Work Zone User Cost Calculations		
Lane(s) Closed on Mainline ***(Based on Applicable PLCS Segment)***		
Project ID:	**114541**	
County-Route-Section:	**HAM/CLE-US 52-35.55/0.00 PT.2**	
User Input:		
Construction Calendar Year:	**2027**	
AADT ***(Total 2-Way AADT for the Applicable PLCS Segment)*** **:**	**15,287**	
% Trucks ***(Overall Daily Average for the Applicable PLCS Segment)*** **:**	**10%**	
Lanes per Direction ***(Per Direction for the Applicable PLCS Segment)*** **:**	**2**	
Calculated Values:		
	Car	**B/C Truck**
User Cost per Vehicle:	$29.31	$79.13
Vehicles per Day (Calculated Directional Equivilant):	6,879	764
User Cost per Day by Vehicle Type (Directionally):	$201,658.83	$60,481.33
User Cost per Day (Directionally):	$262,140.16	
User Cost per Day per Lane (Directionally):	$131,070.08	
User Cost per Hour per Lane (Directionally):	$5,461.25	
User Cost per Minute per Lane (Directionally):	$91.02	
Max Disincentive per Minute per Lane (Directionally):	**$90**	

Notes ***(description, PLCS Segment reference results are applicable to, project phase reference, etc, as applicable)*** **:** ******TIP: Alt+Enter for a line break in the box below.******
HAM-52: IR 275 to 9 Mile Rd [EB] - July 2026

Form Version Date: 1/16/2026

Fill in all highlighted cells relating to the Permitted Lane Closure Schedule (PLCS) Segment(s) that apply to the Construction Limits of the project. If more than one PLCS Segment applies to the Construction Limits, each User Cost per PLCS Segment shall be calculated seperately.

The rounded User Cost per Minute per Lane is the MAXIMUM that may be used as a disincentive. The resulting value is to be applied to the area within the project that matches the PLCS Segment used to calculate the value.

NOTE: Although mainline ramps are treated as a mainline segment for Traffic Management in Work Zones Policy/Standard Procedure purposes, use the Lane(s) Closed on Multi-Lane Ramp worksheet to calculate the maximum disincentive for multi-lane mainline ramps. The method is the same as the Lane(s) Closed on Mainline worksheet; however, the AADT input is not divided by 2 to make the volumes directional on the multi-lane ramp worksheet. The Lane(s) Closed on Multi-Lane Ramp worksheet is also intended for use on multi-lane system and service ramps.

Date Calculated: 3/19/2026

Work Zone User Cost Calculations

Lane(s) Closed on Mainline ***(Based on Applicable PLCS Segment)***

Project ID:	**114541**
County-Route-Section:	**HAM/CLE-US 52-35.55/0.00 PT.2**

User Input:

Construction Calendar Year:	**2027**
AADT ***(Total 2-Way AADT for the Applicable PLCS Segment)*** **:**	**17,218**
% Trucks ***(Overall Daily Average for the Applicable PLCS Segment)*** **:**	**10%**
Lanes per Direction ***(Per Direction for the Applicable PLCS Segment)*** **:**	**2**

Calculated Values:

	Car	B/C Truck
User Cost per Vehicle:	$29.31	$79.13
Vehicles per Day (Calculated Directional Equivilant):	7,748	861
User Cost per Day by Vehicle Type (Directionally):	$227,131.66	$68,121.12
User Cost per Day (Directionally):	$295,252.78	
User Cost per Day per Lane (Directionally):	$147,626.39	
User Cost per Hour per Lane (Directionally):	$6,151.10	
User Cost per Minute per Lane (Directionally):	$102.52	
Max Disincentive per Minute per Lane (Directionally):	**$100**	

Notes ***(description, PLCS Segment reference results are applicable to, project phase reference, etc, as applicable)*** **:**
******TIP: Alt+Enter for a line break in the box below.******

CLE-52: 9 Mile Rd to West New Richmond Corp. Line [EB] - July 2026

Form Version Date: 1/16/2026

Fill in all highlighted cells relating to the Permitted Lane Closure Schedule (PLCS) Segment(s) that apply to the Construction Limits of the project. If more than one PLCS Segment applies to the Construction Limits, each User Cost per PLCS Segment shall be calculated seperately.

The rounded User Cost per Minute per Lane is the MAXIMUM that may be used as a disincentive. The resulting value is to be applied to the area within the project that matches the PLCS Segment used to calculate the value.

NOTE: Although mainline ramps are treated as a mainline segment for Traffic Management in Work Zones Policy/Standard Procedure purposes, use the Lane(s) Closed on Multi-Lane Ramp worksheet to calculate the maximum disincentive for multi-lane mainline ramps. The method is the same as the Lane(s) Closed on Mainline worksheet; however, the AADT input is not divided by 2 to make the volumes directional on the multi-lane ramp worksheet. The Lane(s) Closed on Multi-Lane Ramp worksheet is also intended for use on multi-lane system and service ramps.

Date Calculated: 3/19/2026

Work Zone User Cost Calculations		
Lane(s) Closed on Multi-Lane Ramp ***(Based on Applicable PLCS Segment)***		
Project ID:	**114541**	
Ramp:	**US 52 WB TO IR 275 WB**	
User Input:		
Construction Calendar Year:	**2027**	
Directional AADT ***(Total Ramp AADT on the Directional Ramp)*** **:**	**6,292**	
% Trucks ***(Overall Daily Average on the Directional Ramp)*** **:**	**2%**	
Number of Lanes ***(On the Directional Ramp)*** **:**	**2**	
Calculated Values:		
	Car	**B/C Truck**
User Cost per Vehicle:	$29.31	$79.13
Vehicles per Day (On the Directional Ramp):	6,166	126
User Cost per Day by Vehicle Type (On the Directional Ramp):	$180,757.88	$9,957.44
User Cost per Day (On the Directional Ramp):	$190,715.33	
User Cost per Day per Lane (On the Directional Ramp):	$95,357.66	
User Cost per Hour per Lane (On the Directional Ramp):	$3,973.24	
User Cost per Minute per Lane (On the Directional Ramp):	$66.22	
Max Disincentive per Minute per Lane (On the Directional Ramp):	**$65**	

Notes ***(description, PLCS Segment reference results are applicable to, project phase reference, etc, as applicable)*** **:**
******TIP: Alt+Enter for a line break in the box below.******

Form Version Date: 1/16/2026

Fill in all highlighted cells relating to the directional multi-lane ramp Permitted Lane Closure Schedule (PLCS) Segment within the Construction Limits of the project. If there is more than one multi-lane ramp impacted within the Construction Limits, each User Cost per multi-lane ramp PLCS Segment shall be calculated seperately.

The rounded User Cost per Minute per Lane is the MAXIMUM that may be used as a disincentive. The resulting value is to be applied to the area within the project that matches the multi-lane ramp PLCS Segment used to calculate the value.

NOTE: Although mainline ramps are treated as a mainline segment for Traffic Management in Work Zones Policy/Standard Procedure purposes, use the Lane(s) Closed on Multi-Lane Ramp worksheet to calculate the maximum disincentive for multi-lane mainline ramps. The method is the same as the Lane(s) Closed on Mainline worksheet; however, the AADT input is not divided by 2 to make the volumes directional on the multi-lane ramp worksheet. The Lane(s) Closed on Multi-Lane Ramp worksheet is also intended for use on multi-lane system and service ramps.

Date Calculated: 3/27/2026