United States Senate
WASHINGTON, DC 20510-4705
April 14, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I write in support of U.S. Department of Transportation FASTLANE Grant Program application submitted by Snohomish County to replace Granite Falls Bridge #102. This bridges serves as the primary access point for many rural towns in northwest Washington state. Reconstruction of the bridge is necessary to maintain an important residential, freight, and recreational corridor in Snohomish County.

Granite Falls Bridge #102 sits on a freight corridor essential to the transport of natural resources like timber, sand, gravel, and other aggregate resources to the Puget Sound region. The existing 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered functionally obsolete. Failure of the bridge would seriously threaten public safety and force a 94-mile traffic detour to roads built only to minimal United States Forest Service standards that typically remain closed during the winter months.

The proposed three span, precast concrete girder bridge would be wider than the existing structure and would provide two 15-foot lanes as well as pedestrian and bicycle access to ensure the safety of all users. When road conditions are most favorable for tourists frequenting the Mountain Loop Highway and the Mount Baker/Snoqualmie National Forest, an average of 4,800 vehicles travel over the bridge daily.

Replacement of Granite Falls Bridge #102 is critical to ensuring the consistent transport of natural resources to market and protecting the safety of all travelers. The project will be at 90 percent design by the end of 2016. Funding from the FASTLANE Grant Program would allow Snohomish County to complete construction of the project. I urge you to give full and fair consideration to the county’s application for this important infrastructure investment.

Sincerely,

Maria Cantwell
United States Senator
April 27, 2016

The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Dear Secretary Foxx:

I am writing in support of the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. The bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. The bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. The highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silverton.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. The proposed plan for the new bridge is wider and longer than the existing bridge and will meet current service standards in addition to providing increased traffic capacity.

I encourage your full and fair consideration, consistent with applicable laws and regulations, of their application.

Regards,

Suzan DelBene  
Member of Congress
April 11, 2016

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

The Washington State Department of Transportation is pleased to support Snohomish County's FASTLANE grant application for the Granite Falls Bridge #102 project.

The proposed project will replace the current bridge providing direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. The bridge carries Mountain Loop Highway traffic over the South Fork Stillaguamish River and is used for recreational opportunities and tourism, and for residents of the rural towns of Verlot, Rove Valley, and Silverton. Additionally, it is on a vital-freight route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current bridge deck, considered fracture critical and functionally obsolete, is not wide enough for two large vehicles to comfortably pass, and if it were to fail, the detour route is ninety-four miles. This is the same route that was opened as a detour route after the Oso landslide in 2014.

I hope you will give this project serious consideration.

Sincerely,

Roger Millar, PE, AICP
Acting Secretary of Transportation
April 5, 2016

The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

RE: FASTLANE Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

On behalf of the Puget Sound Regional Council, I am writing in support of the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silverton.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Sincerely,

[Signature]

Josh Brown, Executive Director  
Puget Sound Regional Council
The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590  

Re: FASTLANE Letter of Support for Granite Falls Bridge No. 102 in Snohomish County, Washington  

Dear Secretary Foxx:  

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.  

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mount Baker-Snoqualmie National Forest via the Mountain Loop Scenic Byway for tourism and outdoor recreationists living in Snohomish County and the greater North Puget Sound metropolitan area. A wide variety of outdoor activities are offered on National Forest lands in the scenic Cascade Mountains east of Granite Falls, including hiking, biking, camping, fishing, kayaking, rock climbing, winter sports, sightseeing, bird watching, and educational opportunities. The bridge is also a critical link for residents in the rural townships of Verlot, Robe Valley, and Silverton.  

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles, of which the middle portion over Barlow Pass is closed during the winter months. Of the 94 mile route, a 14-mile segment of the 54-mile Mountain Loop Highway between Granite Falls and Darrington is unpaved, narrow and winding, as it was built to a minimal Forest Service standard to accommodate low traffic volumes.  

I would like to request your consideration of this important project for funding through the FASTLANE program.  

Sincerely,  

JAMIE KINGSBURY  
Forest Supervisor
April 11, 2016

The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

RE: FASTLANE Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silvertown.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Sincerely,

Ty Trenary, Sheriff
April 12th, 2016

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: FASTLANE Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silverton.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Sincerely,

Jim Haverfield
Fire Chief

Fire Commissioners
Kevin Hayes, John Gillett, Ron Stephenson

Fire Chief
Jim Haverfield
April 4, 2016

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: FASTLANE Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silverton.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Sincerely,

[Signature]

Brent Kirk, City Manager
City of Granite Falls
April 6, 2016

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: FASTLANE Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT FASTLANE Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational and tourism and for residents in the rural townships of Verlot, Robe Valley, and Silverton.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Sincerely,

Daniel O Rankin, Mayor
Town of Darrington