

Arkansas State Highway and  
Transportation Department

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Arkansas State Highway and Transportation Department

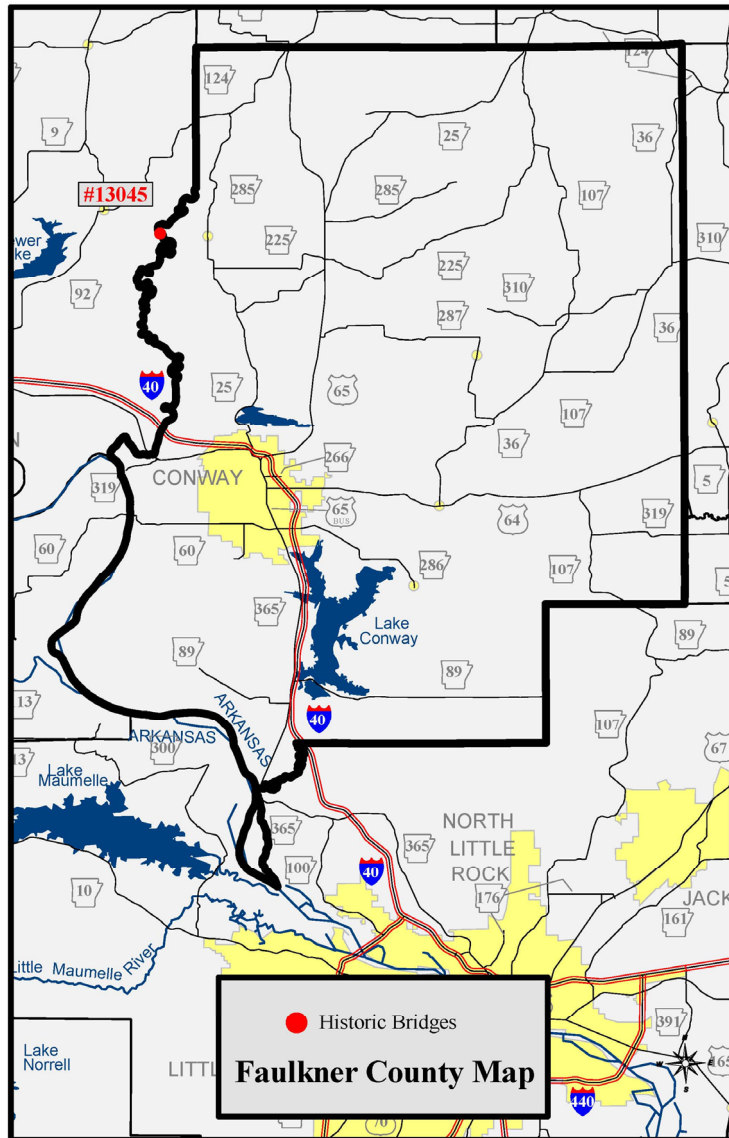
# HISTORIC BRIDGES IN FAULKNER COUNTY

*Bridges Listed on the National Register of Historic  
Places in Faulkner County*



2004

Notes



## Springfield-Des Arc Bridge #13045



The Springfield-Des Arc Bridge was constructed by the King Bridge Manufactory and Iron Works in 1874. The bridge is an iron bowstring arch steel pony truss. The Springfield-Des Arc Bridge is the oldest remaining highway bridge in Arkansas, as well as the only remaining iron bowstring arch bridge in the state. The bridge is an unaltered example of an iron tubular arch bridge design, patented by Zenas King in 1866. The bridge has been closed to vehicular traffic and replaced with a bridge on new location. The bridge sits in its original location 200 feet north of the rebuilt Faulkner County Road 222 over the North Branch of Cadron Creek on the Conway – Faulkner County line.



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## *Introduction*

This pamphlet was created by the Arkansas State Highway and Transportation Department (AHTD) to inform local governments and the general public of the Historic Bridges located in their County.

The AHTD Historic Bridge Program is designed to balance historic preservation needs with the traffic and safety needs of the public. This program was begun in 1987 by the enactment of the Surface Transportation & Uniform Relocation Assistance Act . This requires Departments of Transportation to inventory all bridges in their state for eligibility to the National Register of Historic Places and encourages states to preserve, rehabilitate or reuse historic bridges.

To comply with this law, AHTD conducts historic bridge surveys every five years and will periodically reevaluate previous surveys. This means that the inventory of historic bridges will periodically change with new additions and deletions. This pamphlet contains all historic bridges currently located in this county.

When a bridge no longer meets the requirements for safety and engineering, it is programmed for replacement by AHTD and a review of alternatives to the demolition of the bridge is conducted. These alternatives can include leaving the bridge in place in a non-vehicular capacity with a new bridge constructed next to it, making the bridge a one-way couplet, or the bridge could be rehabilitated for either vehicular, pedestrian or bicycle traffic use. If an appropriate alternative cannot be found, the bridge may be marketed. Marketing is aimed at finding an agency or individual willing to assume responsibility for the bridge, whether the bridge remains in place or is moved to a new location.

In the past some historic bridges have been rehabilitated by the county in which it resides or by the city it serves. When this happens the funding used for these projects has come from Transportation Enhancement Funds distributed by AHTD for the Federal Highway Administration (FHWA).

For more information on the Historic Bridge Program contact Robert Scoggin at 501-569-2077 or email [Robert.Scoggin@ahtd.state.ar.us](mailto:Robert.Scoggin@ahtd.state.ar.us).