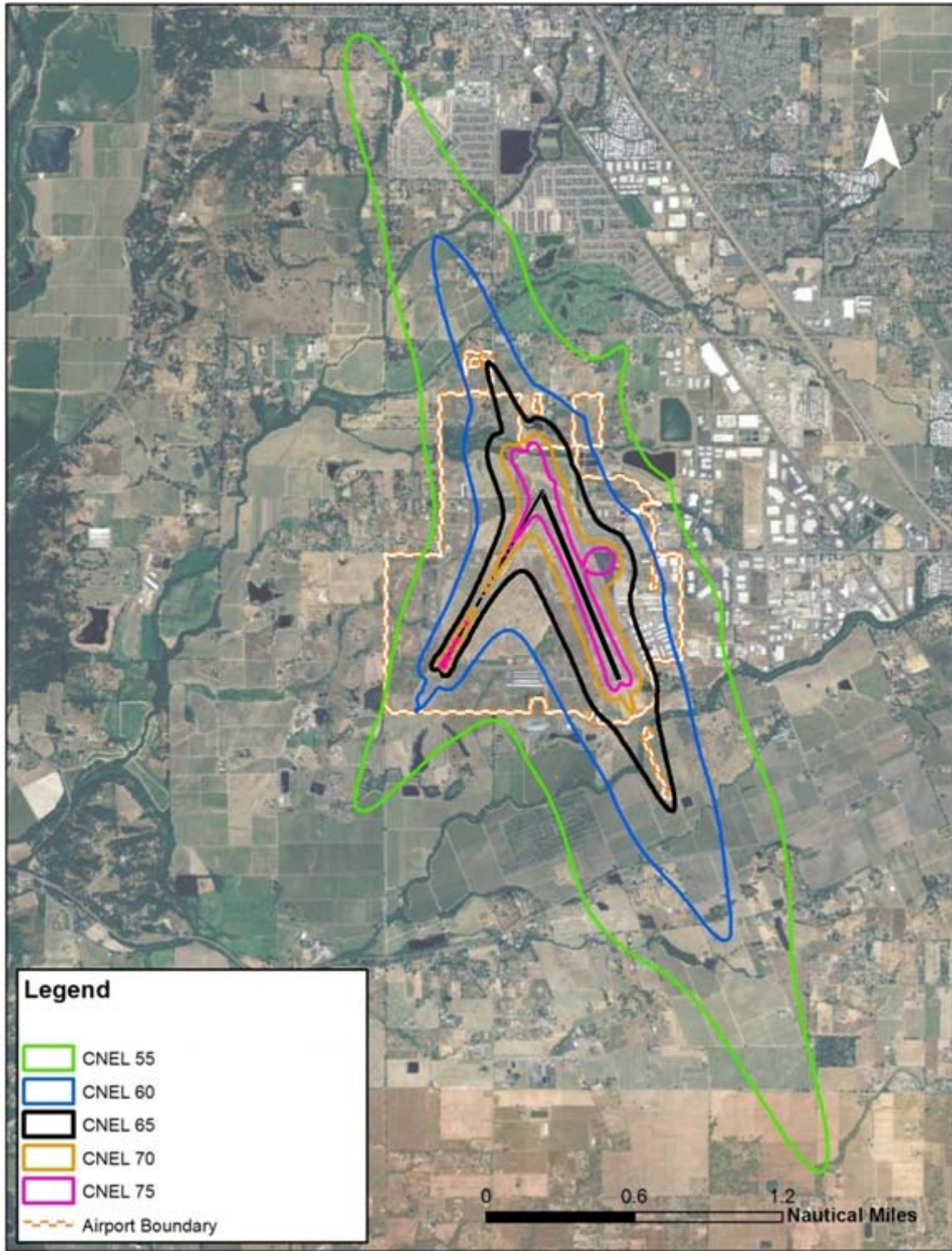
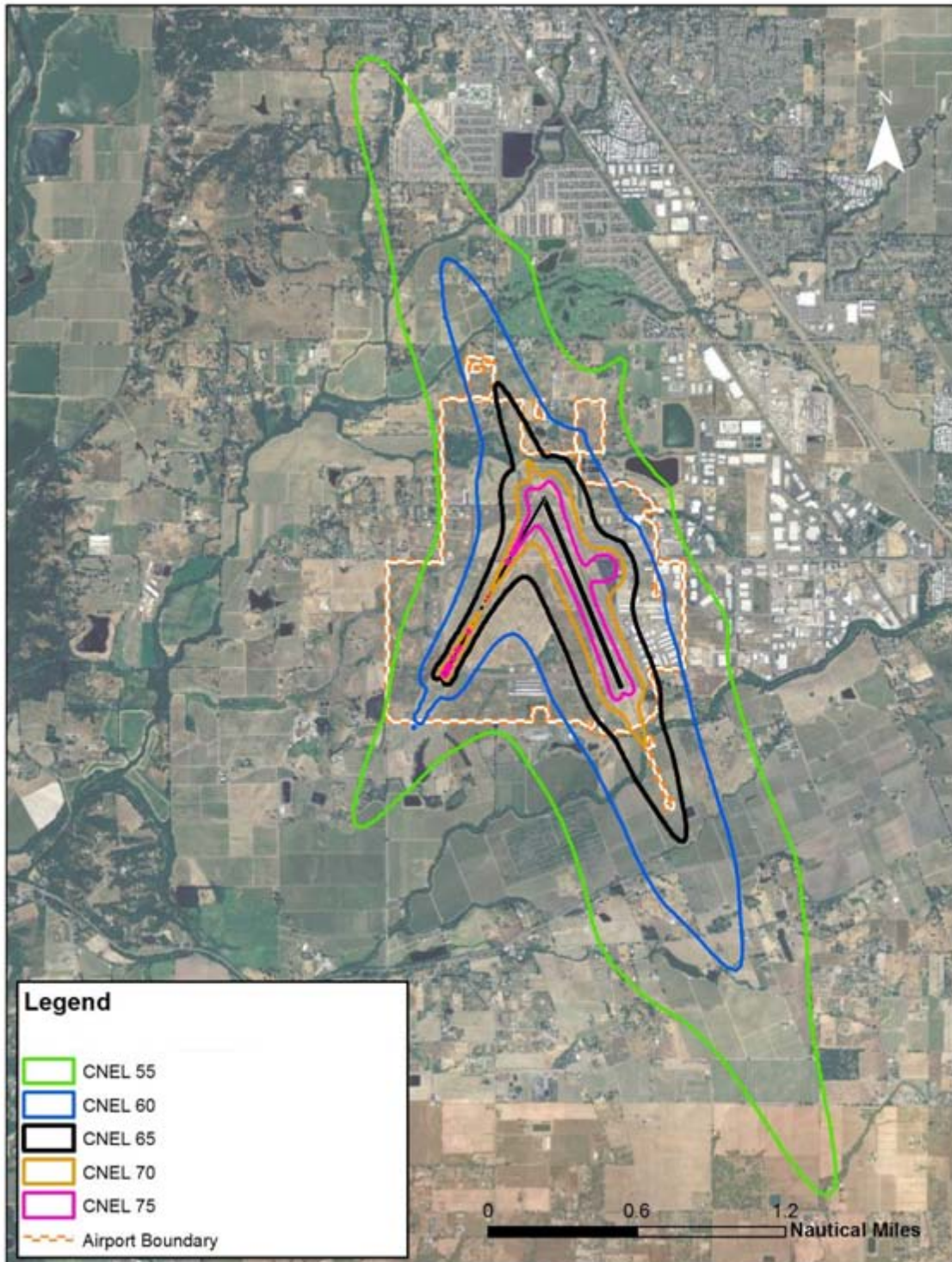


Figure 3.10-10
2030 CNEL CONTOURS WITH PROPOSED PROJECT



SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

Figure 3.10-11
2030 CNEL CONTOURS WITHOUT PROPOSED PROJECT



SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

Table 3.10-21
2030 CNEL EXPOSURE AREA IN ACRES /a/

Contour CNEL (dB)	2030 Without Proposed Project	2030 With Proposed Project
55 – 60	1,762	1,745
60 – 65	667	652
65 – 70	263	259
70 – 75	106	108
75 +	83	87
55 CNEL and greater	2,881	2,851

/a/ Acres are rounded to the nearest full acre

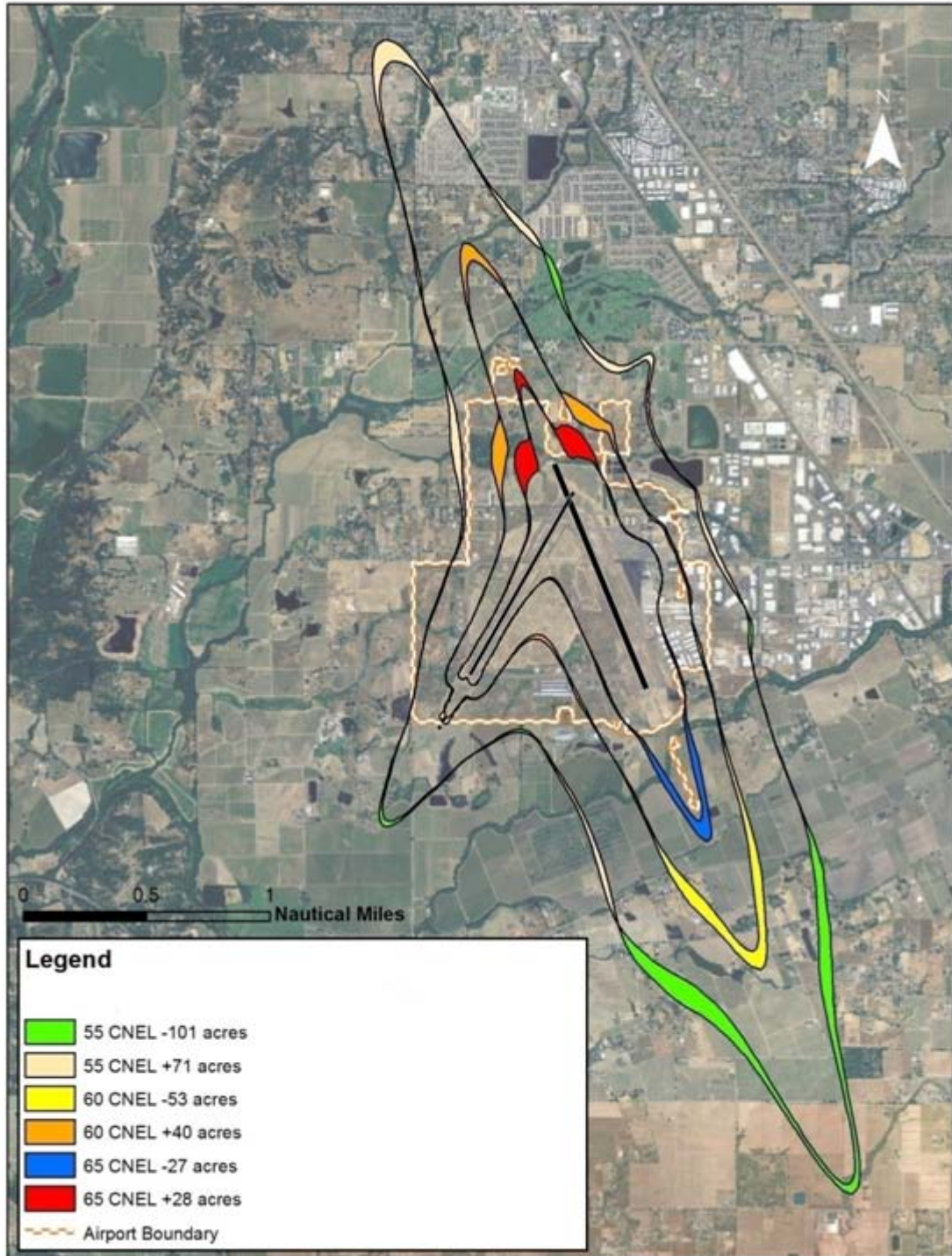
SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

Table 3.10-22
2030 CNEL AT RECEPTOR SITES

Receptor Sites	Name	Land Use	2030	
			CNEL (dB) Without Proposed Project	CNEL (dB) With Proposed Project
1	Airport Property East	Airport	62.0	62.0
2	Airport Property West	Airport	57.8	58.5
3	Triple Oak Way	Residential	53.8	53.1
4	Cutrer Winery	Commercial	49.9	50.0
5	Rio Ruso Drive	Residential	47.2	47.7
6	Windsor High School	School	52.4	52.2
7	Mitchell Lane	Residential	50.3	50.9
8	Trione Circle	Residential	52.6	53.6
9	Olivet Road	Residential	50.2	50.6
10	Piner High School	School	46.2	45.7

SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

Figure 3.10-12
2030 CNEL CHANGE IN ACRES AS A RESULT OF THE PROPOSED PROJECT



SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

In consideration of contour and receptor location modeling accuracy, the 2030 noise levels and contours without the Proposed Project and the 2030 noise levels with the Proposed Project are essentially identical, in terms of real recognizable change, to the existing conditions. Although slight changes in noise levels are discernable with computer analysis, the small magnitude of these differences indicates that the noise environment for the analysis period is predicted to be very stable. **Table 3.10-23** details the change in noise level at each of the 10 noise receptor locations for 2030.

Table 3.10-23
CHANGE OF CNEL AT RECEPTOR SITES IN 2030

Receptor Sites	Name	Land Use	Existing Conditions 2009	2030 CNEL Change (dB) Without Proposed Project	2030 CNEL Change (dB) With Proposed Project
1	Airport Property East	Airport	59.4	+2.6	+2.6
2	Airport Property West	Airport	55.2	+2.6	+3.3
3	Triple Oak Way	Residential	50.9	+2.9	+2.2
4	Cutrer Winery	Commercial	47.3	+2.6	+2.7
5	Rio Ruso Drive	Residential	44.6	+2.6	+3.1
6	Windsor High School	School	49.9	+2.5	+2.3
7	Mitchell Lane	Residential	47.8	+2.5	+3.1
8	Trione Circle	Residential	50.1	+2.5	+3.5
9	Olivet Road	Residential	47.8	+2.4	+2.8
10	Piner High School	School	43.2	+3.0	+2.5

SOURCE: MGA/L&B, 2011
PREPARED BY: MGA/L&B, 2011

The 2030 Proposed Project impact areas were produced by calculating the changes in CNEL between the Proposed Project and without the Proposed Project in the same analysis year. In addition, noise contours that show the cumulative impact areas as a result of the implementation of the Proposed Project were produced by calculating the cumulative changes in CNEL between the 2030 Proposed Project and existing conditions and the contribution of the Proposed Project.

Figure 3.10-13 shows the area where the significant noise criteria are exceeded by the implementation of the Proposed Project (threshold of significance 4). The 2030 Proposed Project impact area does not include noise sensitive areas. **Figure 3.10-14** shows the 2030 Proposed Project area where the significant cumulative impact criteria are exceeded (threshold of significance 5). **Figure 3.10-15** (a close-up version of **Figure 3.10-14**) shows the extent of this area of significant cumulative impact in a transparent color.