

= Washington State Route 11 =

State Route 11 (SR 11) is a 21 @. @ 28 @-@ mile (34 @. @ 25 km) long state highway that serves Skagit and Whatcom counties in the U.S. state of Washington . SR 11 , known as Chuckanut Drive , begins at an interchange with Interstate 5 (I @-@ 5) north of Burlington and continues northwest through several small towns and the Chuckanut Mountains to the Fairhaven district of Bellingham , where the highway turns east and ends again at I @-@ 5 .

A segment of what is now SR 11 was originally added to the state highway system in 1895 as a Blanchard ? Whatcom County line road . The highway became State Road 6 in 1905 and was named Waterfront Road in 1907 . The road was incorporated into the Pacific Highway in 1913 and U.S. Route 99 (US 99) in 1926 . After an inland bypass was designated by the state to become US 99 in 1931 , Chuckanut Drive became U.S. Route 99 Alternate . During the 1964 highway renumbering , the road became SR 11 . In 1987 , SR 11 was realigned through Bellingham , shifting its northern terminus south to Fairhaven .

= = Route description = =

SR 11 , named Chuckanut Drive for its whole route , begins at a partial cloverleaf interchange with I @-@ 5 north of Burlington . From the interchange , the highway travels northwest through farmland , closely paralleling a BNSF Railway route from Mount Vernon to Bellingham , also used by the Amtrak Cascades service . The road turns north to intersect Bow Hill Road , formerly SR 237 until 1991 , east of Edison . SR 11 continues north to Blanchard , where it begins to traverse a narrow strip of land between the Chuckanut Mountains and Samish Bay . Midway between Blanchard and the Skagit ? Whatcom county line , the highway travels through a hairpin turn at Oyster Creek .

In Whatcom County , SR 11 travels generally northward through part of the oldest state park in Washington , the 2 @, @ 683 @-@ acre (10 @. @ 86 km2) Larrabee State Park .

Just past the park , the route travels through the Chuckanut Bay Community , situated on a small , fairly level peninsula separating Samish and Chuckanut bays . The steep mountainsides return north of the community , however , as SR 11 follows Chuckanut Bay to the southern outskirts of Bellingham . Here , the highway briefly parallels Bellingham Bay as it leaves the rural mountains for the city 's densely populated Fairhaven district .

The route initially heads northwest through Fairhaven , passing the district 's middle school and park before becoming 12th Street and crossing over the Interurban Trail . Two blocks north of the trail , SR 11 turns to travel east on Old Fairhaven Parkway , a wide two @-@ lane highway with a center left @-@ turn lane . The route continues past residential and commercial areas for about 1 mile (1 @. @ 6 km) to a diamond interchange with I @-@ 5 . While SR 11 ends here , Old Fairhaven Parkway continues east as Connelly Avenue .

= = History = =

Parts of modern SR 11 have been part of the state highway systems in Washington since 1895 , when a road from Blanchard to Whatcom County became a state @-@ maintained roadway . The road became State Road 6 in 1905 and was named Waterfront Road in 1907 . A survey of a north ? south highway from Blaine to Vancouver was approved in 1909 , and the highway was built as the Pacific Highway in 1913 . In Skagit County , the Pacific Highway utilized the pre @-@ existing State Road 6 . Chuckanut Drive , a 20 @-@ mile @-@ long (32 km) section of the Pacific Highway in the Chuckanut Mountains , was opened as a gravel road during the spring of 1916 and paved in 1921 . The Pacific Highway became State Road 1 in a 1923 restructuring of the highway system , at which time State Road 6 was completely replaced . When the U.S. route system was formed in 1926 , the Pacific Highway became US 99 . In 1931 , an inland bypass via Lake Samish was added to State Road 1 and US 99 . The former route of US 99 on Chuckanut Drive became US 99 Alternate .

US 99 became Primary State Highway 1 (PSH 1) in 1937 and US 99 Alternate became the Chuckanut Drive branch of the main highway , running from Burlington to downtown Bellingham . A

1964 renumbering introduced a new system of sign routes that was scheduled to go into effect in 1970 . As originally planned , the Chuckanut Drive branch of PSH 1 ? already US 99 Alternate ? would be co @-@ signed as SR 11 . In 1967 , Secondary State Highway 1F (SSH 1F) was established , connecting US 99 Alternate to US 99 via Fairhaven . During the same year , I @-@ 5 replaced US 99 , leading to the removal of the US 99 Alternate designation from what would become SR 11 . In 1970 , the SR 11 designation went into effect , running from Burlington to Downtown Bellingham .

SR 11 originally continued northeast through Downtown Bellingham to a terminus at a partial cloverleaf interchange with I @-@ 5 just northeast of the downtown district . From Old Fairhaven Parkway , the route continued north on 12th Street in Fairhaven before turning northeast on Boulevard Street . The street split into a pair of one @-@ way streets , Forest Street and State Street , south of downtown . Forest Street merged into State Street in downtown Bellingham , and State Street subsequently merged into Iowa Street soon after . From here , Iowa Street carried SR 11 east for three blocks to a junction with I @-@ 5 . In 1987 , the northernmost portion of SR 11 was realigned to follow the route of former SSH 1F , then known as Old Fairhaven Parkway .

= = Major intersections = =