

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

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**1. Name of Property**

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historic name Martín Peña Bridge

other names/site number Bridge # 185, Martín Peña Channel Bridge

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**2. Location**

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street & number SR 25, km. 8, Santurce Ward  not for publication

city or town San Juan  vicinity

state Puerto Rico code PR county San Juan code 127 zip code 00918

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**3. State/Federal Agency Certification**

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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  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Aida Belen Rivera Ruiz, Archaeologist

Signature of certifying official/Title

Date

Puerto Rico State Historic Preservation Office

State or Federal agency or Tribal government

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

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State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

- entered in the National Register  
 See continuation sheet.
- determined eligible for the National Register  
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Patricia Andrews*

Signature of the Keeper

8/27/2008

Date of Action

**5. Classification**

**Ownership of Property**

- private
- public-local
- public-State
- public-Federal

**Category of Property**

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

**Number of Resources within Property**

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

**Contributing**

\_\_\_\_\_ 0 \_\_\_\_\_  
\_\_\_\_\_ 0 \_\_\_\_\_  
\_\_\_\_\_ 1 \_\_\_\_\_  
\_\_\_\_\_ 0 \_\_\_\_\_  
\_\_\_\_\_ 1 \_\_\_\_\_

**Noncontributing**

\_\_\_\_\_ 0 \_\_\_\_\_ buildings  
\_\_\_\_\_ 0 \_\_\_\_\_ sites  
\_\_\_\_\_ 0 \_\_\_\_\_ structures  
\_\_\_\_\_ 0 \_\_\_\_\_ objects  
\_\_\_\_\_ 0 \_\_\_\_\_ Total

**Name of related multiple property listing**

Historic Bridges of Puerto Rico, c.1840 - 1950

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

\_\_\_\_\_ 0 \_\_\_\_\_

Puente Martín Peña  
San Juan, Puerto Rico

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**6. Function or Use**

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**Historic Functions**

(Enter categories from instructions)

Transportation/ road related \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

Transportation/ road related \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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**Architectural Classification**

(Enter categories from instructions)

Art Deco/ longitudinal rolled beam \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation\_\_ concrete \_\_\_\_\_  
walls \_\_\_\_\_ N/A \_\_\_\_\_  
roof \_\_\_\_\_ N/A \_\_\_\_\_  
other superstructure – concrete, bronze, glass  
substructure – steel, concrete \_\_\_\_\_

**Narrative Description**

(See Continuation Sheets)

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## 8. Statement of Significance

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### 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 a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

### Areas of Significance

(See Continuation Sheets)

Engineering \_\_\_\_\_  
Transportation \_\_\_\_\_  
Architecture \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Puente Martín Peña  
San Juan, Puerto Rico

**Period of Significance**

1939-1958

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**Significant Dates**

1939

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**Significant Person**

N/A

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**Cultural Affiliation**

N/A

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**Architect/Builder**

- Delgado, Cecilio
- Fortuño, Francisco
- Gayá Benejam, Raúl
- Calzada, Blanquita
- Amador, Carlos

**Narrative Statement of Significance**

(See Continuation Sheets)

Puente Martín Peña  
San Juan, Puerto Rico

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**9. Major Bibliographical References**

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**Bibliography**

(See continuation sheets)

**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: General Archives of Puerto Rico, Department of Transportation and Public Works

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**10. Geographical Data**

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**Acreeage of Property** less than an acre

**UTM References**

(Place additional UTM references on a continuation sheet)

Zone Easting Northing
1 19 810676 2040662
2 _____

Zone Easting Northing
3 _____
4 _____

\_\_\_\_ See continuation sheet.

**Verbal Boundary Description**

(See continuation sheet.)

**Boundary Justification**

(See continuation sheet.)

Puente Martín Peña  
 San Juan, Puerto Rico

**11. Form Prepared By**

name/title José E. Marull / Historian and Berenice R. Sueiro/ Architect

organization Puerto Rico State Historic Preservation Office date July 1, 2008

street & number PO Box 9066581 telephone 787-721-3737

city or town San Juan state PR zip code 00906-6581

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**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.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

name Department of Transportation and Public Works

street & number PO BOX 41269, Minillas Station telephone (787) 722-2929

city or town San Juan state PR zip code 00940-4262

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 1

Martin Peña Bridge  
San Juan, Puerto Rico

NARRATIVE DESCRIPTION

Summary

Martín Peña Bridge (also known as Bridge #185) is a concrete vehicular bridge that spans 2.5 meters over the Martin Peña Channel, at kilometer 8 of State Road # 25, between the Hato Rey and Santurce Wards, Municipality of San Juan (Figure 1). The longitudinal rolled beam bridge was designed in Art Deco style by engineers of the Puerto Rico Department of the Interior. The foundations were made of concrete, the substructure materials are steel and concrete, and the superstructure materials are bronze, glass and concrete. The bridge retains all aspects of integrity.



Figure 1 . Location plan <sup>1</sup>

<sup>1</sup> Taken from Plans of Proposed Insular Highway Federal Aid Highway Project 1-A, Route No. 1 Section Martin Peña –Río Piedras. 1937

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Martin Peña Bridge  
San Juan, Puerto Rico

The bridge projects approximately 6.79 meters over the water level of the Martín Peña Channel. The bridge's superstructure measures approximately 3.79 meters, while the substructure measures 3.0 meters. This bridge exemplifies the Art Deco style. The character defining features of the bridge are its simple and volumetric piers and pillars (Figure 2). Its design encompasses geometric lines, cubic forms, marine motifs and ornamental panels (which combine floral and nature motifs) present in piers and pillars.

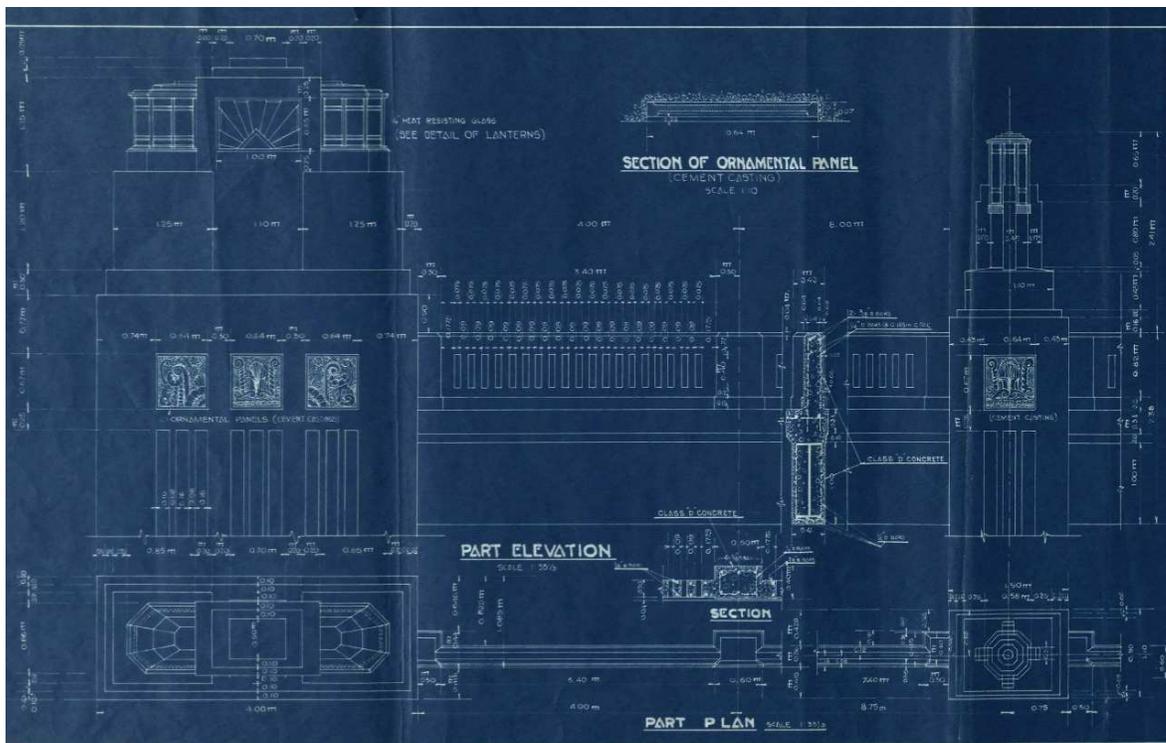


Fig. 2 Detail of the pier, pillar and balustrades of Martín Peña Bridge. <sup>2</sup>

The northern and southern ends of the bridge are marked by rectangular piers (1.5 meters wide by 4 meters long). The cubic form is expressed in the four piers that define the beginning and the end at each side; it combines a rectangle, it is stepped up to two smaller squares, stepped up and crowned

<sup>2</sup> Taken from Plans of Proposed Insular Highway Federal Aid Highway Project 1-A, Route No. 1 Section Martin Peña –Río Piedras. Courtesy of General Archives of Puerto Rico.



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Martin Peña Bridge  
San Juan, Puerto Rico

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lanterns and some of the balustrades. Between 2002 and 2003, the Architectural Firm of Blanquita Calzada and Carlos Amador prepared plans and specifications for restoring the historic appearance of the Puente Martín Peña for the Department of Transportation and Public Works. Primarily, the work consisted of the removing of the many layers of lead base paint, resurfacing of the deteriorated balustrades, and the electrical system and lanterns. The original plans and specifications were used as reference in the project. The original lanterns had been lost in previous years and had been replaced by provisional modern light fixtures. New lanterns were molded after the original (obtained from a collector of antiques), and installed according to the original plans but consistent with current safety codes; the electrical system was replaced. The project was completed and inaugurated in September 28, 2004.

span number:	5 meters	construction date:	1939
longest span length:	14.5 meters	superstructure:	concreter, bronze, glass
total length:	73.5 meters	substructure:	steel, concrete
roadway width:	12 meters		

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**NATIONAL REGISTER OF HISTORIC PLACES  
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Martín Peña Bridge  
San Juan, Puerto Rico

**NARRATIVE STATEMENT OF SIGNIFICANCE**

Summary

The Martín Peña Bridge is a property of statewide significance under the National Register's Criterion C for engineering and architecture, and Criterion A for transportation associated with the *Carretera Central*. Built in 1939, is one of the most elegant examples of Art Deco concrete beam bridges in Puerto Rico. The structure was designed by Cecilio Delgado and Francisco Fortuño, two engineers of the Puerto Rican Department of the Interior, and was built by engineer Raúl Gaya Benejam. The bridge's construction was financed after US Congress granted funding for road and bridge construction.

Background

The area of the Martín Peña channel has been an important crossing between the Río Piedras and Santurce areas since the foundation of the city of San Juan. Around 1519 stone causeways over the San Antonio and Martín Peña Channels were built as part of the land route between the city of San Juan and the mainland<sup>4</sup>. By 1568, a wooden bridge had been built over the stone causeway. In 1784, a masonry bridge, designed by Spanish military engineer Francisco Mestre replaced the wooden bridge over this waterway. This bridge would remain in use until 1797, when it was partially destroyed during the British siege of San Juan. In 1846, a nine arch masonry bridge named "Aurora", designed by the Spanish military engineer Santiago Cortijo, was built in its place. This bridge formed part of the *Carretera Central*, the only first order road constructed in the Spanish period in Puerto Rico, which connected the old city of San Juan in the north with the southern coastal port of Ponce.<sup>5</sup>

In the last two decades of the 19<sup>th</sup> century, two additional bridges were constructed over the Martín Peña Channel for the Ubarri tramway (1880) and for the railroad (1891) to cope with the increased volume of traffic between San Juan and Río Piedras.

Construction of the 1939 bridge

In the 20<sup>th</sup> century, the continued importance of the State Road #1 (former *Carretera Central*), the population increase and the introduction of the automobile as the principal means of land transportation made the "Aurora" bridge a target for replacement by local agencies. By 1929, the Puerto Rico Department of the Interior, agency in charge of road and bridge construction and maintenance, decided to replace the masonry bridge with a new concrete construction. Between

<sup>4</sup> María de los Angeles Castro, *Arquitectura en San Juan de Puerto Rico (Siglo XIX)* (San Juan: Editorial Universitaria, 1980), 18. See note 9.

<sup>5</sup> Department of the Interior, "Project of Proposed Insular Highway, Federal Aid Highway Project No. (F.A.P. 1-A) Martín Peña Channel Bridge and Approaches, Municipalities of San Juan and Río Piedras", 1938, 1, 1-A. Spanish Engineers of the 1784 and 1846 bridges identified in María de los Angeles Castro, *Arquitectura en San Juan de Puerto Rico (Siglo XIX)* (San Juan: Editorial Universitaria, 1980), 114, 236.

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Martín Peña Bridge  
San Juan, Puerto Rico

1934 and 1935 the design and specifications were completed by Engineers Cecilio Delgado and Francisco Fortuño of the Department of the interior. However, the severe economic conditions on the Island caused by the passage of two devastating hurricanes (San Felipe in 1928 and San Ciprian in 1932) the Government of Puerto Rico did not have sufficient funds for construction of a new bridge.

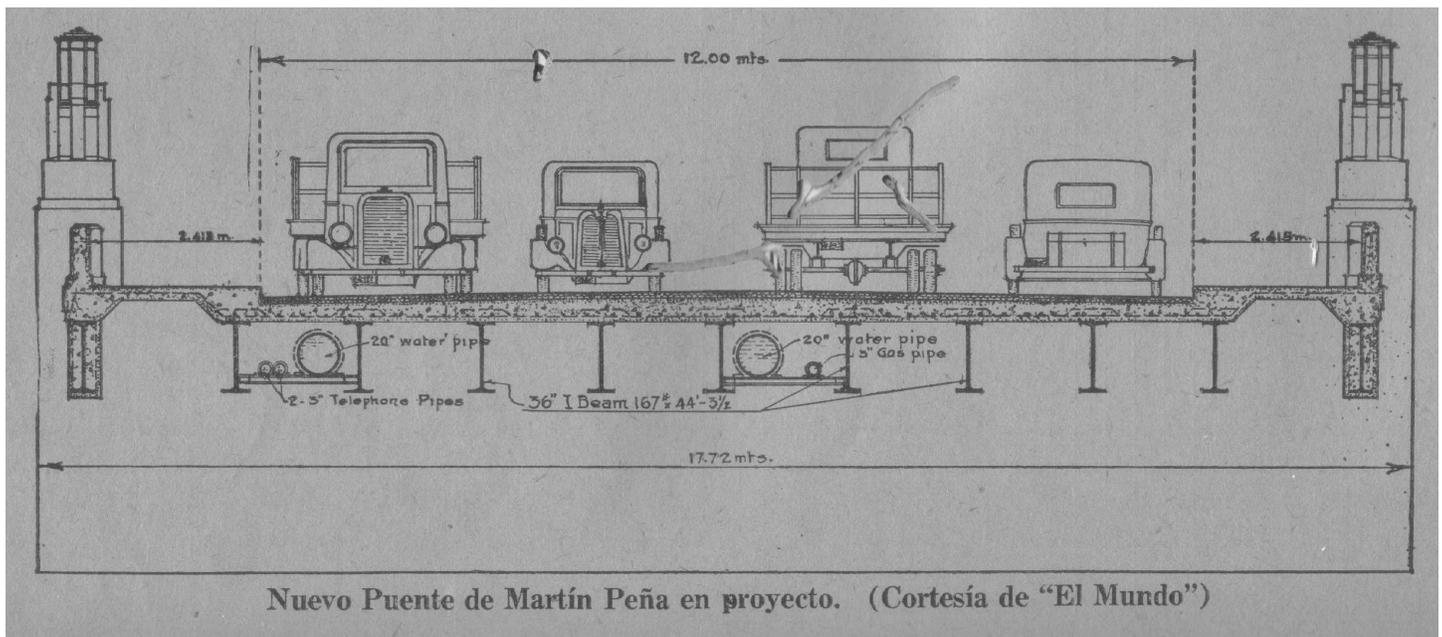


Fig. 4 - Drawing of Martín Peña Bridge illustrating the capacity for four lane vehicular traffic. *Revista de Obras Públicas*, July 1934.

The Department of the Interior in its publication, *Revista de Obras Públicas*, July 1934 issue presented briefly the new bridge over the Martín Peña Channel (Figure 4). It stated,

By this bridge go over 80% of the traffic between the Island and San Juan [islet] in addition to the intense and frequent local traffic between San Juan and Río Piedras. It is estimated an average of 435 vehicles by hour cross during working hours and 900 vehicles per hour pass during the entry and exit hours of the race tracks [in Santurce] the days when there area races.<sup>6</sup>

<sup>6</sup> "Puente de Martín Peña," *Revista de Obras Públicas*, Julio 1934.

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Martín Peña Bridge  
San Juan, Puerto Rico

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In November 1935 the Commissioner of the Interior tried unsuccessfully to obtain funding for this project through the Puerto Rico Reconstruction Administration. After the approval of the Law #123 of May 15, 1936, the Government of Puerto Rico tried to obtain funding for the study and construction of highways, roads and bridges through the sale of a bond issue. However, this attempt was unsuccessful due to the Government's reduced loan capacity<sup>7</sup>. However, this situation changed when, in June 23, 1936, the US Congress extended federal aid to Puerto Rico for the construction of roads and bridges as of July 1, 1937.<sup>8</sup> As result of this legislation, the Government of Puerto Rico was able to create a permanent fund drawn from matching Federal and local funds. One of the first two bridge construction projects to benefit from this permanent fund consisted of replacing the "Aurora" bridge with a new concrete bridge over the Martín Peña Channel.<sup>9</sup> The project's memoir described the problems faced by the old bridge.

The present Martín Peña Bridge is in a ruinous condition. It is badly cracked and to avoid the collapse of the structure or the suspension of traffic, the Department of the Interior has been forced to prop the central arch. The maximum permissible load passing over this structure has been fixed by the Department of the Interior at 6 tons. Its available roadway width of only 5.90 meters, without sidewalks, converts this bridge into a real funnel to transportation, causing danger and interruption to traffic.

The amount of traffic going over this bridge is about two thirds of the total traffic coming in this city, without taking into consideration the intense local traffic between San Juan and Río Piedras. The average number of vehicles passing this bridge is 750 per hour

The construction of a new bridge is therefore, a matter of great necessity that cannot be further delayed.<sup>10</sup>

In March 27, 1937 an article appeared in *Puerto Rico Ilustrado* concerning the old bridge and the construction of the new bridge. The article emphasized the need for a new bridge because the existing bridge and roadway's width was inadequate and constituted a danger causing frequent collisions by vehicles and their turnover in the roadway's culverts. The Department of the Interior published an

<sup>7</sup> Rafael del Valle Zeno, "El Nuevo Puente de Martín Peña," *Puerto Rico Ilustrado*, 27 de marzo de 1938.

<sup>8</sup> Departamento del Interior, *Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fiscal 1936-1937*. (San Juan: Negociado de Materiales, Imprenta y Transporte) 1937, 25.

<sup>9</sup> Departamento del Interior, *Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fisca. 1937-1938* (San Juan: Negociado de Materiales, Imprenta y Transporte), 1938, 16.

<sup>10</sup> Department of the Interior, "Project of Proposed Insular Highway, Federal Aid Highway Project No. (F.A.P. 1-A) Martín Peña Channel Bridge and Approaches...", 1938, 1-A.

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Martín Peña Bridge  
San Juan, Puerto Rico

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advertisement on December 22, 1937 requesting bids for the project "Martín Peña Channel Bridge and Approaches".

In February 14, 1938 the Department of the Interior accepted the bid (\$116,600.00) presented by Engineer Raúl Gaya Benejam for the project. Engineer Gaya constructed a small office near the construction site, where he directed the work. The project's memoir indicated that the proposed structure consisted of:

...a new steel I-beam Bridge, that will fulfill the requirements of present and future traffic. This structure will have a concrete slab floor covered with penetration bituminous pavement as wearing surface; a clear roadway of 12 meters (four lanes) and two sidewalks, 2.50 meters each.

Electric lighting has also been provided.<sup>11</sup>

Prior to the construction of the new bridge the Engineer Gaya demolished the old Aurora Bridge. Although, this project started on February 28, 1938, it had to be postponed for six month while the 20-inch pipes attached to the old bridge were redirected. By August 23, 1938 the demolition of the old bridge was started<sup>12</sup>.

The construction was started, on the eastern end, using reinforced concrete piles with iron rods that were driven five to six feet below old bridge's foundations to support the new bridge. For the four pillars' construction, it was necessary to import a steel ship-pile for the work needed in the channel. Fifty-five steel rods 36 six inches high and 53 feet long, each with an approximate weight of four tons, were used to form the skeleton of the bridge. For the superstructure a thousand linear feet of roadway and 14 bronze lamps specifically designed for the bridge (each with 500 watt light bulbs) were completed. One hundred twenty five laborers worked on the bridge in the eight months it took for completing the new bridge. Close to 20,000 cement bags were used for the project, which was mixed with fine dust from crushed stone<sup>13</sup>.

<sup>11</sup> Department of the Interior, "Project of Proposed Insular Highway, Federal Aid Highway Project No. (F.A.P. 1-A) Martín Peña Channel Bridge and Approaches..." 1938, 1-A.

<sup>12</sup> Arturo Gigante, "Está próximo abrirse al tránsito el nuevo puente de Martín Peña," El Mundo, 30 de abril de 1939, 5.

<sup>13</sup> Ibid.

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Martín Peña Bridge  
San Juan, Puerto Rico

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The bridge was accepted by the Department of Interior on February 28, 1939. On June 1939, the concrete bridge was completed and opened to the general public<sup>14</sup>. Blanton Winship (Governor of Puerto Rico) and José Enrique Colom (Commissioner of the Puerto Rico Department of the Interior) were present at the bridge's inauguration ceremony.

Raul Gaya Benejam, from the western town of San Sebastián, started studying engineering at the College of Agriculture and Mechanical Arts in Mayagüez, Puerto Rico. Later, he moved to Indiana where he completed his studies and graduated from Tri-state College in 1927. After returning to Puerto Rico, he started to work under the Department of Public Works in the tracing of the irrigation channel system for the Municipality of Isabela. Later he worked in the Design and Construction Division of the Puerto Rico Road Authority in the reconstruction of schools and public buildings. In 1931, he worked as General Superintendent for construction in the Federal Emergency Relief Administration. Three years later he started to work in private projects. In 1938, the same year of the project of the Martín Peña Bridge, he was working on the project of the José Celso Barbosa School in Santurce. Engineer Gaya also worked on "Los Reyes Católicos" bridge in Dorado, another bridge near the Isla Verde International Airport (1951), a second bridge over the Martín Peña Channel (1951-1953), the General Supplies Building in Puerta de Tierra (1955), the Fajardo pier, and the Camuy Water Treatment Plant, among others.<sup>15</sup>

Engineering significance

In the construction of this bridge, it was the first time in Puerto Rico that the process of weighing the aggregate for the different classes of concrete was used. Also, it was the first time that the fine dust, from the crushed stone, was used as a fine aggregate for the concrete mixture. Thirty one years after its construction, the engineering significance of this bridge was briefly discussed in the magazine Puerto Rico Ilustrado. The article reported that,

It was the first time in Puerto Rico that the process of weighing the aggregates for the different classes of concrete was used, because at the time modern premixed concrete plants and large motorized mixers were not known. The concrete was weighed on small portable scales that had only the capacity for four cubic feet, which could be carried by a wheelbarrow. While today 1,600 cubic yards of concrete can be served, the Gaya organization produced daily 30 cubic yards. All was done by hand.

<sup>14</sup> Departamento del Interior, Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fiscal 1938-39. (San Juan: Negociado de Materiales, Imprenta y Transporte), 1940, 11.

<sup>15</sup> Pura N. Gil de Lamadrid, "Ingeniero Raúl Gaya Benejam Constructor del Puente Martín Peña," Topac, Enero 1978, 5, 8.

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Martín Peña Bridge  
San Juan, Puerto Rico

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The only machinery used consisted in a small mixer, moved by a 20 horse powered motor, which capacity was of half a cubic yard by load. Heavy equipment was not used, with the exception of pile driver, which was made by the same contractor and included a forty feet wooden fulcrum.

Other innovations of the moment, was that in this construction was the use of fine dust (residue of the crushed rock) as a fine aggregate for the concrete mixture.<sup>16</sup>

Architectural significance

Although the Martín Peña Bridge resolved a functional and structural problem, the designers went further by imbuing this structure with rich geometric forms. The Martín Peña Bridge is significant because of its bold use of step forms, lanterns and ornamental panels as seen in the pillars and piers. The use of the ornamental panels with is geometric forms and floral motif provided a degree of refinement and beautification to the whole structure distinguishing from other bridges built after in Puerto Rico. Symmetry and repetition, distinctive of the Art Deco, is found throughout this bridge.

For further contextual information regarding bridge building in Puerto Rico, registration requirements, and property types, see related multiple property listing "Historic Bridges of Puerto Rico".

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<sup>16</sup> Jose López Vázquez "Martín Peña: Un Puente con Historia," Puerto Rico Ilustrado, 30 de mayo 1970, 15.

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Puente Martín Peña  
San Juan, Puerto Rico

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MAJOR BIBLIOGRAPHICAL REFERENCES

Corraliza Roque, Sigfredo, José Raúl Rodríguez Pacheco y José Raúl Gayá. "CE 540 – Estudio del Puente Martín Peña", requisito de clase CE 540- Capstone I, Departamento de Ingeniería Civil, Universidad Politécnica de Puerto Rico, 1999.

Departamento de lo Interior. Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fiscal 1936-37. San Juan: Negociado de Materiales, Imprenta y Transporte, 1937.

----- Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fiscal 1937-38. San Juan: Negociado de Materiales, Imprenta y Transporte, 1938.

----- Informe del Comisionado del Interior al Honorable Gobernador de Puerto Rico, Año Fiscal 1938-39. San Juan: Negociado de Materiales, Imprenta y Transporte, 1940.

Departament of the Interior. "Plans of Proposed Insular Highway, Federal Aid Highway ProjectProject 1-A, Route No. 1 Section Martín Peña-Río Piedras, Insular Highway No. 1", December 8, 1937

----- "Project of the Proposed Insular Highway, Federal and Highway Project No. (F.A.P.IA) Martín Peña Channel Bridge and Approaches, Municipalities of San Juan and Río Piedras, Insular Road No. (1), Special Provisions and General Information" prepared by the Division of Survey and Construction of Highway, Roads and Bridges, 1937. [AGPR, OP, Carreteras, Leg. 654, Caja 2769]

Gigante, Arturo. "Está próximo a abrirse al tránsito el nuevo puente de Martín Peña." El Mundo, Domingo, 30 de abril de 1939, 5.

Gil de Lamadrid, Pura N. "Ingeniero Raúl Gayá Benejam: Constructor del Puente Martín Peña", Topac, Enero 1978, 4, 5 y 8.

López Vázquez, José. "Martín Peña: Un Puente con Historia." El Mundo, Suplemento Sabatino, "Puerto Rico Ilustrado", 30 de mayo de 1970, 14 y 15.

Pumarada O'Neill, Luis. "Fichero de puentes elegibles a ser considerados para designación como puentes históricos", informe preparado para la Oficina de Estudios Ambientales, Autoridad de Carreteras y Transportación de Puerto Rico, 5 de enero de 1995.

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Puente Martín Peña  
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-----. Los Puentes Históricos de Puerto Rico. Mayagüez: Centro de Investigación y Desarrollo,  
Universidad de Puerto Rico, 1991.

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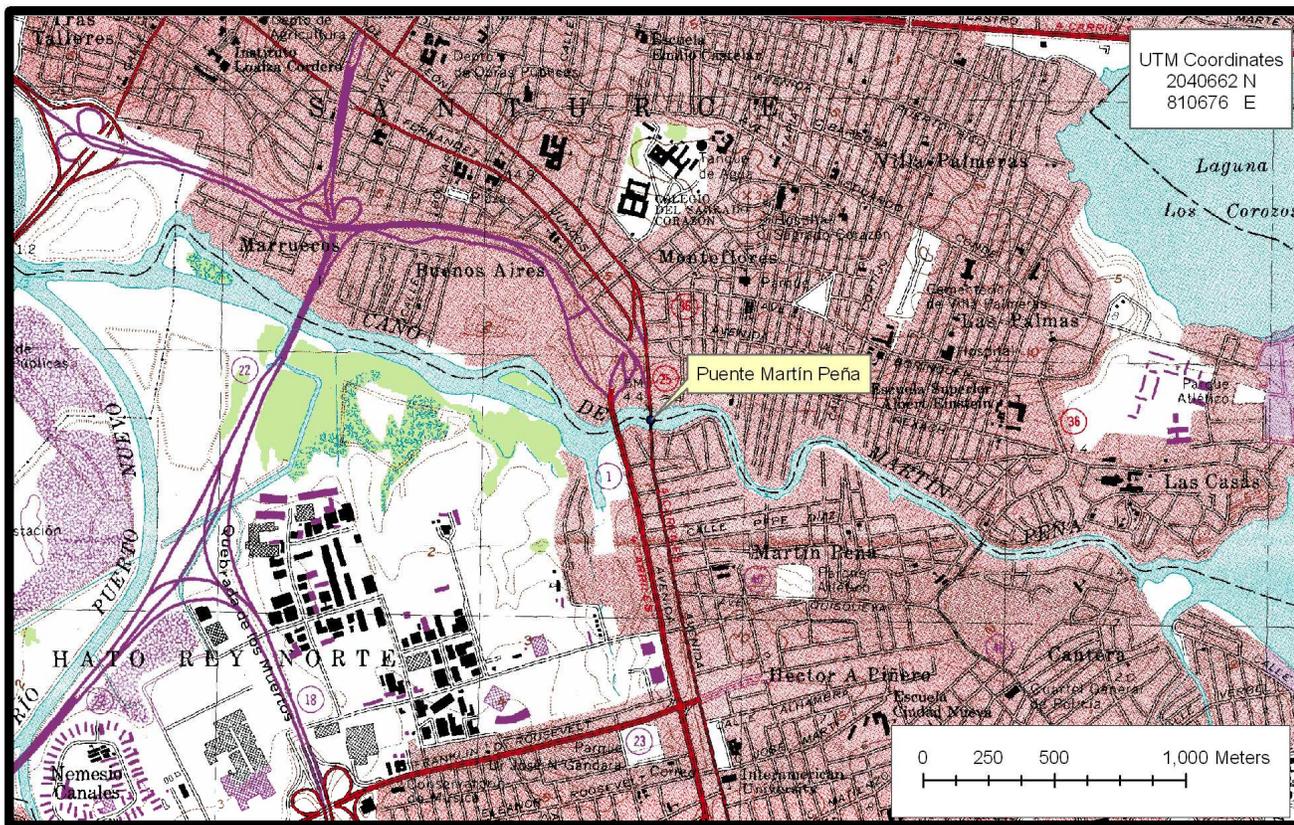
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Puente Martín Peña  
San Juan, Puerto Rico

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 73.5 X 17 meters or 1249.5 square meters. Included within this rectangular parcel are the bridge's superstructure, substructure and floor systems.

Topographic map



<p>Source: USGS San Juan Quadrangle Map</p>	<p>Site Map <b>Martín Peña Bridge</b> San Juan, Puerto Rico</p>	<p>1:20,000</p>
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Puente Martín Peña  
San Juan, Puerto Rico

Aerial photography- general context



<p>Source: Government of Puerto Rico. (2007). Aerial Photography.</p>	<p><b>Site Map</b> <b>Martín Peña Bridge</b> San Juan, Puerto Rico</p>	<p>1:10,000</p>
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Puente Martín Peña  
San Juan, Puerto Rico

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Aerial photography – Martín Peña Bridge – close up Martín Peña Channel



Boundary Justification

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