

### Legend

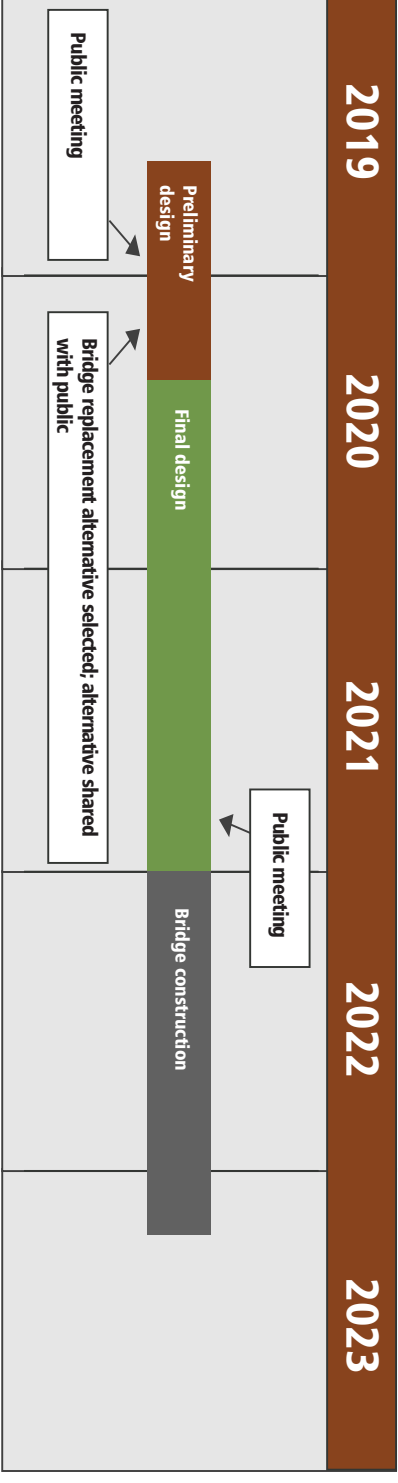
- Non-county maintained roads
- County maintained roads
- Project location
- Park
- Incorporated area

### Help us select the preferred alternative for your new bridge

The public comment period to provide input on the preferred alternative for the new bridge starts on **Tuesday, Nov. 19, 2019** and ends on **Tuesday, Dec. 3, 2019**. You can submit your comments to [Broch.Bender@kingcounty.gov](mailto:Broch.Bender@kingcounty.gov). The preferred alternative will be selected in early 2020. We will then move into the final design phase of the selected alternative.

## Project schedule

King County is in the process of determining designs for a replacement bridge, with construction projected to begin in 2022. The preliminary estimated total project cost is \$5.9 million.



**Bridge access for residents and emergency vehicles will be maintained throughout construction.** Construction activities will include demolition, concrete pouring, and crane lifts. After the new bridge is opened to traffic, crews will continue low impact restoration work including plantings and site clean-up.

## Contact information

Project website: [www.kingcounty.gov/uppertokulcreekbridge](http://www.kingcounty.gov/uppertokulcreekbridge)



**Broch Bender, Communications Program Manager**  
Email: [bbender@kingcounty.gov](mailto:bbender@kingcounty.gov)  
Phone: 206-263-1189  
24-7 Road Helpline: 800-527-6237

**Alternative Formats Available**  
206-477-3832 TTY Relay: 711  
Para solicitar esta información en Español, sírvase llamar al 206-477-3800 o envíe un mensaje de correo electrónico a [AskLocalServices@kingcounty.gov](mailto:AskLocalServices@kingcounty.gov)

## Upper Tokul Creek Bridge Replacement Project



## Why replace the bridge?

### SOLE ACCESS FOR RESIDENTS AND INDUSTRY

The bridge provides sole access to approximately 50 single-family homes and is also used by nearby forest and mining industry trucks. The bridge is used by approximately 417 cars and 40 trucks each day.

### SAFETY CONCERNS

While safe for travel, the 54-year-old bridge has outlived its useful life and is at risk of being closed due to age and condition. In addition, the current bridge is too narrow, does not have shoulders and cannot accommodate very heavy trucks that are standard today.

### EXTENSIVE MAINTENANCE

The aging timber support structure is decaying, which requires frequent and major repairs. These repairs are costly over time and inconvenience bridge users.

**The following are the weights that the existing bridge can support, based on the number of axels per vehicle:**



## Is it safe?

Yes. The existing bridge is safe for use by vehicles that comply with posted weight and size restrictions. Road Services Division inspects the bridge every two years to ensure it is safe to use. If repairs are needed, County maintenance staff performs the necessary repairs.

## Project goals:

The main goal of the project is to replace the deteriorated bridge with one that will serve the community's needs long-term. Additional goals include:

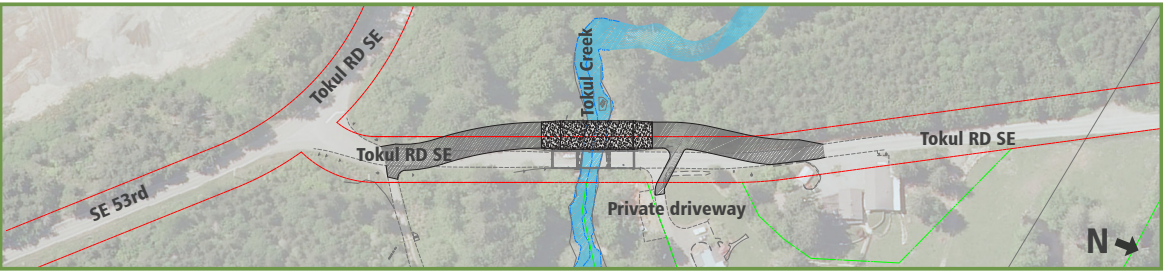
- Design a bridge that meets current standards and minimizes impact to neighboring property and the natural environment
- Maintain convenient access to community members
- Properly handle and dispose of contaminated materials
- Select the new bridge alternative by utilizing various evaluation criteria, which includes community feedback.





# New Upper Tokul Creek Bridge design options:

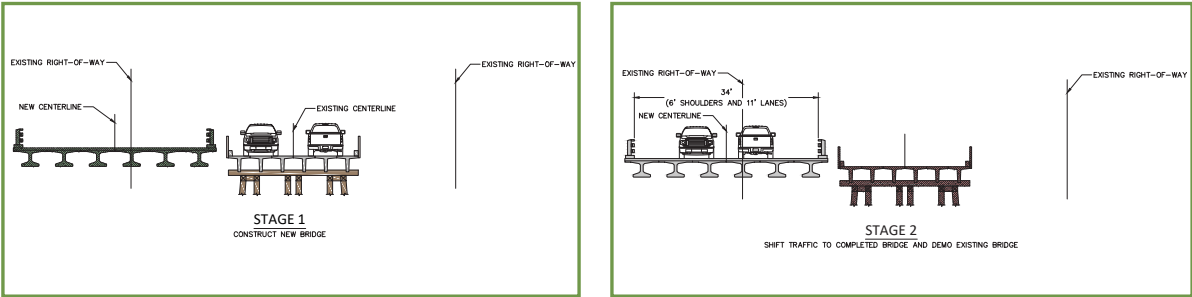
## Alternative A



### Legend

- Existing right-of-way
- Proposed new roadway
- Proposed new bridge
- Private property

### Alternative A construction stages



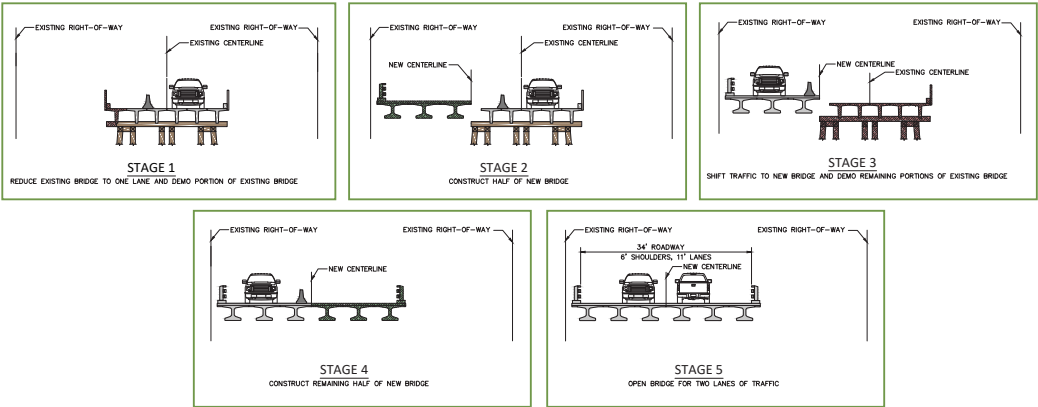
## Alternative B



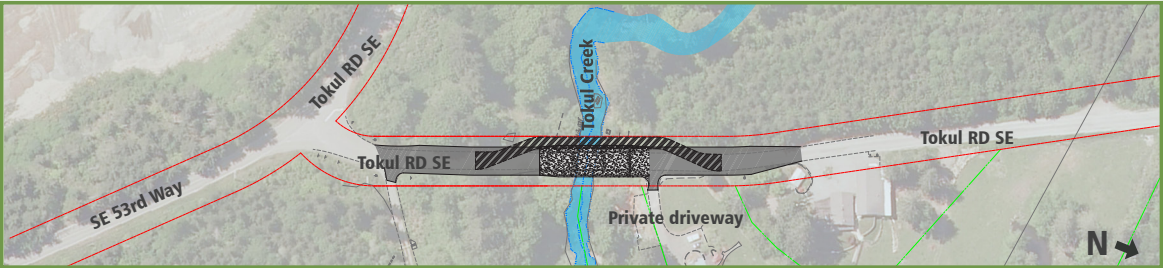
### Legend

- Existing right-of-way
- Proposed new roadway
- Proposed new bridge
- Private property

### Alternative B construction stages



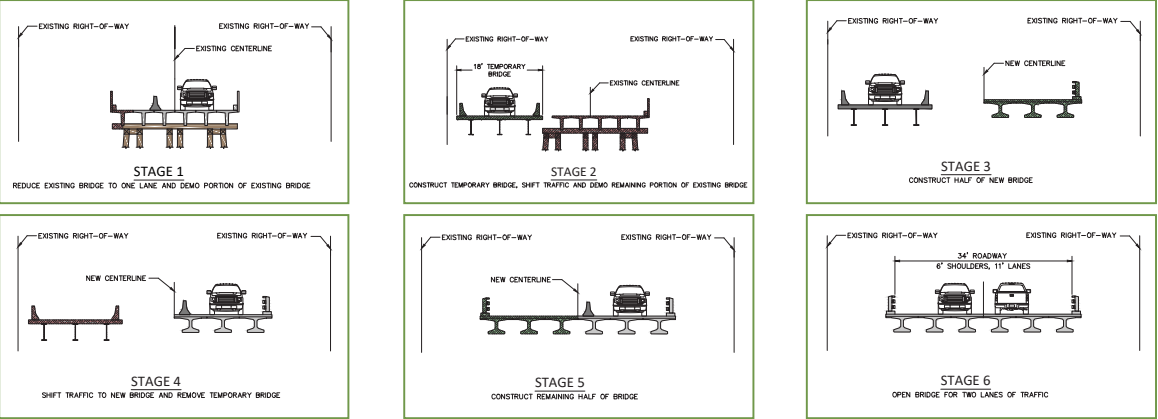
## Alternative C



### Legend

- Existing right-of-way
- Proposed new roadway
- Proposed new bridge
- Proposed temporary bridge
- Private property

### Alternative C construction stages



**OVERVIEW:** Shifts new bridge 32 feet west of its current location to maintain two-lane traffic during construction. Construction lasts approximately eight months.

#### ADVANTAGES:

- Improves visibility approaching the bridge from the south
- Maintains two lanes of traffic across existing bridge during construction\*
- Constructs new bridge and demolishes existing bridge in two stages lasting approximately eight months, four months less than other alternatives

*\*A feasibility study is needed to determine if construction trucks and equipment will be able to comply with weight restrictions on the existing bridge. If they do not comply, the project will need to build a temporary bridge.*

#### DISADVANTAGES:

- Requires the most property acquisition of all three alternatives
- Requires vegetation removal and regrading work on existing private property
- Approximately 58 medium-to-large trees would be removed from the site, more trees than any other alternative

**OVERVIEW:** Shifts new bridge 10 feet west of its current location to minimize impact to existing driveways but still maintain one-lane traffic during construction. Construction lasts approximately 12 months.

#### ADVANTAGES:

- Improves visibility approaching the bridge from the south
- Does not require a temporary bridge\*
- Requires less property acquisition than Alternative A but more property acquisition than Alternative C

#### DISADVANTAGES:

- Constructs the new bridge in five stages
- Reduces traffic to single-lane access during construction controlled by temporary traffic signal
- Requires some vegetation removal and regrading work on existing private property
- Approximately 45 medium-to-large trees would be removed from the site, fewer trees than Alternative A, but more trees than Alternative C

*\*A feasibility study is needed to determine if construction trucks and equipment will be able to comply with weight restrictions on the existing bridge. If they do not comply, the project will need to build a temporary bridge.*

**OVERVIEW:** Removes existing bridge and places the new bridge in its place to maintain existing roadway alignment. One-lane traffic will be maintained during construction by using a temporary detour bridge. Construction lasts approximately 12 months.

#### ADVANTAGES:

- Improves visibility approaching the bridge from the south
- Traffic shifts to a temporary, single-lane bridge with no weight restrictions during construction
- Requires least property acquisition of all three alternatives
- Requires minimal vegetation removal and regrading work on adjacent property
- Approximately 40 medium-to-large trees would be removed from the site, fewer trees than the other two alternatives

#### DISADVANTAGES:

- Constructs new bridge in six stages
- Requires construction of a temporary bridge