

## FEDRO Bridge: The first mobile bridge on the highway worldwide

For greater security and less construction site congestion

Road construction work naturally requires lane dismantlements and closures, with bridges in particular making up the weak point in the transport network.

The new FEDRO bridge, which was developed on behalf of the Swiss Federal Roads Office FEDRO by Marti Technik AG, delivers a solution. It was built and put into operation as a pilot application in April 2022 for the A1 Recherswil-Luterbach preservation project.



**Client**  
Swiss Federal Roads Office (FEDRO)

**Planning and Implementation**  
2020 to 2022



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### FEDRO Bridge

- Length of the bridge: 236 m
- Width of the bridge: 7.30 m
- Height of the bridge: 4.32 m
- Ramp areas: 2 with a slope/gradient of 6.1%
- Driving power in conjunction: roughly 1350 HP
- Travel speed: up to 0.5 km/h
- Modules: 4 ramps on the bottom / 4 ramps on top
- 18 portals
- 19 intermediate segments
- Tare weight of the bridge: 1250 t

### Mobility

GPS and radio control



As a provisional bridge, it guides the traffic across two lanes over a construction section while construction takes place beneath it. This 1250-ton heavy bridge consists of two ramp areas with a 6.1-percent slope and a horizontal middle section consisting of 18 portals, connected via intermediate segments. Using a clearance gauge of 5.10 meters in width and 3.10 meters in height, there is adequate space below the bridge for surface work at a length of 100 meters. The particular advantage of the FEDRO bridge is that it rests on mobile carriages and can therefore independently change locations in an assembled state.

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