

SHRP GOES TO DALLAS

On September 18-20, 1985, some 500 individuals interested in highway research attended the SHRP National Workshop at the Amfac Hotel at Dallas-Fort Worth Airport to discuss the research plans being developed for the six technical areas in the Strategic Highway Research Program (SHRP). SHRP is the 5-year, \$150-million research effort that has been initiated to address six highway research areas identified as those providing the greatest potential for improving the safety and productivity of the national highway program. It is estimated that this research program will result in a cost savings of more than \$600 million per year. Workshop participants included representatives from U.S. transportation agencies, universities, and private industry as well as 39 international visitors representing 10 countries that have shown great interest in SHRP and representatives from the International Road Federation and the World Bank.

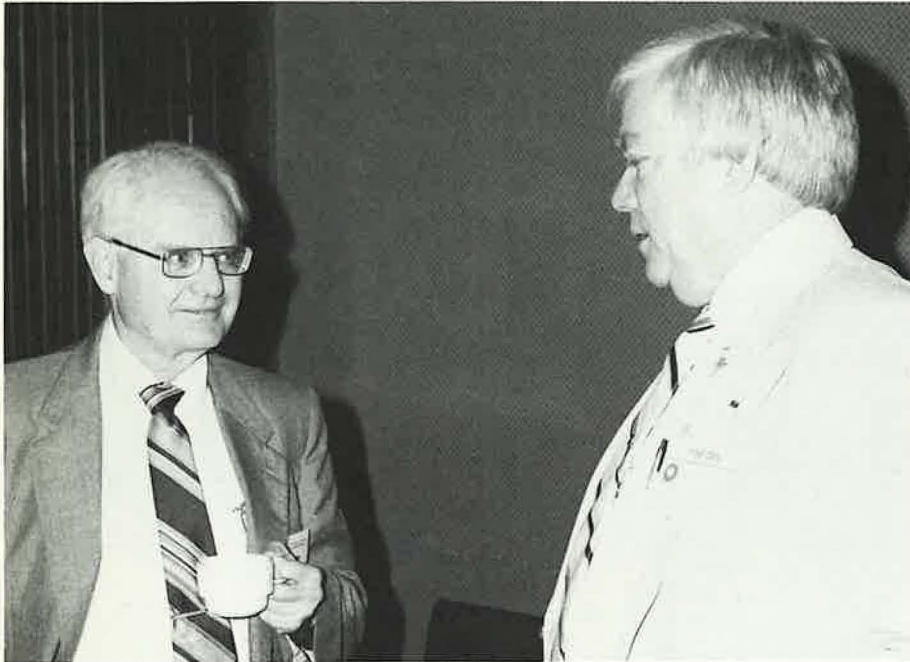
Business was conducted in two plenary sessions and participants met in general sessions conducted on each of the six technical areas identified for study under SHRP. Eighteen concurrent breakout sessions were also held. In both large and small discussion groups, the participants offered their expertise and comments on each of the six technical areas: asphalt, long-term pavement performance, maintenance cost-effectiveness, protection of concrete bridge components, cement and concrete in highway pavements and



At the SHRP National Workshop, contractor Lowell K. Bridwell (left), University of Maryland, conferred often with SHRP Interim Director L. Gary Byrd during deliberations in sessions on the six major technical areas.



AASHTO Executive Director Francis B. Francois (left) listens to comments proffered by Herbert Southgate, Chief Research Engineer, Kentucky Transportation Research Program.



Taking a break between sessions are TRB Engineer of Maintenance Adrian Clary (left) and Thomas L. Cain, State Maintenance Engineer, Alabama Highway Department. Both engineers have long been involved in the improvement of maintenance practice and management in the states through the AASHTO Highway Subcommittee on Maintenance and currently through SHRP.



Two foreign participants, Bernard Fauveau (left), Chief Engineer, Bridges and Roads, France, and Secretary General of the Permanent International Association of Roads Congresses; and Eberhard Knoll (right), German Road and Transportation Research Association, give their perspectives on SHRP at a special dinner meeting for visitors from outside the United States.

structures, and snow and ice control. Preconference planning matched the attendees' knowledge and experience with the technical area that would benefit most from each person's input.

The purposes of the workshop were to:

- Heighten awareness of SHRP among a larger group of professionals than has previously been involved;
- Expose the six technical research plans developed by agencies under contract to SHRP to a detailed examination by technical peers in order to further direct and refine those plans;
- Provide for more intense interactions between the contract agencies and the seven advisory committees (including the overview committee); and
- Seek meaningful interactions between SHRP technical research plans and highway professionals from outside the United States.

From all accounts, the workshop was successful. Some of the technical plans were modified in significant ways as a result of the discussions. There can be no question that the level of awareness among those in attendance was raised significantly. And delegates identified several ways in which they and their organizations—domestic and foreign, public and private, large and small—can contribute to and benefit from the research to be undertaken by SHRP.

"One could not help but come away from the meeting with a deep appreciation for the talent and energy that was directed to this review and planning effort by the participants," said L. Gary Byrd, SHRP Interim Director. "The constructive, supportive involvement of top-level representatives from the United States and international highway research communities is a benefit that no budget could afford to provide and that could only be realized by the commitment of time and effort by agencies, institutions, and individuals who believe deeply in the value of research and in this unique opportunity to upgrade our national highway research efforts."

The results of the 3-day National Workshop will be used to refine SHRP research plans.

John A. Clements, President of the Highway Users Federation and Chairman of the TRB Executive Committee, presides at the closing general session at which status reports were given by the chairmen of each of seven advisory committees.



At an invitational dinner meeting preceding the opening of the SHRP Workshop, Thomas D. Larson, Secretary, Pennsylvania Department of Transportation and Chairman of the AASHTO SHRP Task Force, set the stage for the leaders of the workshop discussions. Seated: R.D. Morgan (left), Executive Director, Federal Highway Administration, and Lester P. Lamm (right), Deputy Federal Highway Administrator.



At the closing session, Lowell K. Bridwell described the SHRP pre-implementation phase from the standpoint of proposals for the organizational structure to manage SHRP. Seated, left to right: John A. Clements, Chairman of the Overview Panel, and the chairmen of six Technical Research Area Advisory committees: William H. Goetz, Purdue University—Asphalt; Byron C. Blaschke, Texas Department of Highways and Public Transportation—Long-Term Pavement Performance; Carl F. Crumpton, Kansas Department of Transportation—Bridges; Robert E. Philleo, Consulting Engineer—Cement and Concrete; Donald E. Orne, Michigan Department of Transportation—Maintenance; Charles Edson, New Jersey Department of Transportation—Snow and Ice Control.



Links to the past: W.N. Carey, Jr., retired TRB Executive Director (center), and Paul Irick, retired TRB Assistant Director (right), both directly involved in leading staff roles in the AASHO Road Test more than 25 years ago, meet with David Gendell, FHWA, to discuss pavement performance, data management, experimental design, and other topics in SHRP that can benefit from the earlier experiences of these researchers.



At the reception and dinner for international participants, John Porter of the Transport and Road Research Laboratory, United Kingdom, speaks on potential interactions between TRRL and SHRP. Speakers from 10 different countries offered comments in support of the SHRP effort and about their possible participation in the program.

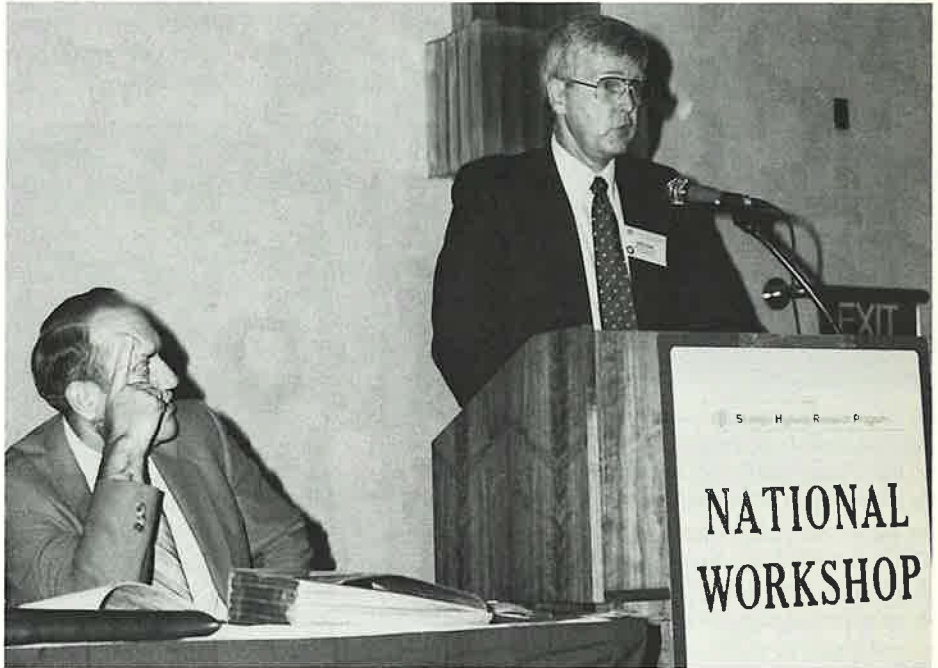


Tom Larson addresses the National Workshop banquet while SHRP leaders listen intently. Seated, left to right: Les Lamm, FHWA; Boris Hryhorczuk, Manitoba Department of Highways, Canada; Frank Francois, AASHTO; Robert Hunter, Missouri Highway and Transportation Department; Harold Monroney, Illinois Department of Transportation; Charley Wootan, Texas Transportation Institute; Thomas Deen, TRB; Charles Edson, New Jersey Department of Transportation; and Carl Crumpton, Kansas Department of Transportation.



At one of the workshop sessions, Bertell Butler, contractor to SHRP, describes the research plan for highway maintenance that he and associates Matthew Betz and Ken Brewer have proposed. The maintenance plan will likely be modified as a result of the workshop discussions, as will the plans for some of the other technical areas.

At the closing session, Donald Orne, Michigan Department of Transportation, explains the results of the workshop deliberations on the research plan for the maintenance area. Seated: Charles Edson, New Jersey Department of Transportation Maintenance Engineer.



Typical of the level of interest demonstrated throughout the National Workshop, SHRP principals give careful attention to a speaker at the banquet. From left: Gary Byrd, SHRP; David Phillips, FHWA; Bill Goetz, Purdue University; Byron Blaschke, Texas Department of Highways and Public Transportation; and Donald Orne, Michigan Department of Transportation.



Richard McComb (right), FHWA staffer on loan to SHRP in its preimplementation phase, and Shiraz Tayabji, Portland Cement Association, confer between sessions about potential roles for the private sector in SHRP.

UPDATE ON SHRP ACTIVITIES

The Strategic Highway Research Program (SHRP) is nearing the end of its interim planning phase. The program has been receiving substantial input from the national and international research community. Approximately 500 representatives from U.S. transportation agencies, universities, and private industry and from 10 foreign countries attended the National Workshop on SHRP held in Dallas-Fort Worth, Texas, September 18-20, 1985 (see accompanying photographs). The contractors responsible for preparing the research plans for each technical area are currently incorporating the results of the workshop. On January 31, 1986, the final research plans will be presented to the SHRP Task Force, which has been responsible for overseeing the interim planning stage.

The SHRP Task Force met on November 7-8, 1985, to review the progress to date. With some minor modifications, the task force approved the fairly detailed research plan concepts for all of the technical areas except those for asphalt and for cement and concrete. The task force also requested that Interim Director L. Gary Byrd prepare a detailed transition plan to bridge the period from the interim planning phase to the full funding and operation of SHRP. In addition, a subcommittee was appointed to negotiate with the National Research Council (NRC) the terms under which SHRP might be

housed. Placing SHRP under the NRC is one of two management and organization plans that is being pursued by the task force. The other plan would be to place the program under the American Association of State Highway and Transportation Officials (AASHTO).

Massive amounts of research data and written technical material will be generated by SHRP (an estimate of technical data requirements alone is in the range of 1.5 to 15 gigabytes). Given the urgency of establishing a suitable data management system, the Data Management Subcommittee of the Overview and Integration Advisory Committee, which has been addressing key data issues, is considering the recommendation that a consultant be hired to prepare alternative data management plans and to come up with a specific recommendation. It is anticipated that researchers throughout the world will have access to the technical data that will be generated by SHRP. Therefore the data management system must be easily accessible, permanent, reliable, secure, and well serviced and must provide for comprehensive research findings.

The Data Management Subcommittee is also considering the way to handle literature data including hard-copy reports, both published and unpublished, and storage and dissemination of smaller verbal texts, including descriptions of research in

progress. SHRP is likely to make extensive use of TRB's Transportation Research Information Services (TRIS).

One of the goals of SHRP is to develop new technology, materials, and processes that represent large research payoffs. On September 29-30, 1985, SHRP conducted an Innovation Workshop, which was a brainstorming session. The objective was to generate ideas for involving private industry in developing new products directly for or in coordination with SHRP. Half of the participants in the workshop were from private industry. More than 100 suggestions were developed; the workshop group and SHRP staff are currently distilling these ideas and refining them into an action plan to pursue. One of the recommendations that emanated from the Innovation Workshop is to develop contract research policies that would allow industry to perform contract research while retaining patents and licensing rights. Industries would compete for research contracts through competitive bids on the share of earned fees to be returned to government. Another suggestion is to establish an independent highway testing and certification organization, implementing a warranty system (insurance to back up performance) paid by contractors or private firms, similar to European practice.