

5.5 Route 1 – Hialeah to Port of Miami

Route 1 begins at Hialeah Yard and ends at the Port of Miami intermodal facility, as shown earlier in Figure 18. The majority of the route is covered by the FECR mainline. This population density is bounded by the mainline risk analysis. Mainline movement is the only release scenario classification considered along this 15-mile route. PHAST Risk modeled the release sources for the route at 75-foot intervals along the path.

5.6 Route 2 – Hialeah to Port Everglades

The second route begins at Hialeah Yard and ends at Port Everglades intermodal facility, as shown earlier in Figure 19. Nearly the entirety of the route is covered by the FECR mainline. Mainline movement is the only release scenario classification considered along this 28-mile route. PHAST Risk modeled the release sources for the route at 75-foot intervals along the path.

5.7 Route 3 – Hialeah to Bowden Yard

Route 3 is the longest of the three routes, starting at Hialeah Yard and terminating at the Bowden Yard, as shown earlier in Figure 20. Mainline movement is the only release scenario classification considered along this 364-mile route. PHAST Risk modeled the release sources for the route at 75-foot intervals along the path.