

A16 - Capital Cost Summary Tables

Ohio Hub Capital Requirements at a Glance

Segment Number	Segment Name	Railroad	Length (miles)	Modern Scenario Maximum				High Speed Scenario			
				Train Speed (mph)	Capital Cost (1000s)	Cost/Mile	Locomotion Travel Time	Train Speed (mph)	Capital Cost (1000s)	Cost/Mile	Locomotion Travel Time
Cleveland-Pittsburgh via Youngstown											
1	Cleveland-Ravenna	NS/W&LE	35.1	79	\$214,245	\$6,103	0:33	79	\$214,245	\$6,103	0:33
2	Ravenna-Warren	NS	23	79	\$68,354	\$2,971	0:19	110	\$81,425	\$3,540	0:16
3	Warren-Youngstown	NS	18.4	79	\$66,219	\$3,598	0:21	110	\$72,400	\$3,934	0:19
4	Youngstown-New Castle	P&LE	16	79	\$72,740	\$4,546	0:14	110	\$76,544	\$4,784	0:13
5	New Castle-Pittsburgh	NS	47.3	79	\$40,353	\$853	0:52	79	\$40,353	\$853	0:52
Totals			139.8		\$461,912	\$3,294	2:19		\$484,968	\$3,459	2:13
Cleveland-Detroit via Detroit Metro Airport											
1	Cleveland-Berea	NS	12.3	79	\$123,776	\$10,063	0:13	79	\$123,776	\$10,063	0:11
2	Berea-Toledo	NS	95.8	110*	\$337,013	\$3,518	1:18	110	\$337,013	\$3,518	1:01
3	Toledo-Alexis	NS	7.3	60	\$30,192	\$4,135	0:10	60	\$30,192	\$4,135	0:09
4	Alexis-Wayne Junction	CSX	40.5	79	\$68,230	\$1,685	0:34	90	\$121,509	\$3,000	0:28
5	Wayne Junction-Detroit	NS	20.3	79	\$43,167	\$2,126	0:22	79	\$43,167	\$2,126	0:20
Totals			176.2		\$602,378	\$3,419	2:37		\$655,657	\$3,721	2:09
Cleveland-Buffalo-Niagara Falls-Toronto											
1	Cleveland-Erie	CSX	91	79	\$268,899	\$2,954	1:21	110	\$345,577	\$3,797	1:05
2	Erie-Buffalo	CSX	90.75	79	\$246,056	\$2,711	1:14	110	\$366,613	\$4,040	0:57
3	Buffalo-Niagara Falls	CSX	25.11	79	\$30,415	\$1,212	0:40	79	\$30,415	\$1,212	0:40
4	Niagara Falls-Toronto	CN	83	79	\$58,544	\$705	1:37	95	\$58,544	\$705	1:34
Totals			289.86		\$603,915	\$2,083	4:52		\$801,149	\$2,763	4:16
Cleveland-Columbus-Cincinnati											
1	Cleveland-Berea	NS	12.3	79	\$123,776	\$10,063	0:13	79	\$123,776	\$10,063	0:12
2	Berea-Columbus	CSX	121	79			1:42	110			1:23
3	Columbus-Sharonville	NS	108	79	\$599,109	\$2,435	1:35	110	\$1,042,712	\$4,239	1:20
4	Sharonville-Cincinnati	CSX	17	79			0:20	110			0:20
Totals			258.3		\$722,885	\$2,799	3:50		\$1,166,488	\$4,516	3:15
Pittsburgh-Columbus via the Panhandle											
1	Pittsburgh to CP Esplen	NS	4	30	\$50,000	\$12,500	0:07	30	\$50,000	\$12,500	0:07
2	CP Esplen to Walker's Mill	POC	9.1	60	\$8,810	\$968	0:16	60	\$8,890	\$977	0:16
3	Walker's Mill to Mingo Jct.	NS/Abd'n	38.5	79	\$123,369	\$3,204	0:42	79	\$123,689	\$3,213	0:42
4	Mingo Jct. to Newark	OCR	108.3	79	\$165,276	\$1,526	1:29	79 / 110	\$194,680	\$1,798	1:21
5	Newark to Columbus	OCR	33.9	79	\$94,463	\$2,787	0:36	110	\$110,957	\$3,273	0:31
Totals					\$441,918	\$2,280	3:10		\$488,216	\$2,519	2:57
Columbus-Fort Wayne via Dunkirk											
1	Columbus to CP Mounds	CSXT	7	79	\$74,588	\$10,655	0:07	79	\$74,588	\$10,655	0:07
2	CP Mounds to Dunkirk	CSXT	65.2	79	\$203,040	\$3,114	0:59	110	\$228,742	\$3,508	0:49
3	Dunkirk to Fort Wayne	CSXT (CFE)	82.9	79	\$148,378	\$1,790	1:17	110	\$191,382	\$2,309	1:03
Totals			155.1		\$426,006	\$2,747	2:23		\$494,712	\$3,190	1:59
Dunkirk to Toledo											
1	Dunkirk to CP Stanley	CSXT	57.2	79	\$124,024	\$2,168	0:51	110	\$150,340	\$2,628	0:42
2	CP Stanley to Vickers	CSXT	2.4	45	\$32,196	\$13,415	0:05	45	\$32,516	\$13,548	0:05
3	Vickers to Toledo	NS	3.5	60	\$22,324	\$6,378	0:06	60	\$22,324	\$6,378	0:06
Totals			63.1		\$178,544	\$2,830	1:02		\$205,180	\$3,252	0:53

Total Capital \$4,296,370
 - Double Count Cleveland to Berea (\$123,776)
 - MWRRS Segment Wayne Jct to Detroit (\$43,167)
 Net Ohio Hub Capital Total matches Ohio Hub subtotal in Exhibit 2-68 and below --> \$4,129,427

LAYERS	Length (miles)	Cost (Mill)	Train Miles	2025 Riders	% Capital	% Train Miles	% Riders
Layer 1	1,191	\$2,656	5.77	6.64	42.0%	50.0%	39.1%
Layer 2	1,914	\$5,137	9.27	12.66	81.2%	80.4%	74.5%
Layer 3	2,326	\$6,325	11.54	17	100.0%	100.0%	100.0%

PHASES	Length (miles)	Cost (Mill)	Train Miles	2025 Riders	% Capital	% Train Miles	% Riders
2010 3-C	258	\$1,167	1.29	0.9	28.2%	22.7%	9.8%
2011 Detroit	402	\$1,655	2.38	2.92	40.1%	41.9%	31.9%
2012 Chicago	557	\$2,150	2.85	4.08	52.1%	50.2%	44.6%
2013 Pittsburgh	697	\$2,635	3.66	5.54	63.8%	64.4%	60.5%
2014 Toledo+Panhandle	954	\$3,328	5.04	7.56	80.6%	88.7%	82.6%
2015 Toronto	1,244	\$4,129	5.68	9.15	100.0%	100.0%	100.0%