



Photo 1 (upper left)
Facing south across the settlement and cracking area at the north end of the site. The cracking and settlement in this area has not changed significantly since the May 2002 inspection.

Downslope movement zones around the base of the road fill in this area were previously identified in the instruments that were installed here in 2001. These instruments are no longer functioning (either paved over or sheared off).

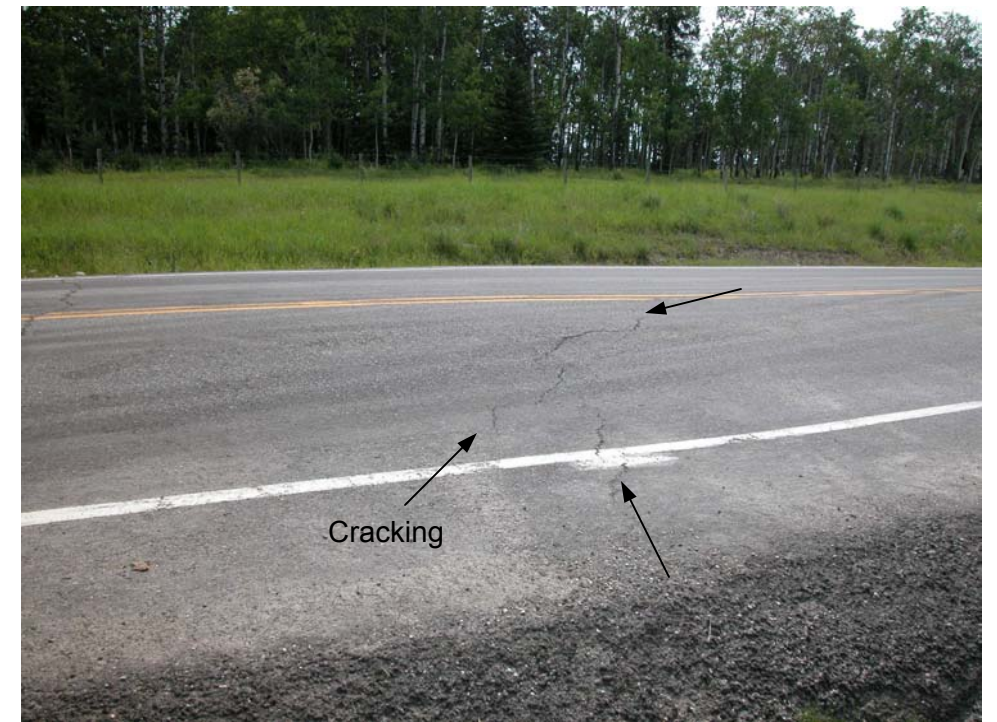


Photo 2 (upper right)
Another view of the cracking in the southbound lane, north end of the site.



Photo 3 (lower left)
Another view of the cracking in the southbound lane, north end of the site.

Photo 4 (lower right)
Facing south across the recently repaved southern cracking and settlement area at this site. The instruments that were installed in the fall of 2002 in this area have measured ongoing slope movement towards the southwest. The rate of slope movement has been moderate, and cracking of the road surface has resulted. This repaving has “reset” the road surface with respect to cracking, but unfortunately prevented any observations the magnitude and extent of additional cracking since the previous site inspection in May 2002.





Photo 5 (left)

Facing north across the southern cracking and settlement area. Any future remedial measures for this site should incorporate both this area and the northern cracking and settlement area – a total length of approximately 180 m along the road.