BUILT ENVIRONMENT TREATMENT PLAN

for the

Oakland Alameda Access Project
Oakland and Alameda, Alameda County, California

04-ALA-880 PM 30.47 to 31.61;
04-ALA-260 PM R0.78 to R1.90

E-FIS 0400000326

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by California Department of Transportation (Caltrans) pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by Federal Highway Administration (FHWA) and Caltrans.

Reviewed For Approval By:

Helen Blackmore, PQS Principal Architectural Historian
Office of Cultural Resources Studies
California Department of Transportation, District 4

Approved By:

Helen Blackmore, Branch Chief, Architectural History
Office of Cultural Resources Studies
California Department of Transportation, District 4

Prepared by:

Christopher McMorris, Principal / Architectural Historian
Toni Webb, Architectural Historian
JRP Historical Consulting, LLC
Davis, CA

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ATTACHMENTS

1. INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC), in coordination with the California Department of Transportation (Caltrans), proposes the Oakland Alameda Access Project (Undertaking), which will consist of improvements along Interstate 880 (I-880) and State Route 260 (SR 260) and local roadways and intersections in the cities of Oakland and Alameda). The Undertaking includes removal and modification of the existing freeway ramps and modification of the George A. Posey Tube (Posey Tube) exit in Oakland, as well as the construction of Class IV two-way cycle tracks.

Caltrans determined that the Undertaking will have an adverse effect on the Posey Tube, a resource that is individually eligible for listing in the National Register of Historic Places (NRHP). The Oakland Portal building, a key contributor to the Posey Tube, is also listed in the NRHP as a contributor to the Oakland Waterfront Warehouse District. The analysis of these effects to the Posey Tube can be found in the *Finding of Effect for Oakland-Alameda Access Project, Oakland and Alameda, Alameda County, California* (FOE).[1] The State Historic Preservation Officer (SHPO) concurred with Caltrans' finding of adverse effect for this Undertaking on February 8, 2021 (reference FHWA_2020_0507_002 and CATRA_2020_05-07_002).

This Built Environment Treatment Plan (BETP) for the Posey Tube has been prepared as stipulated in Section II.A of the Memorandum of Agreement (MOA) between the California Department of Transportation and the SHPO regarding the Oakland Alameda Access Project. The BETP assists with project compliance under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA). This plan establishes the tasks and procedures for the application of the Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties in order to minimize and mitigate adverse effects to the Posey Tube and identifies the responsible parties and timeframes for each task.

2. DESCRIPTION OF UNDERTAKING

The Alameda CTC in coordination with Caltrans proposes to improve access along I-880 and SR-260 and local roadways and intersections in the cities of Oakland and Alameda as part of the Undertaking. Within the approximately 1-mile-long project area, I-880 (PM ALA 30.47 to PM 31.61) and SR-260 (PM ALA R0.78 to R1.90) are major transportation corridors. Moreover, the I-880 freeway viaduct is a physical barrier, limiting bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack London Improvement District and Oakland Estuary to the south. Existing local street patterns across I-880 are intertwined with freeway entrance and exit ramps and the Posey and Webster Tubes through downtown Oakland and to and from the City of Alameda, affecting the cross-freeway circulation of motorists, bicyclists, and pedestrians. The purpose of this undertaking is to: 1) improve mobility and accessibility for travelers between I-880, SR-260 (Tubes), City of Oakland downtown

[1] JRP Historical Consulting, LLC, *Finding of Effect for Oakland-Alameda Access Project, Oakland and Alameda, Alameda County, California*, October 2020.

neighborhoods, and the City of Alameda; 2) reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods; 3) reduce conflicts between regional and local traffic; and 4) improve bicycle and pedestrian connectivity within the project study area.

The Undertaking proposes to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. In addition, the project would construct Class IV two-way cycle tracks within the project study area. This would improve connectivity to existing and future planned bicycle paths in Oakland and implement various "complete streets" improvements to create additional opportunities for non-motorized vehicles and pedestrians across I-880 between downtown Oakland and the Jack London Improvement District. The project would also implement bicycle and pedestrian improvements at the Posey Tube and Webster Tube approaches in Alameda and Oakland and would also open the Webster Tube westside walkway to bicycles and pedestrians. For a more detailed project description, refer to the *Finding of Effect for Oakland-Alameda Access Project, Oakland and Alameda, Alameda County, California* (October 2020).

Project components that would result in an adverse effect to the Posey Tube consist of:

- Construction of a right-turn-only lane from the Posey Tube to 5th Street in Oakland, which will modify the Posey Tube in Oakland by the demolition of approximately 175 feet of the Oakland Approach's eastern wall and staircase for a new turn lane onto 5th Street. The approach's extant straight eastern wall will be replaced by a new curved wall that will extent onto 5th Street.
- Construction of the bicycle/pedestrian ramp and walkway around the Portal building, which will consist of an Americans with Disabilities Act (ADA) compliant ramp at the Posey Tube's Oakland Approach. The ramp would replace the staircase attached to the eastern wall of the Oakland Approach. The walkway would replace the existing concrete sidewalk and curb on the west (4th Street) side of the Oakland Portal building.
- Construction of the left-turn-only lane from the Posey Tube exit to 6th Street will modify the Posey Tube by the demolition of approximately 95 feet of the Oakland Approach's western wall, including the western pylon base. The approach's existing straight walls will be replaced by new walls that would extend onto 5th Street and 6th Street, respectively.

Preliminary designs for project elements related to the Posey Tube are included as Appendix 1 to this document.

3. REGULATORY FRAMEWORK

The purpose of this BETP is to assist the project proponent, the Alameda CTC, and the lead federal agency, Caltrans (as assigned by the Federal Highway Administration [FHWA]) to comply with Section 106, its implementing regulations in Title 36 Code of Federal Regulations Part 800 (36 CFR 800), and the Section 106 PA.

A Historical Resources Evaluation Report (HRER) was produced to identify historic properties within the project's Area of Potential Effects (APE), and a FOE report was prepared to determine the effects of the project on identified historic properties. The SHPO concurred with the findings of the HRER and FOE on June 8, 2020 and February 8, 2021, respectively, including identification of the Posey Tube as a historic property under Section 106 and that the project would cause an adverse effect on the Posey Tube. During the Section 106 process, Caltrans and Alameda CTC have and continue to afford the Stakeholder Working Group (SWG) and the City of Oakland's

Landmark Preservation Advisory Board (LPAB), herein referred to as consulting parties, the opportunity to comment on the Undertaking and its effect on historic properties.

SHPO and Caltrans have executed the MOA to which this BETP is attached for purposes of resolving the Undertaking's adverse effect, as per 36 CFR 800.6 and Stipulation XI of the Section 106 PA.

4. ROLES AND RESPONSIBILITIES AND QUALIFICATIONS

Caltrans will oversee implementation of this BETP and have the primary responsibility to ensure compliance with the terms of MOA and this BETP. Tasks and actions of the parties responsible for implementing this BETP are presented in Section 7. The Alameda CTC Project Manager will have oversight and management of the Plans, Specifications, and Estimates (PS&E) phase of the project, and Alameda CTC will select the Project Engineer who will prepare the PS&E. Caltrans will provide construction oversight and will select the Contractor which will build the project during the construction phase of the project. The Caltrans Resident Engineer will have oversight and management of the project's construction. During both phases of the project, both the Alameda CTC and the Contractor will have a Consultant Architectural Historian on the team to help guide implementation of the BETP and coordination with the Caltrans Professional Qualified Staff (PQS) Principal Architectural Historian. A list of responsible parties and their general role is shown in Table 1.

4.1 Qualifications of Staff Implementing BETP

Pursuant to Stipulation V.A.3 of the MOA, all aspects of the BETP will be conducted by, or under the direct supervision of, persons who meet or exceed the SOIS Standards (48 CFR 44738-9) as appropriate.

Table 1. BETP Responsible Parties

Title	General Role
Alameda CTC Project Manager	Oversight and management of PS&E phase
Alameda CTC Project Engineer	Prepare PS&E
Caltrans Resident Engineer	Oversight and management of construction phase
Caltrans Project Manager	Selection of contractor(s)
Caltrans PQS Principal Architectural Historian	• Guide implementation of BETP • Review and approve incorporation of SOIS in PS&E • Coordinate with consulting parties regarding project designs for the Posey Tube Oakland Approach

Title	General Role
Consultant Architectural Historian	• Assists with implementation of BETP • Review PS&E packages as they pertain SOIS and the Posey Tube • Coordinate with Caltrans PQS Principal Architectural Historian
Contractor	Conduct construction work as outlined in the 100% PS&E

5. HISTORIC PROPERTY DESCRIPTION

Caltrans determined the Posey Tube individually eligible for the NRHP in 1993 and SHPO concurred with that determination in 1998. The Oakland Portal building, a key contributing element to the larger historic property, is listed in the NRHP as a contributor to the Oakland Waterfront Warehouse District. As the first subaqueous automobile tunnel in the West, the George A. Posey Tube is significant at the state level under NRHP Criterion A for its important association with the development of the automobile as the primary method of transportation in California. This historic property is also significant at the national level under NRHP Criterion C for its innovative engineering, in particular its construction method for the tunnel which used precast concrete, reinforced concrete tubes that were wholly completed offsite, and installed into an excavated trench on the estuary floor. The Posey Tube's modified transverse ventilation system, which used only two portals for fresh and exhaust air was also groundbreaking at the time. Both engineering innovations significantly reduced design and construction costs. Furthermore, under NRHP Criterion C, the property is significant at the state level for the Art Deco design of both the Oakland and Alameda Portal buildings. The period of significance for the Posey Tube extends between 1928, the year the structure was completed and opened to automobile traffic, to 1947 when the California Division of Highways (predecessor to Caltrans) acquired the facility. The Posey Tube's contributing features generally include Oakland and Alameda Approaches and Portal buildings (both interior and exterior features) and the subaqueous tube itself. Character-defining features include, but are not limited to, the integrity of and relation between the contributing elements (listed above); the size and massing of the Portal buildings and Approaches; the exterior and interior features of the Portal buildings; and the Art Deco characteristics of the Portal buildings and Approaches. The historic property boundary encompasses all contributing elements and extends along 6th and 4th streets and the ancillary streets to the unnamed east and west of the Oakland Portal building in Oakland, the east and west sides of the tube, and Marina Village Parkway, Marina Square Drive, Constitution Way, and the adjacent paved access road along to the west of the Alameda Portal building and Approach in Alameda.

Since it was determined eligible, the Posey Tube has been altered by repairs to concrete in the tube (including sidewalks), replacement of original guardrails within the tube, and replacement and/or restoration of lighting and signage. In addition, the Alameda and Oakland Portal buildings and Approaches were rehabilitated in the early 2000s. The rehabilitation consisted of, but was not limited to, the stripping and recoating of handrails, wrought-iron grilles, repainting of window frames, re-casting of missing architectural details (medallions, friezes, pilaster capitals), replacement of exterior cementitious coating, removal of all concrete spalls, restoration of

handrails on landings and at stairs to tube entrances, and restoration of metal-clad doors and steel window frames in buildings to original condition and color. In the 2010s the cobra light standards at the approaches were replaced with historically accurate light standards. Caltrans determined that these modifications had no adverse effect on the historic property, thus the Posey Tube and the Oakland Portal building, retain sufficient integrity to convey their significance as outlined above.

6. DESCRIPTION OF TREATMENT PROGRAM

Caltrans will ensure that the treatments prescribed herein are implemented for the Posey Tube. The treatments for design aesthetics of the new curved wall, an associated date stamp, and other project elements at the Oakland Approach for the Posey Tube will comply with the SOIS, as much as possible. As presented in the FOE, the project will have an adverse effect on the Posey Tube. The removal of contributing elements of the Posey Tube at the Oakland Approach does not comply with the SOIS, but application of the SOIS to the treatments to these project elements is being done to help minimize the effect the project has on the historic property. The treatment of rehabilitation is appropriate for this project, as it permits contemporary use of a historic property.

6.1 Secretary of the Interior's Standards for Rehabilitation

This section presents the SOIS for Rehabilitation and describes how they apply to the project design and/or construction for the curved wall of the Posey Tube.[2] The following presents applicable SOIS, followed by recommendations for how the project may meet the standard so to minimize the adverse effect on the historic property:

1) *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*
2) *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*
3) *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*
4) *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*
5) *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
6) *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

[2] United States Department of the Interior, SOIS, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (Washington, D.C.: 1995, revised 2017).

7) *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

8) *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

9) *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

10) *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

As discussed, the project will have an adverse effect on the Posey Tube. Several of these standards are useful to inform the design of the project components at the Posey Tube, Standard 9 is most applicable as it guides the design of the project's new features as they relate to the remaining historic components at the Posey Tube's Oakland Approach.

The alterations to the Posey Tube include the replacement of 175 feet of the existing eastern balustrade wall and staircase on the northbound lanes of the Oakland Approach. In its place an ADA-compliant ramp will be constructed, and a curved wall will link the Oakland Approach to I-880. Additionally, 93 feet of the existing western balustrade wall, including a truncated pylon base, will be replaced with a 95-foot wall. The western wall will be replaced on a slightly altered alignment to allow for the construction of the left-turn lane on to 6th Street. The western of the two pylons bases that once demarcated the end of the Oakland Approach, which have since been truncated, is likely to be removed to allow for construction of the left-turn lane onto 6th Street. Additional data collection during the design phase will determine the need to remove the western pylon base, including assessment of other project components that could be affected by preservation of the western pylon base. The eastern pylon base will be preserved in place and stabilized as part of this project.

In general, the new components of the Posey Tube should be built in materials compatible to the original concrete design and should remove and/or alter as little distinctive materials as possible to maximize the retainment and preservation of the Posey Tube's historic character. If feasible, additional design modifications may be possible to further improve the project's conformance with the SOIS and reduce the project's impact to the Posey Tube. The following is a list of generalized suggestions for the SOIS that are applicable to the design of the changes to the Posey Tube.

6.1.1 Oakland Approach Walls and Staircase Replacement

Aesthetic design of the curved wall should not exactly replicate the historic features of the original wall. The new walls and ramp should be designed in a manner consistent with the Posey Tube's Art Deco aesthetic but should be distinguishable from the Posey Tubes original features. Such distinctions can be modest. New finishes should be appropriate to the historical color schemes that

match existing components. New components, such as the ramp, path, and wall railing, will be designed to meet current accessibility and safety requirements but should be designed in a way that is consistent with SOIS as feasible. These project elements will be included in the review process discussed in Section 7.1.

6.1.2 Eastern Wall End Treatment

Consideration will be given to the location of the cut and the end treatment for the eastern wall segment that is to be retained. For example, the wall will be cut at a point that minimally disturbs the design and the end treatment, and where possible will meet the SOIS. Given that the wall will split traffic lanes, it will also have to conform to Caltrans safety standards.

6.1.3 Date Stamps

Project design will include date stamps designed into the new components of the Posey Tube Oakland Approach. Recommended locations include on the curved wall near exit of Posey Tube and at the ramp entrance/exit on Harrison Street, for example. Date stamps will be permanent impressions stamped into, or cast into, the concrete structure and will be of size and font that is easily readable to pedestrians, cyclists, and automobiles as they travel within or near the Posey Tube. Dates will reflect the year of the project's completion.

6.1.4 Pylon Base Stabilization

The pylons at the Posey Tube Oakland Approach were truncated when the I-880 elevated structure was built above. The western pylon base will likely be removed as part of this project. In an effort to minimize the adverse effect to the Posey Tube, the eastern pylon base will be preserved in place, including its metal plaque. The project will remove the graffiti from the structure and apply an anti-graffiti finish, and graffiti will be removed from the plaque. In conformance with the SOIS, chemical and/or physical treatments associated with this activity will be undertaken using the gentlest means possible to avoid causing damage to any historic material.

The Consultant Architectural Historian will work with the Alameda CTC Project Engineer to ensure that the preservation work on the Posey Tube Oakland Approach eastern pylon base is described and illustrated sufficiently in the PS&E. The Caltrans PQS Principal Architectural Historian will review the PS&E, including an assessment of how this preservation action is described/depicted.

For completion of the stabilization of the eastern pylon base, a contractor(s) will be selected who has demonstrated experience completing restoration of concrete and/or metal. Caltrans PQS will review and approve the qualifications of individuals and firms considered to carry out the stabilization of the eastern pylon base.

If the Posey Tube Oakland Approach west pylon base is not demolished, the structure will be protected and preserved similar to the east pylon base, as discussed herein.

6.2 Environmentally Sensitive Area

During construction, the eastern pylon base on the Oakland Approach will be protected through the establishment of an Environmentally Sensitive Area (ESA). The ESA is indicated on the Preliminary Plan in Appendix 1. Access to the pylon base will only be granted for the completion of the stabilization work described in Section 6.1.4.

The ESA will be included in the PS&E packages and demarked in the field through the installation of ESA fencing comprised of orange nylon-mesh fencing, and/or plywood or a similar exclusionary material. Prior to any demolition or construction activities, fencing will be placed entirely around the eastern pylon base and will be constructed in a manner as to deter access and construction activities adjacent to the eastern pylon base. The fencing will remain in place for the duration of project construction.

While it is the responsibility of the Contractor to install and maintain the ESA, once it is installed, the Caltrans Resident Engineer and Consultant Architectural Historian will conduct field checks as described in Section 7.2 to monitor the condition of the fencing and pylon base. Should any damage be identified during a field check, the Contractor will cease work in the proximity of the eastern pylon base and immediately inform Caltrans PQS Architectural Historian, Caltrans Resident Engineer, and Alameda CTC, and Caltrans will inform the Caltrans Cultural Studies Office and SHPO. Actions to repair the damage will be undertaken in consultation with the Caltrans PQS Principal Architectural History, Consultant Architectural Historian, Caltrans Resident Engineer, and contractor hired to stabilize the pylon base per Section 6.1.4. Actions to repair any damage will be completed by the pylon base stabilization Contractor(s), all work will conform to the SOIS for rehabilitation outlined in Section 6.1.

7. MEASURES TO MINIMIZE ADVERSE EFFECTS

This section provides processes and timelines on built environment treatments for the Posey Tube, as well as specific requirements for implementation. In accordance with procedures established in the MOA for ongoing consultation, changes to the project will continue to be coordinated with the SHPO and concurring parties throughout the design, pre-construction, construction, and post-construction phases of the project.

All reports resulting from the implementation of this BETP will be consistent with the MOA and will meet the professional standards of the SOIS (36 CFR Part 68) as published in the July 12, 1995 Federal Register (Vol. 60, No. 133), revised 2017, and will be prepared by persons who meet or exceed the *Secretary of the Interior's Professional Qualification Standards*, as stipulated in Section VI.A.3 of the MOA.

7.1 Measures During Plans, Specifications, and Estimates Phase

The treatment measures discussed in this subsection will be completed during the PS&E phase of the project. Table 2 in Section 7.3 provides a summary of the responsible parties and tasks during this phase.

7.1.1 Design Review Process

There will be a review process of the plans of the new curved wall and other project elements at the Posey Tube Oakland Approach that corresponds with the 65% and 95% design documents for those features of the project. Refer to the plans in Appendix 1 of the BETP (30% preliminary designs), which show the location and plan view of the new wall and other project elements. The Alameda CTC Project Engineer will consult with the Consulting Architectural Historian during preparation of the 65% design regarding compliance with the SOIS and provide the Caltrans PQS Principal Architectural Historian the opportunity to also review and comment on such plans for compliance with the SOIS. The Consultant Architectural Historian will notify and coordinate with

the Caltrans PQS Principal Architectural Historian regarding project changes at the Posey Tube Oakland Approach that are not compliant with the SOIS. If such changes occur, additional historic resources compliance documentation may be necessary under Section 106.

Upon completion of the 65% design plans, the Alameda CTC Project Manager and the Caltrans PQS Principal Architectural Historian will seek the input of consulting parties on the aesthetic design of the curved wall and other project elements at the Posey Tube Oakland Approach. The 65% design plans for these project elements will be provided to the consulting parties, and they will have 30 days to review the drawings followed by a comments resolution meeting. Thereafter, the Alameda CTC Project Manager and the Caltrans PQS Principal Architectural Historian will present the 65% design for project elements at the Posey Tube Oakland Approach to the LPAB, at one of its board meetings, to elicit comments on the design. While the Alameda CTC Project Engineer, Caltrans PQS Principal Architectural Historian, and Consulting Architectural Historian, will take notes on input received from the consulting parties, written comments from the consulting parties will be encouraged.

The Alameda CTC Project Engineer will work with the Consulting Architectural Historian and the Caltrans PQS Principal Architectural Historian to incorporate input received from the consulting parties, ensuring that the aesthetic design of the project elements at the Posey Tube Oakland Approach complies with the SOIS as much as possible and taking into account the project's safety requirements and the undertaking's purpose and need. When project designs for the Posey Tube reach 95% completion, a similar design review process will occur as was undertaken at 65% completion. Caltrans will notify consulting parties with a written summary of the 95% design progress for the Posey Tube project elements, along with project drawings for the design. Consulting parties will have 30 days to review the written description and 95% drawings followed by a comments resolution meeting. Thereafter, the Alameda CTC Project Manager and the Caltrans PQS Principal Architectural Historian will present the 95% design of the Posey Tube project components to the LPAB, at one of its public hearings, to elicit comments on the design. Again, notes will be taken regarding the consulting parties' input, but written comments will be encouraged.

If changes are made to project designs in response to consulting parties' input at 95% design, the revised material and a written summary of comments received will be distributed to the consulting parties for an additional 30-day review before finalizing. Project designs at 100% level of completion will be provided to Caltrans PQS for review and approval.

7.1.2 Pre-construction Meeting and Notification Regarding Construction Commencement

A meeting will be held with all responsible parties prior to all project construction activities at the Posey Tube to discuss the requirements of this BETP. The importance of compliance with the SOIS will be reviewed with construction personnel and it will be stressed that the requirements of the SOIS will be field reviewed during construction by an Architectural Historian as part of the project's Worker Environmental Awareness Training (WEAT). Additionally, personnel will be informed of historic preservation laws and regulations that protect historic properties from inadvertent damage or destruction. The protocols to be adhered to in case of an unanticipated effect (Stipulation V of the MOA) will be discussed as part of the pre-construction meeting. Contact information of responsible parties will be shared with relevant supervisory personnel.

The Caltrans Resident Engineer will notify the Caltrans PQS Principal Architectural Historian in writing at least three weeks before the commencement of any construction activity at the Posey Tube.

7.2 Measures During Construction

The treatment measures discussed in this subsection will be completed during the Construction phase of the project. Table 3 in Section 7.3 provides a summary of the responsible parties and tasks during this phase.

7.2.1 Field Checks and Continued Section 106 Compliance Assistance

For the duration of project construction activities at the Posey Tube Oakland Approach, the Consultant Architectural Historian will conduct field checks monthly, or more frequently as needed, to ensure that the project components at the Posey Tube Oakland Approach are being constructed in conformance with the PS&E, as it relates to SOIS and ESA, and provide continued Section 106 compliance assistance for this aspect of the project. In additional to periodic field checks during construction, field checks will be conducted when the aesthetic elements and finishes are being applied. The Consultant Architectural Historian will also assist the Caltrans Resident Engineer with continued Section 106 compliance via email, telephone, and tele/video conference meetings.

7.2.2 Review Project Changes

To ensure continued compliance with this BETP, the Caltrans Resident Engineer and Contractor will consult with the Consultant Architectural Historian regarding project changes related to the Posey Tube curved wall and other components of the project at the Posey Tube Oakland Approach during construction. The Contractor will provide such changes to the Caltrans Resident Engineer and Caltrans PQS Principal Architectural Historian for review and approval.

7.3 Summary Tables of Tasks

The following are summary tables of tasks and the responsible parties for the PS&E and Construction phases of the project, as they relate to project work at the Posey Tube Oakland Approach.

Table 2. BETP Responsible Parties and Tasks During PS&E Phase

Responsible Parties (Primary responsible party is denoted with an Asterix*)	**Task**
Consultant Architectural Historian* Alameda CTC Project Engineer	Consultant Architectural Historian will work with Alameda County Transportation Commission (Alameda CTC) Project Engineer to ensure Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS) are clearly described and illustrated in the 65% Plans Specifications & Estimates (PS&E) and will comment on the 65% PS&E for compliance with the Built Environment Treatment Plan (BETP).
Consultant Architectural Historian* Alameda CTC Project Engineer	Consultant Architectural Historian will work with Alameda CTC Project Engineer to ensure that preservation actions on the eastern Posey Tube Oakland Approach pylon base and plaque are clearly described and illustrated in the 65% PS&E.
Consulting Architectural Historian* Caltrans PQS Principal Architectural Historian Alameda CTC Project Manager Alameda CTC Project Engineer	On behalf of the Alameda CTC Project Manager and the Alameda CTC Project Engineer, Consulting Architectural Historian will provide Caltrans Professional Qualified Staff (PQS) Principal Architectural Historian an opportunity to review and comment on 65% PS&E.
Alameda CTC Project Manager* Caltrans PQS Principal Architectural Historian Alameda CTC Project Engineer	The Alameda CTC Project Manager, Caltrans PQS Principal Architectural Historian, and Alameda CTC Project Engineer will hold a Stakeholder Working Group (SWG) meeting, if needed, to discuss 65% design for the replacement wall and other project elements for the Posey Tube Oakland Approach.
Alameda CTC Project Manager* Caltrans PQS Principal Architectural Historian Alameda CTC Project Engineer	The Alameda CTC Project Manager, Caltrans PQS Principal Architectural Historian, and Alameda CTC Project Engineer will present 65% designs to the City of Oakland's Landmark Preservation Advisory Board (LPAB) for its comments on design for the replacement wall and other project elements for the Posey Tube Oakland Approach.

Responsible Parties (Primary responsible party is denoted with an Asterix*)	**Task**
Consultant Architectural Historian* Alameda CTC Project Engineer	Consultant Architectural Historian will work with Alameda CTC Project Engineer to ensure that measures in the BETP are clearly described and illustrated in the 95% PS&E and will comment on BETP compliance of designs for Posey Tube Oakland Approach.
Consultant Architectural Historian* Alameda CTC Project Engineer	Consultant Architectural Historian will work with Alameda CTC Project Engineer to ensure that preservation actions on the eastern Posey Tube Oakland Approach pylon base and plaque are clearly described and illustrated in the 95% PS&E.
Consulting Architectural Historian* Caltrans PQS Principal Architectural Historian Alameda CTC Project Manager Alameda CTC Project Engineer	On behalf of the Alameda CTC Project Manager and the Alameda CTC Project Engineer, Consulting Architectural Historian will provide Caltrans PQS Principal Architectural Historian an opportunity to review and comment on 95% PS&E.
Alameda CTC Project Manager * Caltrans PQS Principal Architectural Historian Alameda CTC Project Engineer	The Alameda CTC Project Manager, Caltrans PQS Principal Architectural Historian, and Alameda CTC Project Engineer will hold a SWG meeting, if needed, to discuss 95% designs regarding the design of the replacement wall and other project elements for the Posey Tube Oakland Approach.
Alameda CTC Project Manager * Caltrans PQS Principal Architectural Historian Alameda CTC Project Engineer	The Alameda CTC Project Manager, Caltrans PQS Principal Architectural Historian, and Alameda CTC Project Engineer will present 95% PS&E to LPAB for its comments on designs regarding replacement wall and other project elements for the Posey Tube Oakland Approach.
Consultant Architectural Historian* Caltrans PQS Principal Architectural Historian	Consultant Architectural Historian will consult with Caltrans PQS Principal Architectural Historian in the event unforeseen changes to the PS&E that have the potential to affect the Posey Tube.
Alameda CTC Project Engineer* Caltrans PQS Principal Architectural Historian	The Alameda CTC Project Engineer will provide Caltrans PQS Principal Architectural Historian the 100% PS&E package for review and approval.
Alameda CTC Project Engineer* Caltrans PQS Principal Architectural Historian Consultant Architectural Historian	Alameda CTC Project Engineer will confirm that the responsible parties have completed review of the PS&E package.
Caltrans Project Manager* Alameda CTC Project Manager Caltrans PQS Principal Architectural Historian	Caltrans PQS will review and approve the qualifications of individuals and firms considered to carry out the stabilization of the eastern pylon base.

Responsible Parties (Primary responsible party is denoted with an Asterix*)	**Task**
Caltrans Resident Engineer* Consultant Architectural Historian Caltrans PQS Principal Architectural Historian	The Caltrans Resident Engineer will notify Consultant Architectural Historian and Caltrans PQS Principal Architectural Historian at least three weeks in advance of project construction commencing.
Consultant Architectural Historian* Caltrans PQS Principal Architectural Historian Caltrans Resident Engineer	Consultant Architectural Historian, with assistance from the Caltrans PQS Principal Architectural Historian, will ensure that the BETP requirements are discussed at the pre-construction meeting and Worker Environmental Awareness Training (WEAT).

Table 3. BETP Responsible Parties and Tasks During Construction Phase

Responsible Parties (Primary responsible party is denoted with an Asterix*)	**Task**
Contractor* Caltrans PQS Principal Architectural Historian Consulting Architectural Historian	Install and maintain Environmentally Sensitive Area (ESA) fencing around eastern pylon base of the Posey Tube Oakland Approach. Orange nylon-mesh fencing, plywood, or a similar exclusionary material will be placed in a manner as to deter access and construction activities adjacent to the pylon base. The fencing will remain in place for the duration of project construction.
Consultant Architectural Historian* Caltrans Resident Engineer Contractor	Consultant Architectural Historian will consult with Caltrans Resident Engineer and Contractor to confirm the PS&E specifications are being followed per the BETP.
Consultant Architectural Historian* Caltrans Resident Engineer Contractor	Consultant Architectural Historian will conduct field checks of Posey Tube Oakland Approach and ESA during construction to ensure compliance with the BETP.
Contractor* Consultant Architectural Historian Caltrans PQS Principal Architectural Historian Caltrans Resident Engineer	Contractor or Consulting Architectural Historian will notify Caltrans Resident Engineer and Caltrans PQS Architectural Historian if there is any damage to the eastern pylon base from project construction. Caltrans PQS Principal Architectural Historian will notify Caltrans Cultural Studies office and the State Historic Preservation Officer (SHPO) of said damage.
Consultant Architectural Historian* Caltrans PQS Principal Architectural Historian Caltrans Resident Engineer Contractor	Consultant Architectural Historian will examine proposed project activities not represented in the PS&E package to ensure they conform with the BETP. Consultant Architectural Historian will consult with Caltrans PQS Principal Architectural Historian regarding any activities that are not included in the BETP.
Caltrans PQS Principal Architectural Historian* Caltrans Resident Engineer Consultant Architectural Historian	Caltrans PQS Principal Architectural Historian will review and approve any project changes to the Posey Tube Oakland Approach to ensure compliance with the BETP.
Caltrans Resident Engineer* Consultant Architectural Historian Contractor Caltrans PQS Principal Architectural Historian	Caltrans Resident Engineer will inform Consultant Architectural Historian when project is complete, and the Consultant Architectural Historian will inform the Caltrans PQS Principal Architectural Historian of the same.

Responsible Parties (Primary responsible party is denoted with an Asterix*)	**Task**
Consultant Architectural Historian* Caltrans PQS Principal Architectural Historian	Consultant Architectural Historian will conduct a post-project review of the Posey Tube Oakland Approach to ensure that the BETP was followed and will report to the Caltrans PQS Principal Architectural Historian regarding the results of this review.

Table 4. BETP Responsible Parties Contact Information

Title	Name/Affiliation	Phone Number
Alameda CTC Project Manager	Gary Sidhu	(510) 208-7414 gsidhu@alamedactc.org
Alameda CTC Project Engineer	TBD	
Caltrans Project Manager	Michael Thanh Nguyen	(510) 715-9216 michael.t.nguyen@dot.ca.gov
Caltrans Resident Engineer	TBD	
Contractor Representative	TBD	
Caltrans PQS Principal Architectural Historian	Helen Blackmore	(510) 504-2182 helen.blackmore@dot.ca.gov
Consultant Architectural Historian	TBD	

Appendix 1

Preliminary Plans – 30% Design Plans

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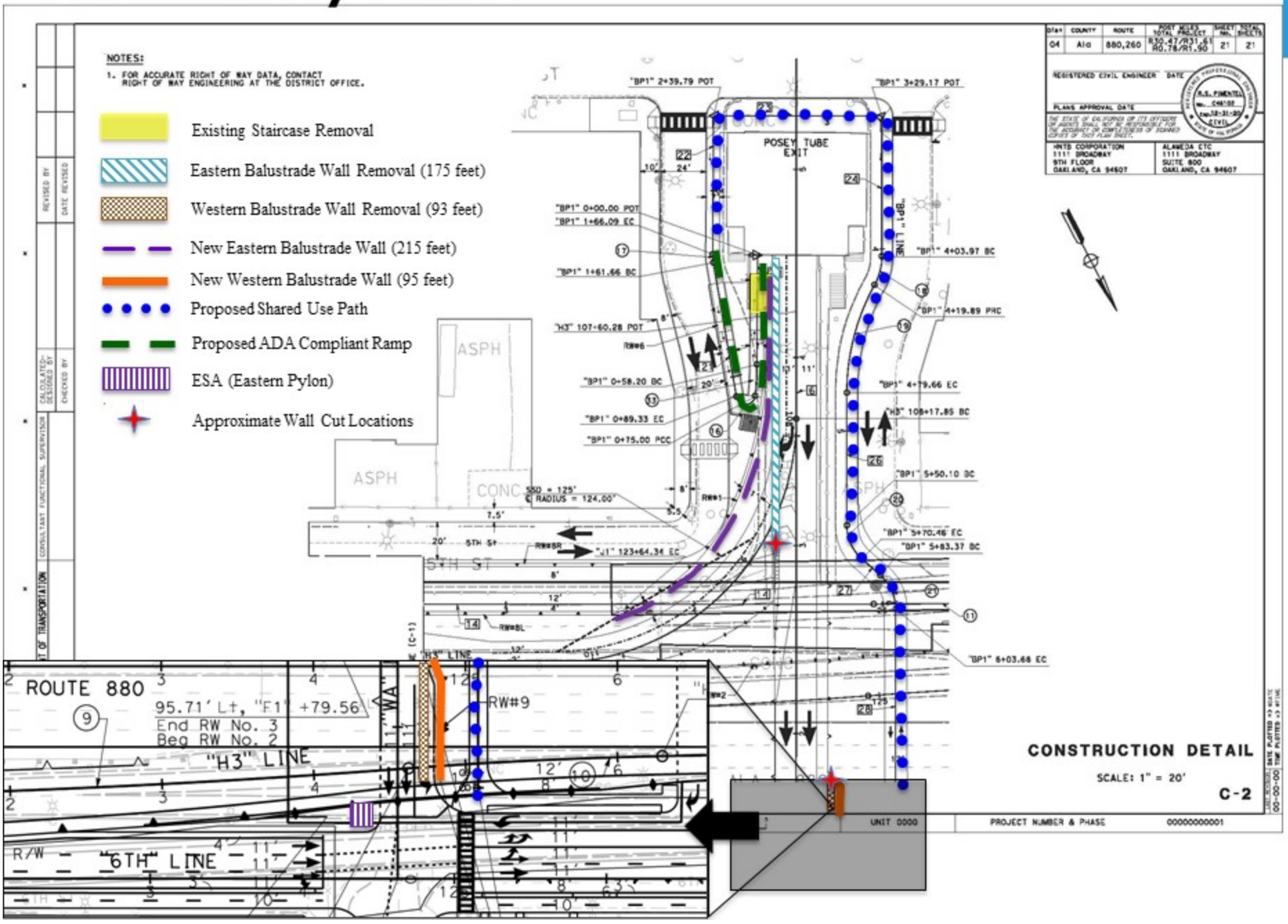
Preliminary Plans



Preliminary Plans