



King County

Department of Local Services
Road Services Division

DETERMINATION OF NONSIGNIFICANCE (DNS)

Name of Proposal: Upper Tokul Creek Bridge #271B Replacement Project #1135999

Date of Issue: April 15, 2021

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 March 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 flood 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 amounts for approximately 40 percent of the site. Replaced impervious area 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 and over-water 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.

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- 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.
- Private property temporary construction easements and 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) best management practices (e.g., native planting and erosion-control seed mix, natural fiber blankets, etc.).
- Removal of the old bridge, associated streambank 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 streambank 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 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 constructions 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 \$3,900,000.

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).

Schedule: Construction 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. This work will be undertaken by a Contractor.

Proponent and Lead Agency: King County Department of Local Services, Road Services Division

The lead agency for the proposal determined that it does not have a probable significant adverse impact on the environment. A State Environmental Policy Act (SEPA) environmental impact statement (EIS) is not required under Revised Code of Washington (RCW) 43.21C.030(2)(c). This decision was made after review of a completed SEPA environmental checklist (ECL) and other information on file with the lead



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agency. Copies of the ECL are available on the project website at <https://www.kingcounty.gov/depts/local-services/roads/upper-tokul-creek-bridge.aspx> information.

This DNS is issued under Washington Administrative Code (WAC) 197-11-340(2); the lead agency will not act on this proposal for fourteen (14) days from the date of issue, per WAC 197-11-502(3)(b).

Comments and Appeals: Although there is no administrative appeal of this threshold DNS (King County Code 20.44.120), the county welcomes your comments. **Any comments regarding this DNS must be received by 4:30 p.m. on April 29, 2021.** Comments may be submitted by email (recommended), US mail, or telephone.

All comments received by this deadline will be reviewed by the lead agency. If you have any questions or concerns, or require additional information, please contact Broch Bender, Communications and Community Relations Program Manager.

Contact Person:

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Signature:
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Position/title:

DocuSigned by:



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Tricia Davis
Road Services Division Director
Department of Local Services

Date: 3/30/2021