



United States Department of the Interior


NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

January 18, 2011

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

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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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Puente de Añasco

other names/site number Puente Núm. 65, Puente Salcedo, Añasco River Bridge

2. Location

street & number State Road No. 2, kilometer 146.1

☐ not for publication

city or town _____

☒ vicinity

state Puerto Rico code PR county Añasco code 011 zip code 00610

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 X statewide local

Carlos A. Rubio Carcela, Architect, SHPO
Signature of certifying official/Title

November 30, 2010
Date

Puerto Rico State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

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):

for Elson H. Beall
Signature of the Keeper

1-18-11
Date of Action

Puente de Añasco
Name of Property

Añasco, PR
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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

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

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

Historic Bridges of Puerto Rico

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/ road related

Current Functions

(Enter categories from instructions.)

Vacant/ not in use

7. Description

Architectural Classification

(Enter categories from instructions.)

Other/ Pennsylvania through truss

Materials

(Enter categories from instructions.)

foundation: Concrete

walls:

roof:

other: Superstructure - Steel

Substructure - Concrete

Puente de Añasco

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Puente de Añasco (also known as Bridge #65) is a Pennsylvania through truss vehicular bridge, located at kilometer 146.1 of State Road #2, between the Añasco Arriba and Sabanetas Wards, Municipality of Añasco. The one-span bridge has a steel superstructure that is accessed by two concrete viaducts on the northern and southern ends. The 103.5 meter truss bridge, completed in 1944, is supported by two concrete pillars 9.144 meters over Río Grande de Añasco riverbed. In 1988 the Puerto Rico Road Authority completed the construction of a concrete bridge (#1855) to replace the truss bridge. In May 2010 the Municipality of Mayagüez repaired and painted the bridge. The structure is currently not in use and is closed to traffic. The bridge retains all aspects of integrity.

Narrative Description

Puente de Añasco is a 103.5 meter long truss bridge with an approach span at the north side of 21.6 meters and an approach span at south of 19.8 meters in length. The approach spans are supported by two viaducts (to the north and south of the steel structure). The bridge's portals have a small rectangular beam crowned by a portal bracing and strut. The polygonal top chord is linked by eleven struts, twelve top lateral bracing lattice beams and six sway bracing. The bridge's twelve panels have eleven vertical posts, eight diagonals and three half diagonals that serve to connect the top and bottom chords. A railing pipe has been installed in the eastern and western façades. The bridge has a 4.8 meter vertical clearance and projects 9.144 meters over Río Grande de Añasco river bed. The asphalted concrete deck, which is supported by six "I" beams, is 7.08 meters wide.

In 1988, the Puerto Rico and Transportation Authority completed the construction of a four-lane concrete bridge (#1855) on the east side of the old truss bridge. Once the concrete bridge was open to traffic the 1944 bridge was abandoned. After its closing the bridge has not suffered modifications or changes to its location, design, materials and workmanship. Although the integrity of the setting was affected due to the introduction of the 1988 bridge, the historic bridge retains key visual elements – when viewed from the west - which give the structure its character and help convey its significance.

In May 2010, as part of an improvement plan undertaken for the 21st Central American and Caribbean Games, the Municipality of Mayagüez hired the Rifco Manufacturing Corporation at a cost of \$72,618.00 to repair and paint the Puente de Añasco. The project was completed in July 2010¹.

Span number : 3
Largest span length: 103.5 meters
Total length: 142.5
Road way width: 7.08 meters
Deck width (out-out): 8.04 meters
Vertical clearance over deck: 4.8 meters

construction date: 1940-1944
superstructure: steel (truss)
substructure: concrete
condition: good

¹ Maelo Vargas Saavedra, "Reparan el histórico Puente de Añasco," *La Primera Hora*, 30 de marzo de 2010. Taken on October, 28, 2010 from http://www.primerahora.com/reparan_el_historico_puente_anasco-377590.html.

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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.)

Property is:

- ☐ 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.

Areas of Significance

(Enter categories from instructions.)

Engineering

Transportation

Period of Significance

1944 - 1960

Significant Dates

1944

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Carro, Tomás

American Bridge Co.

Period of Significance (justification)

The period of significance starts in 1944 when the bridge opened to vehicular traffic and closes at the 50 year cut-off date (1960). The reason for this period is that the importance of the bridge in the main road (No. 2) between Añasco and Mayagüez continued until 1988 when it was replaced by a concrete bridge.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Puente de Añasco (also known as Bridge #65) is significant at State level under Criterion C as a rare bridge type significant for its Engineering and under Criterion A for its association with State Road No. 2, an important roadway. The bridge's steel span was designed and prepared by American Bridge Company. Bridge's construction was started in 1940 by Tomás Carro and was completed in 1944 by the Department of the Interior.

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

On July 1, 1937, the Federal Highway Act of July 11, 1916 was amended so that Federal aid for highway construction was made available to Puerto Rico. The Government of Puerto Rico "accepted the Federal Aid amending the act levying the tax on gasoline apportioning the revenues from this source to meet the expenditures entailed in the proposed road construction program. This act known as Gasoline Act of No. 143 approved in May 15, 1937." The first Highway Roads and Bridges program presented by the Department of the Interior to the Public Roads Administration consisted of "sixteen projects of primary roads and five projects of secondary roads" that included one for the Añasco River Bridge. However, of all the projects of this program the Añasco River Bridge was the only one not completedⁱⁱ.

Since 1938 the United States had considered bolstering its defensive capabilities in the Puerto Rico and area of the Caribbean. By 1939 the United States, response to the deteriorating international situation in Europe, started a massive build up of forces and construction bases in Puerto Rico. Puerto Rico was considered as a key component of the Western Hemisphere's defense against Axis Power incursions. In May 1939 President Franklin D. Roosevelt named as the Governor of Puerto Rico Admiral William D. Leahy, one of his closest military advisors and entrusted him "...with military responsibility consisting in a supervisory role over defense preparations and operations in Puerto Rico and the entire Caribbean region, and directly in Puerto Rico from the governorship and through his control over the entire federal bureaucracy."ⁱⁱⁱ This was deemed critical after the German invasion of Poland in September 1, 1939.

...the intensification of defense measures and construction during 1939 explains Roosevelt's unprecedented decision to make Admiral Leahy coordinator of all federal agencies in Puerto Rico. Also, the establishment in Puerto Rico of a new agency, the Works Projects Administration (WPA), coincided with Leahy's arrival as Governor in September of that year. The WPA would mainly devoted to the construction of new military installations. In 1940 it had a budget of \$11 million and employed 18,000 workers. The following year, it was employing 32,615 workers. However, other existing agencies such as the Public Works Administration (PWA) would also play an important role in the development of the necessary infrastructure. PWA was used for large projects such as sewerage, bridges, harbor facilities and public buildings.^{iv}

The U.S. military exercises conducted in 1938 and 1939 had aptly demonstrated the need of bolstering air power in Puerto Rico to ensure the defense of the Island, Caribbean and the Panama Canal. Central to the strengthening the Air Power on the Island was the construction of facilities for combat aircrafts. Five days after the invasion of Poland (September 6, 1939), the construction of the Borinquen Field project in Aguadilla, in the northwestern end of the Island, was underway at a rapid pace^v. The Borinquen air base, which encompassed to about 1,877 acres, in conjunction with the air bases of McDill in Florida, Río Hato in Panama formed "a strategic triangle for the Caribbean region"^{vi}. The Borinquen

ⁱⁱ Department of the Interior, *Report of the Commissioner of the Interior of Puerto Rico for the fiscal year ending June 30, 1943*, (San Juan: Bureau of Supplies and Transportation, 1943), 25. One sheet of the 1937 "Añasco River Bridge, Puerto Rico, One Thro Pin Connected Highway Span", prepared by American Bridge Company, shows the truss bridge's design. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2860.

ⁱⁱⁱ Jorge Rodríguez Beruff, *Strategy as Politics: Puerto Rico on the Eve of the Second World War*, (San Juan: La Editorial Universidad de Puerto Rico, 2007), 228.

^{iv} Ibid., 362.

^v Ibid., 358.

^{vi} Ibid., 232.

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Air Base became the main air facility on the Island that coordinated with the Ponce Air Base (Fort Losey) and Merceditas airfield. Also, auxiliary "regional airfields were built in Salinas, Dorado, Vega Baja, Arecibo and Mayagüez"^{vii}.

As part of a National defense road plan, the Department of the Interior developed highway, road and bridge projects that ascended to an estimated cost of \$2,989,582.48^{viii}. Among the four bridges designed there was a combined funded project (with WPA) for a steel and concrete bridge 140 meters long over the Río Grande de Añasco River, in the Rincón-Mayagüez section of State Road No. 2. The project's proposed budget was of \$232,932.00^{ix}. Of the 16 bids received in July 8, 1940, the Department of the Interior selected Tomás Carro, contractor from the town of Orocovis, who bid \$197,362.25 to build the bridge^x. The project's contract was signed on July 23, 1940. Among its provisions it specified that the bridge would be completed by August 2, 1942^{xi}.

On August 9, 1940 work on the bridge was expected to start. However, the project was plagued by problems and delays from the start. Officials of the Department of the Interior and Public Works of Puerto Rico complained to the contractor of the project's slow progress. The contractor cited shortages of construction materials, lack of adequate equipment, of spare parts, fuel, lubricants, tires and experienced personnel as factors contributing to the delays in construction projects. However, the Department of Interior's officials insisted that it was the contractor's lack of effort and supervision in the project as the main factor in the delays. By August 1941 work on the bridge's piers, viaducts and abutments on the northern end (Añasco side) were completed. After August 25, 1941 the contractor started work on the southern end (Mayagüez side) of the bridge^{xii}. After December 7, 1941, when the United States entered the war against Germany, the shortages in construction materials became more severe as the shipping was affected by onslaught of the attacks by the German u-boat in the Caribbean. The shipping concentrated on transporting fuel, war material and foodstuffs to Puerto Rico^{xiii}. By May 1942 the Department of the Interior considered taking over the project,

...in view of the Contractor's failure to comply with the terms of the contract, this office, by May 7, 1942, decided to proceed with the works by administration at the contractor's expense, in accordance with the terms of section 7 of Articles of Agreement. This decision brought about several round table conferences on which representatives of all parties concerned, including representatives of the Surety Company were present, and it was agreed that another opportunity was to be given the contractor to complete the project. The Surety Company was so notified in writing on June 23, 1942, as to the decision of this Department. In order to further assist the Contractor to the successfully completion of the project, he was also allowed to work three 8 hour shifts every day, We also decided to assist him in the acquisition of fuel for the operation of his mechanical equipment and lumber for concrete forms.^{xiv}

On May 19, 1942 the contractor notified of problems confronted with the truss steel components bought from American Bridge Company in 1940. Members of the steel structures – that were shipped by United States Steel Export Corporation – suffered a slight bent at the end when they were transported by barges and unloaded on the construction site^{xv}. On September 2, 1942, the contractor wrote to the Commissioner of the Interior threatening to stop all work, after the erection of the steel trusses over the central span of the bridge, if the contract was not liquidated. After the completion of the erection of the steel trusses the Contractor stopped all work. On January 14, 1943 the Department of the Interior took over

^{vii} Ibid, 359.

^{viii} Departamento del Interior, Informe del Comisionado del Interior, Año Fiscal 1939-1940, (San Juan: Negociado de Materiales, Imprenta y Transporte, 1941), 14.

^{ix} Departamento del Interior, Informe del Comisionado del Interior, año fiscal 1940-1941, (San Juan: Negociado de Materiales, Imprenta y Transporte, 1942), 18.

^x Sergio Cuevas, "Decisiones del Comisionado en Relación con la liquidación del contrato para la construcción del puente sobre el Río Añasco – Proyecto FAP-3-A (1)", 3 de julio de 1944. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2865. Mr. Carro offered the lowest bid for the Añasco River Bridge Project.

^{xi} Letter from Sergio Cueva, Commissioner of the Interior to Hon. Manuel Rodríguez Ramos, Acting Attorney General, November 30, 1942 (translation by Department of the Interior). AGPR, Obras Públicas, Carreteras y Puentes, caja 2864. A construction plan was found "Main Structure One Through Pin Connected Highway Bridge, Federal Aid Project 3 A (1) Insular Road No. 2, Mayagüez-Rincón, Fiscal Year 1940" that illustrates planned superstructure and substructure of the new bridge. AGPR, Fondo de Obras Públicas, Carreteras y Puentes, Caja 2860.

^{xii} "Injunction, Tomas Carro vs. Sergio Cuevas Bustamante e Ignacio M. Saavedra, #42647, District Court of San Juan", 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864, 21-23.

^{xiii} José L. Bolívar Fresneda, "La Economía de Puerto Rico durante la Segunda Guerra Mundial: ¿Capitalismo Estatal o Economía Militar?", Op.Cit., Núm. 18, 2007-2008, páginas 225, 226 y 229.

^{xiv} Letter from Sergio Cuevas, Commissioner of the Interior to Mr. J. C. Carpenter, Senior Highway Engineer, Public Road Administration, July 20, 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864, page 2.

^{xv} "Injunction, Tomas Carro vs. Sergio Cuevas Bustamante e Ignacio M. Saavedra, #42647, District Court of San Juan", 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864, 26.

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the project. However, the contractor filed an injunction in the San Juan District Court on February 9, 1943. The court prohibited further work on the project until the matter was reviewed^{xvi}. As it was stated in the Commissioner of the Interior's 1943 report,

Notwithstanding our effective cooperation to avoid the inconveniency brought forth by war conditions, progress was excessively slow and in spite of extension granted, by the end of year 1942, only 81 percent of the job had been performed.

Taking into consideration the urgently needed completion of this bridge and in accordance with section 7 of the Contract, the Commissioner took charge of the work without annulling the Contract and the contractor's expense.

An injunction was filed by contractor against the Commissioner and the Superintendent of Public Works, on February 9, 1943 and a Court issued a restraining order forbidding them to take charge of the work unless the contract was previously liquidated^{xvii}.

In the period of January 11th and February 9th, 1943 there was very little work done. Overall there was

...getting the equipment ready, clearing the site, and making the necessary improvements to the warehouse. The only actual work performed was removal of the forms under the slab of the short span of the bridge at the Rincón end. Forms were also prepared for the concrete railing of the same span. Also, a pipe culvert was completed on the Rincón approach^{xviii}.

On October 25, 1944 the San Juan District Court decided against the contractor^{xix}. On November 1, 1943 the Department of the Interior begins again work on the bridge^{xx}. On Friday February 18, 1944 the bridge was opened to traffic^{xxi}. Final improvements to the bridge were completed by February 29, 1944. At the end of the project the budget had ascended to \$222,910.12^{xxii}.

Engineering Significance

The Puente de Añasco is a rare surviving bridge type in Puerto Rico. Although Pennsylvania Through Truss were common truss type in the 1930's and 1940's these are only two extant bridges of its type on the Island. This bridge, although smaller than the Trujillo Alto Bridge, is distinct in that it does not cross completely over the river basin. The designers' incorporation of viaducts and having the truss structure supported by pillars offers an interesting and unique variant of the type in Puerto Rico.

Transportation Significance

The bridge is important as crossing of a mayor early route in the western part of the Island. The State Road No. 2 – also known as the Cataño-Mayagüez-Ponce Road - was first order highway started by the Spanish Government in 1881. This was the main highway in the western section of the Island built to facilitate the transportation of crops and other goods between among the other coastal towns and the principal western port city of Mayagüez. The State Road No. 2 also served to permit the rapid deployment of Spanish Army units from their district headquarters in Mayagüez. In the 20th Century the truss bridge over the Río Grande de Añasco continued to be important for the transportation of crops and goods to and from Mayagüez and defense of western coast of the Island. The crossing was significant land link with the

^{xvi} Letter from Sergio Cuevas, Commissioner of the Interior to Mr. J. C. Carpenter, Senior Highway Engineer, Public Road Administration, July 20, 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864, page 2.

^{xvii} Department of the Interior, Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1943, (San Juan: Bureau of Supplies and Transportation, 1943), 29.

^{xviii} Letter from Sergio Cuevas, Commissioner of the Interior to Mr. J. C. Carpenter, Senior Highway Engineer, Public Road Administration, July 20, 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864, page 3.

^{xix} Department of the Interior, "Decisiones del Comisionado en relación con la liquidación del contrato para la construcción del puente sobre el Río Añasco – Proyecto FAP-3-A (1)", 3 de julio de 1944. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2865.

^{xx} Department of the Interior, Report of the Commissioner of the Interior for fiscal year ending June 30, 1944, (San Juan: Service Office of the Government of Puerto Rico Printing Division, 1945), 33.

^{xxi} Carta de Sergio Cuevas al Sr. Tomas Carro, 23 de febrero de 1944. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864.

^{xxii} Department of the Interior, Report of the Commissioner of the Interior for fiscal year ending June 30, 1944, (San Juan: Service Office of the Government of Puerto Rico Printing Division, 1945), 33.

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city of Mayagüez (to the south) with the Ramey Air Force Base (built in 1939) to the north in Aguadilla. For this reason, the river crossing associated with the enhancement of the transportation system used by the Armed Forces on the Island during World War II.

Developmental history/additional historic context information (if appropriate)

Between 1850 -1860 the Spanish Government displayed great activity in the municipal roads in Puerto Rico. The Mayagüez-Añasco road was considered important. This early route was traced by Spanish Engineer Captain José Tejeda before 1857. By 1858 the construction efforts had improved the road sufficiently to permit the travel by coach^{xxiii}.

One year later (1859) the Spanish Government approved a General Highway Plan for Puerto Rico. Among the four main goals of the Plan was the construction of one paved highway that would connect the coastal towns of the Island. In that year, the Duque Tetuan Bridge – a wooden through truss bridge – was built at a cost of 14,878 pesos 44 centavos for the Añasco River crossing of the Mayagüez-Añasco road. Shortly after a toll station was constructed to collect funds from the carriage and wagons traffic to support the bridge's conservation^{xxiv}. In 1866, the Duque Tetuan bridge was rebuilt at a cost of 48, 128.96 escudos^{xxv}. On January 21, 1868, the Spanish Government approved a new General Highway Plan that proposed the construction of a first order highway starting in Cataño (to the west of San Juan) that ended Mayagüez (on the western coast) by way of Arecibo and Aguadilla (on the northwestern coast). The Cataño-Mayagüez highway was designated as Road #2^{xxvi}.

In 1872, after the wooden bridge was washed away by flood waters, the Municipal Government of Añasco made an agreement with private individuals to establish a ferry service for the Añasco River. One condition of the agreement required using a portion of the profits from the ferry's fee for road conservation. In 1875 the Central Government, citing non compliance with road conservation requirement, took over the road conservation and the ferry service. The Spanish Authorities believed that building a metallic bridge would be the only permanent solution to the Añasco River crossing, due width and depth of the river^{xxvii}.

Construction of the Road #2 (Cataño-Mayagüez) by Spanish Bureau of Public Works was started in 1881 with 7 kilometers between the towns of Cataño and Bayamón and 9 kilometers between Mayagüez and the La Plata River^{xxviii}. In August 8, 1899 the San Ciriaco Hurricane struck the Island. The western coast was among the most affected areas. However, an eyewitness reports exclusively on the iron railroad bridge over the Añasco River that was ripped from its supports and carried away by the flood waters^{xxix}. It is probable that by 1899 a ferry was being used in Road No. 2 for crossing the Añasco River.

In the first three decades of the 20th century the Department of the Interior tried to maintain a wooden bridge to cross the Añasco River. With the boom of the sugar industries during this time, it was vital that the roads and railways that provided land transportation be maintained. However, heavy rains, tropical storms and hurricanes forced the Government to continuously work on or rebuild the wooden bridge on the Mayagüez-Añasco section of Road #2.^{xxx} Also, in October

^{xxiii} Luis F. Pumarada O'Neill, *Los puentes históricos de Puerto Rico* (Mayagüez: Centro de Investigación y Desarrollo, 1991), 20. In March 23, 1858 Governor Cotoner wrote about his satisfaction on being able to travel on coach from Rincón to Mayagüez when making his annual inspection. Pumarada cites Angel de Barrios Román's *Antropología Socioeconómica del Caribe, Mayagüez 1840-1875*.

^{xxiv} "Establecimiento de portazgo en el puente "Duque Tetuán", Archivo Histórico Nacional, Ultramar, 306, Exp.5. Taken from <http://pares.mcu.es/> on July 7, 2010. In 1859 the Spanish Government installed a toll station adjunct to the bridge to raise funds for the upkeep of the bridge. The northwestern coast of Puerto Rico produced large quantities of sugar, tobacco, cotton, liquor and coffee that were transported to the port city of Mayagüez.

^{xxv} Luis F. Pumarada O'Neill, *Los puentes históricos de Puerto Rico*, (Mayagüez: Centro de Investigación y Desarrollo, 1991), 27.

^{xxvi} "Obras Públicas de Puerto Rico: Resumen Histórico", *Revista de Obras Públicas*, 1:4 (Abril 1924), 152.

^{xxvii} "Establecimiento de un barcaje sobre el río Añasco en el paso de la Carretera de 1^{er} orden n° 2 de Cataño a Mayagüez", Archivo Nacional, Ultramar, 358, Exp. 12 <http://pares.mcu.es/>. Although the Spanish Governments was interested in placing a metallic bridge over the Añasco River, no documentation on its construction has been found.

^{xxviii} "Obras Públicas de Puerto Rico: Resumen Histórico", *Revista de Obras Públicas*, 1:4 (April 1924), 161. Department of the Interior, *Report of the Governor of Puerto Rico to the Secretary of War 1919*, (Washington: Government Printing Office, 1919), 402.

^{xxix} Roman Aráez y Ferrando, *Historia del ciclón del día de San Ciriaco*, (San Juan de Puerto Rico: Herald Español), 184.

^{xxx} The Commissioner of the Department of the Interior of Puerto Rico prepared annual reports on the construction and maintenance of roads and bridges. The first report that mentioned the Añasco River Bridge appeared in the Fifth Annual Report that covered the period of July 1, 1904 to June 30, 1905. The bridge was later mentioned in the reports of 1906, 1907, 1908, 1911, 1912, 1914, 1926, 1931, 1932, 1933, 1934, 1935 and 1936. In the 1907 report included two photographs of a submersible wooden bridge placed over the Añasco River.

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11, 1918 a massive earthquake, centered in the western end of Puerto Rico, caused extensive damages to buildings and structures in the municipalities of Mayagüez, Aguadilla, Añasco, and Aguada.

In 1943 while the truss bridge was being completed, a hurricane struck the Island on October 14 and 15, 1943 destroying the provisional wooden bridge that had been installed previously over the Añasco River. This situation caused severe problems to the local populace since this was the main highway in the area. On October 27, 1943 the Polytechnic Institute of Puerto Rico wrote to the Department of the Interior asking for the restitution of the provisional wooden bridge or opening of the ferry service because of the problems with the transportation of good from their farms in Añasco,

This institution is operating a 137 acre farm above Añasco, raising cattle, fruits, and vegetables for use in our student dining hall. We very badly need the supplies from that farm and have been making regular trips to obtain them with our truck. Since the Añasco bridge was washed out, we have been unable to go. The cost of sending the truck to Mayagüez, Las Marías, San Sebastián (sic), Aguadilla, Aguada, Rincón and Añasco, and back again by the same circuitous route is utterly prohibitive. We urge you to give us some service on the main highway either by temporary bridge or ferry of by completing the new steel bridge^{xxxii}.

The Farmers Association of Puerto Rico (*Asociación de Agricultores de Puerto Rico*) wrote that close to 200 large and small growers in the lowlands between Aguadilla and Añasco needed to cross the Añasco River in order to bring their sugar cane to the Central Igualdad (located close to the southern riverside). It stressed that growers faced hardships if the new bridge was not opened before the sugar cane harvesting period in 1944. Most of the sugar cane in the region – over 40,000 tons - was processed at the Central Igualdad^{xxxiii}.

On November 16, 1943 the vehicular traffic was restored on Road # 2 thanks to the loan of a 10-ton pontoon bridge across the Añasco River which was installed by the 78th Engineer Battalion. The Department of the Interior later bought a ferry to keep this important road open to civilian and military traffic^{xxxiii}. By the end of November 1943 the Department of the Interior acquired a boat to ferry the traffic.

9. Major Bibliographical References

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

Department of the Interior. Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1943 to the Honorable Governor of Puerto Rico. San Juan: Service Office of the Government of Puerto Rico Printing Division, 1943.

-----, Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1944 to the Honorable Governor of Puerto Rico. San Juan: Service Office of the Government of Puerto Rico Printing Division, 1945.

Department of the Interior of Puerto Rico. "Main Structure one through pin connected Highway Bridge, Federal Aid Highway Project 3 A (1), Insular Road No. 2, Mayagüez-Rincón, Municipality Mayagüez/Añasco, Fiscal Year 1940, Sheet No. 6". General Archives of Puerto Rico, Obras Públicas, Carreteras y Puentes, Construcción, Legajo 755, Caja 2860.

Puerto Rico Highway Authority Bridge Studies and Evaluation Office. "Structure Inventory and Appraisal Sheet", Bridge No. 65, Road No. 2, Km. 146.10, March 28, 1977.

Pumarada O'Neill, Luis. "Fichero de Puentes elegibles a ser considerados para designación como puentes históricos." Final Report of the Office of Environmental Studies, Highway and Transportation Authority. January 5, 1995.

^{xxxii} Letter by James A. Morris, President, Polytechnic Institute of Puerto Rico, San Germán, Puerto Rico to the Department of the Interior, October 27, 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864.

^{xxxiii} Letter by Leslie C. Highley to Hon. Sergio Cuevas Bustamante, 1 de noviembre de 1943. AGPR, Obras Públicas, Carreteras y Puentes, Caja 2864.

^{xxxiii} Jesús Benítez Castaño al Honorable Comisionado del Interior, "Asunto Arrendo y compra de un ancón", 30 de noviembre de 1943. AGPR, Obras Públicas, Carretera #2, Legajo 758, Caja 2864.

Puente de Añasco

Name of Property

Añasco, PR

County and State

----- Los Puentes Históricos de Puerto Rico. Centro de Investigación y Desarrollo, RUM, Mayagüez, 1991.

----- "Historic Bridges of Puerto Rico, c. 1840-1950." Multiple Property Submission (MPS) prepared for PRSHPO on July 31, 1994. MPS approved by National Park Service on July 19, 1995.

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
☐ Local government
☐ University
☐ Other

Name of repository: General Archives of Puerto Rico

Historic Resources Survey Number (if assigned):

N/A

10. Geographical Data

Acreage of Property Less than one acre

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 19 694337 2021281
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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

The nominated property is a rectangular shaped parcel measuring 142.5 x 8.04 meters, which is centered on the coordinates in Section 10 (Zone 19, Easting 694337, Northing 2021281). Included within this rectangular parcel are the bridge's superstructure, substructure, floor systems, viaducts, abutment and approaches.

Boundary Justification (Explain why the boundaries were selected.)

The nominated structure includes the bridge's superstructure, substructure, floor systems, access viaducts, and abutments and the property which they rest. These boundaries encompass, but not exceed, all of the property that has been historically associated with this bridge.

11. Form Prepared By

name/title José E. Marull del Río, Historian, Senior Historic Property Specialist

organization Puerto Rico State Historic Preservation Office

date July 21, 2010

street & number PO Box 9023935

telephone (787) 721-3737

city or town San Juan

state PR

zip code 00902-3935

Puente de Añasco
Name of Property

Añasco, PR
County and State

e-mail jmarull@prshpo.gobierno.pr

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: View of the original Road #2 – not in use today – as it approaches the northern portal of bridge #65. Facing approximately southeast.
1 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: Close-up of northern portal. View of inclined end post, portal bracing, vertical posts and concrete deck. Facing approximately south.
2 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: Close up of vertical post on the eastern façade. Facing approximately northwest.
3 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: View of concrete baranda of the bridge's southern viaduct. Facing approximately southeast.
4 of 8.

Puente de Añasco

Name of Property

Añasco, PR

County and State

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: Close up of commemorative plaque of the southern viaduct. The plaque informs that the project was started in 1940 by Tomas Carro and concluded in 1944 by Administration. It mentions the name of the Governors and the Commissioners of the Interior at the beginning and ending of the project. Facing approximately west.

5 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: View of the northern viaduct as seen from the river bed. Facing approximately southeast.

6 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: View of bridge's central metallic span as seen from the river bed. Facing approximately southeast.

7 of 8.

Name of Property: Puente de Añasco

City or Vicinity: Añasco

County: Añasco

State: Puerto Rico

Photographer: José E. Marull

Date Photographed: October 11, 2010

Description of Photograph(s) and number: Close up of the underside of the bridge, partially showing the lower chords, deck beams, stringers and diagonal bracing. Facing approximately southeast.

8 of 8.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Road and Transportation Authority

street & number PO Box 42007

telephone (787) 721-8787

city or town San Juan

state PR zip code 00940-2007

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. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Puente de Añasco

Name of Property
Añasco, Puerto Rico

County and State

Section number Additional Documentation

Page 1

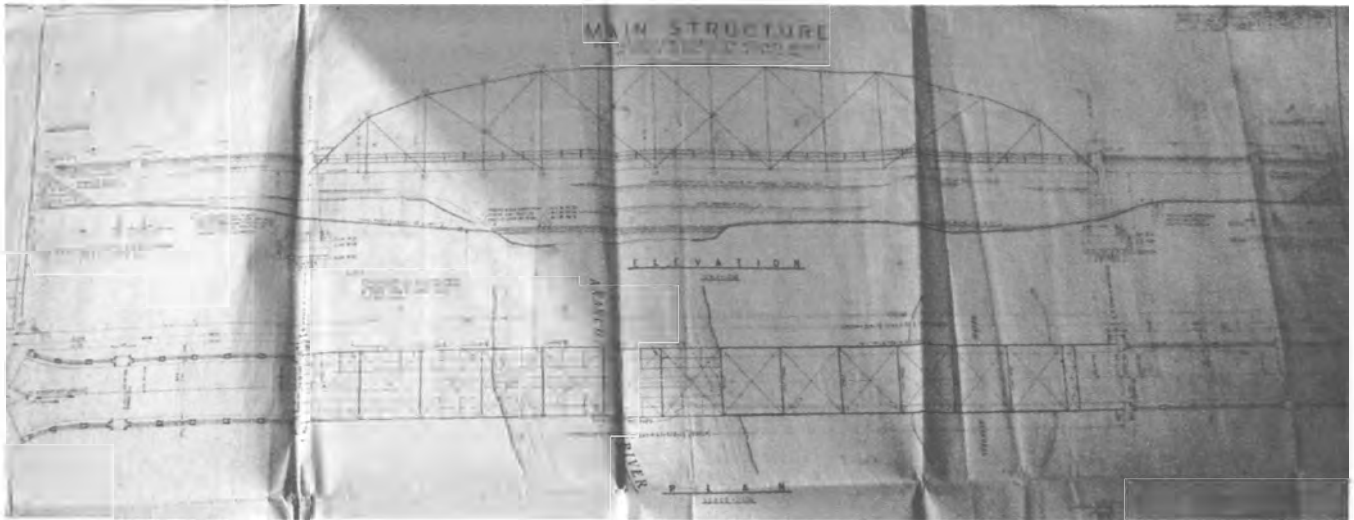


Figure 1. Elevation and plan of the Main Structure One Through Pin Connected Highway Bridge, Federal Aid Project 3 A (1) Insular Road, Mayagüez-Rincón, Fiscal Year 1940. AGPR, Obras Públicas, Carreteras y Puente, Caja 2860.

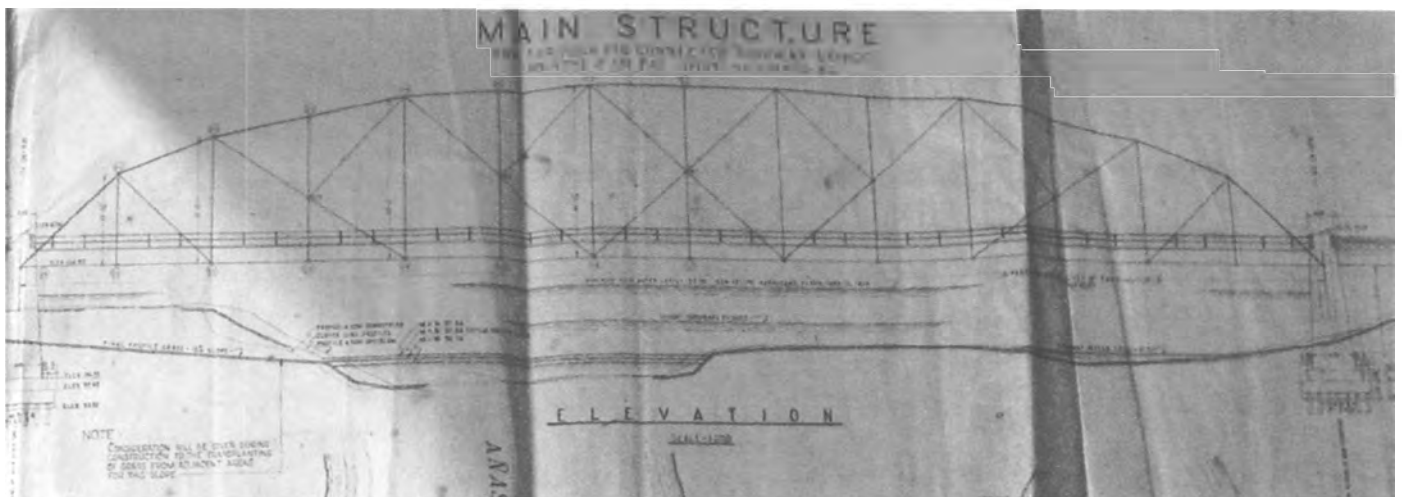


Figure 2. Elevation plans for the Añasco River Bridge metallic structure, 1940.

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National Park Service

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Continuation Sheet

Puente de Añasco

Name of Property

Añasco, Puerto Rico

County and State

Section number Additional Documentation

Page 2

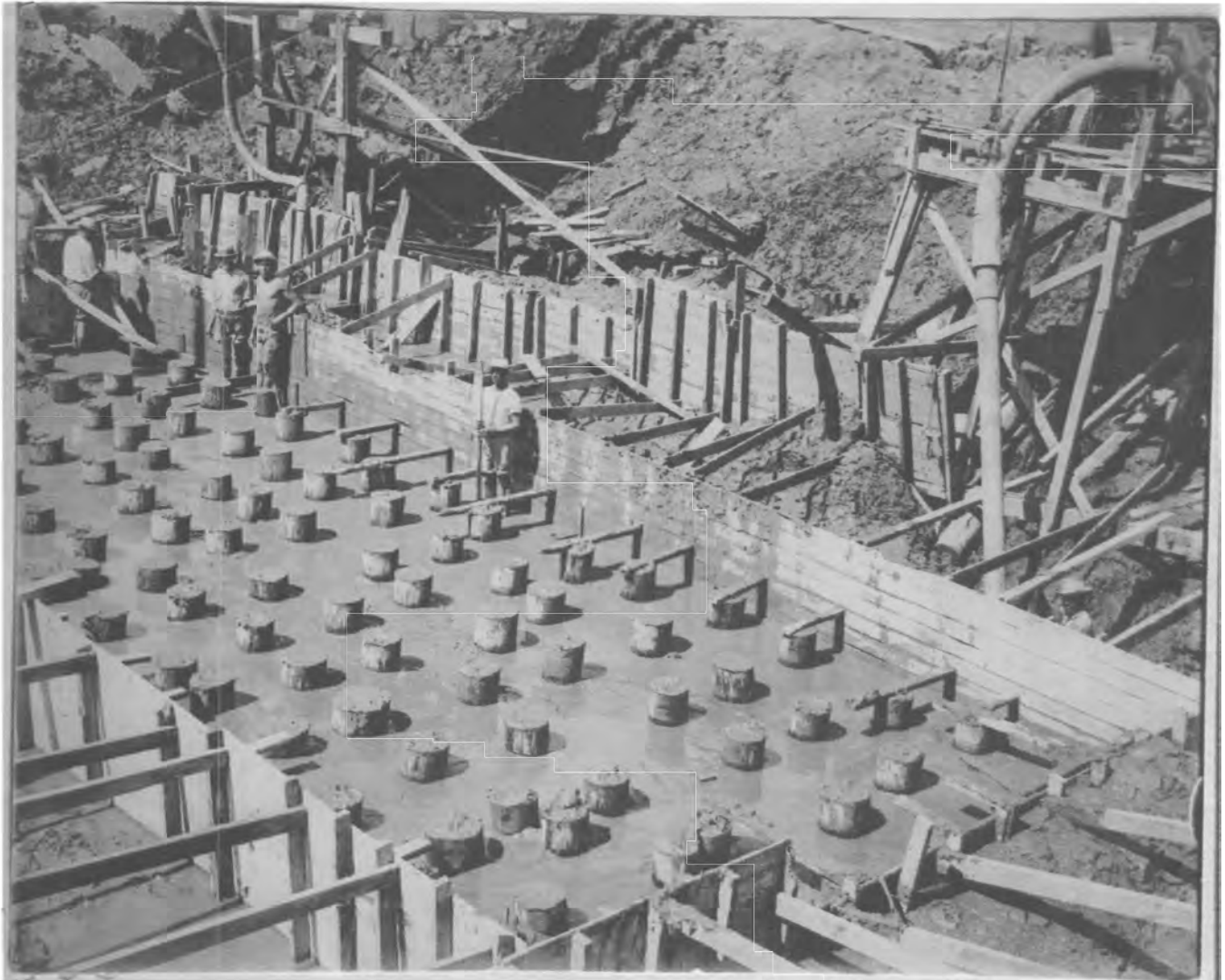


Figure 3. Bridge #65 foundations, 1942. AGPR, Archivo Fotográfico.

United States Department of the Interior
National Park Service

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Continuation Sheet

Puente de Añasco

Name of Property

Añasco, Puerto Rico

County and State

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Figure 4. View of bridge's southern portal, 1945. Bridge Engineering Office, Highway and Transportation Authority.

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Puente de Añasco

Name of Property

Añasco, Puerto Rico

County and State

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Figure 5. View of the bridge's viaduct and metallic structure as seen from the river bed, 1945. Bridge Engineering Office, Highway and Transportation Authority.

United States Department of the Interior
National Park Service

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Puente de Añasco

Name of Property

Añasco, Puerto Rico

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Figure 6. View of the bridge's underside as seen from the Añasco River bed, 1945. Bridge Engineering Office, Highway and Transportation Authority.

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National Park Service

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Puente de Añasco

Name of Property
Añasco, Puerto Rico

County and State

Section number Additional Documentation

Page 6

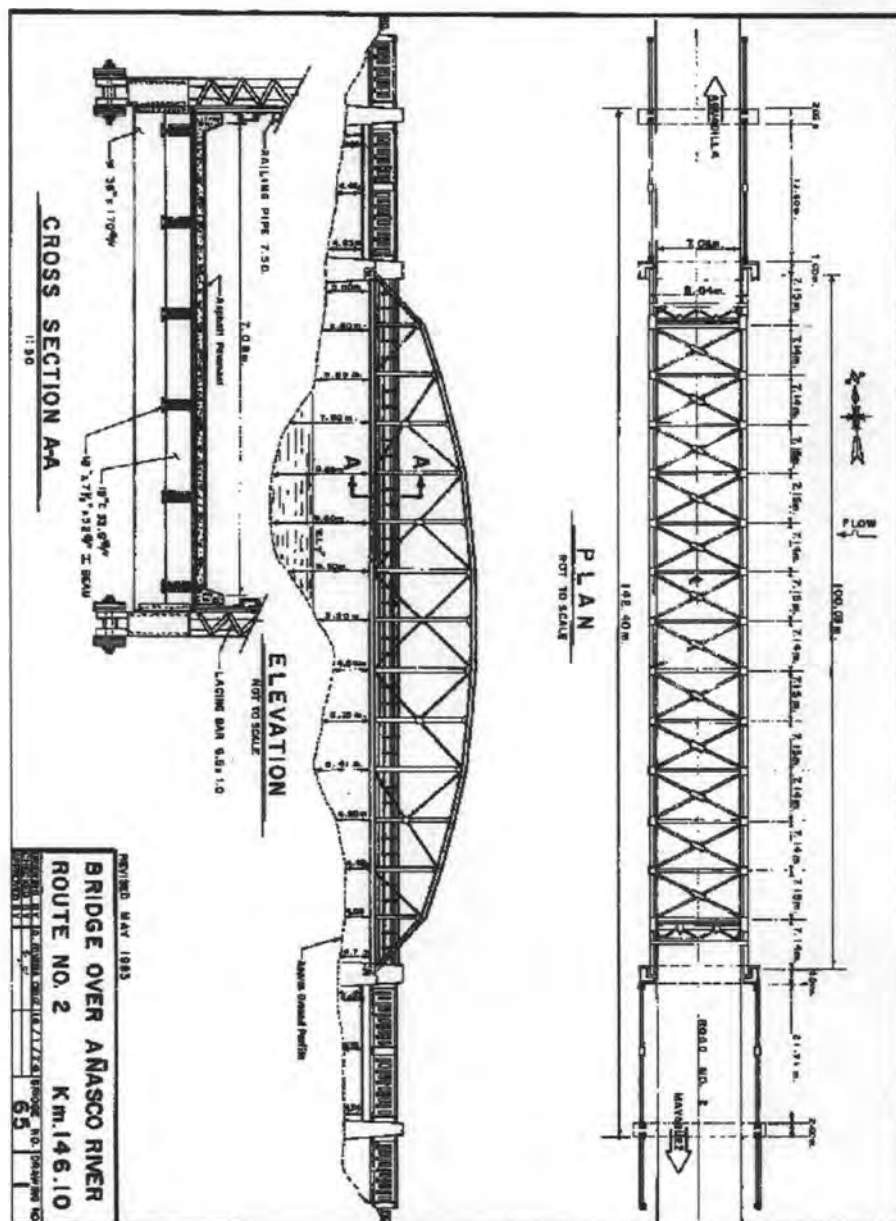


Figure 7. Elevation, Plan and Cross Section A-A (revised in 1983) for Bridge #65. Bridge Engineering

United States Department of the Interior
National Park Service

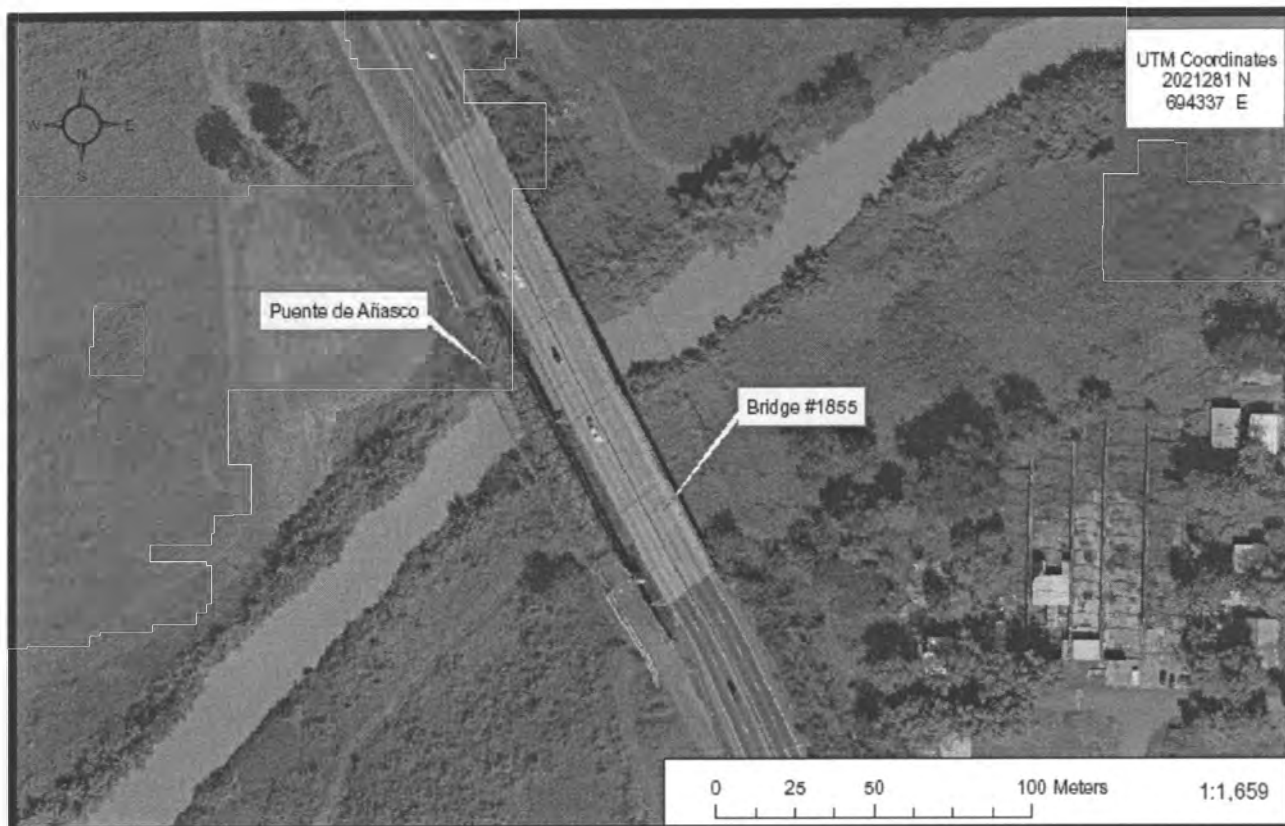
National Register of Historic Places
Continuation Sheet

Puente de Añasco

Name of Property

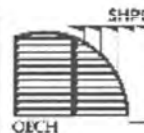
Añasco, Puerto Rico

County and State

Section number Additional Documentation Page 7

Source: Government of Puerto Rico. (2005). Satellite image.

Site Map
Puente de Añasco
Añasco, Puerto Rico



OFICINA ESTATAL DE
CONSERVACION HISTORICA
DIRECCION DE DOCUMENTACION

STATE HISTORIC
PRESERVATION OFFICE
DIRECTION OF DOCUMENTATION

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Puente de Añasco

Name of Property

Añasco, Puerto Rico

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Page 8



Figure 8. View of the Bridge #65 as seen from agricultural fields to the west of State Road #2. Facing approximately east. Photo taken by José Marull on May 11, 2010.

United States Department of the Interior
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Continuation Sheet

Puente de Añasco

Name of Property
Añasco, Puerto Rico

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Figure 9. View of the viaduct and metallic bridge from the roadway. Facing approximately north. Photo taken by José Marull on May 11, 2010.

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Figure 10. View of the Bridge #65 taken from the Bridge #1855. Facing approximately northwest. Taken by Marel del Toro, PRSHPO, on May 11, 2010.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Puente de Anasco
NAME:

MULTIPLE Historic Bridges of Puerto Rico
NAME:

STATE & COUNTY: PUERTO RICO, Anasco

DATE RECEIVED: 12/02/10 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 01/17/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000018

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 1.18.11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

Phone _____ Date _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the National Park Service.











COMANDO EN JEFE
FUERZAS ARMADAS
PERU
INCE SERGIO CUEVA
FALLECIO EL 10 DE OCTUBRE DE 1971
A LOS 35 AÑOS DE EDAD
POR CONTRIBUCION A LA
LIBERTAD DEL PERU EN LA LUCHA
CON DINASTIAS Y LOS
GOBIERNOS INSULARES
Y SU FAMILIA
FALLECIO POR
ADMINISTRACION EN LA LUCHA
SERVIDO POR EL NADOR EL
MONTEFLORES GUINEL
COMANDO EN JEFE
INCE SR. SERGIO CUEVA









Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by planetable surveys 1938-1939. Revised from aerial
photographs taken 1963. Field checked 1966.
Selected hydrographic data compiled from USC&GS Chart 901 (1965).
This information is not intended for navigational purposes.
Polyconic projection. Puerto Rico datum, 1940 adjustment.
2000-meter grid based on Puerto Rico coordinate system.
Barrio and municipality boundaries by the Puerto Rico
Planning Board.
Kilometric reference distances shown in red.

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1966

SCALE 1:20,000
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
0 1 2 3 4 5 6 7 8 9 10 KILOMETER
CONTOUR INTERVAL 5 METERS
DOTTED LINES REPRESENT 1-METER CONTOURS
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.2 METERS
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
AND DEPARTMENT OF PUBLIC WORKS, SAN JUAN, PUERTO RICO 00910
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

PUERTO RICO
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Insular Route ○

Puerto de Anasco
Anasco, Puerto Rico

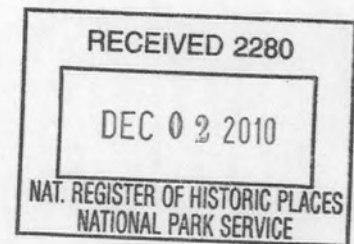
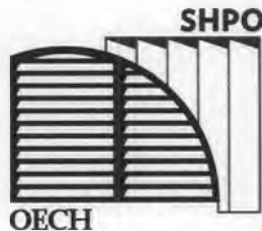
00011

Zone Easting Northing
19 694237 2021815

RINCÓN, P. R.
N1815-W6707, 5/7.5 X 8.75
1966

OFICINA ESTATAL DE
CONSERVACIÓN HISTÓRICA
OFICINA DEL GOBERNADOR

STATE HISTORIC
PRESERVATION OFFICE
OFFICE OF THE GOVERNOR



November 29, 2010

Ms. Carol D. Shull, Ph.D.
National Park Service 2280
National Register of Historic Places
1201 "I" Eye Street, N.W.
Washington, D. C. 20005

SUBMISSION - PUENTE DE AÑASCO, AÑASCO, PR

Dear Ms. Shull:

We are pleased to submit the nomination of Puente de Añasco, in the Municipality of Añasco, for inclusion in the National Register of Historic Places.

Should have any questions on the nomination, please contact José E. Marull, Senior Historic Property Specialist (787) 721-3737, extension 236.

Sincerely,

Carlos A. Rubio Cancela, Architect
State Historic Preservation Officer

CARC/BRS/JEM

Enclosures

WWW.OECH.GOBIERNO.PR