The Salginatobel Bridge is a highlight of 20th century bridge architecture. As an outstanding engineering feat and modern work of art, it has an almost magical attraction to experts and artists alike since its completion in 1930.

In 1991, the American Society of Civil Engineers (ASCE) declared this exceptional bridge a "world monument". Today, around 30 structures form a small group of the most significant engineering creations, including well-known ones such as the Eiffel Tower in Paris, the Statue of Liberty in New York, or the Panama Canal, to name a few.

Almost ten years later, after a worldwide survey, the renowned British trade journal "Bridge - design & engineering" voted the Salginatobel Bridge the most beautiful bridge of the century.

Only thirty structures in the world have received an equivalent bronze plaque!

World Monument Salginatobel Bridge
International Historic Civil Engineering Landmark

Technical Profile

- Construction type: Three-hinged arch, developed as hollow-box girder
- Construction material: Reinforced concrete
- Total length: 132.30 m
- Width of roadway: 3.5 m
- Slope of roadway: 3% or 3.97 m
- Span of arch: 90.04 m
- Arch rise: 12.99 m
- Dimensions of the arch slab: at the support hinges: 0.40 x 6.00 m, at the crown: 0.20 x 3.80 m
- Load bearing capacity: 8 t or 350 kg/m²
- Height above water: over 90 m
- Design Engineer: Robert Maillart, Geneva
- Contractor: Florian Prader & Cie., Zurich/Chur
- Scaffolding: Richard Coray, Trin
- Construction time: 1929/30
- Total cost: CHF 180,000
- Extensive restoration: 1997/98

Group Transportation

To Salginatobel Bridge: Tel. +41 81 328 11 64

The Salginatobel Bridge Book (in German)

232 pages, 61 b/w photos
16 drawings, 9 plans (4 fold-outs)
23 pages of calculations
ISBN 3 95209 63 18
Price: CHF 30

(approx. € 26, calculated at daily exchange rate)

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Tourist Information

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Additional information: www.schierstourismus.ch
Viewed today as an architectural jewel, this Maillart Bridge was built because it was the least expensive at that time. There was a large choice: Two months after the invitation to tender for its construction, in the summer of 1928, the cantonal building authority had 19 projects for a Salgina brook crossing. Preference was given the cheapest offer by the company Prader, although they didn't really feel comfortable with the unusually lank construction. This was one of Robert Maillart's projects. The clever engineer was once more successful at finding the most economic bridge solution by making the most sparing use possible of reinforced concrete, which was very expensive at that time. The construction order was placed for a fixed-price of CHF 135,000.

The Design Engineer
The Swiss Robert Maillart designed innovative and trendsetting structures that made him one of the most significant civil engineers of his time. With the development of the beamless flat slab (mushroom floor), he made an international breakthrough. His successful company built structures in Spain, France, Italy, Finland, Egypt, and Russia, where he was caught by surprise while building a giant factory when the First World War broke out. In 1918, after the revolution, Maillart returned penniless to Switzerland. Here, he began a new career as a consulting engineer with an office in Geneva and branch offices in Bern and Zurich.

The Site
The Salginatobel Bridge forms the heart of the communication road from Schiers to Schuders. With an elegant arch, it crosses the Salgina gorge at a height of over 90 m. Possibilities to view it by car on a single-line mountain road or by foot on a historical tour path are signposted starting in the village center. The observation platform, located on an exposed ledge, provides a fantastic view of the world-famous construction.