

2009 - 2017 Bicycling on Interstate 90

ALTERNATE ROUTE ON THE JOHN WAYNE PIONEER TRAIL



* Old Sunset Highway (SR 906) between milepost 47 and 52 will remain available as an alternate route over the Snoqualmie Summit.

John Wayne Pioneer Trail

Alternate Route: approx. 8 miles

Description: The alternate route is approximately eight miles around the west side of Keechelus Lake. The trail features two distinct wheelpaths with hard-packed earth (with occasional spots of loose gravel, large cobbles, or potholes) that offer a stable riding surface and a scenic alternative to the shoulder of I-90, be alert and use caution.

The Hyak trailhead features a large parking area and restrooms with coin-operated showers.

Condition: Riders with touring bikes, mountain bikes, and hybrid/commuter bikes should be able to ride the John Wayne Pioneer Trail without equipment damage, assuming a tire width of at least 28 mm (~1.10").

Racing-type road bikes are not recommended due to the risk of equipment damage or tire flats.

The John Wayne Pioneer Trail will take the average cyclist roughly an hour to travel before merging back onto Interstate 90. Since the trail is a remote area away from the interstate, please use caution and be prepared.



John Wayne Pioneer Trail at about three miles east of the project area.

Trail Condition Disclaimer:
The John Wayne Pioneer Trail is maintained by the Washington State Parks and Recreation Commission. WSDOT is not responsible for equipment damage or personal injury resulting from use of this route.

I-90 Snoqualmie Pass East Hyak to Keechelus Dam Project CONSTRUCTION ZONE 2009 - 2017

Bicycle Alternate Route

Beginning Summer 2009, WSDOT will restrict bicycle access on I-90 between Exit 54 and Exit 62. This is due to construction of the I-90 Snoqualmie Pass East Project. The John Wayne Pioneer Trail is the suggested alternate route for bicyclists. However this trail isn't plowed for snow in the winter and may still have snow in early spring, making it impassable for bicyclists.

Bicyclist may also use US 12 White Pass or US 2 Stevens Pass to cross the Cascades.

EASTBOUND BICYCLISTS

Leaving Interstate 90



Hyak / Gold Creek Interchange

Eastbound bicyclists are required to leave I-90 at Exit 54 - Hyak / Gold Creek Road near milepost 55. The John Wayne Pioneer Trail parallels Keechelus Lake eastbound to the Stampede Pass area where bicyclists can follow the USFS 5400 road back to I-90 at milepost 62. Take a right to the on-ramp to merge onto I-90.

WESTBOUND BICYCLISTS

Leaving Interstate 90



Stampede Pass Interchange - Exit 62

Westbound bicyclists are required to leave Interstate 90 at Exit 62 - Stampede Pass near milepost 62. The John Wayne Pioneer Trail parallels Keechelus Lake to Hyak and the interchange at milepost 55. Take a right under Interstate 90, then take a right to the on-ramp north to merge onto Interstate 90.

LEGEND

- Interstate 90
- Bicycle Detour Route
- Bicycling Prohibited

Temporary closure of project area

The Washington State Department of Transportation is making substantial improvements to Interstate 90 east of Snoqualmie Pass. Due to the physical constraints of constructing the I-90 Snoqualmie Pass East project in the narrow corridor between Keechelus Lake and steep mountain slopes, there is limited room for construction activities and maintaining two lanes of traffic in each direction. Concrete jersey barriers separate the work area from traffic lanes, and shoulders are only two feet wide in places. Travel lanes also narrow from 12-feet wide to 11-feet wide in places, creating a tight squeeze for traveling public.

Because of these conditions, WSDOT is temporarily closing the project area to bicyclists for safety reasons. This decision was made in collaboration with the Cascade Bicycle Club, Bicycle Alliance of Washington, Redmond Cycling Club, organizers of the Courage Classic, and WSDOT traffic and bicycle mobility authorities. WSDOT is also working with these groups to allow major bicycle events to occur on I-90 by shuttling or transporting event bicyclists through the project construction zone. We appreciate your patience and understanding while WSDOT works to make I-90 east of Snoqualmie Pass a safer, more reliable transportation corridor.



I-90 Snoqualmie Pass East

**CONSTRUCTION
BICYCLE ALTERNATE ROUTE**

How will WSDOT improve the safety and reliability of I-90?

WSDOT will improve the safety and reliability of I-90 east of Snoqualmie Pass from Hyak to Keechelus Dam by reducing road closures associated with avalanche control, stabilizing unstable rock slopes, replacing deteriorated concrete pavement, adding a new travel lane in each direction, and building new bridges and culverts to facilitate the movement of people and wildlife.

The I-90 Snoqualmie Pass East - Hyak to Keechelus Dam project is the first phase of a 15-mile long project corridor. The Washington State Legislature provided \$551 million in funding through the 2005 Transportation Partnership Account to design and construct this five-mile phase of the project. The 2012 Transportation Budget directs WSDOT to continue preliminary design of the I-90 corridor with project savings from Phase 1. Improvements to the corridor include building a new six-lane highway, stabilizing rock slopes, building wildlife crossings, improving sight distance by reducing sharp curves, adding new chain-up areas and replacing site of Price/Nobel Creek Sno-park.

In 2008, WSDOT published the I-90 Snoqualmie Pass East Project Final Environmental Impact Statement (Final EIS), which details project needs for the entire 15-mile corridor. When funding becomes available, WSDOT will improve the remaining 10-project miles from Keechelus Dam to Easton, as described in the Final EIS.

What are the needs of the I-90 Snoqualmie Pass East Project?



Avalanche Control



Deteriorating Pavement



Sharp Curves



Traffic Congestion



Unstable Slopes



Ecological Connectivity

