

Introduction

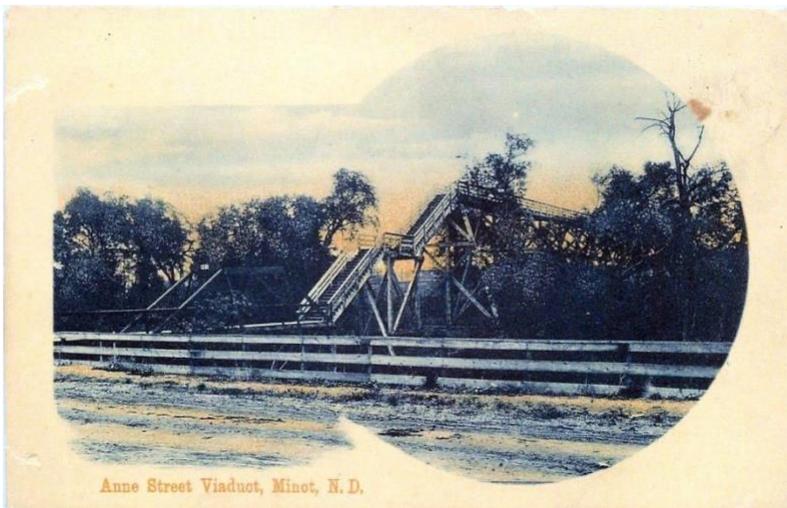
The Anne Street Bridge (Viaduct) spans the Mouse River and the Great Northern railyards, connection north Minot with downtown Minot and providing a safer option for pedestrians needing to cross the river and railway yard. When first built, there were “forty-odd” steps at the north and south approaches. After the city had built the footbridge completed across the Mouse River in 1908, Great Northern Railway employees destroyed half of it, asserting the company’s right-of-way rights. There was great anger over this destruction, and a year later, a foot viaduct was built. What remained of the bridge was incorporated into the north approach to the new viaduct. Over the years, changes have been made to the foot viaduct; in 2004, the Anne Street Bridge was reconstructed.

History

For many years the residents on the north side of early Minot wanted better access to downtown. A footbridge known as the “Wheeler Bridge” spanned the Mouse River at the foot of Victoria Street, but was mainly used by Great Northern railyard employees. In 1908, a temporary footbridge was built over the Mouse River by citizens for a cost of \$625, but it was later torn in half by Great Northern employees. This footbridge spanned the Mouse River and the Great Northern Railway tracks

By September 1908, it seemed the Great Northern had agreed to a new bridge. A “foot viaduct” that would span the Mouse River and the railway grounds. The city would split the costs with Great Northern however haggling continued. One issue was Great Northern’s insistence that it would not pay for the approaches to the viaduct. At one point the City on Minot was considering “condemning Great Northern property for Anne’s Street diagonally to Main Street” to assert their rights. Finally, in March 1909, the city approved the plans submitted by Great Northern. Erick Ramstad helped secure the funding to pay for the city’s share of the costs totaling \$1,895.00.

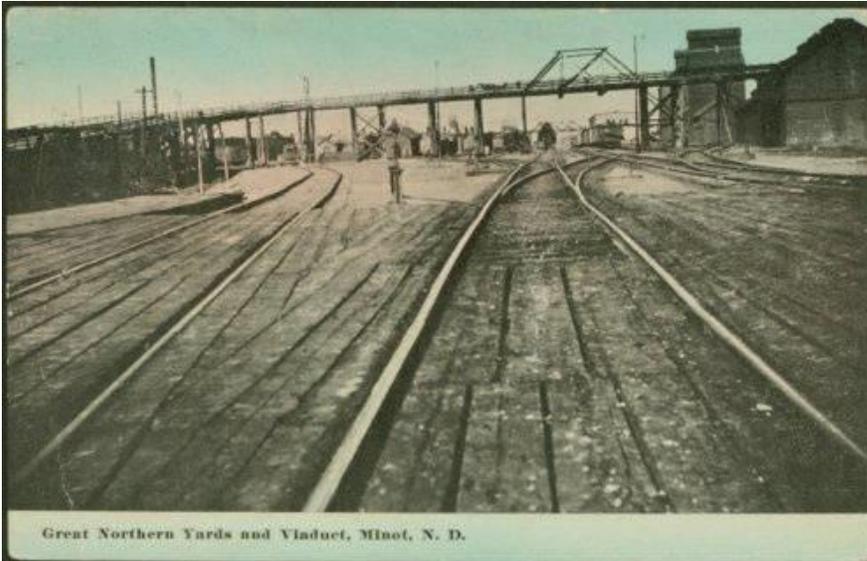
Many other problems persisted after the “foot viaduct” had been built. Because of the steps on both ends, older people and women with baby carriages had difficulties using the bridge. Early travelers across the bridge also had to contend with soot and smoke from the engines passing below. City officials also noted there was a threat to ladies wearing light colored or expensive gowns. Finally, in January 1918, Great Northern agreed to “enclose and cover and also reconstruct the floor of the viaduct to deal with the soot and smoke.”



Date: 1910s
Photographer: Unknown
Copyright Access: Unknown

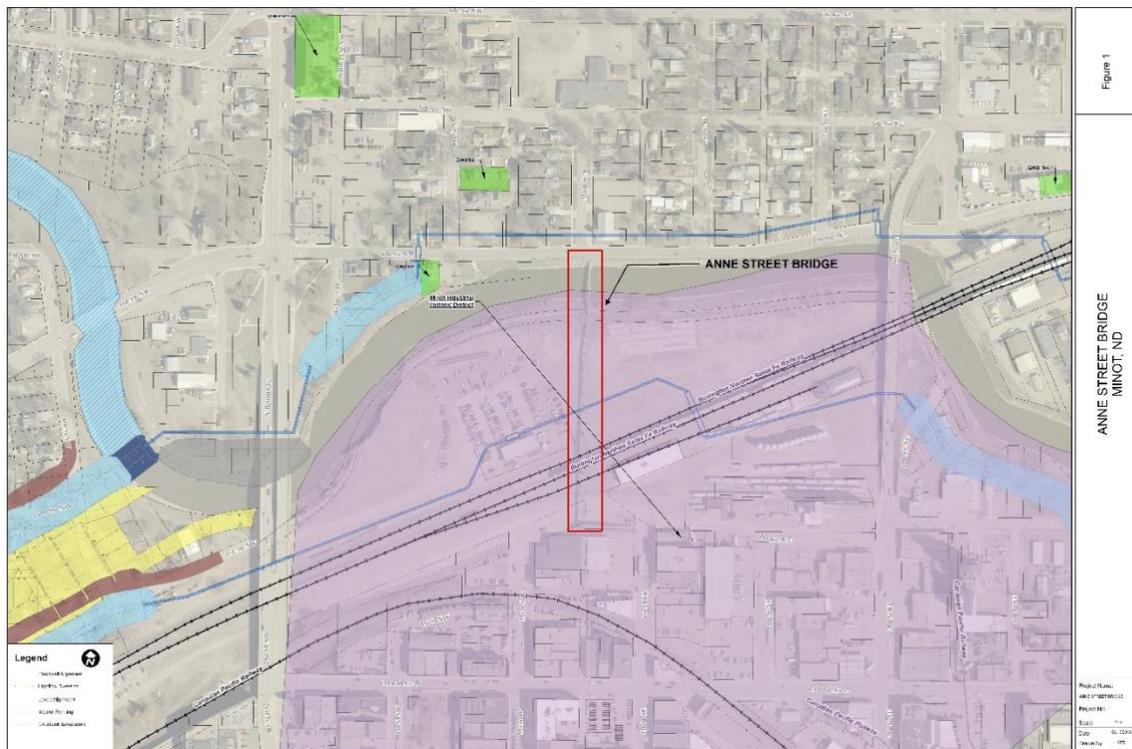
Location

The Anne Street Bridge is located between two main vehicle transportation corridors and provides the only pedestrian access from Minot's north residential side to downtown Minot. The north foot of the bridge is aligned with the west sidewalk of First Street NE, while the south foot of the bridge is aligned with Main Street. The bridge is approximately 1000' long and spans four railroad tracks plus the Mouse River. The location of the bridge was vital to the community in the early 1900s and has recently become an important asset as downtown tries to revive itself and green space is added along the riverfront.



Date: 1931
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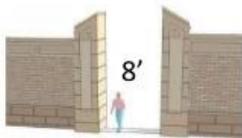
Strategy

My strategy for creating the plan is to first research and collect as much historical condition assessments and reports as possible. Since the bridge may be co-owned by Burlington Northern Santa Fe Railway, rumors suggest they have done their own condition assessments and reports, dating back as far as 1940s. After gathering historical information, I plan to assess the condition of the bridge. I have taken a bridge condition assessment course through the Department of Transportation and have assessed smaller wooden bridges in the past. I also have access to transportation engineers through my employer. Collecting current information may present a problem. The bridge is currently "closed" to pedestrian traffic due to work on the floodwall. However, I am the project archaeologist for the floodwall and should be allowed to document the bridge. The bridge needs maintenance and repairs but is safe for pedestrian traffic. After assessing its condition, I will create a condition report which lists the condition of structural elements of the bridge. Following the condition report, I will provide recommendations. These recommendations will be in a phased approach as I know our City does not have the funds available to address all the recommendations. In addition to the recommendations, I hope to be able to provide alternatives to the preservation recommendations. Lastly, if time remains, I would like to provide a cost estimate for the preservation options.

Anne Street Access

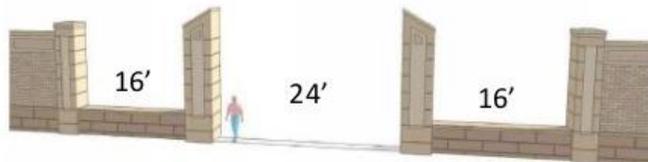


Current Design – No Opening

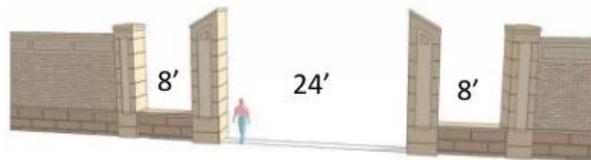


Recommended – 8' Opening

Broadway Access



Current Design – 24' Main Opening w/ 2-16' Side Openings



Recommended – 24' Main Opening w/ 2-8' Side Openings



References will include:

- City of Minot City Council agenda and meeting minutes
- The Ward County Independent newspaper
- City of Minot Engineering plans
- Great Northern / Burlington Northern condition reports
- City of Minot floodwall plans and specs