



Figure 42. Representative graphical output of IR versus distance from PHAST Risk for slow train speed, train configuration C-1, and the highest population density of 11,800 people per square mile. The peak value is located at the route. The IR drops in a parabolic fashion moving perpendicularly away from the route.

The corresponding FN curve for the mainline track movement at train speeds less than 25 mph is provided in Figure 43 for train configuration C-1. The results indicate that the SR for the mainline movement at train speeds less than 25 mph falls within the “ALARP” region of acceptability.