

United States Department of the Interior
National Park Service

1289



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 Trujillo Alto
other names/site number Puente de metal sobre el Río Grande de Loíza; Río Grande de Loíza Bridge, Bridge #427

2. Location

street & number SR 181, km. 5.6 not for publication
city or town Trujillo Alto vicinity
state Puerto Rico code PR county Trujillo Alto code 139 zip code 00977

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this 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 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 local

Carlos A. Rubio Cancela
Signature of certifying official/ Title
December 16, 2009
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): _____

Jano
Signature of the Keeper Date of Action 1/25/2010

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.)

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
0	0	buildings
0	0	district
0	0	site
1	0	structure
0	0	object
1	0	Total

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

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/ road related

Current Functions
(Enter categories from instructions)

Recreation and Culture/ outdoor recreation

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

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 Trujillo Alto (also known as Bridge #427) is a Pennsylvania through truss bridge, located at kilometer 5.6 of State Road 181 between the Cuevas, Dos Bocas and Pueblo Wards in the Municipality of Trujillo Alto. This one span, two lane vehicular, steel structure rests on two concrete abutments and crosses over the Río Grande de Loíza. This bridge located in a sharp cut in the Río Piedras-Trujillo Alto highway which is the main access to town of Trujillo Alto. In 1985, the Road Authority completed the construction of a concrete bridge (Bridge #18191) to replace this bridge as main access to the town. In 2004, the Road and Transportation Authority of Puerto Rico completed a restoration project on the bridge. Today the bridge is an important component within the Bicentennial Outdoor Walk inaugurated in 2007 by the Municipality of Trujillo Alto. The structure is used today as a pedestrian walkway. The bridge retains all aspects of integrity.

Narrative Description

The Puente de Trujillo Alto is 102.3 meters long truss bridge, with a vertical clearance of 4.19 meters and that projects 21.366 meters over Río Grande de Loíza riverbed. The bridge's portals have three consecutive horizontal lattice rectangular panels on topmost part of the inclined end posts. The polygonal top chord linked by eleven struts, twelve top lateral bracing lattice beams and six sway bracing. The bridge's eleven panels have thirteen vertical posts, seven diagonals and four half diagonals which serve to connect the top and bottom chords. A railing has been installed in the eastern and western facades. The deck is concrete and is 74 meters wide. The deck is supported by stringers, floor beam and lateral bracing. There were originally no pedestrian walkways in this bridge. The bridge rests on concrete abutments. The bridge's abutments are protected by stone gabions.

In 1983, the Puerto Rico Road and Transportation Authority started the construction of the of a four-lane concrete bridge (#18191) to replace the old truss bridge. Once the concrete bridge was completed in 1985, the 1941 bridge was abandoned and slated for demolition. However, after the local community - who considered this bridge to be a local landmark - brought legal action against Road and Transportation Authority, the plans for the demolition of this property were cancelled.

As part of the 2002-2004 Road and Transportation Authority's restoration project, the lost steel elements were replaced and southern abutment was shored up. A significant change resulting from this project was the use of concrete pavers as a finish for the former roadway. In 2003, the Municipality of Trujillo Alto consulted the Authority and the Puerto Rico State Historic Preservation Office on the development of a park close to this historic bridge, considered as a local landmark¹. As result of this consultation, the pavers used in the bridge were the same in shape and patterns as those used the Bicentennial Promenade (*Paseo del Bicentenario*). This park, which commemorates the two hundred years of the town's history (1801-2001), was built facing the bridge's southern abutment near the traditional urban core of Trujillo Alto. The park was inaugurated in June 30, 2007².

Although the integrity of setting was affected due to construction of the 1985 bridge, the historic bridge retains key visual elements and structural systems (like its metal superstructure, substructure, abutments and approach spans) which give the structure its character and helps to convey its significance.

Span number: 1
Largest span length: 101.0 meters
Total length: 102.3 meters
Roadway width: 7.1 meters
Deck Width (out-out): 7.4 meters
Vertical Clearance Over Deck: 4.19 meters

construction date: 1940-1941
superstructure: steel (truss)
substructure: concrete
condition: good

¹ A 2002 proposal prepared by Miguel A. Carlo, Arquitectos for the pavement for Bridge #427 was sent to the PRSHPO and the Road and Transportation Authority. PRSHPO reviewed this project (TA-05-07-03-01) and determined in a June 3, 2003 letter that it did not result in an adverse effect on the historic bridge.

² Information on the Park can be found in the Municipality of Trujillo Alto web page at www.gobierno.pr/TrujilloAlto/LugaresInteres/Paseo_Bicentenario.htm.

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

1941-1969 _____

Significant Dates

1941 _____

Significant Person

(Complete only if Criterion B is marked above)

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Prann, Robert R. _____

U.S. Steel _____

Period of Significance (justification)

The period of significance starts in 1941 when the bridge opened to vehicular traffic and closes at the 50 year cut-off date (1969). The reason for this period is that importance of the bridge as the main land transportation corridor between the towns of Trujillo Alto and Río Piedras continues until 1985 when it is replaced by new bridge.

Criteria Considerations (explanation, if necessary)

N/A

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

Puente de Trujillo Alto (also known as Bridge #427) is significant at State and local level. At State level the property is significant under Criterion C in the area of Engineering as the largest of its type extant in the Island. Locally the bridge is significant under Criterion A in the area of Transportation for its association to the Río Piedras – Trujillo Alto road. The bridge, completed between 1939 -1941, served as the principal crossing from and to the town of Trujillo Alto. The bridge's builder, Robert R. Prann, prepared the area, constructed the abutments and installed the structure's steel components made by U.S. Steel. After a concrete bridge over the Río Grande de Loíza was opened in 1985, the truss structure was closed to vehicular traffic.

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

In 1936 concrete bridge that crossed the Río Grande de Loíza on the Río Piedras – Trujillo Alto road was destroyed by floodingⁱⁱⁱ. Due to the need of keeping this road open, a temporary wooden bridge was built over the piles of the destroyed bridge. However, the maintenance of wooden bridge proved difficult due to the continuous flooding that affected the area^{iv}. In 1938, the Department of the Interior of Puerto Rico carried out the studies for the construction of a new bridge in the Río Grande de Loíza crossing of the State Road 23 (which later became SR 188) in the Río Piedras – Trujillo Alto section. Using funding from the Government of Puerto Rico and the Work Progress Administration (WPA) the work began with the signing of the project's contract, on April 24, 1939, with the Engineer Robert R. Prann^v. Project contemplated the clearing of the land, construction of abutments and the installment of the Pennsylvania through truss bridge. The steel components of the bridge were commissioned to U.S. Steel^{vi}. The sum assigned to project was \$144,059.09^{vii}. Photographic documentation taken by Engineer Prann during the project shows that the first year (1939) was dedicated to clearing the land and leveling required for the bridge. It was in early 1940 when bridge's foundation and truss bridge installation were started. Work progressed through the year and by November 18, 1940 the truss bridge installation was nearly completed^{viii}. Three months later, on February 21, 1941 the bridge was completed^{ix}.

The bridge's height over the riverbed was designed to permit traffic during unusual high flooding that occurred from time to time in the area. However, in August 5, 1945 the flood waters rose to a level never seen before that almost carried away the bridge^x. Thereafter the property suffered from conservation problems mentioned in reports of the Road Authority. In the 1970's a Commonwealth of Puerto Rico's Bridge report inspection and inventory form indicated that the superstructure had the paint in poor condition and that it had loose and missing rivets. However, the major problem was that the substructure was being undermined by a settlement in the south abutment. It reported that this occurred because floods in October 1970 had caused heavy erosion along both banks and had undermined the south abutment. Therefore it "recommended the existing bridge be replaced in 1972 with a multi-span bridge having sufficient waterway area to accommodate future flood discharge. When the construction of the new bridge is completed, the existing bridge will be

ⁱⁱⁱ José A. Toro Sagrañes, Trujillo Alto: Notas para su Historia, 20. Departamento de lo Interior, Informe del Comisionado del Interior, Año Fiscal 1935-1936, 18. Report indicates that bridge was destroyed by flooding on May 21, 1936.

^{iv} Departamento de lo Interior, Informe del Comisionado del Interior, Año Fiscal 1936-1937, 13.

^v Departamento de lo Interior, Informe del Comisionado del Interior, Año Fiscal 1938-1939, 11, 17. Department of the Interior. Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1943. There is a caption of black and white photograph between pages 28 and 29 indicates that the project's contractor was Robert R. Prann.

^{vi} Luis Pumarada O'Neill. "Informe: Fichero de Puentes Elegibles considerados para designación como puentes históricos". This survey identified U.S. Steel as designer of the bridge. Luis F. Pumarada O'Neill, Los puentes históricos de Puerto Rico, 108.

^{vii} Departamento de lo Interior, Informe del Comisionado del Interior, Año Fiscal 1938-1939, 17.

^{viii} "Colección de Robert Prann (1892-1988), ingeniero civil", Archive of Architecture and Construction University of Puerto Rico (AACUPR) has photographs of this project donated in 1989 by the family of Robert Prann. The bridge's construction file was not found at the General Archives of Puerto Rico or at the offices of the Puerto Rico Road and Transportation Authority.

^{ix} Department of the Interior, Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1943, between pages 28 and 29. This report contains a black and white photograph of the bridge with a caption that indicates completion date of the project was February 21, 1941.

^x "1945: Trujillo Alto bajo las aguas del Río Grande", El Trujillano, 26 de mayo de 1993. Taken from "Nominación Sitio Histórico (Reglamento de Planificación Núm. 5) Puente de Metal Sobre el Río Grande de Loíza (Puente Núm. 427)", Anejo 1. Picture of the flooding can be also found in the Department of the Interior's Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1945-1946 to the Governor of Puerto Rico (San Juan: Service Office of the Government of Puerto Rico Printing Division, 1946). This photograph's caption, in an unnumbered page after page 74, reads: View of the "Río Grande de Loíza" bridge located at Km. 6.1, Río Piedras-Trujillo Alto road as seen while the flood of August 4, 1945, was gradually receding after having badly undermined the right embankment as shown. –Division of Maintenance of Highways, Roads and Bridges.

removed or demolished in the same contract as designated by the Authority^{xi}. However, it was not until 1983, that Road and Transportation Authority started the work on a concrete bridge to the east of the old truss bridge. The new concrete bridge was slated for completion in November 1985. This project contemplated the demolition of the old bridge. At the beginning of the 1985, the local community started a movement to oppose the demolition of the bridge (*Comité Trujillano pro Conservación del Puente de Trujillo Alto*). In July 8, 1985 the movement achieved a victory when the Court of San Juan issued an injunction against the demolition of the bridge^{xii}.

In 2002, PRRTA included this bridge in their \$12.2 million project to rehabilitate historic bridges island wide^{xiii}. The rehabilitation of the Puente de Trujillo Alto was completed in 2004 at a cost of \$2,723,254.00^{xiv}. The bridge opening ceremony was on June 17, 2004^{xv}.

Engineering significance

Puente de Trujillo Alto is one of two Pennsylvania Truss bridges that extant in Puerto Rico. Most of the bridges of this type were used in highways and built in the 1930s and 1940s. This Bridge was constructed as part of one the construction projects under New Deal programs. This bridge is the longest single span structure built in Puerto Rico. This bridge due to its location, condition and length is considered the best extant bridge of its type in the Island.

Robert Prann, a native of Brandford, Connecticut, graduated of civil engineering from in the University of Yale in 1914. He came to Puerto Rico to work for John Mons & Sons in the construction of a Puerto Rico Dock pier at San Juan. Later he established private practice in Puerto Rico specializing in the soil studies, piers, bridges, marinas, dredging, dams, and driving piles. Engineer Prann during his long career was involved in more than 330 construction projects on the Island^{xvi}.

Transportation

Puente de Trujillo Alto is significant as part of the Río Piedras-Trujillo Alto road. The road was important originally because it connected with the Río Piedras and Fajardo highway. This highway was the main avenue for the transportation of goods and agricultural products between Trujillo Alto (founded in 1801), the nearby town of Río Piedras and the port and city of San Juan. The bridge is a significant resource associated with this historic roadway, and the economic development of the community of Trujillo Alto for forty four years (1941-1985).

Developmental history/additional historic context information (if appropriate)

In 1828 the Spanish Public Works built a wooden bridge to ford the Río Grande de Loiza one kilometer south of the town of Trujillo Alto. However, the Spanish Insular Government had problems maintaining this road located within the humid hills region in the northern part of the Island. In addition, the Río Grande de Loiza – one of the more affluent rivers on the Island - crossed the municipality from north to south. In the second half of the 19th century improvements were made to the second order road connected the town of Trujillo Alto.

However, at the end of the 19th century a major effort was necessary to reestablish the land transportation to the town. In the report of the U.S. Military Governors in Puerto Rico (1899 to May 1900) there is no mention or the road and was not illustrated in the accompanying roads map. Beginning in 1904, the Department of the Interior of Puerto Rico began the construction a 7- kilometer road to connect the town of Trujillo Alto with Route #7 (Río Piedras-Fajardo road). Although the road work was finally completed by 1910, no bridge was built over the Río Grande de Loiza. Early in the 20th century transportation to cross the Río Grande was carried out by boatmen in small wooden boats.

In April 1916, the Municipality of Trujillo Alto, presented a proposal to the Department of the Interior for 100-meter long submergible bridge over the river. The project indicated that the bridge was needed because it was vital for commerce and general traffic. However, it took three years before the Department of the Interior undertook the project for a bridge. In June 30, 1919 Engineer Félix Benítez Rexach was contracted for \$19,500.00 to build a submergible bridge.

This bridge as designed is a reinforced concrete structure with 9 spans 10 meters each, made of I beams incased in concrete, carrying reinforced concrete floor slab 8 inches thick. This bridge is provided with a railing made of 2-inch galvanized iron pipe. If the bridge has been designed so as to

^{xi} Commonwealth of Puerto Rico. "Bridge Inspection & Inventory Form", 2, 3.

^{xii} Victor González Orta, "Trujillanos luchan por salvar puente". *El Vocero*, Viernes 26 de Julio de 1985, 28. Taken from "Nominación Sitio Histórico (Reglamento de Planificación Núm. 5) Puente de Metal Sobre el Río Grande de Loiza (Puente Núm. 427), Anejo 1.

^{xiii} Ivonne Y. Rosario, "Salen al rescate de puentes históricos" *El Vocero*, 30 de julio de 2002, 19.

^{xiv} In "Municipio, DTOP y AC Rehabilitan puente histórico de Trujillo Alto", *De Todo Carolina*, 3. Nominación Sitio Histórico (Reglamento de Planificación Núm. 5) Puente de Metal Sobre el Río Grande de Loiza (Puente Núm. 427)", 11.

^{xv} "Nominación Sitio Histórico (Reglamento de Planificación Núm. 5) Puente de Metal Sobre el Río Grande de Loiza (Puente Núm. 427), Ficha de nominación sitios histórico: Puente de metal sobre el Río Grande de Loiza (Puente Núm. 427), Condición de la Estructura.

^{xvi} Translated from the biographical notes in the web page of AACUPR (accupr.uprrp.edu/robert_prann.htm). Conrado Asenjo, *Quién es quien en Puerto Rico: Diccionario biográfico de Record Personal, 1936-1937*. 2da. edición. (San Juan: Real Hermanos Inc.), 1936, 131-132.

have its floor level above the high floods of the Loiza River and its roadway for this reason it was designed carrying a narrow roadway, at such elevation that t will be entirely submerged during unusual high floods.

The bridge was completed and opened for traffic in March 19, 1920. In May 21, 1936 the submergible bridge was destroyed by a flooding event that was caused by the abnormal rains of the months of December (1935) and January (1936). This flooding of the Río Grande de Loíza cut off communication of the Trujillo Alto with neighboring towns because it also destroyed the bridge that connected with a "Carraizo" local road.

9. Major Bibliographical References

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

Camero, LeRoy. Ed. "Municipio, DTOP y AC Rehabilitan puente histórico de Trujillo Alto." De Todo Carolina. Año XIX, Núm, 1043. Carolina: 7 de agosto de 2002, 3.

Commonwealth of Puerto Rico. "Bridge Inspection & Inventory Form" (1971), Bridge No. 427, Road No. 181, Km. 6.1.

Departamento de lo Interior. Informe del Comisionado del Interior, 1937-1938. San Juan: Negociado de Materiales, Imprenta y Transporte, 1938.

----- Informe del Comisionado del Interior, 1939-1940. San Juan: Negociado de Materiales, Imprenta y Transporte, 1940.

----- Informe del Comisionado del Interior, 1940-1941. San Juan: Negociado de Materiales, Imprenta y Transporte, 1942.

Department of the Interior. Report of the Commissioner of the Interior of Puerto Rico for fiscal year ending June 30, 1943. San Juan: Insular Procurement Office Printing Division, 1943.

Municipio de Trujillo Alto. "Nominación Stio Histórico (Reglamento de Planificación Núm. 5) Puente de Metal Sobre el Río Grande de Loíza (Puente Núm. 427)." Junta de Planificación de Puerto Rico. 8 de febrero de 2008.

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. 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.

Rosario, Ivonne Y. "Salen al rescate de puentes históricos", El Vocero, 30 de julio de 2002, página 19.

Toro-Sugrañes, José A. Trujillo Alto: Notas para su Historia. San Juan: Offset Printing, 1984.

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 # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: DTOP, AACUPR, Mun. Trujillo Alto

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>19</u> Zone	<u>816669</u> Easting	<u>2032346</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 102.3 X 8.22 meters, which is centered on the coordinates in section 10 (Zona 19, Easting 816669, Northing 2032346). Included within this rectangular parcel are the bridge's superstructure, substructure, floor systems and abutments.

Boundary Justification (explain why the boundaries were selected)

The nominated structure includes the bridge's superstructure, substructure, floor systems, 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 December 10, 2009
street & number PO Box 9066581 telephone (787) 721-3737
city or town San Juan state PR zip code 00906-6581
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 black and white 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 Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto **State:** Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009

Description of Photograph(s) and number: View of the western façade and part of its northern abutment as seen from the Bicentennial Park. The three pillars of Bridge #1819 can be observed close to the historic bridge. Looking approximately northeast.
1 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009
Description of Photograph(s) and number: View of bridges # 427 (to the right) and #1819 as seen from the south taken at ground level. Looking approximately northwest.
2 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009
Description of Photograph(s) and number: Close up of the deck, panels, top chord, bottom chord, vertical posts and ties on the eastern facade. Photo taken at road level from bridge #1819 from the bridge's southern end, looking approximately northwest.
3 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009
Description of Photograph(s) and number: View of the southern portal taken at ground level from the Bicentennial Park. Inclined end posts, vertical posts, portal and sway bracing can be observed. Taken at ground level looking approximately north.
4 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009
Description of Photograph(s) and number: Close up of vertical posts, diagonals, ties, top chord, strut, top lateral and sway bracing. Taken from the bridge's deck looking approximately north.
5 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009
Description of Photograph(s) and number: Close up of the bridge's northern portal. Taken from the the bridge's deck looking approximately north.
6 of 7.

Name of Property: Puente de Trujillo Alto
City or Vicinity: Trujillo Alto
County: Trujillo Alto State: Puerto Rico
Photographer: José E. Marull
Date Photographed: November 5, 2009

Puente de Trujillo Alto
Name of Property

Trujillo Alto, Puerto Rico
County and State

**Description of Photograph(s) and number: View of the concrete pier with Art Deco influence on the northern abutment. Taken from bridge #1819 looking approximately west.
7 of 7.**

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 Trujillo Alto
Name of Property
Trujillo Alto
County and State
Historic Bridges of Puerto Rico
Name of multiple listing (if applicable)

Section number Additional Documentation

Page 1



Figure 1. View of the area of the approaches to the bridge, January 17, 1940. Robert R. Prann Collection, Trujillo Alto Bridge, 1939, Contract 120, Archive of Architecture and Construction, University of Puerto Rico

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Puente de Trujillo Alto
Name of Property
Trujillo Alto
County and State
Historic Bridges of Puerto Rico
Name of multiple listing (if applicable)

Section number Additional Documentation Page 2



Figure 2. Preparing northern abutment's foundation, January 17, 1940. Robert R. Prann Collection, Trujillo Alto Bridge, 1939, Contract 120, Archive of Architecture and Construction. University of Puerto Rico.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Puente de Trujillo Alto
Name of Property
Trujillo Alto
County and State
Historic Bridges of Puerto Rico
Name of multiple listing (if applicable)

Section number Additional Documentation

Page 3



Figure 3. View of superstructure partially completed, September 6, 1940. Road leading to the river's ford in the foreground. Robert R. Prann Collection, Trujillo Alto Bridge, 1939, Contract 120, Archive of Architecture and Construction. University of Puerto Rico.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Puente de Trujillo Alto
Name of Property
Trujillo Alto
County and State
Historic Bridges of Puerto Rico
Name of multiple listing (if applicable)

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Figure 4. View of the stringers prior to laying the concrete floor, September 14, 1940. Robert R. Prann Collection, Trujillo Alto Bridge, 1939, Contract 120, Archive of Architecture and Construction, University of Puerto Rico.

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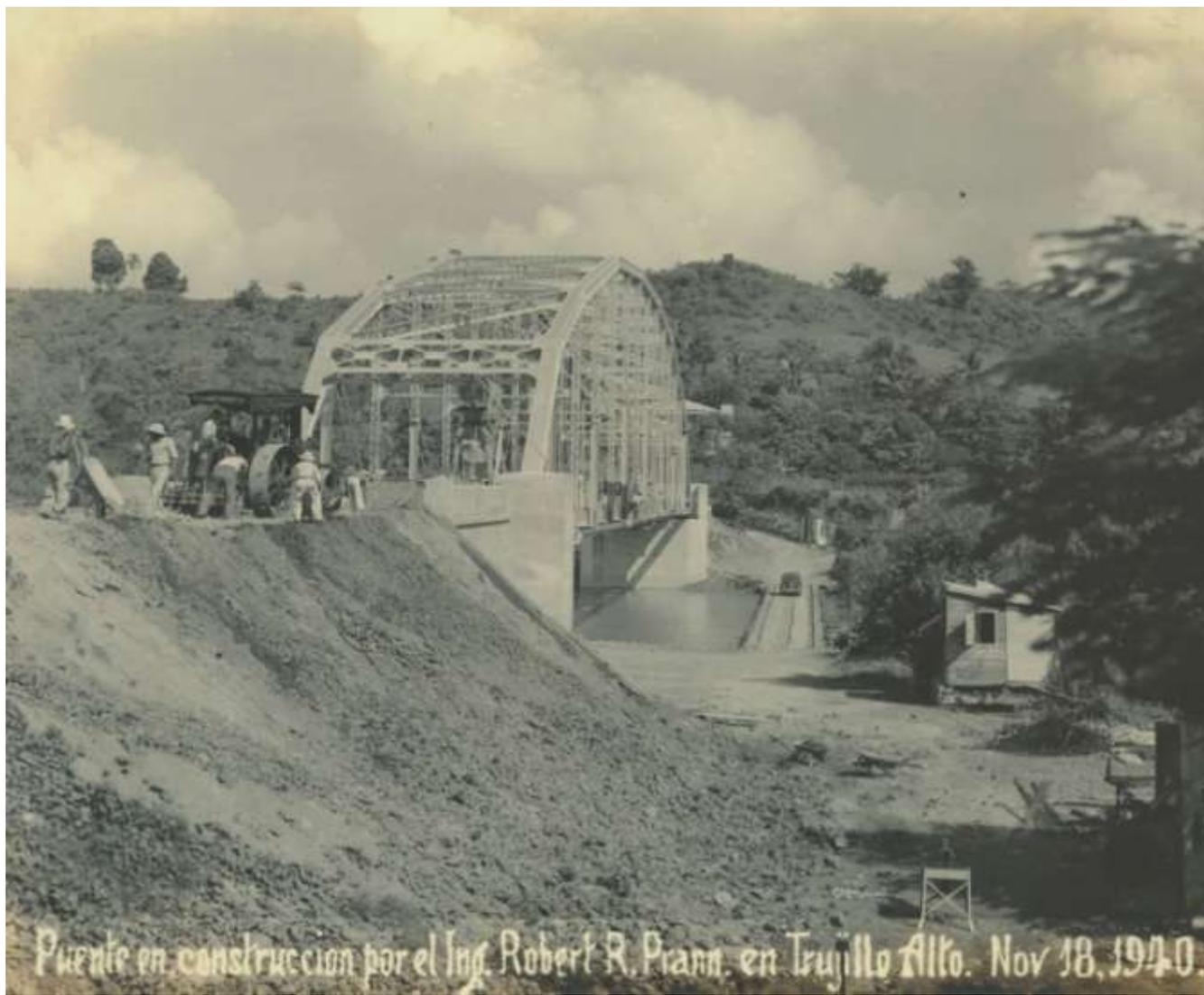


Figure 5. View of the bridge's western side prior to completion, November 18, 1940. A car crossing the provisional bridge can be observed. Robert R. Prann Collection, Trujillo Alto Bridge, 1939, Contract 120, Archive of Architecture and Construction. University of Puerto Rico.

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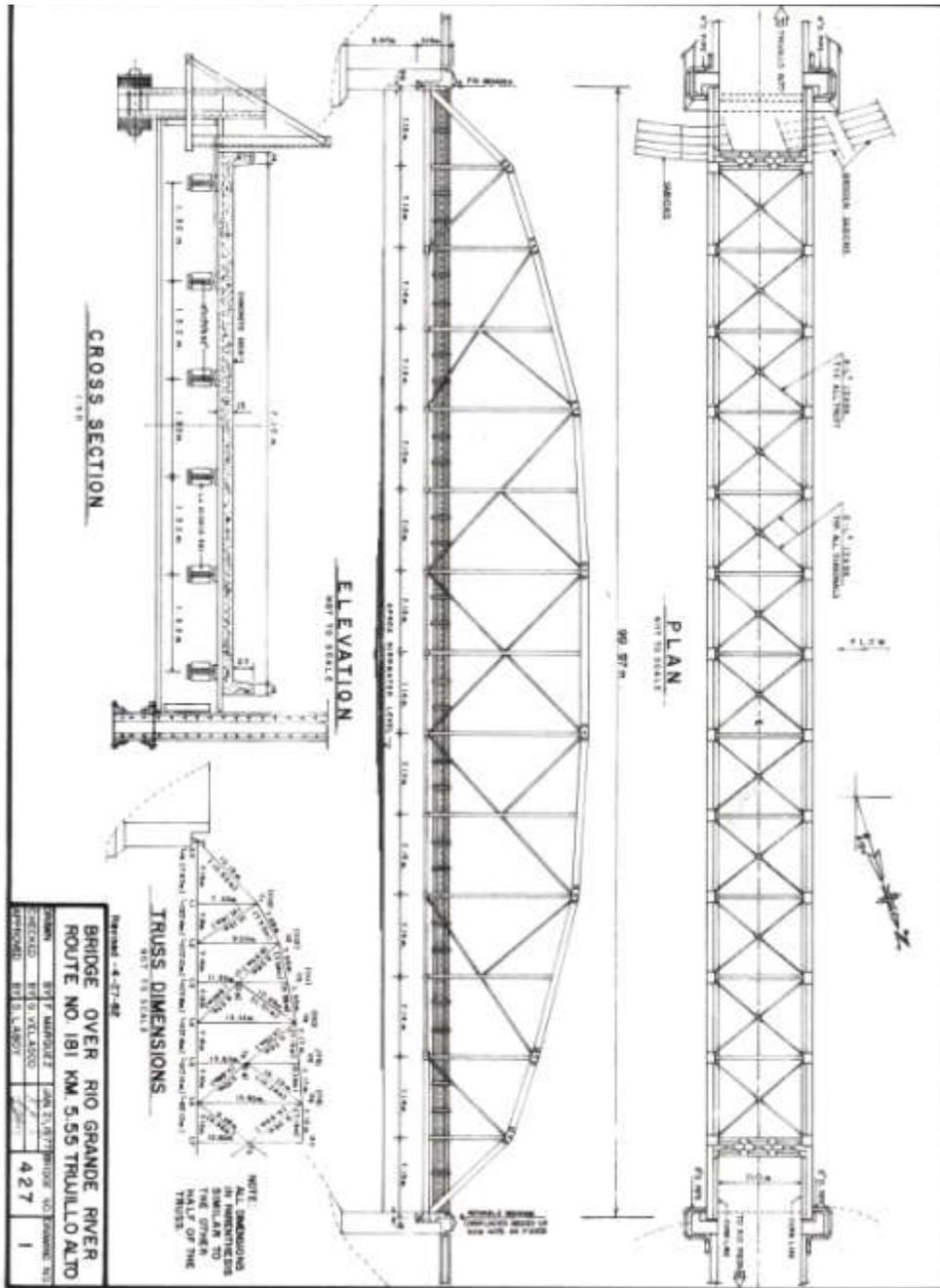


Figure 6. Drawing of the Bridge over Rio Grande River Route No. 181, KM 5.55, Trujillo Alto. Revised 4-27-82. Courtesy of the Puerto Rico Road and Transportation Authority.

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Figure 7. View of Bicentennial Park’s gazebo and bridge in the



Figure 8. View of the Bicentennial Park as seen from sidewalk

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Figure 9. View of pavers used in the bridge's



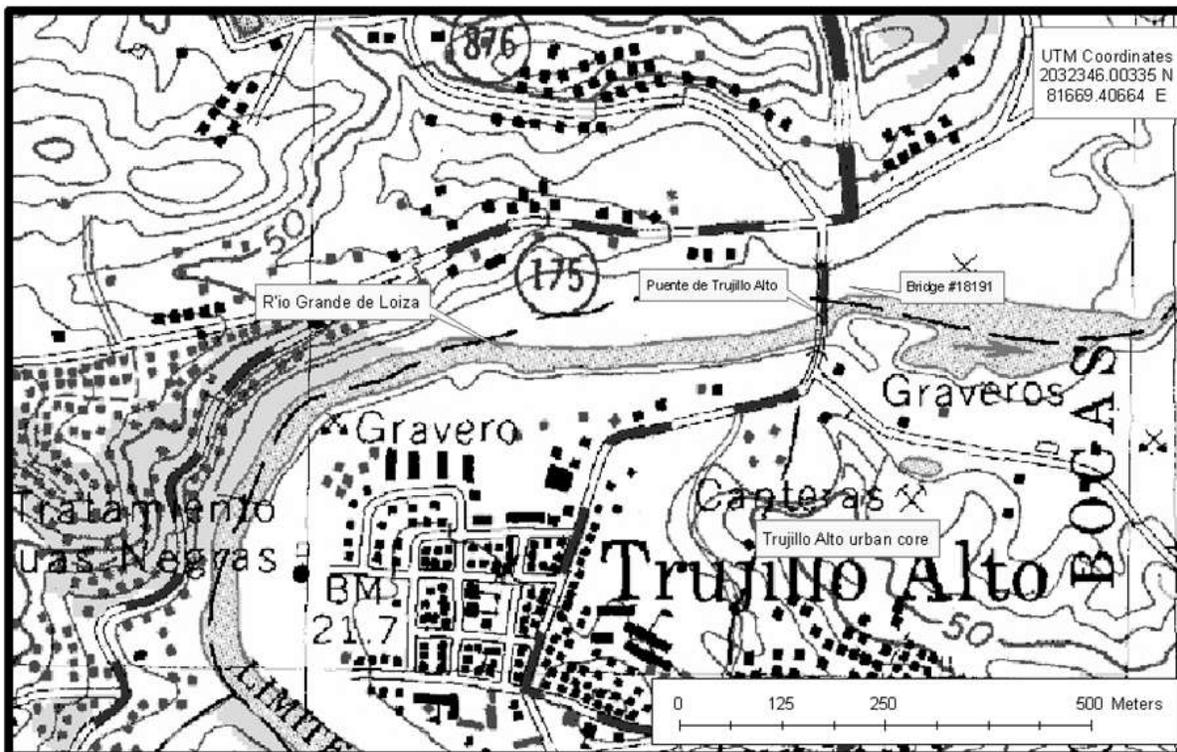
Figure 10. View of the bridge's northern portal looking south.

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<p>Source: USGS (Photo Reduced 1982), Topographic Map of Puerto Rico, Quadrangle</p>	<p>Site Map</p> <p>Puente de Trujillo Alto</p> <p>Trujillo Alto, Puerto Rico</p>	<p>oech</p> <p>shpo</p> <p>N W E S 1:5,818</p>
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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 09001289

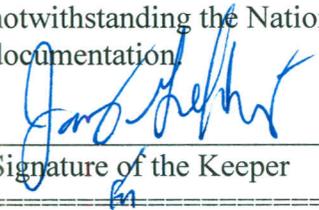
Date Listed: 1/28/2010

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

County: Trujillo Alto

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

1/28/2010

Date of Action

Amended Items in Nomination:

Section 8: Period of Significance

The nomination is hereby amended to change the end of the Period of Significance to 1959.

The end of the period of significance coincides with the "50 year cutoff" as noted in the justification of the POS. However, both the POS and hte justification for the POS use the year 1969.

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

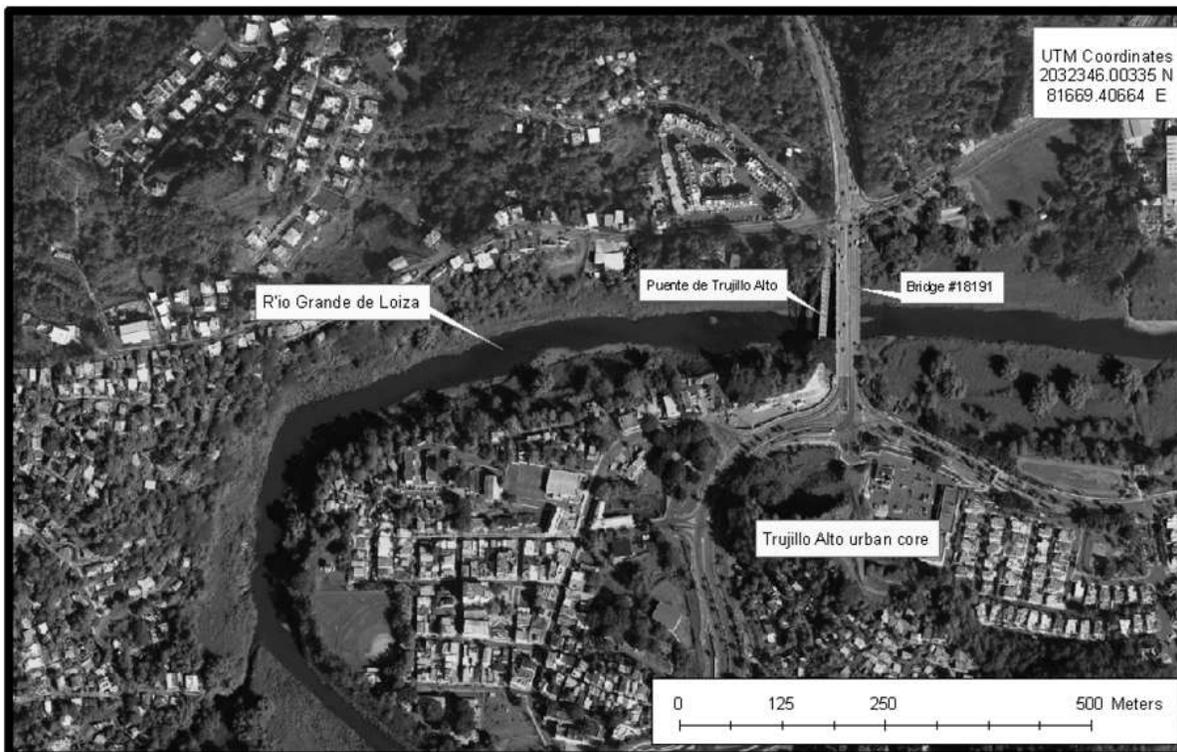
DISTRIBUTION: National Register property file; Nominating Authority (without nomination attachment)

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<p>DMU of Government of Puerto Rico (2007) Aerial Photograph.</p>	<p>Aerial Photograph Puente de Trujillo Alto Trujillo Alto, Puerto Rico</p>	<p>oech</p> <p>shpo</p> <p>N W E S 1:5,818</p>
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