



Priority 1 - View looking north along I-405 northbound at I-405/I-10 interchange. Right side of photograph shows an example of failed setback criteria from edge of the traveled way (minimum setback of 30 feet) and from bridge structures (minimum setback of 100 feet).

Priority 2 - Upper left side of photograph shows I-405 southbound island area. An example of combined failed criteria of setback from edge of the traveled way (minimum setback of 30 feet) and excessive slope inclination (maximum gradient of 15%).



Priority 2 - View of southbound lanes south of 10/405 interchange. Photo shows an example of failed setback criteria from edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement (minimum of 20 feet).



Priority 1 - View of I-405 northbound just south of 405/10 interchange. Photo shows an example of failed setback from highway pavement and slopes (minimum setback of 20 feet), from the edge of the traveled way (minimum setback of 30 feet), and excessive slope inclination (maximum gradient of 15%).



Priority 1 – View looking south along I-405 northbound lanes at Palm overcrossing. Photo shows an example of high topography, failed setback criteria from the edge of the traveled way (minimum setback of 30 feet), and excessive slope inclination (maximum gradient of 15%).



Priority 1 – View looking north from Palm Ave. overcrossing along I-405 northbound lanes. Photo shows an example of failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement (minimum setback of 20 feet).



Priority 2 - View looking north from Palm Ave. overcrossing along I-405 southbound lanes. Photo shows an example of failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement (minimum setback of 20 feet).



Priority 2 - View looking south from Palm Ave. overcrossing along I-405 southbound lanes. Photo shows an example of high topography and of failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement (minimum setback of 20 feet).



Priority 1 – View towards the south from Charnock Road along I-405 northbound. Photo shows an example of high topography and failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement and buildings (minimum setback of 20 feet).



Priority 1 – View looking south along Tuller Avenue towards Venice Blvd. Photo shows a topographic high area along I-405 north of Venice Blvd.



Priority 2 - View of I-405 southbound lanes opposite Charnock Avenue. Photo shows an example of failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and from the edge of the pavement (minimum setback of 20 feet).



Priority 1 - View looking north along I-405 northbound, north of Ballona Creek. Photo shows an example of failed setback from the edge of the pavement (minimum setback of 20 feet) and excessive slope inclination (maximum gradient of 15%).



Priority 2 - View of right-of-way along I-405 southbound at Culver Park at the end of Berryman Ave. and adjacent to Ballona Creek Channel. View shows an existing flood control structure and examples of excessive slope inclination (maximum gradient of 15%) and failed setback criteria from the edge of the pavement (minimum setback of 20 feet).



Priority 2 - View of 405/90 interchange showing a self-storage area beneath the overpass. The photo shows an example of failed setback criteria from bridge structures (minimum setback of 100 feet) and excessive slope inclination in the background upper right of the photograph (maximum gradient of 15%).



Priority 1 – View looking north at 90/405 interchange. Photo shows an example of failed setback criteria from the edge of the traveled way (minimum setback of 30 feet) and excessive slope inclination (maximum gradient of 15%).