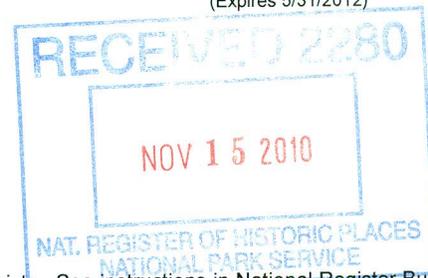


United States Department of the Interior  
National Park Service

1102



# 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 Coloso  
other names/site number Puente Núm. 1142

## 2. Location

street & number State Road No. 418, kilometer 0.5  not for publication  
city or town Guanábano and Espinal Wards, Aguada  vicinity  
state Puerto Rico code PR county Aguada code 003 zip code 00602

## 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 Cancela, Architect, SHPO November 9, 2010  
Signature of certifying official/Title 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:     )

Jose J. [Signature] 12/29/2010  
Signature of the Keeper Date of Action

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

Section number \_\_\_\_\_ Page \_\_\_\_\_

\_\_\_\_\_  
Name of multiple property listing (if applicable)

## SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 10001102

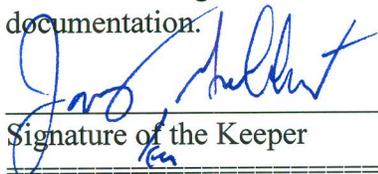
Date Listed: 12/29/2010

Property Name: Puente de Coloso  
(Historic Bridges of Puerto Rico MPS)

County: Aguada

State: PR

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
Signature of the Keeper

12/29/2010  
Date of Action

-----  
Amended Items in Nomination:

### Section 8:

Area of Significance: The nomination is hereby amended to add TRANSPORTATION as an area of significance as cited in the narrative.

Period of Significance: The nomination is hereby amended to change the end of the Period of Significance to 1956. This coincides with the first known date that the bridge no longer served as a railroad bridge.

\_\_\_\_\_  
The Puerto Rico State Historic Preservation Office was notified of this amendment.

**DISTRIBUTION: National Register property file; Nominating Authority (without nomination attachment)**

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- District
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Historic Bridges of Puerto Rico

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

Transportation/ rail-related

Transportation/ road related

Transportation/ road related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Other/ Warren truss with verticals

foundation: Concrete

walls: \_\_\_\_\_

roof: \_\_\_\_\_

other: Superstructure - Steel

Substructure – Steel, Concrete

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

---

### 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 Coloso (also known as Bridge #1142) is a Warren with verticals truss bridge, located at kilometer 0.5 of State Road #418, in the Municipality of Aguada. This structure was used for vehicular and railroad traffic by the Central Coloso (Coloso Sugar Mill). The two lane bridge has steel superstructure and steel and concrete substructure. The steel structure rests on two concrete abutments over the Culebrinas River. After the railroad traffic was discontinued in the 1950's and the bridge is currently being used for vehicular traffic. The bridge retains all aspects of integrity.

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### Narrative Description

Puente de Coloso is a Warren with vertical truss bridge located between the Guanábano and Espinal Wards, on the border of the Aguada and Aguadilla Municipalities. The truss structure is 25.93 meter-long that rest on two concrete abutments 3 meters over the Culebrinas River. The superstructure has three panels each - 3.91 meters long - with four diagonals and five vertical posts. The bridge has an asphalted concrete deck for two lane traffic with a roadway width of 5.30 meters and bottom chord width of 6.59 meters. The 170.94 square meter deck is supported by seven stringers, five floor beams and bottom lateral bracing. Two of the stringers are bigger were used to support the weight of the railroad engines and wagons.

The steel elements of the bridge have suffered corrosion due to deferred maintenance. Also there has been some buckling and deformation due to impacts on the end posts. However, the structure still retains superstructure, substructure, floor and deck components necessary to convey its engineering significance.

In August 4, 2000 the Puerto Rican Legislature approved of a law designating the Coloso Valley Agricultural Reserve (*Ley de la Reserva Agrícola del Valle del Coloso*) which included approximately 3,090 acre spread among the Municipalities of Aguada, Aguadilla and Moca. This bridge is located within this agricultural reserve. For this reason, there has been no new construction in the vicinity. This has made it possible to preserve the agricultural context associated with property's historic setting.

Span number: 1  
Largest span length: 25.93 meters  
Total length: 25.93  
Road way width: 5.30 meters  
Deck width (out-out): 6.59 meters

construction date: 1928  
superstructure: steel (truss)  
substructure: steel, concrete  
condition: fair

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

**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.

**Areas of Significance**

(Enter categories from instructions.)

Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1928 - 1960  
\_\_\_\_\_

**Significant Dates**

1928  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_

**Architect/Builder**

Coloso Sugar Mill  
\_\_\_\_\_  
\_\_\_\_\_

**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.

**Period of Significance (justification)**

The period of significance starts in 1928 when the bridge opened to railroad and vehicular traffic and closes at the 50 year cut-off date (1960).

**Criteria Considerations (explanation, if necessary)**

N/A

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

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

Puente de Coloso (also known as Bridge #1142), built in 1928, is significant at State level under Criterion C in the area of Engineering and under Criterion A at local level in the area of transportation. Under Criteria C the bridge is important as a distinctive bridge type on the Island. Under Criterion A the structure was an important part of Central Coloso's Railway System.

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

The Puente Coloso was built in 1928<sup>i</sup> by the Central Coloso as part of that company's private railway system. This private railway system connected the Sugar Mill with the agricultural lands in the Guanabano Ward (Aguada), Espinar Ward (Aguadilla) and Pueblo Ward (Moca). It is probable that the company's railway was built sometime after 1917<sup>ii</sup>. The truss bridge is the largest extant bridge associated with this system. Also roadway was used that ran parallel to the Guanabano-Espinar section of the railway. The steel bridge was designed to support train and vehicular traffic across the Culebrina River. The Guanabano-Espinar route and ended south of the town of the Old Victoria Hacienda in Aguadilla. At Victoria the private railway connected with the American Railway of Porto Rico and the roadway connected with State Road No. 2. The company's railway was used to transport cane from nearby farms in the Coloso Valley to the mill, while motor trucks and the American Railway of Porto Rico brought cane from those areas outside the route of the company's railway. Also, the motor trucks transported the processed sugar to the nearby coastal port city of Aguadilla.

In 1940 Central Coloso's major cane supplier, Comunidad Agrícola Bianchi, used the company's private railway to ship their harvest to the mill. The Comunidad Agrícola Bianchi's lands were located close to the Central Coloso industrial compound. In that year transportation equipment consisted of

24 km of 20" gauge railway, and 417 meters of one gauge track to connect with the main line of American Railway Company. One meter gauge track transportation (yard haulage) use one 14-ton gasoline locomotive. On the 20" track use one 9-ton and three 7-ton Whitcomb Diesel locomotives; also one 5-ton and one 3-ton gasoline locomotive for short haulage<sup>iii</sup>. However, as the Department of the Interior undertook the construction and improvements of the highways and roads the motors trucks were beginning to catch up to Central Coloso's railway system in the amount of sugar cane being carried to the mil. It is significant that the amount transported by the American Railroad of Porto Rico was small as compared to the truck or the company's railway<sup>iv</sup>.

By 1942 the amount of cane transported by Coloso railway system had decreased while the amount carried by truck increased<sup>v</sup>. That year, Coloso railway system delivered 129,937 tons as compared to 126,075 tons by motors trucks. However, there was an increase of sugar cane delivered by the American Railroad (87,765 tons). Three years later (1945), the truck became the dominant form of transportation of cane to the Sugar Mill. In 1945, the Coloso Railway System delivered 122,408 tons, the motor trucks 163,755 tons and the American Railroad 28,170 tons<sup>vi</sup>.

In 1950 the truck has become the main carrier of cane to the Sugar Mill. In that year, of 493,675 tons of cane delivered trucks supplied 306,079, while the Coloso railway carried approximately 133,292 and what remained was transported by the American Railroad Company. Two years later (1952), 383,597 tons of the sugar was conveyed by motor trucks while the Coloso Railway moved approximately 159,340 tons.

<sup>i</sup> Luis F. Pumarada O'Neill. Los Puente Históricos de Puerto Rico. Mayagüez: Centro de Investigación y Desarrollo, RUM, 1991, 137. Also, date of construction appears in the structure's Bridge Inspection Report, Bridge Engineering Office, Puerto Rico Highway and Transportation Authority (2008).

<sup>ii</sup> No franchise was granted by the Executive Council or the Public Service Commission of Porto Rico from 1900 to 1917 to Sucrierie Centrale Coloso de Porto Rico for construction of a private railroad in Aguada, Aguadilla or Moca. Franchises granted by extinct Executive Council and Public Service Commission of Porto Rico San Juan, Vol. I and II, 1924.

<sup>iii</sup> A.B. Gilmore, ed. The Puerto Rico Sugar Manual Including Data on Santo Domingo, Haiti and Virgin Islands, 1940. New Orleans, 1941, 165.

<sup>iv</sup> The method of delivery of sugar cane was 158,525 by Coloso railway system, 130,110 by motor trucks and 75,436 by American Railroad.

<sup>v</sup> A.B. Gilmore, Ed. The Puerto Rico Sugar Manual Including Data on Santo Domingo, Haiti and Virgin Islands 1942-43, New Orleans: Gilmore, 52.

<sup>vi</sup> A.B. Gilmore, Fred I. Meyers, WM. H. Flanagan The Puerto Rico Sugar Manual Including Data on Santo Domingo, Haiti and Virgin Islands 1946-1947, 57.

Puente de Coloso

Name of Property

Aguada, PR

County and State

When in 1953, the American Railroad Company of Porto Rico ceased operations, the Sugar Mills' private rail lines lost importance and were abandoned gradually. This seemed to have been the case for the Central Coloso's railway system in the latter part of the 1950's when the railroad tracks were removed. By 1956 the bridge became part of a tertiary road #418<sup>vii</sup>. By 1964 motor trucks were the only mode of transportation used for conveying all the sugar cane to the mill.

#### Engineering Significance

This Warren with vertical truss bridge is considered the unique on the Island. The Puerto Rico Road and Public Works 1995 Bridge Survey observed the importance of this bridge's deck's stringers that were designed for vehicular and railroad traffic. In this type of structure the "diagonals carry both compressive and tensile forces, verticals serve as bracing for triangular web system"<sup>viii</sup>.

#### Transportation

This bridge was important in the railway system that connected the Central Coloso Sugar Mill with the Comunidad Agrícola Bianchi's agricultural lands in the Guanabano Wards (Aguada) and Espinar Ward (Aguadilla). The Comunidad Agrícola Bianchi was the Central Coloso's main supplier of sugar cane. Also, this railway connected to line of the American Railroad Company of Porto Rico. The bridge was used also for vehicular traffic. This route is the most direct route for transporting processed sugar to the port city of Aguadilla. For this reason, this property is important at local level associated with the transportation of crops and processed sugar by Central Coloso.

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<sup>vii</sup> Although there is no written information as to the date the northern line ceased operations we have some publications that help narrow down the date. The Aguadilla Quadrangle 1942 edition (reprinted in 1952 with corrections) produced by the Government of Puerto Rico's Department of the Interior shows that railroad tracks are still present. Four years later (1956) a Department of Public Works publication identifies the State Road 148.

<sup>viii</sup> Historic American Engineering Record. *Truss Identification: Bridge Types, Trusses A Study by the Historic American Engineering Record*, 1976.

Puente de Coloso  
Name of Property

Aguada, PR  
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**Developmental history/additional historic context information** (if appropriate)

At the end of the 19<sup>th</sup> Century the sugar industry in Puerto Rico had developed primarily on the northern lowlands. Of the thirty-nine sugar producers identified in 1902 as *centrales*, seventeen were located in the north, ten in the east, seven in the south and four in the west and one in the interior. The sugar mills in the northern coastal lowlands had benefitted from the railroad system that had been established opened since 1891-1892. This railway helped in supplying the mills in the north with sugar cane. In the east had been less exploited than the other areas, so it had the greatest potential for the development of centrales, However, in the west and in the south the cultivation of plantations had achieved its maximum development producing high lands values and numerous plantations. These two conditions proved disadvantageous to the propagation of sugar mills in these areas in the 19<sup>th</sup> century<sup>ix</sup>.

By 1893 the *Compañía Ferrocarrilera de Puerto Rico* had linked the towns of Aguadilla, Aguada, Rincón, Añasco, Mayagüez and Hormigueros by construction of 55 kilometers long railway (Line C - Aguadilla-Hormigueros). This railway passed by the Central Coloso (Aguada) and Central Córcega (Rincón) before reaching Añasco Municipality<sup>x</sup>. The rapid growth of the Central Coloso occurred after 1897 when José Amell Massó bought the Central Coloso from Emilio Vadí and H. Kuster. In 1897 Central Coloso was consolidated

...with the Monserrate Central Sugar Mill and the smaller Joséfa, La Concepción and Las Gracias mills, which he had acquired between 1885 and 1895. He also moved the Monserrate machinery to Coloso.

Because of this consolidation, Coloso grew to 4,500 cuerdas of land, about 500 to 600 cuerdas of which were planted annually. It also processed the crops produced by sharecroppers who grew cane and sold it the mills for pressing. In 1902, the mill recorded total production of 20,000 sacks of sugar (at 250 pounds each). During the harvest season, the number of workers reached 1,500<sup>xi</sup>.

In 1904 the Central Coloso was sold to French investors and thereafter incorporated under the name of *Sucrierie Centrale Coloso of Porto Rico*. Eleven years later (1915), the Sugar Mill was acquired by the West Puerto Rico Sugar Corporation. Six year later (1921) the Sugar Mill was incorporated as the Central Coloso, Inc. when it had approximately 300 acres of land for cultivation. The administrators of the sugar, in the decades that followed, increased its production following a continued program of expansion and modernization. Later, as the Central Coloso's grinding capacity grew, the owners of the Mill sought other cane producers in the medium or small semi-independent farmers (colonos) in the northwestern coastal alluvial plains for the supply of sugar<sup>xii</sup>.

Table of sugar made and cane milled (in tons) from 1927 to 1946<sup>xiii</sup>

Year	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936
Sugar made	17,824	23,363	20,146	29,540	34,966	36,163	28,635	38,123	29,352	34,807
Cane Milled	159,961	203,759	185,921	253,017	325,936	319,831	256,239	321,174	272,578	271,445

Year	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946
Sugar made	28,678	41,968	36,357	44,880	29,158	46,071	41,626	31,323	38,350	44,479
Cane Milled	307,037	330,221	285,296	365,071	308,125	384,587	337,778	233,735	314,334	355,129

During the 1930's the Central Coloso moved away from cultivation and focused on processing the sugar cane. By the 1940, Central Coloso Sugar Mill had the capacity to grind 2,800 tons every 24 hours. All of the sugar cane was bought by

<sup>ix</sup> Colación, Inc. "La Central Azucarera en Puerto Rico (1898-1952)", Vol. I, 19.

<sup>x</sup> Luis Pumarada. "Trasfondo histórico del Ferrocarril en Puerto Rico", Contexto Histórico del Ferrocarril en Puerto Rico e Inventario del Ferrocarril de Circunvalación, Oficina Estatal de Conservación Histórica, 1989, 17. Although the Central Córcega or Córcega in Rincón is mentioned in the 1902 list of Centrales, by the 1934 there seemed to have closed down. This left Central Coloso as the only Sugar Mill on the northwestern coast of Puerto Rico.

<sup>xi</sup> Grupo Editorial EPRL. "Coloso Central Sugar Mill", Puerto Rico Encyclopedia, Fundación Puertorriqueña de las Humanidades, accessed on March 18, 2010, [http://www.encyclopediapr1.org/ing/print\\_version.cfm?ref=10037103](http://www.encyclopediapr1.org/ing/print_version.cfm?ref=10037103).

<sup>xii</sup> In 1934 the Central Coloso grinding capacity had grown to 2,000 tons per 24 hours with a production of 38,123 tons. Colación, Inc. "La Central Azucarera en Puerto Rico (1898-1952)", Vol I., PRSHPO, 1990, 34

<sup>xiii</sup> A.B. Gilmore, ed. The Puerto Rico Sugar Manual 1940, New Orleans: Gilmore, 1941; A.B. Gilmore, Fred J. Meyers and WM. H. Flanagan. The Puerto Rico Sugar Manual 1946-1947. New Orleans: Gilmore, 1946, 58; Fred J. Meyers. The Puerto Rico Sugar Manual 1952. New Orleans: The Gilmore Publishing Co., Inc., 1952, 43.

Puente de Coloso

Name of Property

Aguada, PR

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Central Coloso to *colonos* or cane farmers. "All cane is bought from colonos whose number in late years varies from 350 to 400. The record of cane supplied the 1940 crop, which totaled 365,071 tons<sup>xiv</sup>. "

In the 1952 the Central Coloso had its largest production with 66,281 tons in its history. The Sugar Mill had increased its capacity from 4,200 tons (in 1950) to 5,500 (in 1958). However, after the record harvest of 1952 the sugar industry island wide deteriorated rapidly.

In 1972 the Government of Puerto Rico through the Land Authority – as part of its *Programa de Rehabilitación de la Industria Azucarera* (Sugar Industry Rehabilitation Program) rented the Coloso Central Sugar Mill. In 1973 all the sugar operations were transferred to the *Corporación Azucarera* (Sugar Corporation) a subsidiary of the of the Puerto Rico Land Authority<sup>xv</sup>. Four years later (1976) Government of Puerto Rico, through the *Corporación Azucarera*, bought the Central Coloso. From 1976-1998 the *Corporación Azucarera* administered the Central Coloso in Aguada and the Central Roig in Yabucoa. However, in 1998 the *Corporación Azucarera* gave transferred the Central Coloso to mill's cane farmers. In 1997, the cane farmers, who joined in an organization *Agro-Industria Azucarera del Oeste, Inc.*, started to operate the Central Coloso. However, this operation was not successful and in 2002 the last harvest was processed. The Central Coloso was returned by the *Agro-Industria Azucarera del Oeste* to the Government and has remained closed<sup>xvi</sup>.

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<sup>xiv</sup> A.B. Gilmore, ed. The Puerto Rico Sugar Manual 1940, New Orleans: Gilmore, 1941, 166.

<sup>xv</sup> Autoridad de Tierras. Sexagésimo Aniversario Autorida de Tierras de Puerto Rico 1941-2001, San Juan: First Book Publishing of Puerto Rico, 2001, 20.

<sup>xvi</sup> Duhamel Zayas Rivera. El final de la Industria Azucarera en Puerto Rico. San Juan: Action Printing, 2008.

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

### 9. Major Bibliographical References

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

Fundación Puertorriqueña de las Humanidades. "Coloso Central Sugar Mill", 2005-2010 Puerto Rico Enciclopedia. Article taken on July on <http://www.encyclopediapr1.org/ing/article.cfm?ref=10031703>. Copy at PRSHPO.

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.

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

Zayas Rivera, Duhamel. El Final de la Industria Azucarera en Puerto Rico. San Juan: Action Printing, 2008.

**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	<u>19</u> Zone	<u>695044</u> Easting	<u>2034636</u> Northing	3	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing
2	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing	4	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing

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

The nominated property is a rectangular shaped parcel measuring 25.93 x 6.59 meters, which is centered on the coordinates in Section 10 (Zone 19, Easting 695044, Northing 2034636). This rectangular parcel includes the bridge's superstructure, substructure, floor systems and abutment.

**Boundary Justification** (Explain why the boundaries were selected.)

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

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

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### 11. Form Prepared By

---

name/title José E. Marull del Río, Historian, Senior Historic Property Specialist  
organization Puerto Rico State Historic Preservation Office date August 13, 2010  
street & number PO Box 9023935 telephone (787) 721-3737  
city or town San Juan state PR zip code 00902-3935  
e-mail jmarull@prshpo.gobierno.pr

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### Additional Documentation

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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:

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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 Coloso  
City or Vicinity: Aguada  
County: Aguada State: PR  
Photographer: José E. Marull  
Date Photographed: May 11, 2010  
Description of Photograph(s) and number: View of the bridge's northern inclined endpost, asphalted deck and its western side looking approximately southeast.  
1 of 5.

Name of Property: Puente Coloso  
City or Vicinity: Aguada  
County: Aguada State: PR  
Photographer: José E. Marull  
Date Photographed: May 11, 2010  
Description of Photograph(s) and number: View of the southern inclined endpost, asphalted deck and the eastern side looking approximately northwest  
2 of 5.

Puente de Coloso  
Name of Property

Aguada, PR  
County and State

Name of Property: Puente Coloso

City or Vicinity: Aguada

County: Aguada

State: PR

Photographer: José E. Marull

Date Photographed: May 11, 2010

Description of Photograph(s) and number: View of the western side of the bridge. A horizontal bar has been placed across the lower part of this side. The Aqueduct and Sewer Authority's pipe can be seen above the asphalted deck. Looking approximately northeast.

3 of 5.

Name of Property: Puente Coloso

City or Vicinity: Aguada

County: Aguada

State: PR

Photographer: José E. Marull

Date Photographed: May 11, 2010

Description of Photograph(s) and number: Close up of the endpost and lower chord of the western side as seen from the river bank. Looking approximately north.

4 of 5.

Name of Property: Puente Coloso

City or Vicinity: Aguada

County: Aguada

State: PR

Photographer: José E. Marull

Date Photographed: May 11, 2010

Description of Photograph(s) and number: View of the Culebrina River, bridge stringers, bottom lateral bracing and floor beam.

5 of 5.

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**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.