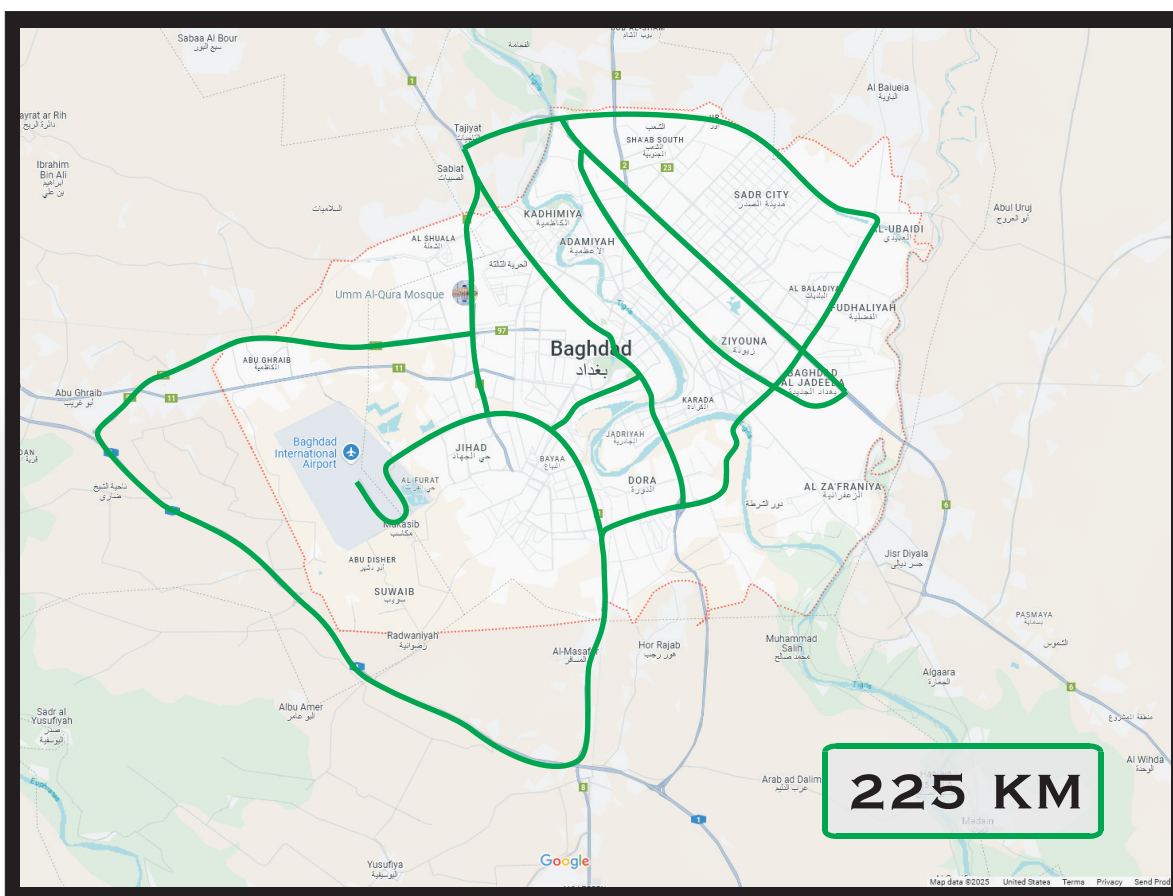
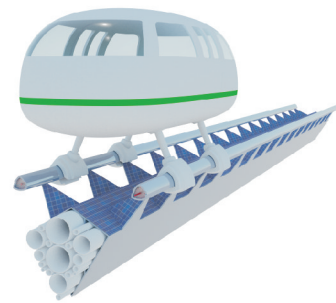


HSR

ELEVATED RAIL SYSTEM

PRELIMINARY PROPOSAL TO BUILD THE

BAGHDAD METRO AUTOMATED TRANSIT SYSTEM



25 FEBRUARY 2025



Motor City Maglev
Website
QR Code

- www.HyRail.us -
- www.InterstateTraveler.us -
- www.MotorCityMaglev.com -
- www.ElevatedRailSystems.com -
- www.HydrogenSuperHighway.com -



Motor City Maglev
Press Release
QR Code

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BAGHDAD METRO
PRELIMINARY PROPOSAL ANALYSIS
225KM PRIMARY PARALLEL TRACK

STATIONS:

5 GRAND TRAVELER STATIONS
5 PARKING STRUCTURE A (1000 CARS)
80 PUBLIC ACCESS TRAVELER STATIONS
80 PARKING STRUCTURE B (500 CARS)
40 CAR RAMP FOR CAR FERRY W/ PARKING
10 BASIC ACCESS POINT, PARKING, FREIGHT ACCESS
3 HSH SERVICE STATION + STAGING AREA
1 AIR & SEA PORT CONSTRUCTION / INTEGRATION

TRANSPORTS:

5 GRAND PUBLIC CAR
240 COMMUTER PUBLIC CAR (24,000 PASSENGERS)
10 FREIGHT CAR - ISO 40' CONTAINER FLATBED
100 CAR FERRY (CARS, VANS, RVs, FARM PALLETS)
2 MEDICAL TRANSPORT - MOBILE ICU

ENERGY:

305 ACRES OF PV ON HSH RAIL (RAIL ONLY)
1.3 GIGAWATTS/DAY
474 GW/YEAR

TOTAL ESTIMATED COST: \$5.9B

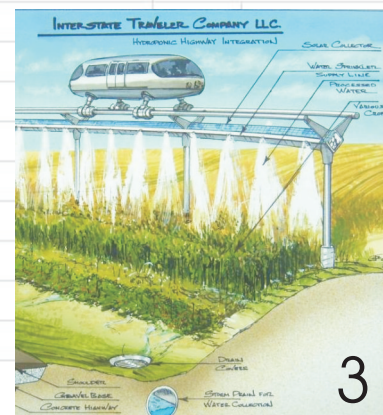
REVISED FEBRUARY 25TH 2025

**AUTHORED, TYPESET & DESIGNED
BY**

JUSTIN ERIC SUTTON

**MADE POSSIBLE BY THE SUPPORT OF
THE INTERSTATE TRAVELER COMPANY, LLC
ALL RIGHTS RESERVED**

Interstate Traveler Co., LLC		<i>February 25, 2025</i>	
Baghdad Metro		<i>KM Primary Right of Way</i>	225 km
		<i>Miles Primary Right of Way</i>	140 miles
		Edit Values in Yellow to Recalculate	
		<i>Rail Scale</i>	100%
Project Summary and Analysis Tool			
Total Miles (Including Side Track and Main Line)		157.58	
Total Kilometers (Including Side Track and Main Line)		253.75	
Total Parking for Automobiles (all Parking Structures)		45,000	
Total Pedestrian Passenger Transports		245	
Total Simultaneous Passenger Capacity (Public)		24,000	
Total Car Transports		100	
Total Freight Transports		10	
Total Square Feet of Solar Photovoltaics on the HSHRail		13,312,253	pv-sqft
	Total Area of PV in Acres:	305.61	/acres
Total Watts / Square Feet		20	
Total Watts / Hour		266,245,056	
Total Solar Hours		5	
Total Watts per Day		1,331,225,280	
Total Watts per Year		485,897,227,200	
Total KW per Year		485,897,227	
Total GW per Year		485,897	
Average Value / Kw		\$0.10	
	Average Annual Kw Value:	\$48,589,722.72	/year
Total H2 Production Per Year		9,717,945	Kg/Year (50kw/kg)
Projected Total Cost for System		\$5,963,135,006.25	
Projected Annual Revenue (Farebox, Rent, Advertising only)		\$10,293,949,750.00	
Return on Investment (after operational 100% Rev)		0.58	Years
Return on Investment (after operational 50% Rev)		1.16	Years
Return on Investment (50% Rev +Startup Time)		2.36	Years
Public Share on Public ROW		50%	
	Projected Annual Income (Private)	\$5,146,974,875.00	
	Projected Annual Public Share	\$5,146,974,875.00	
Employment Projections for Hospitality, Concierge and Services			
Total Expected Direct Employment		2,295	Fulltime Equivalent
85	Traveler Stations (Not Including Car Transport Ramps)		
2	Lease Hold Business / Station		
170	Total Business		
3	Employees / Business		
510	Total Employees in Traveler Stations		
357	Transports on System		
5	Concierge / Transport		
1785	Concierge Employees		
2295	Total Employees (estimated)		



Interstate Traveler Co. LLC

February 25, 2025

Rail Installation Analysis Budgetary Figures 1 Mile = 5,280 feet 1 Kilometer = 3278 feet

Edit Values in Yellow to Rec

Baghdad Metro

225

KM Primary Right of V

139.81

Miles Primary Right of

Rail and Utility Substation Costs/Kilometer

100%

Scale

Qty	Units	Description	Cost	Amount	Notes
4	Kilometer	AMSC HTS Super Conductor Wire	\$120,000.00	\$480,000.00	
2	Kilometer	Solar Panel 72" wide x 1 Kilometer long	\$871,948.00	\$1,743,896.00	
2	Kilometer	Concrete 3'x3' x 12' concrete Piers	\$0.00	\$0.00	
2	Kilometer	Steel for Rail Tubing / Stanchion / Central Support	\$1,639,000	\$3,278,000.00	(\$1,000/ton)
33	Kilometer	Supplemental Conduit	\$3,278.00	\$108,174.00	
2	Kilometer	Fiber Optics	\$16,000.00	\$32,000.00	
0.25	Units/Kilometer	Full Function Utility Substation	\$3,000,000.00	\$750,000.00	
1	Labor/Kilometer	100 people working simultaneously / 1 week	\$100,000.00	\$100,000.00	
5	Kilometer	Site work / demolition / adjustment to overhead lines	\$100,000.00	\$500,000.00	
9	Kilometer / pair of rails	Solid-state Magnets	\$655,600.00	\$5,900,400.00	
HSH Elevated Rail Structure + Fractional Utility Substation Costs / Kilometer - Full Scale Subtotal				\$12,892,470.00	
Scaled Price				\$12,892,470.00	
Section Length (Feet)				88	
Cost per Lineal Foot				\$3,933.03	
Cost per Section				\$346,106.58	

Traveler Stations

Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Terminal Stations	\$120,000,000.00	\$0.00	
0	Each	"Traveler Station" 10,000sqft @ \$330.00/sqft	\$3,300,000.00	\$0.00	
0	Each	Car Ramp for Car Ferry w/ Parking Structure	\$1,200,000.00	\$0.00	
0	Each	Parking Structure A 1000 Cars	\$25,000,000.00	\$0.00	
0	Each	Parking Structure B 500 Cars	\$12,000,000.00	\$0.00	
0	Each	Air and Sea Port Construction / Integration	\$120,000,000.00	\$0.00	
0	Kilometer	Sidetrack Single Track for Stations (.23KM/Station)	\$12,892,470.00	\$0.00	
0	Kilometer	HSH Operations Maintenance & Storage Facility	\$20,000,000.00	\$0.00	
0	Each	Basic Access Point, parking, freight access, etc	\$500,000.00	\$0.00	
				\$0.00	

Transports

Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Public Transport	\$8,000,000.00	\$0.00	
0	Each	Public Commuter Transport	\$2,000,000.00	\$0.00	
0	Each	Freight Car - ISO 40' Container Flatbed	\$1,500,000.00	\$0.00	
0	Each	Public Car Ferry for Automobiles and Palletized Freight	\$1,500,000.00	\$0.00	
0	Each	Medical Transport - Mobile ICU	\$5,000,000.00	\$0.00	

Rail Installation Check List

20 Enter Watts/SqFt value for Solar Panels here

Qty	Units	Description	Cost	Amount	Notes
225.00	Kilometer	Primary Parallel Track Right of Way	\$12,892,470.00	\$2,900,805,750.00	
28.75	Kilometer	Sidetrack Single Track for Stations (.23KM/Station)	\$6,446,235.00	\$185,329,256.25	
139.81	Miles	Essential Lineal Parallel Track			
Stations and Terminals					
5	Each	Grand Terminal Stations	\$120,000,000.00	\$600,000,000.00	
80	Each	"Traveler Station" 10,000sqft @ \$330.00/sqft	\$3,300,000.00	\$264,000,000.00	
40	Each	Car Ramp for Car Ferry w/ Parking Structure	\$1,200,000.00	\$48,000,000.00	
5	Each	Parking Structure A 1000 Cars	\$25,000,000.00	\$125,000,000.00	
80	Each	Parking Structure B 500 Cars	\$12,000,000.00	\$960,000,000.00	
10	Each	Basic Access Point, parking, freight access, etc	\$500,000.00	\$5,000,000.00	
3	Each	HSH Operations Maintenance & Storage Facility	\$20,000,000.00	\$60,000,000.00	
1	Each	Air and Sea Port Construction / Integration	\$120,000,000.00	\$120,000,000.00	
Transports					
5	Each	Grand Public Transport	\$8,000,000.00	\$40,000,000.00	
240	Each	Public Commuter Transport	\$2,000,000.00	\$480,000,000.00	
10	Each	Freight Car - ISO 40' Container Flatbed	\$1,500,000.00	\$15,000,000.00	
100	Each	Public Car Ferry for Automobiles and Palletized Freight	\$1,500,000.00	\$150,000,000.00	
2	Each	Medical Transport - Mobile ICU	\$5,000,000.00	\$10,000,000.00	
245	Total Public Transport	Total Cost for Interstate Traveler Installation		\$5,963,135,006.25	
100	Total Public Car Ferry	Cost of Steel at 1200 dollars per ton at 30 tons per section		\$499,209,480.00	9%
345	Total Public Transports	Balance		\$5,463,925,526.25	92%
125	Total Stations				
2.76	Total Public Transports / Station				
253.8	Total Kilometers Main + Sidetrack				
157.6	Total Miles Main + Sidetrack				
2.54	Cars/mile				
357	Total Transports				
45,000	Parking, All Structures				
Cost per Kilometer Complete System				\$23,500,039.43	
Cost per Mile Complete System				\$37,842,253.52	

Interstate Traveler Co. LLC

February 25, 2025

Return on Investment

225.00 KM Primary Right of Way

Baghdad Metro

139.81 Miles Primary Right of Way

Rail Return On Investment via Fairbox Collections, Freight, Rent, Advertising

100% Rail Scale

Grow budget by X percent:

0%

	Primary ROW + Side Track (Miles)	157.58	Total Miles of Track
	Primary ROW + Side Track (Kilometers)	253.75	Total KM of Track
Steps:			
1	Passenger Fee / Minute	\$1.00	
2	Car Transport Fee / Minute	\$5.00	
3	Freight Fee / Ton Mile	\$1.00	Ton Mile
4	Total Tonnage Per Freight Transport	17	Tons
5	Average Distance in Miles per Ton on Freight	80	Miles
6	Number of Freight Cars	10	
7	Total Simultaneous Capacity in Tonnage	170	
8	Total Ton / Mile in Freight @ 80 Miles	13,600	Ton/Miles Per Day
9	Freight Transports Total Projected Use Annually	2,482,000	Ton/Miles per Year
10	Average Freight Delivery Time of 80 Miles @ 120MPH	0.67	Hours
11	Total Number of Freight 0.67 Hour Time Blocks / Day	358	Time Blocks Per Day
12	Freight Transports Projected Use as an Average over 24 hours	50%	Percent of Capacity
13	Number of Pedestrian Transports	240	
14	Passengers Per Car	100	People
15	Average Time of Trip for Pedestrian	20	Minutes
16	Total Simultaneous Capacity (Pedestrians Only)	24,000	
17	Total Number of 20 Minute Time Blocks / Day	72	
18	Total Daily Capacity (Average Time * Total Capacity)	1,728,000	Max Capacity
19	Pedestrian Projected Use as an Average over 24 hours	80%	Percent of Capacity
20	Pedestrian Total Projected Use Daily	1,382,400	Rides
21	Pedestrian Total Projected Use Hourly	57,600	
22	Pedestrian Total Projected Revenue Daily	\$27,648,000.00	
23	Pedestrian Total Projected Use Annually	504,576,000	Rides
24	Pedestrian Total Projected Revenue Annually	\$10,091,520,000.00	
25	Number of Car Transports	100	
26	Average Time of Trip for Car Transport	20	Minutes
27	Total Number of 20 Minute Time Blocks / Day	72	
28	Car Transports Projected Use as an Average over 24 hours	50%	Percent of Capacity
29	Car Transports Total Projected Use Daily	3,600	Rides
30	Car Transports Total Projected Revenue Daily	\$18,000.00	
31	Car Transports Total Projected Use Annually	1,314,000	Rides
32	Car Transports Total Projected Revenue Annually	\$131,400,000.00	
33	Pedestrian Revenue / Trip / Single Pedestrian at \$1 /minute for 20 minutes	\$20.00	Fee For Use on a Trip
34	Car Transports Revenue / Trip / Single Car Transport at \$5 /minute for 20 minutes	\$100.00	Fee For Use on a Trip
35	Efficiency Average Speed Traveled	120	Miles per hour
36	Efficiency Possible Distance Covered Traveling at 120mph for 20 minutes	40.0	Miles (Pedestrian)
37	Relative Cost Per Mile Traveled for Pedestrian	\$0.50	Dollars / Mile
38	Relative Cost Per Mile Traveled for Automobile	\$2.50	Dollars / Mile
39	Revenue All Transports/ Annually	\$10,222,920,000.00	Annual
40	Revenue for all Freight Transports	\$2,482,000.00	Annual
41	Advertising Revenue Calculations	\$62,163,750.00	Annual
42	Rent Revenue Calculations	\$6,384,000.00	Annual
	Total Annual Revenue for All Transports / Advertising / Rent	\$10,293,949,750.00	Annual
	Budget>> Cost for Installation for 157.58 miles	\$5,963,135,006.25	Cost
	Total Projected Annual Revenue	\$10,293,949,750.00	Annual Revenue
	Return on Investment at 100% of Revenue	0.58	ROI in Years if appeared overnight
	Enter Debt Service Fund Percentage	50%	
	Total Annual Debt Service Fund (P/P Partnership)	\$5,146,974,875.00	
	Return on Investment using Debt Service Fund	1.16	Years

Interstate Traveler Energy Calculator

Baghdad Metro

February 25, 2025

1 watt-hour = 3.4121415 Btu

Enter Values in fields marked in Yellow

100% Rail Scale

HSR Rail Combined Wattage Output of Two Parallel Tracks Combined

Mile	5,280	ft
Width (two parallel tracks combined)	16	ft
Area	84,480	SqFt/mile
Watts/SqFt (Average 12)	20	watts/SqFt
Total Watts	1,689,600	Watts/mile/hour
Total Solar Hours/day	5	Solar Hours/day
Total Watts/day/mile	8,448,000	watts/day/mile
Total Miles	157.6	miles
Total watts/day/all miles	1,331,225,280	Total watts/day/all miles
Total Watts/year	485,897,227,200	Total watts/year

Traveler Stations Combined Wattage Output of Total Roof Mounted PV Grid

Total Traveler Stations	85	
Average Roof Size (PV)	10,000	SqFt Roof-mounted PV Grid
Minimum watts/SqFt	12	
Total Watts/hr/station	120,000	
Total Watts/hr/all stations	10,200,000	
Total Watts/day/all stations	51,000,000	
Total Watts/year/all stations	18,615,000,000	

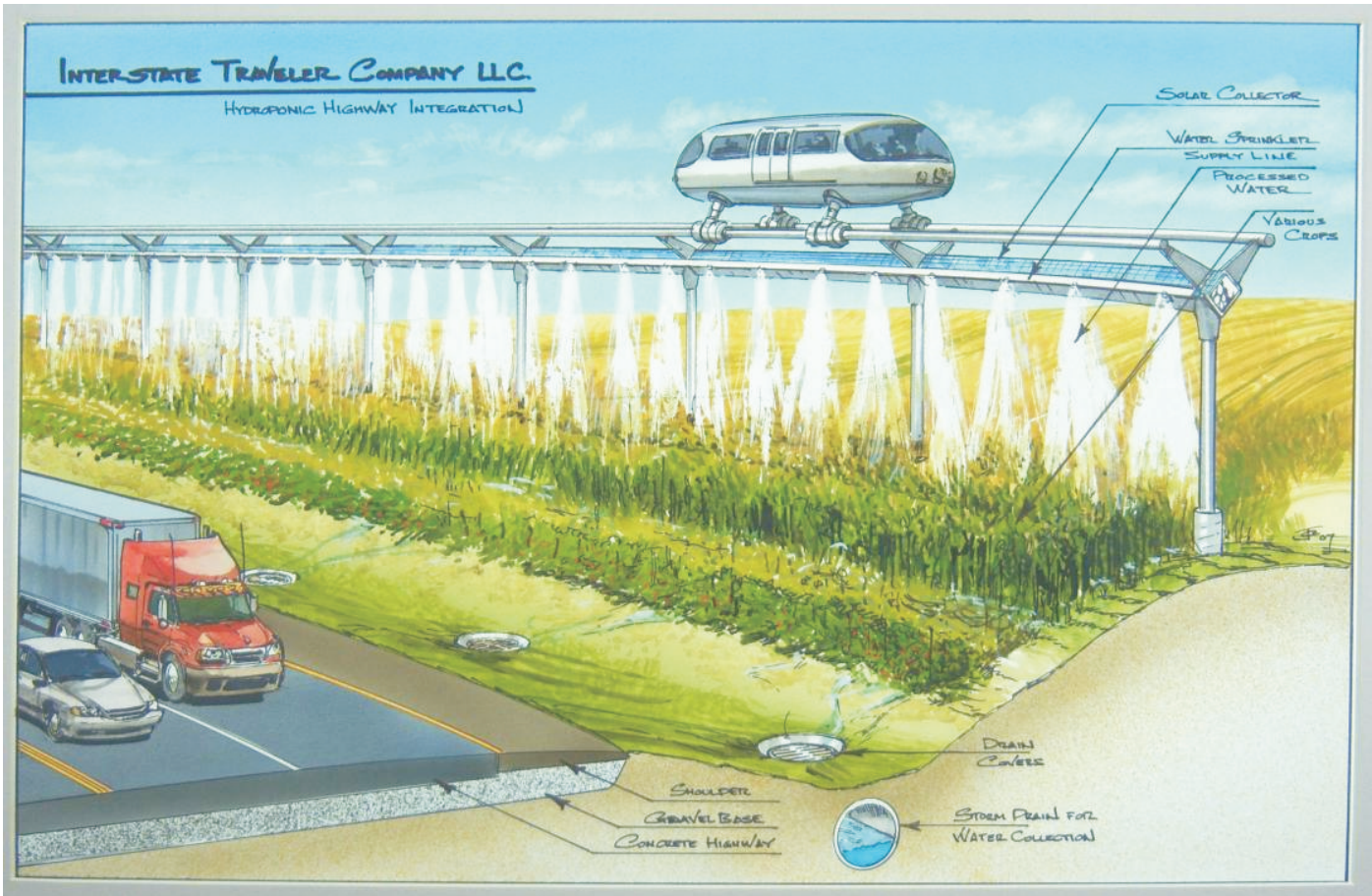
Transports Combined Wattage Output of Total Roof-Mounted PV Grid

Total Transports on System	345	
Total SqFt of roof area	160	SqFt of PV on Roof
Total SqFt all Transports	55,200	Total SqFt PV
Minimum watts/SqFt	22	
Total Solar Hours / Day	8	
Total Watts/hr/Transport	3,520	
Total Watts/hr/all Transports	1,214,400	
Total Watts/day/all Transports	9,715,200	
Total Watts/year/all Transports	3,546,048,000	

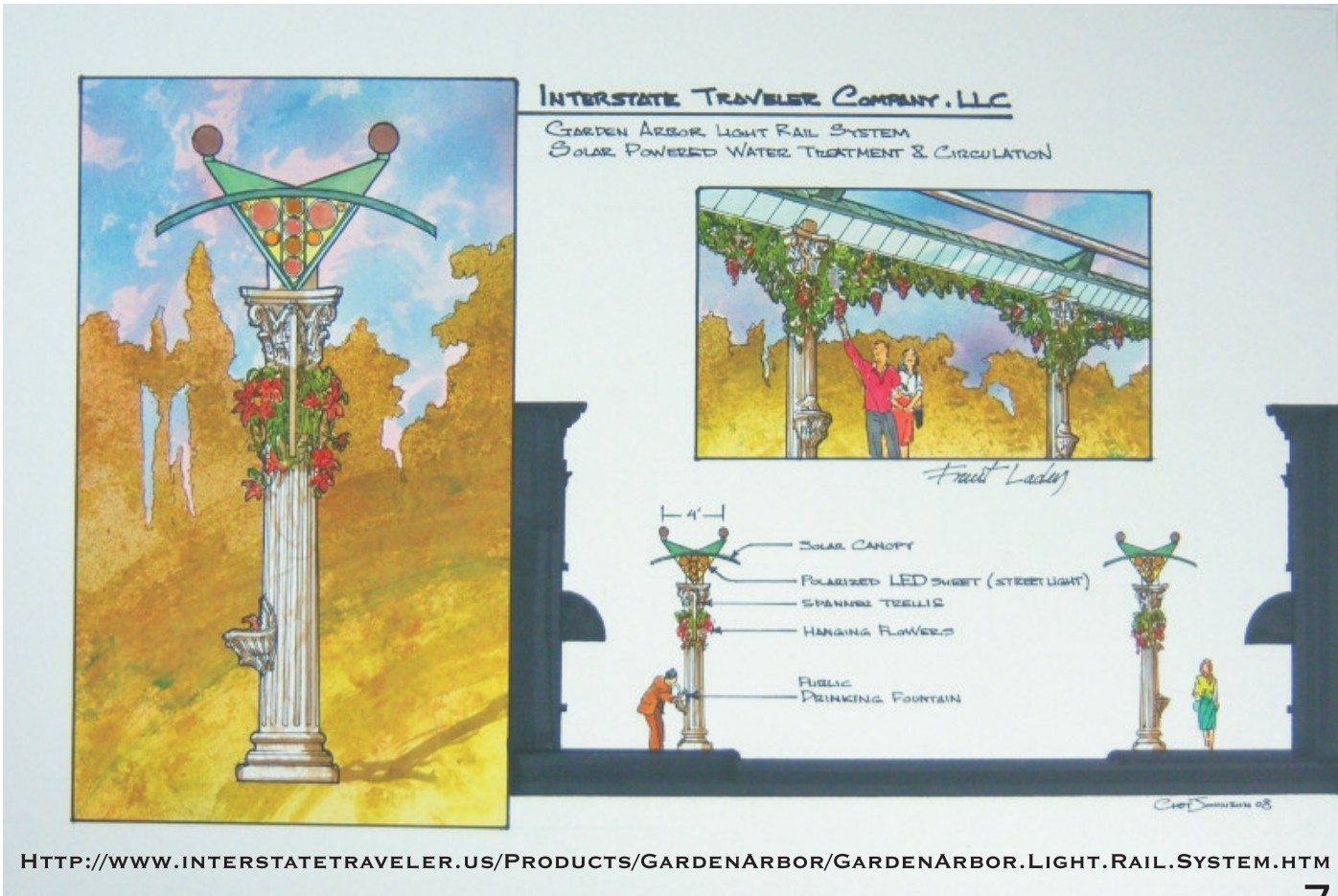
Grand Totals of Rail + Stations + Transports + Roof PV Grid Combined

Total Watts/year	508,058,275,200	
Total Kilowatts/year	508,058,275	
Total Megawatts/year	508,058	
Total GigaWatts/year	508	
Total Terawatts/year	1	
Value of a Kilowatt	\$0.10	
Total Electrical Output Value	\$50,805,827.52	/year
Total BTU / Day	4,749,497,877.338	
Total BTU/year	1,733,566,725,228.340	
Total Quadrillion BTU/year	0.002	A unit called the <i>quad</i> (short for quadrillion) i
Total watts/ncmh	4,200	watts/normal cubic meter of Hydrogen
Hydrogen mass/NCMH	100	grams/Nm3
Total Cu Meter Hydrogen/year	120,966,256	Total ncmh / year
Total mass of H2/year	12,096,625,600	grams
	12,096,626	kilograms
Gasoline Equivalent Units	12,096,626	Gasoline Equivalent Units 10ncmh/1Gal Gas

225 KM PRIMARY PARALLEL TRACK



[HTTP://WWW.INTERSTATETRAVELER.US/PRODUCTS/GRANDARBOR/GRAND_ARBOR.HTM](http://www.interstatetraveler.us/products/grandarbor/grand_arbor.htm)

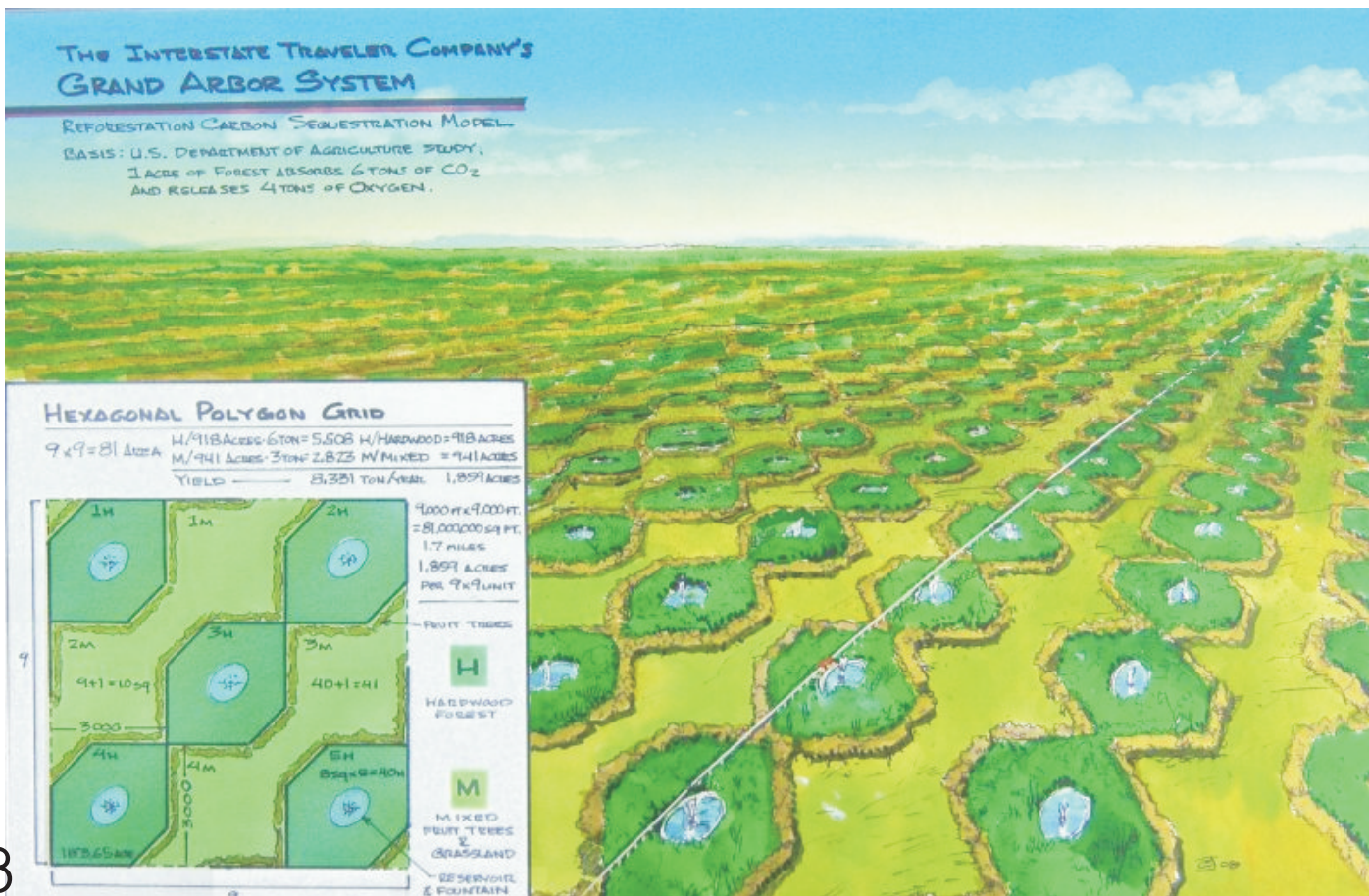


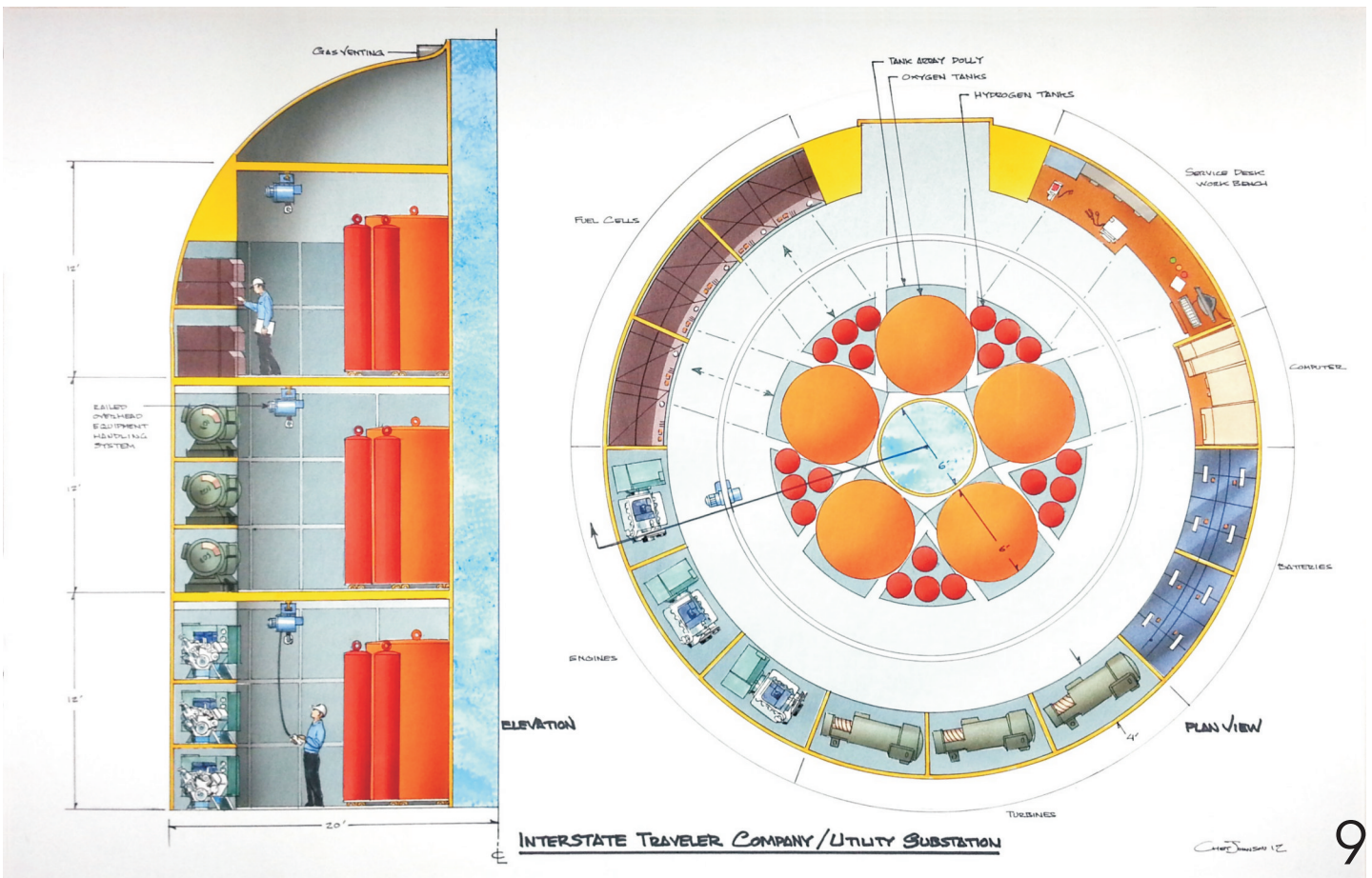
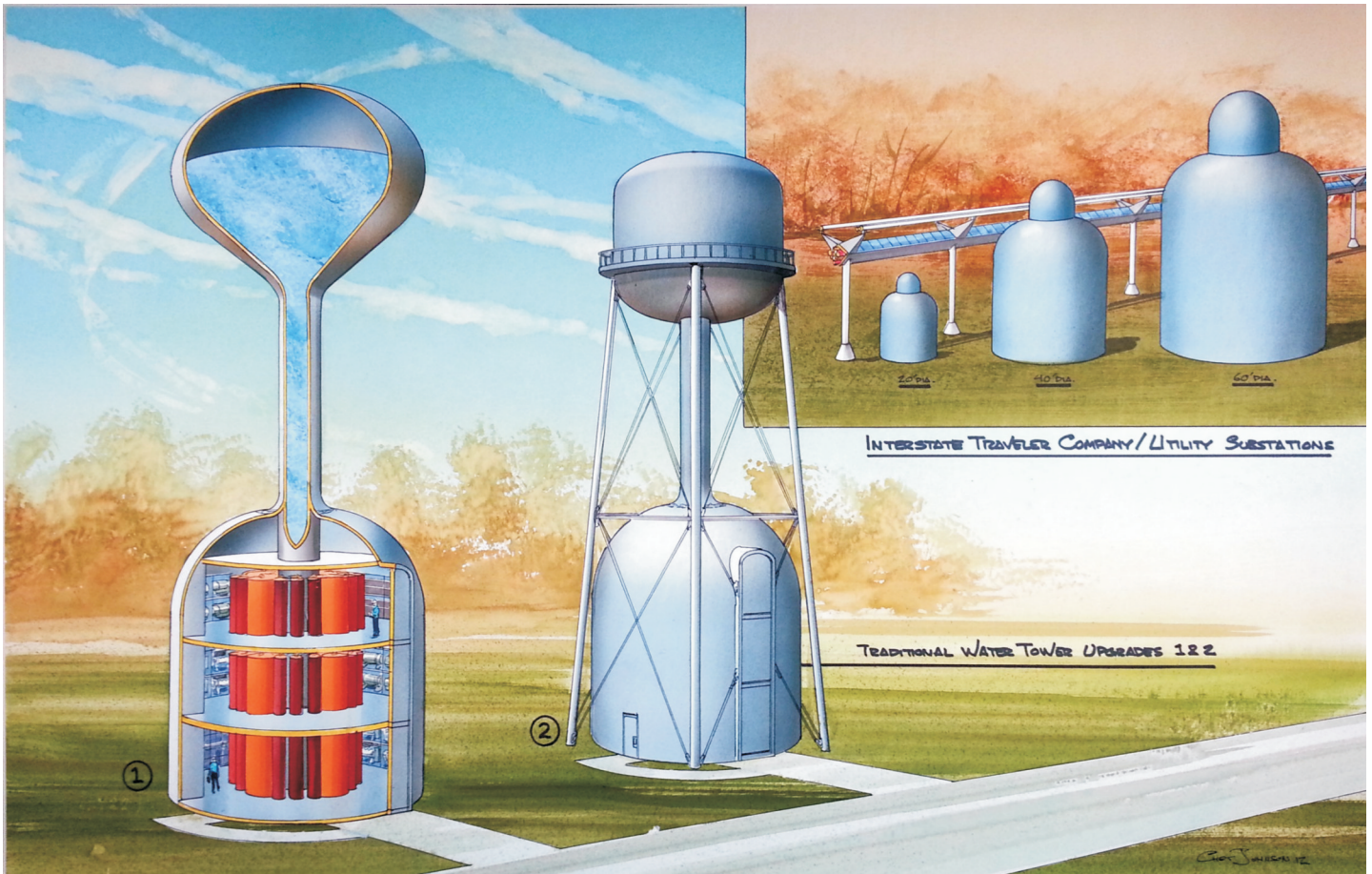
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HSH GRAND ARBOR SUSTAINABLE AGRICULTURE



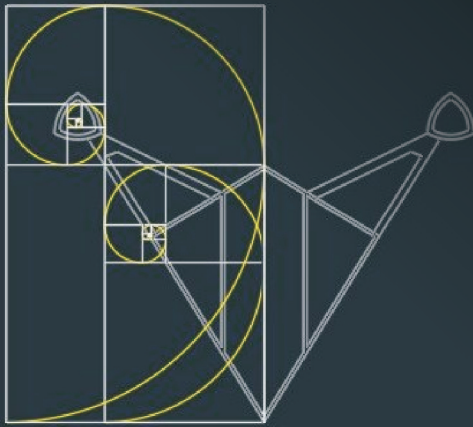
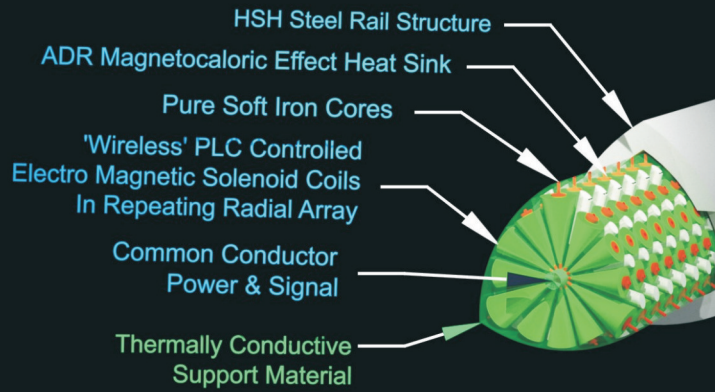
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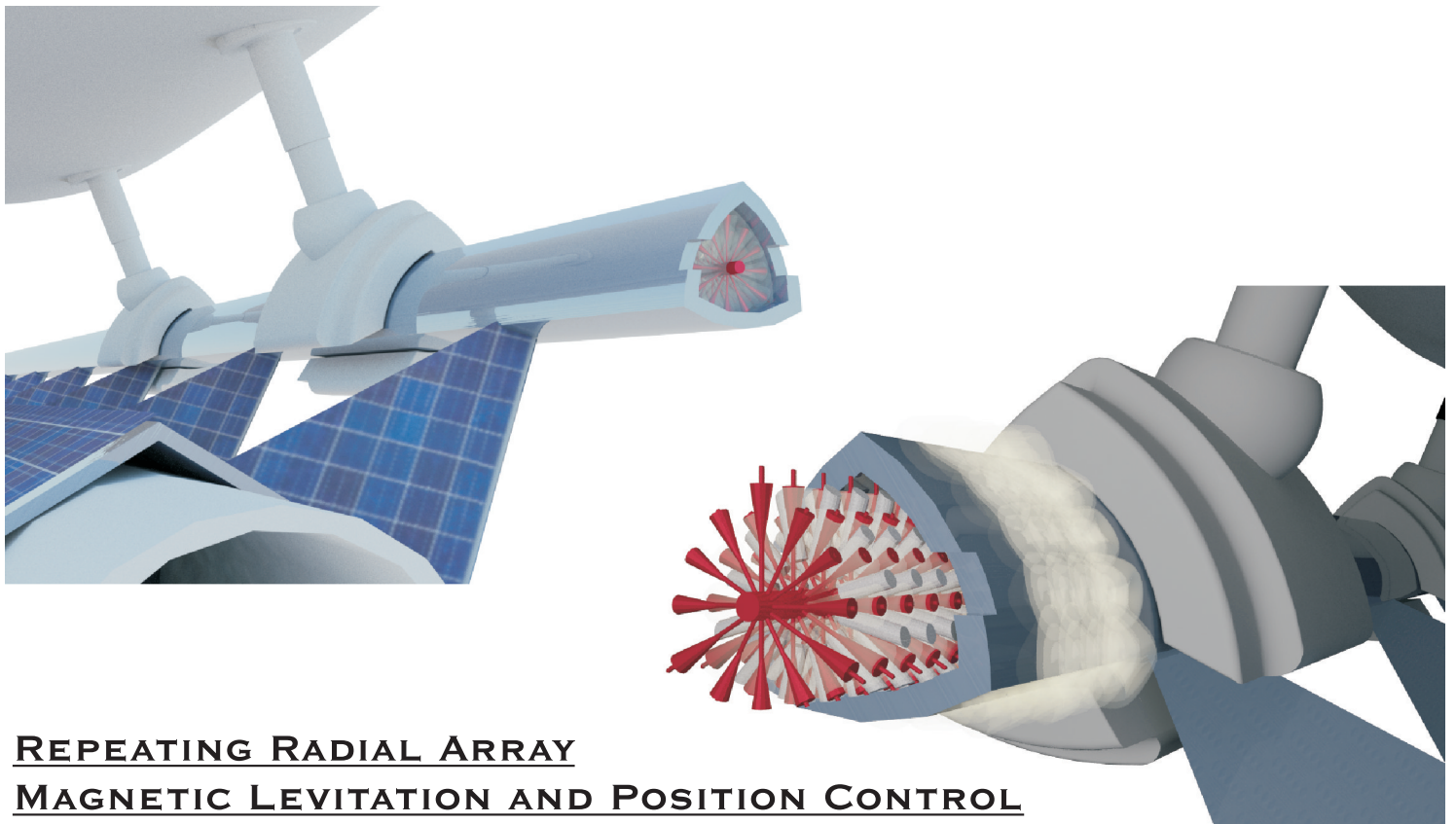


Hydrogen Super Highway

Elevated Magnetic Levitation Rail System



Geometrically Optimized by the Golden Ratio

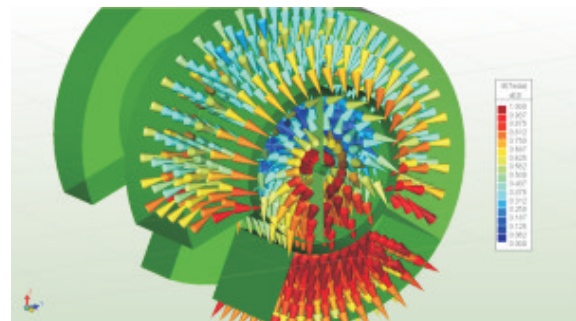
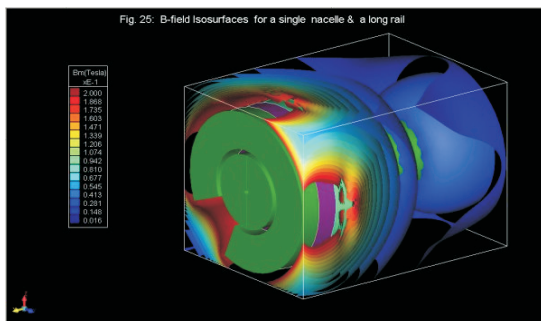
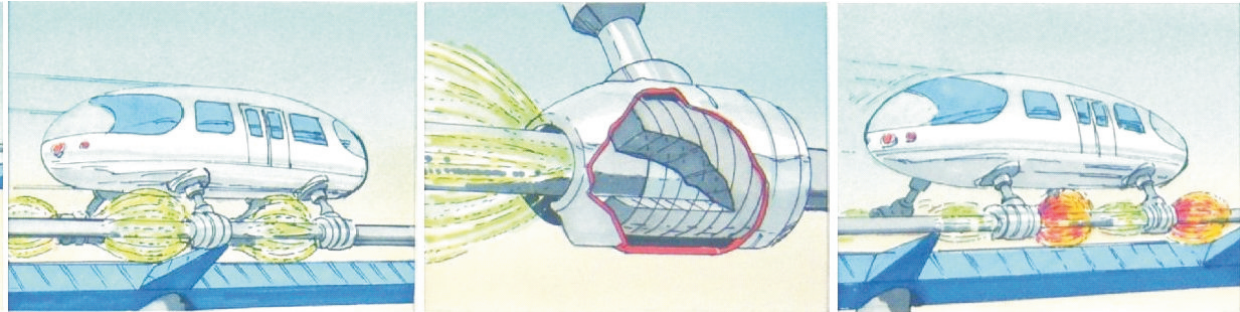


REPEATING RADIAL ARRAY

MAGNETIC LEVITATION AND POSITION CONTROL

MAGNETIC LEVITATION

The unique and practical application of a repeating radially arranged array of magnetic fields enables the most versatile maglev transportation system possible. Hosting motors of almost any size and combination allowing each maglev nacelle to self adjust levitation gaps in real time.



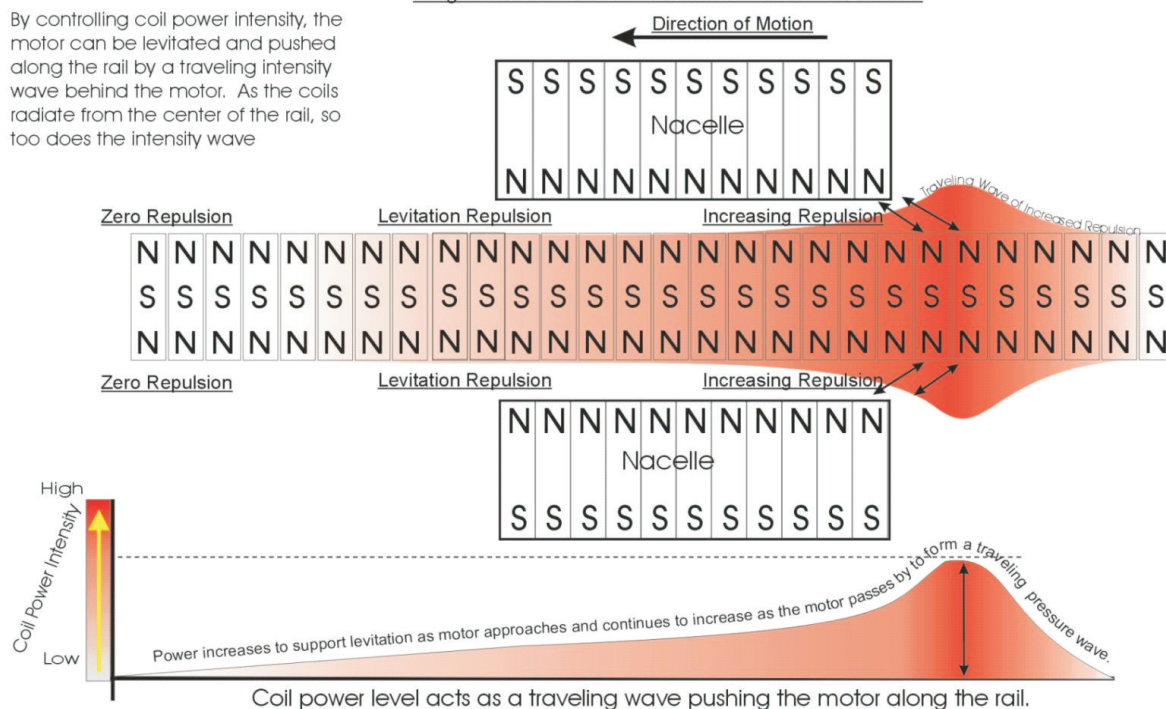
Interstate Traveler Linear Motor and Levitation Coil Arrangement

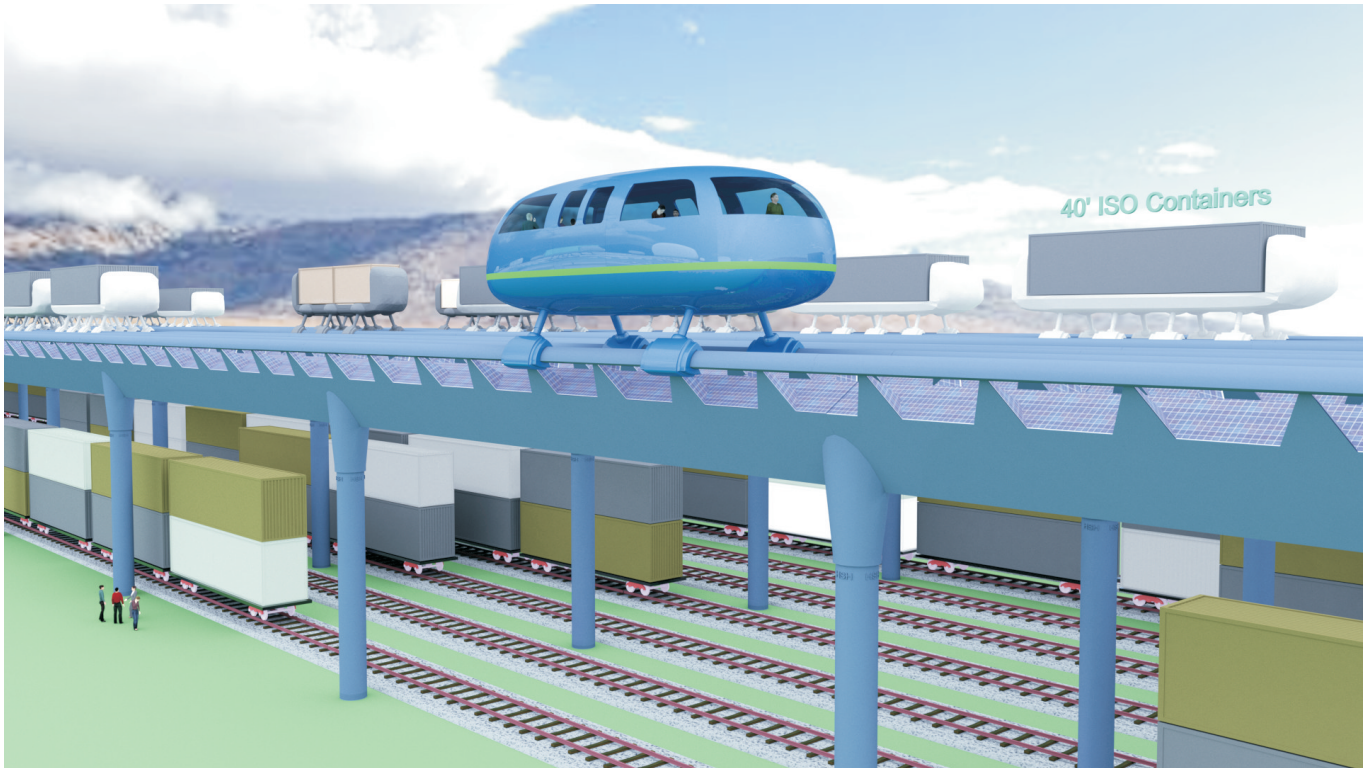
Traveling Wave Linear Propulsion

(One of several methods to employ the ITC Rail Coil Arrangement to provide levitation and position control)

Longitudinal Cross Section of ITC Rail and Motor Nacelle

By controlling coil power intensity, the motor can be levitated and pushed along the rail by a traveling intensity wave behind the motor. As the coils radiate from the center of the rail, so too does the intensity wave





HYDROGEN SUPER HIGHWAY

THE INTERSTATE TRAVELER COMPANY, LLC

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2025



Motor City Maglev
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