



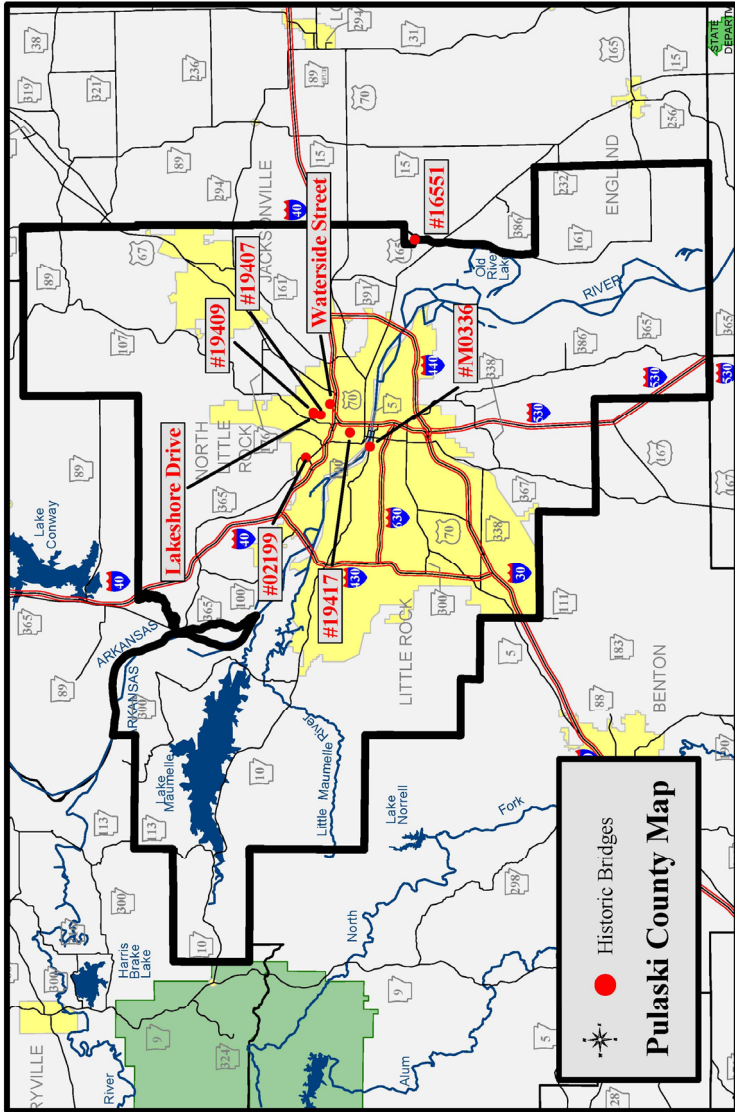
Arkansas State Highway and Transportation Department

HISTORIC BRIDGES IN PULASKI COUNTY

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



Notes



Demolished Historic Bridges

The Pulaski County Road 71 Bridge was constructed by the Works Progress Administration (WPA) in 1939 and is a steel multi-beam Bridge. The bridge crossed Bayou Meto in northern Pulaski County. The bridge was demolished in 1995, when a new bridge was constructed. No pictures exist for this bridge



The Pulaski County Road 67 Bridge was constructed by the WPA in 1939 and is a concrete slab bridge. The bridge crossed Bridge Creek in northern Pulaski County. The bridge was demolished in 2002, when a new bridge was constructed.



The Second Street Bridge was designed by Chicago Rock Island and Pacific Railroad Company and constructed by the Fox Construction Company in 1915. This bridge was a pony concrete rainbow arch bridge and was the only one of its kind in the state. The bridge crossed the Chicago Rock Island and Pacific Railroad lines and was replaced in 1990 when a new bridge was constructed.

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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.

Waterside Street Bridge



The Waterside Street Bridge was constructed in 1935 by the Metropolitan Trust Company, as part of a \$250,000 residential construction project called the Lakewood Development in North Little Rock. The Waterside Street Bridge is an uncoursed rubble masonry arch bridge. This bridge was designed by Frank Carmean, the lead design architect for the Metropolitan Trust Company. The Lakewood Development is significant because it included an innovative system of lakes, open spaces and parks, which the bridge is a part of and reflects the rustic architectural theme of the Development. The bridge is located on Waterside Street in North Little Rock as it crosses an unnamed creek south of Lake No. 1.



Lakeshore Drive Bridge



The Lakeshore Drive Bridge was constructed in 1935 by the Metropolitan Trust Company, as part of a \$250,000 residential construction project called the Lakewood Development in North Little Rock. The Lakeshore Drive Bridge is a rough squared uncoursed rubble masonry arch bridge. Its vertical columns incorporated into the spandrel walls make it unique. This bridge was designed by Frank Carmean, the design architect for the Metropolitan Trust Company. The Lakewood Development is significant because it included an innovative system of lakes, open spaces and parks, which the bridge is a part of and reflects the rustic architectural theme of the Development. The bridge is located on Lakeshore Drive in North Little Rock as it crosses an unnamed creek west of Lake No. 3.



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.

Amboy Overpass #02199

Constructed in 1941, the Amboy Overpass was built by the J. P. McNulty in conjunction with the Arkansas State Highway Commission and the Federal Works Agency Public Roads Administration. The Amboy Overpass is a 573-foot long twelve span, steel multi-beam bridge. It is one of the state's largest example of a World War II era steel multi-beam bridge. The bridge was completed the year the United States entered World War II and is unusual for the amount of steel used to construct the bridge, instead of being used in the war effort. The Amboy Overpass is located on State Highway 365 over the Union Pacific Railroad line just north of the junction of State Highways 365 and 176.

*Lincoln Viaduct #M0336*

The Lincoln Viaduct was constructed in 1928 by the Ozark Engineering Company. It was designed by the Missouri-Pacific Railroad Company and presented to the City of Little Rock as a corporate gesture of good will. The Lincoln Viaduct was the first through Rainbow arch bridge built in Little Rock. It is an excellent example of a single span, through Rainbow arch concrete bridge. It is one of only two Rainbow arch bridges in the state. The bridge is located on State Highway 10 (Cantrell Road) and spans the lines of the Union Pacific Railroad Company, between Baring Cross Bridge and Union Station in Little Rock.



14th Street Bridge #19417



The 14th Street Bridge was constructed in 1925 by the Missouri-Pacific Railroad Company. This bridge is a timber single span, pony Kingpost truss. It was the only Identified timber Kingpost bridge in Arkansas. In the late 1980s the timber truss was dismantled and steel multi-beams put in its place. The bridge spans the Union Pacific Railroad lines at 14th Street in North Little Rock.



Wolf Creek Bridge #16551



The Wolf Creek Bridge is an excellent Arkansas example of a Warren pony truss bridge. Constructed by an unknown builder in 1924, the Wolf Creek Bridge is the only Warren pony truss bridge constructed with a skew in Arkansas. The Wolf Creek Bridge is one of twenty-three Warren pony truss bridges currently surviving in the State and is the only surviving steel truss bridge in Pulaski County. The bridge is located on Pulaski County Road 85 as it crosses Wolf Creek on the Pulaski-Lonoke County border.



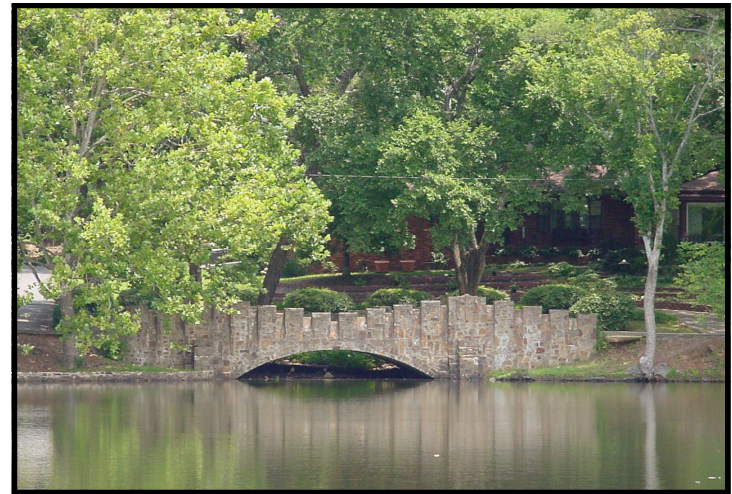
Lake No. 1 Bridge #19407



The Lake No. 1 Bridge was constructed in 1935 by the Metropolitan Trust Company, as part of a \$250,000 residential construction project called the Lakewood Development in North Little Rock. The Lake No. 1 Bridge is an uncoursed rubble masonry arch bridge. The bridge was designed by Frank Carmean, the design architect for the Metropolitan Trust Company. The Lakewood Development is significant because it included an innovative system of lakes, open spaces and parks, which the bridge is a part of and reflects the rustic architectural theme of the Development. The bridge is located on Avondale Road in North Little Rock as it crosses Lake No. 1.



Edgemere Street Bridge #19409



The Edgemere Street Bridge was constructed in 1935 by the Metropolitan Trust Company, as part of a \$250,000 residential construction project called the Lakewood Development in North Little Rock. The Edgemere Bridge is a rough squared uncoursed rubble masonry arch bridge. Its vertical columns incorporated into the spandrel walls make it unique. This bridge was designed by Frank Carmean, the design architect for the Metropolitan Trust Company. The Lakewood Development is significant because it included an innovative system of lakes, open spaces and parks, which the bridge is a part of and reflects the rustic architectural theme of the Development. The bridge is located on Edgemere Road in North Little Rock as it crosses an unnamed creek east of Lake No. 3.

