



**Photo S32-1 (top) – June 2009**  
Facing north along the highway,  
adjacent to the bank erosion and slope  
instability. The Bow River channel is  
visible on the left side of the photo.



**Photo S32-2 (bottom) – June 2009**  
Closer view of the area of minimum  
offset between the slope crest in the  
landsliding area and the highway. The  
minimum offset was measured to be  
1.6 to 1.7 m in June 2009, compared  
with 1.7 m in June 2008.



**Photo S32-3 (top) – June 2008**

Facing downstream along the oversteepened crest of the east river bank slope, as seen during the June 2008 inspection. The “Ferry Crossing, 150 m” sign visible along the crest of the slope was found to be fallen (more likely pulled down and placed on the ground near the crest) during the June 2009 inspection, indicating that the slope crest had retrogressed since the June 2008 inspection.



**Photo S32-4 (bottom) – June 2009**

Facing upstream along the oversteepened crest of the east river bank slope. Note the fallen sign adjacent to the slope crest. This is the “Ferry Crossing, 150 m” sign shown in the June 2008 photo (Photo S32-3, above).



**Photo S32-5 (top) – June 2009**  
Facing upstream towards the east ferry  
ramp, located more than 100 m  
downstream of the landslide area.