



Missouri Department of Transportation
Interstate Maintenance Expectations

INTERSTATE MAINTENANCE EXPECTATIONS 2008



Missouri Department of Transportation Interstate Maintenance Expectations

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PAVEMENTS



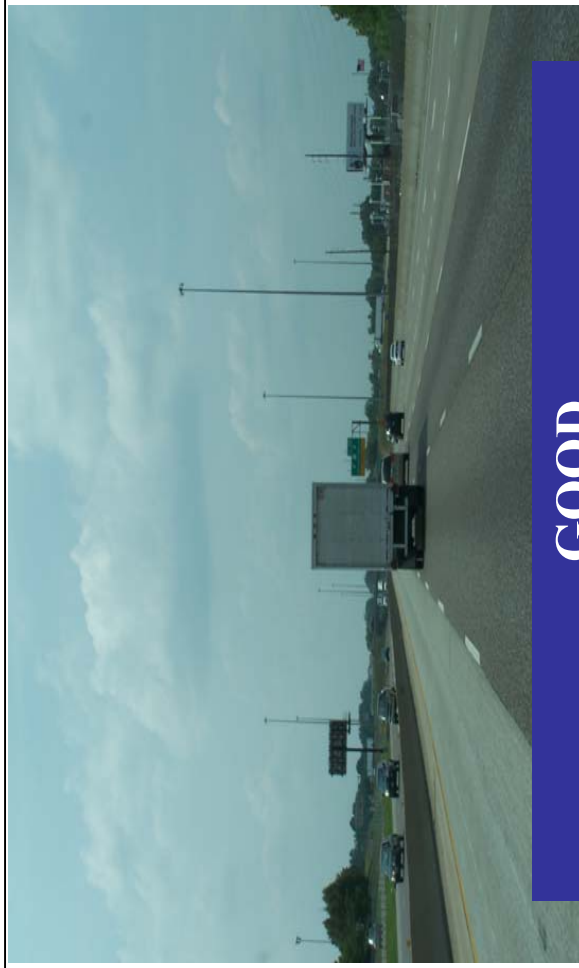
Missouri Department of Transportation Interstate Maintenance Expectations

Mainline Pavement

Performance Expectation: The mainline pavements on the Interstate System shall ride smooth and look good.

Performance Measures: The smoothness of the mainline pavement will be measured annually in the fall with the ARAN van to determine the average IRI. Visual inspections will be conducted in the fall on randomly selected tenth-mile segments to determine the percent of repaired surface area.

Performance Objectives: The mainline pavements on the Interstate System shall have an IRI rating of less than 100, which is considered to be a pavement in good condition. For a sample to be visually acceptable, it cannot have more than 20% of repairs. Proper crack sealing, transverse and longitudinal, performed appropriately can be considered visually acceptable. Random crack sealing, such as alligator cracks, shall not be performed.



GOOD



POOR



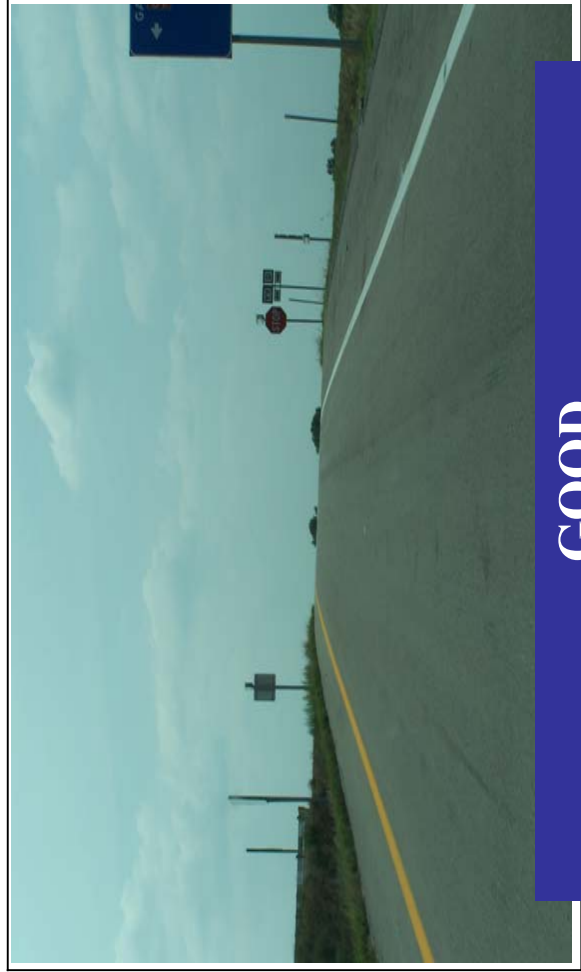
Missouri Department of Transportation Interstate Maintenance Expectations

Ramp Pavement

Performance Expectation: The ramp pavements at all interchanges on the Interstate System shall ride smooth and look good.

Performance Measures: Visual inspections will be conducted in the fall on randomly selected interchanges to determine the percent of repaired surface areas.

Performance Objectives: For a sample to be visually acceptable, it cannot have more than 20% of repairs. Proper crack sealing, transverse and longitudinal, performed appropriately can be considered visually acceptable. Random crack sealing, such as alligator cracks, shall not be performed.



GOOD



POOR



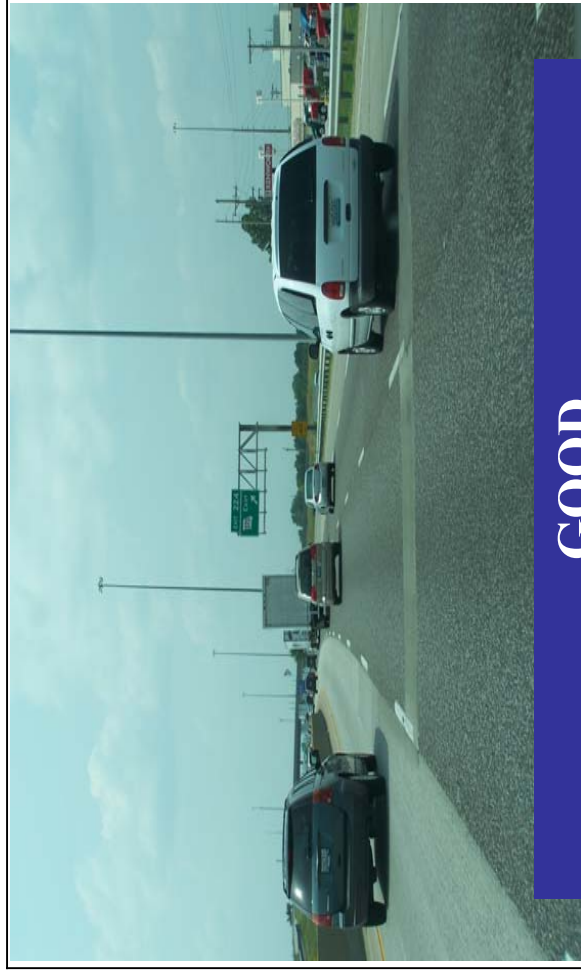
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Concrete Pavement Repair

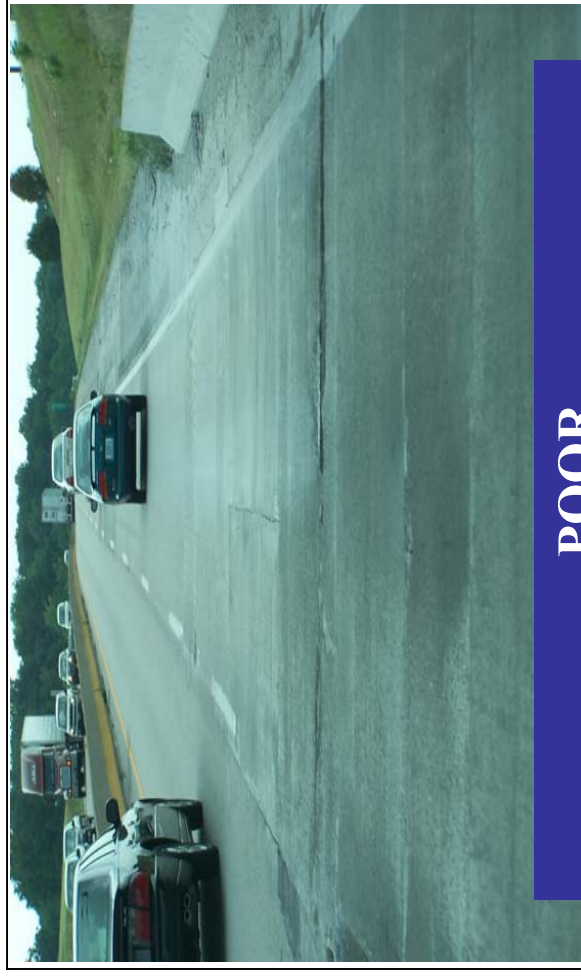
Performance Expectation: Concrete pavement repairs shall ride smooth and look good. Full-depth concrete repairs on either concrete or asphalt pavements shall have square corners and be finished neatly with the appropriate surface texture. Partial-depth concrete repairs on concrete pavements shall have square corners and be finished neatly with the appropriate surface texture.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the fall to determine the number of repairs that ride smooth and look good and are performing as intended.

Performance Objectives: 100% of the repairs shall be considered acceptable. Concrete pavement repairs shall be completed within 14 days of detection.



GOOD



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Asphalt Pavement Repair

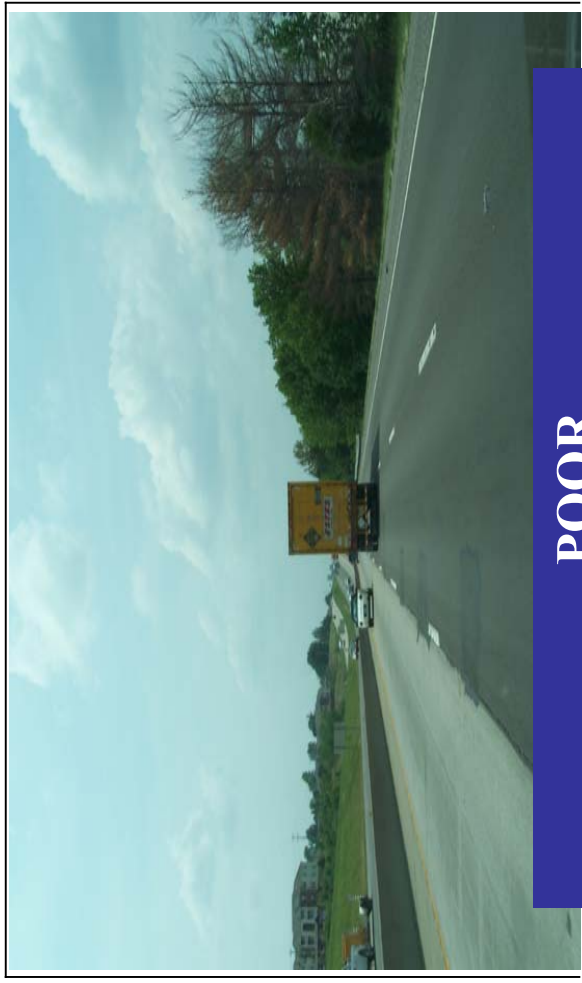
Performance Expectation: Asphalt pavement repairs shall ride smooth and look good. Asphalt pavement repairs shall have milled butt joints and square corners. Rumble strip and longitudinal joint repairs shall be milled at a constant width for the entire length of the repair area and have square corners.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the fall to determine the number of repairs that ride smooth and look good and are performing as intended.

Performance Objectives: 100% of the repairs shall be considered acceptable. Asphalt pavement repairs shall be completed within 14 days of detection.



GOOD



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SHOULDERS



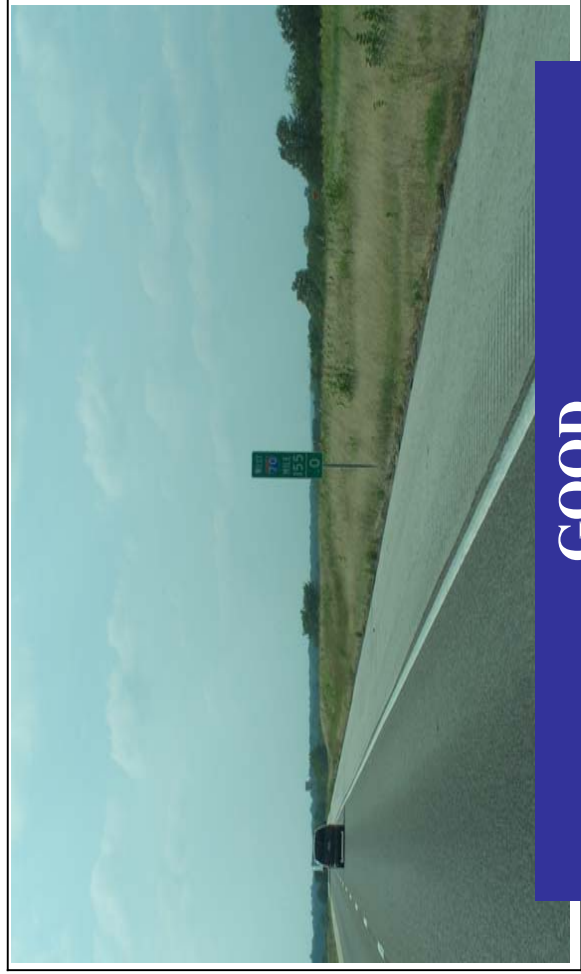
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Paved Shoulder

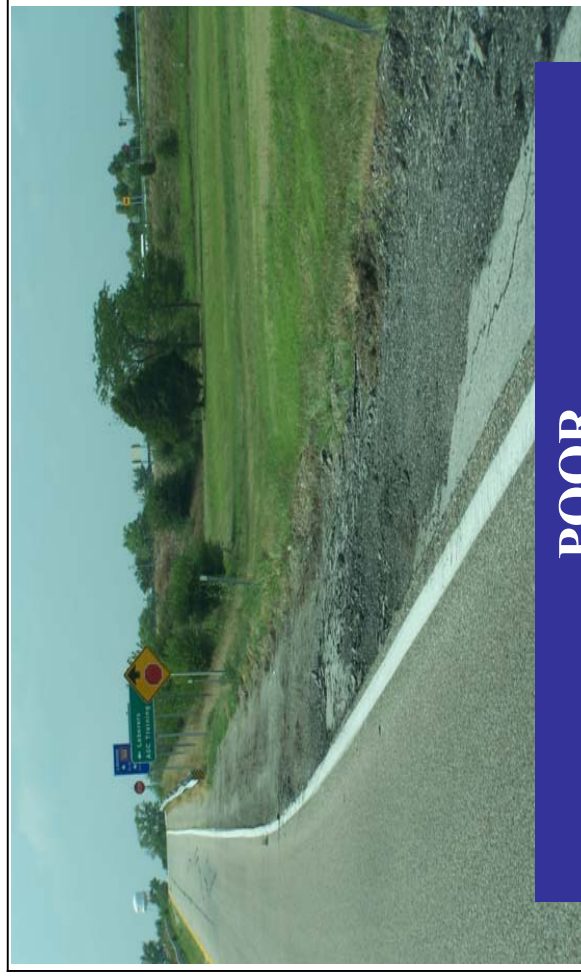
Performance Expectation: Paved shoulders shall drain water away from the mainline pavement, not be distorted or rutted, not have a drop-off/buildup of greater than 0.5 inch, and be free of vegetation. Any shoulder edge drop-off between 2-3 inches shall be 1:1 slope and greater than 3 inches shall be 3:1 slope.

Performance Measures: Visual inspections will be conducted on randomly selected interchanges and tenth-mile segments in the fall to determine the percent of linear feet of both the inside and outside shoulder that look good and are performing as intended.

Performance Objectives: 90% of the length of both shoulders shall be considered acceptable. Edge ruts shall be addressed according to the Incident Response Plan.



GOOD



POOR



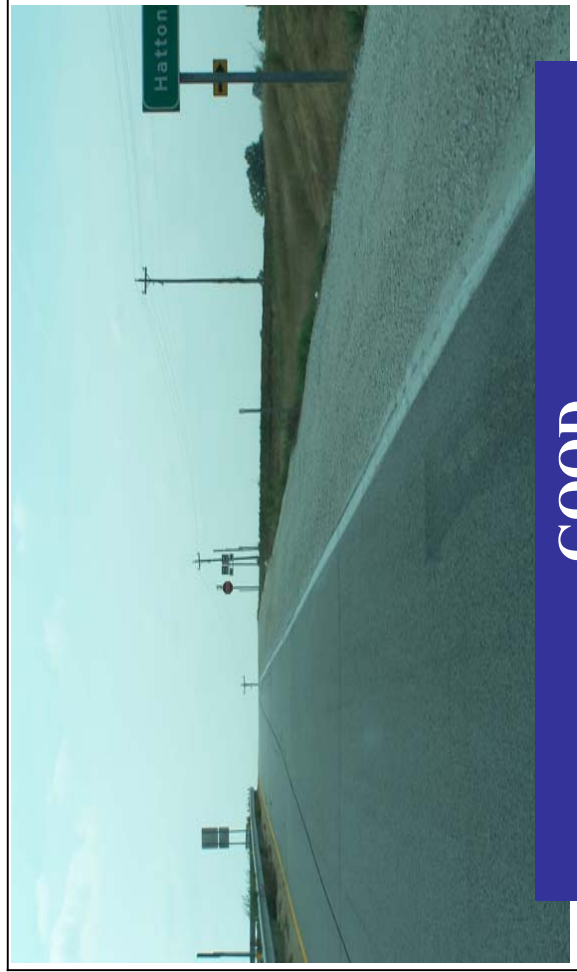
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Unpaved Shoulder

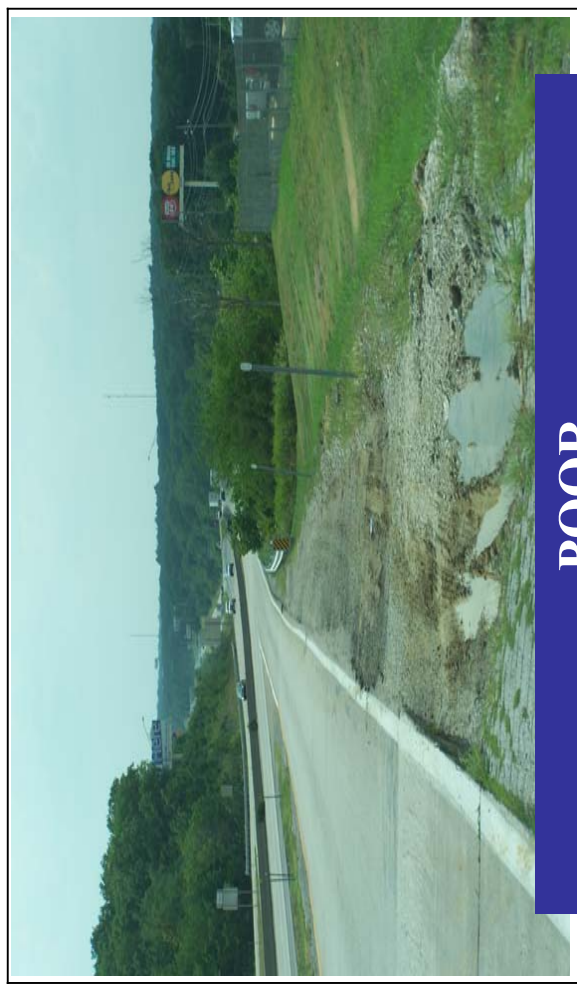
Performance Expectation: Unpaved shoulders shall drain water away from the mainline pavement, not be distorted or rutted, not have a drop-off of greater than 1.0 inch, and be free of vegetation. Any outside shoulder edge drop-off between 2-3 inches shall be 1:1 slope and greater than 3 inches shall be 3:1 slope.

Performance Measures: Visual inspections will be conducted on randomly selected interchanges in the spring and fall to determine the percent of linear feet of both the inside and outside shoulder that look good and are performing as intended.

Performance Objectives: 90% of the length of both shoulders shall be considered acceptable. Edge ruts shall be addressed according to the Incident Response Plan.



GOOD



POOR



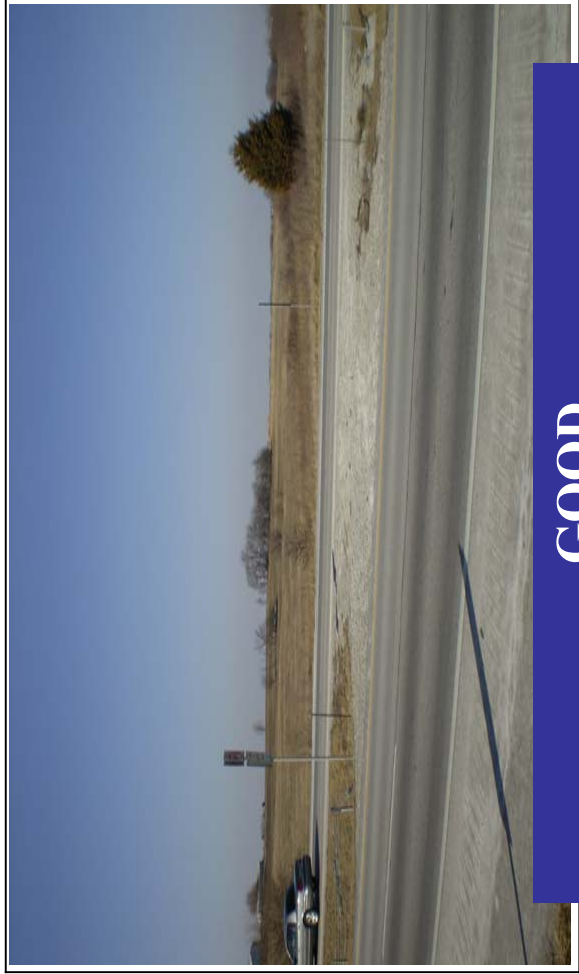
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Emergency Crossovers

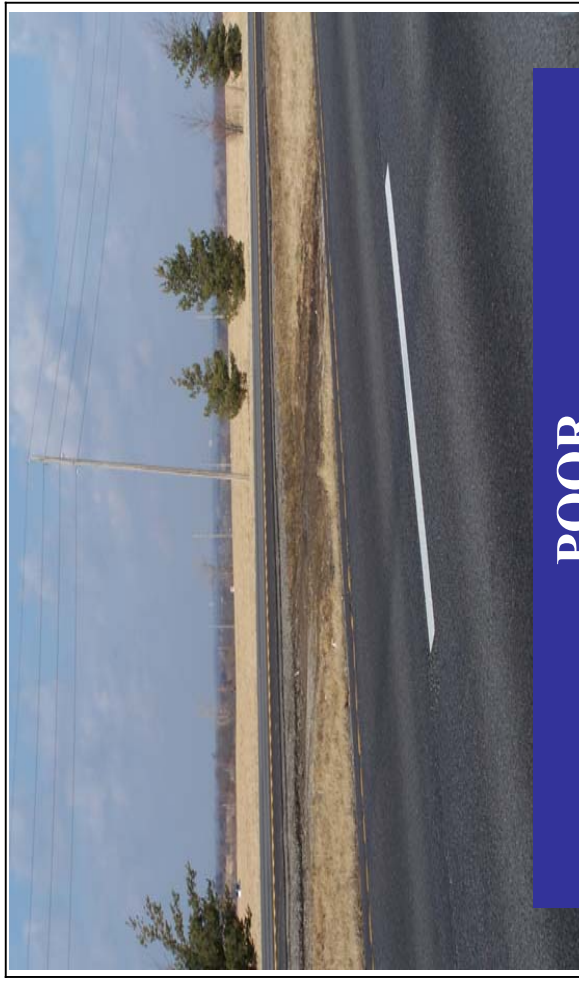
Performance Expectation: Emergency Crossovers shall drain water away from the mainline pavement, not be distorted or rutted, not have a drop-off of greater than 1.0 inch, and be free of vegetation growth. Any outside edge drop-off between 2-3 inches shall be 1:1 and greater than 3 inches shall be 3:1. Shall be properly signed for use by emergency vehicles only. Emergency vehicle crossovers should not be paved to discourage vehicular use. The side slopes on the crossovers shall be at least 10:1.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine the percent of linear feet of the emergency crossover that look good and are performing as intended.

Performance Objectives: 90% of the length of the crossover shall be considered acceptable.



GOOD



POOR



BRIDGES



Missouri Department of Transportation Interstate Maintenance Expectations

Bridge – Deck & Approach Slab

Performance Expectation: Mainline bridge deck and approach slabs shall be maintained to provide a smooth riding transition from one pavement segment to the next.

Performance Measures: Randomly selected mainline bridge deck and approach slabs will be measured annually in the fall with the ARAN van to determine the average IRI. Visual inspections will be conducted on the same bridges in the spring to determine the deck rating and percent of repaired surface area.

Performance Objectives: Mainline bridge deck and approach slabs shall have an average IRI of less than 140 within 0.1 mile of the bridge, a deck rating of at least 6, and no more than 10% visible patching by surface area.



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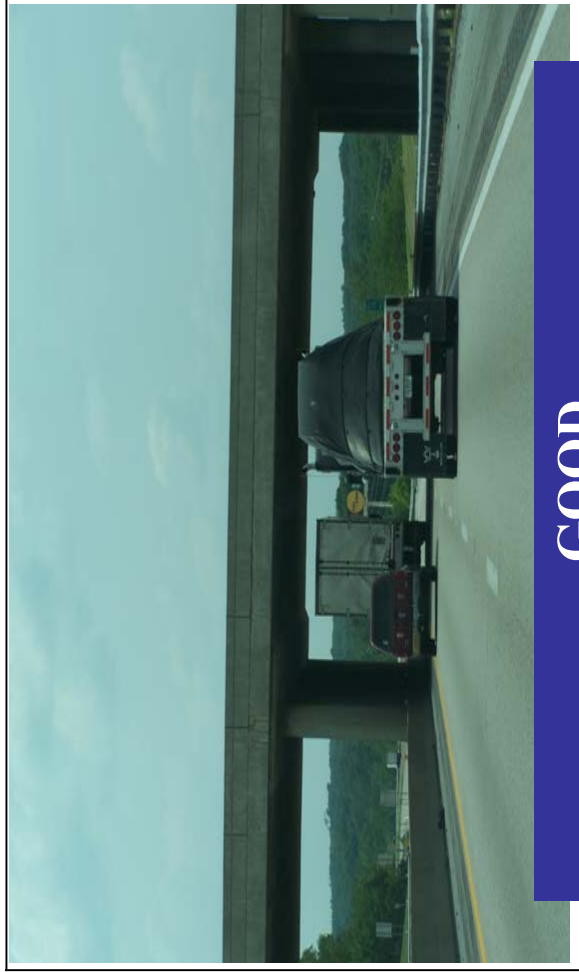
Missouri Department of Transportation Interstate Maintenance Expectations

Bridge - Superstructure

Performance Expectation: Superstructure elements of overpass bridges shall be in good repair with an acceptable aesthetic appearance and superstructure elements of mainline bridges shall be in good condition.

Performance Measures: Visual inspections will be conducted on randomly selected mainline bridges and overpass bridges located within the roadway segment in the spring to identify exposed reinforcing steel, loose concrete, and graffiti visible from the Interstate roadway. Visual inspections will be conducted on all mainline and overpass bridges in the fall to determine the superstructure rating and paint condition.

Performance Objectives: Mainline bridges and overpass bridges shall be free of visible exposed reinforcing steel, loose concrete, and graffiti. Mainline bridges shall have a superstructure rating of at least 5. Mainline bridges and overpass bridges shall have a paint rating of at least fair. Graffiti shall be removed within 30 days of detection.



GOOD



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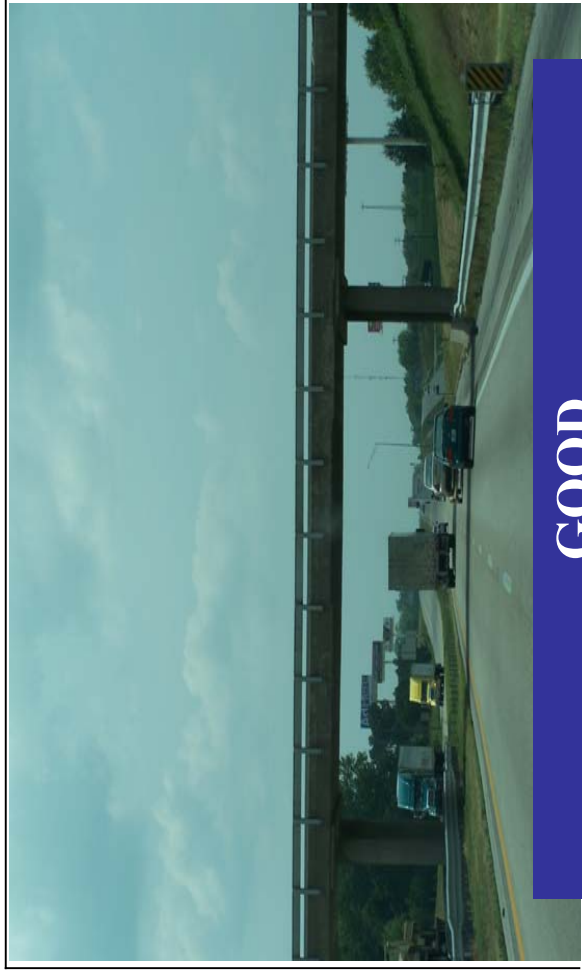
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Bridge - Substructure

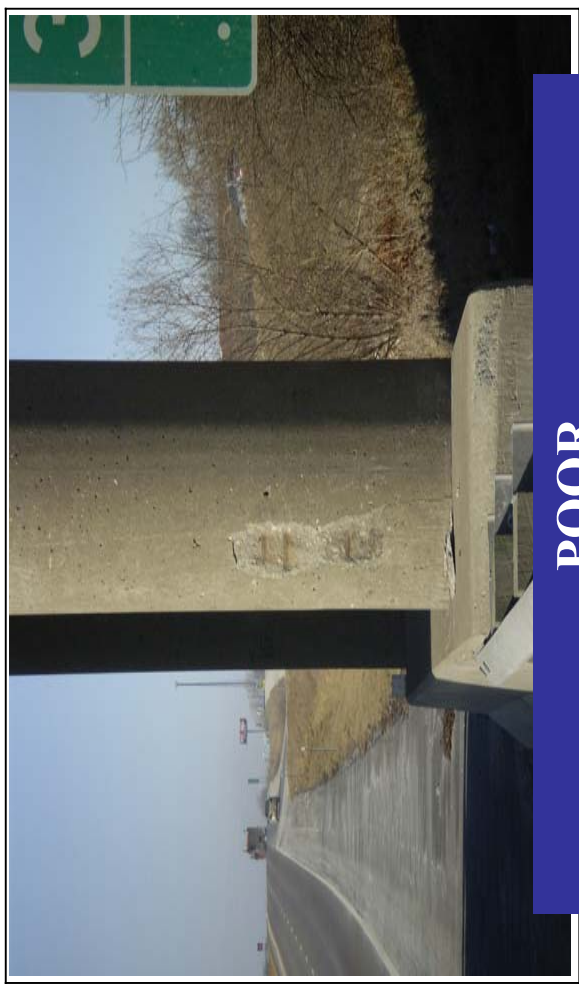
Performance Expectation: Substructure elements of overpass bridges shall be in good repair with an acceptable aesthetic appearance and substructure elements of mainline bridges shall be in good condition.

Performance Measures: Visual inspections will be conducted on randomly selected mainline bridges and overpass bridges located within the roadway segment in the spring to identify exposed reinforcing steel, loose concrete, and graffiti visible from the Interstate roadway. Visual inspections will be performed on all mainline and overpass bridges in the fall to determine the substructure rating.

Performance Objectives: Mainline bridges and overpass bridges shall be free of visible exposed reinforcing steel, loose concrete, and graffiti. Mainline bridges shall have a substructure rating of at least 5. Graffiti shall be removed within 30 days of detection.



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Missouri Department of Transportation Interstate Maintenance Expectations

Slope Protection

Performance Expectation: Slope Protection shall be maintained in order to prevent the spill fills of the structure from eroding and to provide protection from undermining of the bridge abutments.

Performance Measures: Visual inspections will be conducted on randomly selected mainline bridges and overpass bridges located within the roadway segment in the spring to determine if the slope protection on the bridge looks good and is performing as intended.

Performance Objectives: 90% of the concrete slope protection shall be structurally sound without any broken or misaligned slabs. 100% of slope protection visible from mainline shall be free of vegetation.



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TRAFFIC CONTROL



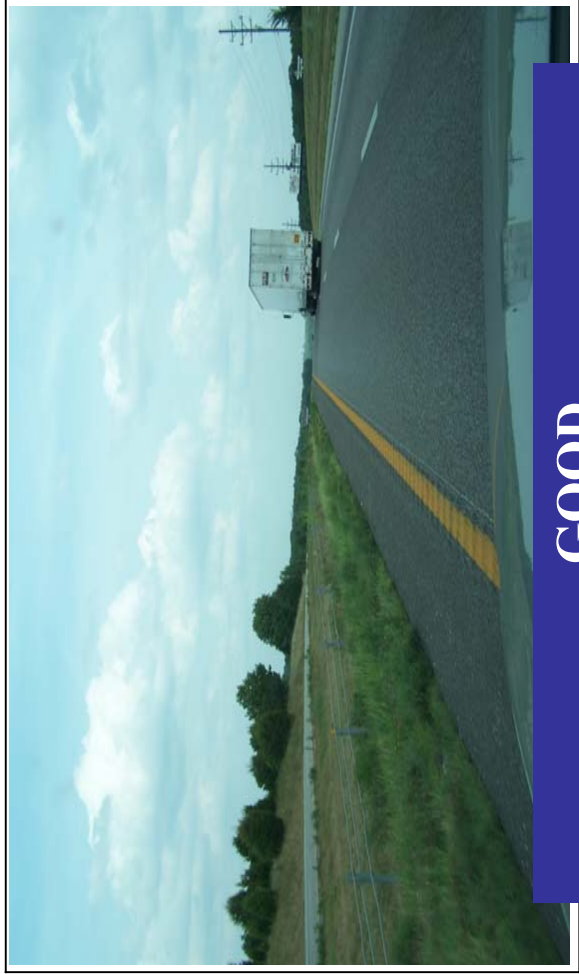
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Striping

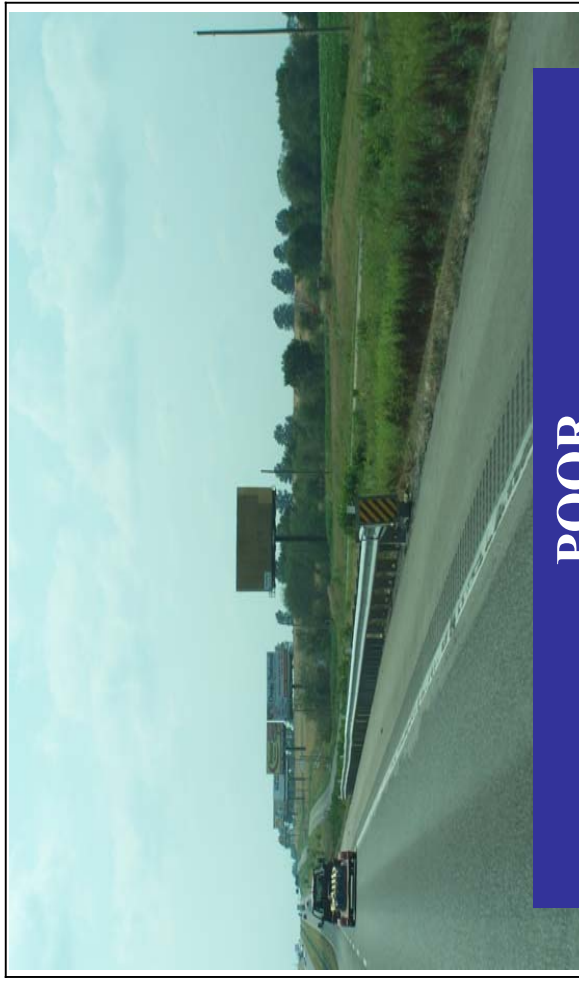
Performance Expectation: Long lines, including rumble stripes, shall look good during the daylight, provide adequate retro reflectivity at night, and display adequate visibility during rain.

Performance Measures: Visual inspections and retro reflective measurements will be conducted on randomly selected tenth-mile segments in the spring and fall to determine if the stripes look good and are performing as intended.

Performance Objectives: 95% of the stripes shall not appear damaged or missing to the driver at a distance of 150 feet from the vehicle. 95% of the stripe should closely match the original stripe location. Minimum requirements of 150 mill candelas per square meter per lux for white and 125 mill candelas per square meter per lux for yellow. Markings that have failed shall be re-stripped within 30 days of detection or no later than the following Memorial Day weekend if damaged by winter operations.



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Missouri Department of Transportation Interstate Maintenance Expectations

Pavement Markings

Performance Expectation: Pavement markings including Type 2 Tape and Raised Pavement Markers (RPM's), shall look good during the daylight, provide adequate retro reflectivity at night, and display adequate visibility during rain.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring and fall to determine if the pavement markings look good and are performing as intended.

Performance Objectives: 95% of the pavement markings shall not appear damaged or missing to the driver at a distance of 150 feet from the vehicle. RPM's should be removed from the pavements if the lenses are not being systematically maintained. Markings that were damaged during winter operations should be repaired no later than the following Memorial Day weekend.



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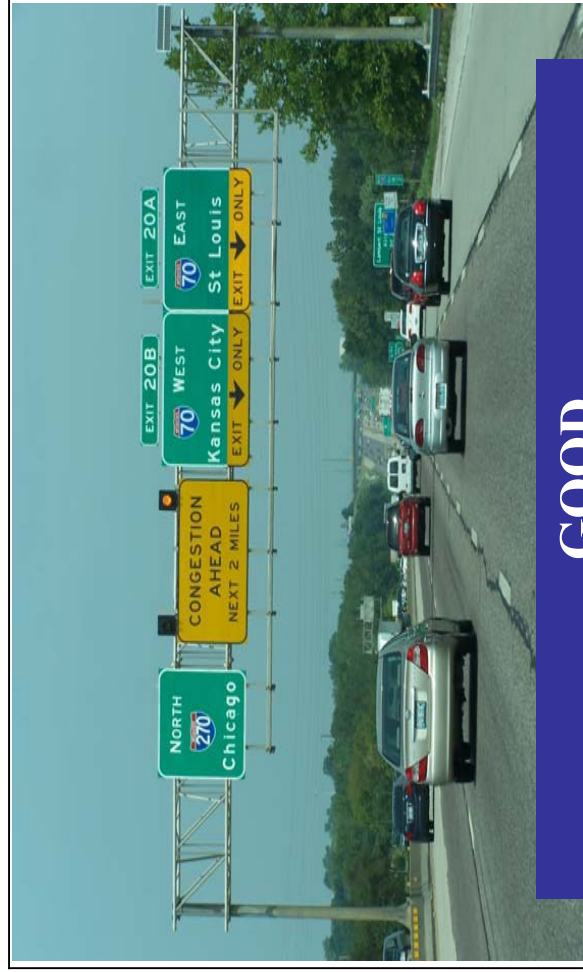
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Signs

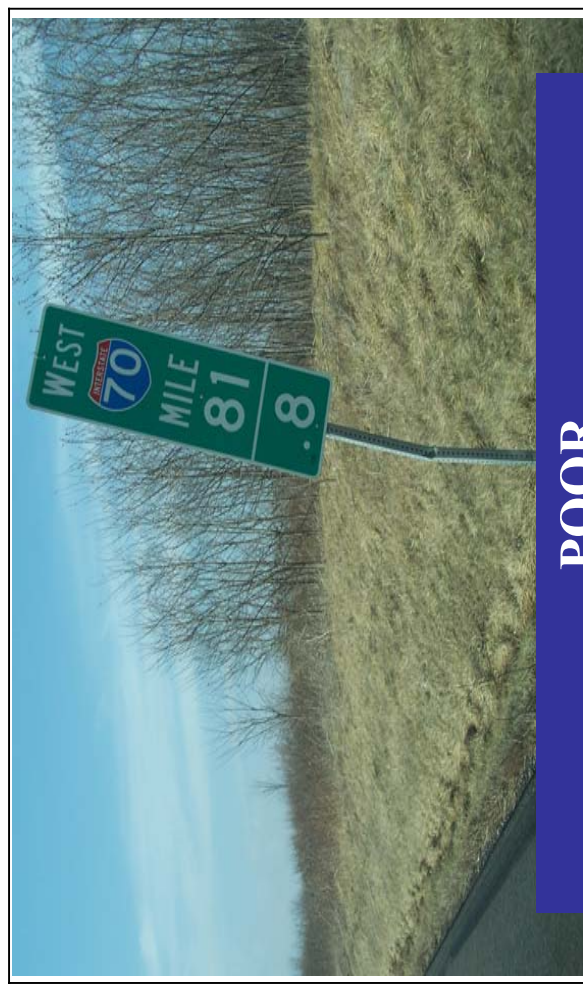
Performance Expectation: Signs including Emergency Reference Markers (ERM), object markers and Logo signs shall be present, straight, complete, legible, retro reflective, installed to standard and structurally sound. Any unused Logo sign shall be removed through coordination with the Logo contractor.

Performance Measures: Visual night time inspections will be conducted on randomly selected interchanges and tenth-mile segments in the spring to determine if the highway signs look good and are performing as intended.

Performance Objectives: 100% of the signs are visible both day and night, undamaged, and properly mounted. No sign shall be in service for more than 10 years. Damaged flat sheet signs shall be repaired within 30 days of detection. Damaged structural signs shall be repaired within 45 days of detection.



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Missouri Department of Transportation Interstate Maintenance Expectations

Lighting

Performance Expectation: Lighting facilities shall be present, complete, functioning, and without any structural damage or corrosion. Light poles within the clear zone shall be on breakaway poles.

Performance Measures: Visual inspections will be conducted on randomly selected interchanges in the spring to determine if the highway lighting facilities look good and are performing as intended.

Performance Objectives: 100% of the lighting facilities shall function as intended. Damaged facilities shall be repaired within 30 days.



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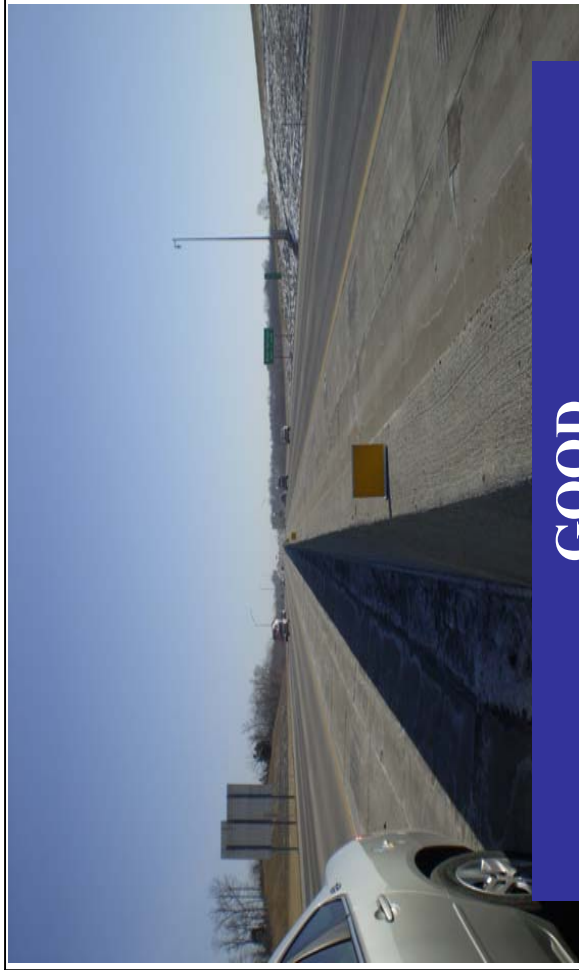
Missouri Department of Transportation Interstate Maintenance Expectations

Delineators

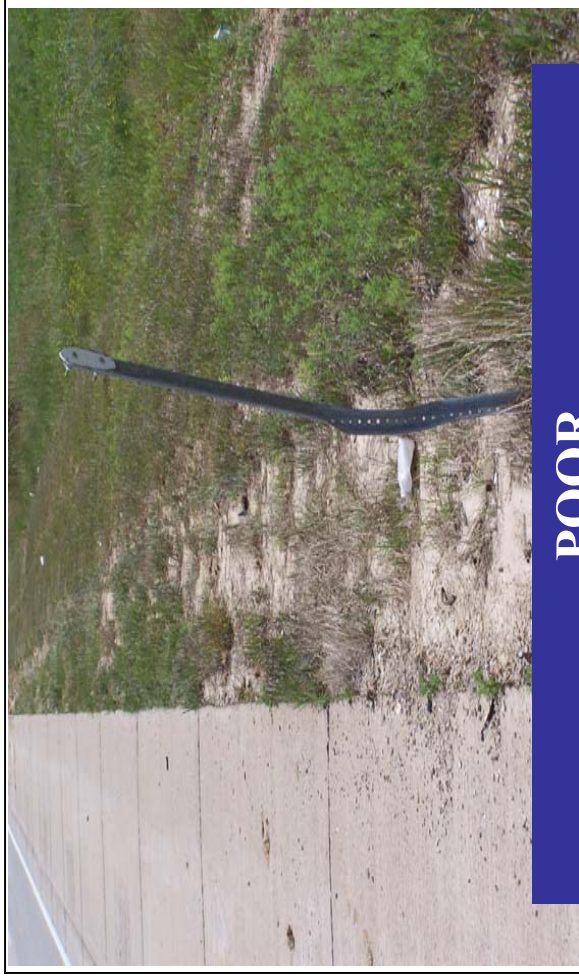
Performance Expectation: Delineators shall be present, straight, complete, legible, retro reflective, installed to standard and structurally sound.

Performance Measures: Visual night time inspections will be conducted on randomly selected interchanges and tenth-mile segments in the spring and fall to determine if the delineators look good and are performing as intended.

Performance Objectives: 95% of the delineators are visible day and night, undamaged, and properly mounted. All signing material shall be diamond grade or better. Damaged delineators shall be repaired within 30 days of detection.



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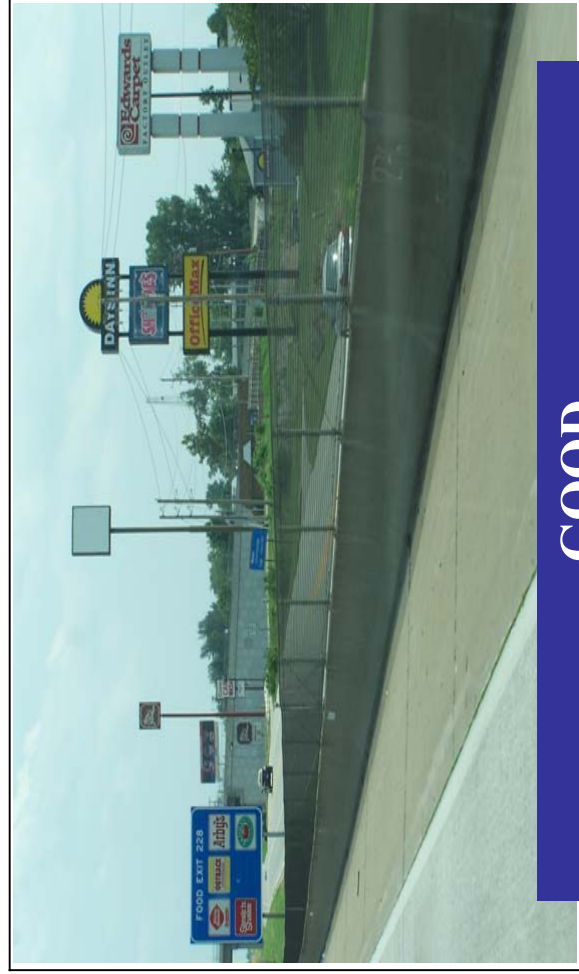
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Glare Foils & Glare Fence

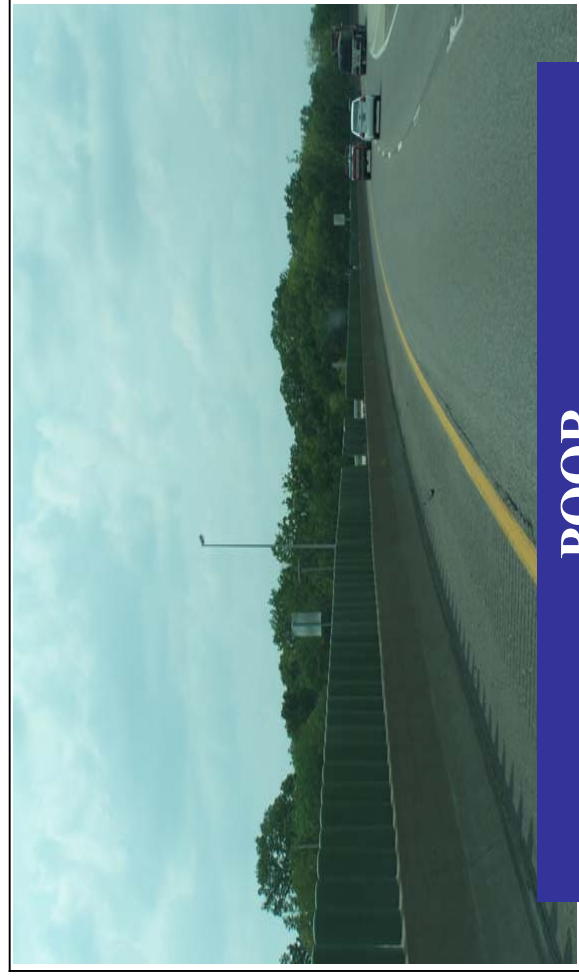
Performance Expectation: Glare foils and glare fence shall be present, complete and structurally sound.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the glare foils and glare fence look good and are performing as intended.

Performance Objectives: 95% of the glare foils and glare fence are undamaged and properly mounted. Damaged glare foils and glare fence shall be repaired within 30 days of detection.



GOOD



POOR



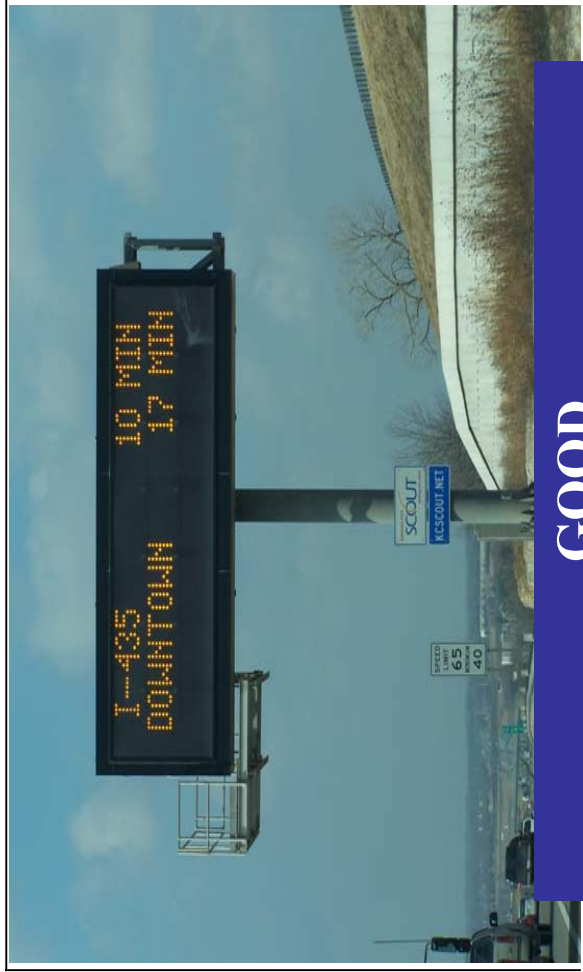
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Dynamic Message Signs

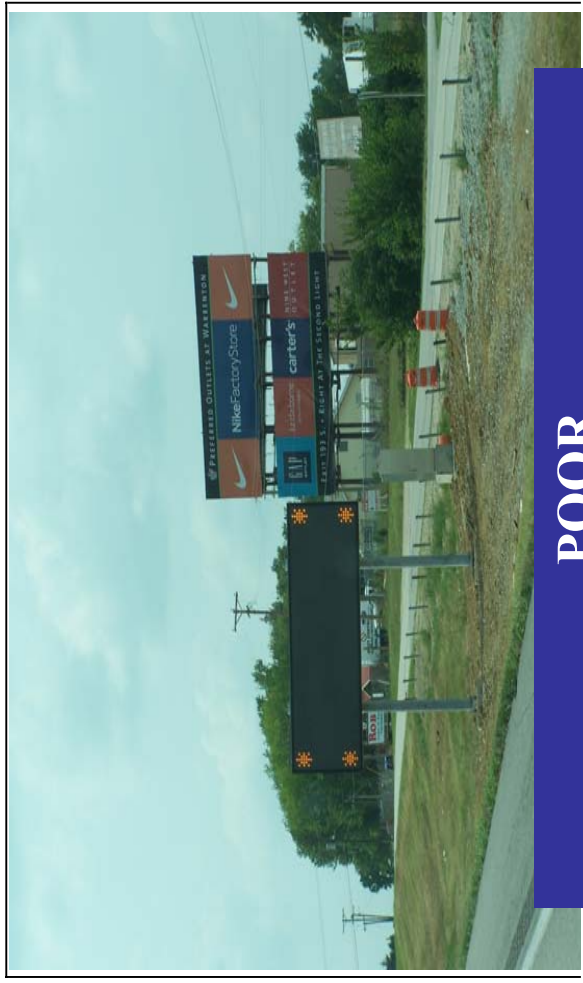
Performance Expectation: Dynamic Message signs shall be fully functional at all times and deliver accurate, current, relevant traveler information such as travel times, incident information, and work zone information.

Performance Measures: Dynamic Message signs shall be inspected in the spring and fall of each year.

Performance Objectives: Air filters shall be changed or cleaned with compressed air at each inspection. Other consumables shall be inspected and changed as needed. Diagnostic reports shall be run for technical performance. LED pixel outages shall be noted and shall be replaced as necessary so that no signs have unlit pixels. Brush and trees shall be maintained as to keep the visibility of the signs unobstructed.



GOOD



POOR



ROADSIDE FEATURES



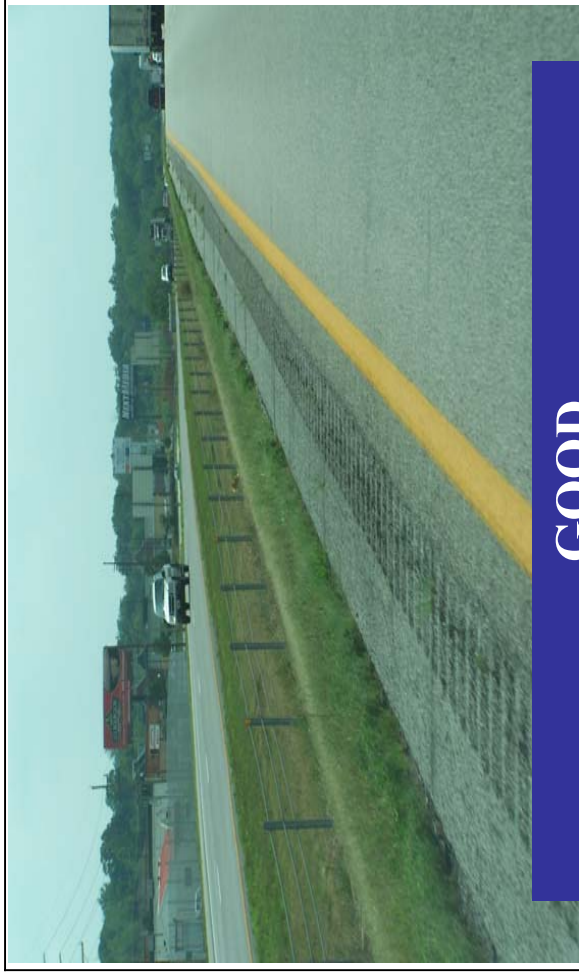
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Guard Cable

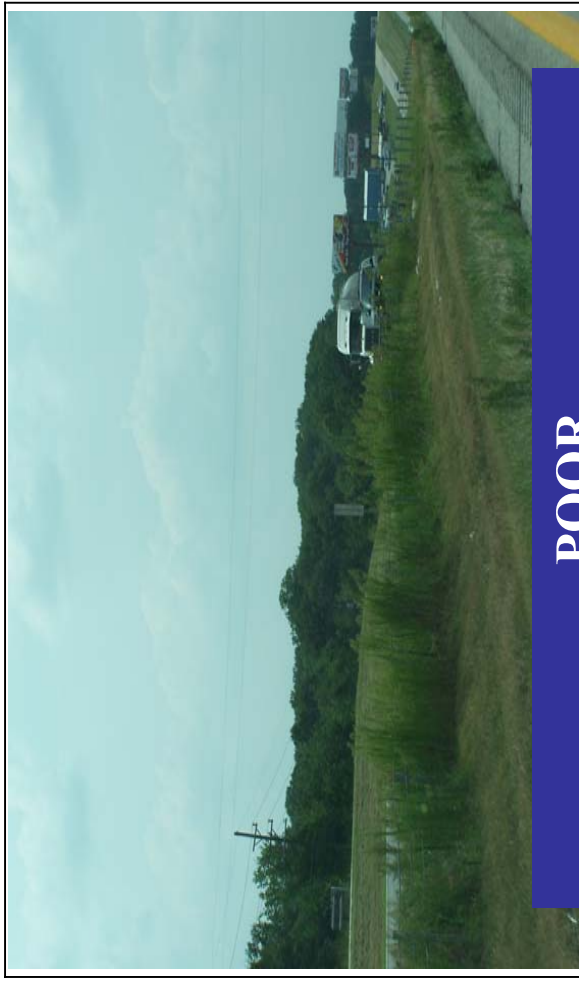
Performance Expectation: Guard cable sections shall be functional, visible, without any structural damage, and have vegetation controlled.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring and fall to determine if the guard cable sections look good and are performing as intended.

Performance Objectives: 100% of the guard cable shall be properly aligned, properly tensioned, mounted at the proper height, delineated and functioning as intended. Necessary repairs shall be completed within 5 days for emergency repairs and 7 days for routine repairs.



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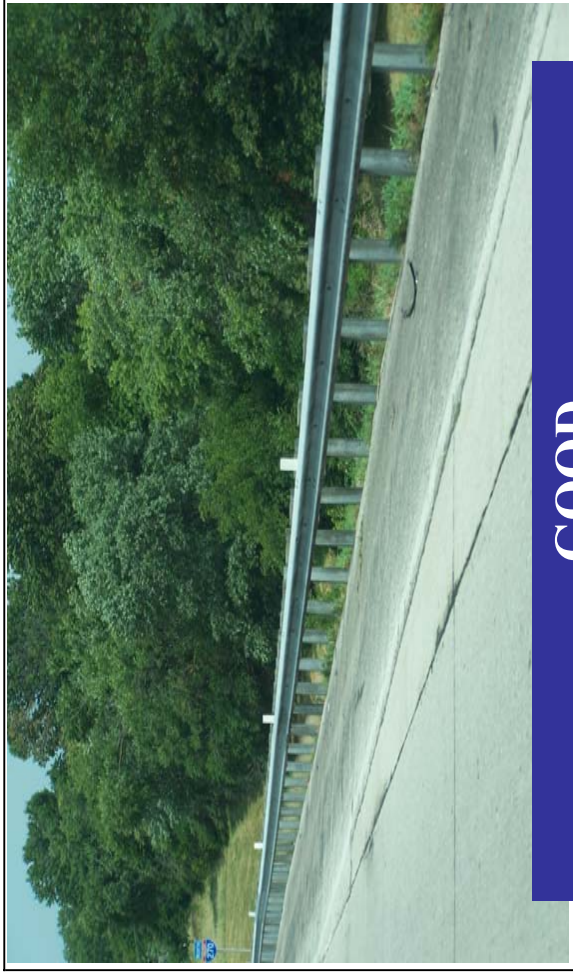
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Guardrail

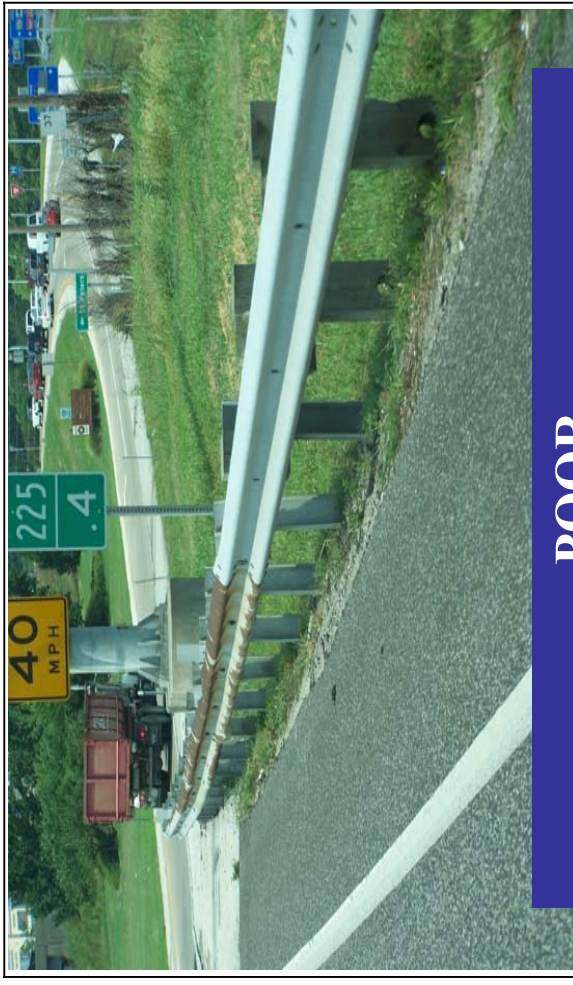
Performance Expectation: Guardrail sections shall be functional, visible, without any structural damage or corrosion, and have vegetation controlled. All guardrail end sections shall be crashworthy.

Performance Measures: Visual inspections will be conducted on randomly selected interchanges and tenth-mile segments in the spring and fall to determine if the guardrail sections look good and are performing as intended.

Performance Objectives: 90% of each section of guardrail shall be properly aligned, mounted at the proper height, delineated and functioning as intended. No more than 20% of the front surface of the railing shall show signs of corrosion. Necessary repairs shall be completed within 5 days for emergency repairs and 10 days for routine repairs.



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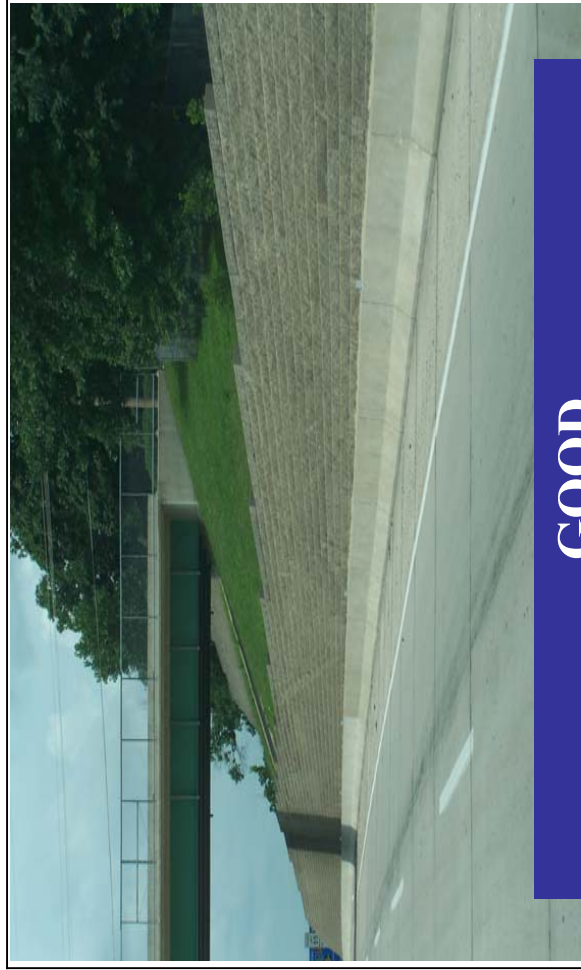
Missouri Department of Transportation Interstate Maintenance Expectations

Sound Walls & Retaining Walls

Performance Expectation: Sound walls and retaining walls shall be functional, clean, free of structural distress and have vegetation controlled.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the sound walls and retaining walls look good and are performing as intended.

Performance Objectives: 100% of the sound walls and retaining walls are structural sound and free of graffiti that can be seen from the Interstate roadway. Graffiti shall be removed within 30 days of detection.



GOOD



POOR



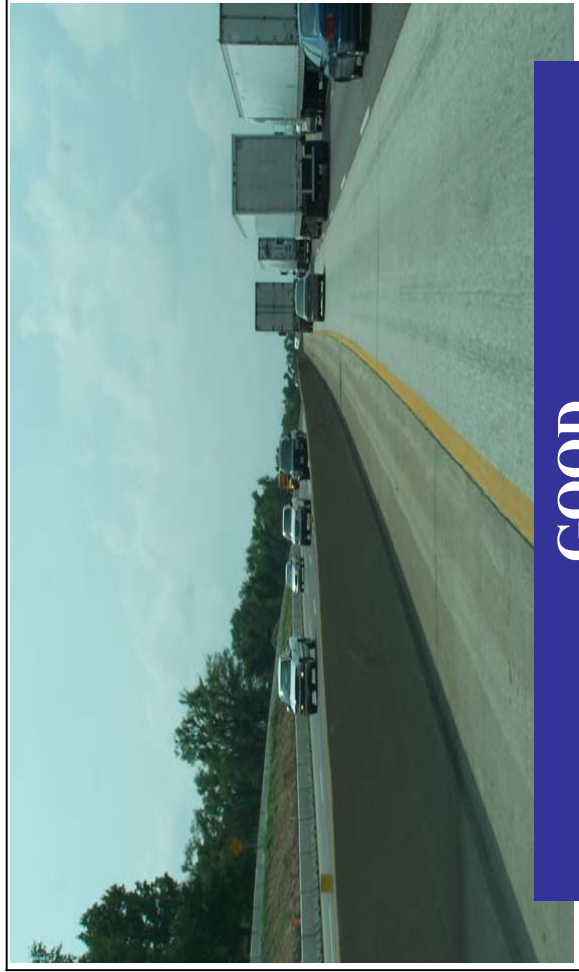
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Concrete Median Barrier

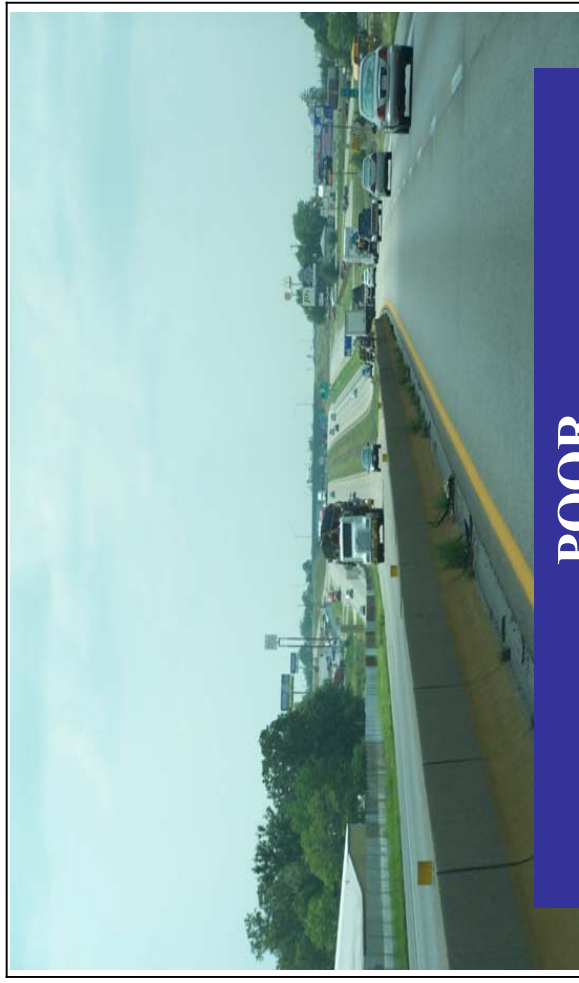
Performance Expectation: Concrete median barrier shall be functional, free of structural distress and be free of vegetation and debris. Repaired sections shall match the typical section of the adjacent barrier wall.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the concrete median barriers look good and are performing as intended.

Performance Objectives: 100% of the concrete median barrier shall be in place and free of structural distress. Necessary repairs shall be completed within 14 days of detection.



GOOD



POOR



Missouri Department of Transportation Interstate Maintenance Expectations

Impact Attenuators

Performance Expectation: Impact attenuators shall be properly installed, delineated and functioning as intended.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the impact attenuators look good and are performing as intended.

Performance Objectives: 100% shall be properly installed, show no signs of major damage, and function as intended. Necessary repairs to the attenuator devices shall be completed within 5 days of detection.



GOOD



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Missouri Department of Transportation Interstate Maintenance Expectations

Fence

Performance Expectation: Chain link fence located between the Interstate roadway and an outer road shall be functional and free of vegetation and litter.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the fencing components look good and are performing as intended.

Performance Objectives: All fences shall be in good repair and functioning as intended. No more than 20% of fabric shall show signs of corrosion or damage.



GOOD



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ROADSIDES



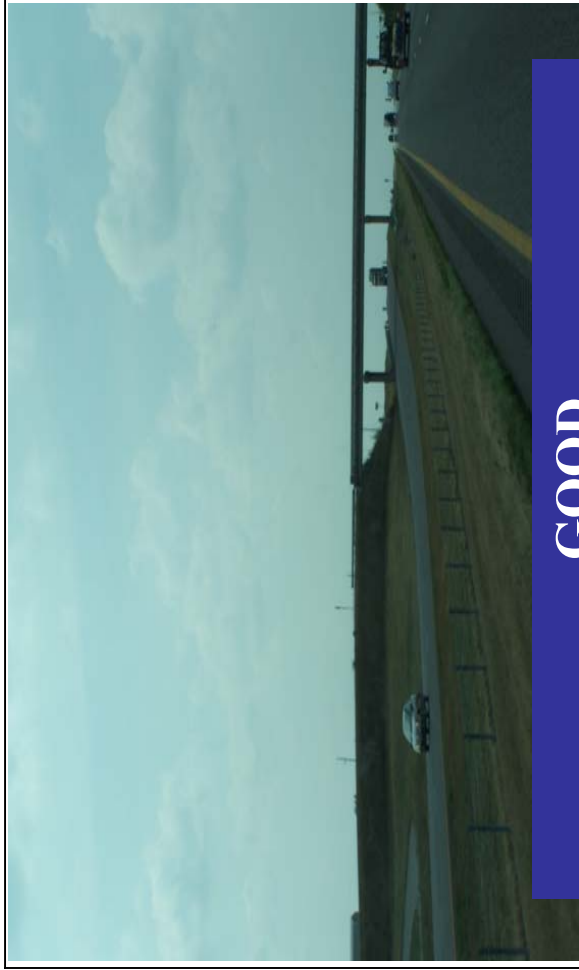
Missouri Department of Transportation Interstate Maintenance Expectations

Mowing & Turf Condition

Performance Expectation: Vegetation height should be maintained between 6 and 12 inches in fully developed areas and between 6 and 18 inches in undeveloped areas. Slopes greater than 3:1 shall not be mowed unless in urban areas with the proper equipment. Transitions between areas shall be gradual and natural. Chemical and/or mechanical trimming should be done as needed so that vegetation height around signposts, delineators, guardrail, guard cable, etc. is consistent with the mowing height.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the fall to determine if the right of way is being maintained in accordance with the vegetation management policy.

Performance Objectives: Vegetation control may be completed up to at least 30 feet from the edge of the nearest travelway with 90% of the areas around objects trimmed or sprayed. 95% of unpaved areas should have proper vegetative cover, not including rock cuts or fill areas constructed predominately of rock. 100% of the right of way should be clear or treated to control noxious weed growth.



GOOD



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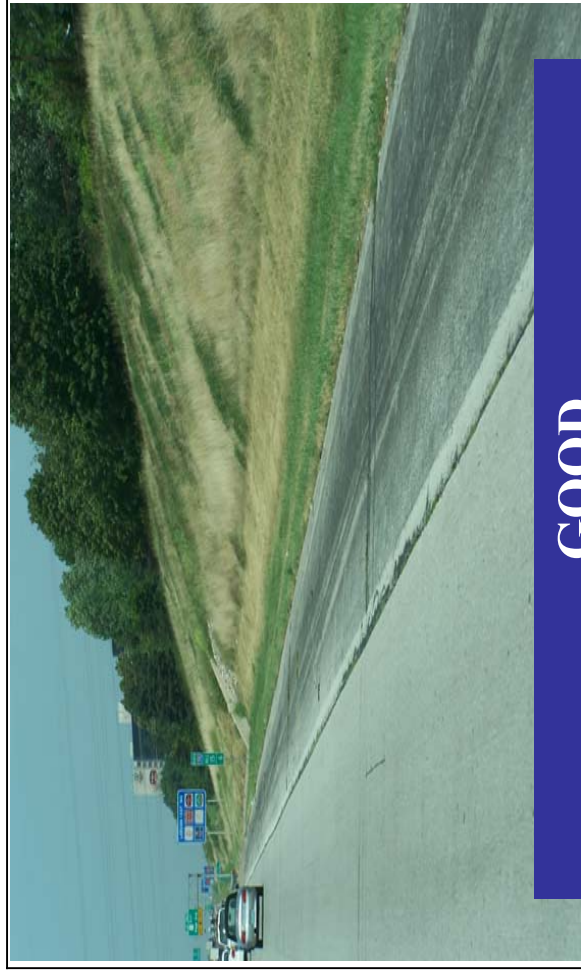
Missouri Department of Transportation Interstate Maintenance Expectations

Trees & Brush

Performance Expectation: Roadside vegetation shall be maintained to provide a safe clear zone, adequate sight distance and visibility of roadside marking and delineation.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine the extent of the encroachments of trees and brush within the clear zone.

Performance Objectives: No trees over 4 inches in diameter at breast height or hardwoods shall be within 30 feet of the nearest travelway unless behind guardrail. All of the right of way shall be free of hazardous, leaning, or dead trees capable of falling onto the roadway. All signs shall be visible for a distance of 500 ft. on the mainline and 250 ft. on the ramps.



GOOD



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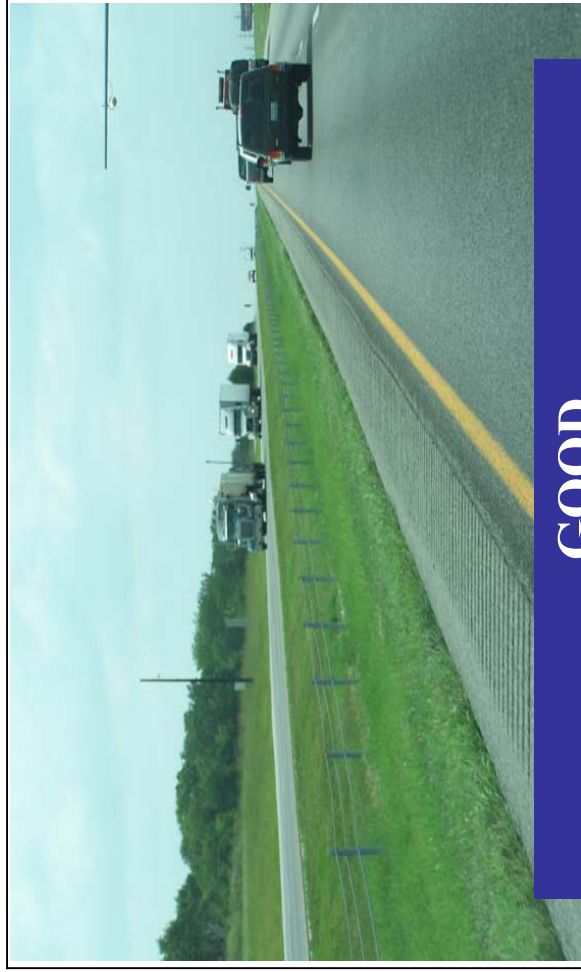
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Debris & Road Kill

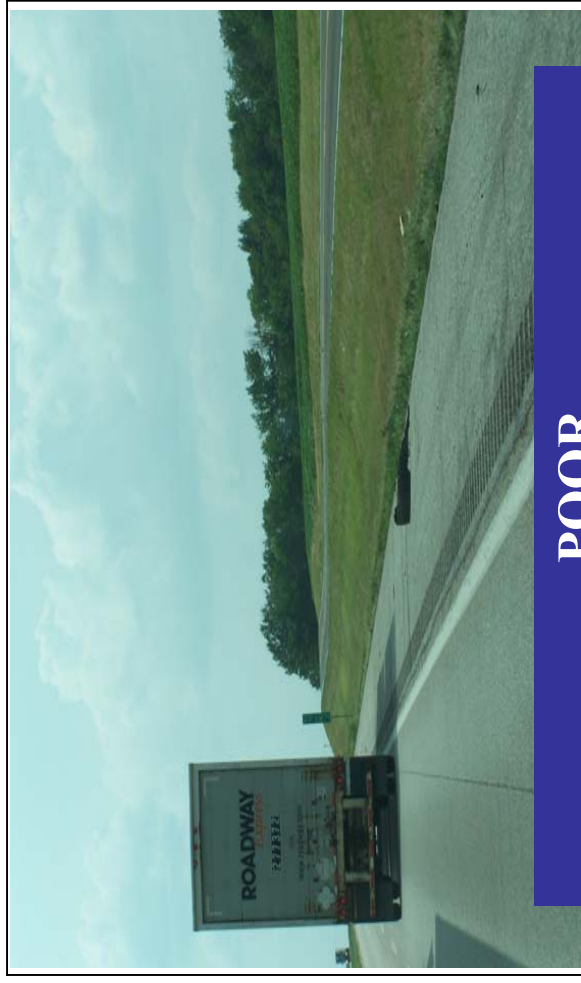
Performance Expectation: Debris and road kill shall be removed from the roadway, shoulders and roadsides to provide a safe road and an attractive roadside. It shall be removed as soon as possible if located on the roadway or a ramp. Debris on the shoulders and within the clear zone shall be removed within 48 hours of notification.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring and fall to determine number of pieces of debris or road kill present.

Performance Objectives: No findings of debris or road kill within the clear zone.



GOOD



POOR



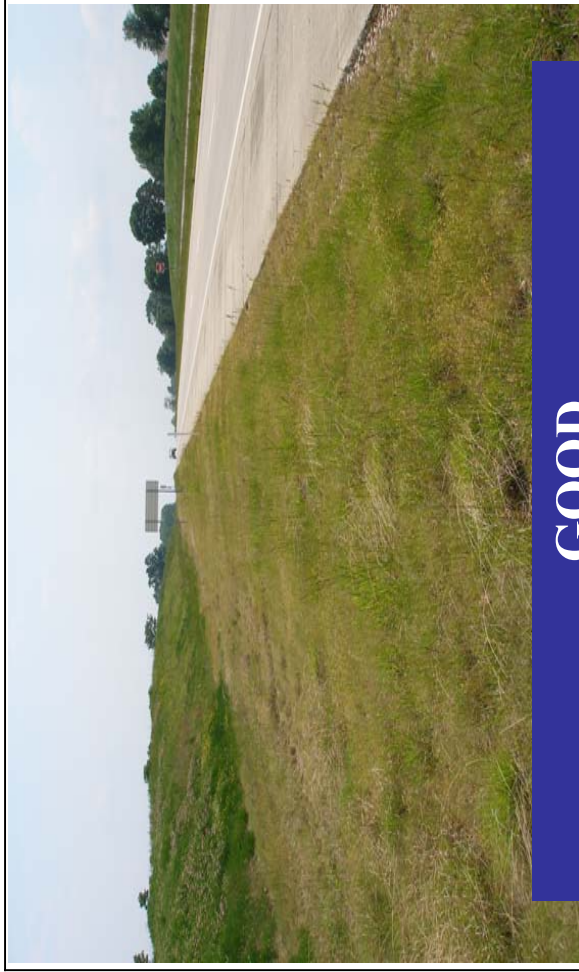
Missouri Department of Transportation Interstate Maintenance Expectations

Litter

Performance Expectation: Litter should be removed from the roadway, shoulders and roadsides in order to provide an attractive roadside. Visible litter should be removed prior to each mowing cycle.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring and fall to determine the amount of litter present.

Performance Objectives: The total amount of litter or debris shall not exceed one five-gallon bucket.



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Missouri Department of Transportation Interstate Maintenance Expectations

Landscape Beds

Performance Expectation: Landscape beds should have an overall appearance that is neat and well maintained. Vegetation should be healthy and attractive and not pose a safety concern. Maintenance by other organizations is preferred and encouraged.

Performance Measures: Visual inspections will be conducted on randomly selected interchanges in the fall to determine if the landscape beds look good and are not creating a safety hazard.

Performance Objectives: 80% of the vegetation is healthy, well maintained and does not pose a safety hazard.



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DRAINAGE



Missouri Department of Transportation Interstate Maintenance Expectations

Pipes & Culverts

Performance Expectation: Pipes and culverts shall be structurally sound and function as intended. They shall be kept clear and free of silt, debris and vegetation.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the pipes and culverts are performing as intended.

Performance Objectives: 90% of the cross-sectional area shall be unobstructed and functioning as intended. No visible evidence of roadway settlement shall exist.



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Missouri Department of Transportation Interstate Maintenance Expectations

Inlets & Drains

Performance Expectation: Inlets and drains shall be structurally sound and function as intended. They shall be kept clear and free of silt, debris and vegetative growth.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the inlets and drains are performing as intended.

Performance Objectives: 90% of the inlet opening and basin outlet opening shall be unobstructed, the unit shall be structurally sound, and the inlet grates and access covers (where applicable) shall be present and functioning as intended. No evidence of ponding shall exist.



GOOD



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Missouri Department of Transportation Interstate Maintenance Expectations

Curbs & Gutters

Performance Expectation: All curb and gutter sections shall be structurally sound and function as intended. They shall be kept clear and free of silt, debris and vegetation.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the curbs and gutters are performing as intended.

Performance Objectives: 100% of the gutter length shall be free of obstructions that would impede drainage flow. 90% of the curb and gutter area shall be free of structural distress. No evidence of ponding shall exist.



GOOD



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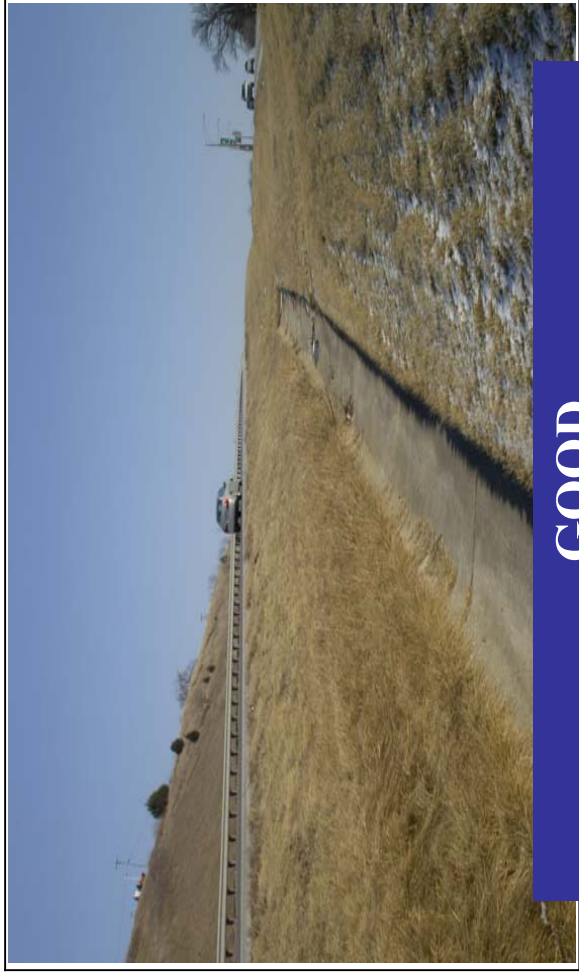
Missouri Department of Transportation Interstate Maintenance Expectations

Ditches

Performance Expectation: Roadside, outfall, and median ditches shall be unobstructed and functioning as intended.

Performance Measures: Visual inspections will be conducted on randomly selected tenth-mile segments in the spring to determine if the ditches look good and are performing as intended.

Performance Objectives: 90% of the cross-sectional area shall be unobstructed and functioning as intended. 90% of any paved ditch shall be structurally sound and no portion shall exhibit signs of undermining. No erosion or scour exceeding 12-inches in depth and 10-feet in length shall exist in unpaved ditches. No evidence of ponding shall exist in unpaved ditches.



GOOD



POOR



WELCOME CENTERS



Missouri Department of Transportation Interstate Maintenance Expectations

Facilities

Performance Expectation: Welcome Centers shall be convenient, clean and safe to provide a place for long distance travelers to exit the Interstate roadway to rest.

Performance Measures: Inspections will be conducted on all Welcome Centers in the spring and fall to determine if they look good and are performing as intended.

Performance Objectives: All inspections should score 90 percent or above to be acceptable.



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Missouri Department of Transportation Interstate Maintenance Expectations

Grounds

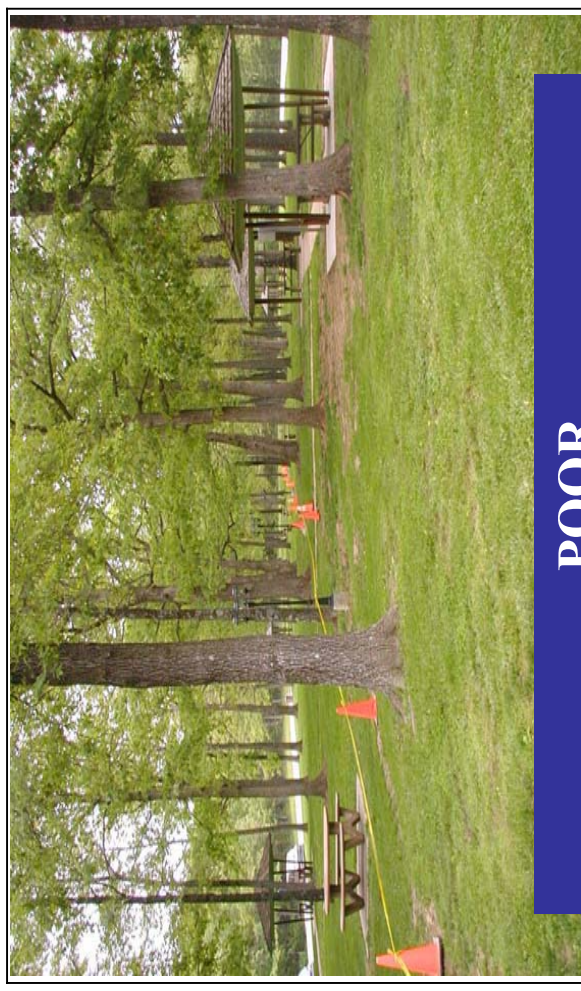
Performance Expectation: Welcome Centers shall be convenient, clean and safe to provide a place for long distance travelers to exit the Interstate roadway to rest.

Performance Measures: Visual inspections will be conducted on all Welcome Centers in the spring and fall to determine if they look good and are performing as intended.

Performance Objectives: All inspections should score 90 percent or above to be acceptable.



GOOD



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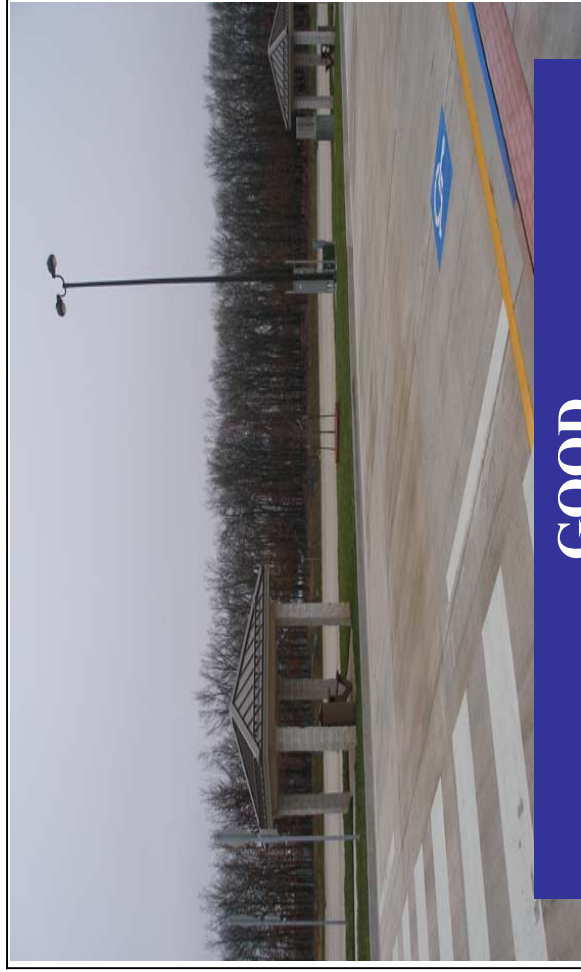
Missouri Department of Transportation Interstate Maintenance Expectations

Parking Lots

Performance Expectation: Welcome Centers shall be convenient, clean and safe to provide a place for long distance travelers to exit the Interstate roadway to rest.

Performance Measures: Visual inspections will be conducted on all Welcome Centers in the spring and fall to determine if they look good and are performing as intended.

Performance Objectives: All inspections should score 90 percent or above to be acceptable.



GOOD



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UNINTERRUPTED TRAFFIC FLOW



Missouri Department of Transportation Interstate Maintenance Expectations

Scheduled Lane Closures

Performance Expectation: Roadway users will move safely and efficiently through every construction, maintenance, permit and utility work zone, including operations involving the closure of one or more travel lanes.

Performance Measures: Quality assurance inspections of work zones are conducted on a daily basis by Central Office and district staffs, and in-depth technical reviews are completed annually by the Work Zone Quality Circle.

Performance Objectives: No more than a 15 minute delay on the Interstate System is considered acceptable. 95% of work zones on Interstates shall pass the Visibility-Mobility reviews performed.



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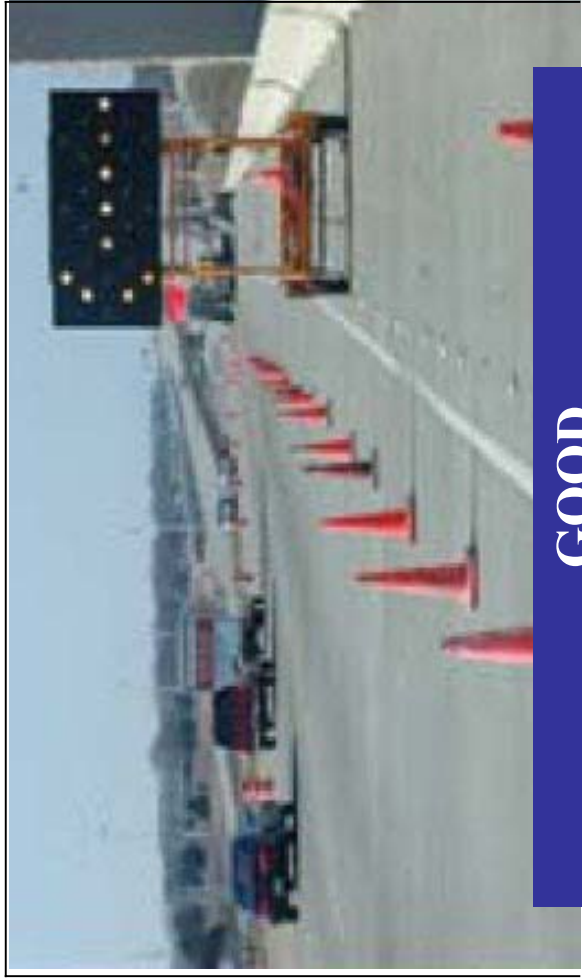
Missouri Department of Transportation Interstate Maintenance Expectations

Unscheduled Lane Closures

Performance Expectation: Minimize the delays resulting from incidents and other unplanned closures by assisting emergency responders to the maximum extent possible. Traveler information map and Dynamic message boards display accurate information and updated as estimated duration changes.

Performance Measures: MoDOT response times. Time to clear incidents. Time to clear backups from incidents. Timely public notification through dynamic message boards and accurate traveler information map location.

Performance Objectives: To achieve 15-minute response times on urban interstates and 30-minute response times on rural interstates. Clear incidents as soon as practical.



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Missouri Department of Transportation Interstate Maintenance Expectations

Winter Events

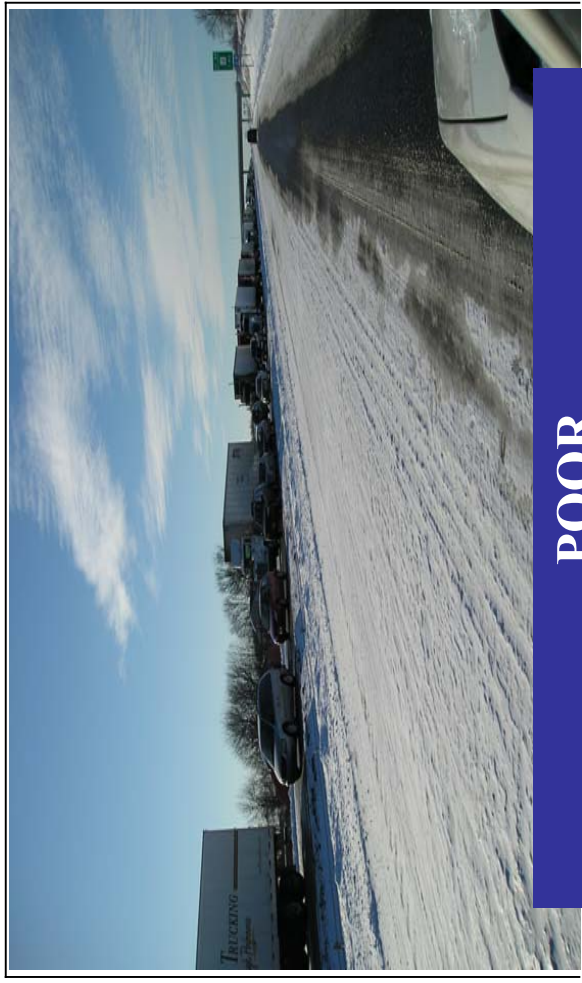
Performance Expectation: All Interstate highways shall remain open to at least one lane of traffic in each direction and be restored to a clear condition after the end of the winter event.

Performance Measures: Visual observations shall be made after each winter event to determine the time needed to restore the Interstates to a clear condition.

Performance Objectives: To return the Interstates to a clear condition as soon as possible after the end of the winter event.



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