

remains manually operated. It is the last functioning example of a hand swivel in the state. Rehabilitation of the Belle Glade Swing Bridge in 1983 and 1998 resulted in the replacement of the wood pilings and beams with concrete and steel ones. The swing span and gear system also were refurbished. None of the rehabilitation significantly affected the historical integrity of the bridge.

Despite its alterations, this bridge retains its historic character and “embodies the distinctive character of a type, period, and method of construction.”<sup>123</sup> It was determined “potentially eligible” for NRHP listing by the Florida SHPO in October 2002. This bridge is significant under Criterion A in the area of Community Planning and Development for its importance in providing the first land access to Torry Island. It is also eligible under Criterion C in the area of Engineering as a rare example of a center-bearing pivot swing bridge with historical associations to the Virginia Bridge and Iron Company. It is the earliest example of a swing deck truss bridge in Florida and one of two surviving Virginia Bridge and Iron Company bridges.<sup>124</sup>



**Photo 5-59. Snow-Reed Swing Bridge/Southwest 11<sup>th</sup> Street Swing Bridge, Broward County (No. 865748)**

**Snow-Reed Swing Bridge/  
Southwest 11<sup>th</sup> Street Swing  
Bridge**

Broward County  
FDOT #865748, 8BD3171

This swing bridge, a Warren pony truss with verticals, was constructed in 1925 by the Champion Bridge Company of Ohio to carry Southwest 11<sup>th</sup> Street across the North Fork of the New River in a growing residential area of Fort Lauderdale. The 148-foot structure exhibits the standard construction technology of Champion in its swing bridges. The truss is constructed of steel beams for the chords and end posts, angles in the vertical posts and diagonals,

stay plates in the columns, and gussets at the joints. It is rigidly connected. A rim-bearing assembly sits on the concrete pivot pier in mid-channel. Initially hand-operated, a Ford gasoline engine was installed in the 1930s and an electric motor in the 1950s. Renovations that took place during 1983-1984 left the structure’s original appearance intact.

The Snow-Reed Swing Bridge was determined NRHP-eligible during the 2000 survey under Criterion A in the areas of Community Planning and Development as well as Transportation, and under Criterion C in the area of Engineering. It is significant for its historical associations with the development of Fort Lauderdale during the 1920s boom era, and for its association with the Champion Bridge Company, a major bridge builder. It is also noteworthy for its age and type, and is a rare example of a metal truss swing bridge surviving in South Florida.

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<sup>123</sup> Estabrook, Richard W., An Addendum to the Cultural Resource Reconnaissance of the Florida National Scenic Trail, Lake Okeechobee Segment Project, Palm Beach County, Florida, 2002.

<sup>124</sup> Estabrook, 2002.