HEROAD
Holistic evaluation of road assessment

A research project of the cross-border funded joint research programme
“ENR04 – Effective asset management meeting future challenges”

The programme is a cross-border funded, transnational joint research programme that was initiated by ERA-NET ROAD II (ENR2).
The participating National Road Administrations (NRA) in this Joint Research Programme are Belgium (Flanders), Denmark, Finland, France, Germany, Ireland, Lithuania, Netherlands, Norway, Slovenia, Sweden, Switzerland, and United Kingdom.
The budget is EUR 2.85 million and the duration of this joint research programme is 30 months.

Intro
To manage the road network, road managers and operators have to consider existing policies such as the requirement to keep the network in good condition, and to deliver this condition at a minimum whole life cost. However, the condition should also meet the expectations of stakeholders. The management process has to optimise the total costs for society, whilst minimising the effects of given condition levels on safety, reliability, environmental impact, economics and sustainability. This principle and its overall goals are equal for all road managers around Europe.

Description
HEROAD will investigate the holistic process (the combination of individual components, levels of assessment and the inclusion of a life cycle perspective) to incorporate new challenges in the field of asset management. This includes:

- Reviewing data collection, assessment and reporting regimes
- Taking into consideration new challenges (climate change, traffic configuration, new materials, LCC and the focus on road user expectations)
- Identifying and assessing the key technical components of these regimes and further determining whether they are the best practice or not
- Identifying and describing indicators at different assessment levels (for road operators, complicated technical parameters are okay, for decision makers and the public, more understandable indicators that could be built from combination of technical parameters are needed)
- Selecting the key good parts of Heroad findings and providing advice to the customer on how they could use them

This will be achieved by taking onboard experts from the different areas of road assessment in the project. Further by putting together a consortium with a good geographical spread to cover the trans-national objective and take differences in high and low traffic volume roads into consideration. Traditional methods with literature search and interview with stakeholders/experts will be done, however the main information and data will be gathered at a HEROAD workshop. This workshop will be a 2-day meeting constituted by smaller groups divided by asset the first day, and a plenum meeting the second day. The final meeting and evaluation will be presented at the 4th European Pavement and Asset Management Conference (EPAM) in Malmö, Sweden, 5-7 September 2012

Expected results
The aims of the project are to identify the parameters that will be most beneficial

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for the assessment of condition across the wide range of assets present on the road network. HEROAD aims to present clear recommendations on how to improve and optimise condition assessment, and in particular how to make good use of new technologies, and how to apply these results in an efficient road management system.

These will bring the benefit of more efficient and consistent approaches to condition assessment across the EU. By anticipating that, by implementing the recommendations of the work, authorities should be able to reduce the costs of condition assessment, whilst at the same time increasing the usefulness of the data.

HEROAD will use real world case studies to identify where good practice has brought significant benefits to an authority, in order to demonstrate to other authorities where benefits can be achieved, and hence encourage the implementation of any proposals of the project by other authorities.

The project will make sure that practicality is always considered when making any proposals, so that barriers to implementation are reduced. By involving authorities throughout the project and getting feedback from them on our ideas, we hope to ensure that all proposals made are practical and cost effective.

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<th><strong>Duration</strong></th>
<th>01/01/2011 - 31/12/2012</th>
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<tr>
<td><strong>Project coordinator</strong></td>
<td>Leif Sjögren, The Swedish National Road and Transport Research Institute</td>
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<td>The Swedish National Road and Transport Research Institute</td>
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