

## History of the I Street Bridge

The first bridge across the Sacramento River at Sacramento was authorized by the State Legislature on April 3, 1857. It was a toll bridge of highway traffic only, and extended from Broad Street (now abandoned) Sacramento, to Ann Street (D Street) Washington, Yolo County. It was constructed by the Sacramento and Yolo Bridge Company, and was completed June 27, 1858.

The California Pacific Railroad Company (later consolidated into the Southern Pacific Railroad Company) in 1869 obtained a franchise to build a bridge 400 feet above the highway bridge, constructed by the Sacramento and Yolo Bridge Company, but as the California Pacific Railroad Company desired a location nearer Broad Street (now part of the S.P. Shop grounds at former China Lake), they built under the franchise of the Sacramento and Yolo Bridge Company.

The Sacramento River crossing from Washington was in process of construction December 29<sup>th</sup>, 1869, the date of the California Pacific consolidation with the SP.

This bridge carried the first railroad rack across the river. Trains entered Sacramento from the west on January 15, 1870. According to a newspaper report dated October 2<sup>nd</sup>, 1869, "It was the intention to build some 75 feet below the present location so as to pass into I street, but the Central Pacific Railroad Company raised objections, it has been decided to build as near to the old bridge as possible, and across the slough in entering the city." On February 8<sup>th</sup> 1878 another newspaper reported "Tolls of 1877 amounted to \$9, 325, exclusive of railroad toll contract."

The S.P. purchased the bridge from the Sacramento and Yolo Bridge Company in 1878, and rebuilt it the same year, completing it December 5<sup>th</sup> 1878.

In 1893, the S.P. with the counties of Sacramento and Yolo began the construction of a joint bridge for railroad and highway use, which was completed in 1895 (Red Bridge). This bridge was situated about 300 feet down-stream or south off the present steel joint railroad-highway bridge, and consisted of a substructure of two piled abutments, five piled piers and seven dolphins. The eastern approach was a wooden viaduct for highway purposes. The side of incline was "E" Street in Washington.



*"Red" Bridge 1895-1911 Building in background was located at 2<sup>nd</sup> & D in Broderick.*

*Written by Frank Norton of Broderick year unknown (probably ca. 1960). Typed into MS Word document and photos added by Mickey Fausett*

This bridge was removed as soon as traffic was routed over the new and present steel structure in 1911.



*I St. Bridge ca. 1912 Looking East towards Sacramento (Photo taken from “dogleg” section.)*

Because of increased vehicular traffic congestion on the bridge, a new sweeping approach to the Broderick side of the bridge was installed in 1959 by the state highway department. (Note: Present span)