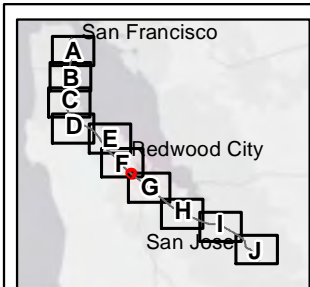
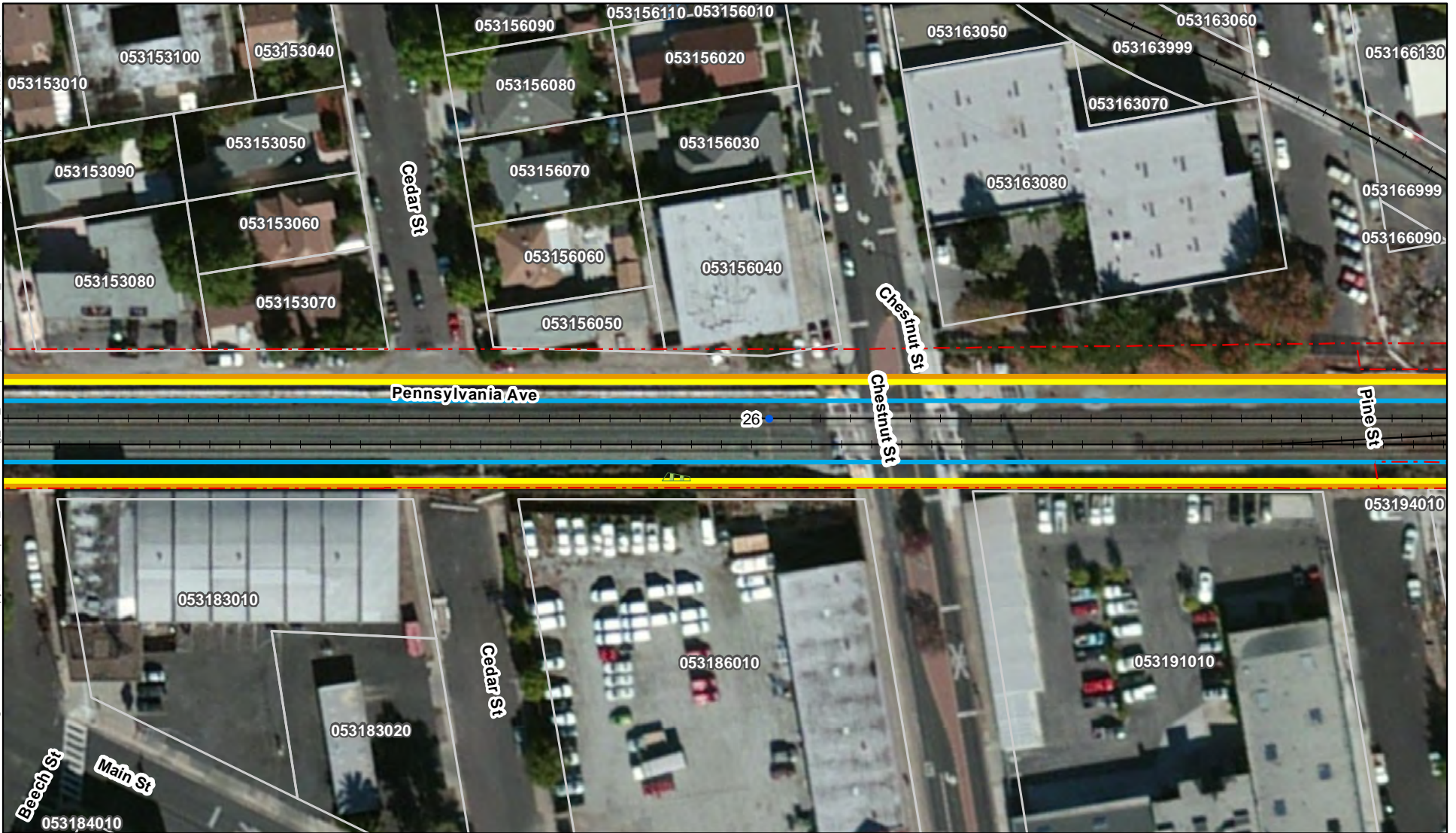


Appendix J  
**Preliminary Overhead Contact System/Electrical Safety  
Zone/Tree Impact Maps (Grid G)**

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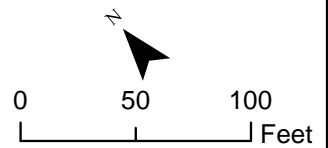


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

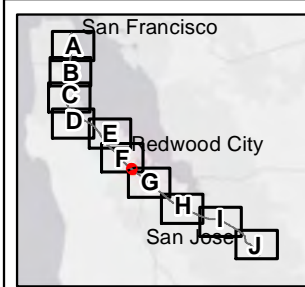
- Track Mile Post
- JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 184 of 359  
 Grid Index: F and G  
 Redwood City, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



**Notes:**

\* Tree canopy was determined from NAIP 2009 data.  
\*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

**Tree Impact \*\***

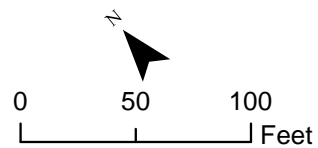
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

**Preliminary PCEP OCS/ESZ/Tree Impact Maps**

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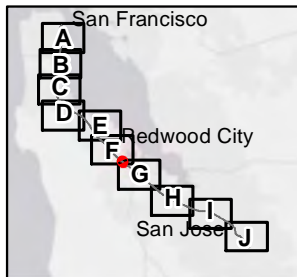
Grid Index: F and G

Redwood City, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_Modernization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

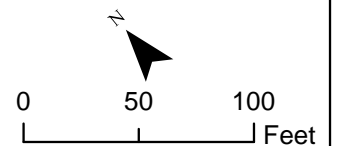


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- Tracks
- Parcel
- ▬ OCS (outer pole alignment)
- ▬ ESZ - 21'/18' offset
- ▬ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

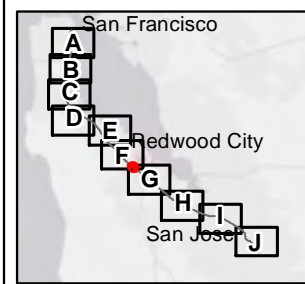
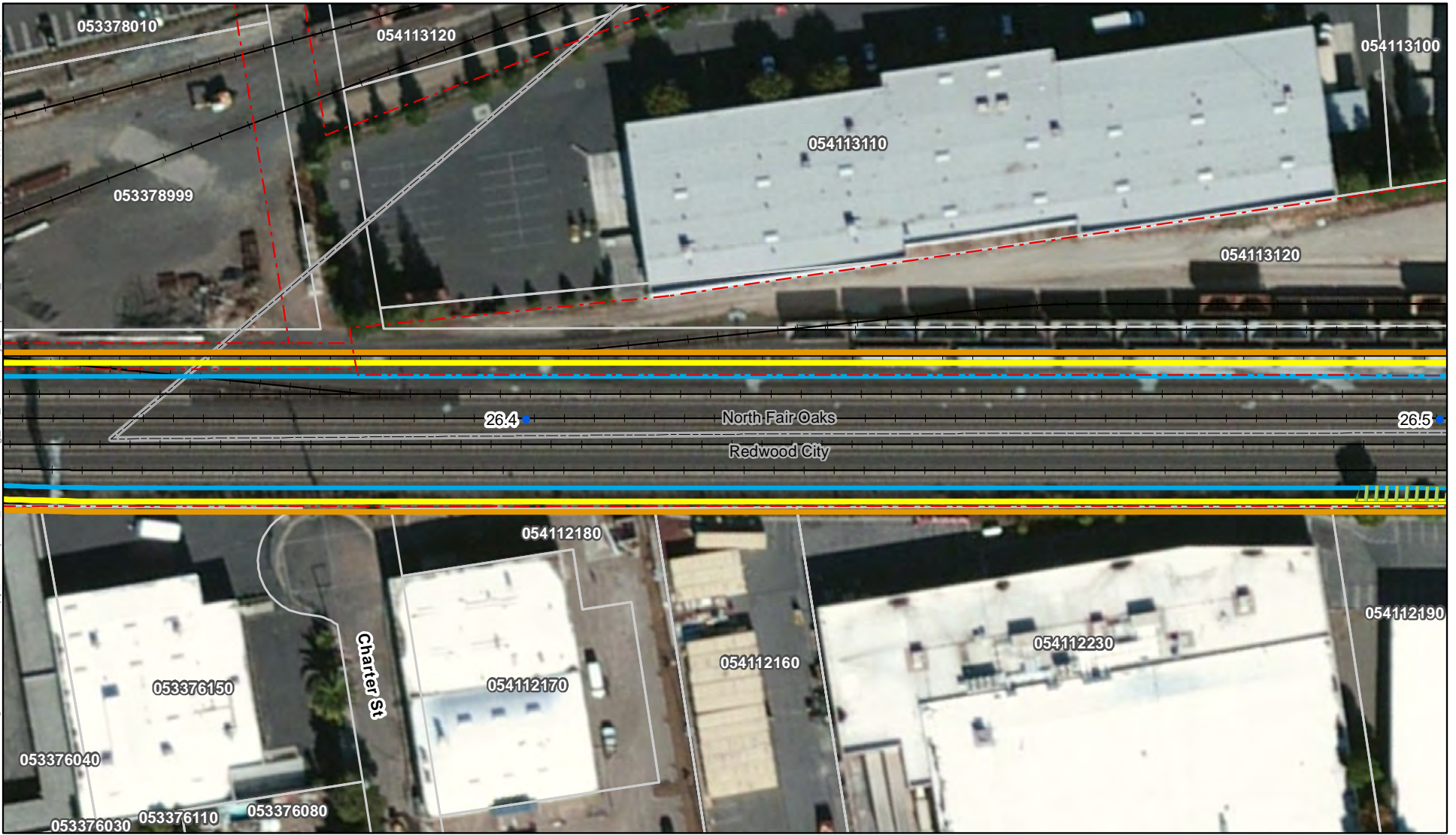
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 186 of 359  
 Grid Index: F and G  
 Redwood City, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_MoDerization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_2014\1027\Fig\_XX\_TreeSurvey\_Mapbook\_2014\1119.mxd; User: 29391; Date: 11/21/2014



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

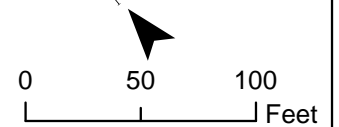
Preliminary PCEP OCS/ESZ/Tree Impact Maps

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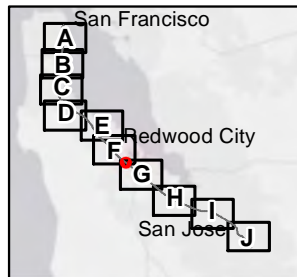
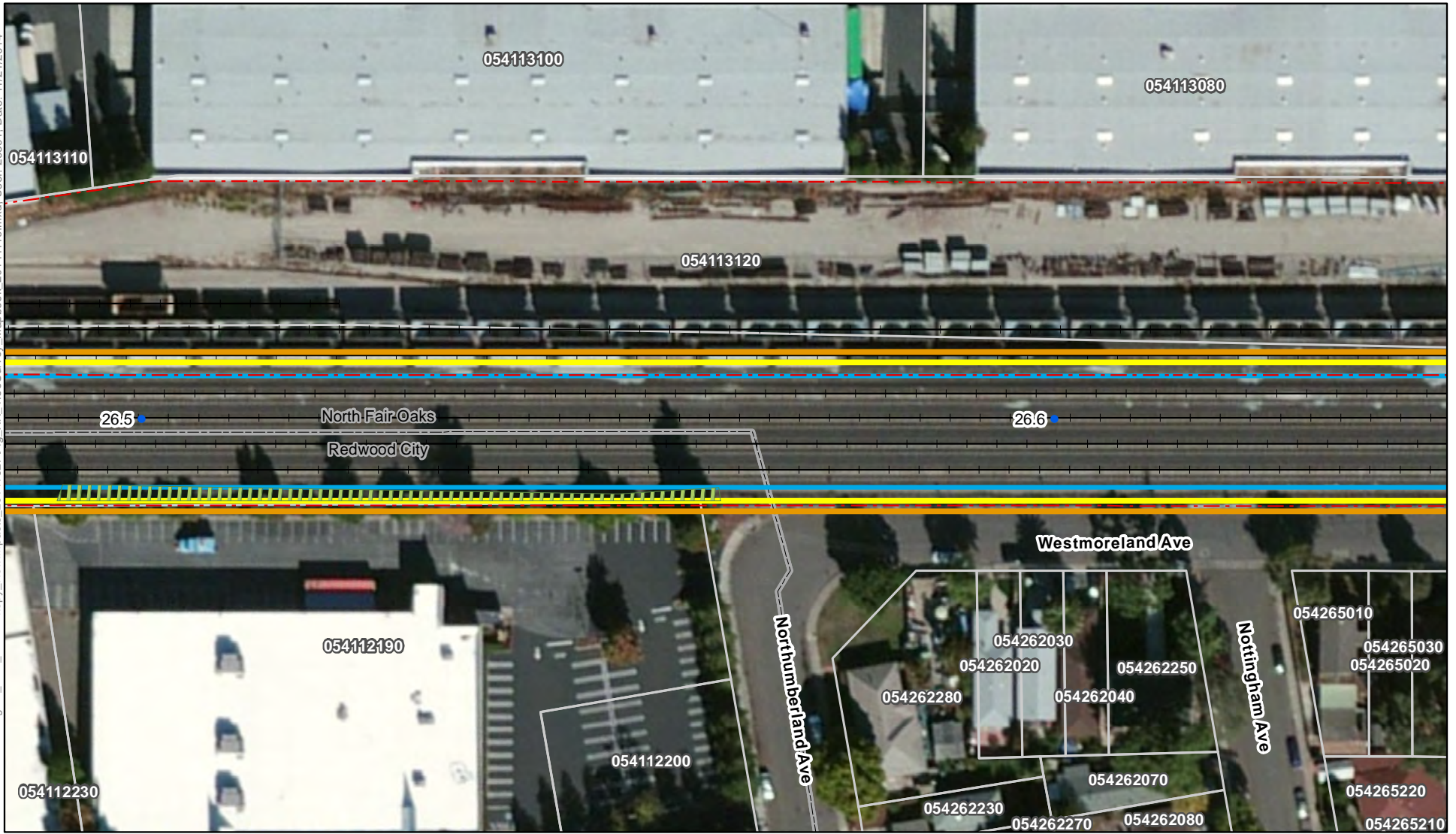
Grid Index: F and G

Redwood City, San Mateo County

North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

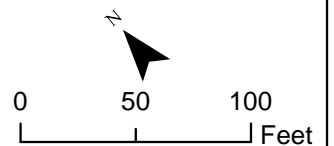


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

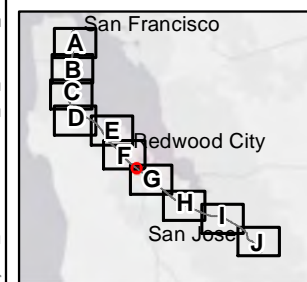
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

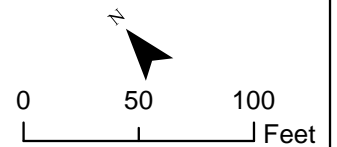


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

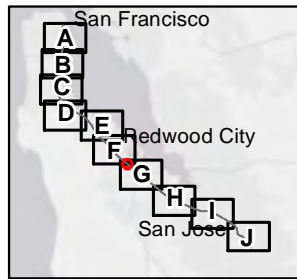
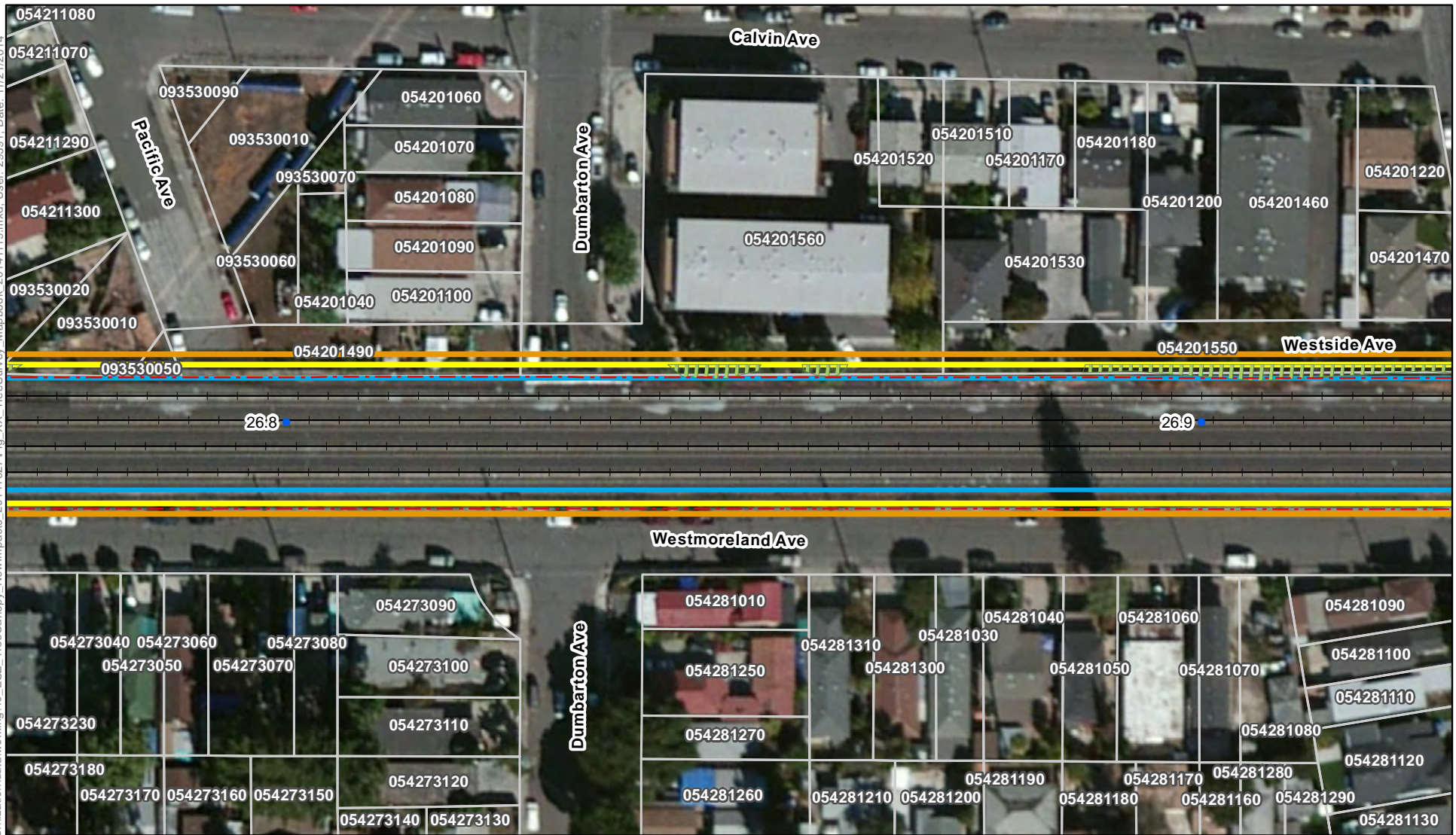
Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 189 of 359  
 Grid Index: F and G  
 North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141102\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

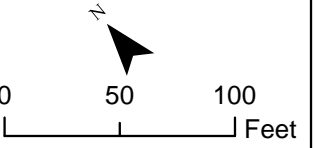


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

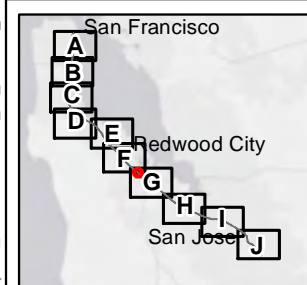
- Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Grid Index: F and G  
 North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

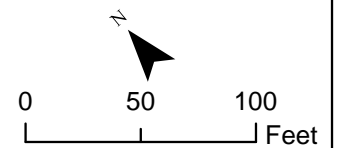


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

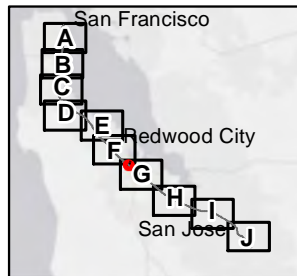
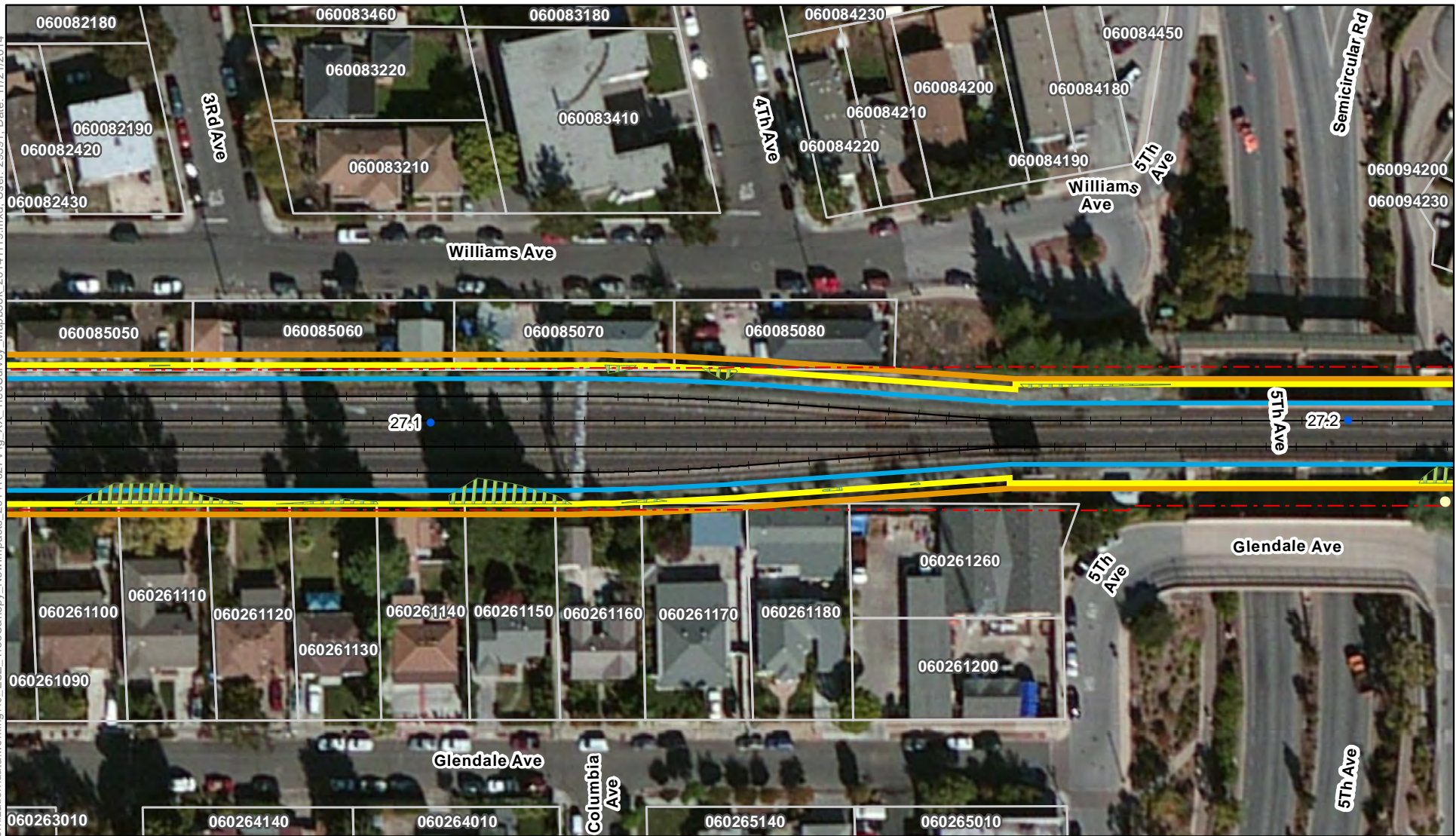
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Grid Index: F and G  
 North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

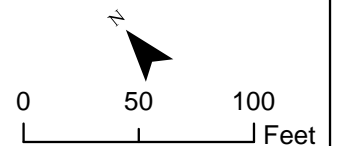
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

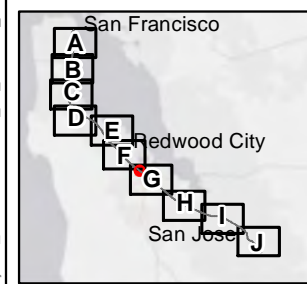
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Grid Index: G

North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

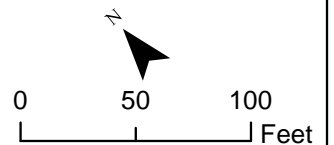
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

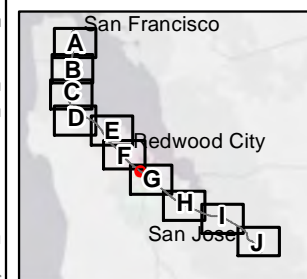
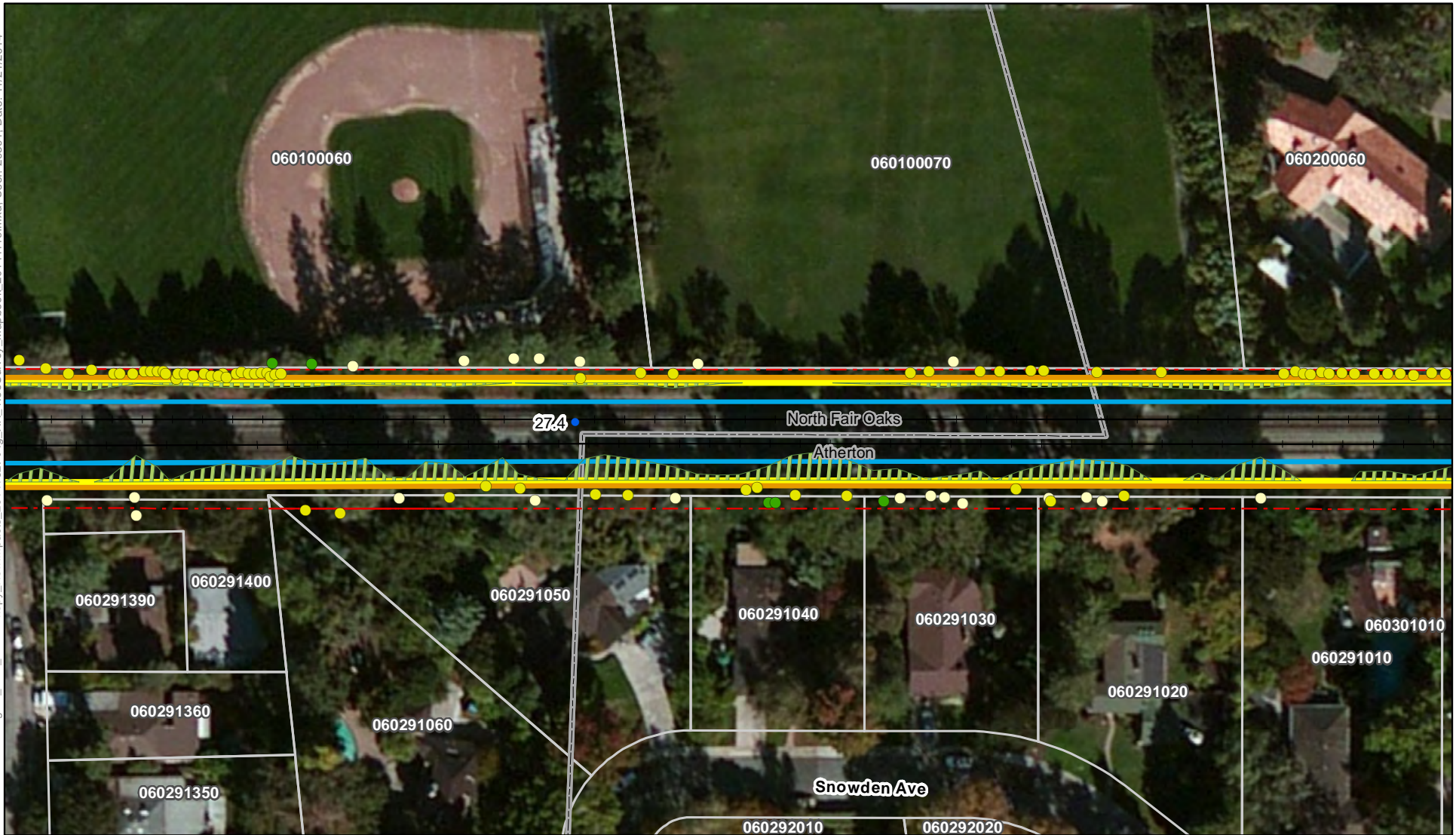
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North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

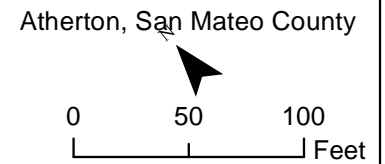


**Notes:**  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

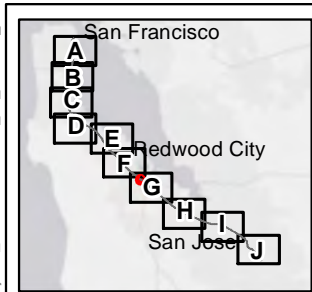
- Track Mile Post
  - - - JPB Right of Way
  - + Tracks
  - Parcel
  - ▬ OCS (outer pole alignment)
  - ▬ ESZ - 21'/18' offset
  - ▬ ESZ - 24' offset
  - ▨ Tree Canopy within ESZ\*
- Tree Impact \*\*
  - No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

**Preliminary PCEP OCS/ESZ/Tree Impact Maps**  
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Grid Index: G  
 North Fair Oaks, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- ▬ OCS (outer pole alignment)
- ▬ ESZ - 21'/18' offset
- ▬ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

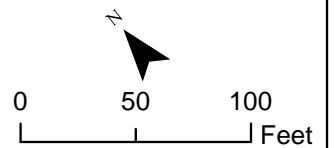
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

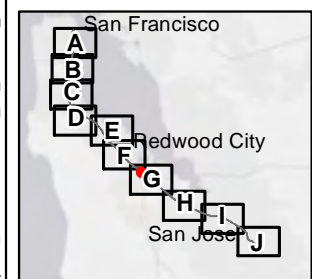
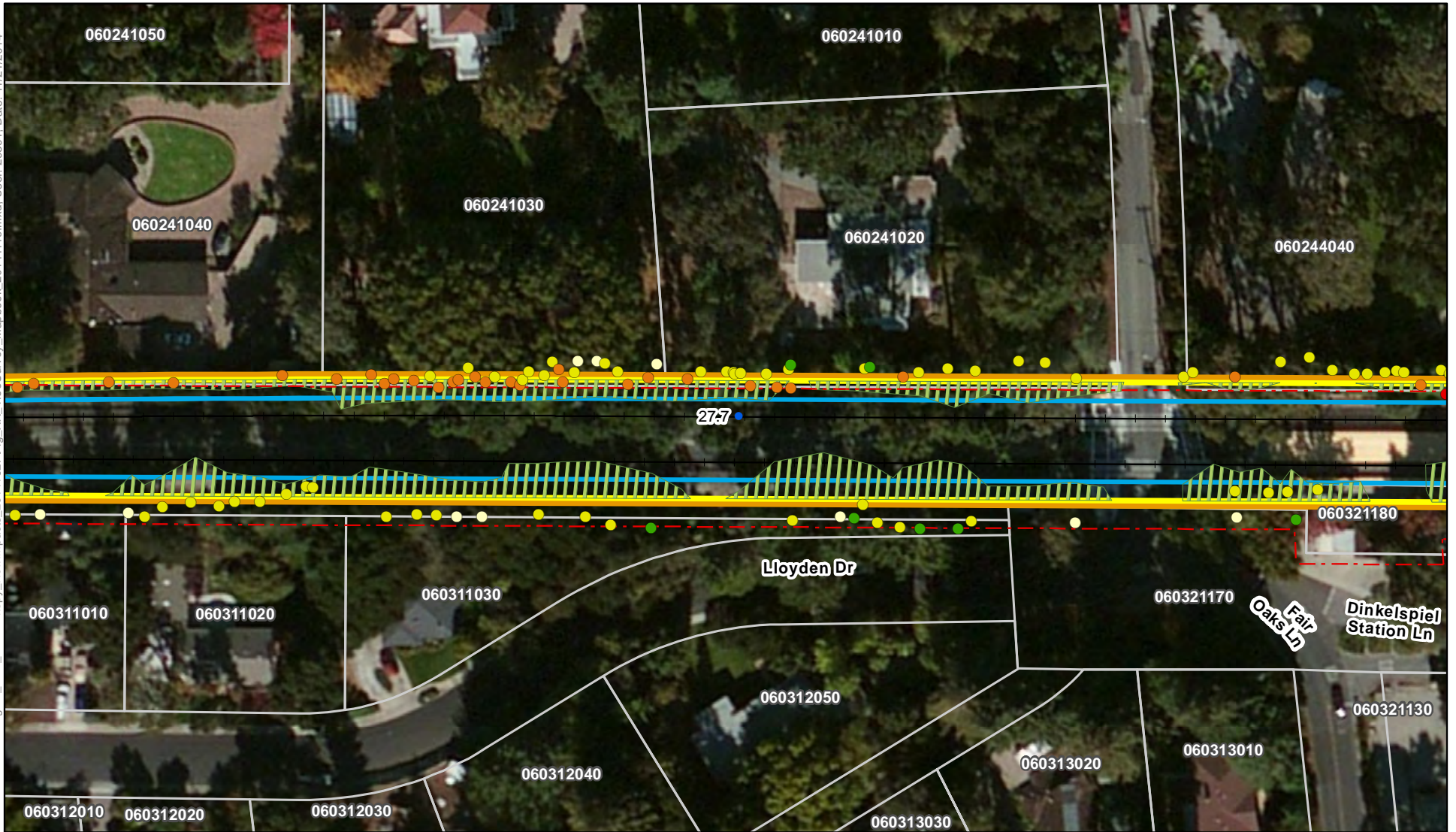
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Grid Index: G

Atherton, San Mateo County



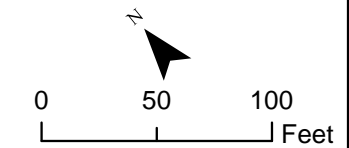
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



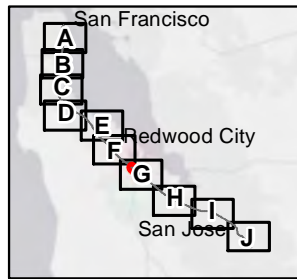
Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- ▬ OCS (outer pole alignment)
- ▬ ESZ - 21'/18' offset
- ▬ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*
- Tree Impact \*\*
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 196 of 359  
 Grid Index: G  
 Atherton, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

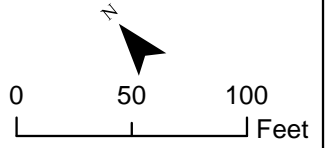


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

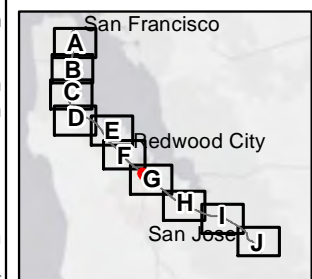
Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 197 of 359  
 Grid Index: G  
 Atherton, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_2014\1027\Fig\_XX\_TreeSurvey\_Mapbook\_2014\1119.mxd; User: 29391; Date: 11/21/2014

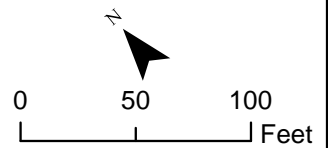


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

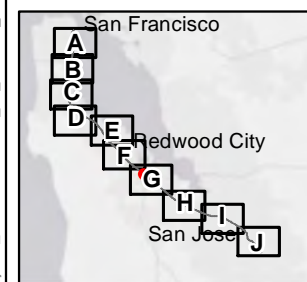
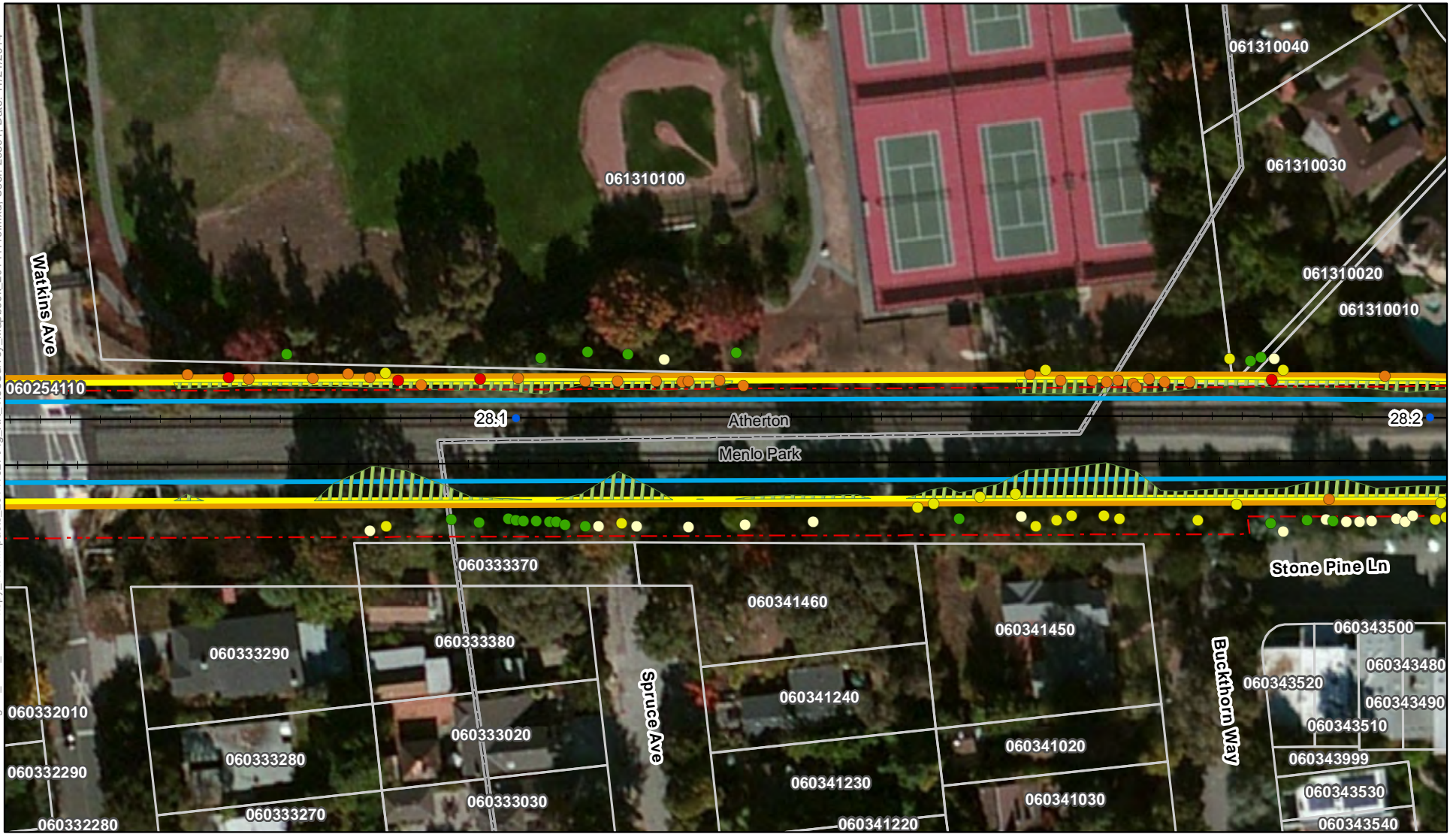
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Atherton, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

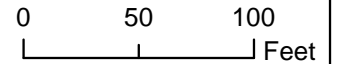
Preliminary PCEP OCS/ESZ/Tree Impact Maps

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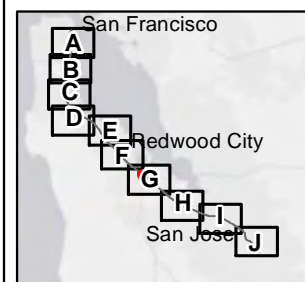
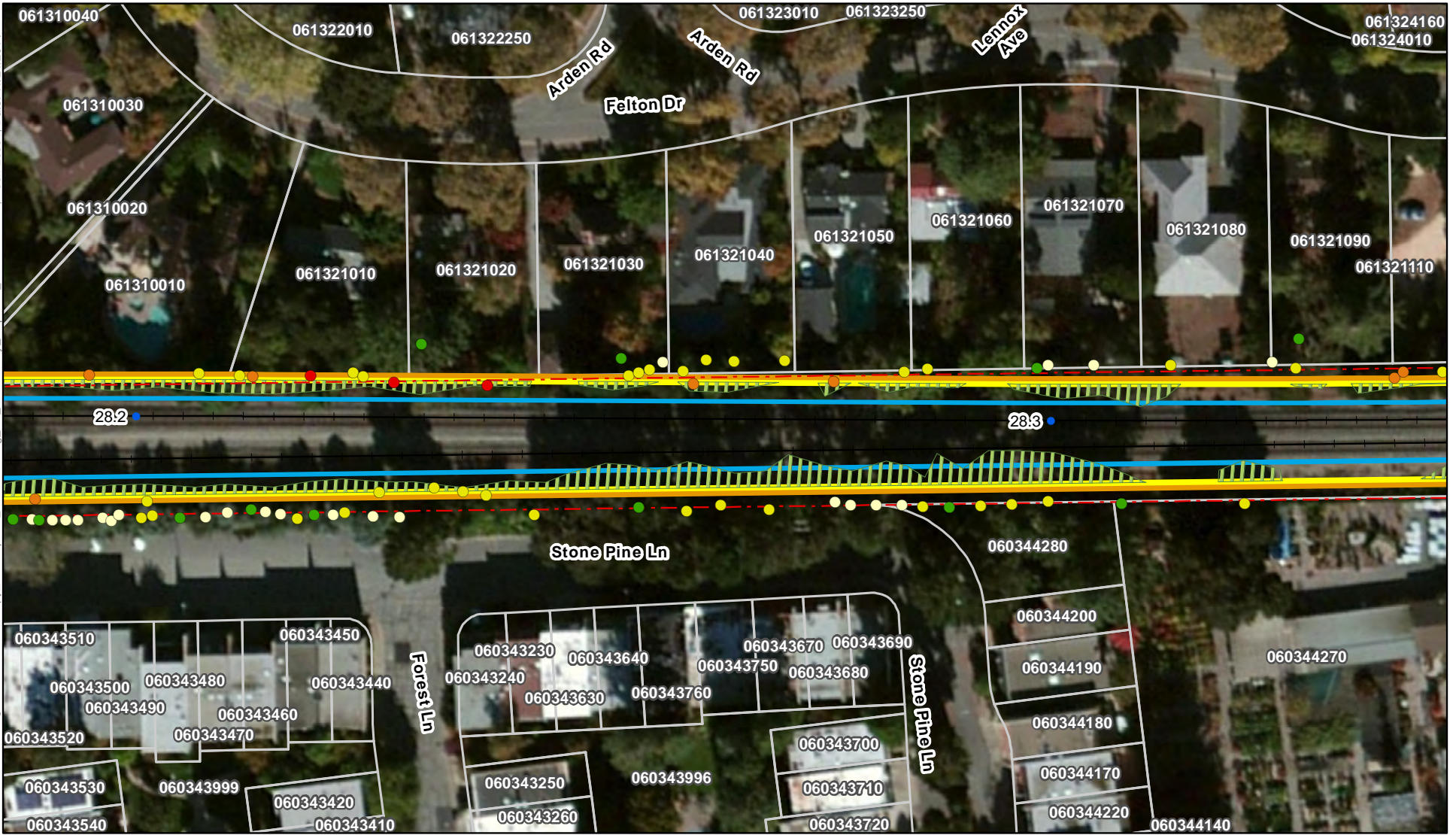
Grid Index: G

Atherton, San Mateo County

Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

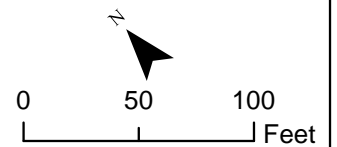


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

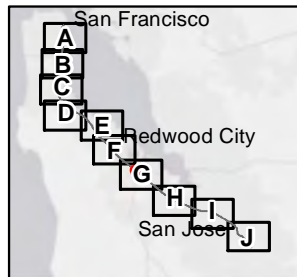
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

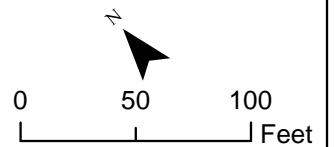


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

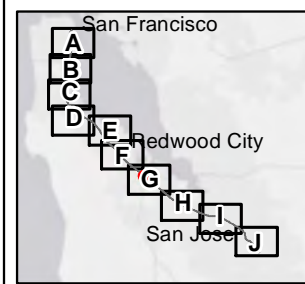
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

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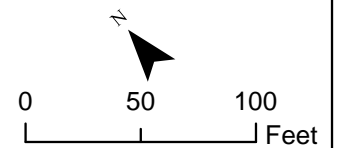


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

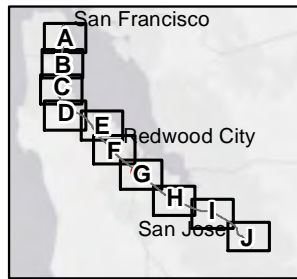
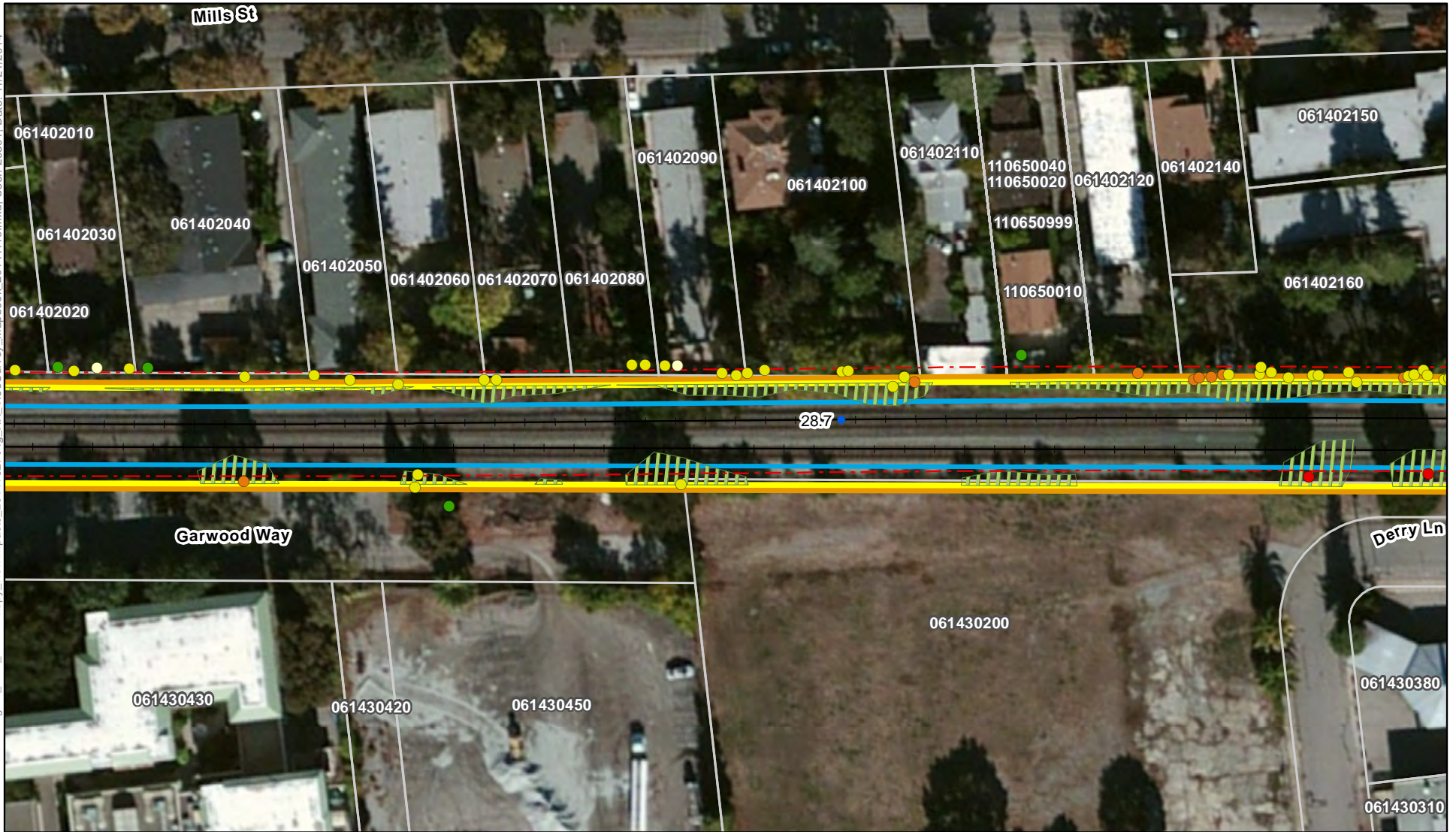
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Grid Index: G  
 Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_MoDerization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

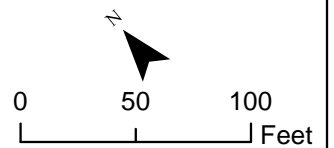
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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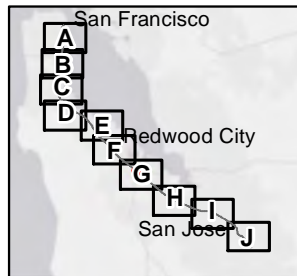
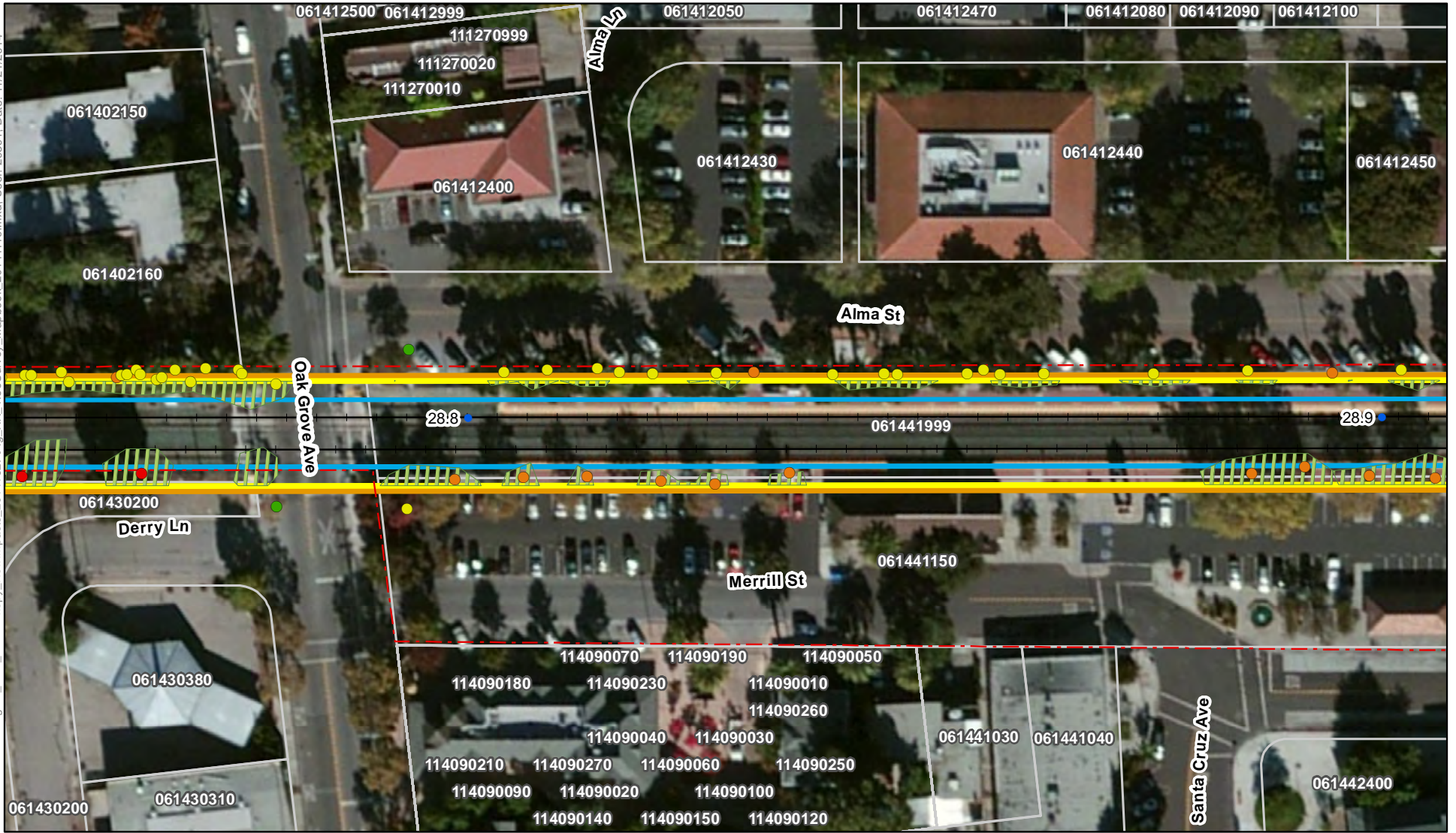
Grid Index: G

Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_3\Caltrain\_3\Caltrain\_3\Caltrain\_3\Modernization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

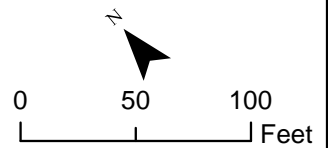


Notes:  
\* Tree canopy was determined from NAIP 2009 data.  
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For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

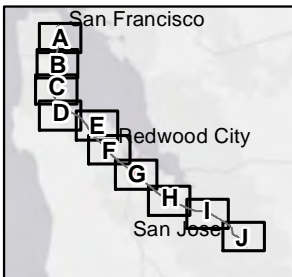
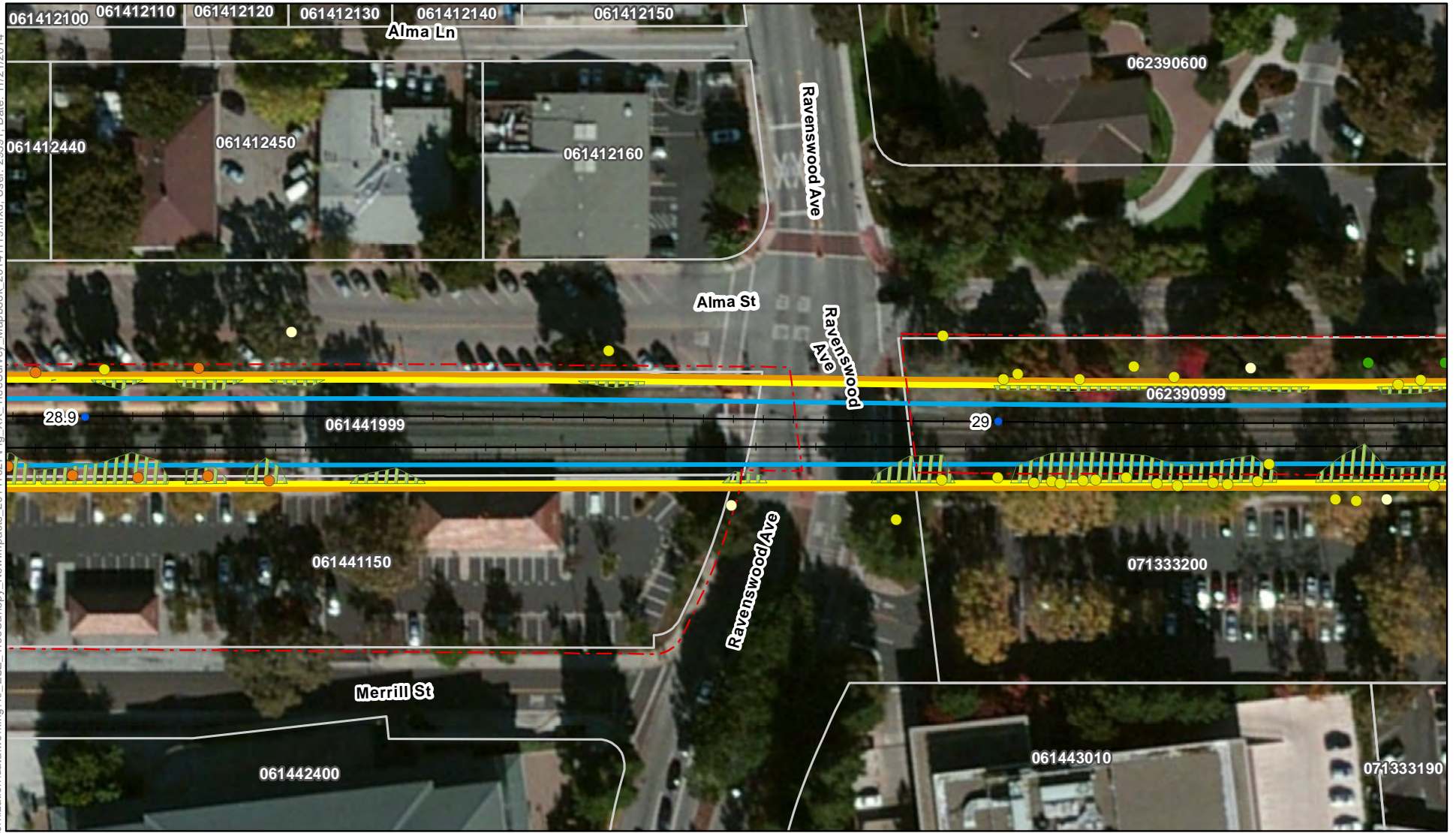
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_3\Caltrain\_3\Caltrain\_3\Modernization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:  
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 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- ▬ OCS (outer pole alignment)
- ▬ ESZ - 21'/18' offset
- ▬ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

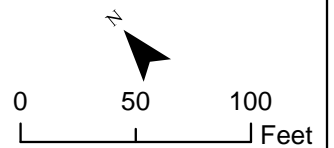
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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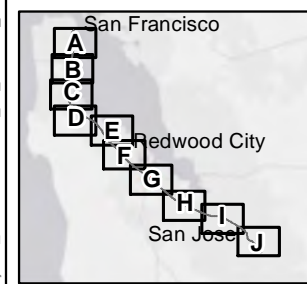
Grid Index: G

Menlo Park, San Mateo County



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

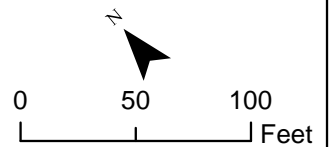
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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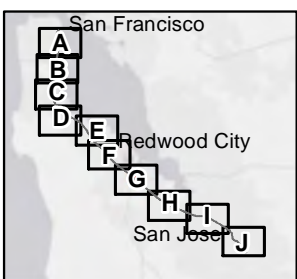
Menlo Park, San Mateo County



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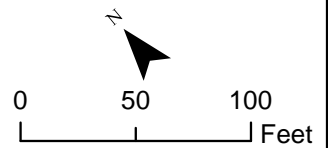
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 110520999  
 110520030  
 110520040



Notes:  
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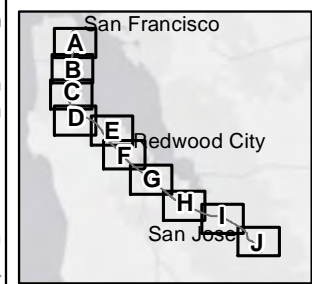
- Track Mile Post
  - - - JPB Right of Way
  - + Tracks
  - Parcel
  - OCS (outer pole alignment)
  - ESZ - 21'/18' offset
  - ESZ - 24' offset
  - ▨ Tree Canopy within ESZ\*
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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 Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014



Notes:  
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

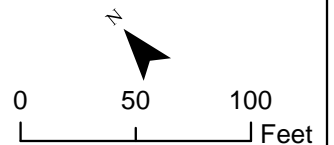
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

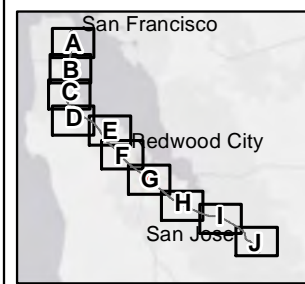
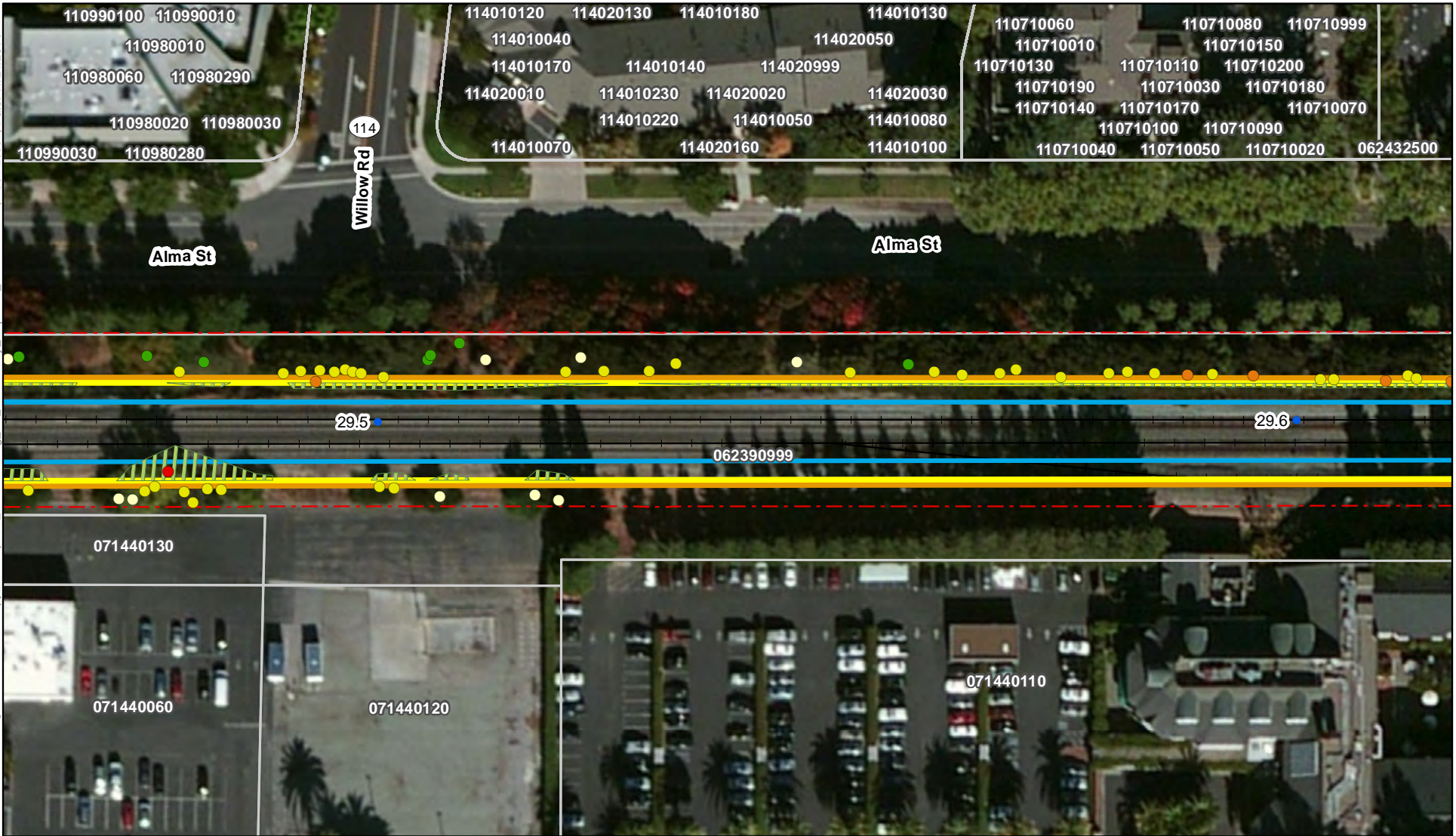
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Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

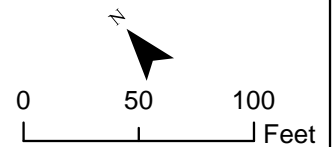


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

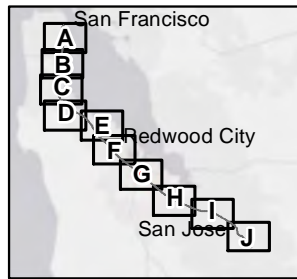
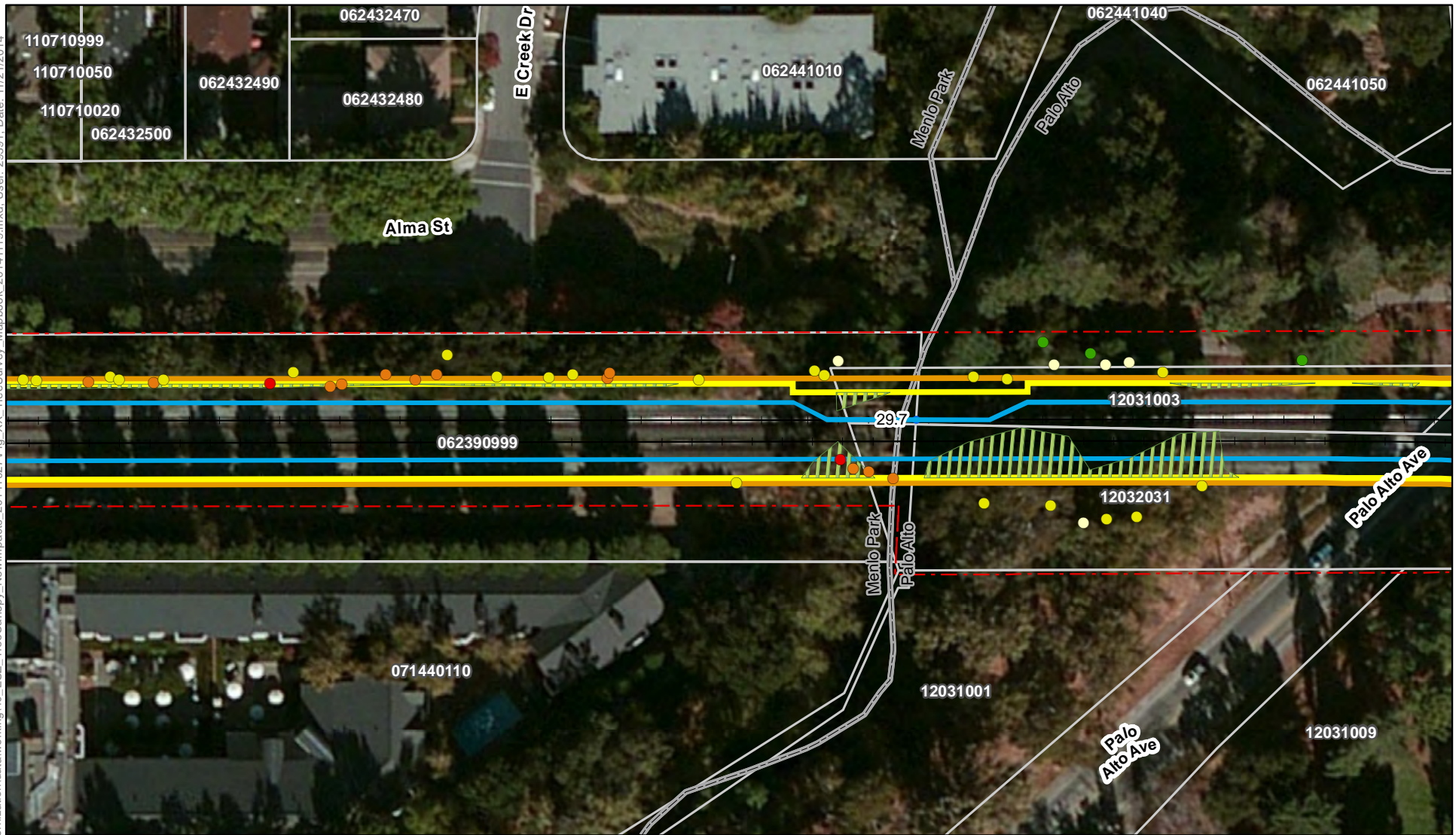
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
 Page 209 of 359  
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 Menlo Park, San Mateo County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_MoDerization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014



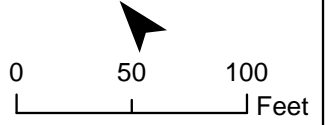
Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

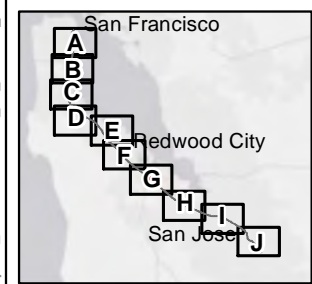
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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 Menlo Park, San Mateo County  
 Palo Alto, Santa Clara County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ▭ ESZ - 21'/18' offset
- ▭ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

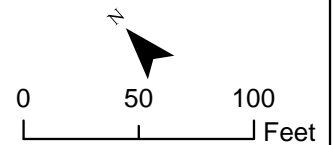
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

**Preliminary PCEP OCS/ESZ/Tree Impact Maps**

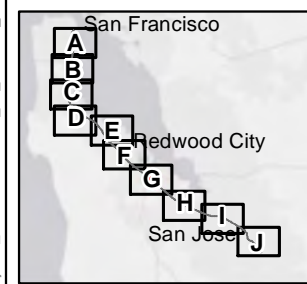
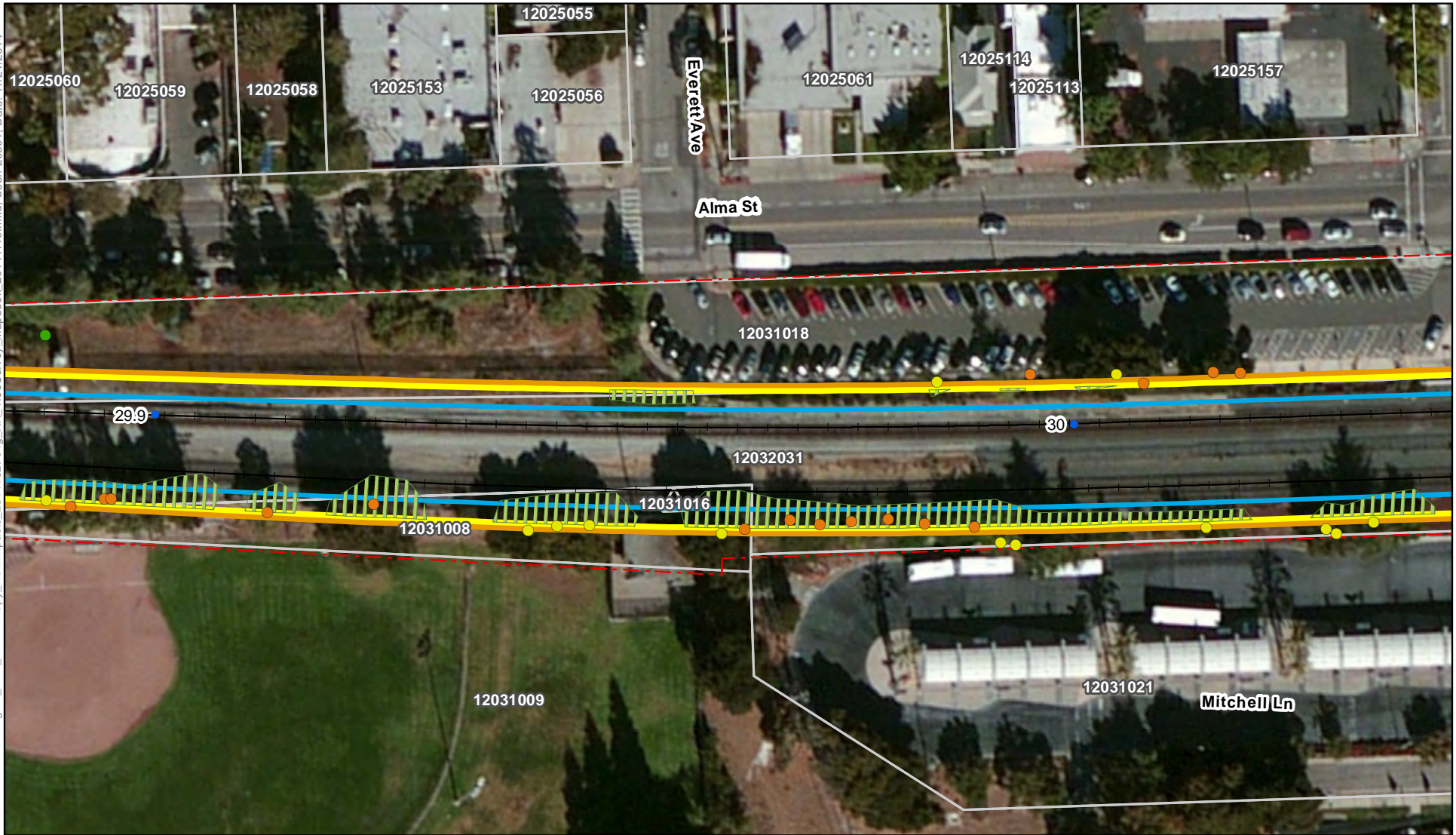
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Palo Alto, Santa Clara County



Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

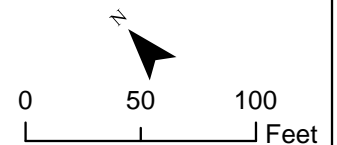


**Notes:**  
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 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

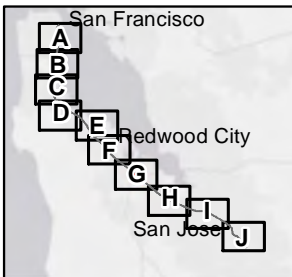
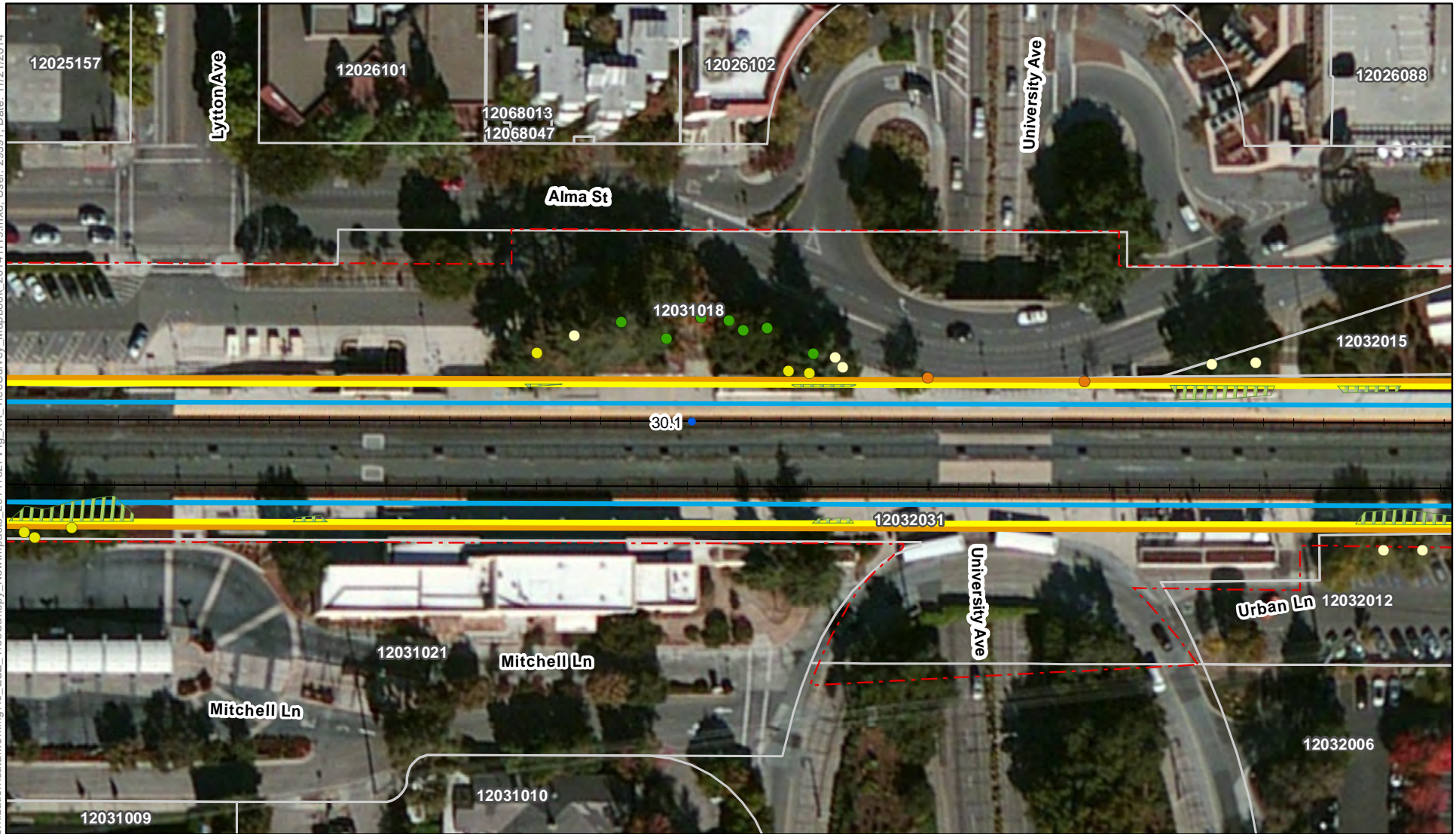
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

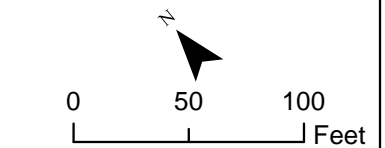


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

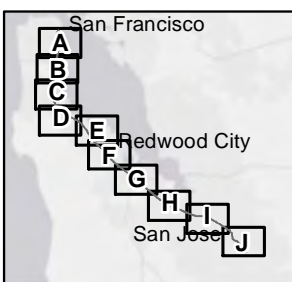
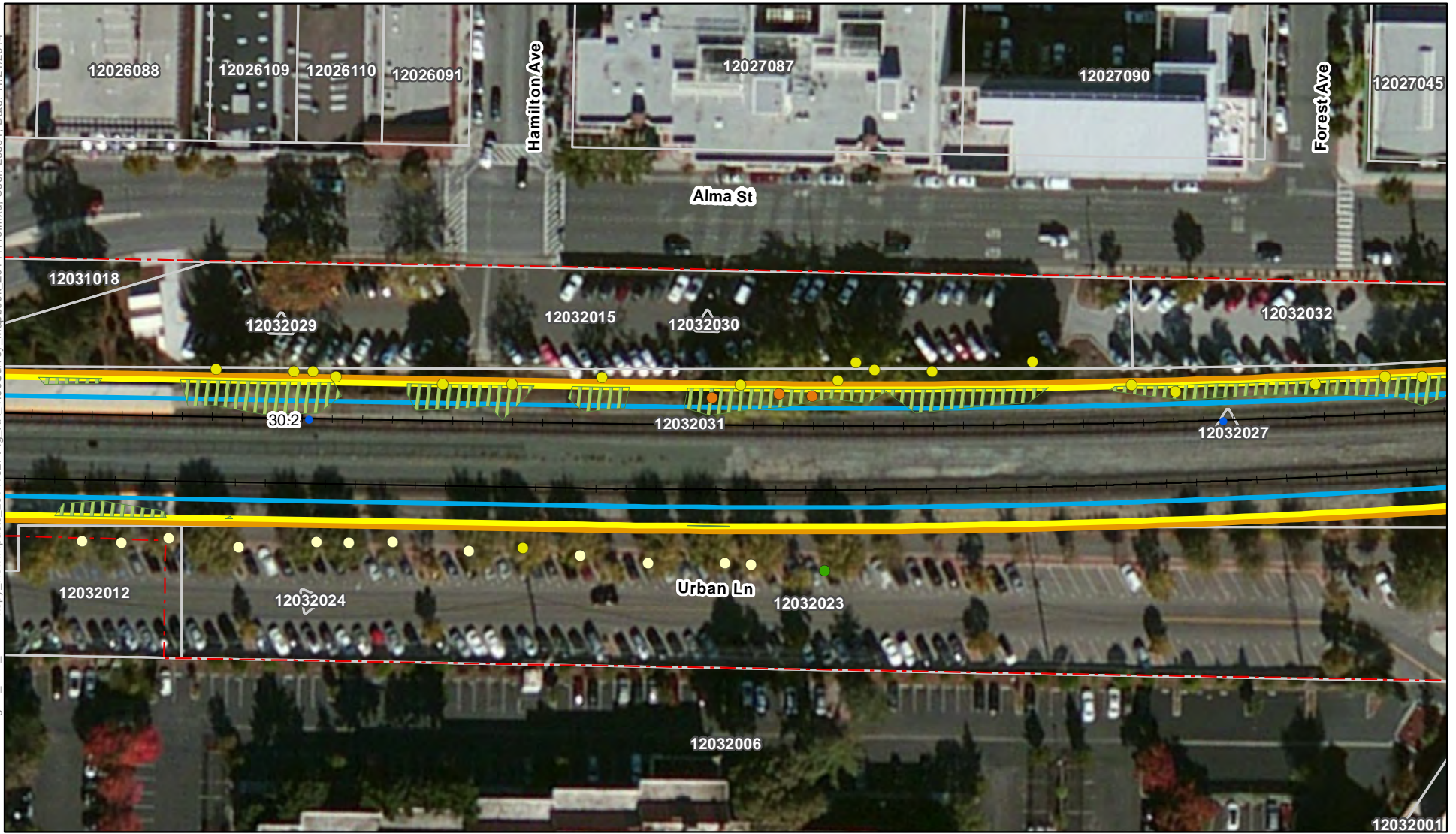
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.





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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ▭ ESZ - 21'/18' offset
- ▭ ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

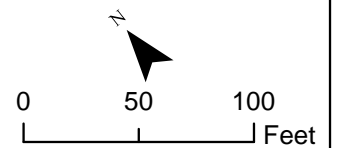
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

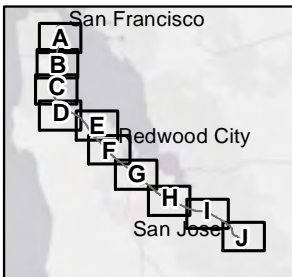
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

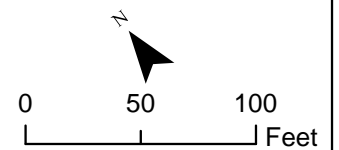
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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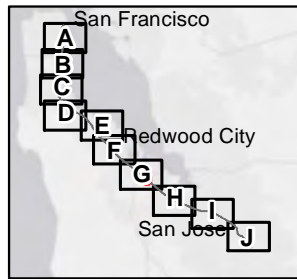
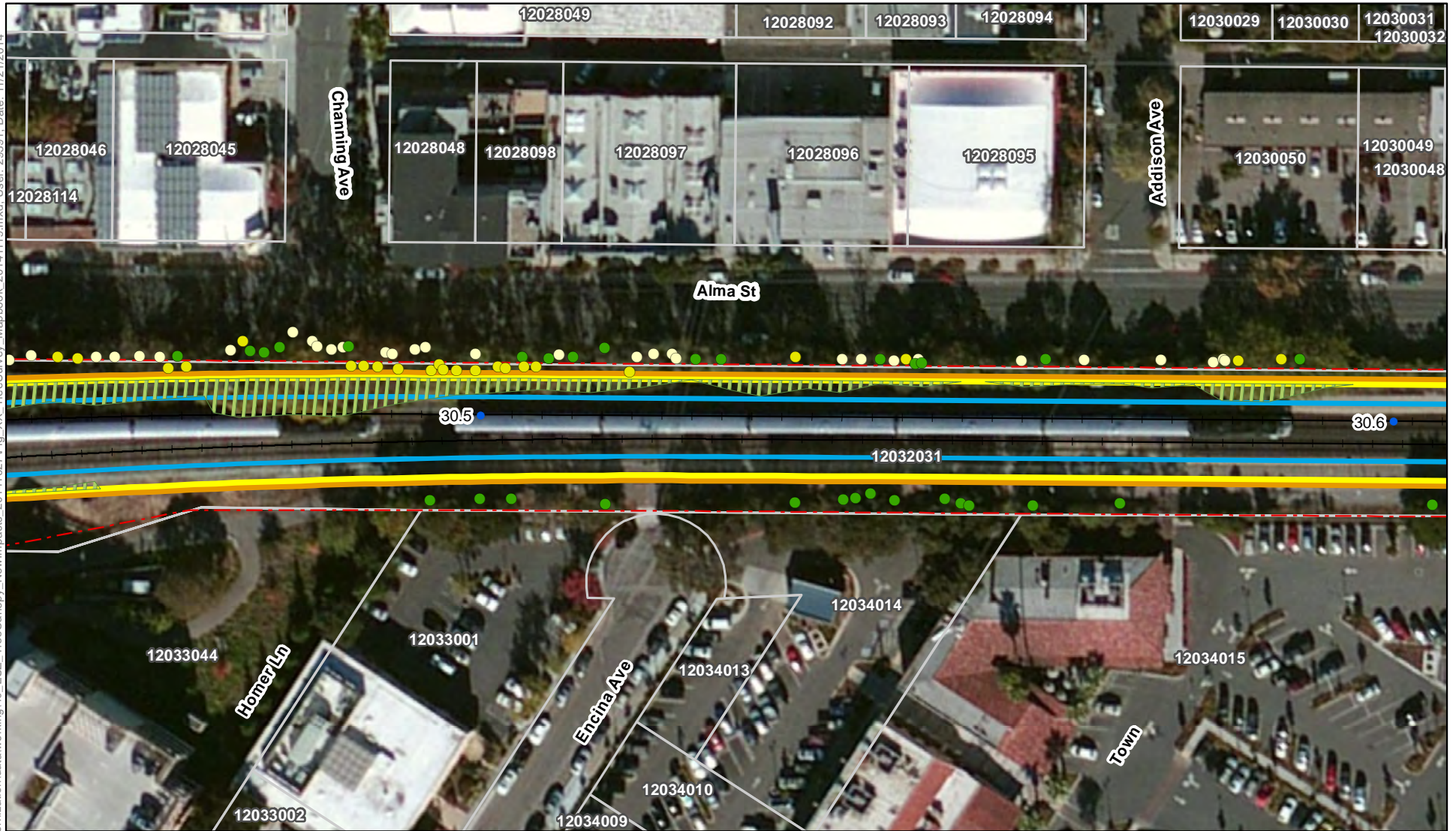
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_MoDerization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

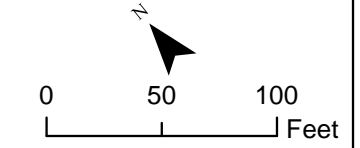


Notes:  
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

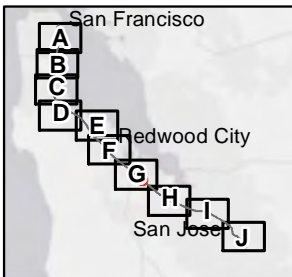
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Path: K:\Projects\_3\Caltrain\_MoDerization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

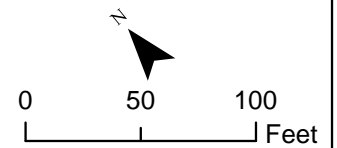


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
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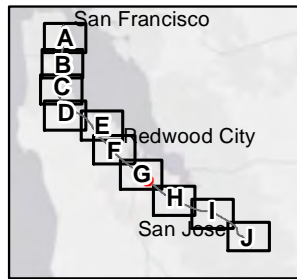
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

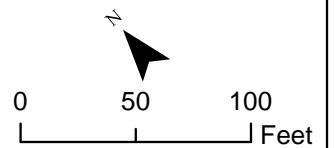
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

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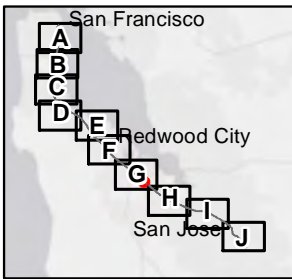
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



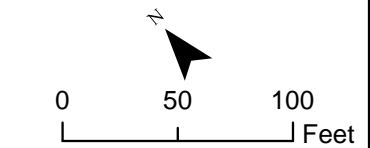


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
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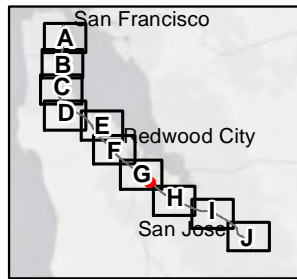
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

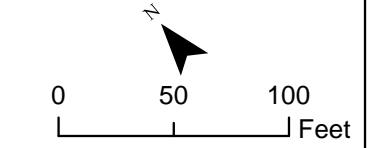


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
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 For restrictions on use of parcel data see the Notes section of the index map.

- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

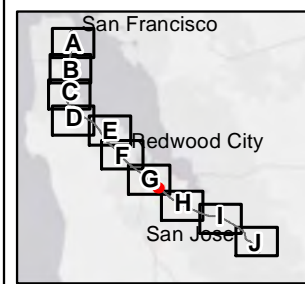
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.





Notes:  
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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

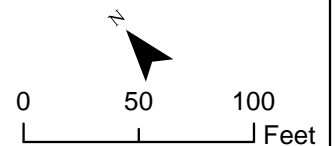
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

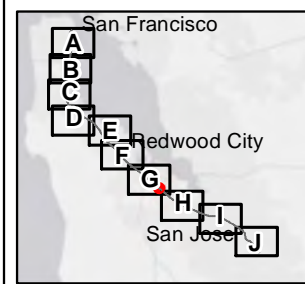
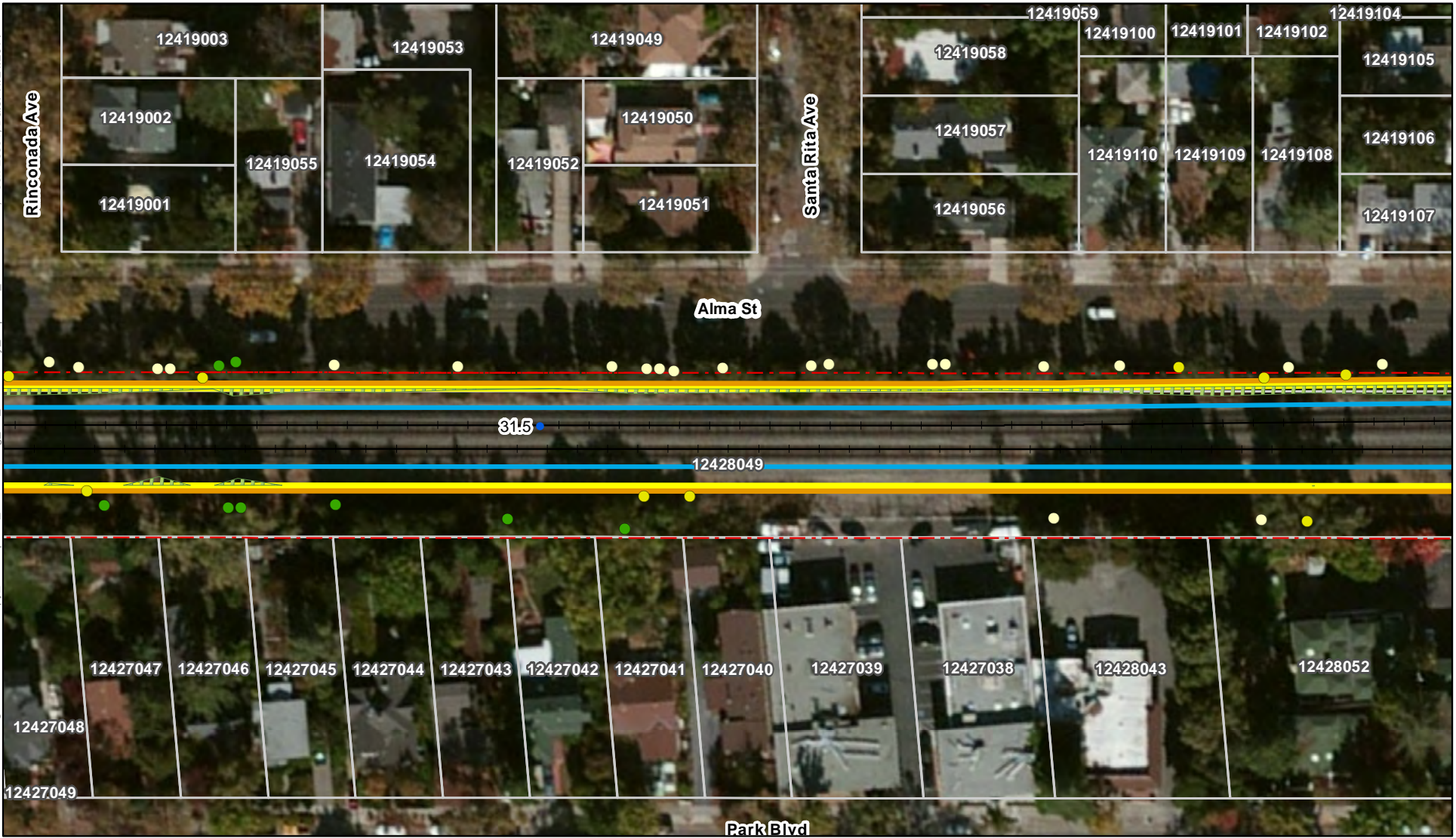
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

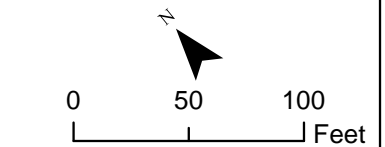


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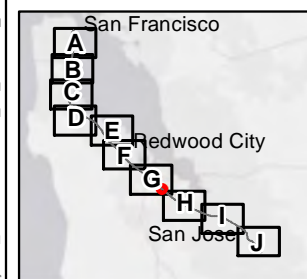
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps  
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

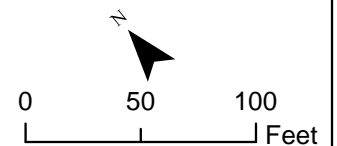


Notes:  
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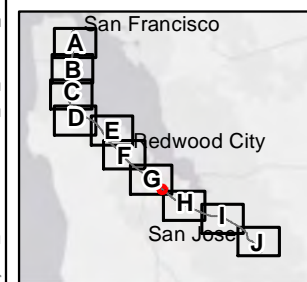
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

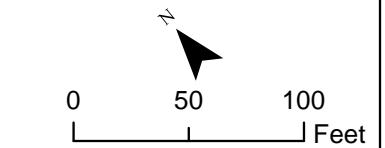


Notes:  
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 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
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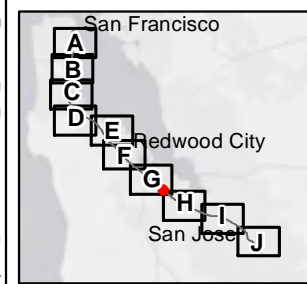
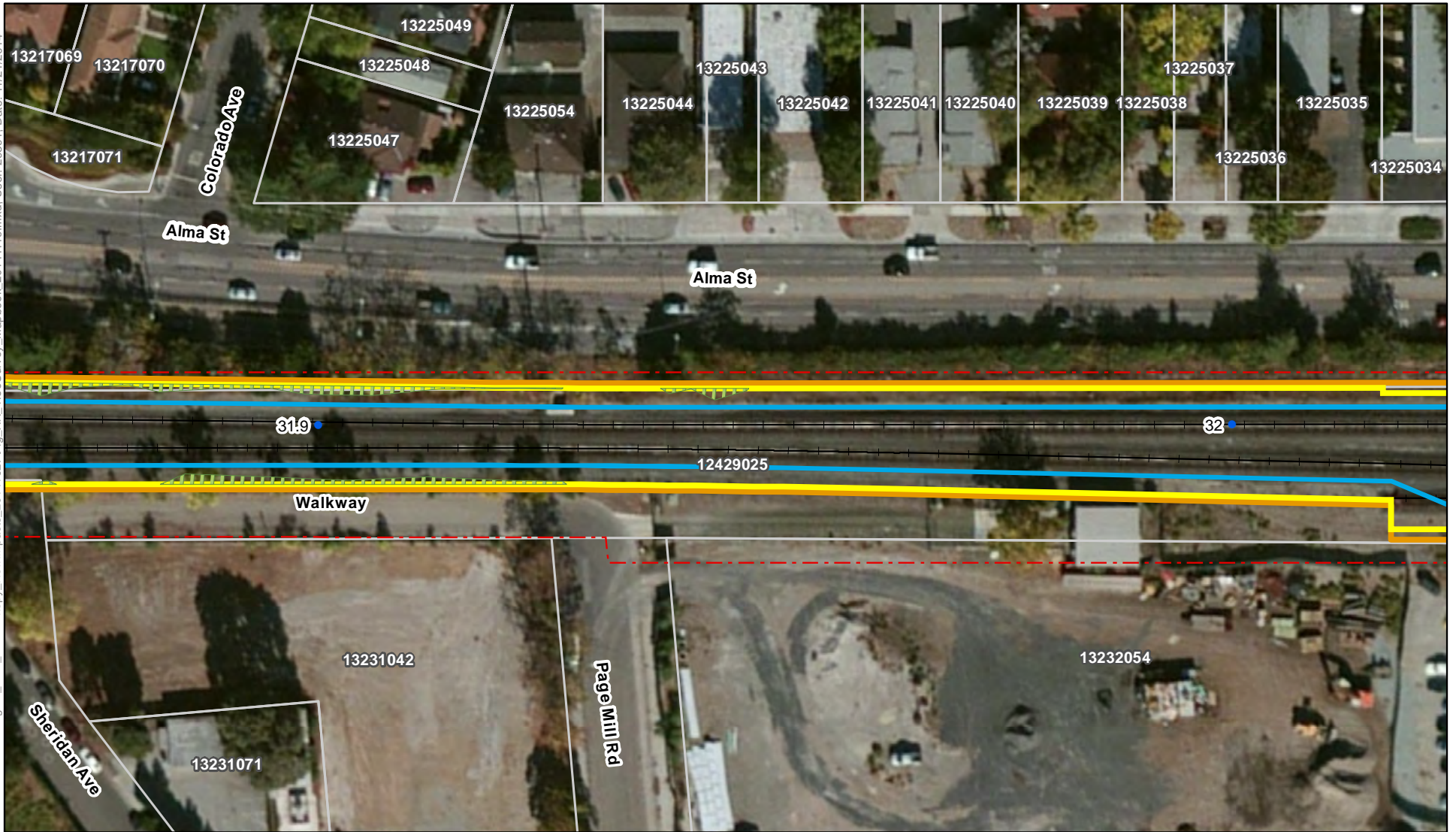
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.



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- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

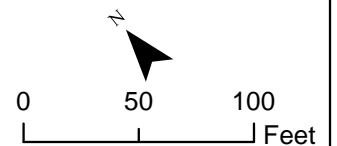
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps

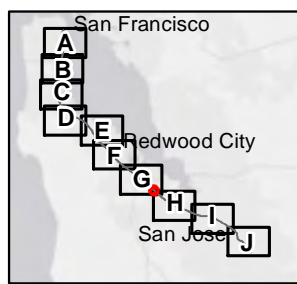
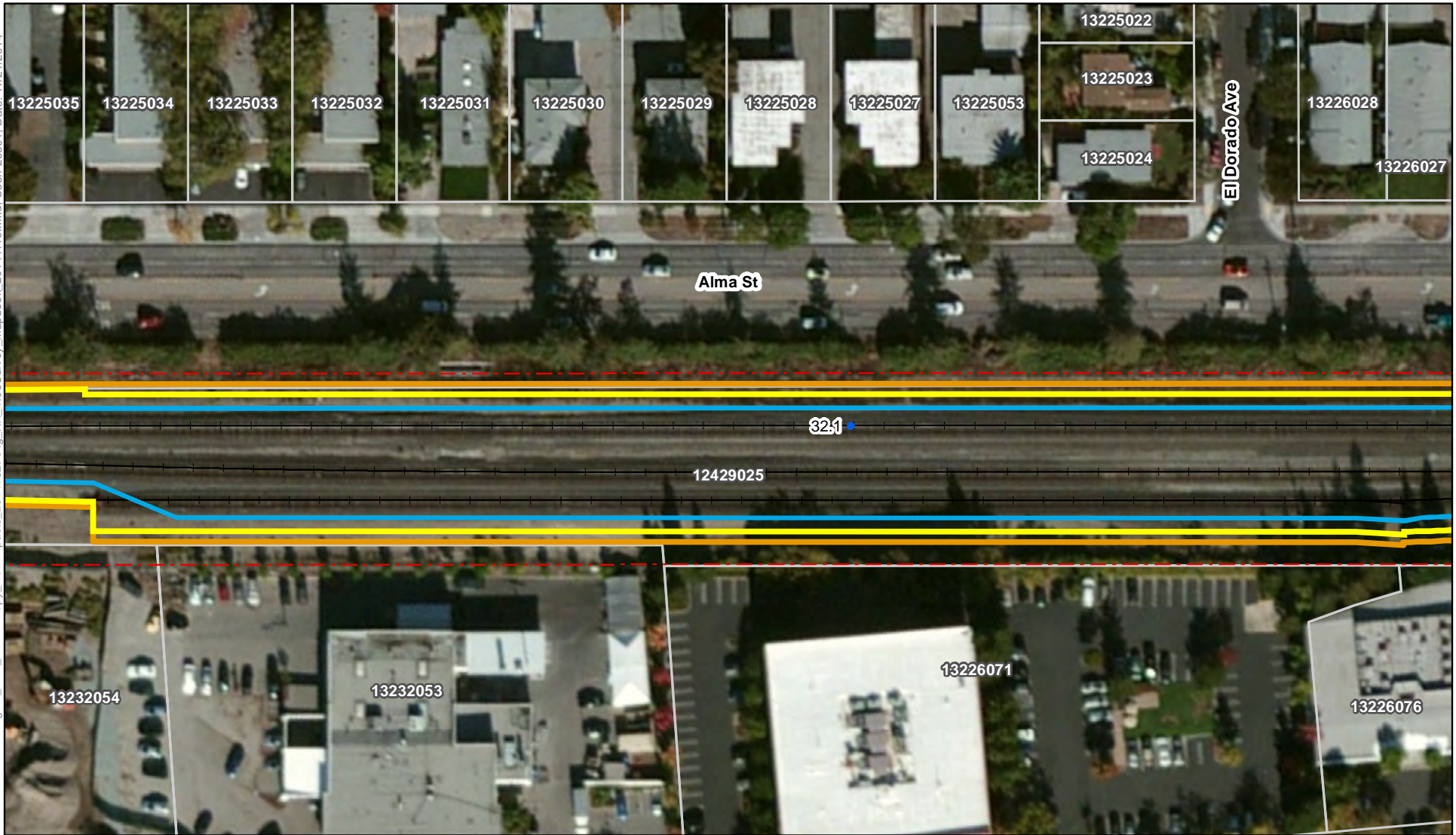
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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

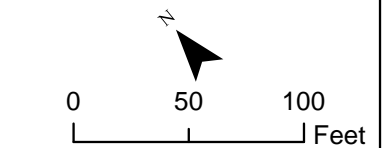


Notes:  
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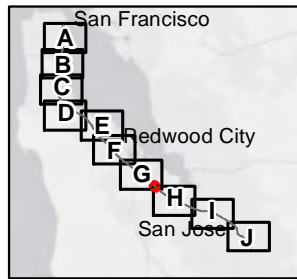
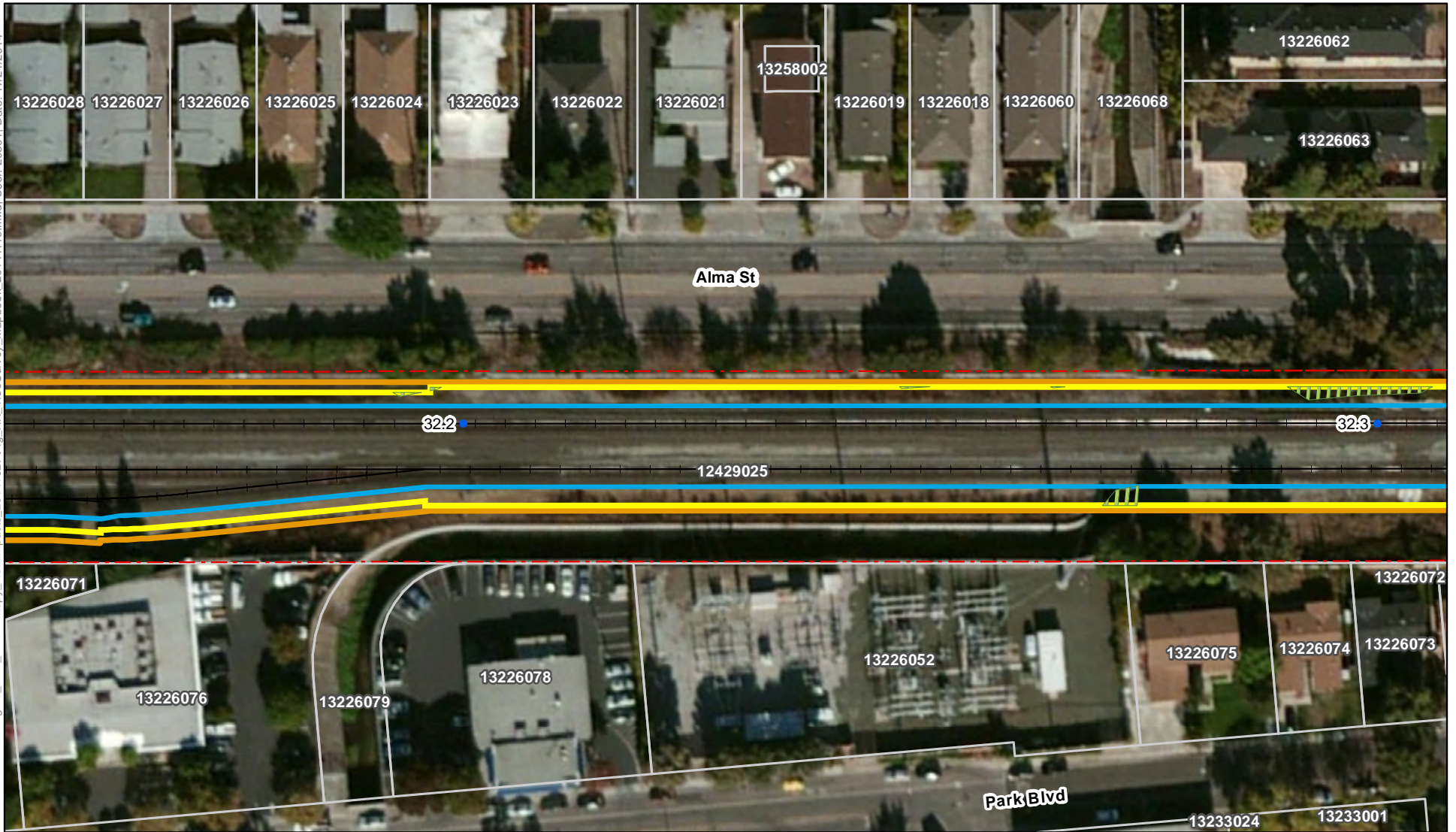
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

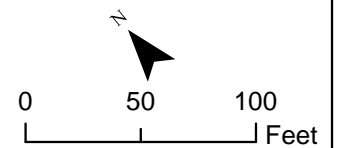


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 \*\* Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.  
 For restrictions on use of parcel data see the Notes section of the index map.

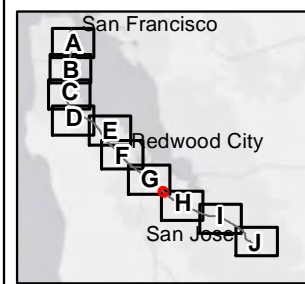
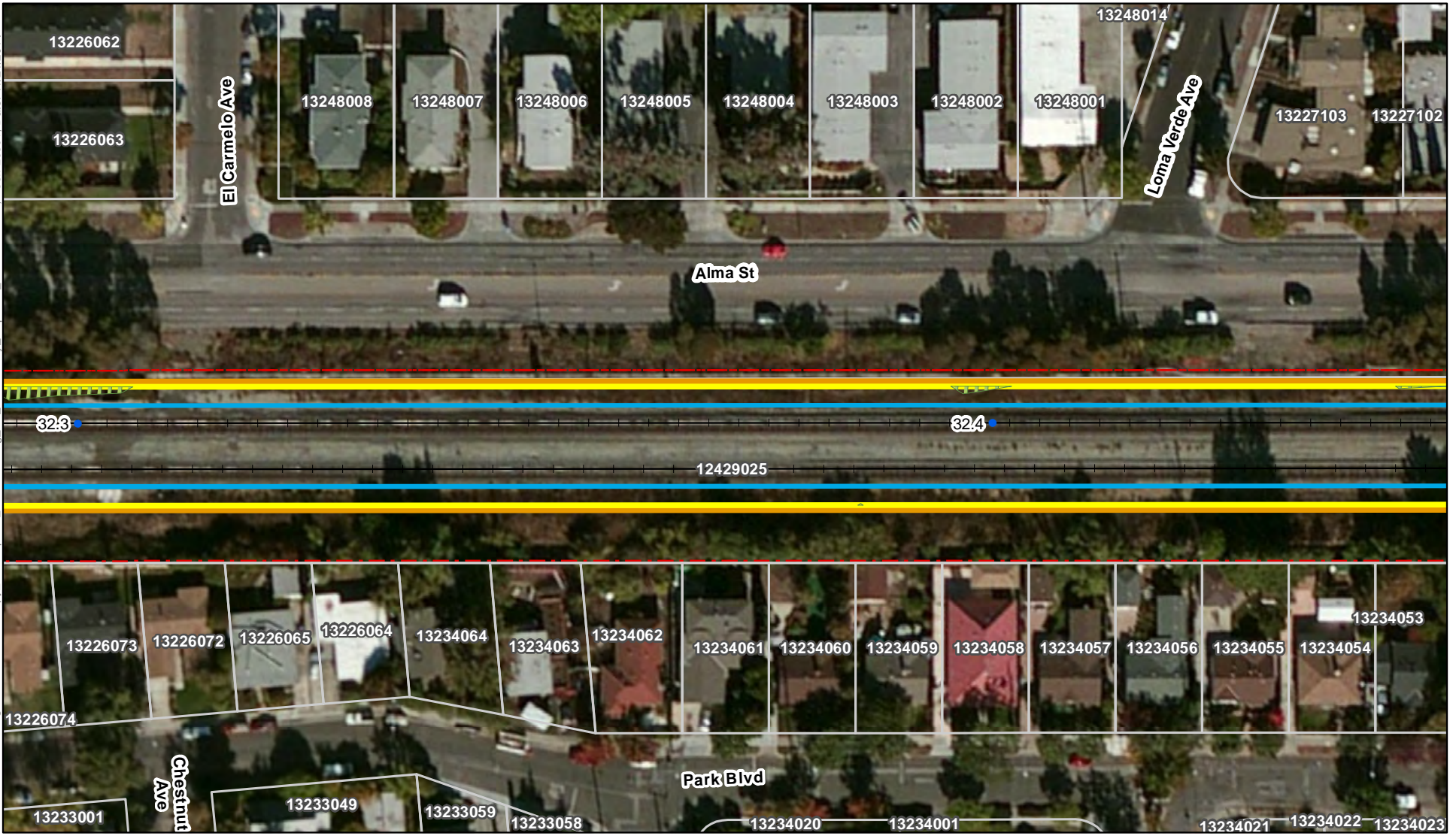
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

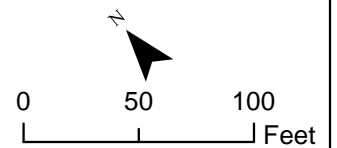


Notes:  
 \* Tree canopy was determined from NAIP 2009 data.  
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- Track Mile Post
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- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

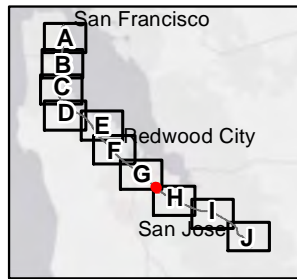
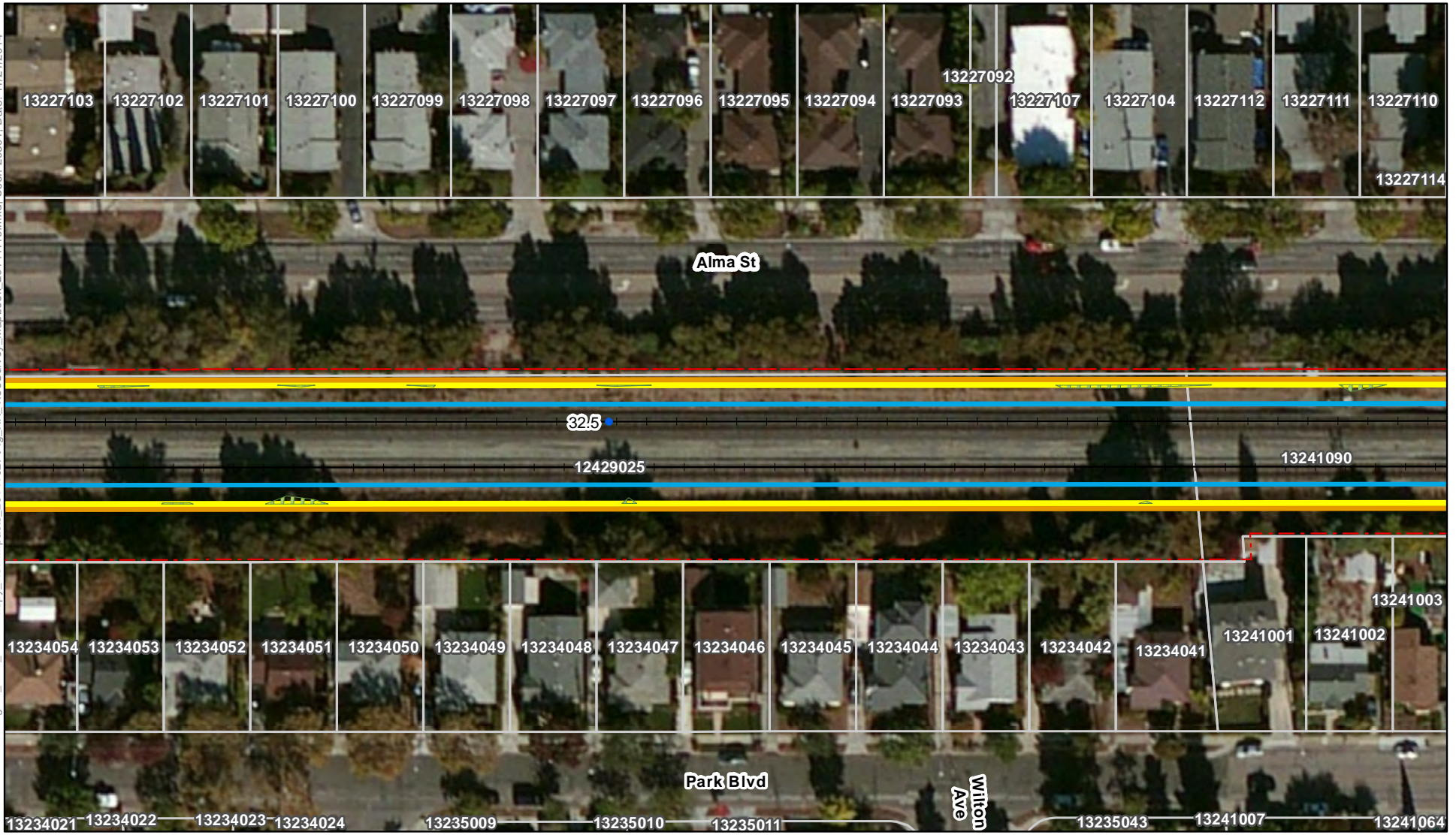
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
  - Remove

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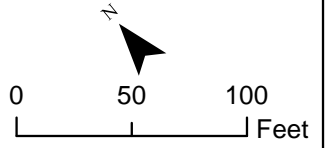


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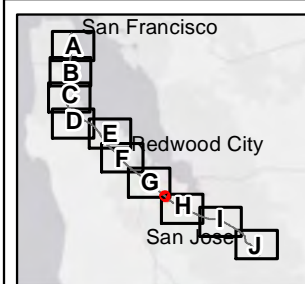
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
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  - Remove

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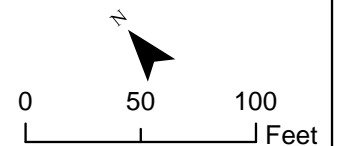


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- ESZ - 24' offset
- ▨ Tree Canopy within ESZ\*

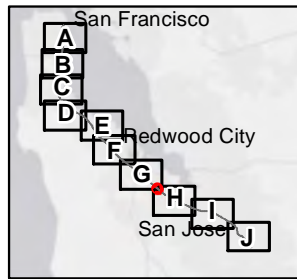
- Tree Impact \*\***
- No Impact
  - 50% Prune
  - Prune
  - 25% Remove
  - 50% Remove
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Path: K:\Projects\_3\Caltrain\_Moderization\data\working\40\_ESZ\_TreeCanopy\_NewImpacts\_20141027\Fig\_XX\_TreeSurvey\_Mapbook\_20141119.mxd; User: 29391; Date: 11/21/2014

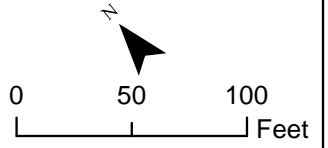


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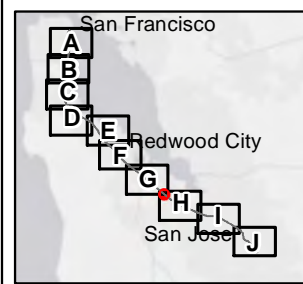
- Track Mile Post
- - - JPB Right of Way
- + Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
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- Tree Impact \*\***
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  - 50% Remove
  - Remove

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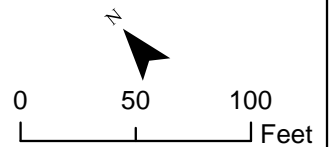


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  - 50% Prune
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  - 25% Remove
  - 50% Remove
  - Remove

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