

November 6, 2025

NR ITEM NO.: ONE

FILE NO.: NR2025-004

NAME: Roosevelt Road Bridge

LOCATION: Intersection of East Roosevelt Road and Barber Street

APPLICANT/AUTHORIZED AGENT:

Ralph Wilcox

Arkansas Historic Preservation Program

1100 North Street

Little Rock, AR 72201

OWNER:

Arkansas Department of Transportation

10324 I-30

Little Rock, AR 72209



Figure 1. Roosevelt Road Bridge, Photo by AHPP staff, 2025.

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AREA: 0.01 acres

NUMBER OF LOTS: N/A

WARD: 1

HISTORIC STATUS: Eligible (February 2025), PU11564

CURRENT ZONING: N/A

A. BACKGROUND

Location

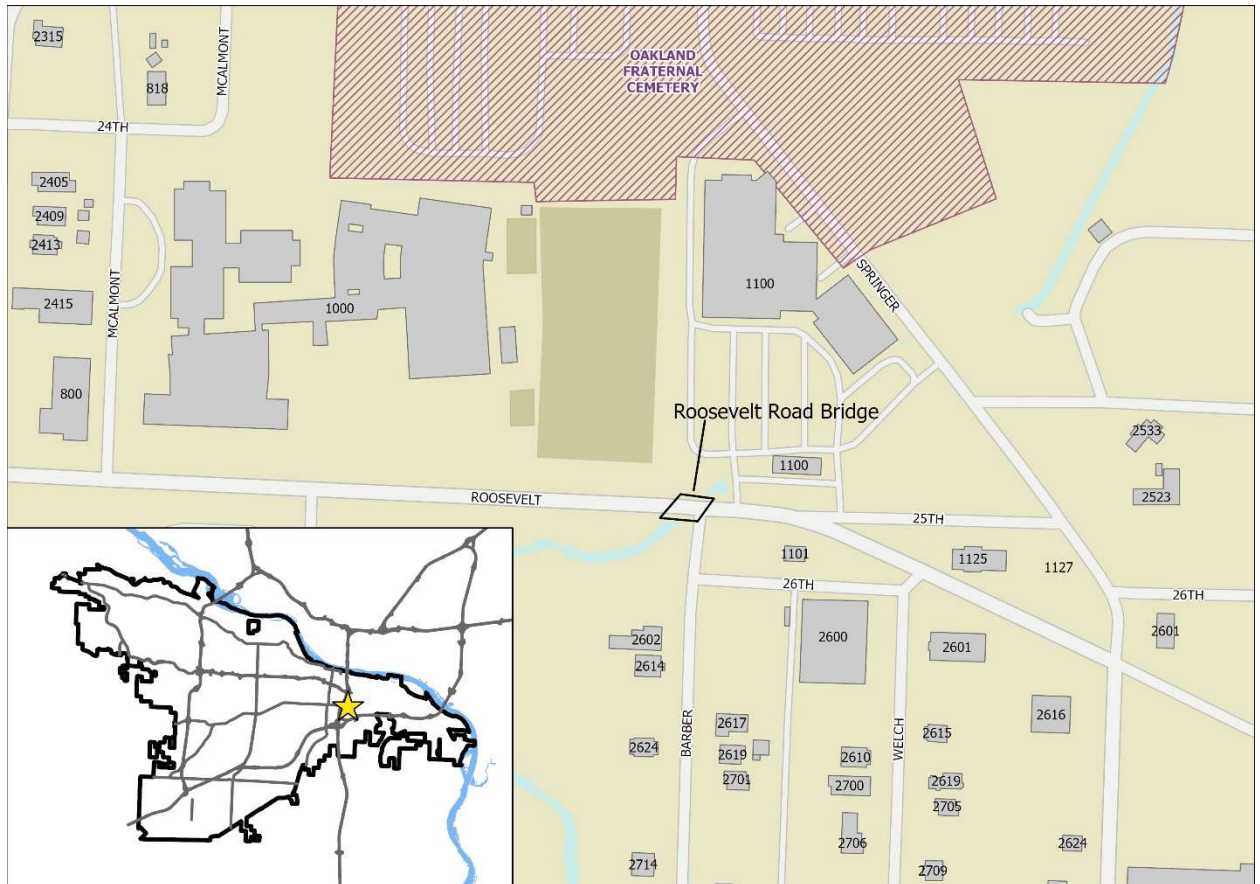


Figure 2. Location of the Roosevelt Road Bridge at the intersection of E. Roosevelt Rd. and Barber St.

The subject structure is located at the intersection of E. Roosevelt Rd. and Barber St.

Context

This nomination is submitted for consideration by the Arkansas Historic Preservation Program in partnership with the Arkansas Department of Transportation. The project aims to protect and maintain historic bridges around the state of Arkansas.

B. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The application requests to nominate the Roosevelt Road Bridge to the National Register of Historic Places under Criterion A and Criterion C with local significance for its association with statewide programs to improve state highway infrastructure in the 1920s-1930s that is still in use and for being an exemplar of a reinforced concrete deck girder bridge with Classical and Art Deco influences. The area of significance is Transportation and Engineering. The period of significance is 1935-1975.

C. EXISTING CONDITIONS:

See photos in Nomination (Attachment A).

D. DEPARTMENT COMMENTS:

None

E. NEIGHBORHOOD NOTIFICATIONS AND COMMENTS:

All neighborhood associations registered with the City of Little Rock that surround the site were notified of the public hearing.

At the time of distribution, there were no comments regarding this application.

F. ANALYSIS:

The Nomination's Statement of Significance summary section states:

"The Roosevelt Road Bridge, which was built in 1935 as part of the Little Rock City Connection, is being nominated under Criterion A: Transportation with local significance for its importance in the transportation history of Little Rock. Built as part of a project to provide a more direct route between U.S. 65 and U.S. 70 in Little Rock, it helped to form a route on the southeast side of Little Rock that allowed motorists on U.S. 65 (now Arkansas Highway 365) to have more direct access to U.S. 70 without going into the center of downtown Little Rock. Even today, the Roosevelt Road Bridge, which carries Roosevelt Road (and Arkansas Highway 365) over a drainage ditch, is an important bridge in its area of Little Rock, continuing to allow motorists to skirt downtown Little Rock on the south side.

The Roosevelt Road Bridge is also being nominated with local significance under Criterion C: Engineering as an excellent example of a Reinforced Concrete Deck Girder Bridge with Classical and Art Deco influences. Although the Roosevelt Road

Bridge is only 30 feet long, Dixon & Dixon built a bridge that was surprisingly decorative in its detailing. However, given that it was located on the edge of Little Rock on a major highway, the design and decorative detailing of the bridge would have provided a pleasing first impression to motorists coming into Little Rock. The slight arch to the deck, recessed panels on the deck and abutments, and the decorative guardrails harken to Classical detailing while the spindles on the guardrails exhibit Art Deco influences, an unusual combination of decorative details not normally found on bridges in the city. The period of significance for the bridge is 1935-1975, which covers the period from the construction of the bridge until 50 years ago. Although the bridge continues to be an important transportation structure in Little Rock, the period within the last fifty years does not meet the threshold for exceptional significance.”

The Arkansas Historic Preservation Program has set forth the “Arkansas Certified Local Government Procedures.” In Section V of this agreement, “Certified Local Governments Participation in the National Register Nomination Process,” Little Rock Historic District Commission’s role is identified:

“B. CLG involvement in the National Register process

- 1. Within 60 calendar days of receipt of the nomination, the CLG shall inform the AHPP by submission of a report (see section V-A) as to its opinion regarding the eligibility of the property. The CLG shall also inform the property owner(s) using National Register criteria for evaluation, as to its opinion regarding the eligibility of the property.*
- 2. In the event a nomination is received by the AHPP before submission to the CLG, the AHPP will forward a copy of the completed nomination to the CLG within 30 calendar days of receipt.*
- 3. If both the commission and chief elected official recommend that a property not be nominated because it does not meet the National Register criteria for eligibility, the CLG will so inform the property owner(s) and the State Historic Preservation Officer, the property will then not be nominated unless an appeal is filed with the SHPO in accordance with appeal procedures outlined in 36 CFR 60. Appeals must be received by the SHPO within 30 calendar days of the date the property owner receives notification by certified mail that the property has been determined ineligible for nomination by both the CLG and the Chief elected official. This is in accordance with Section 101(c) 2 of the NHPA.*

4. *If the commission or the chief elected official of the CLG recommend that a property should be nominated, the nomination will be scheduled for submission to the Arkansas State Review Board. Scheduling will be in accordance with notification time constraints as set forth in 36 CFR Part 60.*
5. *The Arkansas State Review Board, after considering all opinions, including those of the commission and the chief elected official of the CLG, shall make its recommendation to the State Historic Preservation Officer. Either the local preservation commission or the chief elected official may appeal the SHPOs final decision.*
6. *When a National Register nomination, that has been reviewed by a commission, is submitted to the National Park Service for review and listing, all reports or comments from the local officials will be submitted along with the nomination.*
7. *The AHPP and the CLG will work together to provide ample opportunity for public participation in the nomination of properties to the National register. All reports submitted by the CLG to the AHPP regarding the eligibility of properties shall include assurances of public input. The CLG shall retain a list of all persons contacted during the evaluation period and note comments that were received. If a public meeting was held, a list of those attending shall be included in the report.”*

Staff finds the nomination meets the National Register criteria for eligibility in the National Register of Historic Places.

The nomination is scheduled to be heard on December 3, 2025 at State Review Board meeting at the Division of Arkansas Heritage headquarters at 1100 North Street in Little Rock.

G. STAFF RECOMMENDATION:

Staff recommends the nomination of the Roosevelt Road Bridge to the National Register of Historic Places with local significance under Criterion A: Transportation and Criterion C: Engineering and the submission of the nomination as written to the State Review Board.

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Attachment A

Nomination

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of PropertyHistoric name: Roosevelt Road BridgeOther names/site number: Site #PU11564, Bridge #01926Name of related multiple property listing:
N/A

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

2. LocationStreet & number: At the intersection of East Roosevelt Road and Barber StreetCity or town: Little Rock State: Arkansas County: PulaskiNot For Publication: ☐ Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B X C D**Signature of certifying official/Title:****Date**Arkansas Historic Preservation Program**State or Federal agency/bureau or Tribal Government**

Roosevelt Road Bridge
Name of Property

Pulaski County, Arkansas
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the 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

☐

Roosevelt Road Bridge
Name of Property

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Site ☐
Structure ☒
Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Reinforced Concrete Deck Girder Bridge

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE, ASPHALT

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Roosevelt Road Bridge is a one-span reinforced concrete deck girder bridge that is 33.08 feet long and 40 feet wide, and it spans an unnamed drainage ditch on the southeast side of Little Rock, Pulaski County, Arkansas. It is also on a 50-degree skew due to the intersection of Roosevelt Road with the drainage ditch. The concrete bridge structure was built by Dixon & Dixon of Warren, Arkansas, and it is topped by an asphalt road surface. The bridge has a total of one shallow-arched span supported by concrete abutments (See Photo #2). The guardrails on the bridge consist of evenly-spaced Art-Deco-style concrete spindles connected by a cast-concrete beam on top with solid concrete ends (See Photos #3, 5, and 10).

Narrative Description – For original plans of the Roosevelt Road Bridge, see Figures 1-5.

The Roosevelt Road Bridge is a 33.08-foot long reinforced concrete deck girder bridge, which spans an unnamed drainage ditch on the southeast side of Little Rock, Pulaski County, Arkansas. The bridge's shallow-arched deck has an approximate width of 40 feet, and also has recessed panels that mimic the shape of the arch (See Photos #3 and 10). Also, due to the intersection of the drainage ditch and Roosevelt Road, the bridge is built on a 50-degree skew. The bridge has concrete sidewalks, which is not surprising given its urban location in Little Rock (See Photo #4).

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The concrete bridge structure was built by Dixon & Dixon of Warren, Arkansas, and there are two builder's plaques on the bridge, one at each end (See Photos #6 and 12). The plaques read "DRAINAGE DITCH / DIXON & DIXON / CONTRACTOR / 1935 / BRIDGE NO. _____."¹ The Roosevelt Road Bridge is a one-span bridge that is 33.08 feet long and approximately 40 feet wide. The bridge's deck is constructed out of cast concrete and is also paved with asphalt. The bridge rests on cast-concrete abutments that have decorative recessed panels like the bottom of the arch (See Photos #1-3 and 9). The guardrails on the bridge consist of evenly-spaced Art-Deco-style concrete spindles connected by a cast-concrete beam on top with solid concrete ends (See Photos #3, 5, and 10).

Setting

The location of the Roosevelt Road Bridge is on the southeast side of Little Rock, and it is a mixed urban setting around the bridge. To the northwest of the bridge is the Mann Magnet Middle School complex and its associated field with Fraternal Cemetery to the north of that. To the north and northeast of the bridge is a shopping plaza with a Kroger grocery store and other smaller businesses and the plaza's associated parking lot. Beyond that is the Little Rock National Cemetery and the Oakland Cemetery. To the southeast of the bridge is a small neighborhood that is mainly residential although businesses and a church line the south side of Roosevelt Road. Finally, to the southwest of the bridge is the edge of the neighborhood along with a wooded area along the drainage ditch. Other businesses along with the Little Rock Ranger's Soccer Team Training Fields are located along the south side of Roosevelt Road.

Integrity

The Roosevelt Road Bridge retains excellent integrity from the time that it was built in 1935. The bridge remains in its original location and appears to be unaltered from the time of its construction in 1935. The bridge still exhibits its original construction and still possesses all of its original characteristics. The setting around the bridge also reflects its period of significance. The area around the bridge, which is located on the southeast side of Little Rock, is in an urban area with a variety of development, and it still reflects the area's historic setting.

¹ Although the plaque has a space for the bridge number, it was never inscribed.

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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 grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ENGINEERING

Period of Significance

1935-1975

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Dixon & Dixon, Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Roosevelt Road Bridge, which was built in 1935 as part of the Little Rock City Connection, is being nominated under **Criterion A: Transportation** with **local significance** for its importance in the transportation history of Little Rock. Built as part of a project to provide a more direct route between U.S. 65 and U.S. 70 in Little Rock, it helped to form a route on the southeast side of Little Rock that allowed motorists on U.S. 65 (now Arkansas Highway 365) to have more direct access to U.S. 70 without going into the center of downtown Little Rock. Even today, the Roosevelt Road Bridge, which carries Roosevelt Road (and Arkansas Highway 365) over a drainage ditch, is an important bridge in its area of Little Rock, continuing to allow motorists to skirt downtown Little Rock on the south side.

The Roosevelt Road Bridge is also being nominated with **local significance** under **Criterion C: Engineering** as an excellent example of a Reinforced Concrete Deck Girder Bridge with Classical and Art Deco influences. Although the Roosevelt Road Bridge is only 30 feet long, Dixon & Dixon built a bridge that was surprisingly decorative in its detailing. However, given that it was located on the edge of Little Rock on a major highway, the design and decorative detailing of the bridge would have provided a pleasing first impression to motorists coming into Little Rock. The slight arch to the deck, recessed panels on the deck and abutments, and the decorative guardrails harken to Classical detailing while the spindles on the guardrails exhibit Art Deco influences, an unusual combination of decorative details not normally found on bridges in the city.

The period of significance for the bridge is 1935-1975, which covers the period from the construction of the bridge until 50 years ago. Although the bridge continues to be an important transportation structure in Little Rock, the period within the last fifty years does not meet the threshold for exceptional significance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

HISTORY OF THE PROPERTY

European settlement in the Little Rock area began shortly after the turn of the nineteenth century. Although surveying land and offering it for sale did not begin until 1815, a few settlers were in the area prior to then. Edmund Hogan, for example, who was originally from Georgia and came to Arkansas via Missouri, was living on the north bank of the Arkansas River opposite Little Rock where he operated a ferry by 1812. Another distinguished early settler was Wright Daniel who settled at the base of Big Rock Mountain prior to 1814 and opened a gristmill in 1815. When the Arkansas Territory was created in 1819, the state's first capital was at Arkansas Post. However, it was not the best location since it often flooded and was far away from the majority

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of the territory's population. In 1820, a new centrally-located site for the capital was chosen on the south bank of the Arkansas River at the Little Rock.²

Initial settlement and development in Little Rock was focused on the river. The original plat of Little Rock consisted of 88 square blocks stretching south from the river to what is now Eleventh Street. By the 1860s, however, the city began to expand beyond the original plat, notably with the platting of the Woodruff's and Masonic additions on the city's east side, the Wright's Addition on the south side, and the Capitol Hill Addition on the west side. Apparently, building sites on the city's west side were popular. An announcement in the November 21, 1872, issue of the *Arkansas Gazette* stated that "This property consists of twenty-seven full and fractional blocks, overlooking the Cairo and Fulton railroad as it leaves the city. ...This is a fine property, and from its geographical position, will soon become a portion of the city. Upward of one hundred lots in the addition have already been disposed of, and are at this time being improved."³

By 1891, when the earliest known topographic map was completed for Little Rock, the location of the Roosevelt Road Bridge was outside the southeastern edge of the city. One road, the current route of Arkansas Highway 365, was located immediately to the east of the bridge's location. By the time that the 1913 Sanborn map was completed for Little Rock, the neighborhood to the south of the bridge was mapped out, although it's unclear how much of it had actually been developed, and the route of the highway went up to 21st Street Pike and then turned west into the city. By 1935 the street pattern in the vicinity of the Roosevelt Road Bridge more closely resembled today's street pattern. Although the current route of Roosevelt, including the bridge had not been finished yet, 26th Street, 28th Street, and Barber and Welch streets had been laid out in the area. However, the 1939 Sanborn map for Little Rock, along with the 1941 topographic map, both showed the current route of Roosevelt Road in place.⁴

The Roosevelt Road Bridge was built as part of a larger project, called the "Little Rock City Connection" in the *Twelfth Biennial Report*, which was meant to connect U.S. 65 (now Arkansas Highway 365) with Roosevelt Road on the southeast side of Little Rock, allowing motorists to access U.S. 70 on the west side of the city without going into the heart of downtown. The Little Rock City Connection project stretched from U.S. 65 one block east of Welch Street west to Main Street and was .833 miles long and included "Grading, Drainage Structures & Bituminous Pavement."⁵ Proposals for the construction of the Connection were received by the Arkansas State Highway Commission in early 1935. The proposal of the Big Rock Stone & Material Company of Little Rock, which was received on April 2, 1935, was ultimately selected for the project, which was State Job No. 6175 and Federal Aid Project No. NRM 151-C. The contract for the construction of the Connection was for \$55,010.83 with an estimated cost of engineering

² Roy, F. Hampton, Sr., and Charles Witsell, Jr., with Cheryl Griffith Nichols. *How We Lived: Little Rock as an American City*. Little Rock: August House, 1984, pp. 12-14.

³ *Ibid*, pp. 19, 104.

⁴ Sanborn Fire Insurance Maps for Little Rock, Pulaski County, Arkansas, 1913 and 1939, and U.S. Geological Survey Topographic Maps for Little Rock, 1891, 1893, 1935, 1941, and 1944.

⁵ Arkansas State Highway Commission. "Plan of Proposed Bridge, Little Rock City Connection, Main Street East, Pulaski County, Route 65, Sec. 12, Job No. 6188," 1935. In the files of the Arkansas Department of Transportation.

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and contingencies of \$5,501.08 for a total commitment of \$60,511.91. It was estimated that the construction of the Connection would take 185 days.⁶

Due to the size of the Roosevelt Road Bridge, it was handled as a separate project by the State Highway Commission. Proposals for the construction of the Roosevelt Road Bridge, which the Arkansas State Highway Commission indicated was 33.08 feet or .006 miles long, were also received in early 1935. The proposal of Dixon & Dixon of Warren, Arkansas, which was also received on April 2, 1935, was ultimately selected for the project, which was State Job No. 6188 and also part of Federal Aid Project No. NRM 151-C. The contract for the construction of the Bridge was for \$8,226.54 with an estimated cost of engineering and contingencies of \$822.65 for a total commitment of \$9,049.19. It was estimated that the construction of the Bridge would take 140 days.⁷

Dixon & Dixon and the S.M. Dixon Construction Company was a prolific and versatile bridge building company in the state. From 1933 until 1968, the company constructed over 140 bridges across the state. Interestingly, the company did not limit the bridges that they worked on to a particular style or material. Rather, they bid on bridges that required a variety of construction methods, and adapted the bridges that they built to the trends of the time that each bridge was built. This is illustrated in the construction of the Roosevelt Road Bridge which incorporated some Art Deco influences, a style that was gaining in popularity in Arkansas during the 1930s. Due to the long period of time during which they built bridges, Dixon built bridges in styles that were popular during the eras of the Great Depression, World War II, Post-World War II, and the Interstate Highway System.⁸

The bridge that Dixon & Dixon built on Roosevelt Road illustrates the company's ability to adapt a bridge's design to a particular era. In the case of this particular bridge, it was unusual in its detailing in that it combined classical elements that appeared to grow out of the City Beautiful Movement along with a touch of the Art Deco style which was gaining in popularity in the 1920s and 1930s. The City Beautiful movement sought to counteract the "Aesthetic and functional shortcomings of cities," and its champions utilized "beautiful buildings and scenes to help preserve what attractiveness remained in nineteenth-century urban settings. More, they wished to supplant the pervading ugly and unkempt atmosphere of the American city."⁹

The aesthetics employed during the City Beautiful movement "linked natural beauty, naturalistic constructivism, and classicism." Neoclassical architecture was seen by people as "the ultimate step in the late-nineteenth century search for an effective, expressive building style." The reason that it was the style of choice was that it was a style that was believed to offer the basic concepts of proportion and arrangement. Furthermore, "Because of its range in time and space from

⁶ Arkansas State Highway Commission. *Twelfth Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, c.1936, pp. 94-95.

⁷ Arkansas State Highway Commission. *Twelfth Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, c.1936, pp. 94-95.

⁸ Langmyer, Michael. "Arkansas Department of Transportation Historic Bridge National Register Eligibility Evaluation Form for Bridge #01926." August 20, 2020. In the files of the Arkansas Department of Transportation.

⁹ Wilson, William H. *The City Beautiful Movement*. Baltimore: The Johns Hopkins University Press, 1989, p. 78.

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classic Greek to Beaux-Arts, it was adaptable.” It was also popular due to the fact that it had been in the American architectural lexicon from colonial times.¹⁰

Given the location of the Roosevelt Road Bridge, the fact that Dixon & Dixon utilized classical detailing on the bridge was not entirely surprising. Being a “gateway” bridge for travelers approaching Little Rock from the southeast, it allowed the bridge, at least in its own small way, to combat the “aesthetic and functional shortcomings” of Little Rock as well as to counteract the “ugly and unkempt atmosphere of the American city.” However, Dixon & Dixon also illustrated the adaptability of the style by their inclusion of Art Deco detailing in the bridge’s guardrails.

Art Deco, which developed after the 1925 *Exposition des Arts Decoratifs et Industriels Modernes* held in Paris had a “strict prohibition of the historical styles” and rather espoused a “sentiment for modernity and the notion that it could be achieved by means of decoration.” Art Deco ornament was predominantly geometric and rectilinear and curves played a secondary role in the style. Furthermore, the ornament was often exercised in low relief with a front plane that was normally flat. These tenets were employed in the supports on the bridge’s guardrails with their rectilinear and low-relief steps on the sides of the guardrails’ spindles.¹¹

Once the Little Rock City Connection and the Roosevelt Road Bridge were completed, it would have made travel through parts of Little Rock a lot easier. Travelers who wanted to access U.S. 70 to the west when traveling north on U.S. 65 no longer had to go into downtown Little Rock and then head south again to leave the city. They could now travel west along Roosevelt, skirting the south edge of Little Rock, and then head out of the city on U.S. 70, avoiding the center of Little Rock’s downtown. Furthermore, those continuing north on U.S. 65 out of Little Rock also had an easier route along Roosevelt and then north on Broadway across the river into North Little Rock, rather than winding through side streets east of Broadway.

Even today, the section of Roosevelt Road where the Roosevelt Road Bridge is located continues to provide easier access to downtown Little Rock from Arkansas Highway 365 (former U.S. 65) as it enters Little Rock from the southeast. Although the route of U.S. 65 shifted to the current route of Interstate 530 after its construction in the 1960s, the original route of U.S. 65, including the Roosevelt Road Bridge, was important enough to be redesignated Arkansas Highway 365, a designation that it maintains today. In addition, the Roosevelt Road Bridge remains a significant example of a Reinforced Concrete Deck Girder bridge in Little Rock with Classical and Art Deco influences.

SIGNIFICANCE OF THE PROPERTY

By the 1920s and 1930s, automobiles and trucks (and their traffic) had become a ubiquitous part of the state. With many of the state’s roads dating back to the nineteenth or early twentieth centuries, it became necessary to improve the state’s highway infrastructure to be able to better handle the increased traffic. In Little Rock, this included constructing what was called the Little

¹⁰ Wilson, William H. *The City Beautiful Movement*. Baltimore: The Johns Hopkins University Press, 1989, pp. 86-89.

¹¹ Whiffen, Marcus. *American Architecture Since 1780: A Guide to the Styles*. Cambridge, MA: The MIT Press, 1992, p. 235.

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Rock City Connection in 1935. The project, which included an extension of Roosevelt Road along with a new bridge on Roosevelt, provided a more direct route between U.S. 65 and U.S. 70 on the city's south side so that motorists didn't have to travel all the way into downtown Little Rock before proceeding west on U.S. 70. Even today, the Roosevelt Road Bridge, which carries Roosevelt Road (and Arkansas Highway 365) over a drainage ditch, is an important bridge in its area of Little Rock, continuing to allow motorists to skirt downtown Little Rock on the south side. Due to its importance in the transportation history of Little Rock, the Roosevelt Road Bridge is being nominated under **Criterion A: Transportation** with **local significance**.

The Roosevelt Road Bridge is also being nominated with **local significance** under **Criterion C: Engineering** as an excellent example of a Reinforced Concrete Deck Girder Bridge with Classical and Art Deco influences. Of the surviving bridges that were built in Little Rock during the 1930s, the Roosevelt Road Bridge is the most elaborate of them. Other bridges from the era, most notably the West 12th and West 14th Street overpasses (National Register listed January 8, 2025), although they have classically-inspired guardrails, do not have the decorative detailing that the Roosevelt Road Bridge has (See Figures 7-8). Although the Roosevelt Road Bridge is only 30 feet long, Dixon & Dixon built a bridge that was surprisingly decorative in its detailing. However, given that it was located on the edge of Little Rock on a major highway, the design and decorative detailing of the bridge would have provided a pleasing first impression to motorists coming into Little Rock. The slight arch to the deck, recessed panels on the deck and abutments, and the decorative guardrails harken to Classical detailing while the spindles on the guardrails exhibit Art Deco influences, and unusual combination of decorative details not normally found on bridges in the city.

The period of significance for the bridge is 1935-1975, which covers the period from the construction of the bridge until 50 years ago. Although the bridge continues to be an important transportation structure in Little Rock, the period within the last fifty years does not meet the threshold for exceptional significance.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Arkansas State Highway Commission. "Plan of Proposed Bridge, Little Rock City Connection, Main Street East, Pulaski County, Route 65, Sec. 12, Job No. 6188," 1935. In the files of the Arkansas Department of Transportation.

Arkansas State Highway Commission. *Twelfth Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, c.1936.

Langmyer, Michael. "Arkansas Department of Transportation Historic Bridge National Register Eligibility Evaluation Form for Bridge #01926." August 20, 2020. In the files of the Arkansas Department of Transportation.

Roy, F. Hampton, Sr., and Charles Witsell, Jr., with Cheryl Griffith Nichols. *How We Lived: Little Rock as an American City*. Little Rock: August House, 1984.

Sanborn Fire Insurance Maps for Little Rock, Pulaski County, Arkansas, 1913 and 1939.

U.S. Geological Survey Topographic Maps for Little Rock, 1891, 1893, 1935, 1941, and 1944.

Whiffen, Marcus. *American Architecture Since 1780: A Guide to the Styles*. Cambridge, MA: The MIT Press, 1992.

Wilson, William H. *The City Beautiful Movement*. Baltimore: The Johns Hopkins University Press, 1989.

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 # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☒ Other State agency
- ☐ Federal agency

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☐ Local government
☐ University
☐ Other
Name of repository: Arkansas Department of Transportation

Historic Resources Survey Number (if assigned): PU11564

10. Geographical Data

Acreage of Property Less than one acre.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 567633 | Northing: 3842656 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Roosevelt Road Bridge
Name of Property

Pulaski County, Arkansas
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at UTM Point #1 at 15/567632/3842667, proceed easterly for 80 feet to UTM Point #2 at 15/567656/3842666, thence proceed southwesterly for 105 feet to UTM Point #3 at 15/567633/3842645, thence proceed westerly for 80 feet to UTM Point #4 at 15/567607/3842646, thence proceed northeasterly for 105 feet to the point of beginning. See Figure 6.

Boundary Justification (Explain why the boundaries were selected.)

The boundary contains the Roosevelt Road Bridge and its immediate surroundings.

11. Form Prepared By

name/title: Ralph S. Wilcox, National Register & Survey Coordinator
organization: Arkansas Historic Preservation Program
street & number: 1100 North Street
city or town: Little Rock state: Arkansas zip code: 72201
e-mail: ralph.wilcox@arkansas.gov
telephone: (501) 324-9787
date: March 5, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Roosevelt Road Bridge
Name of Property

Pulaski County, Arkansas
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Photo Log

Name of Property: Roosevelt Road Bridge

City or Vicinity: Little Rock

County: Pulaski

State: Arkansas

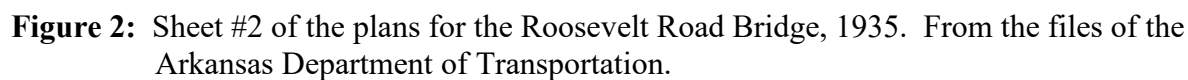
Photographer: Ralph S. Wilcox

Date Photographed: February 13, 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 13 . View of the Roosevelt Road Bridge, looking north.
- 2 of 13 . Detail view of the southeastern abutment of the Roosevelt Road Bridge, looking northwest.
- 3 of 13 . View of the south side of the Roosevelt Road Bridge, looking northwest.
- 4 of 13 . Detail view of the north side of the south guardrail of the Roosevelt Road Bridge, looking southwest.
- 5 of 13 . Detail view of the south guardrail of the Roosevelt Road Bridge, looking south.
- 6 of 13 . View of the builder's plaque at the west end of the south guardrail of the Roosevelt Road Bridge, looking south.
- 7 of 13 . View of the Roosevelt Road Bridge, looking northeast.
- 8 of 13 . View of the Roosevelt Road Bridge, looking southeast.
- 9 of 13 . View of the northside of the Roosevelt Road Bridge, looking southeast.
- 10 of 13 . Detail view of the northside of the Roosevelt Road Bridge, looking southeast.
- 11 of 13 . View of the Roosevelt Road Bridge, looking southwest.
- 12 of 13 . View of the builder's plaque at the east end of the north guardrail of the Roosevelt Road Bridge, looking northwest.
- 13 of 13 . View of the Roosevelt Road Bridge, looking northwest.

Figure 1: Sheet #1 of the plans for the Roosevelt Road Bridge, 1935. From the files of the Arkansas Department of Transportation.



Roosevelt Road Bridge
Name of Property

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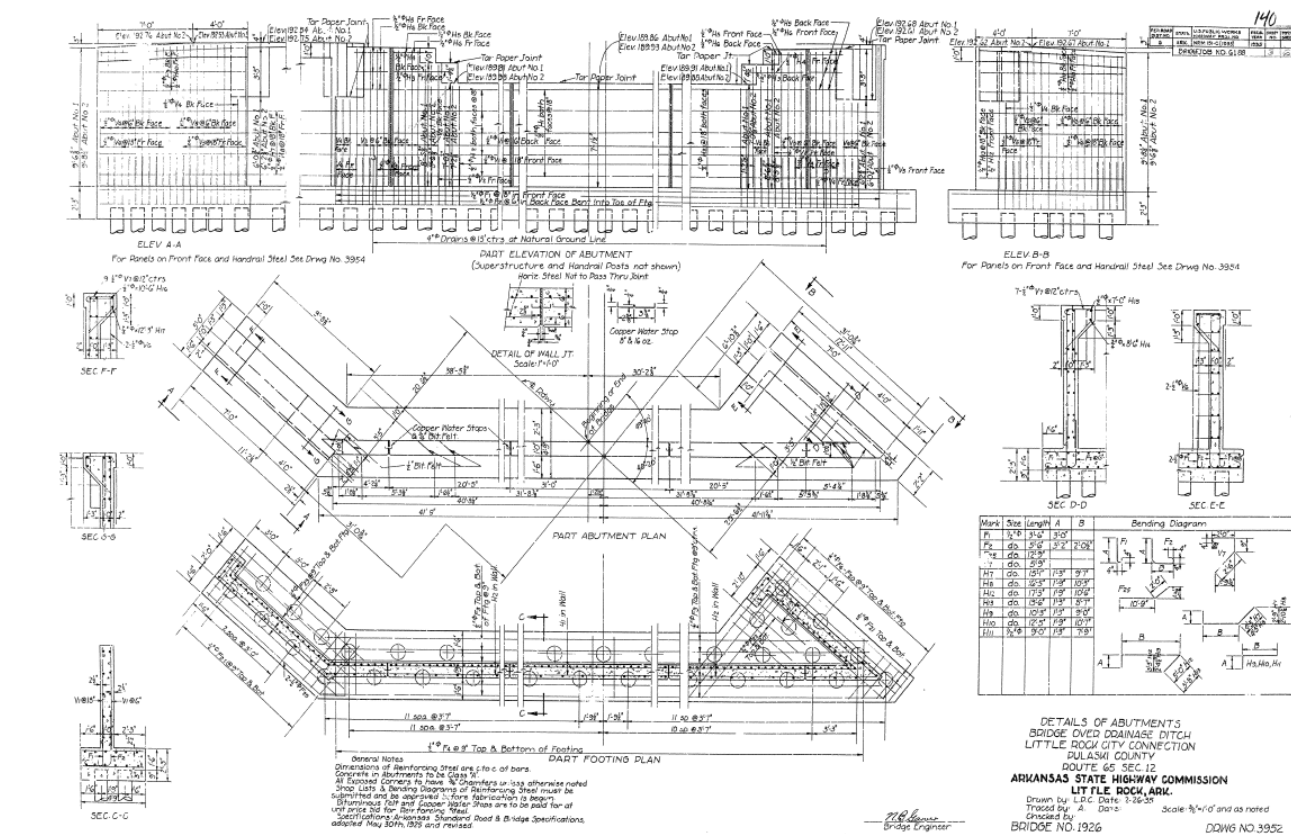
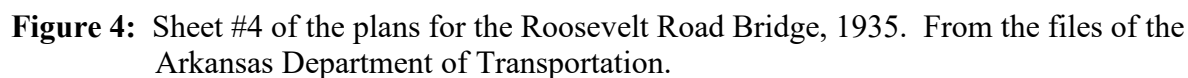


Figure 3: Sheet #3 of the plans for the Roosevelt Road Bridge, 1935. From the files of the Arkansas Department of Transportation.



Roosevelt Road Bridge
Name of Property

Pulaski County, Arkansas
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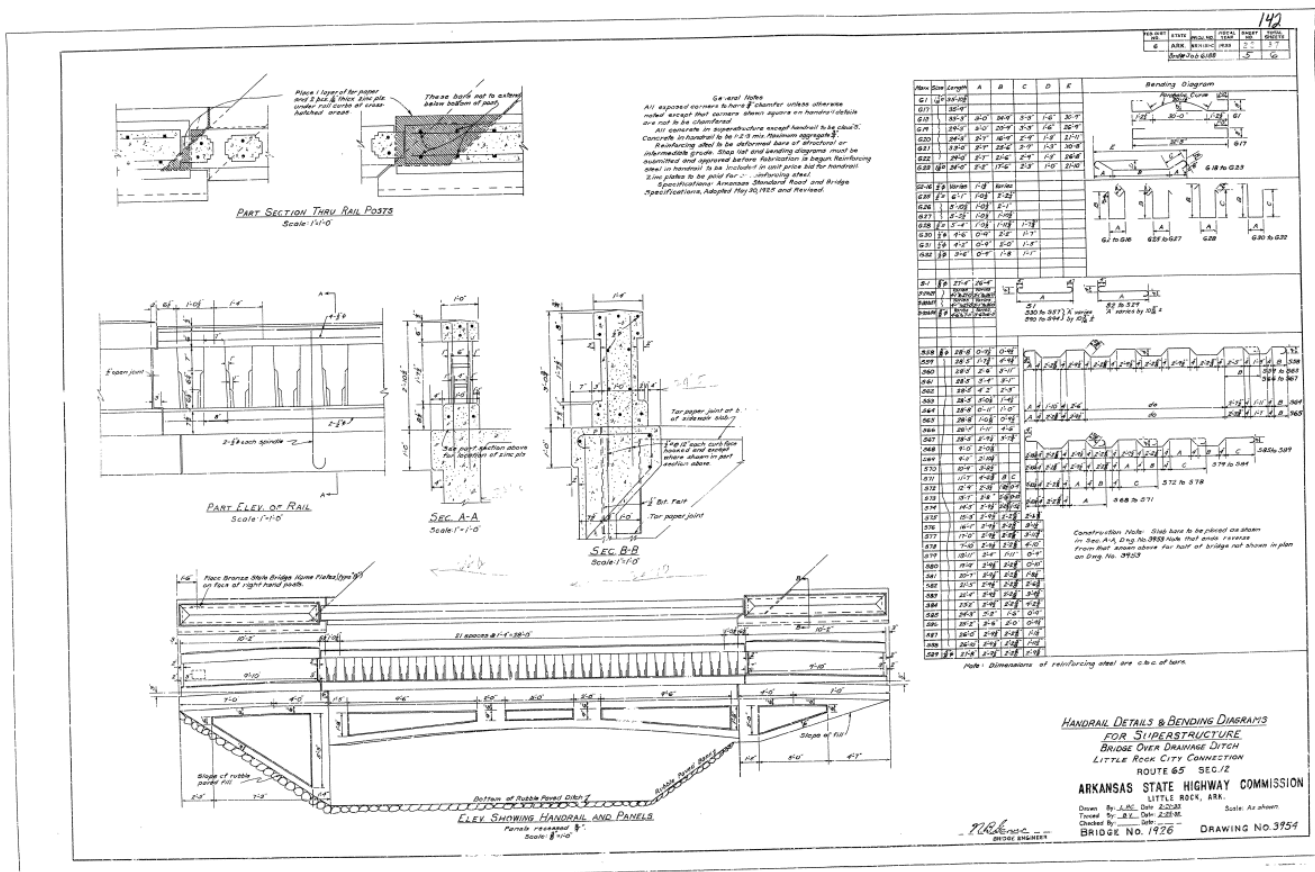


Figure 5: Sheet #5 of the plans for the Roosevelt Road Bridge, 1935. From the files of the Arkansas Department of Transportation.

Roosevelt Road Bridge
Name of Property

Pulaski County, Arkansas
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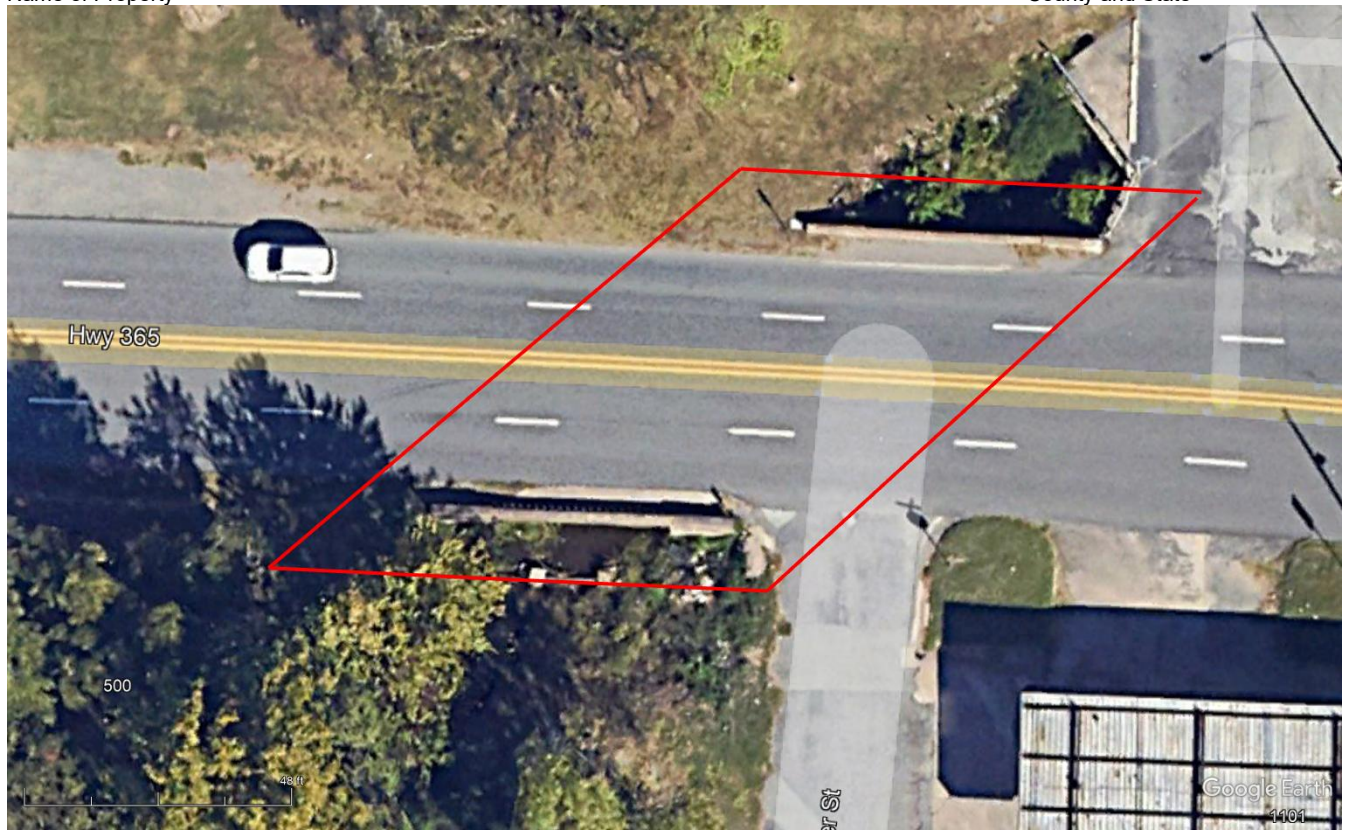


Figure 6: National Register of Historic Places Boundary for the Roosevelt Road Bridge.

Roosevelt Road Bridge
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Figure 7: West 12th Street Overpass, Little Rock, 2024. Photo from the files of the Arkansas Historic Preservation Program.

Roosevelt Road Bridge
Name of Property

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Figure 8: West 14th Street Overpass, Little Rock, 2024. Photo from the files of the Arkansas Historic Preservation Program.

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



|-----115 feet-----|

Roosevelt Road Bridge
Little Rock, Pulaski County, Arkansas

UTM: 15 567633E 3842656N

↑
North

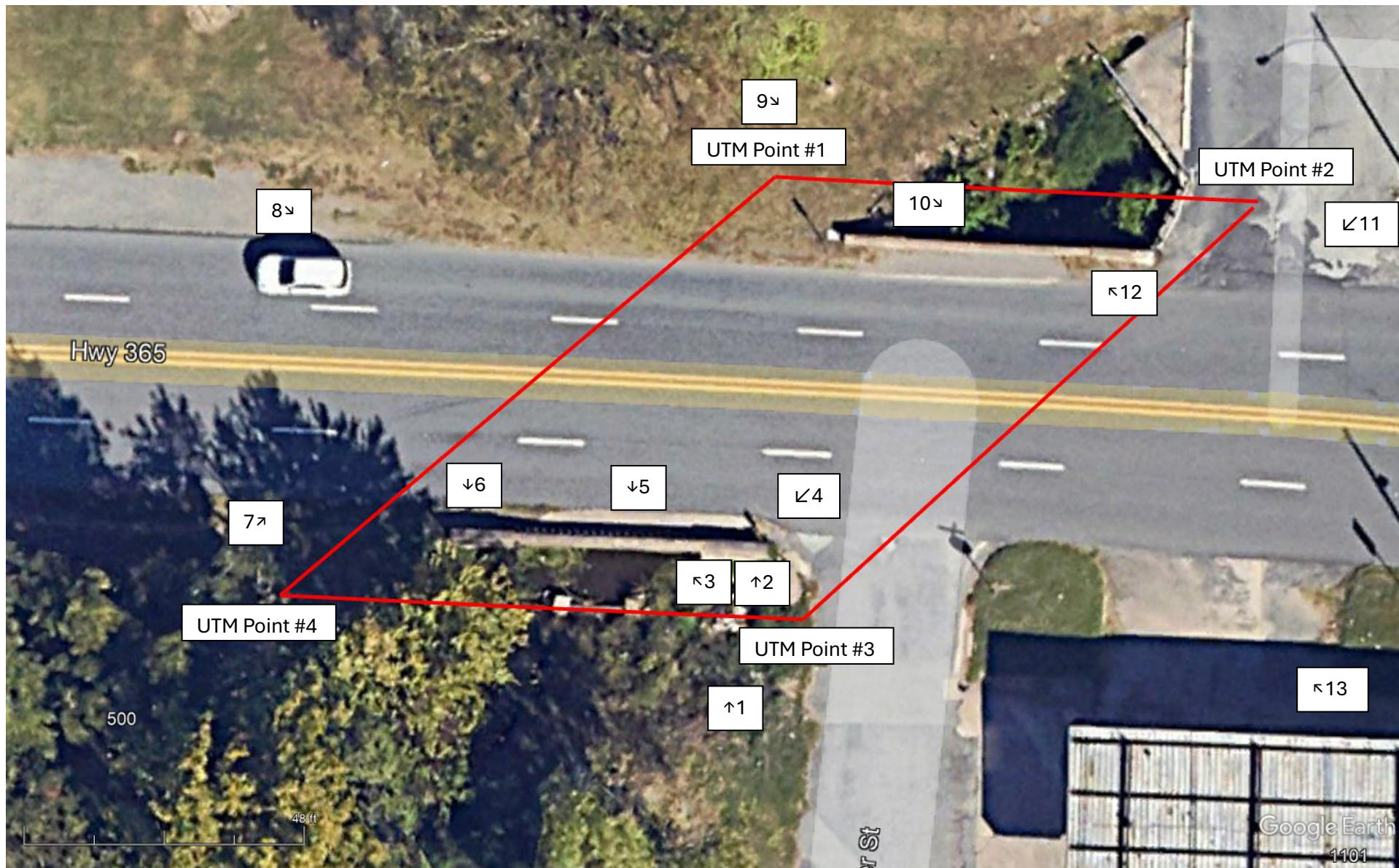


|-----285 feet-----|

Roosevelt Road Bridge
Little Rock, Pulaski County, Arkansas

UTM: 15 567633E 3842656N

↑
North



Roosevelt Road Bridge, Little Rock, Pulaski County, Arkansas

1→ = Photo Number and Location

— = National Register Boundary

↑

North















