Strategic Highway Research Program (SHRP) and LTPP

The Strategic Highway Research Program (SHRP) was authorized by the U.S. Congress in 1987 as a five-year research initiative. The focus of this initiative was to develop and evaluate technologies and techniques to improve the performance, safety, durability, and efficiency of the nation’s highways. SHRP was directed by a committee of managers from state highway agencies, industry, and academia, and operated as a unit of the National Research Council. Research was concentrated in asphalt, concrete and structures, highway operations, and pavement performance.

The Federal Highway Administration assumed coordination of a national program to move the products evaluated or developed under SHRP to the state and local agencies upon completion of the research phase.

The Long Term Pavement Performance (LTPP) program was established under SHRP and is currently managed by FHWA. LTPP, which is a 20-year study of in-service pavements, provides the basis for pavement design, maintenance, rehabilitation, and construction methodologies. The Bureau supports this program by collecting weight and vehicle classification data and reporting the data to LTPP.

ATR, CAVC and Weigh-In-Motion (WIM) Locations Map (Opposite)

The ATR, CAVC, and WIM locations map of Pennsylvania, which is shown on the following page, gives an overview of where all of the ATR, CAVC and WIM sites are located. Symbols are used in addition to the site number to identify the location of the site.