

|           |  |     |
|-----------|--|-----|
| Table 37. | Population densities of the consolidated census blocks in the Port Everglades intermodal facility area.  | 75  |
| Table 38. | Population densities of the consolidated census blocks for the Bowden Yard.  | 77  |
| Table 39. | Population densities of the consolidated census blocks for Route 1.  | 80  |
| Table 40. | Mainline train speeds less than 25 mph - summary of the risk metrics for LNG ISO car train movements.  | 84  |
| Table 41. | Mainline train speeds between 25 mph and 60 mph - summary of the risk metrics for LNG ISO car train movements.   | 87  |
| Table 42. | Hialeah Yard - summary of the risk metrics for LNG ISO train movement and ISO lifting for two sets of route and lifting assumptions.   | 91  |
| Table 43. | Port of Miami - summary of the risk metrics for LNG ISO train movement and ISO lifting.  | 96  |
| Table 44. | Port Everglades - summary of the risk metrics for LNG ISO car movement and ISO lifting.  | 99  |
| Table 45. | Bowden Yard - summary of the risk metrics for LNG ISO car movement and ISO lifting.  | 102 |
| Table 46. | Comparison of risk metrics for LNG ISO car and LPG rail car mainline train movements.  | 106 |
| Table 47. | Comparison of risk metrics for LNG ISO car and LPG rail car movement and LNG ISO lifting in the Hialeah Yard. Note that there are no Lift On/Lift Off activities associated with the LPG cars. | 108 |
| Table 48. | Summary of the risk metrics for slow speed LNG ISO car train movements.  | 112 |
| Table 49. | Summary of the risk metrics for high speed LNG ISO car train movements.  | 114 |
| Table 50. | Hialeah Yard - summary of the risk metrics for LNG ISO car movements and LNG ISO lifting for multiple train configurations.  | 116 |
| Table 51. | Port of Miami - summary of the risk metrics for LNG ISO car movement and lifting for multiple train configurations.  | 117 |
| Table 52. | Port Everglades - summary of the risk metrics for LNG ISO car movement and lifting for multiple train configurations.  | 118 |
| Table 53. | Bowden Yard - summary of the risk metrics for LNG ISO car movement and lifting for multiple train configurations.  | 119 |