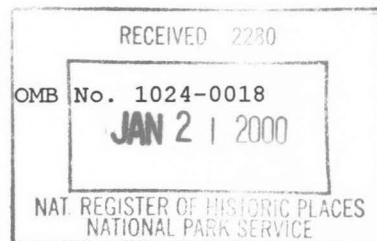


United States Department of the Interior
National Park Service



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 Antietam Street/Grand Trunk Railroad
other names/site number _____

2. Location

street & number Antietam St. over Grand Trunk Railroad
not for publication N/A
city or town Detroit vicinity N/A
state Michigan code MI county Wayne code 163
zip code 48207

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.)

B. M. Conway 9/29/99
Signature of certifying official 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):

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

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

Architectural Classification (Enter categories from instructions)

OTHER: steel I-beam stringer bridge

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE; METAL

roof _____

walls _____

other (Superstructure)METAL: Steel;
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)
TRANSPORTATION; COMMUNITY PLANNING
AND DEVELOPMENT

Period of Significance 1930

Significant Dates 1930

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Contractor/Builder:
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	332400	4689910	3	—	—
2	—	—	—	4	—	—
<u> </u> 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.)

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

Description

The Dequindre line of the Grand Trunk Railroad corridor, which is depressed below grade, runs perpendicular to the Detroit River. It is just northeast of downtown Detroit, between Orleans and St. Aubin. The route is served by a number of grade separations, including the Antietam Street Bridge, the subject of this nomination, and the Chestnut Street Bridge located just to the southeast. The Antietam Street Bridge is a 88-foot, three-span, steel-stringer structure with a maximum span of 41 feet. The stringers are concrete encased and carry a 30-foot-wide roadway on a 50.3-foot-wide concrete deck covered with asphalt. Each solid concrete parapet railing of the slightly skewed structure has three recessed panels -- two rectangles and a square -- between eight concrete posts. Luminares are situated at each end of the sidewalk, on the roadway side. The design of the four fixtures features a cylindrical wood pole supported by a metal base. The original metal arms of the luminares carry newer globes. A metal manhole cover just beyond the northwest end of the bridge is stamped "Public Lighting Commission 1930." The bridge is supported by concrete abutments and two piers, which consist of five metal posts on a single concrete base. The posts are braced at the top by arched metal struts.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

Summary of Significance

The Antietam Street Bridge is eligible for the National Register under Criterion A as a well-preserved representation of urban grade separations built during a formative period of highway development.

In the first decades of the twentieth century, Detroit experienced substantial industrial growth. By the 1920s, there were over 400 industrial firms operating between Woodward Avenue, which bisects downtown Detroit, and the city's north (Belt Line) and east (Detroit River) boundaries. The city's rather haphazard street plan, the result of incremental platting, impeded traffic flow, particularly on east-west routes. Traffic jams were compounded by the expansion of factories, which sometimes required street closures, and by the network of railroad tracks essential for transporting raw materials and finished goods. In January 1923, in an attempt to improve the situation, the city and the Grand Trunk Railroad launched a ten-year program to build 22 grade separations. Each party paid part of the construction cost. By 1926, Detroit's grade separation program was "fulfilling the expectations of its sponsors," according to John W. Reid of the city's Department of Public Works, an early advocate of grade separations. By March 1930, sixteen of the crossings were finished. The bridge at Antietam Street was completed soon thereafter. The Antietam Street Bridge was teamed as a one-way pair with the Chestnut Street Bridge in 1964, when St. Aubin Boulevard was reconstructed. The Chestnut Street Bridge has also been nominated to the National Register.

The Grand Trunk Railroad tracks that once ran beneath this bridge extended northwest to connect with a network of other lines. To the southeast, near the shore of the Detroit River, the tracks turned to parallel the river and serve the substantial factories that developed in this area in the late nineteenth and early twentieth centuries, including the Detroit-Michigan Stove Plant (6000 East Jefferson), the United States Rubber Company Plant

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 2 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

(6600 East Jefferson), and the Parke-Davis Laboratories (1 McDougall Avenue). The railroad tracks also continued along the river to the southwest, terminating at the Grand Trunk's Brush Street Depot in downtown Detroit. The depot and most of the industrial plants have been demolished. One pair of the tracks that ran in the corridor below the Antietam Street and Chestnut Street Bridges has been removed. The corridor and the bridges, however, retain good integrity. The integrity of some of the other bridges over the corridor, such as M-3 (Gratiot Avenue), has been compromised by modern alterations. The course of the corridor and its relationship to the city's street system is less apparent at other bridges, such as those carrying Division and Adelaide Streets. The Antietam Street and Chestnut Street Bridges, therefore, are good representative examples of a significant grade separation effort initiated in response to Detroit's explosive industrial and population growth in the first decades of the twentieth century.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 1 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

Bibliography

Published Sources

Detroit News, 10 January 1926.

Michigan Writers' Project. *Michigan: A Guide to the Wolverine State*. New York: Oxford University Press, 1941.

Milwaukee Junction Manufacturers Association. *Report of Engineers Committee on Grade Separations, Presented to Cities of Detroit, Highland Park and Hamtramck*. Detroit: Rapid Transit Commission, March 1930.

Archival Sources

Bridge Database. Michigan Department of Transportation, Lansing.

Bridge Files. City Engineering Department, Detroit.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

Verbal Boundary Description

The general area of the nominated property is a rectangle 50.3 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.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 2 Antietam Street Bridge
name of property
Wayne County, Michigan
county and state

Index to Photographs

Photographer: Charlene K. Roise, Hess Roise and Company
Date: 28 September 1995
Negatives: Michigan Department of Transportation, Lansing

- No. 1 West approach. View to east.
No. 2 South elevation. View to north.

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 Dennis Archer, Mayor, City of Detroit
street & number 608 City-County Building, 2 Woodward Avenue
telephone (313) 224-3755
city or town Detroit state MI zip code 48226-3413

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 Antietam Street--Grand Trunk Railroad
NAME:

MULTIPLE Highway Bridges of Michigan MPS
NAME:

STATE & COUNTY: MICHIGAN, Wayne

DATE RECEIVED: 1/21/00 DATE OF PENDING LIST: 2/02/00
DATE OF 16TH DAY: 2/18/00 DATE OF 45TH DAY: 3/07/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000114

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 2/18/00 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



Antietam Street Bridge, Detroit, Wayne County, Michigan

Charlone K. Roise Photographer

September 1995

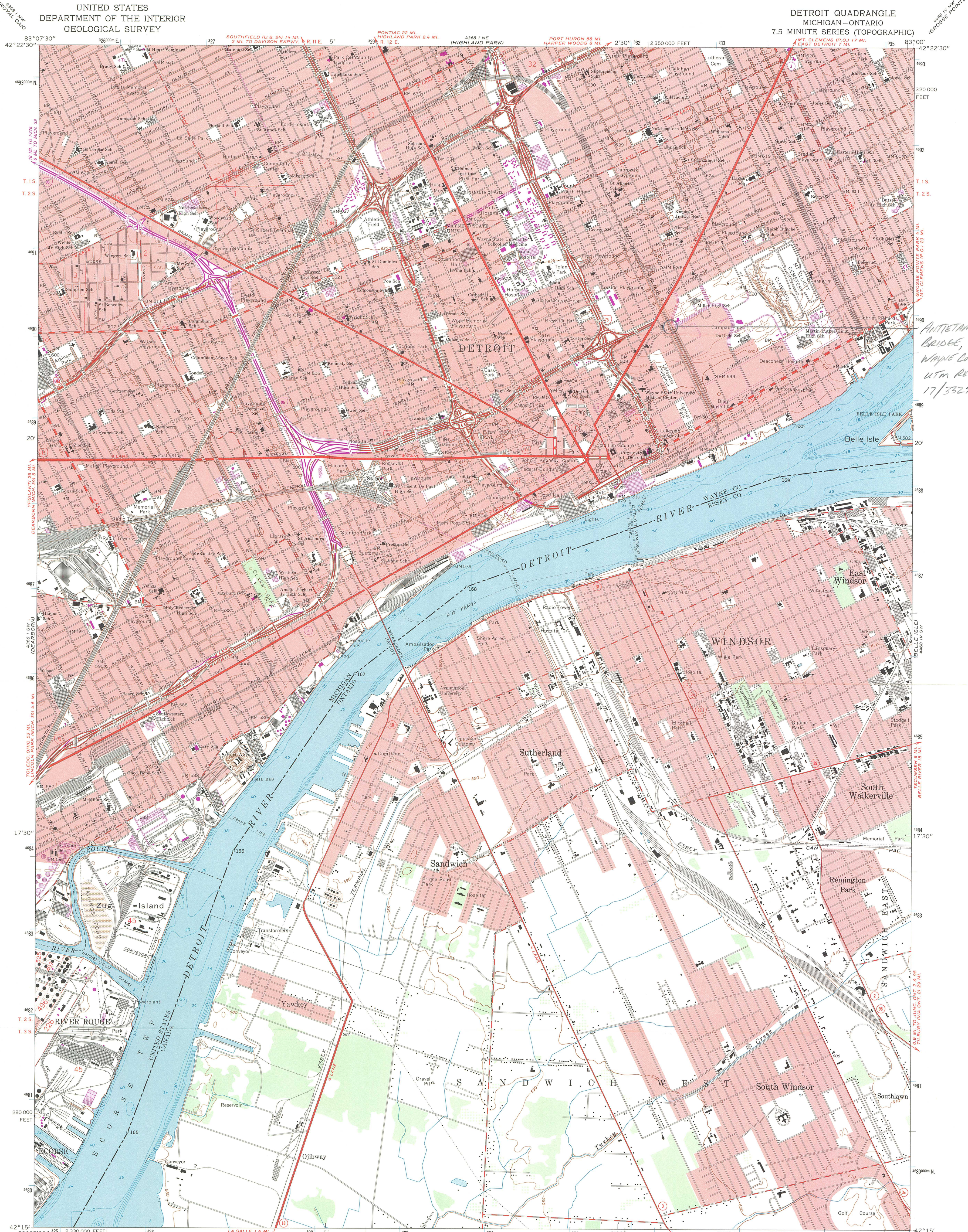
BOMH

W Approach, Facing E



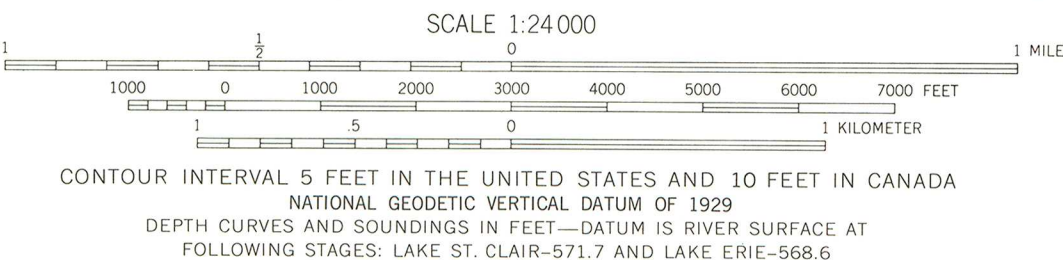
Antietam Street Bridge, Detroit, Wayne County, Michigan
Charlene K. Ridge Photographer
September 1995
BOMH
S Elevation, Facing N

8564-23



Mapped, edited, and published by the Geological Survey in cooperation with State of Michigan agencies
Control by USGS, USC&GS, U. S. Lake Survey, and City of Detroit
Planimetry by photogrammetric methods from aerial photographs
Topography by planimetric surveys 1938. Revised from aerial photographs taken 1966-67. Field checked 1968
Canadian portion copied in part from Windsor quadrangle (1:25 000) 1960, Army Survey Establishment, R. C. E.
Selected hydrographic data compiled from U. S. Lake Survey Charts 41 and 412 (1966). This information is not intended for navigational purposes
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

UTM GRID AND 1980 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
To place on the predicted North American Datum 1983 move the projection lines 7 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map



THE U. S. PORTION OF 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 1978. Map edited 1980. This information not field checked. Canadian portion not revised



ROAD CLASSIFICATION
Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light duty road, all weather, improved surface
Unimproved road, fair or dry weather
Interstate Route
U. S. Route
State Route

DETROIT, MICH.—ONT.
N4215—W8300/7.5
1968
PHOTOREVISED 1973 AND 1980
DMA 4361 SE—SERIES V862

