

Sub-part 8601 – Research

Chapter 02003 Strategic Highway Research Program (SHRP)

Purpose

- 100 Explanation of MDOT's involvement in the Strategic Highway Research Program (SHRP).
- 101 According to the Federal Highway Administration's (FHWA) A Guide to Federal-Aid Highway Programs and Projects (FHWA Publication FHWA-IF-99-006, May 1999, referred to as "Guide" in this document), SHRP "provided for the FHWA, in consultation with the American Association of State Highway and Transportation Officials (AASHTO), to carry out research, development, and technology transfer activities determined to be strategically important to the national highway transportation system.
- 102 According to the Guide, SHRP was created by Section 128 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (1987 STURAA, Public Law 100-17) and is provided for in 23 U.S.C. 503 (a)(6). SHRP was continued under ISTEA 1991 (Intermodal Surface Transportation Efficiency Act), and TEA-21 (Transportation Act for the 21st Century) authorized additional funding for SHRP implementation and the long-term pavement performance (LTPP) study. Mississippi, Texas, and Pennsylvania were the lead states at the outset of the program. The study included General Pavement Study (GPS) sites and Specific Pavement Study (SPS) sites. Beginning in 1987 as a 20-year study, LTPP consisted of collecting data on these sites: traffic, climatic, material, construction history, and distress data. Some sites are still being studied, while others have been overlaid and are out of the study. The research activities carried out by SHRP benefits every state DOT by sharing resources, information, and technological developments. Further information can be found at <http://www.tfhr.gov/pavement/ltp/ppt/23>.
- 103 Cites to US Code are available at www.gpoaccess.gov and cites to FHWA regulations are available at www.fhwa.dot.gov.