

MassDOT Scoring Criteria for Work Zone ITS	
MassDOT Project Location:	Project #
<b>Base Criteria – Existing Conditions</b>	<u>N/A</u>
• AM Peak Hour Congestion [ Yes - No ] (*if yes estimated duration)	
• PM Peak Hour Congestion [ Yes - No ] (*if yes estimated duration)	
• Congestion in both AM & PM [ Yes - No ] (*if yes estimated duration)	
<b>Factor 1 – Impacts on Roadway Geometry: Permanent Setup or Recurring Short Duration</b>	<u>Score</u>
• Maintain existing cross-section (0 points)	0
• Loss of full shoulder (1 point)	
• Narrowed travel lanes (3 points)	
• Loss of travel lane (6 points)	
• Loss of multiple travel lanes (10 points)	
<b>Factor 2 – Duration of work zone: Long-term stationary work will have a duration of:</b>	<u>Score</u>
• < 6 months (1 points)	0
• 6 - 12 months (4 points)	
• > 1 year (6 points)	
• > 2 years (8 points)	
<b>Factor 3 – Availability of Alternate Routes for detour or diversion of traffic:</b>	<u>Score</u>
• Several alternate routes available with spare capacity (0 points)	0
• Alternate route with spare capacity available (1 points)	
• Alternate route with nominal capacity available (2 points)	
• No viable alternate routes (4 points)	
<b>Factor 4 – Queuing - Anticipated duration of Work Zone Queueing above recurring peak hour conditions are estimated to be:</b>	<u>Score</u>
• < 1 hour per day (3 points)	0
• 1-2 hours per day (5 points)	
• 2 to 4 hours per day (7 points)	
• > 4 hours per day (10 points)	
<b>Factor 5 – Delay Time (Average Delay of vehicles above and beyond existing conditions) <i>Note: use MassDOT WZ Delay Form</i></b>	<u>Score</u>

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<ul style="list-style-type: none"> <li>• Delays less than 12 minutes (0 points)</li> </ul>	0
<ul style="list-style-type: none"> <li>• Delays in between 12 to 20 minutes for a duration of 1 hour or more (2 points)</li> </ul>	
<ul style="list-style-type: none"> <li>• Delays of between 20 to 30 minutes for a duration of 1 hour or more (5 points)</li> </ul>	
<ul style="list-style-type: none"> <li>• Delays in excess of 30 minutes for a duration at least 2 hours (10 points)</li> </ul>	
<b>Factor 6 – Commercial Motor Vehicle Traffic Impacts:</b>	<b>Score</b>
<ul style="list-style-type: none"> <li>• Percent Heavy Vehicles &lt;5% (1 point)</li> </ul>	0
<ul style="list-style-type: none"> <li>• Percent Heavy Vehicles 5 -10% (3 points)</li> </ul>	
<ul style="list-style-type: none"> <li>• Percent Heavy Vehicles &gt;10% (6 points)</li> </ul>	
<b>Factor 7 – Impacts of Specific Issues (Based on Judgement: No Impact = 0 / Impact = 1)</b>	<b>Score</b>
<ul style="list-style-type: none"> <li>• Existing Crash History within the Work Zone limits</li> </ul>	0
<ul style="list-style-type: none"> <li>• Traffic Speed Variability</li> </ul>	0
<ul style="list-style-type: none"> <li>• Increased travel time or restricted access to regional traffic generators</li> </ul>	0
<ul style="list-style-type: none"> <li>• Unusual or Unpredictable Weather Patterns Such as Snow, Ice, and Fog</li> </ul>	0
<ul style="list-style-type: none"> <li>• Frequently Changing Operating Conditions for Traffic</li> </ul>	0
<ul style="list-style-type: none"> <li>• Merging Conflicts and Hazards At Work Zone Tapers</li> </ul>	0
<ul style="list-style-type: none"> <li>• Complex Traffic Control Layout with Multiple Access Points (i.e. Ramps or Side Streets)</li> </ul>	0
<ul style="list-style-type: none"> <li>• Construction Vehicle Entry/Exit Speed Differential Relative to Traffic</li> </ul>	0
<ul style="list-style-type: none"> <li>• Limited offset to median or roadside barrier/guardrail</li> </ul>	0
<ul style="list-style-type: none"> <li>• Lane Diversions - Use of Highway Crossover or Center Work Zone</li> </ul>	0
Total Project Score	
<b><i>If the total score is:</i></b>	
<ul style="list-style-type: none"> <li>• ≥30 – ITS is likely to provide significant benefits relative to costs for procurement</li> </ul>	0
<ul style="list-style-type: none"> <li>• ≥10 and &lt;30 – ITS may provide some benefits and should be considered as a treatment to mitigate impacts</li> </ul>	
<ul style="list-style-type: none"> <li>• &lt;10 – ITS may not provide enough benefit as a treatment to justify the associated costs</li> </ul>	