

Railing - Option 1 - Color A



Railing - Option 1 - Color B



Railing - Option 1 - Color C





Railing - Option 2 - Color A



Railing - Option 2 - Color B







Railing - Option 3 - Color A



Railing - Option 3 - Color B



Railing - Option 3 - Color C





Boardwalk Transition - Existing



Boardwalk Transition - Color A



Boardwalk Transition - Color B



Boardwalk Transition - Color C



Boardwalk Transition - Color D



Clam Shack Transition - Existing



Clam Shack Transition - Color A









Viewing Outlook - Existing







INTERPRETIVE SIGNING



Martin's Point Bridge A Reflection of Changing Transportation Needs 1807 to 2014

The Martin's Point Bridge you see today was constructed in 2013-2014 to replace the 1943 bridge, reflecting the changing transportation needs of the traveling public. A local advisory committee worked with the Maine Department of Transportation to make sure the new bridge provided access not just to vehicles, but to bicycles and pedestrians. The new bridge is 56-feet wide with two vehicle lanes, two shoulders, a sidewalk on the upstream side and a ten-foot wide multi-use path with two observation platforms on the downstream side.

More information on the history of bridges on this site can be found here.



The first mention of a bridge between Martin's Point and Mackey's (Mackworth) Point was in 1807 when citizens petitioned the federal government for a better way to cross the mouth of the Presumpscot River. The government was amenable, but the 1807 Embargo Act, the War of 1812 and a depression delayed construction until 1828, when a toll bridge with a draw span to accommodate marine traffic was completed.

In 1861, that bridge was destroyed by huge chunks of ice moving down the river. The Civil War had just begun and it took until 1868 for Cumberland County to build its toll-free replacement. During construction, wooden piles were placed upstream to break up river ice. Remnants are still visible today as perches for cormorants.

From 1898 until 1933, trolley service ran across the bridge on tracks located on the downstream side of the bridge. The trolley served summer homes and amusement parks in Falmouth and Freeport.

By 1919, the single car-width draw span was inadequate for growing automobile traffic and was replaced with a wider span. By 1934, with automobiles commonplace, the trolley tracks were removed so the bridge could accommodate three lanes of vehicles.



Looking Towards Falmouth
1920's
Collections of Maine Historical Society



Looking Towards Portland and Lift Span
1920's
Collections of Maine Historical Society

A third bridge was constructed between 1941 and 1943. It was rebuilt in 1991 at which time the twin-lift draw span was removed.

The last commercial traffic on the river was in 1963, when Capt. James H. Whitney and Dennis Tibbets piloted the 40-foot lighter "Laura" under the bridge and into Portland Harbor to a new owner. This marked the end of 300+ years of maritime commerce.



Under Construction
1941-1942



The Lighter Laura, a Commercial Vessel
Exhibit Photo Courtesy



Twin-lift Draw Span
1943



View From East Side

1807

1828

1861

1868

1894

1898

1919

1933

1940

1943

1963

1991

