

Final EIS Background

During the Final EIS, the CTA Red Line Extension (RLE) project (Project) underwent a detailed noise analysis. The Final EIS identified 15 moderate impacts after mitigation based on the 30 percent design (see Final EIS Section 4.5). All 15 moderate impacts were clustered in the Michigan Avenue to CN/MED Rail Corridor area of the Project (see Final EIS, Figure 4-21). No noise impacts were identified in the 95th Street to 103rd Street area of the Project (see Final EIS, Figure 4-19). The Final EIS is available at <https://www.transitchicago.com/rle/finaeis/>.

The analysis for the 95th Street to 103rd Street area of the Project modeled a closed, concrete deck structure with direct fixation track and continuous welded rail. Noise barriers were determined to not be required from the 95th/Dan Ryan terminal to just east of Wentworth Avenue in the I-57 right-of-way.

Additional Analysis and Impacts

In compliance with the Project's Record of Decision (ROD) commitment and mitigation for noise, CTA's Design-Build Contractor (DBC) is required to analyze the final design to confirm noise impacts in comparison to those identified in the Final EIS. The DBC analysis used the 2018 FTA Transit Noise and Vibration Impact Assessment Manual and incorporated updated existing ambient noise measurements obtained in March 2025. The existing ambient noise in the 95th Street to 103rd Street area of the Project increased since the Final EIS analysis. The additional analysis for the area between approximately 96th Street and 97th Street of the Project modeled an open, steel deck structure with timber ties and jointed rail. Five new moderate impacts to residences clustered in this area of the Project were identified (see Figure 1).

The residences impacted have a high existing ambient noise level due to proximity to the interstate. The moderate impacts are at the low end of the moderate impact limit, exceeding the limit by 2 dBA (A-weighted decibels) or less. The impacts do not approach the severe impact limit. Table 1 shows the existing ambient noise, project noise level, and impact limits for the five impacted residences. The table demonstrates that the magnitude of the change in impacts is minimal.

Red Line Extension Project 95th Street to 103rd Street Area Noise Impacts

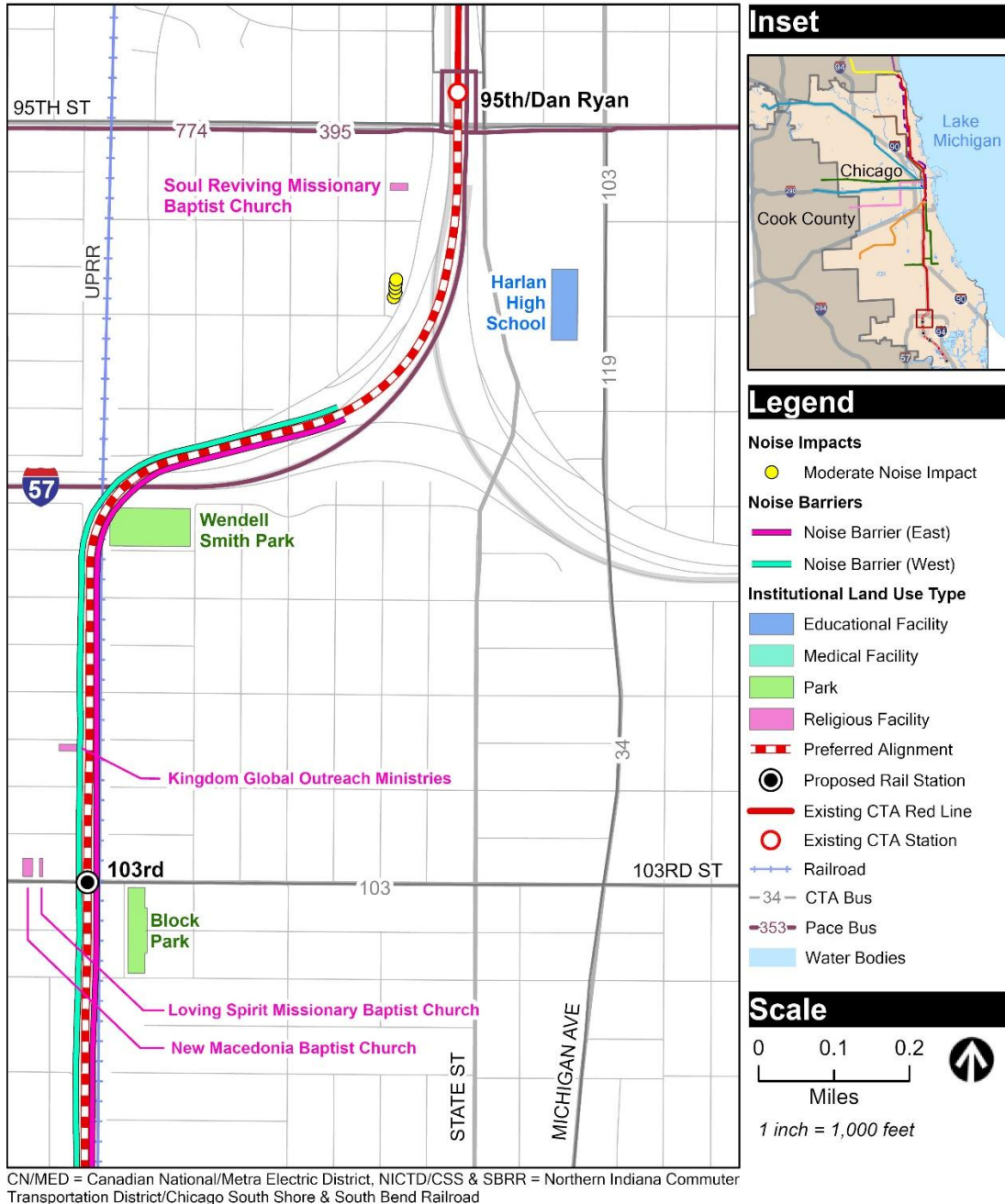


Figure 1: New Noise Impacts between 95th Street and 103rd Street Area

**Red Line Extension Project
95th Street to 103rd Street Area Noise Impacts**

Table 1: Summary of Residential Noise Impacts for 95th Street to 103rd Street Area

Area of Impact	Distance from Near Tack	Train Speed	Existing Noise Level	Project Noise Level			Number of Residential Noise Impacts	
				Predicted	Moderate Impact Criterion	Severe Impact Criterion	Moderate	Severe
West of Track Structure	262 to 297	40	75 to 76	66 to 68	66	74 to 75	5	0

*Noise levels are in dBA and distance is in feet

Based on the current design and the additional noise analysis, there are fewer noise impacts (11 moderate noise impacts compared to 15 in the Final EIS) in the Michigan Avenue to CN/MED Rail Corridor area. However, the total number of moderate impacts for the entire Project, when including the new impacts in the 95th Street to 103rd Street area, would increase by one to 16 moderate impacts compared to the 15 moderate impacts disclosed in the Final EIS.