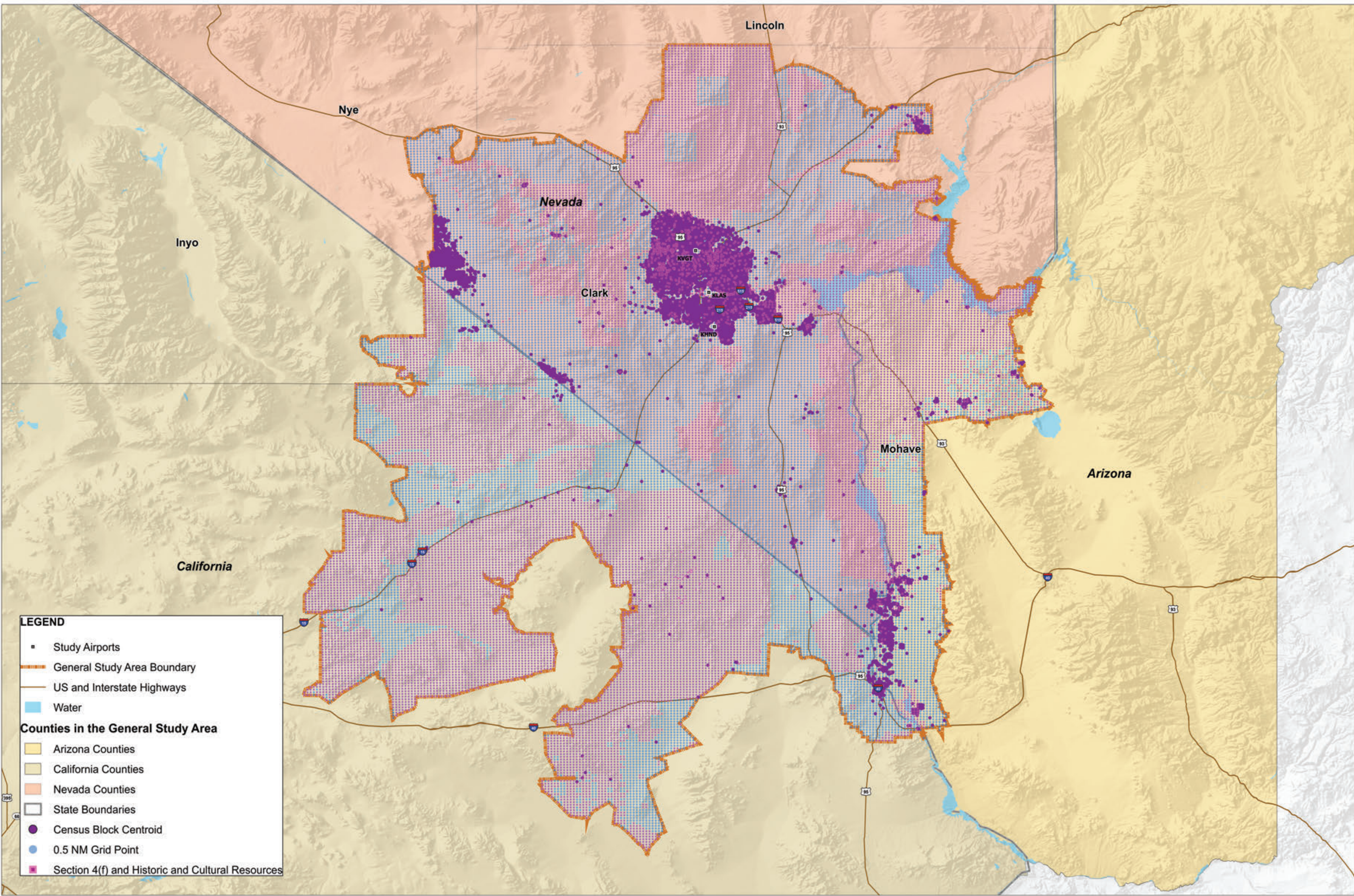


# ENVIRONMENTAL EFFECTS

NOISE EXPOSURE LEVELS WERE MODELED AT 172,839 GRID POINTS, INCLUDING:

- 1. 20,070 Census block centroids;
- 2. 94,693 uniform grid points at 0.5-nautical mile (nm) intervals on a uniform grid covering the General Study Area, which were also used to calculate Day-Night Average Sound Level (DNL) values at potential Department of Transportation Act (DOT), Section 4(f) resources (e.g. parks) and historic sites; and,
- 3. 58,076 unique points representing Section 4(f) resources too small to be captured in the uniform grid, historic properties listed on the National Register of Historic Places and noise-sensitive facilities located within the DNL 65 exposure area.

Grid Points modeled in the General Study Area



CHANGE IN POPULATION EXPOSED TO AIRCRAFT NOISE - 2020 AND 2025

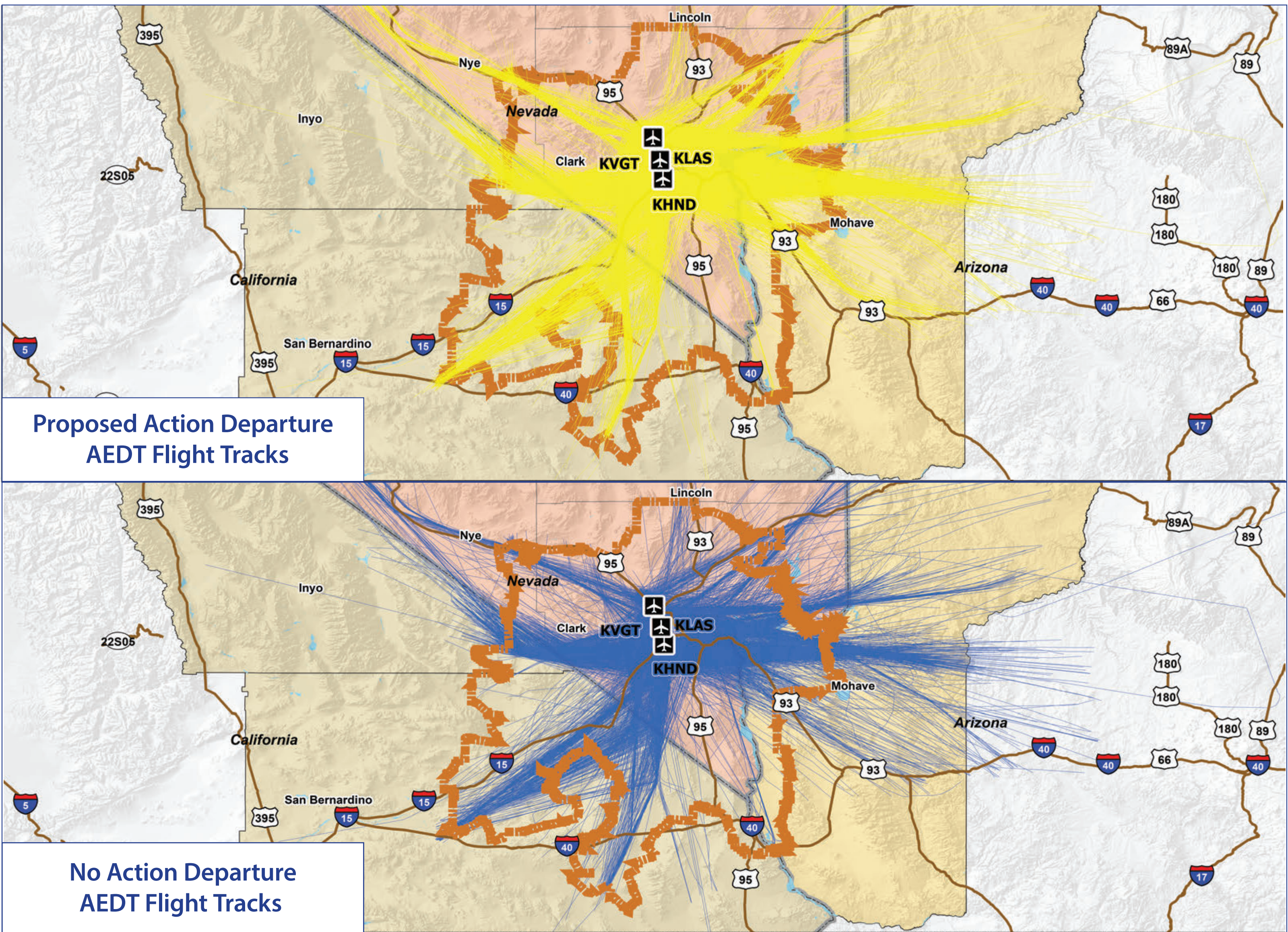
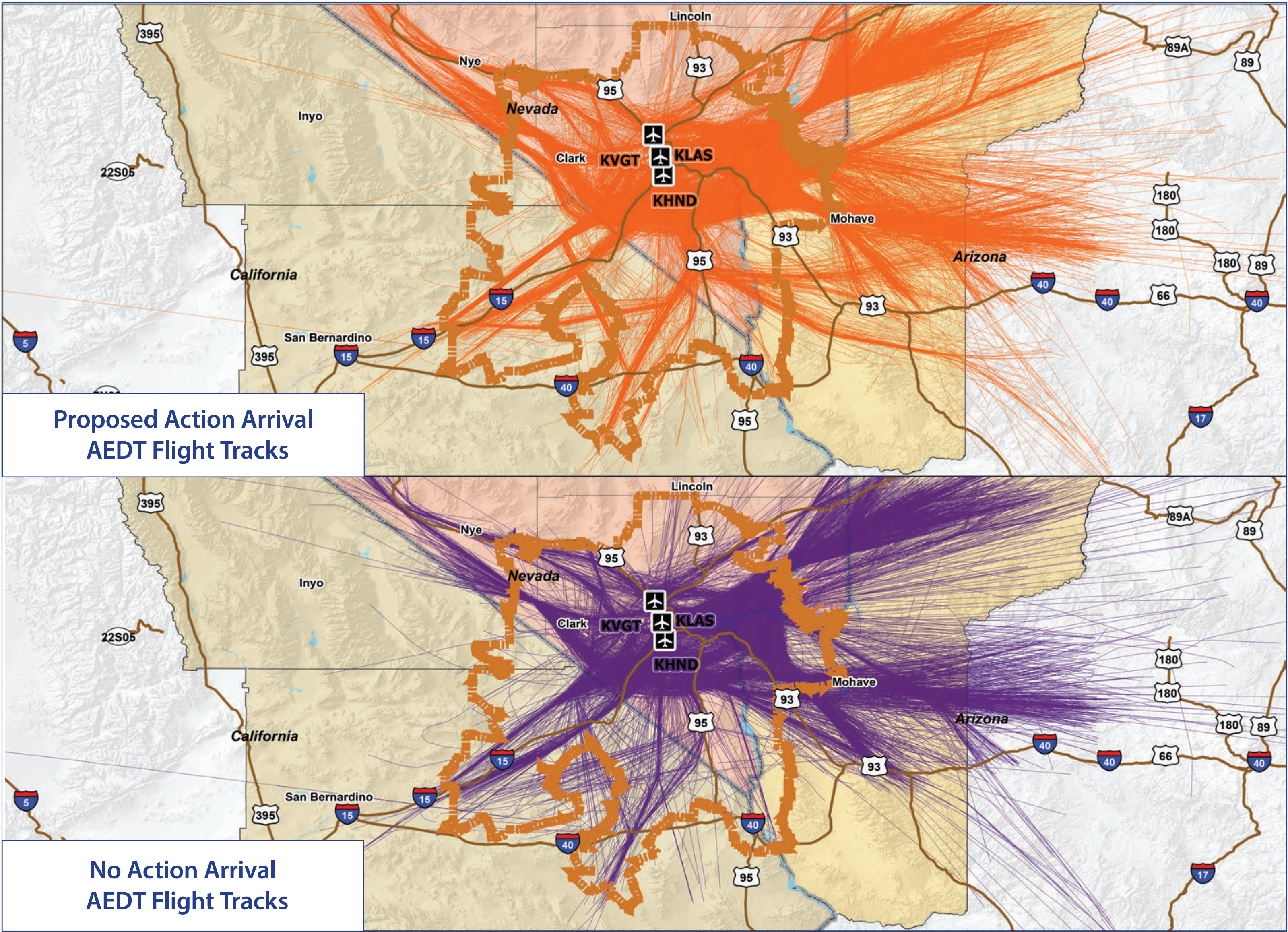
DNL NOISE EXPOSURE LEVEL UNDER THE PROPOSED ACTION	INCREASE IN DNL WITH THE PROPOSED ACTION	POPULATION EXPOSED TO NOISE THAT EXCEEDS THE THRESHOLD	
		2020	2025
DNL 65 and higher	DNL 1.5 dB or greater	0	0
DNL 60 to 65	DNL 3.0 dB or greater	0	0
DNL 45 to 60	DNL 5.0 dB or greater	0	0

NO SIGNIFICANT OR REPORTABLE POPULATION NOISE IMPACTS ASSOCIATED WITH THE PROPOSED ACTION ALTERNATIVE





# NOISE MODEL FLIGHT TRACKS



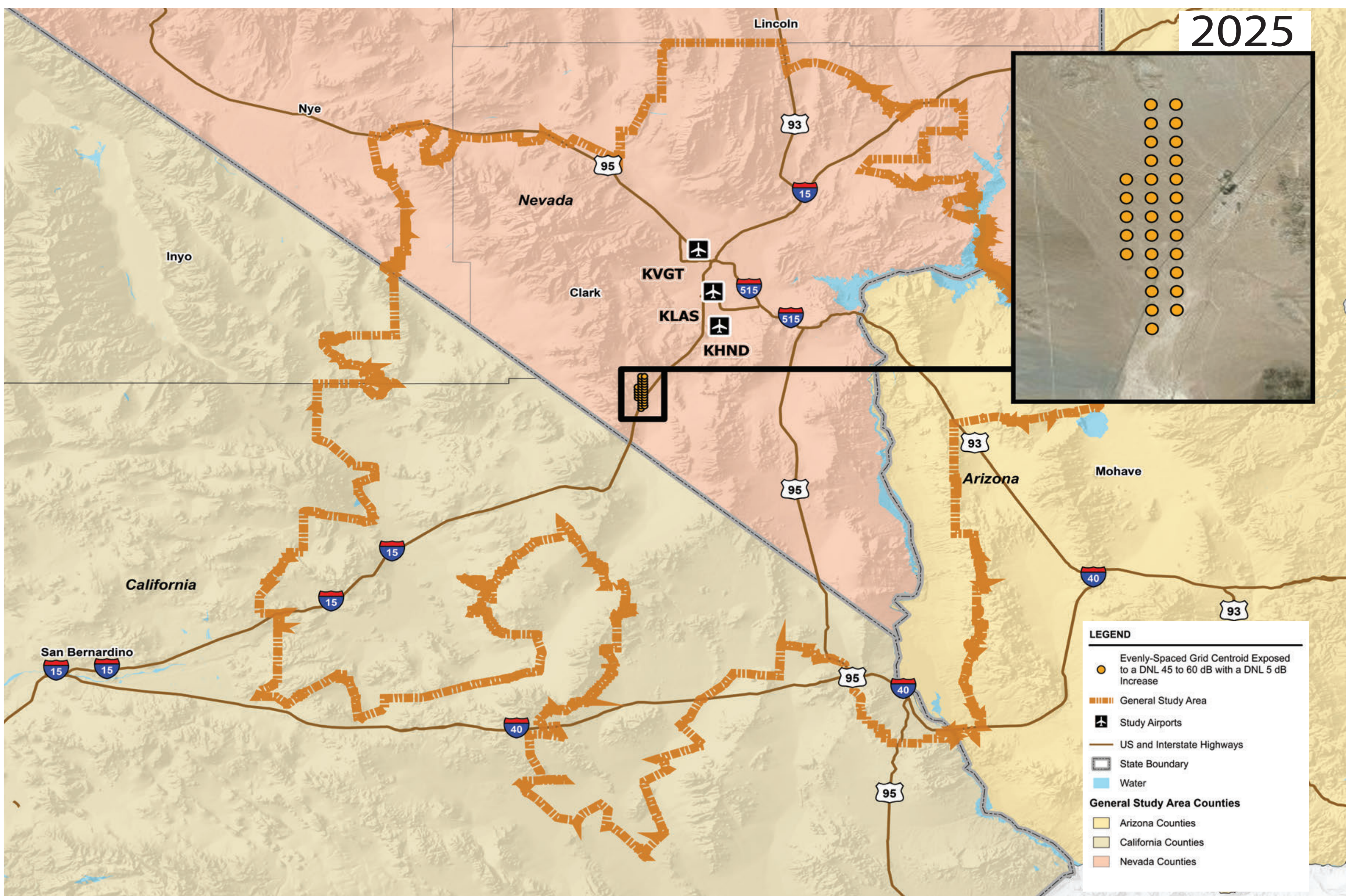
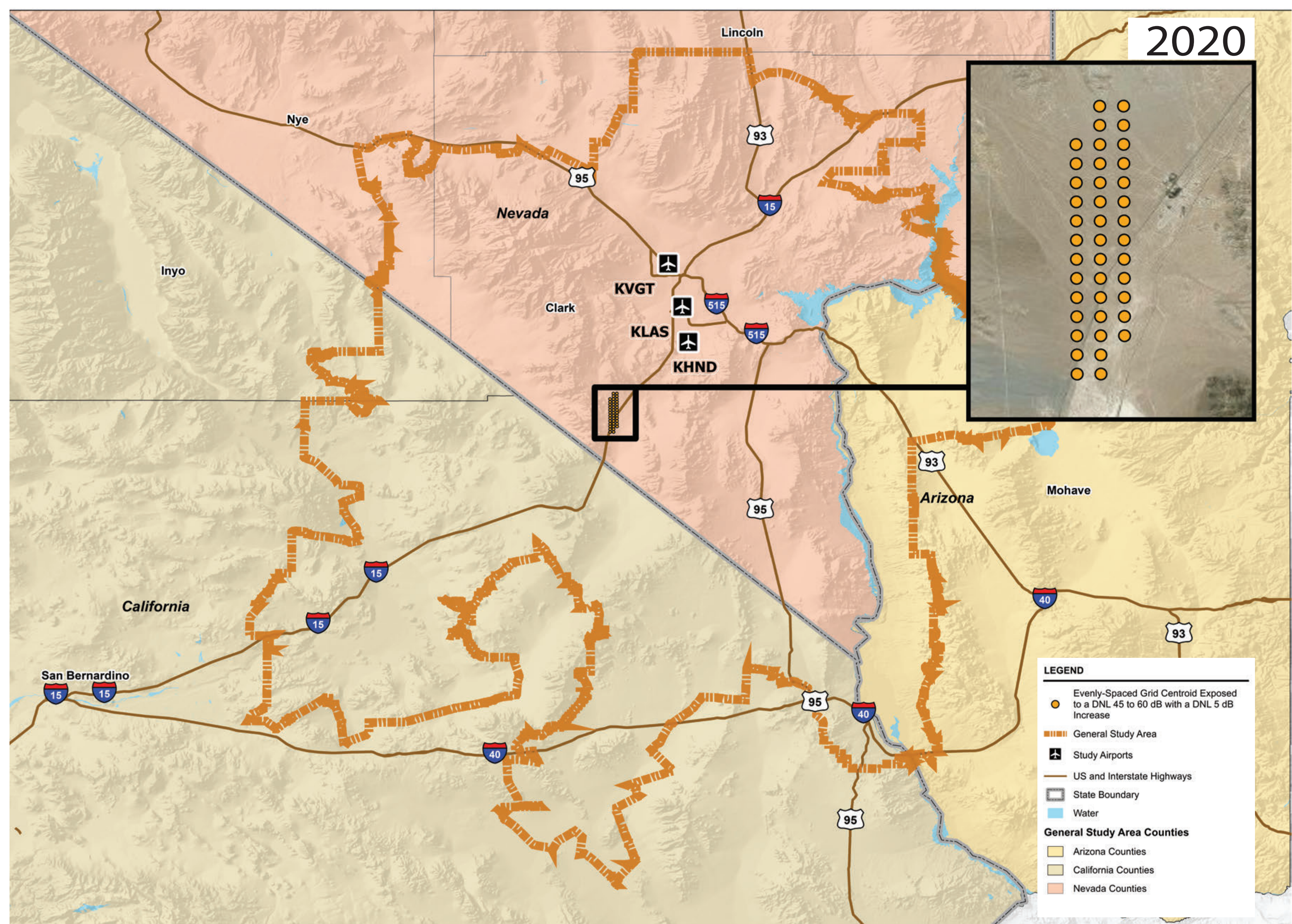
Note: AEDT is FAA'S Approved Noise Model





# REPORTABLE NOISE CHANGES

## INCREASES





# REPORTABLE NOISE CHANGES

## DECREASES

