



Thorpe Tunnels

Phase 1 Alternatives Analysis

Transportation Commission Update
February 18, 2026





Agenda

Background

Alternatives Considered

Preliminary Preferred Options

Next Steps





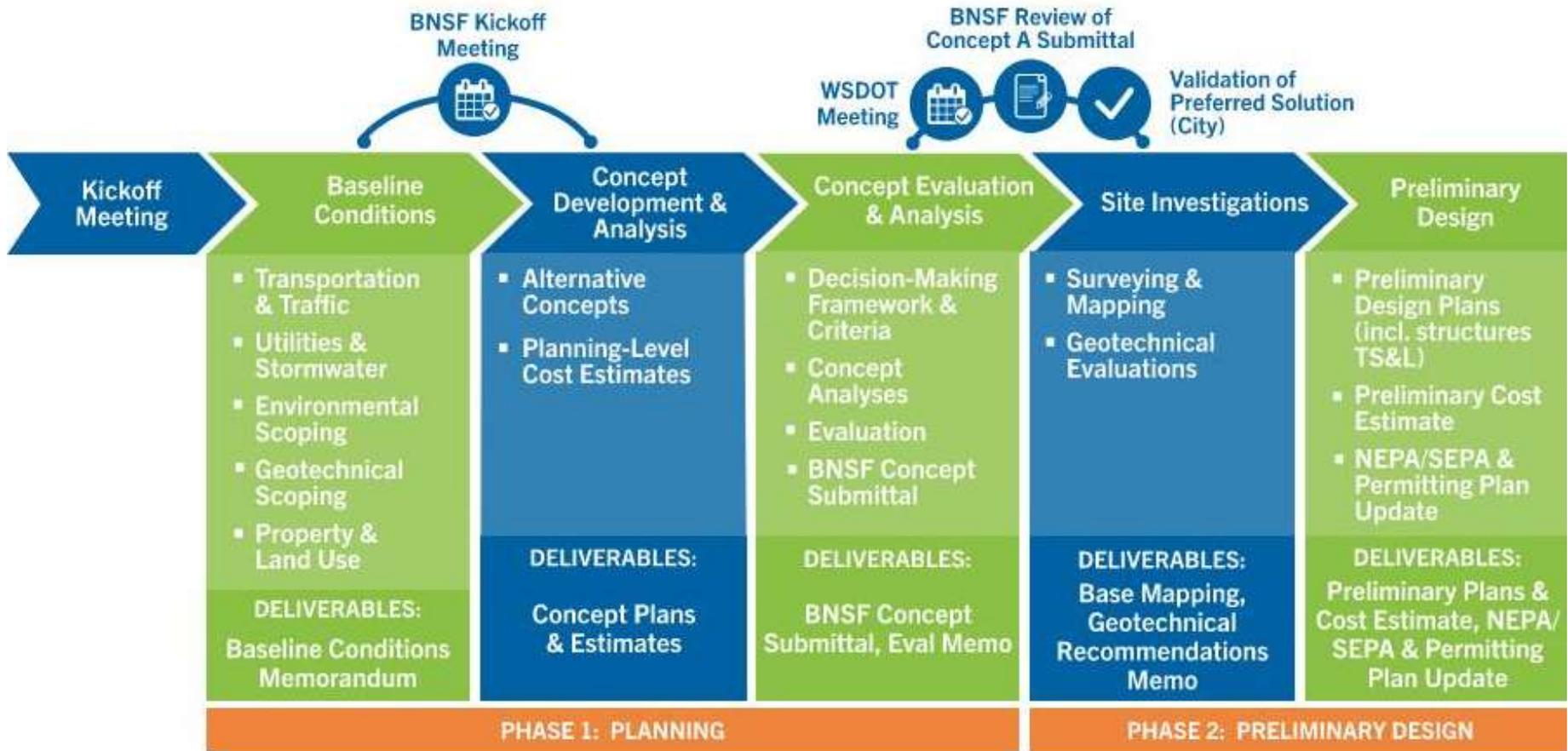
Background



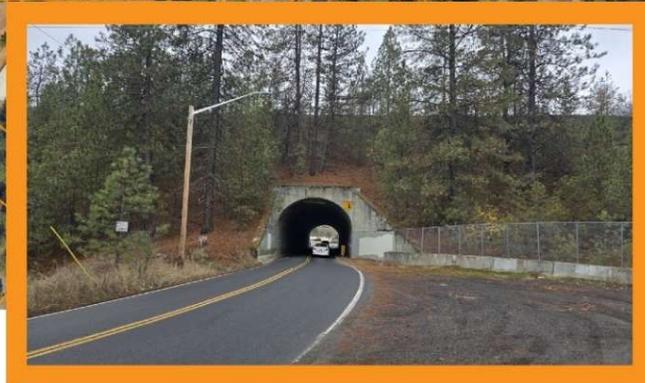
Objectives

- Identify feasible solutions to increase the capacity of Thorpe Road.
- Analyze and evaluate top options and identify a preferred solution.
- Validate the preferred solution with key stakeholders, City leadership and the community
- Develop a preliminary design for the validated preferred solution.

Process and Timeline



Overview



West Tunnel (Looking West)



East Tunnel (Looking West)

Key Considerations

- Traffic Forecast
 - Confirm 2-Lane roadway
- Complimentary Projects
 - Fish Lake Trail - Thorpe Road Trail Spur
 - US 195 Thorpe Road Overpass
- Early Engagement with BNSF
 - Single southbound rail line carries 19 trains/day
 - Impacts to operations are limited to hours and must be carefully planned
 - Embankment height makes shoefly infeasible
 - Parallel track to east carries northbound rail

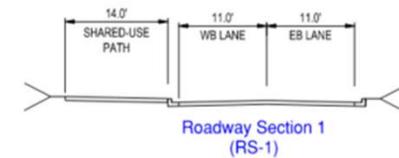
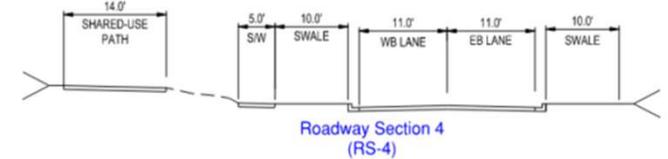
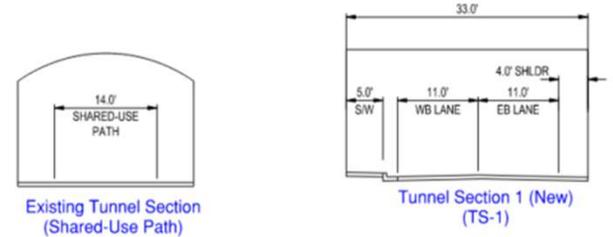
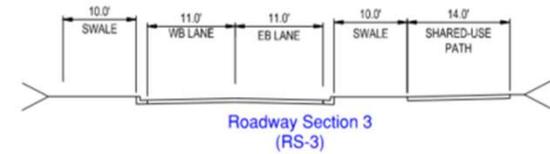
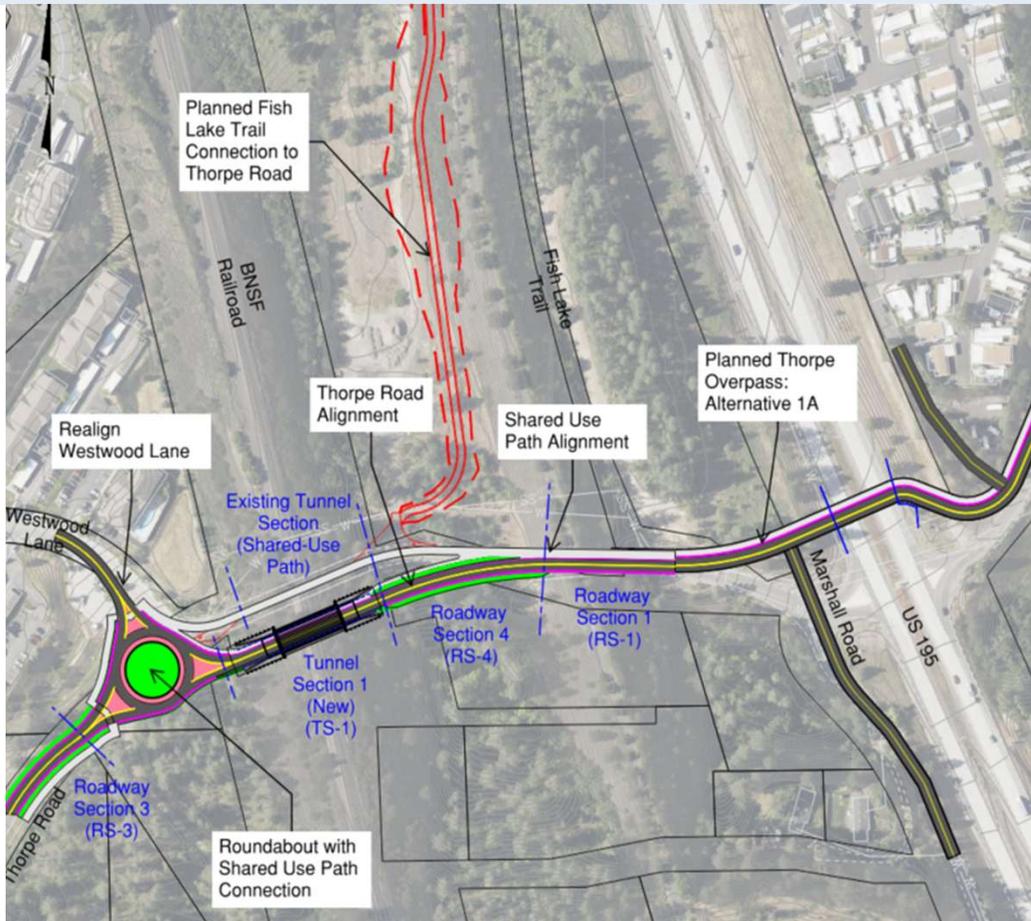


Alternatives Considered

West Crossing (BNSF)



New Tunnel – South Option

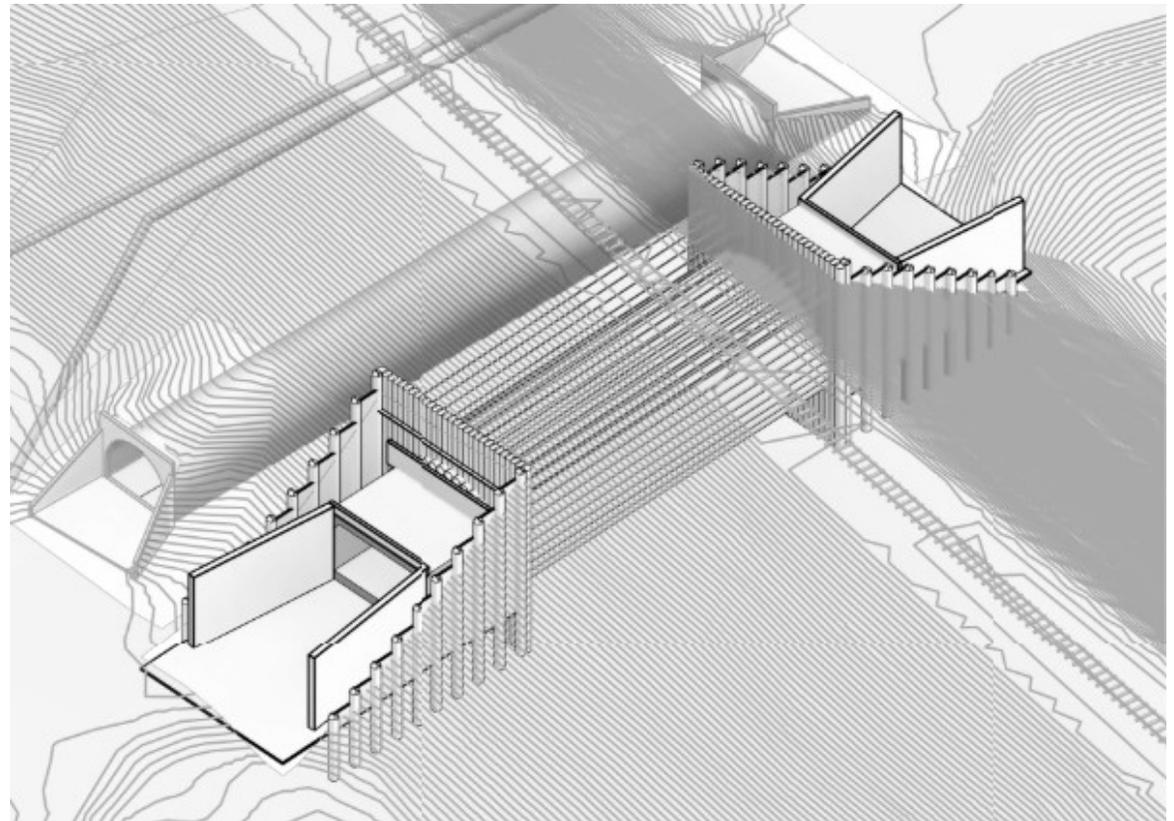


NOTE: Roadway & Tunnel Sections Shown are Looking East

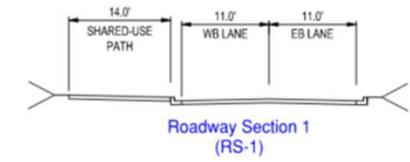
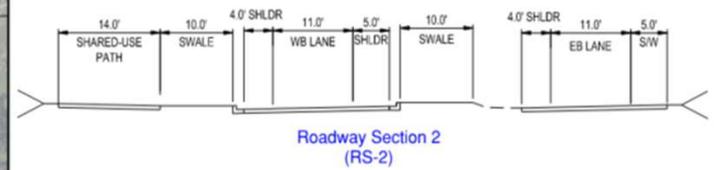
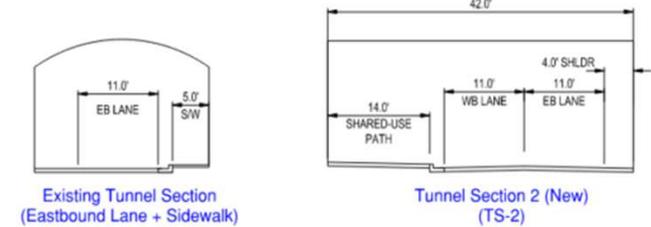
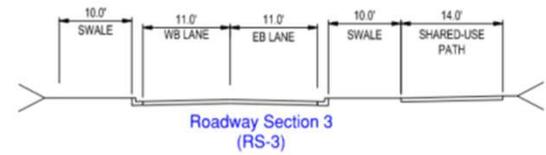
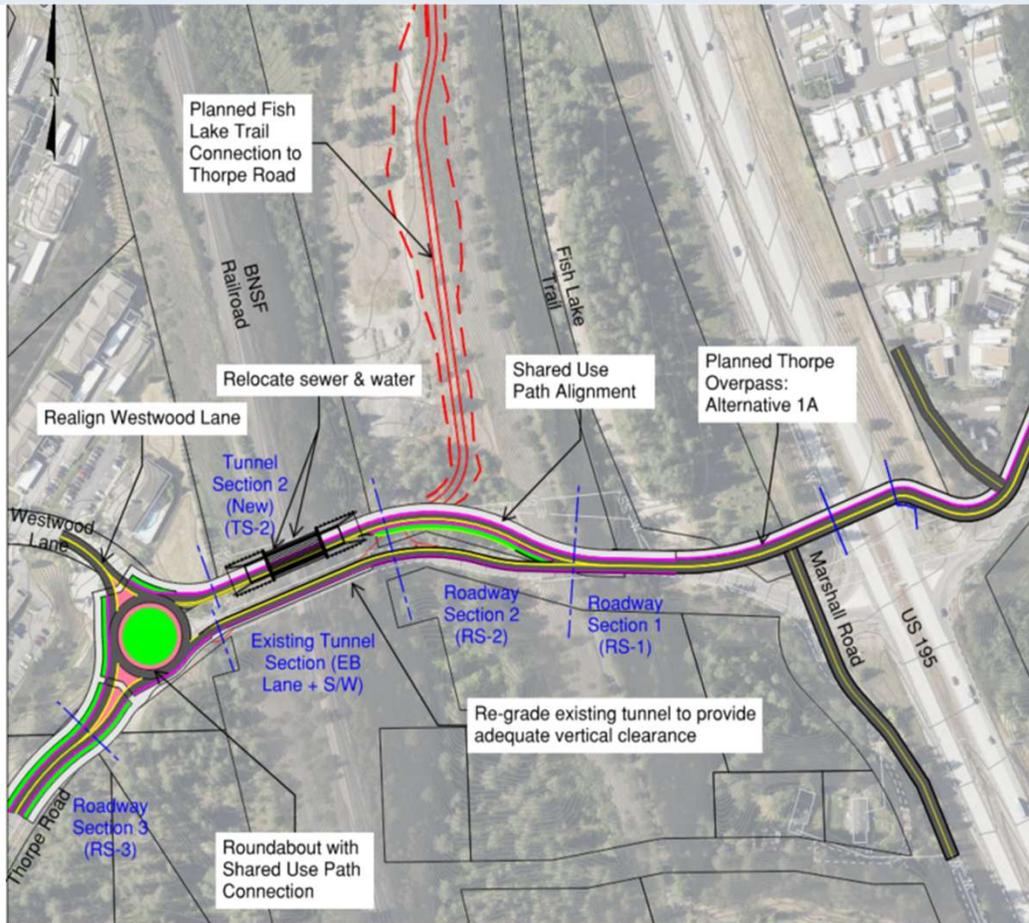


New Tunnel – South Option

- New Tunnel Carries WB/EB Travel Lanes
- Existing Tunnel Carries Shared Use Path



New Tunnel – North Option

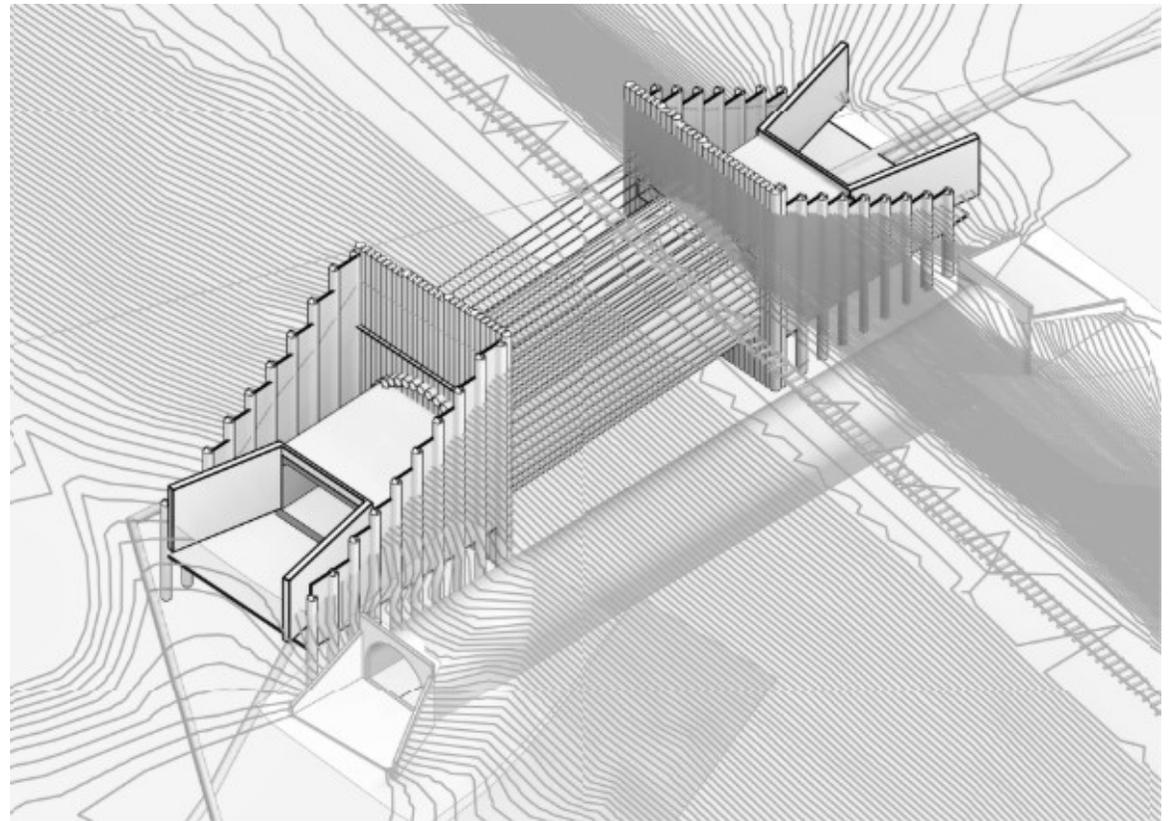


NOTE: Roadway & Tunnel Sections Shown are Looking East



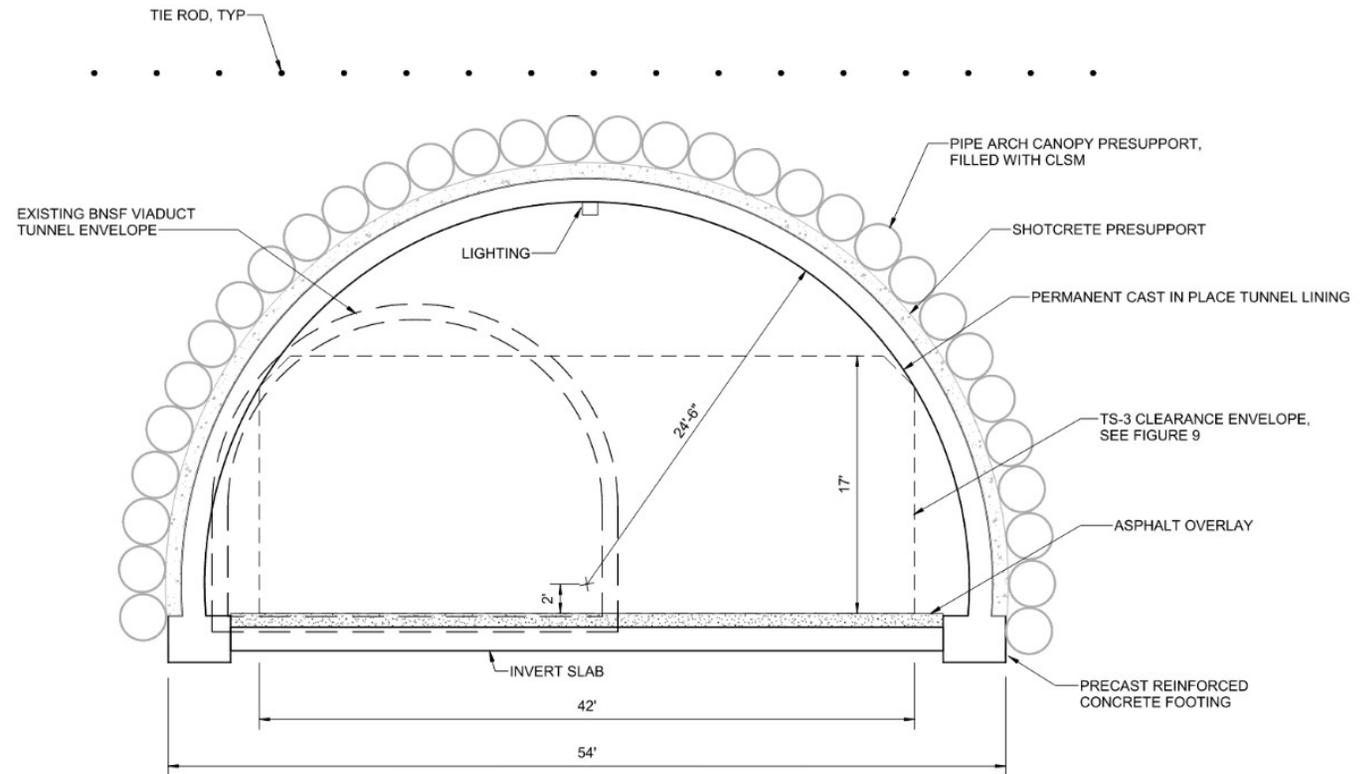
New Tunnel – North Option

- New Tunnel Carries WB Travel Lane and Shared Use Path
- Existing Tunnel Carries EB Travel Lane



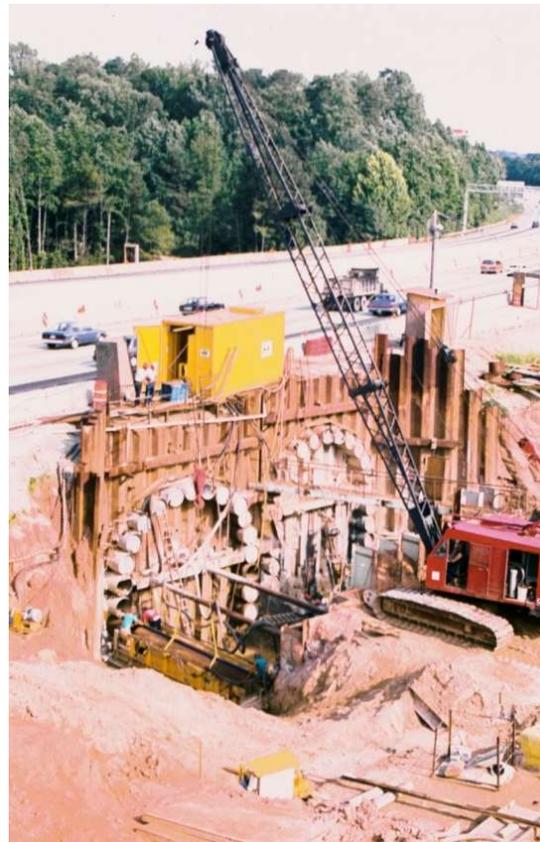
Enlarge Existing Tunnel

- 54-foot envelope
- Requires full closure of Thorpe for duration (1-2 years)



Tunnel Construction Methods

- Sequential Excavation Method (SEM) Tunnel with Pipe Arch Canopy
- Tunnel Lining – concrete or corrugated steel



Tunnel Construction Methods

- Sequential Excavation Method (SEM) Tunnel with Jacked Box



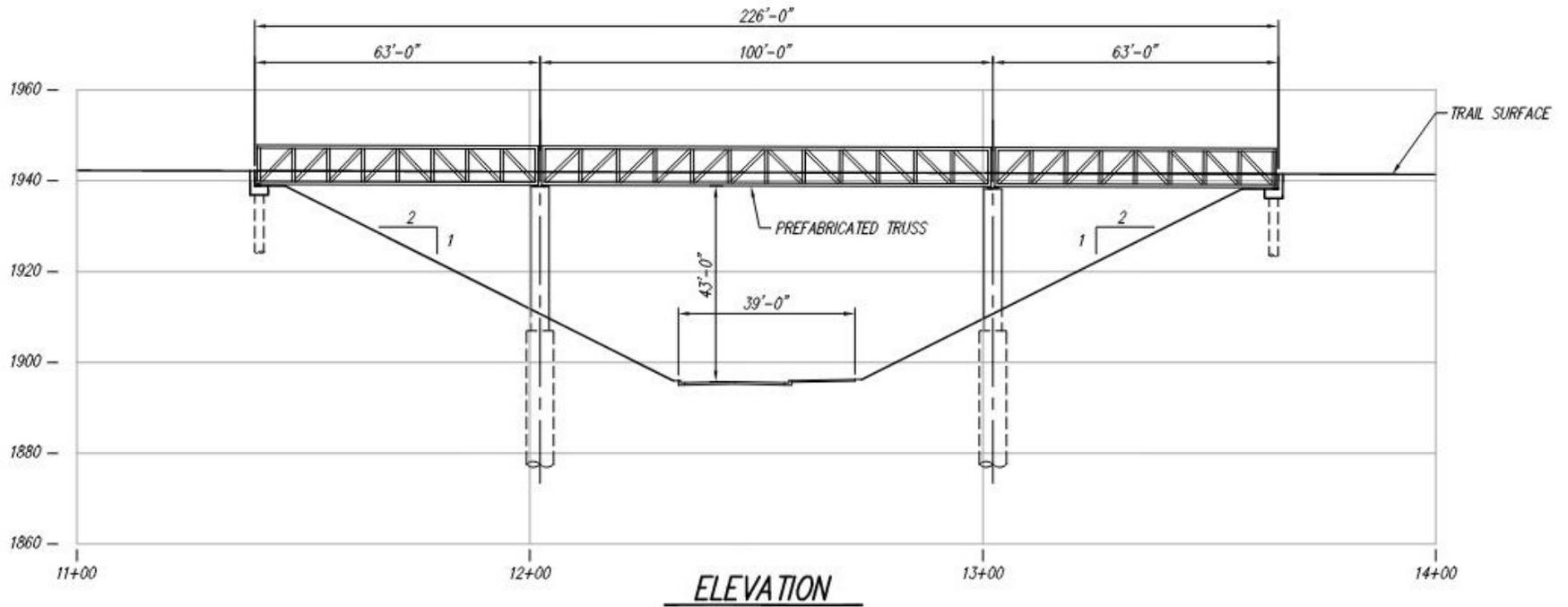


Alternatives Considered

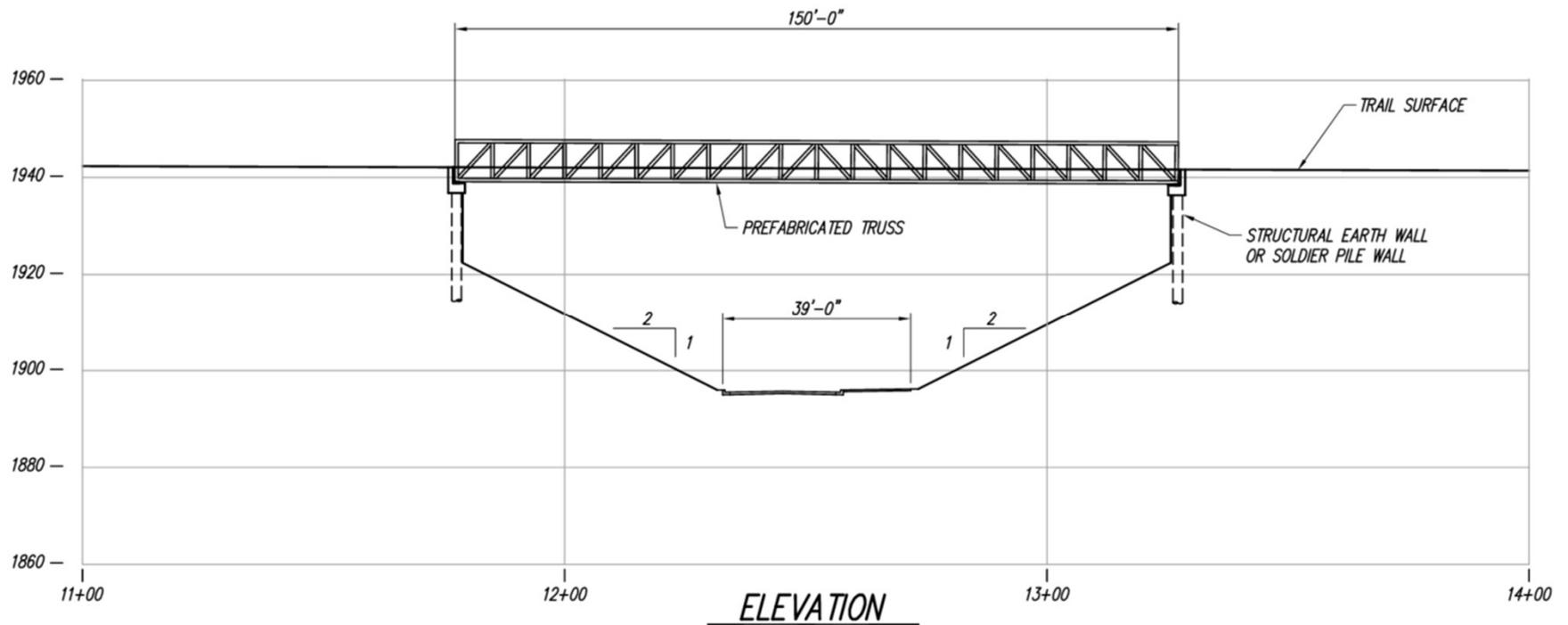
East Crossing (Fish Lake Trail)



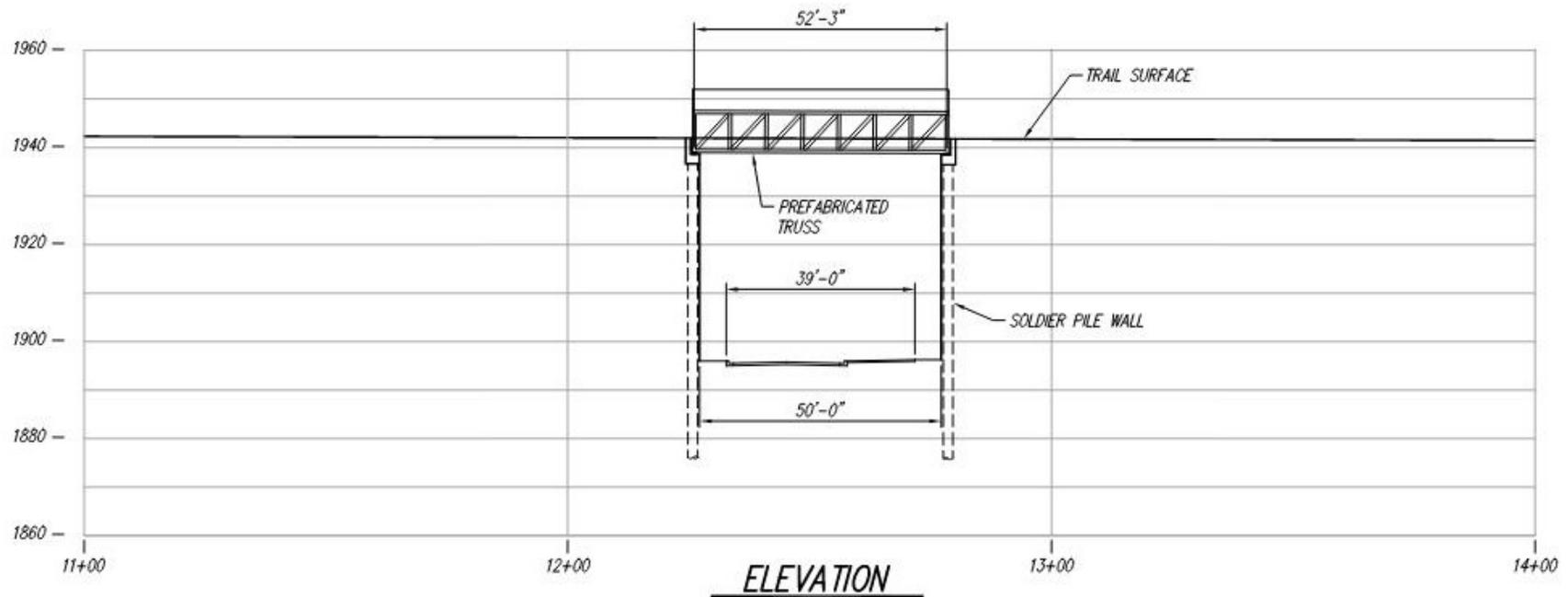
Long Bridge Option



Middle-Length Bridge Option



Short Bridge Option





Preliminary Preferred Options



Preliminary Preferred Options

West Crossing (BNSF)

- New Tunnel-South

East Crossing (Fish Lake Trail)

- Medium-Length Bridge

Criterion	West Crossing Options		East Crossing Options		
	New Tunnel - South	New Tunnel - North	Long Bridge	Medium Bridge	Short Bridge
Traffic Operations	Yellow	Yellow	Green	Green	Yellow
BNSF Operations	Green	Green	Grey	Grey	Grey
Safety					
Vehicular	Green	Green	Green	Green	Green
Nonmotorized	Green	Yellow	Green	Green	Green
Cost					
Capital	Orange	Orange	Yellow	Green	Yellow
Life Cycle	Yellow	Yellow	Yellow	Green	Yellow
Constructability					
Water & Sewer	Green	Orange	Green	Green	Green
Lumen UG Fiber	Green	Orange	Yellow	Yellow	Yellow
Lumen OH Copper	Yellow	Green	Yellow	Yellow	Yellow
Whitman Co UG Fiber	Yellow	Green	Yellow	Yellow	Yellow
OH Power/Lighting	Green	Green	Green	Green	Green
Gas	Green	Green	Green	Green	Green
Traffic During Construction					
Vehicular	Yellow	Orange	Yellow	Green	Yellow
Nonmotorized	Green	Yellow	Orange	Green	Yellow
Environmental					
Archaeological/Historical	Yellow	Orange	Green	Green	Green
4(f)	Green	Orange	Orange	Green	Orange
Hazardous Materials	Yellow	Yellow	Orange	Yellow	Green
Traffic Noise	Green	Green	Grey	Grey	Grey
Property Impacts					
Private Parcels	Yellow	Orange	Green	Green	Green
WSDOT/BNSF	Yellow	Orange	Orange	Yellow	Yellow

LEGEND	
Red	High / Least Acceptable
Orange	Moderate to High / Less Acceptable
Yellow	Moderate / Somewhat Acceptable
Light Green	Low to Moderate / More Acceptable
Dark Green	Low / Most Acceptable

Planning-Level Cost Estimate

	Tunnel – South Option	Tunnel – North Option
Construction Total (Rounded)	\$47,200,000	\$50,500,000
Real-Estate Acquisition (Rounded)	\$343,000	\$280,000
Escalation (Rounded)	\$7,100,000	\$7,500,000
Total Project Cost (Rounded)	\$54,700,000	\$58,400,000
Class IV Estimate – Expected Range of Accuracy (-30% to +40%)	\$38,300,000 to \$76,600,000	\$40,900,000 to \$81,800,000



Next Steps



Next Steps

- Validation of Preliminary Preferred Options
 - BNSF (West Crossing)
 - WSDOT
- Community Engagement
 - Project Website
- Phase 2 - Preliminary Design





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Thank you

