Appendix J

Preliminary Overhead Contact System/Electrical Safety Zone/Tree Impact Maps (Grid E)
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.

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

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

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
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

Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
Notes:
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Track Mile Post
- Track
- JPB Right of Way
- Parcels
- OCS (outer pole alignment)
- ESZ - 21'18' offset
- ESZ - 24' offset
- Trees 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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San Mateo, San Mateo County

San Francisco
Redwood City
San Jose

Grid Index: E
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Path: K:\Projects_3\Caltrain\00606_12_Caltrain_Modernization\data\working\40_ESZ_TreeCanopy_NewImpacts_20141027\Fig_XX_TreeSurvey_Mapbook_20141119.mxd; User: 29391; Date: 11/21/2014

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Preliminary PCEP OCS/ESZ/Tree Impact Maps
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Grid Index: E
San Mateo, San Mateo County

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

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

Grid Index: E and F
Notes:
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Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

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