

Work Zone User Cost Calculations		
Lane(s) Closed on Mainline (Based on Applicable PLCS Segment)		
Project ID:	121506	
County-Route-Section:	HAM-275-11.40	
User Input:		
Construction Calendar Year:	2027	
AADT (Total 2-Way AADT for the Applicable PLCS Segment) :	77,982	
% Trucks (Overall Daily Average for the Applicable PLCS Segment) :	13%	
Lanes per Direction (Per Direction for the Applicable PLCS Segment) :	3	
Calculated Values:		
	Car	B/C Truck
User Cost per Vehicle:	\$29.31	\$79.13
Vehicles per Day (Calculated Directional Equivalent):	33,922	5,069
User Cost per Day by Vehicle Type (Directionally):	\$994,411.38	\$401,085.32
User Cost per Day (Directionally):	\$1,395,496.71	
User Cost per Day per Lane (Directionally):	\$465,165.57	
User Cost per Hour per Lane (Directionally):	\$19,381.90	
User Cost per Minute per Lane (Directionally):	\$323.03	
Max Disincentive per Minute per Lane (Directionally):	\$320	

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.
Calculation for Lane Value Contract Table associated with single lane closure on I-275 for landslide repair work.

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 separately.

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: 1/23/2026