

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Trowbridge Road/Grand Trunk Western Railroad Bridge
other names/site number Michigan Bridge No. R01 of 63998

2. Location

street & number Trowbridge Rd. over GTW Railroad
not for publication N/A
city or town Bloomfield Hills vicinity N/A
state Michigan code MI county Oakland code 125
zip code 48304

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Brian G. Wray Signature of certifying official 9/29/99 Date
Michigan State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of commenting or other official Date
 State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register
See continuation sheet.

determined eligible for the
National Register

See continuation sheet.
determined not eligible for the
National Register

removed from the National Register

other (explain):

Edson H. Beall 1.31.00

Edson H. Beall

Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Historic Highway Bridges of Michigan, 1875-1948

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: concrete continuous T-beam bridge

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE

roof _____

walls _____

other (Superstructure) CONCRETE

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING; TRANSPORTATION

Period of Significance 1931

Significant Dates 1931

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Contractor/Builder: A. Guthrie and Company
Designer: Grand Trunk Railroad

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: Michigan Department of Transportation

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	17	316930	4716440	3	_____	_____
2	_____	_____	_____	4	_____	_____
	____ See continuation sheet.					

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1 Trowbridge Road Bridge
name of property
Oakland County, Michigan
county and state

Summary of Significance

The Trowbridge Road Bridge is eligible for the National Register under Criteria A and C as a representative product of a massive engineering project that affected developmental patterns in Detroit and associated communities to the northwest. The Trowbridge Road Bridge is also noteworthy for its false-arch design.

The Trowbridge Road Bridge was built as part of a major reconstruction of Woodward Avenue a few blocks to the west. Woodward was among the first improved roads in the state. Made into a corduroy road in 1817, it extended northwest from the nascent town of Detroit to Six Mile Road. When Pontiac was founded further to the northwest two years later, the trip from there to Detroit took two days. The city and county consistently improved the route, and some parts were paved with concrete for the first time in 1915. But by the late 1910s, pressure was building to significantly upgrade Woodward Avenue from downtown Detroit to Pontiac. During this period, Detroit expanded its municipal boundary from Six Mile Road to Eight Mile Road. The city made plans to widen and pave Woodward in this section, but as Wayne County Road Commissioner Edward Hines noted: "No sooner has an improvement . . . taken place than the road immediately becomes congested." In addition to burgeoning commuter and pleasure traffic, many of the automobiles produced in Pontiac and Flint were driven to dealers. Hines concluded: "All the history of the past shows that our failures have been due to underestimating the future rather than in overshooting the mark."

In an aggressive move to get ahead of the demand, the road commissions of Wayne, Oakland and Macomb Counties, together with the Rapid Transit Commission of Detroit and affected local governments, coordinated their efforts to create a region-wide master plan for road improvements. In 1923, they succeeded in getting the state legislature to pass the "Wider Woodward Avenue Bill," which committed the state to share with adjacent

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communities the costs of transforming Woodward into a "superhighway" between Detroit and Pontiac. The state highway department's 1931-1932 biennial report describes the many impediments it faced while procuring the necessary 200-foot-wide right-of-way: "The Department has been confronted with almost every conceivable obstacle in the widening of this highway, including the removal of scores of business blocks and residences in Royal Oak, the moving of portions of three cemeteries in Ferndale, the shifting of 7-1/2 miles of Detroit United Railway tracks and the removal of the 9 mile section of the Grand Trunk Western Railroad between Royal Oak and Bloomfield Center. . . . By far the biggest obstacle encountered was the removal of the Grand Trunk Railroad . . . to a location approximately three-fourths of a mile east." The railroad only agreed to cooperate after a lively legal and political battle. Then, lawsuits from Oakland and Wayne Counties challenged the constitutionality of the arrangement, which was finally resolved in the state's favor by the U.S. Supreme Court in March 1930. Excavation for the tracks began even before the court case was settled. The *Birmingham Eccentric* reported on 12 September 1929 that 150 men were digging a 55-foot cut, "the longest in any section," at Trowbridge Farm. At the same time, the state and railroad worked on plans for the eighteen grade separations required by the project. The designs were apparently prepared by the railroad, since they are unlike standard highway department construction of the period. A. Guthrie & Company, a contractor from St. Paul, Minnesota, finished sixteen of the structures in 1930, but did not complete the Trowbridge Road Bridge until fall 1931. Ultimately, the relocation of the railroad tracks cost about \$7 million.

Most of the grade separation structures built as part of the Grand Trunk project carried the railroad over vehicular traffic. In only a few cases did a road pass over the tracks, and most of these structures have experienced significant modifications that have damaged the integrity of their original design. The Derby Street Bridge, also in Oakland County, is another of the rare

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well-preserved products of the Grand Trunk project, and it, too,
is eligible for the National Register.

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CONTINUATION SHEET**

Section 9 Page 1 Trowbridge Road Bridge
name of property
Oakland County, Michigan
county and state

Bibliography

Published Sources

Birmingham [Michigan] Eccentric, 12 September 1929-18 September 1930.

"Grand Trunk Builds Four-Track Highway-Speed Suburban Line."
Railway Age 93 (9 July 1932): 38-40, 52.

Hagman, Arthur A., ed. *Oakland County Book of History*. N.p.:
Oakland County Sesqui-Centennial Executive Committee, 1970.

Hines, Edward N. "Super-Highways of the 20th Century." *Good Roads*
68 (January 1925): 13.

Michigan State Highway Department. *Fourteenth Biennial Report*.
N.p., 1932.

"Must Widen Woodward." *Michigan Roads and Forests* 10 (December
1919): 6.

Unpublished Sources

Baynes, James B. "The Superhighway of Woodward Avenue." C.E.
thesis, Michigan State College, 1930.

Archival Sources

Bridge Database. Michigan Department of Transportation, Lansing.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Trowbridge Road Bridge
name of property
Oakland County, Michigan
county and state

Verbal Boundary Description

The general area of the nominated property is a rectangle 44 feet wide, whose long center axis parallels the centerline of the bridge. The property is bounded at each end by the outer edges of the abutments.

Boundary Justification

Based on measurements provided by the Michigan Department of Transportation, the boundaries enclose the entire historic resource.

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Section 10 Page 2 Trowbridge Road Bridge
name of property
Oakland County, Michigan
county and state

Index to Photographs

Photographer: Charlene K. Roise, Hess Roise and Company
Date: 17 November 1995
Negatives: Michigan Department of Transportation, Lansing

- No. 1 Northwest railing end. View to south.
No. 2 Northwest elevation. View to south.

11. Form Prepared By

name/title Charlene K. Roise, Historian
organization Hess, Roise and Company
street & number The Foster House, 100 North First Street
city or town Minneapolis state MN zip code 55401
telephone (612) 338-1987
date January 1998

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name James DeSana, Director, Michigan Department of Transportation
street & number 425 West Ottawa, P.O. Box 30050
telephone (517) 373-2114
city or town Lansing state MI zip code 48909

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Trowbridge Road--Grand Trunk Western Railroad Bridge
NAME:

MULTIPLE Highway Bridges of Michigan MPS
NAME:

STATE & COUNTY: MICHIGAN, Oakland

DATE RECEIVED: 12/28/99 DATE OF PENDING LIST: 1/11/00
DATE OF 16TH DAY: 1/27/00 DATE OF 45TH DAY: 2/11/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000010

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1-28-00 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Trowbridge Road Bridge, Bloomfield Hills, Oakland County, Michigan

Charlene K. Roise - Photographer

November 1995

BOMH

NW Railing End, Facing S

6467-4



Trowbridge
Trowbridge Road Bridge, Bloomfield Hills, Oakland County, Michigan

Charlene R. Roise Photographers

November 1995

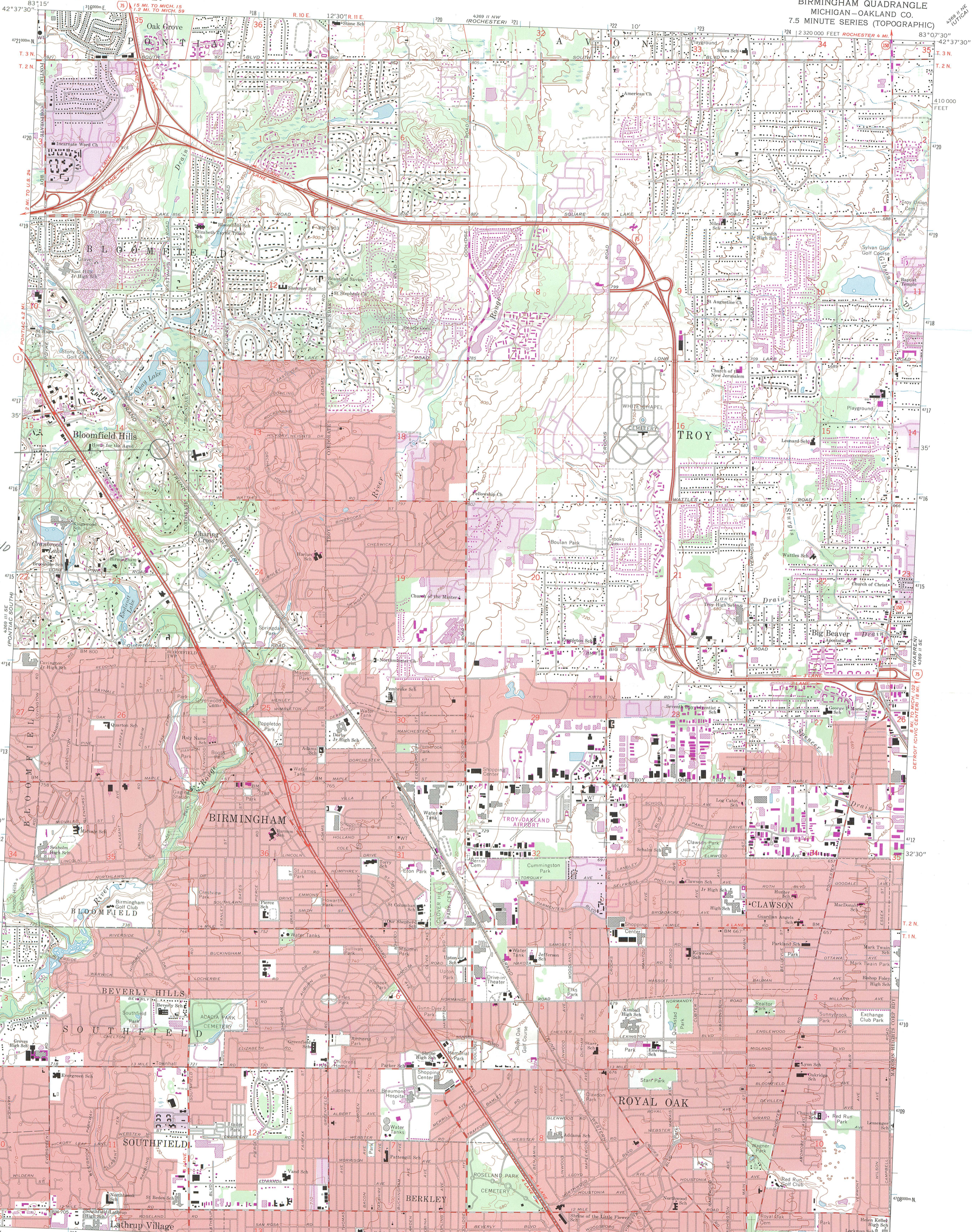
BOMH

NW Elevation, Facing SW

6467-5

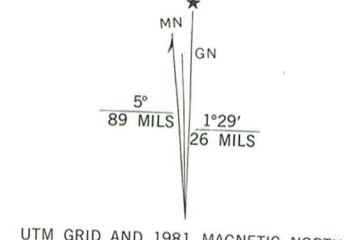
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BIRMINGHAM QUADRANGLE
MICHIGAN—OAKLAND CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



TROWBRIDGE ROAD
BRIDGE, BLOOMFIELD
HILLS, OAKLAND CO.,
MI
UTM REFERENCE:
17/316930/4716440

Maped, edited, and published by the Geological Survey in cooperation with State of Michigan agencies
Control by USGS and USC&GS
Planimetry by photogrammetric methods from aerial photographs
Topography by planetable surveys 1942-1943
Revised from aerial photographs taken 1967. Field checked 1968
Polyconic projection. 1927 North American datum
10,000-foot grid based on Michigan coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Red tint indicates areas in which only landmark buildings are shown
To place on the predicted North American Datum 1983
move the projection lines 7 meters west as shown by
dashed corner ticks



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225
OR RESTON, VIRGINIA 22092
AND GEOLOGICAL SURVEY DIVISION
MICHIGAN DEPARTMENT OF NATURAL RESOURCES, LANSING, MICHIGAN 48909
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs
taken 1973 and 1981. Map edited 1981
This information not field checked
Purple tint indicates extension of urban area

ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather

 Interstate Route
 U. S. Route
 State Route

BIRMINGHAM, MICH.
42083-E2TF-024

1968
PHOTOREVISED 1981
DMA 4369 II SW—SERIES V862

