

Google Earth Pro was used to identify potentially sensitive establishments near the proposed railway routes. In this analysis, the following categories of establishments were considered to be potentially sensitive:

- Schools, grades elementary and above
- Churches, synagogues, mosques, and other houses of worship
- Senior care facilities
- Hospitals
- Sports arenas

By using Google Earth Pro's built-in layers database that categorizes different types of establishments ("Banks/ATMS", "Pharmacy", etc.) and by validating their location and existence through internet searches, a list of potentially sensitive establishments was developed for the routes. Establishments where the nearest edge of the building was less than approximately (b) (4) feet from the centerline of the railroad track were included in the analysis. The establishments and the approximate distance to the railway are listed in the following tables. The establishments are then identified on aerial maps of the routes with the maximum distance to the Zone 3 ($3 \times 10^{-3} \text{ yr}^{-1}$) Individual Risk contour overlaid along the route.

The maximum distance to the contour along the routes is (b) (4) feet assuming the train is traveling at high speed (from 25 and 60 mph) for train configuration C-1 (i.e., (b) (4) LNG ISOs in sequence from train position (b) (4)). For any sections of the routes where the speed is maintained at less than or equal to 25 mph, there will be no Zone 3 Individual Risk contour. Note that the last one-mile section of Route 1 before the drawbridge to the Port of Miami has a maximum speed of 25 mph; thus, no Zone 3 risk contour is present on the figures. For the fixed railyard facilities, the distance to the contour is shown based on the fixed facility analyses for the Hialeah Yard, Port of Miami intermodal facility, and the Port Everglades intermodal facility. The contours as shown in the figures are representative of the distance to the contour, and the actual calculated distance should be relied upon in all cases. An example of the last two one-mile maps for Route 1, including downtown Miami and the Port of Miami, are provided in Figure 61. The maps illustrate a section of the route where the speed restriction to 25 mph eliminates the potential Zone 3 IR contour.