

## = California State Route 275 =

State Route 275 ( SR 275 ) is a short unsigned state highway in the Sacramento area of the U.S. state of California . The highway is currently defined to be the length of the Tower Bridge between West Sacramento and downtown Sacramento .

Prior to 1996 , SR 275 was also known as the West Sacramento Freeway , and was a short spur from Interstate 80 Business / U.S. Route 50 in West Sacramento over the Tower Bridge into downtown Sacramento . West Sacramento completed a project to replace the freeway with a pedestrian @-@ friendly street named Tower Bridge Gateway .

## = = Route description = =

The West Sacramento Freeway begins on Interstate 80 at exit 81 ( West Capitol Avenue ) , the east end of the Yolo Causeway . It soon splits , with I @-@ 80 exiting to bypass Sacramento to the north and Interstate 80 Business ( legislatively U.S. Route 50 ) continuing east via exit 82 towards downtown . After one interchange , at Harbor Boulevard ( exit 1 / 1B ) , the freeway splits again , with Bus . 80 turning abruptly southeast over the Pioneer Memorial Bridge to avoid downtown Sacramento . State Route 275 begins here , at exit 3 of Bus . 80 , with full access to and from the intersecting Jefferson Boulevard ( State Route 84 ) .

State maintenance ends just after the Jefferson Boulevard interchange , and the road ? now maintained by the city of West Sacramento as Tower Bridge Gateway ? crosses the new Garden Street at an at @-@ grade intersection . This intersection replaced a partial trumpet interchange , oriented towards West Capitol Avenue with a missing westbound entrance , in 2007 . After Tower Bridge Gateway crosses under the Union Pacific Railroad line that used to cross the Tower Bridge , it approaches an intersection with 5th Street . It was formerly a ramp that entered the westbound lanes from the intersection of West Capitol Avenue and 5th Street , which completed the former interchange at Riske Lane . Two blocks to the east , Tower Bridge Gateway approaches its final intersection in West Sacramento with 3rd Street . A westbound offramp formerly lead to West Capitol Avenue and 3rd Street , with eastbound access to Broderick to the north and the formerly industrial area to the south , now containing Raley Field .

State maintenance resumes once again as SR 275 crosses the Sacramento River on the Tower Bridge , a four @-@ lane lift bridge that formerly carried a Sacramento Northern Railroad track in the center . At the east end of the bridge , the roadway becomes Capitol Mall , maintained by the city of Sacramento , and crosses over Interstate 5 . Seven blocks later , the main road ends at 9th Street ; the last block of Capitol Mall to 10th Street , on which the State Capitol fronts , is a two @-@ lane road with a mid @-@ block traffic circle around a fountain .

## = = History = =

SR 275 began as part of Legislative Route 6 , one of the shorter main routes of the initial system funded by the 1910 bond issue . This highway , which included the several @-@ mile @-@ long Yolo Causeway , connected Sacramento with the north ? south Route 7 at Davis , thereby linking the capital city with the San Francisco Bay Area . Route 6 traffic initially left Sacramento on the 1911 I Street Bridge , heading southwest through the small settlement of Washington via D Street , 5th Street , and present Tower Court to West Capitol Avenue . The state highway was moved to the M Street Bridge in 1926 , as part of an improvement that also took it through a two @-@ lane subway under the Sacramento Northern Railroad , still present on West Capitol Avenue . The M Street Bridge was replaced by the Tower Bridge in 1935 .

U.S. Routes 40 and 99 ( soon 99W ) were marked along Route 6 in 1928 . These two routes remained on West Capitol Avenue until 1954 , when the new West Sacramento Freeway opened , connecting the west end of the Tower Bridge with the east end of the Yolo Causeway . Traveler @-@ oriented businesses along the bypassed West Capitol Avenue were hit hard by the shifting of through traffic .

The entire freeway was designated as part of Interstate 80 in the late 1950s . However , two bypasses were planned ? a realignment of Route 6 that would take I @-@ 80 over a new bridge and around the south side of downtown , and a northern bypass of the entire city ( I @-@ 880 ) . Since the southerly bypass had not been completed in time for the 1964 renumbering , the route over the Tower Bridge ? and along downtown streets ? became Route 80 , but US 99W signage remained ( initially following Capitol Mall to near the State Capitol , later turning south onto 3rd and 5th Streets east of the bridge ) until the late 1960s , before I @-@ 5 had finished replacing old US 99W north of Woodland .

Normally , upon completion of the new I @-@ 80 south of downtown , the old alignment over the Tower Bridge and through downtown would be relinquished . The legislature recognized that it might be useful to keep a state highway to the Capitol , and so in 1966 it passed a concurrent resolution requesting that the California Highway Commission delay relinquishment west of 9th Street until the last day of the 1967 legislative session . During that session , a new Route 275 was created from that portion of former Route 80 . This consisted of the eastern part of the West Sacramento Freeway , the Tower Bridge , and Capitol Mall up to 9th Street , just west of the capitol building . The portion in Sacramento , east of the bridge , was not to be beautified with state highway funds . Due to the cancellation of a replacement of the North Sacramento Freeway , I @-@ 80 was moved to former I @-@ 880 around the city in 1981 , giving the West Sacramento Freeway three numbers : I @-@ 80 , US 50 , and SR 275 .

In 1993 , the West Sacramento City Council approved the " Triangle Specific Plan " for a new downtown in the triangle bounded by the Sacramento River , SR 275 , and US 50 ; this plan included downgrading the freeway to a surface road . The state legislature passed a law in 1994 that allowed Caltrans to come to an agreement with West Sacramento or Sacramento for the relinquishment of any part of SR 275 . Although no portions had yet been relinquished , the legislature deleted Route 275 from the Streets and Highways Code in 1996 .

The Triangle redevelopment happened slowly , with the first part ? Raley Field ? opening in 2000 . Effective January 1 , 2001 , Caltrans relinquished SR 275 to West Sacramento between postmiles 12 @.@ 4 ( west of Riske Lane ) and 13 @.@ 0 ( the west end of the Tower Bridge ) . The city renamed the road Tower Bridge Gateway and demolished the Riske Lane overpass in early 2007 , replacing it with a signalized intersection that now serves the new Garden Street .

The city of Sacramento also wished to modify its section of SR 275 , which , while not a freeway , was still designed for motor vehicle traffic . Capitol Mall east of postmile 0 @.@ 11 ( the east end of the Tower Bridge ) was relinquished to the city effective January 1 , 2006 . A ramp from the bridge to N Street was closed in July 2007 , allowing the block it had cut diagonally through to be sold . The ramp 's counterpart , from L Street to the Tower Bridge , remains open , though the lot that includes it was sold to the Sacramento Housing and Redevelopment Agency in 2005 .

These 2001 and 2007 relinquishments left Caltrans maintaining only two pieces of SR 275 ? the Tower Bridge and the west end through the Jefferson Boulevard ( SR 84 ) interchange ? for a total of about 0 @.@ 9 miles ( 1 @.@ 4 km ) , under half of the 1967 @-@ 2001 length . A joint project to widen the bridge sidewalks was carried out by Sacramento , West Sacramento , and Caltrans . The project was completed in May 2008 .

A second phase to convert the remaining section of freeway of Tower Bridge Gateway to a city street began in 2010 . The 3rd Street underpass and subsequent interchange was removed and signalized intersections at 5th and 3rd streets were created . The project was completed in November 2011 .

The legislature added Route 275 back to the Streets and Highways Code in 2010 , but its definition now only includes " Tower Bridge from the west side of the Sacramento River near the City of West Sacramento to the east side of the Sacramento River near the City of Sacramento . "

As of 2016 , only two interchanges of the former SR 275 remain : a diamond interchange at Jefferson Boulevard ( SR 84 ) and the split at Business Loop 80 / US 50 .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment of Route 80 as it existed at that time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary ( for a full list of prefixes , see the list of postmile definitions ) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The numbers reset at county lines ; the start and end postmiles in each county are given in the county column .