



Photo S2-1 (upper left) – June 2005 – Cracking in the westbound lane. Cracking developed between the time of the instrument readings in May 2005 and the annual inspection in June 2005. Based on the pattern of the cracks and settlement down to the north (right hand side of photo), it appears that the existing pile wall is resisting slope movement downslope of the road.



Photo S2-2 (upper right) – June 2005 – Cracking in the westbound lane, facing east.



Photo S2-3 (lower left) – June 2005 – Closer view of cracking in the westbound lane. Note the downslope movement of the guardrail post evidenced by the edge of the asphalt.



Photo S2-4 (lower right) – June 2005 – Cracking in the westbound lane passes right next to SI#10 and AMEC BH#1. The instruments were read in May 2005 and prior to the development of the cracks.



Photo S2-5 (upper left) – June 2005 – View of slope face below the road along the guardrail.



Photo S2-6 (upper right) – June 2005 – General view of the slope face below the road with instruments visible near the toe of the slope.



Photo S2-7 (lower left) – June 2005 – SI#9 on road surface. Repeated repavings have left SI's #9, #10, and #11 below the road grade and difficult to access. The protective cover over the SI in AMEC BH#1 was also damaged by repaving in 2004 and can no longer be removed to read the SI.