

the eastern intermodal ramp track. A further discussion of the model results is provided below, and serves as a basis for applying only the simplified route assumptions to the other facilities to represent the maximum potential distance to the offsite IR thresholds.

A summary of the baseline risk metrics for the LNG ISO car Hialeah Yard handling and movement cases is provided in Table 42. The maximum contributions to the IR and SR are from the Lift On activities. The SR Integral representing the total Societal Risk with the surrounding population (approximately 1,276 to 5,471 people per square mile) is approximately an order of magnitude larger than that for the mainline routes with assumed high population density as shown earlier in Table 40 and Table 41. The effects of localizing the lifting to a single point versus applying the activity along the intermodal ramp track are apparent in the table. The distance to each risk threshold is decreased when the lifting operation is distributed, and the Zone 1 - 1×10^{-5} yr⁻¹ threshold onsite disappears when lifting is distributed. There is an insignificant difference between IR profiles for the train movement cases.

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.

Risk Metric	Route A	Route B
	C-1 (Baseline)	C-1 (Baseline)
SR Integral (total risk, yr ⁻¹)	1.10×10^{-3}	1.51×10^{-3}
Maximum IR (yr ⁻¹)	6.39×10^{-5}	7.16×10^{-6}
Train Movement (from Track):		
Maximum Distance to Zone 1 - 1×10^{-5} IR (ft)	N/A	N/A
Maximum Distance to Zone 2 - 1×10^{-6} IR (ft)	N/A	N/A
Maximum Distance to Zone 3 - 3×10^{-7} IR (ft)	205 ⁶⁴	205
ISO Lifting (from Point):		
Maximum Distance to Zone 1 - 1×10^{-5} IR (ft)	410	N/A
Maximum Distance to Zone 2 - 1×10^{-6} IR (ft)	515	455
Maximum Distance to Zone 3 - 3×10^{-7} IR (ft)	540	510

IR contour plots for Route A and Route B are overlaid on aerial images of the Hialeah Yard in Figure 46 and Figure 47 for train configuration C-1. The highest IR is observed onsite and is centered around the point of the Lift On activities assumed in the calculations. The Zone 3

⁶⁴ Note that the distance to the IR thresholds is reported as rounded up to the nearest 5 feet increments.