
Attractive Roadsides

*Tangible Result Driver – Don Hillis,
Director of System Management*

An enjoyable transportation experience includes more than a smooth surface – motorists expect to see roadsides free of litter and debris, well-managed and maintained grass and other vegetation and other attractive enhancements. MoDOT works to meet and exceed expectations for roadsides. Beautiful roadsides are visible proof that MoDOT takes pride in everything it does.



Attractive Roadsides

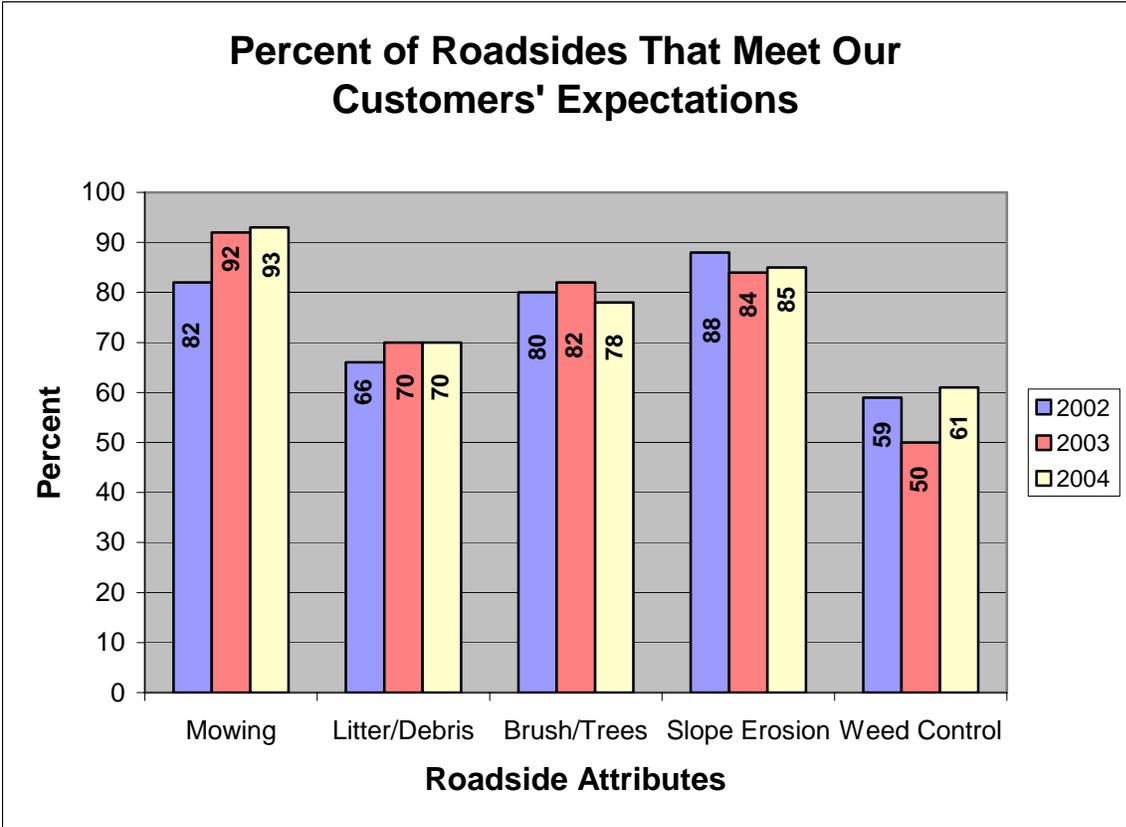
Percent of roadsides that meet customers' expectations

Result Driver: Don Hillis, Director of System Management
Measurement Driver: Jim Carney, State Maintenance Engineer

Purpose of the Measure:
 This measure tracks the percent of MoDOT's roadway system that meet customers' expectations for attractiveness.

Measurement and Data Collection:
 A list of roadside quality attributes were developed and approved based on an industry-wide literature review. The attributes selected for this measure were used to develop a quality assurance checklist for roadside attractiveness. Data collection for this measure is based on a yearly inspection of a number of randomly selected sample sites located throughout the state. The random sites are inspected yearly for each attribute.

Improvement Status:
 Over the past three reporting years, the five roadside attributes referenced below have shown varying trend lines. By sharing these results with district personnel, they are able to shift resources to improve in all categories. A reduction in mowing will allow resources to be shifted to weed control and litter/debris pickup to improve the overall results.



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Number of hours of litter pickup by MoDOT staff and incarcerated crews

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Stacy Armstrong, Roadside Management Supervisor

Purpose of the Measure:

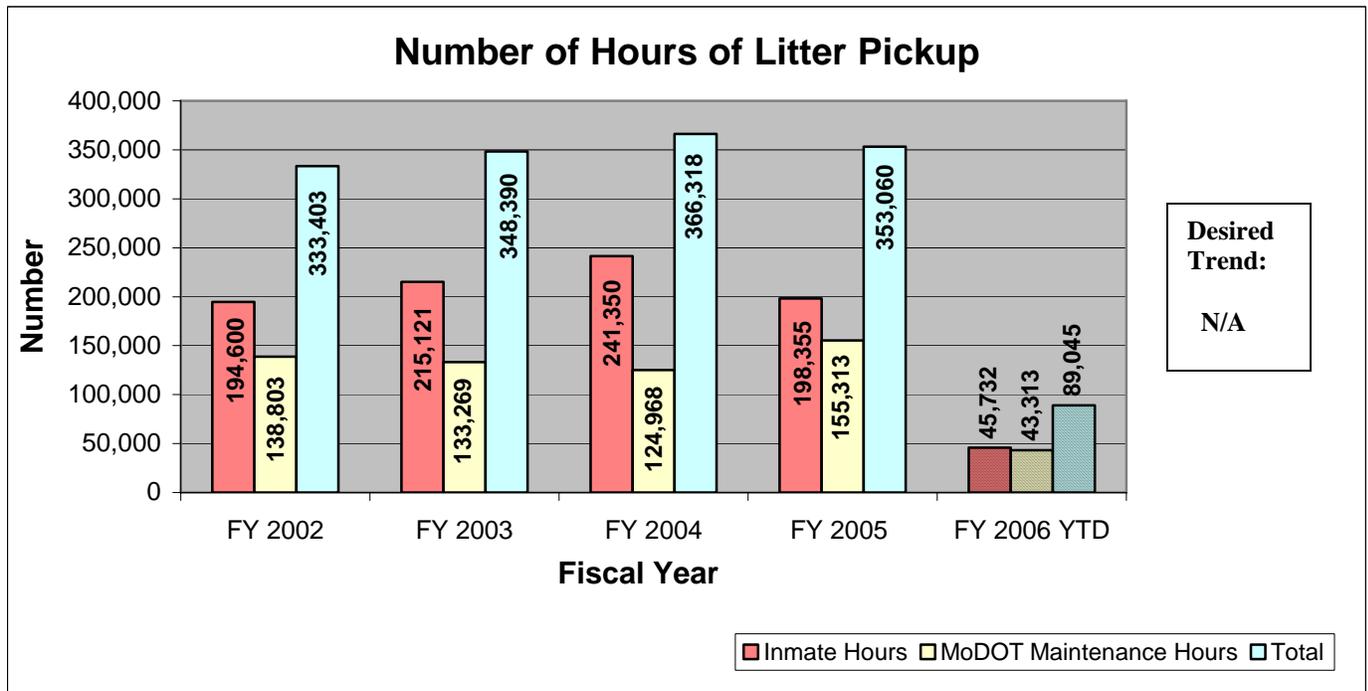
This measure tracks how much time and effort is spent picking up litter. A variety of industry studies have consistently ranked a litter-free roadside as attractive.

Measurement and Data Collection:

MoDOT tracks the actual number of hours spent picking up roadside litter. Before April 2005, the incarcerated personnel labor hours were estimated from the MoDOT employees' time. The average number of inmates per inmate leader times the number of hours devoted to litter removal was used. As of April 2005, actual inmate litter pickup hours are recorded. Increasing the use of incarcerated crews frees up MoDOT employees to do other work. Statewide, MoDOT must vie with many agencies for approved incarcerated personnel labor. To remain eligible to receive labor and encourage additional assignments, the Maintenance Division follows and surpasses Department of Correction's standards and requirements.

Improvement Status:

Overall, MoDOT does a good job of using incarcerated personnel to pick up litter, keeping roadsides more attractive. In the 2005 fiscal year, 353,060 hours were logged; and over half were from incarcerated crews, 198,355 hours. MoDOT has established a positive trend by consistently delegating more than half, and up to 66 percent of total litter removal to incarcerated crews. The Maintenance Division continues to look for ways to increase the potential of using additional incarcerated personnel labor.



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Number of miles in Adopt-A-Highway program

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Stacy Armstrong, Roadside Management Supervisor

Purpose of the Measure:

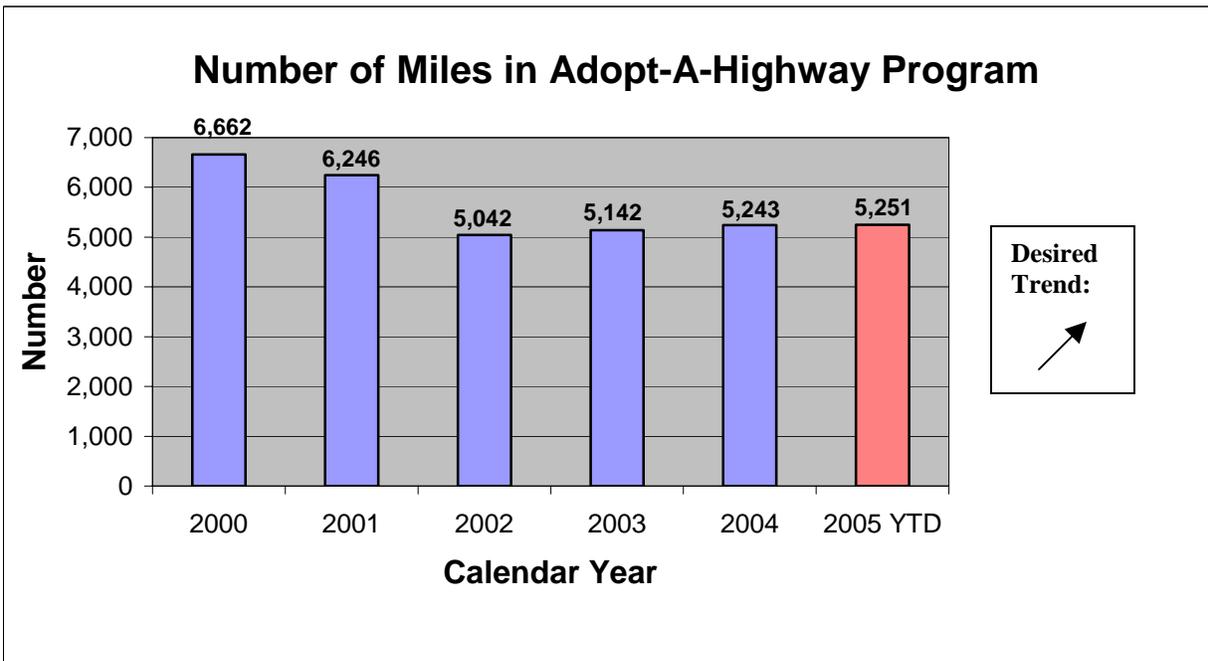
This measure tracks public involvement in taking care of Missouri's roadsides through the Adopt-A-Highway program. Missouri has one of the largest and oldest Adopt-A-Highway programs in the nation. The volunteers learn about litter awareness and some of the challenges MoDOT faces, while allowing maintenance crews to do more critical activities.

Measurement and Data Collection:

Adopters agree to pick up litter on a designated roadway section for a minimum of four times a year and report their results. Adopters commit to and sign a three-year agreement when they join the program. Urban adoptions are for a minimum of one-half mile and rural adoptions are for at least two miles. Miles are measured by the centerline, however, volunteers are responsible for both sides of the roadway. Adopter-related information is maintained in an Adopt-A-Highway database using the Transportation Management System.

Improvement Status:

In recent years, the number of miles adopted has been increasing. The number of miles adopted from 2000 to 2002 went down because of MoDOT's initiative to reorganize tracking methods, purging inactive groups and because some groups did not renew their agreements. Growth from 2002 to 2004 may be due to increased public awareness through No MORE Trash!, a litter-prevention campaign coordinated by the departments of Transportation and Conservation. Total miles continue to increase in 2005. There are 286 new adoptions in January through September. MoDOT is making the Adopt-A-Highway rules and regulations simpler, which may further increase the miles adopted. The program will continue to be promoted at Earth Day, state and county fairs, and other events.



Attractive Roadsides

Total mowing and herbicide cost

Result Driver: Don Hillis, Director of System Management
Measurement Driver: Stacy Armstrong, Roadside Management Supervisor

Purpose of the Measure:
 This measure tracks the effectiveness of the MoDOT roadside vegetation management practices, through the total costs of mowing and herbicide use. Tracking total cost will help MoDOT choose the most cost-effective methods for maintaining Missouri roadsides.

Measurement and Data Collection:
 Mowing is usually done April through October. Chemical and other methods may be used throughout the year. Total cost includes labor, contracts, cash expenses, inventory usage, and equipment usage. The roadsides begin at the edge of the pavement and can vary in width from 30 feet to 300 feet or more depending on the location.

Improvement Status:
 MoDOT is doing a great job of reducing expenditures on mowing, allowing maintenance personnel time to do more work on the road surface. Environmentally responsible management methods such as site-appropriate plantings, judicious herbicide use, and partnerships, have reduced roadside maintenance costs, yet allowed roadsides to remain attractive.

