

**The Tamiami Canal/NW South  
River Drive Swing Bridge**

Miami-Dade County  
FDOT #874135, 8DA6431

This 120-foot long Warren pony truss swing bridge carries NW South River Drive across the Tamiami Canal in Miami. Built in 1921, it originally was located at NW 27<sup>th</sup> Avenue and the Miami Canal. In 1938, the bridge was removed, and subsequently erected at its current site in 1940, approximately 2000 feet northeast of the original location.<sup>127</sup>

At this time, the bridge was “truncated,” that is, shortened from its original length of 150 feet to 120 feet. The size reduction was the result of the removal of three bays. In 1963, new decking material was added, and in the late 1980s, part of the fender system was removed.



**Photo 5-63. Tamiami Canal/NW South River Dr. Swing  
Bridge, Miami-Dade County (No. 874135)**

The steel pony truss consists of beams used for the chords and end posts with angles utilizing the truss web. All joints are rigidly connected. The rim-bearing pivot is placed on a concrete pier near the bank in bob-tailed fashion to provide greater horizontal clearance in the navigable channel. The associated tender station is non-historic.

The historic alterations and move have not diminished the bridge’s integrity. The Tamiami Canal/NW South River Drive Swing Bridge is a rare surviving example of its type. It is one of only three bob-tailed swing bridges remaining in Florida, and one of four Warren pony truss spans. This bridge was determined NRHP-eligible during the 2000 survey under Criterion C in the area of Engineering as a rare example of a bob-tailed swing bridge. It also is eligible under Criterion A in the areas of Community Planning and Development and Transportation. The bridge “is inextricably linked to the evolution of the City of Miami, as its initial construction was necessitated by the City’s expansion westward into the Everglades as a result of a statewide drainage project. Its significance in Transportation is exhibited by its relocation and replacement, which are evidence of the exponential growth in population and the increasing use of automobiles in Miami at the beginning and after World War II.”<sup>128</sup>

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<sup>127</sup> Streelman, Amy and Ellen Uguccione. Miami Canal and N.W. 27<sup>th</sup> Avenue Bridge, National Register of Historic Places Registration Form, March 2005.

<sup>128</sup> Streelman and Uguccione, 2005.