15-6 (June 2011) –**

Facing towards the southwest at the guardrail. The rock in the foreground, weighing approximately 10 kg, apparently landed here or was moved to this location after landing on the highway.