



What was the Strategic Highway Research Program?

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Why SHRP?

- Conceived in early 1980s
- Problems to resolve
 - Lack of technology change in asphalt mix design
 - Lack of consistent and comprehensive information on long-term performance of pavements
- SHRP
- Authorized by Congress in 1987
- Five-year, applied research initiative
- Develop and evaluate techniques and technologies to combat the deteriorating conditions of the nation's highways and to improve their performance, durability, safety, and efficiency.

How was SHRP funded and operated?

- Committee of top-level managers from state highway agencies, industry, and academia,
- Temporary unit of the National Research Council
- States paid by contributing 0.25% of their federal-aid highway funds

What did SHRP look at?

- Asphalt
- Concrete and structures
- Highway operations (maintenance and work-zone safety)
- Pavement performance (long-term pavement performance study)

SHRP activities to increase implementation of R&D

- Showcase Workshops
 - Hands-on training
- Mobile Laboratories
- Superpave Initiatives
 - National Asphalt Training Center
 - Superpave centers at 5 universities (still going)
 - Technical working group (still going)
- National Asphalt Training Center's Superpave training
 - FHWA LTAP three-year project to introduce asphalt results to local government.
- Lead States Program
 - Lead states funded to provide technical support and guidance to peers
- SHRP Assessment Project Evaluates Benefits

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- Repeated in 2000s
- Areas of development
 - improving highway safety, reducing congestion, and improving methods for renewing roads and bridges