



Acrow Rental Bridge Keeps Highway 1 Open During Gladwin Culvert Upgrade in British Columbia

Temporary installation maintains a safe and reliable detour route on Fraser-Thompson Corridor

In November 2021, an unusually intense atmospheric river triggered heavy flooding and landslides in southern coastal British Columbia, causing severe infrastructure damage. Portions of Highway 1 through the Fraser-Thompson Corridor were particularly hard hit, with four sites requiring extensive temporary repairs to reopen. Completing the permanent repairs at these four locations was critical as Highway 1 is the main provincial route of the Trans-Canada Highway. By 2025, three of the projects were complete, leaving only the replacement of a damaged culvert at Gladwin, near the village of Lytton.

A temporary detour bridge was considered essential to keep both commercial and passenger traffic moving safely on this final project, so a two-lane Acrow structure was selected to maintain the route during construction of the new culvert. It was the second Acrow bridge installed in response to the catastrophic flooding event. The first was an emergency installation in January 2022 to reopen Highway 1 at Jackass Mountain, where a major landslide

had destroyed a large three-lane section of the road.

The modular steel 700XS® was provided to project contractor Windley Contracting Ltd for assembly and installation. Measuring 130 feet (39.62m) long and 24 feet (7.35m) wide, the bridge was built at the end of October 2025 and installed with the assistance of a crane shortly after. Finished with an epoxy aggregate deck, the structure had a design load of BCL-625 and remained in service until the new culvert was completed in late July 2026.

The temporary modular bridge allowed Highway 1 to remain open throughout construction, preserving a vital transportation corridor that supports trade, freight movement, tourism and regional travel across British Columbia. By providing a safe, reliable crossing, the installation enabled permanent repairs to be completed efficiently while minimizing disruption to commercial and passenger traffic.



130' (39.62m)

24' (7.35m)

TL-4

Epoxy aggregate

Crane-assisted launch

BCL-625

- All major components galvanized to AASHTO M111-ASTM A123
- All bolts are hot-dip galvanized
- All pins are electrogalvanized

(A) Panel chords, diagonals, verticals,
reinforcing chords, rakers to
AASHTO M223 GD 65

(B) Raker braces, transoms, top chord braces, swaybraces, transom braces, diagonal chord braces, decking to AASHTO M223 GD 50

(C) Panel pins to ASTM A 193 GD B7

(D) Bolts to AASHTO M164M - A325