

WITHDRAWAL AND RE-ISSUANCE OF A DETERMINATION OF NON-SIGNIFICANCE

Proposal: Tolt Bridge 1834A Replacement Project (CIP 200394)

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

Note: This document withdraws the threshold Determination of Non-Significance (DNS) issued on April 28, 2003 and reissues an updated DNS. It became necessary to reissue the DNS because the scope of the original bridge replacement project was changed to include a design revision (from a steel plate girder bridge to a double steel truss bridge) and the construction schedule was updated.

Bridge Design: The Road Services Division revised the design of the Tolt Bridge replacement structure because of rising costs and lead times for steel. The previous bridge design featured steel-plate girders; due to worldwide demand, however, steel prices went up substantially in 2004, and the wait time for steel-plate girder orders increased significantly. The Road Services Division will therefore design and construct a bridge using steel elements that are more readily available.

The new bridge plan features a double-truss design. The double truss system employs a single truss to span the high-quality wetland on the west side of the river; the second truss is connected to the first and spans the Snoqualmie River. To accommodate the use of steel trusses, the new design is approximately four feet wider than the original steel-plate girder design; the revised design also results in a bridge elevation that is approximately four feet lower on average.

Construction Timing: Construction was originally scheduled to begin in the spring of 2004, but was deferred to accommodate the redesign. Depending on the final advertisement date, construction could begin as early as March 2006 and will be completed by December 2008.

Description of Proposal: The purpose of the project is to accomplish the demolition of the existing Tolt Bridge 1834A and replace it on a new alignment. The new bridge alignment will cross the Snoqualmie River approximately 165 feet upstream (south) of the existing bridge. It will include two 12-foot-wide travel lanes, and two eight-foot-wide shoulders. Bicyclists and pedestrians will share the shoulders. The project scope includes improvements to driveways and access roads, replacement of a culvert, and the installation of water quality treatment facilities.

Mitigation: Sensitive areas in the vicinity of the project limits include wetlands, the Snoqualmie River and its floodplain, three streams, steep slopes, and landslide, seismic, and erosion hazard areas. Wetlands and streams will be impacted by the project in a number of ways, including fill, shading, clearing, and limitations affecting vegetation height under the bridge. As part of this proposal, an Environmental Mitigation Plan is being prepared that addresses the temporary and permanent impacts the project has upon the biological environment. The Plan includes elements such as:

- ◆ The use of project timing, sequencing, and Best Management Practices (BMPs) to reduce impacts on fish and wildlife.
- ◆ Erosion and sediment control measures and planting native vegetation to mitigate vegetation clearing.
- ◆ Noise attenuation devices such as bubble curtains to mitigate underwater noise associated with pile driving.

- ◆ Construction of a water quality pond, two bioswales, and improvements to existing ditches to mitigate increased impervious surfaces.

To comply with local regulatory requirements, the project scope also includes areas for compensatory flood storage to balance fill within the floodplain.

With the issuance of a Type III Certificate of Appropriateness May 2, 2005, the King County Landmarks Commission approved the removal of the existing historic bridge. The impact on a historic resource that the removal and demolition of the historic bridge represents will be mitigated by preparing photos and written documentation, installing permanent interpretive historic materials at the project site, and developing a paint scheme for the new bridge trusses that closely matches the color of the existing Tolt Bridge.

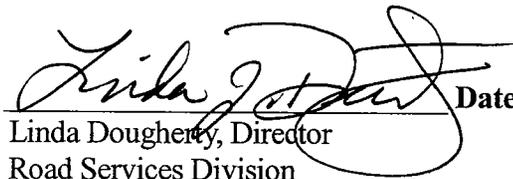
Location of Proposal: The project area is about 1.5 miles west of the City of Carnation and within Section 20 and 21, Township 25N, Range 7E. The existing Tolt Bridge conveys Northeast Tolt Hill Road over the Snoqualmie River (at River Mile 25.25) about one mile west of Fall City-Carnation Road Northeast (State Route 203) near the intersection with West Snoqualmie River Road Northeast.

Lead Agency Determination: The King County Department of Transportation, Road Services Division is the lead agency for the proposal and has determined that the project does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. **This information is available to the public on request (for a nominal photocopying fee) or can be reviewed in the office free of charge.**

This Determination of Non-Significance (DNS) is issued under the Washington Administrative Code (WAC 197-11-340(2)). The lead agency will not act on this proposal for fourteen (14) days from the date this DNS is issued in accordance with WAC 197-11-502. The public comment period is fourteen (14) days from the date of issuance for the DNS. **Any comments regarding this project must be submitted by telephone or in writing by 4:30 P.M., September 29, 2005.** If you have any questions, concerns, or require additional information, please call either of the engineers for the project listed below, or visit the project website at <http://www.metrokc.gov/kcdot/roads/cip/ProjectDetail.aspx?CIPID=200394>.

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Linda Dougherty, Director
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Date

September 15, 2005