

7.1.2 Train Speeds greater than 25 mph and up to 50 mph

A summary of the baseline risk metrics for the LNG mainline movement at train speeds greater than 25 mph and up to 50 mph is provided in Table 26.

Table 26. Mainline train speeds greater than 25 mph and up to 50 mph - summary of the risk metrics for LNG DOT-113 car train movements.

Population density (people/mile ²)	SR Integral (total risk, yr ⁻¹)	Maximum IR (yr ⁻¹)	Maximum Distance to Zone 1 - 1×10 ⁻⁵ IR (ft)	Maximum Distance to Zone 2 - 1×10 ⁻⁶ IR (ft)	Maximum Distance to Zone 3 - 3×10 ⁻⁷ IR (ft)
500	8.15×10 ⁻⁵	2.11×10 ⁻⁶	N/A	382	569
1,000	1.71×10 ⁻⁴	2.14×10 ⁻⁶	N/A	387	573
2,000	3.69×10 ⁻⁴	2.19×10 ⁻⁶	N/A	395	580
3,000	5.94×10 ⁻⁴	2.25×10 ⁻⁶	N/A	400	583
4,000	8.42×10 ⁻⁴	2.29×10 ⁻⁶	N/A	403	585
5,000	1.11×10 ⁻³	2.34×10 ⁻⁶	N/A	407	588
7,000	1.70×10 ⁻³	2.43×10 ⁻⁶	N/A	417	600
9,000	2.36×10 ⁻³	2.50×10 ⁻⁶	N/A	425	608
11,000	3.06×10 ⁻³	2.57×10 ⁻⁶	N/A	430	615
13,000	3.81×10 ⁻³	2.64×10 ⁻⁶	N/A	434	618
15,000	4.59×10 ⁻³	2.70×10 ⁻⁶	N/A	438	625
17,500	5.60×10 ⁻³	2.76×10 ⁻⁶	N/A	428	628
20,000	6.63×10 ⁻³	2.82×10 ⁻⁶	N/A	448	632

The corresponding FN curve for the mainline track movement at train speeds greater than 25 mph and up to 50 mph is provided in Figure 10.