

FAQs – Focused Excursion 25-2: Maintaining the Gap

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Would technologies that notify vehicle crossings and vehicle parking events in specific areas in real-time be of interest? The system is used commercially in IoT (Internet of Things) applications and hence can be set up and torn down quickly.

The load capacity of the bridge and the data collection methods involved would need to be understood. However, this may exceed the scope of what is currently being pursued.

Is this for cold/Arctic regions?

It can include Arctic/cold responses with no limitation on geographic locale.

What gap length are we most concerned with?

There is no specific gap length. This will be determined by future operating considerations. As ERDC is looking at maintaining the gap, it would need to consider sustaining existing and auxiliary bridges.

Is there a "normal load" and an occasional "emergency or construction equipment load" intent?

Yes. For the bridge, ERDC intends to reinstate its original design load as a minimum, ensuring it can accommodate tractor trailers, resupply loads, and designated crossing points. Additionally, the bridge should be capable of supporting heavy equipment, such as tanks, with a maximum weight of approximately 85 tons.

Could this include a modified tram-type elevated personnel crossing along with a deployable vehicle gap crossing? If so, at what vehicles/day rate?

No. This is not currently in the scope being pursued.