



King County

Department of Local Services
Road Services Division

NOTICE OF ACTION TAKEN

NOTICE IS GIVEN UNDER SEPA, RCW 43.21C.080, THAT THE KING COUNTY DEPARTMENT OF LOCAL SERVICES, ROAD SERVICES DIVISION, TOOK THE ACTION DESCRIBED IN (2) BELOW ON JUNE 2, 2021.

1. **Action Deadline:** Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of non-compliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced on or before 4:30 p.m. on June 30, 2021.
2. **Description of Agency Action:** The King County Department of Local Services, Road Services Division (Roads) made a decision to proceed with the Upper Tokul Creek #271B Replacement Project #1135999. Following this Notice of Action Taken, Roads will obtain required permits and approvals for this project.
3. **Description of Proposal:** The Upper Tokul Creek Bridge #271B Replacement Project is presently in the final design phase. The following project description reflects known information as of May 2021.

The existing bridge is a two-lane three-span structure that is 107 feet long and 24 feet wide. The 56-year-old structure is supported by creosote-treated timber piers supported by concrete footings. The guardrails along the bridge deck are substandard. Additionally, the roadway approaches fail to meet vertical and horizontal curve standards. The bridge is currently load restricted and posted with load limits. The existing bridge's foundation and substructure hydrologically constrict the stream channel. Abandoned footings from a demolished crossing and boulder streambank armor further impinges on the stream channel.

The proposed bridge will span over the creek with a single 99-foot-long span (center of bearing to center of bearing). The bridge curb to curb width will be 31.5 feet comprising of two 10-foot-wide travel lanes, two 4-foot-wide shoulders, and two 1.75-foot-wide curbs for mounting a rail system meeting current requirements. All portions of the existing bridge, as well as, the abandoned footings and streambank rock will be removed. The new bridge's footings will be on new abutments constructed landward of the creek. No portions of the new bridge structure will be below the 100-foot elevation. The project will also realign the approach roadway leading to and from the bridge to meet the AASHTO horizontal and vertical geometry requirements to the degree possible given the existing natural topography, stream channel location and limitations within the publicly owned right-of-way.

The bridge provides the only public access to homes and properties north of Tokul Creek. Therefore, a temporary bridge with approaches is necessary to provide continuous routine and emergency access during construction. The effect to the stream buffer is minimized aligning the temporary crossing within the earlier roadway corridor to the degree possible, limiting the temporary bridge and roadway to a single lane and deploying retaining structures to reduce the need for sloped fills or excavations adjacent to the temporary approach routes.

Anticipated Project Impacts

The total site area is 0.95 acre (41,480 square feet). The existing impervious surface is 0.38 acres (16,610 square feet), which is approximately 40 percent of the site. Replaced impervious surface area

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is 0.27 acres (11,560 square feet). The completed project will result in an additional 0.08 acre (3,500 square feet) of new impervious, pollution generating, surface. Construction will require riparian area disturbance, over-water work, and minor in-water work to complete the following:

- Tree removal, and understory clearing.
- Ground disturbing activities associated with the installation and removal of water quality best management practices (BMPs), demolition of the existing bridge and associated structures, and removal of relict foundations from a previous stream crossing.
- Install/remove a single-lane temporary bridge and approaches immediately downstream of the existing structure.
- Construct the new bridge, abutments, and bridge approaches, which create new impervious surfaces that could impact stormwater/water quality without application of the appropriate stormwater management features.
- Personal property relocation.

Anticipated Project Mitigation

Mitigation methods will be implemented on-site to the extent possible to avoid, minimize, and compensate for unavoidable project impacts. The following mitigation is anticipated for the project:

- Temporary and permanent erosion and sediment control (TESC) BMPs, e.g., native planting and erosion-control seed mix, natural fiber blankets, etc.
- Removal of the old bridge, associated bank armor, and relict bridge foundations on the stream banks.
- Removal of noxious weeds (e.g. English ivy, Japanese knotweed) from areas affected by construction.
- Stabilize bare soils and areas currently infested with noxious weeds under the bridge by placement of a bank protection material comprised of 12-inch diameter cobble per 2020 WSDOT standard specifications section 9-03.11(2) and reshaped to 2:1 maximum slope.
- Avoid/eliminate use of riprap or other angular rocky material where it may affect aquatic habitat.
- All new bridge supports will be constructed within uplands above the 100-year flood elevation.
- Stormwater mitigation is being evaluated to minimize impacts to water quality.

Anticipated Project Benefits

The project will provide the following benefits:

- Removal of the existing channel constrictions will restore natural stream processes including improved flood flow conveyance, sediment, and wood transport.
- Reduced risk of debris accumulation at the bridge.
- Water quality improvements associated with removal of the creosote-treated timber structure and stormwater treatment.
- Elimination of the load limit on the bridge.
- Improved safety for the traveling public.

Funding

The project is funded by King County. The total project cost is estimated at \$3,900,00.

Schedule

Construction work will be undertaken by a contractor; work is anticipated to begin in April 2022 and be completed by December 2022. The temporary detour bridge is anticipated to be needed from July 2022 to December 2022.

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- 4. **Location of Proposal:** The proposed project is located at the Upper Tokul Creek Bridge #271B, in unincorporated King County on Tokul Road SE approximately 325 feet north of SE 53rd Way. The project site is approximately one mile north of the City of Snoqualmie, within the NW Quarter of Section 20, Township 24N, Range 08E, and can be found on page 600 (Row 3, Column C) of the Thomas Brothers Guide. The site is located at N 47.5564 and W -121.8188 (NAD 83).
- 5. **Type of Environmental Review under the State Environmental Policy Act (SEPA):** Roads is the SEPA lead agency for the proposal, reviewed project information, prepared a SEPA Environmental Checklist, and determined that the project does not have probable significant adverse impacts on the environment, which resulted in issuance of a Determination of Nonsignificance on April 15, 2021 with a comment period that ended on April 29, 2021. A SEPA environmental impact statement (EIS) is not required under Revised Code of Washington (RCW) 43.21C.030(2)(c).
- 6. **Document Availability:** General project information is available on the project website at <https://www.kingcounty.gov/depts/local-services/roads/upper-tokul-creek-bridge.aspx>.

Additional project information on file with the lead agency can be made available by contacting the project’s Communications Program Manager (contact information below).

- 7. **Name of Agency, proponent or applicant giving notice:** King County Department of Local Services, Road Services Division

Contact Person:

Broch Bender, Communications Program Manager
206-263-1189, bbender@kingcounty.gov
King Street Center (Mail Stop: KSC-LS-0315)
201 South Jackson Street
Seattle, WA 98104-3856

- 8. **Person Filing Notice:** This notice is filed by:

Signature:
SEPA Responsible Official:
Position/title:

DocuSigned by:



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Tricia Davis
Road Services Division Director
Department of Local Services

Date: 5/25/2021