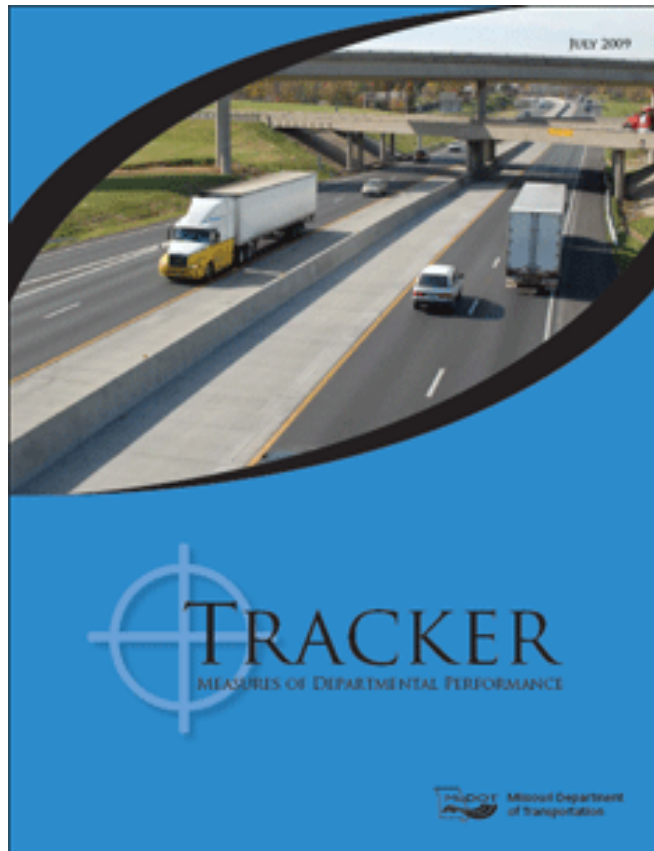


***THE I-70 CORRIDOR MEASURES
WHICH SUPPORT THE DISTRICT AND STATEWIDE
TRACKER MEASURES***



Mission

Our Mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

*Prepared by: Erik Maninga
I-70 Corridor Engineer
February 3, 2009*



TANGIBLE RESULTS

- Uninterrupted Traffic Flow
- Smooth and Unrestricted Roads and Bridges
- Safe Transportation System
- Roadway Visibility
- Personal, Fast, Courteous and Understandable Response to Customer Requests (Inbound)
- Partner With Others to Deliver Transportation Services
- Leverage Transportation to Advance Economic Development
- Innovative Transportation Solutions
- Fast Projects That Are of Great Value
- Environmentally Responsible
- Efficient Movement of Goods
- Easily Accessible Modal Choices
- Customer Involvement in Transportation Decision-Making
- Convenient, Clean and Safe Roadside Accommodations
- Best Value for Every Dollar Spent
- Attractive Roadsides
- Advocate for Transportation Issues
- Accurate, Timely, Understandable and Proactive Transportation Information (Outbound)

VALUE STATEMENTS

MoDOT will -

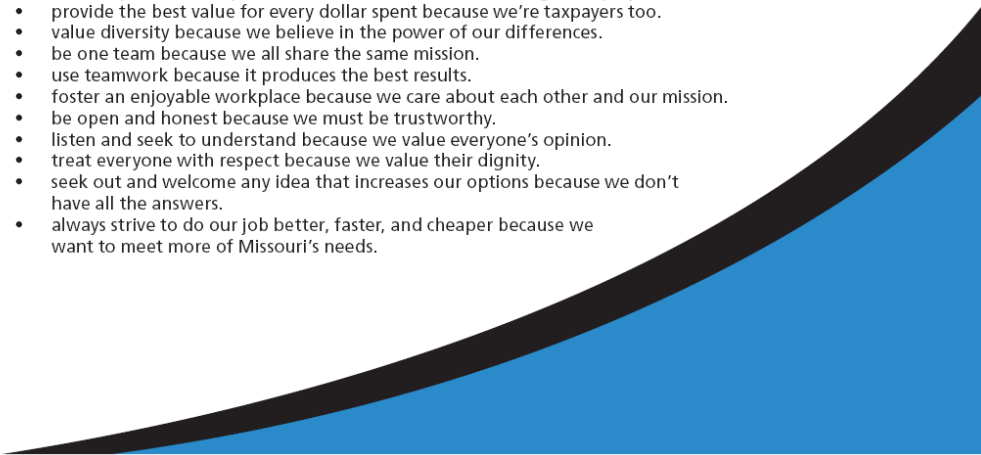
- support and develop employees because we believe they are the key to our success.
 - be flexible because we believe one size does not fit all.
 - honor our commitments because we believe in integrity.
 - encourage risk and accept failure because we believe in getting better.
 - be responsive and courteous because we believe in delighting our customers.
 - empower employees because we trust them to make timely and innovative decisions.
 - not compromise safety because we believe in the well-being of employees and customers.
 - provide the best value for every dollar spent because we're taxpayers too.
 - value diversity because we believe in the power of our differences.
 - be one team because we all share the same mission.
 - use teamwork because it produces the best results.
 - foster an enjoyable workplace because we care about each other and our mission.
 - be open and honest because we must be trustworthy.
 - listen and seek to understand because we value everyone's opinion.
 - treat everyone with respect because we value their dignity.
 - seek out and welcome any idea that increases our options because we don't have all the answers.
 - always strive to do our job better, faster, and cheaper because we want to meet more of Missouri's needs.
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Uninterrupted Traffic Flow

Number of Incidents along I-70

Results Driver: Erik Maninga, I-70 Corridor Engineer

Data Driver: KC Scout and MoDOT Maintenance

Purpose:

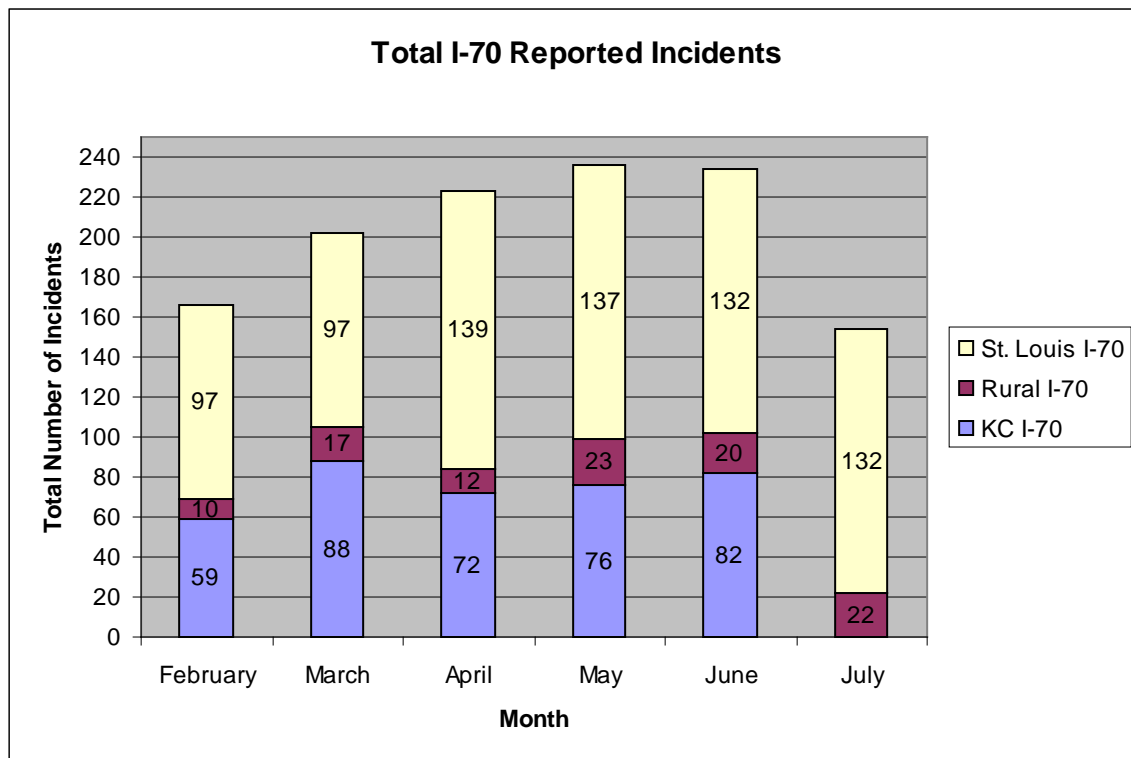
This “Output” measure tracks the number of incidents along the I-70 Corridor.

Description:

Using the KC Scout notification from lotus notes and the I-70 Incident Check off list as submitted by maintenance when incidents occur, the total is then reported as the number of incidents along I-70. The I-70 Corridor is broken into two urban sections; one for Kansas City and one for St. Louis, and then the rural section of I-70; which runs from mile marker 28.0 to mile marker 203.0. The number of incidents will be entered monthly.

Desired Trend:

The desired trend is for incidents to decrease.



Uninterrupted Traffic Flow

Total Lane Closure Minutes Along I-70

Results Driver: Erik Maninga, I-70 Corridor Engineer

Data Driver: KC Scout and MoDOT Maintenance

Purpose:

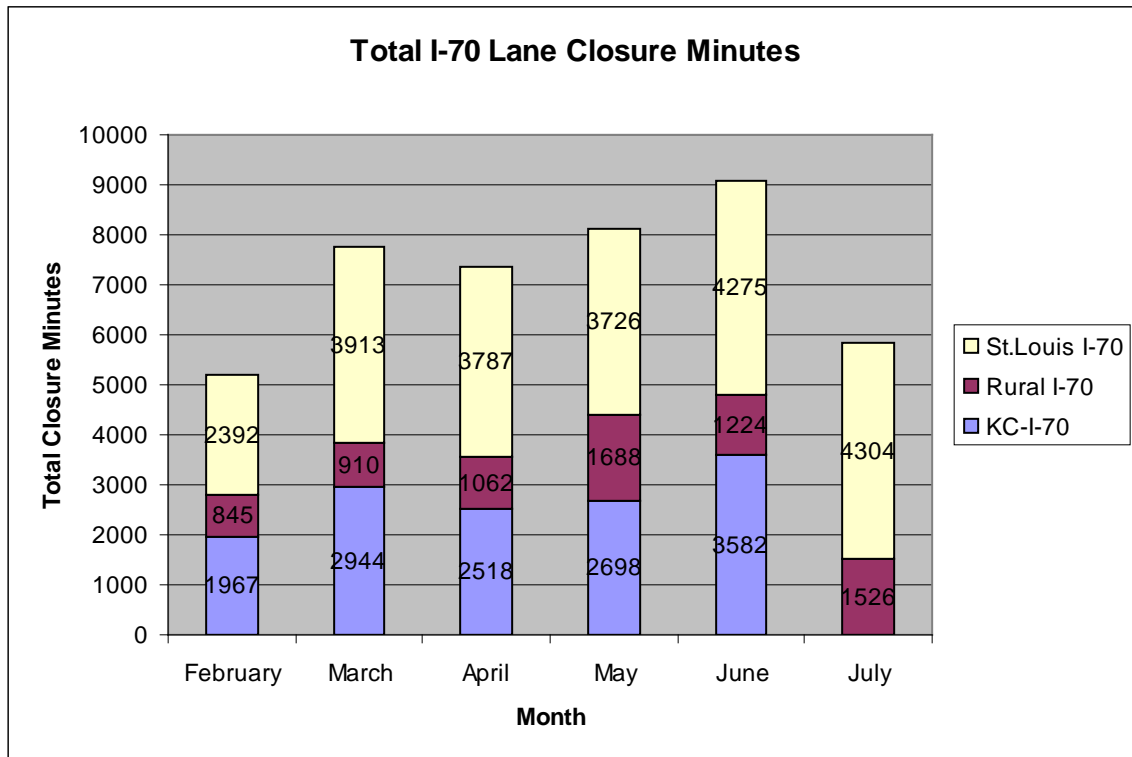
This “Output” measure tracks the total number of minutes that there is at least one lane closure as a result of an incident along I-70.

Description:

Using KC Scout notification from lotus notes and the I-70 Incident Check off list as submitted by maintenance when incidents occur, the total number of lane closure minutes is calculated. The I-70 Corridor is broken into two urban sections; one for Kansas City and one for St. Louis, and then the rural section of I-70; which runs from mile marker 28.0 to mile marker 203.0. The number of lane closure minutes will be entered monthly.

Desired Trend:

The desired trend is to see a decrease in total lane closure minutes.



Uninterrupted Traffic Flow

Incident Locations by County along I-70

Results Driver: Erik Maninga, I-70 Corridor Engineer

Data Driver: KC Scout and MoDOT Maintenance

Purpose:

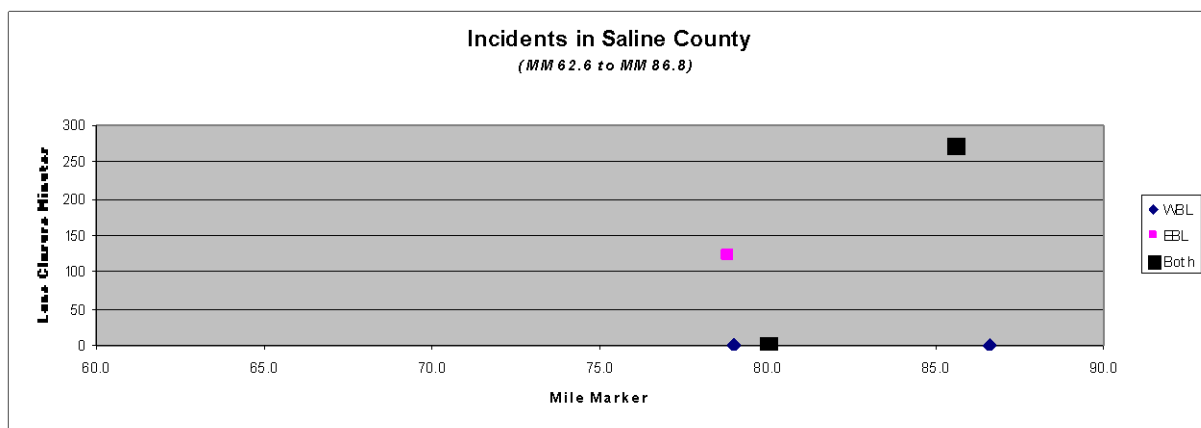
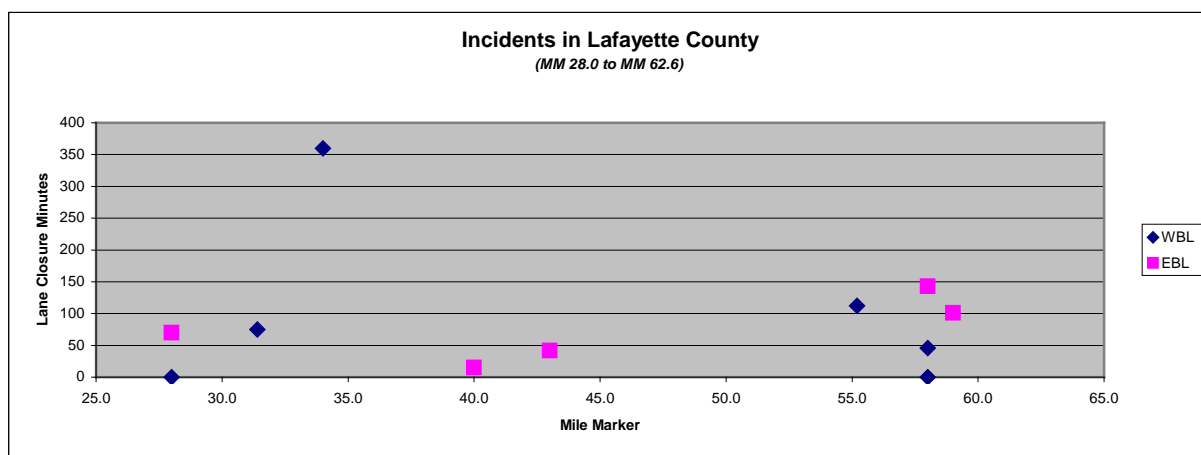
This “Output” measure tracks the incident locations along the rural section I-70 by county.

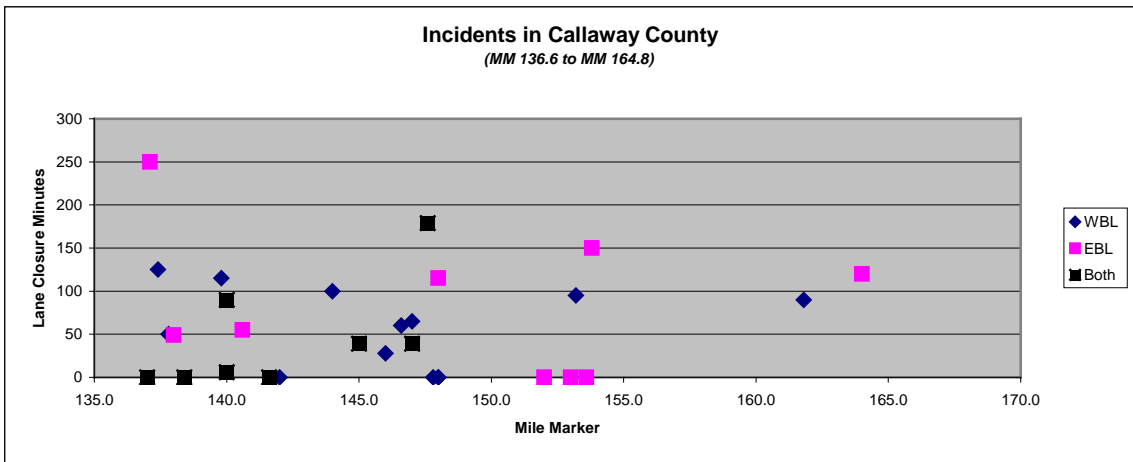
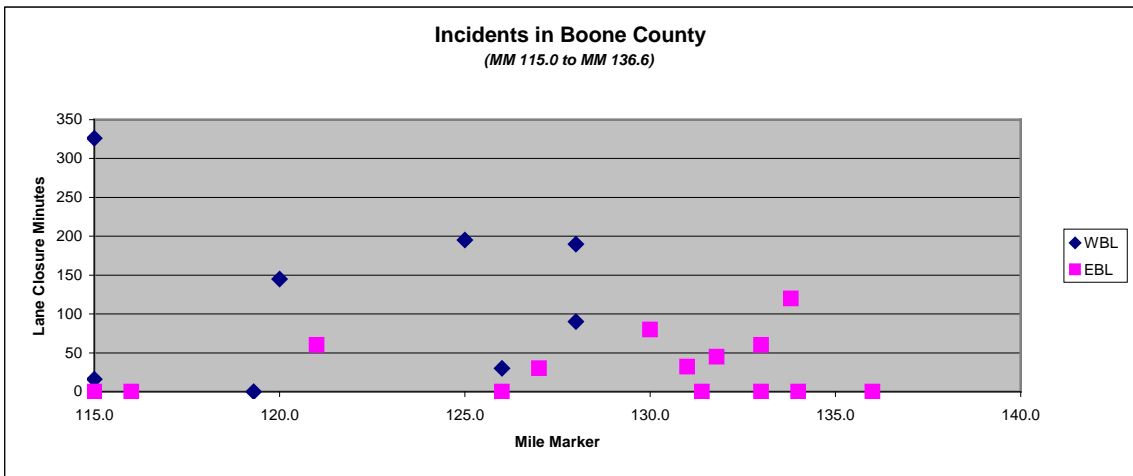
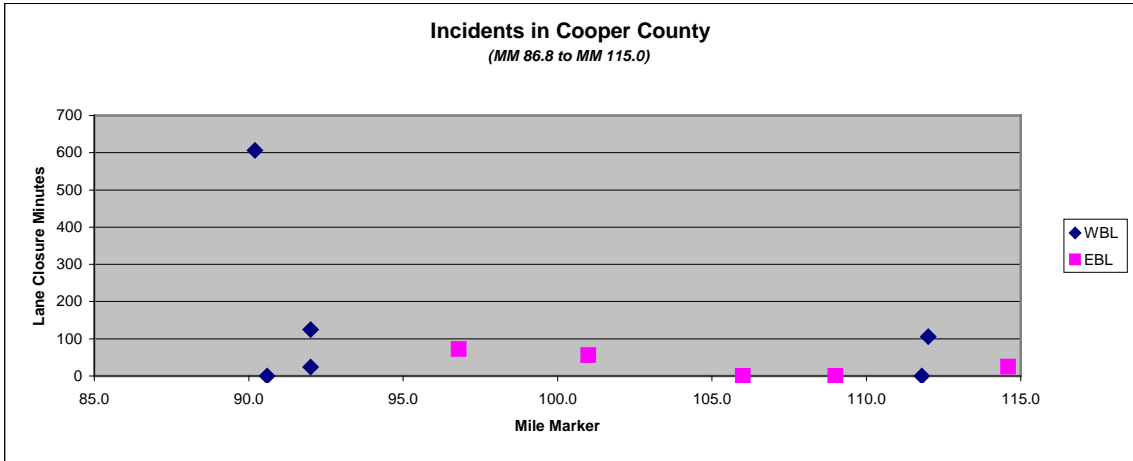
Description:

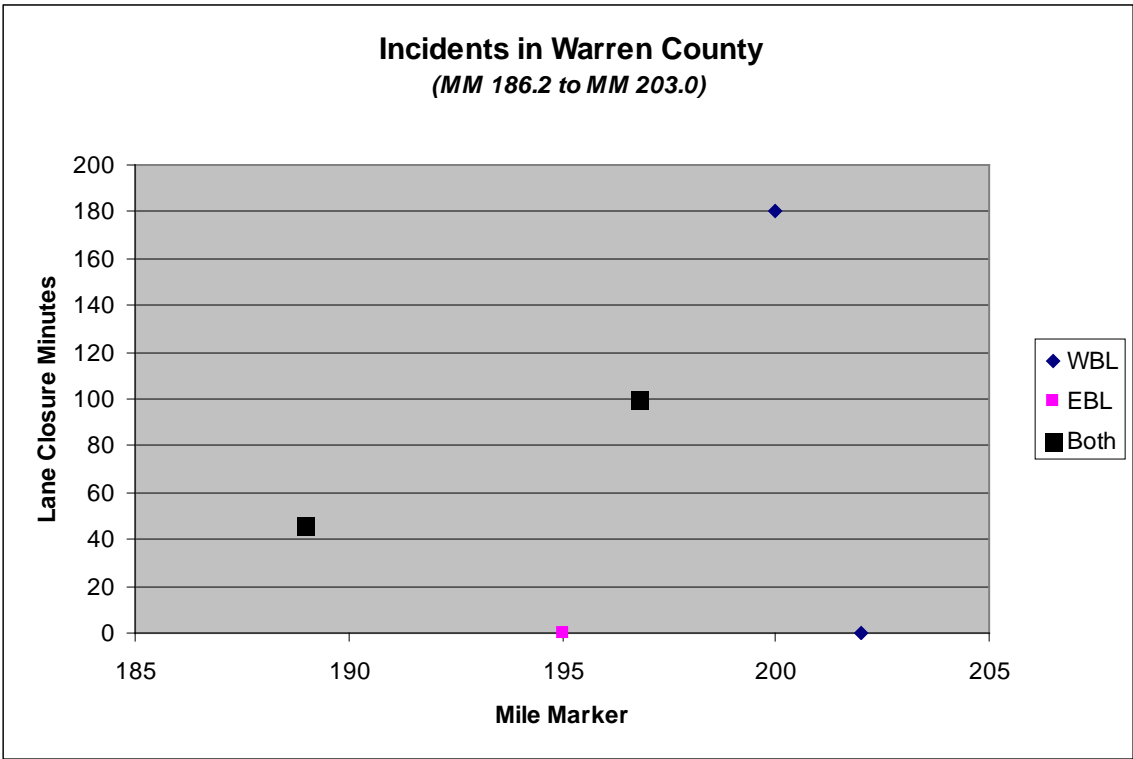
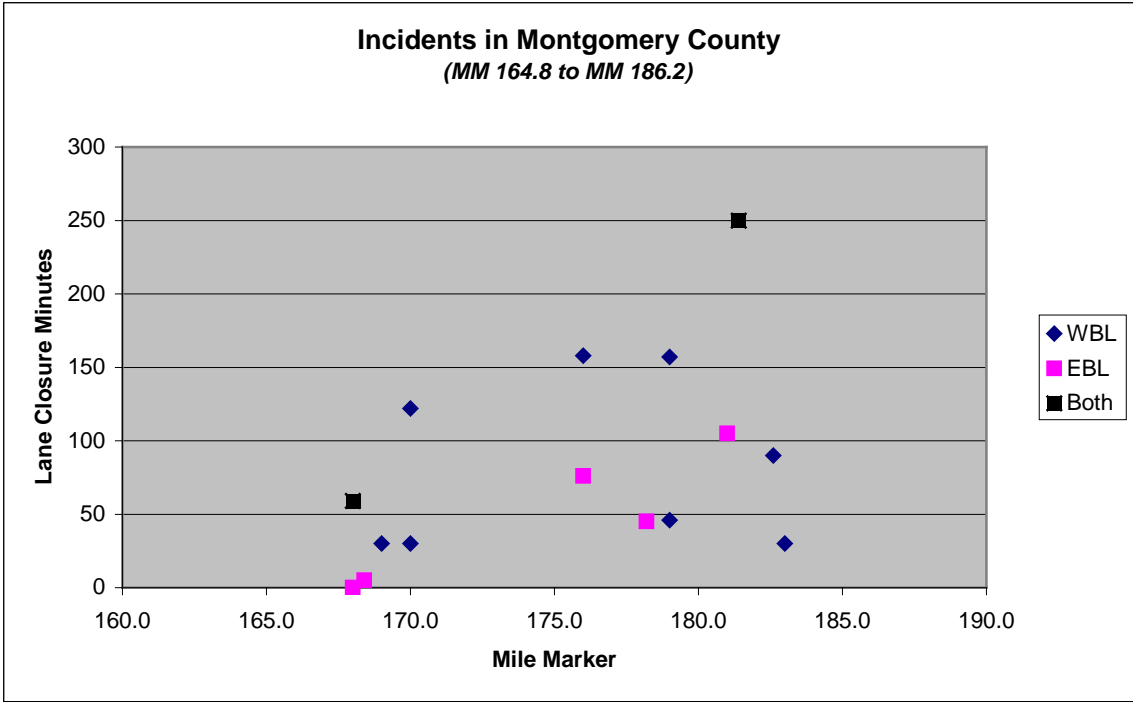
Using the KS Scout notification from lotus notes and the I-70 Incident Check off list as submitted by maintenance when incidents occur, the locations of the incidents are tracked by county, mile marker and direction verses total lane closure minutes. This data will be updated monthly.

Desired Trend:

The desired trend is to use this information and identify if we have areas along I-70 where we are having a cluster of accidents and then try to remediate any issues and reduce future incidents from occurring at these locations.







Department Measure to Support Smooth and Unrestricted Roads and Bridges

Performance Measures Completed by the I-70 Pavement Repair Crew

Results Driver: Ken Strube, I-70 Maintenance Superintendent

Data Driver: Charles Houchins, I-70 Maintenance Supervisor

Purpose:

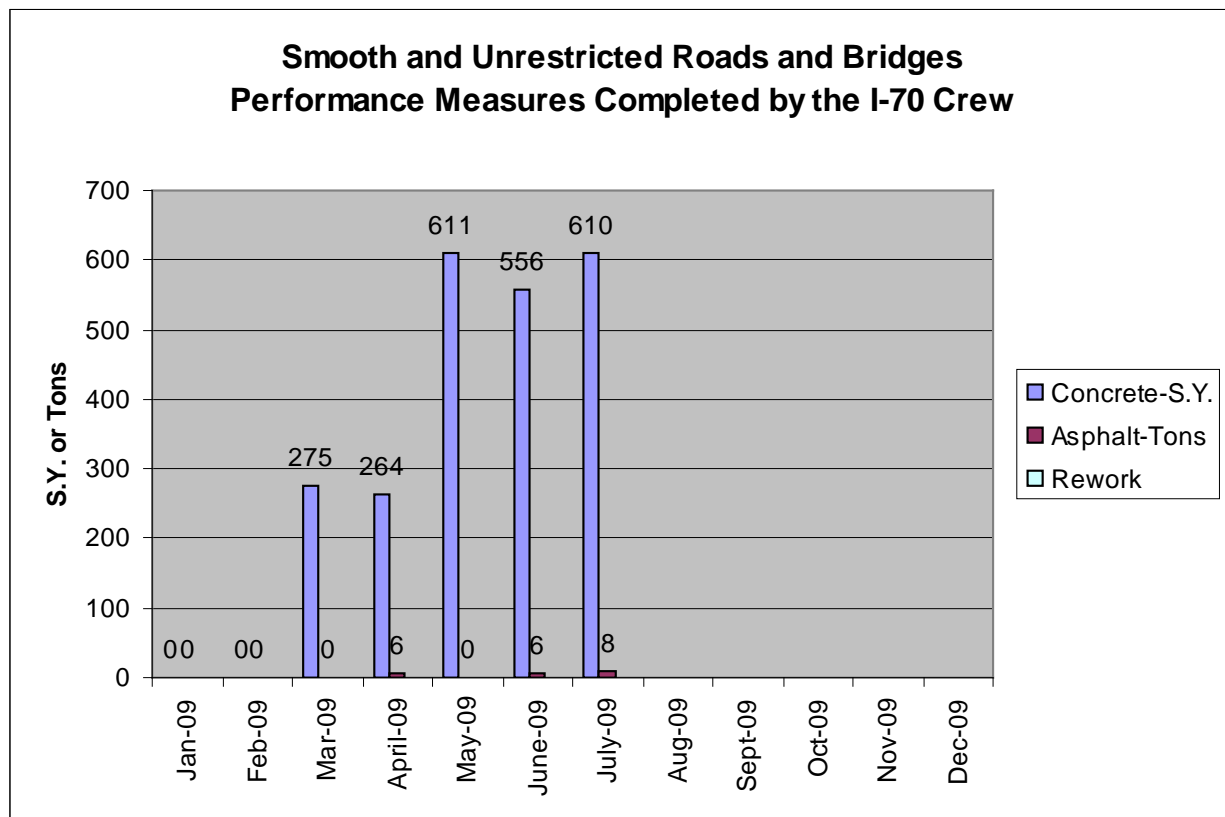
This “Output & Outcome” measure tracks the work completed by the I-70 Pavement Repair Crew.

Description:

The I-70 Maintenance Superintendent will enter the completed performance measures into the MoDOT system twice a month. The completed performance measures will be tracked monthly. Also, we will be tracking the amount of work that needs to be redone if it does not meet our maintenance expectations of “rides smooth and looks good”. This will be determined by QC checks done by the I-70 Maintenance Superintendent and Corridor Engineer.

Desired Trend:

The performance measures should remain the same or decline if we are effectively maintaining the corridor. The amount of reworked items should be zero.



Department Measure to Support Smooth and Unrestricted Roads and Bridges

On-Call Asphalt Repair Completed Along I-70

Results Driver: Erik Maninga, I-70 Corridor Engineer

Purpose:

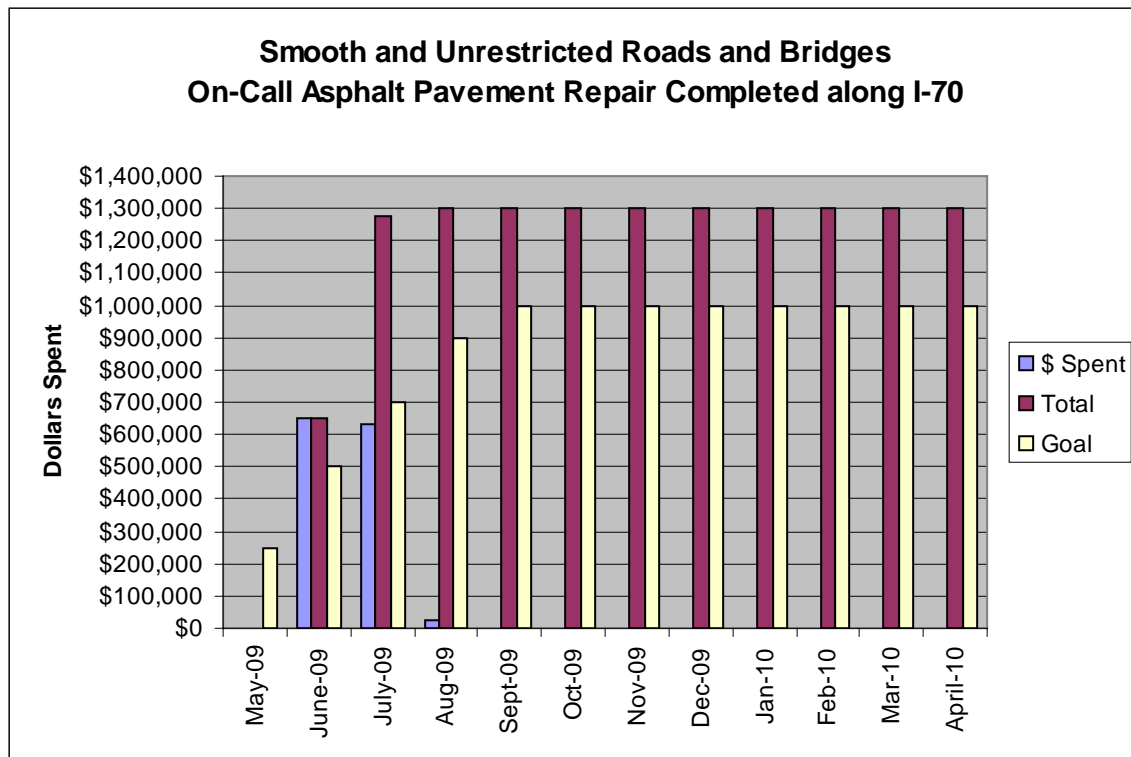
This “In Process & Target” measure tracks the amount of dollars spent for the on-call asphalt repairs along the I-70 corridor.

Description:

The actual monthly dollar amounts as submitted in SiteManager will be used to report the dollars spent each month. The corridor engineer will identify areas for needed repairs, request drilling services as needed, issue work orders to the contractor, schedule inspection, and make the necessary payments in SiteManager.

Desired Trend:

The desired trend is to have all of the allotted monies for the I-70 corridor spent by October 1st and within 2% of that total amount.



Department Measure to Support Smooth and Unrestricted Roads and Bridges

Interstate/Major Bridge project selection for STIP

Results Driver: Erik Maninga, I-70 Corridor Engineer

Purpose:

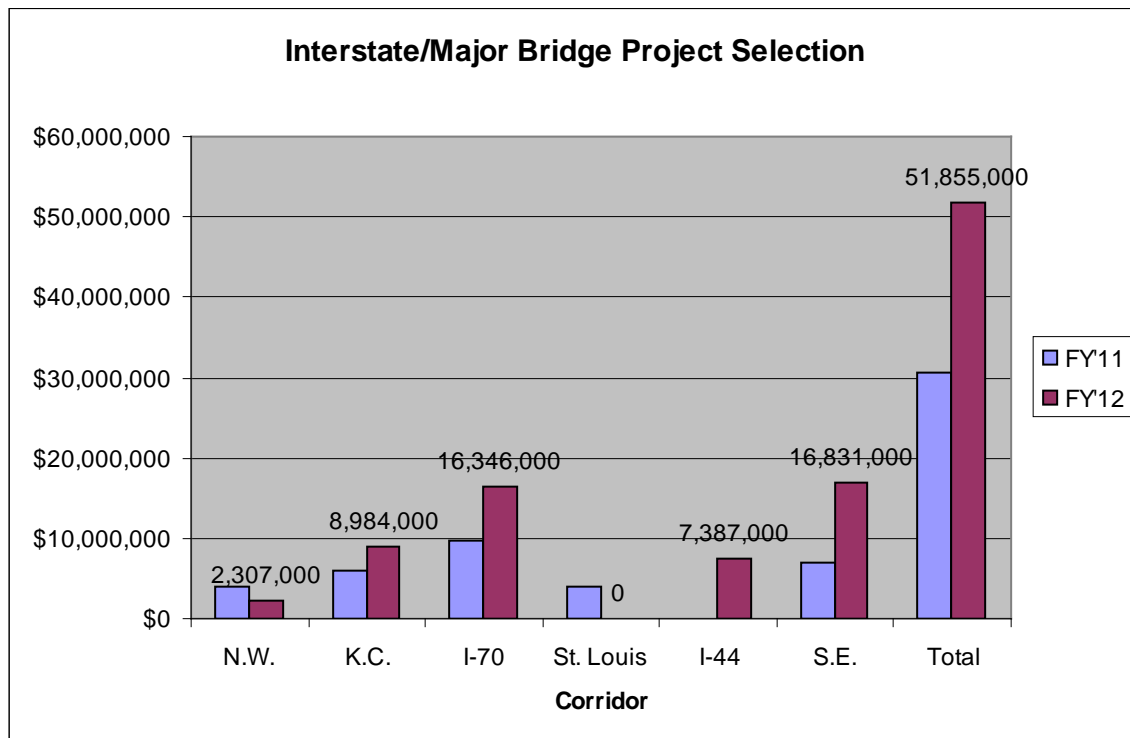
This “output” measure tracks the number of dollars being spent along the I-70 corridor to maintain in good condition.

Description:

The corridor engineer identifies projects along the corridor in April. The list of projects then gets submitted to the Districts and pavement group. The districts and pavement group have until the end of September to come up with estimates. The corridor engineer in conjunction with the district prioritizes the projects. The proposed list is submitted to HQ by October 15th. The end of February the statewide projects are determined and the districts submit the project estimates into SIMs by March 1st.

Desired Trend:

The desired trend is to have an ample amount of projects along the I-70 corridor to keep it in “Good Condition”.



Department Measure to Support Attractive Roadsides

Litter Picker Upper Usage along I-70

Results Driver: Ken Strube, I-70 Maintenance Superintendent

Data Driver: I-70 Maintenance Supervisors

Purpose:

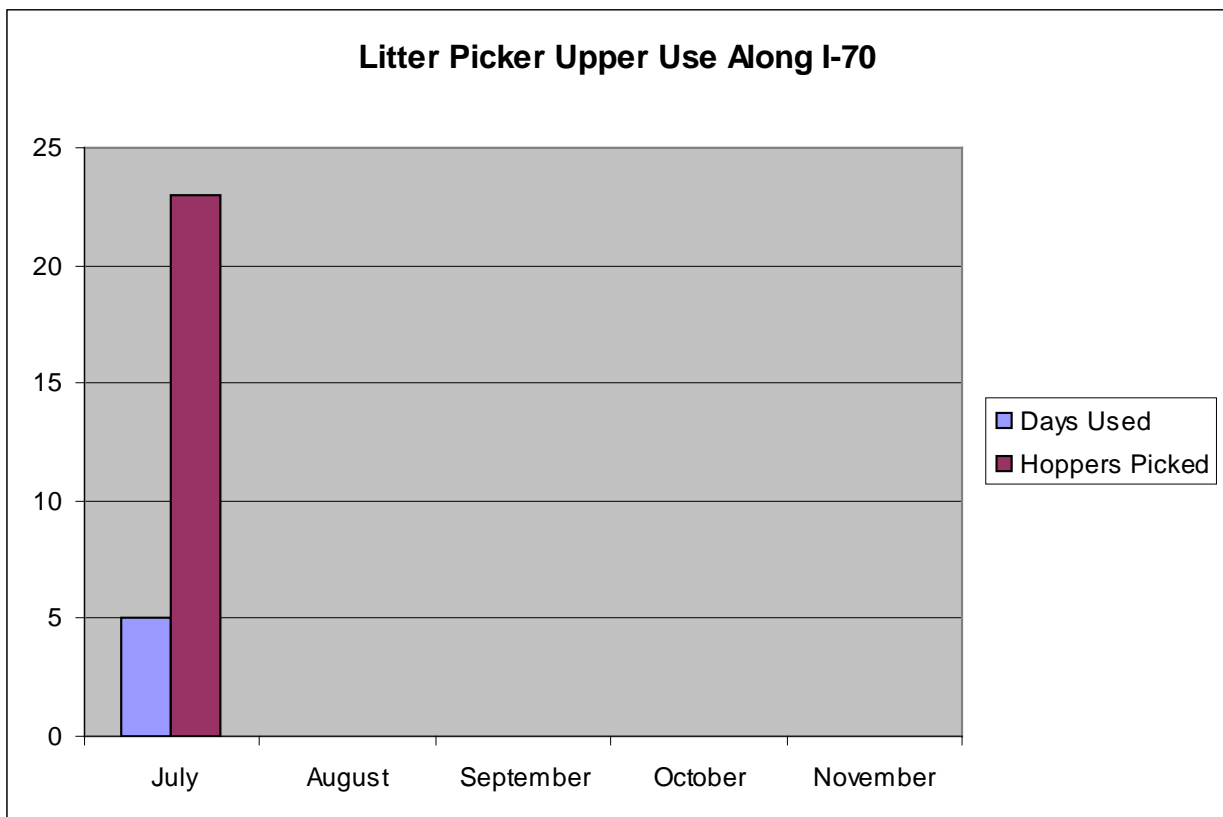
This “Output” measure tracks the work completed by maintenance forces using the Litter Picker Upper.

Description:

Once the work has been completed in an area, the I-70 Maintenance Supervisors will submit a worksheet that shows the days and hoppers of the litter that were picked. The completed work will be tracked monthly.

Desired Trend:

The desired trend should show a decrease in the amount of random sections that fail due to litter in the Interstate Maintenance Quality Assurance Reviews.



Department Measure to Support Smooth and Unrestricted Roads and Bridges Roadway Visibility Attractive Roadsides

IMQA Results for the I-70 Corridor

Results Driver: Erik Maninga, I-70 Corridor Engineer

Data Driver: Mike Shea, Maintenance Liaison

Purpose:

This “End Process & Bench Marking” measure tracks the over-all condition of the interstates.

Description:

The results shown in this report are obtained from field inspections of randomly selected one-tenth mile segments along Missouri’s interstates. IMQA inspections will be conducted in the spring and fall of each year. Ratings for each sample are based on a combination of TMS system ratings and visual observations made by the rating teams.

Desired Trend:

The desired trend is to increase in the over-all condition of the interstate system through the issuance of maintenance work orders. *The goal is for the I-70 corridor to be the “Bench Mark” for the rest of the corridors statewide.*

