

**DEPARTMENT OF TRANSPORTATION**

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March 4, 2013

4-ALA-260  
P.M. R1.0-R2.0  
Project 0400001137 (EA 4A480)  
Posey and Webster Tube Rehabilitation

Lori Taylor  
Community Development Director  
City of Alameda  
2263 Santa Clara Ave.  
Alameda, CA 94501

Subject: Consultation regarding proposed Posey Tube Rehabilitation.

Dear Ms. Taylor:

The California Department of Transportation-District 4, on behalf of the Federal Highway Administration, is conducting environmental studies for a proposed rehabilitation and safety project for the Posey and Webster Tubes and associated portal buildings on State Route 260 in Alameda County, to determine if the project might affect cultural resources. We anticipate this project will not result in an adverse effect to any cultural resources. The only historic resource within the area of potential effects is the Posey Tube and associated structures and features. Since 1998, the Posey Tube (including its associated portal buildings and approaches) has been eligible for individual listing on the California Register of Historic Resources, and the National Register of Historic Places on a state and national level of significance. The Oakland portal building is a contributor to the National Register-listed Oakland Waterfront Warehouse Historic District since 2000 as well as being an Oakland City Landmark since 1992. The Alameda portal building is a City of Alameda Historical Monument. The project proposes the following:

The Webster and Posey Tubes (as well as the Posey Tube portal buildings, which are operationally necessary for the venting of the Tube and culturally important due to their historic architecture) are in need of repairs. The purpose of the project is to extend the service life of the structures by rehabilitating them, which allows them safely to continue to serve their operational purpose while reinforcing the values that make them culturally significant.

The rehabilitation comprises repair of the concrete sidewalks; replacement of guardrails; installation of new lighting and closed circuit television (CCTV) cameras; electrical work (including new conduits); rehabilitation of the buildings' exteriors (including spall repair, replacement of the exterior coating, roof and roof-drainage renovation, replacement of missing decorative panels, and metal painting); repair of the buildings' interiors; and installation of new signage.

All applicable work concerning the Posey Tube, its portal buildings, and approach structures will conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

#### REPAIR AND REPLACEMENT OF SIDEWALK WITH GUARDRAIL REPLACEMENT AND NEW CONDUIT

For the installation of replacement pedestrian guardrail in the Posey Tube, old railing will be removed using a reciprocating saw or similar. New 3' 6"-tall stainless-steel tube rail with horizontal tensioned cable spaced at 3" intervals will be installed in the sockets. This new railing will be very similar in appearance to the existing railing, while meeting current safety standards.

For the installation of 4,750 linear feet of replacement guardrail at the maintenance-use walkway in the Posey Tube, and 3,520 linear feet of new guardrail at the maintenance-use walkway in the Webster Tube, the design and construction will be the same as for the pedestrian guardrail in the Posey Tube, except that no tensioned cable will be installed.

Spalls in the sidewalk in the Posey and the Webster Tubes and at the pedestrian entrances to both Tubes will be filled with Portland cement concrete and finished.

#### INSTALLATION OF CCTV CAMERAS

CCTV cameras with telecommunication lines will be installed at the Posey Tube (Alameda side) and Webster Tube (Oakland side) entrances. A bracket will be mounted into the upper side wall on the maintenance-walkway side of each Tube entrance, to which a CCTV camera will be affixed. Half-inch-diameter metal conduit will be led up the wall from the new safety panels to the CCTV camera installations, and attached to the cameras.

#### INSTALLATION OF NEW LIGHTING

The existing cobra-head lighting on both sides of the Posey Tube entrance will be removed, and reproduction light fixtures will be installed on the existing first, third, fifth, and seventh pedestals (counting from the Tube mouth) on both sides of the approach on the Alameda side, and the existing first and third pedestals on both sides of the approach on the Oakland side. The reproduction light fixtures will be as close as possible in overall style, orientation, and scale to the historic fixtures using the original plans and historic photos as a guide. One side of each approach will be constructed at a time to provide continuous lighting to the facility. Minor concrete work will be used to patch and replace bolts as needed to receive the new fixtures. At locations where no existing fixture will be removed, minor concrete work will be used to prepare the base for the replacement fixtures. Conduits exist at all locations for new and replacement reproduction-historic lighting, but may not be usable. If necessary, new 1" metal conduits will be laid on top of existing architectural molding on the approaches, and flexible 1/2" conduit will be laid from it to the fixture bases. New reproduction lighting will be installed on the new and renovated bases.

On the existing second, fourth, sixth, and eighth pedestals on the pedestrian sides of both approaches to the Posey Tube at 9' above the sidewalk, modern wall luminaires will be installed. Wall luminaires will be unobtrusive lamps. Fixtures will be connected via flexible conduit to either existing conduits or new lighting conduit installation described above.

New spotlights will be installed on both portal buildings of Posey Tube. The spotlights will be located at the balcony level of the portal buildings and pointed up to illuminate the twin towers. Spotlighting will also be installed to highlight the pylons at the beginning of the Alameda portal building approach structure.

#### REHABILITATION OF BUILDING EXTERIOR

Both Posey Tube portal buildings will be surrounded with scaffolding and a lead-containment system employed to contain construction debris. The existing cementitious coating will be removed by hand, and the contained debris treated as hazardous material. Where continuous cracks and spalls exist on concrete walls, cracks and spalls will be removed by saw-cutting. Any exposed structural steel will be cleaned and treated with rust preventative. The concrete will then be patched with highly-adhesive non-shrink concrete patching compound and finished. At locations where ornamental panels originally existed but were removed, new cast-concrete panels copied from the original designs will be installed by bolting the panels to structural members. The coating will then be replaced with a flexible terpolymer coating applied so as to mimic the original historic surface texture, still in evidence on the Alameda portal building. The new exterior will be painted using the original color palette on file with the District 4 Office of Cultural Resource Studies.

Existing handrails on landings and at the stairs to the entrances to the Posey Tube, and existing metal-clad doors and steel window frames on the Posey structures will be stripped and cleaned using the gentlest means possible, as outlined in National Park Service Preservation Brief #6 while the lead-containment system is in effect. These will be repainted using the original color palette on file with the District 4 Office of Cultural Resource Studies. Existing glass and plywood in window frames in both Posey portal buildings will be replaced with new non glare Plexiglas panels.

#### REPAIR OF BUILDING INTERIOR

Where continuous cracks and spalls exist on concrete walls, cracks and spalls will be removed by saw-cutting. Any exposed structural steel will be cleaned and treated with rust preventative. The concrete will then be patched with highly-adhesive non-shrink concrete patching compound and finished. Existing asbestos materials will be contained and removed following the development of an Asbestos Containment Plan. The interior will then be painted.

#### RELOCATION OF ROOF DRAINS AND MODIFICATION OF ROOF SLOPE

All existing roof drains within three feet of the edge of an exterior wall will be cut out using a reciprocating saw or similar method and any affected or decayed wooden structural members around the drain will be repaired or replaced. New drains located at least 3' from the edge of exterior wall will be installed by cutting holes in the roof and being affixed to a cross-beam. New interior drain pipes will connect the new roof drains to the existing interior drain pipes formerly attached to the removed roof drains. Tapered insulation will be applied to the roof to direct water away from the walls and towards the new drains. The entire affected area will be patched and receive a new coating.

## ADDITIONAL SIGNAGE

Any new signs to be placed at the entrance to the Posey Tube approach will be mounted on single wood posts and placed so as not to block pedestrian or motorists views of the historic building.

Preliminary simulations and other documents are attached for your review.

We invite your comments regarding the proposed project. This is not a request for research; it is solely a request for public input. We will be consulting with the State Historic Preservation Officer and the State Historic Building Safety Board, and would like to forward any comments you may have to them. Please provide your comments by April 1, 2013.

If you or any of your group members have any concerns about the project, please contact us in writing at the above address. You may also contact me at (510) 286-5612 or [Elizabeth\\_Greene@dot.ca.gov](mailto:Elizabeth_Greene@dot.ca.gov), or you may contact Douglas Bright, Associate Environmental Planner (Architectural History), at (510) 286-5350 or [Douglas\\_Bright@dot.ca.gov](mailto:Douglas_Bright@dot.ca.gov) if you have any questions or wish to express any concerns. We would be glad to share any information with you.

Sincerely,



ELIZABETH KRASE GREENE  
Branch Chief, Built Resources/Architectural History  
Office of Cultural Resource Studies  
California Department of Transportation, District 4

5 Attachments

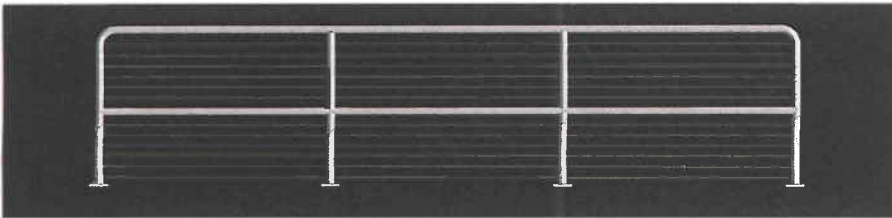


**Perspective View**



**Perspective View**

**Cost Analysis**



**Elevation**

Simulation of Proposed New Railing

**(Welded)**

**Posey/Webster Tube**

**Caltrans  
Division of Engineering Services  
Office of Transportation Architecture**



Posey Tube between Oakland and Alameda, California.

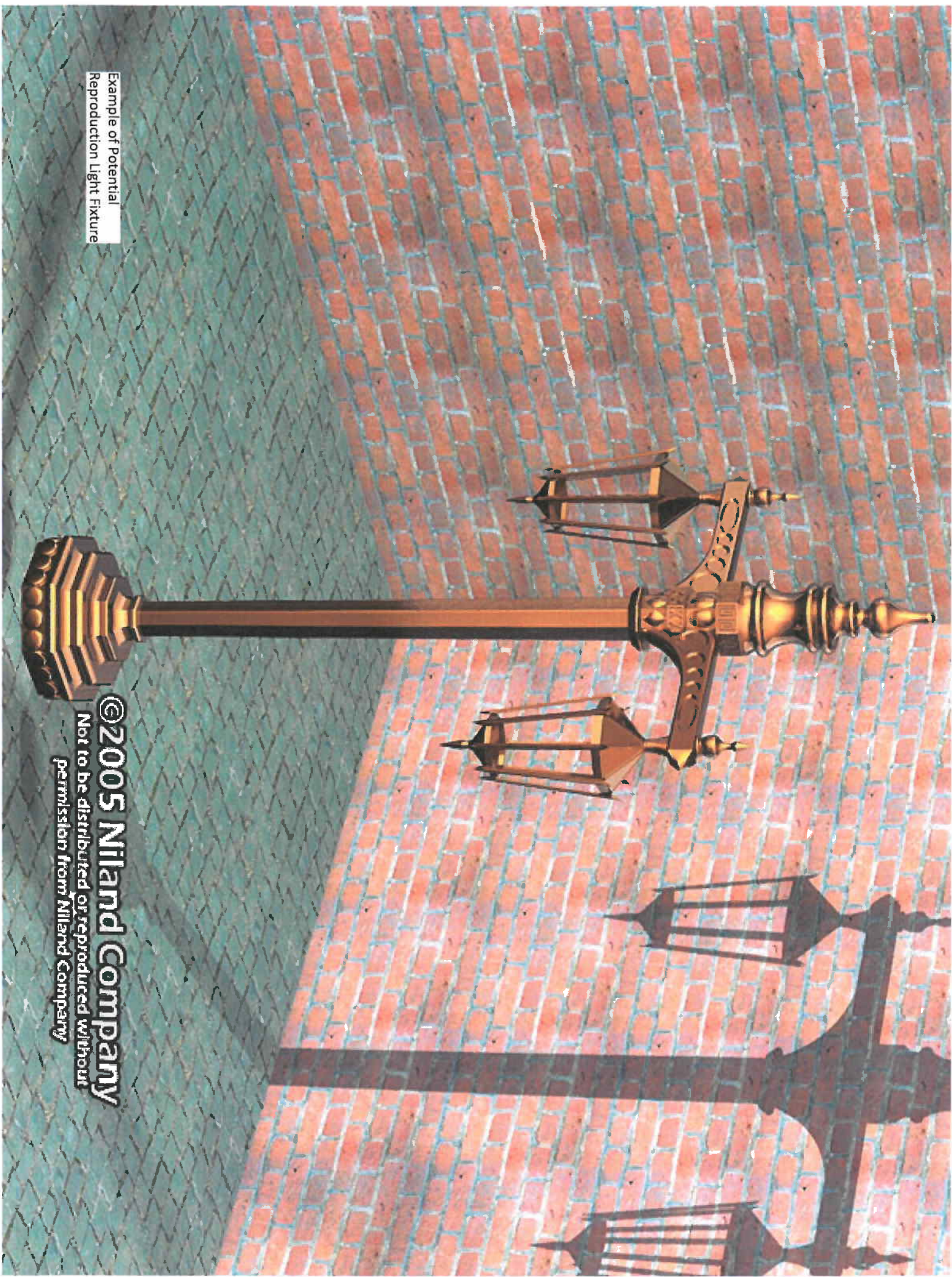
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Note Original Light Fixtures and Railing



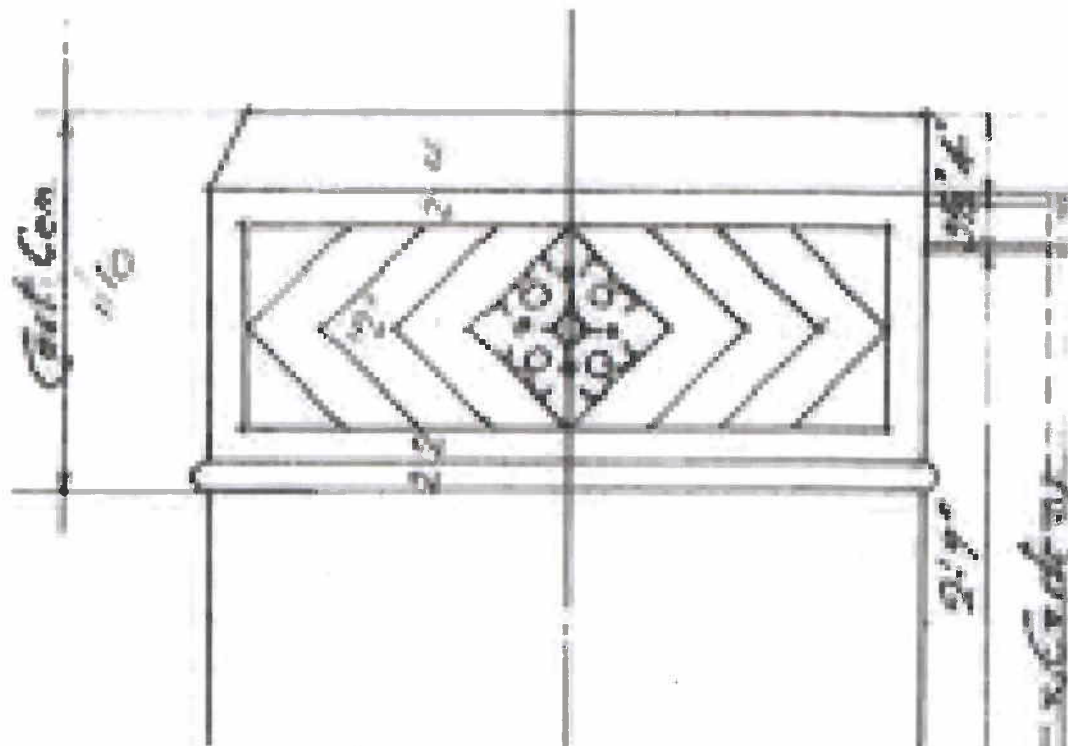
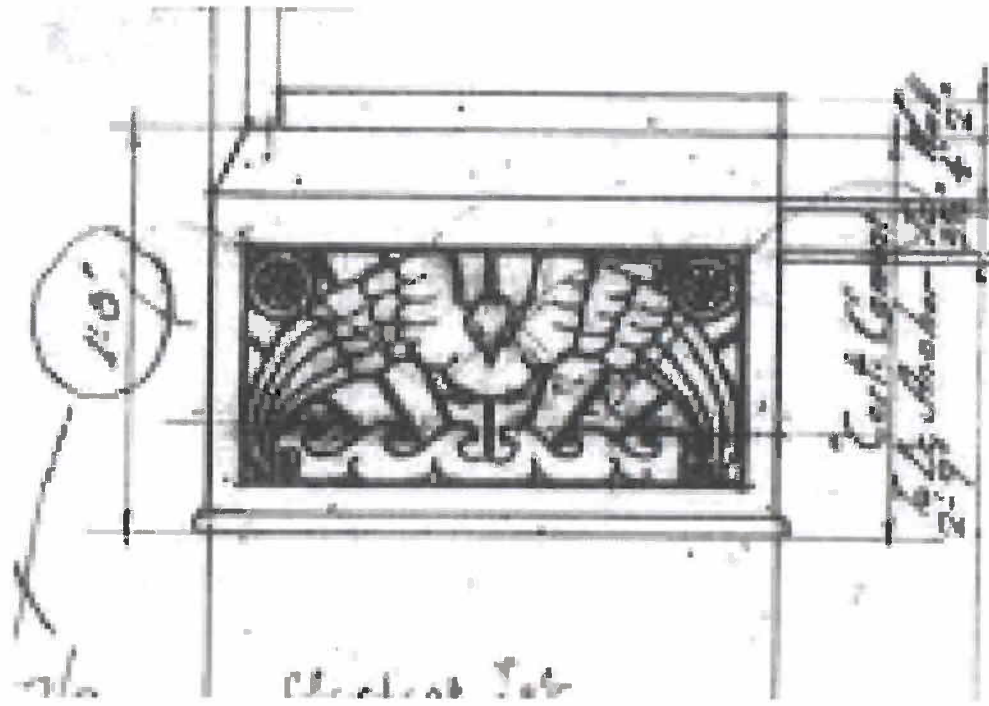




Example of Potential  
Reproduction Light Fixture

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Original Art Deco  
Relief Panels





Note Clear Glass Windows  
and Art Deco Relief Panels

