August 1, 2019

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Dear Secretary Chao,

I am pleased to write in support of the application submitted by Snohomish County to the Better Utilizing Investments to Leverage Development (BUILD) program.

The Granite Falls Bridge #102 Replacement Project addresses a critical infrastructure project that supports the local economy and tourism in rural Snohomish county. The current bridge carries traffic over the South Fork Stillaguamish River, providing access for freight transportation and tourism through the Mountain Loop Scenic Byway, Mt. Pilchick State Park and the Mount Baker- Snoqualmie National Forest. According to the County, tourism is the third largest market in Snohomish County and accounts for an $11 million countywide impact annually. The Granite Falls Bridge is essential to connecting visitors with tourism centers. If the bridge fails, the detour route is 94 miles on a route that is only built to minimal Forest Service standards and is closed during the winter months. This project will ensure safe access by replacing the current bridge which the Federal Highway Administration considers fracture critical and functionally obsolete.

This project will provide a safe and reliable transportation network while supporting the economic competitiveness of the area. Additionally, it will ensure access of rural residents to essential services. Thank you for your full and fair consideration of this application.

Sincerely,

Maria Cantwell
United States Senator
The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT BUILD Grant program. This project falls under the Administration’s stated priority of increasing support for rural infrastructure improvements.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway, which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Roub Valley, and Silverton. The bridge is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure, construction industry, and economy.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This vital bridge is considered fracture critical and functionally obsolete. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is only built to minimal forest service standards. A closure could prevent or delay imperative emergency services; the County cannot afford to wait until disaster falls before taking action.

I applaud Snohomish County for their continued efforts to ensure the safety and functionality of this corridor, and I encourage your full and fair consideration, consistent with applicable laws and regulations, of their application.

Sincerely,

Suzan DelBene
Member of Congress
Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mt. Baker-Snoqualmie National Forest via the Mountain Loop Highway, which offers recreational opportunities and tourism for people across the State of Washington and visitors from around the world. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region's infrastructure and construction industry.

The USDA Forest Service also made a decision on the South Fork Stillaguamish Vegetation Management project, which would thin between 2,160 and 3,600 acres with multiple timber sales over a period of 10 years. This would contribute to an increase in log truck traffic on the Mountain Loop Highway and Falls Bridge as the federal timber sales are sold. Other bridges on the Mountain Loop in the upper valley, where timber sales are planned, are structurally deficient and need to be replaced at some point.

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 or close, the detour route is 94 miles, of which the middle portion over Barlow Pass is closed during the winter months. Of the 94 mile detour 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. If the detour route became necessary, the 14-mile gravel and dirt segment would not be able to safely accommodate increased public, commercial, and emergency response traffic volumes. A closure would prevent or delay imperative emergency services; the County would rather not delay action on the bridge until the point of structural failure is reached or a natural disaster were to occur.

I would like to request your consideration and selection of this necessary project. Thank you for your time.

Sincerely,

JAMIE KINGSBURY
Forest Supervisor
June 20, 2019

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC  20590

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

Dear Secretary Chao:

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 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Josh Brown, Executive Director
Puget Sound Regional Council
June 26, 2019

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

Dear Secretary Chao:

The Washington State Department of Transportation is pleased to support Snohomish County’s 2019 BUILD grant application for the Granite Falls Bridge #102 Replacement 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 provides access to the Mount Baker/Snoqualmie National Forest along the Mountain Loop Highway which offers recreational opportunities and tourism for travelers across the state of Washington. 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, at 340-feet long and 20-feet wide, is 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. Part of the ninety-four mile detour route is closed during the winter months and is built to minimal forest service standards.

I hope you will give this project serious consideration.

Sincerely,

Roger Millar, PE, FASCE, FAICP  
Secretary of Transportation
June 20, 2019

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 85-year old, 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94-mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Dave Somers  
County Executive
June 27, 2018

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

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

Dear Secretary Chao:

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

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region's infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silvertown. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services.

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

Sincerely,

Ty Trenary
Snohomish County Sheriff
July 12, 2018

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

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

Dear Secretary Chao:

On behalf of the Port of Everett, we would like to express our support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. Most of the Port’s timber products are sourced from East Snohomish County and exported out of our deep-water seaport.

The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services.

I appreciate your consideration of funding for this critical infrastructure project.

Sincerely,

Lisa Lefeber
Acting CEO/Executive Director
Port of Everett
July 1, 2019

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles devastating the economic vitality of the surrounding communities. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Patrick Pierce  
President & CEO  
EASC
June 19, 2019

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC  20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Brent Kirk  
City manager  
City of Granite Falls
The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC  20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94-mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

[Signature]
Jim Haverfield
Fire Chief

Fire Commissioners  
Kevin Hayes, Ron Stephenson, Jesse James

Fire Chief  
Jim Haverfield
June 19, 2019

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: BUILD Letter of Support – Granite Falls Bridge #102 Snohomish County, Washington

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, submitted under the 2019 ISDPT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, grave, and aggregate resources. These resources are crucial for the Puget Sound region’s; infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley and Silverton. If the bridge were to fail or close, the detour route is 94 mils. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Delana Reeves
Transportation Supervisor
Lake Stevens / Granite Falls Co-op
Date: June 27, 2019

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region’s infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

[Signature]

Daniel O. Rankin  
Mayor
June 19, 2019

The Honorable Elaine L. Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

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

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles northeast of downtown Granite Falls, Washington, and carries traffic over the South Fork Stillaguamish River. The bridge provides direct access to the Mount Baker/Snoqualmie National Forest via the Mountain Loop Highway which offers recreational opportunities and tourism for people across the state of Washington. Granite Falls Bridge #102 is also part of a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources. These resources are crucial for the Puget Sound region's infrastructure and construction industry.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably. This important bridge is considered fracture critical and functionally obsolete. Granite Falls Bridge #102 provides an essential route for residents living outside Granite Falls and in the communities of Verlot, Robe Valley, and Silverton. If the bridge were to fail or close, the detour route is 94 miles. Part of this 94 mile route is closed during the winter months and is built to minimal forest service standards. A closure would prevent or delay imperative emergency services; the County cannot afford to wait until the disaster falls before taking action.

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

Sincerely,

Barbara Tolbert
Mayor
From: Granite Falls Historical Society  
P.O. Box 1414  
Granite Falls, WA  98252

To: The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC  20590

Dear Secretary Chao:

I am pleased to write this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 2019 USDOT BUILD Grant program, hoping that the final project can include preservation of the existing bridge as an entry on the County and National Registers of Historic Places.

The existing bridge was built in 1934 with two 10-ft wide traffic lanes designed to handle a 15-ton live load, and opened 1/3 of Snohomish County for logging, mining, and tourism. The bridge is an essential link in a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources, crucial for the Puget Sound region’s infrastructure and construction industry. Today, over 600 50-ton dump trucks traverse the bridge daily, plus over 200,000 seasonal visitors who enjoy the recreational opportunities of camping, hiking, sightseeing, and historic tourism on Mountain Loop Hwy.

The current bridge deck is not wide enough for two large vehicles to pass comfortably; the bridge is simply functionally obsolete, being taxed well beyond its design limits. Any closure due to mishap would mean a 94-mile detour along a route which is normally closed in winter, preventing or delaying imperative emergency services to the communities and visitors in central eastern Snohomish County.

The bridge is immediately adjacent to a waterfall and fish ladder, both of which are historic tourist attractions. Preserving the current bridge can serve to improve access to those while providing an incredible pedestrian river overlook, safer river crossing for pedestrians and bicyclists, and even an emergency alternative, if properly planned.

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

Sincerely,

Fred Cruger, Granite Falls Historical Society (GFHS), Treasurer  
League of Snohomish County Heritage Organizations (LOSCHO), VP