

CTA Lawrence to Bryn Mawr Modernization Project  
Construction work and community impacts expected in 2020  
January 2020



### **Construction kickoff/Pre-stage -- 2020**

#### **Q: What is happening in 2020?**

A: We are moving forward with rebuilding the Red and Purple lines as part of the Red and Purple Modernization (RPM) Phase One project, rebuilding century-old track structure and train stations and building a new, modern system that will improve service for our customers.

In the Lawrence to Bryn Mawr area, we are doing extensive preparatory work – “pre-stage” work – that needs to be done before we can begin construction of new stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and tracks starting in late 2020 or early 2021. We expect the new stations to be open by the end of 2024.

#### **Q. What preparatory work will be done?**

A. We have begun to perform track improvement, structure and signal work that is necessary ahead of the start of major RPM reconstruction. The purpose of this work is to allow us to continue to run train service as efficiently as possible throughout new station and track construction (2021-2024).

This work includes:

- Building new track interlockings (which allow trains to switch tracks) and signals at both ends of the Lawrence to Bryn Mawr project area – specifically near Montrose Avenue on the south end and Thorndale Station on the north end. We need these interlockings to be in place before we start new station and track construction. This allows us to merge our current four tracks of service to two tracks, while we take the other two tracks out of service for construction.
- Improving signals, track, and power on the two westernmost tracks between the two interlockings that we will use for service during new station and track construction.
- Building new temporary rail stations at Argyle and Bryn Mawr that will serve rail customers when Lawrence, Argyle, Berwyn and Bryn Mawr are closed for reconstruction starting at the end of this year/early 2021.
- Perform retaining wall repairs during the pre-stage work.

#### **Q. What is the timeline for work near Thorndale Station and what will be the impact on the community?**

A. That work began in December 2019 and includes realigning the tracks to make room for the track interlockings, signals, and electrical equipment. It resumed on the weekend of Jan. 24<sup>th</sup> and will continue

into the spring and summer for multiple weekends. The construction schedule is subject to change and dependent upon weather conditions.

Impacts from the weekend pre-stage work will include CTA rail service disruptions, construction noise and vibration, overnight construction, parking lane closures and periodic street and alley closures. Weekend work at track level will begin Friday evenings and continue until early Monday mornings to avoid weekday rush periods.

**Q. What is the timeline for the work near Montrose and what will be the impact on the community?**

A. We anticipate that work to begin in February and continue into the spring and summer. The construction schedule is subject to change and dependent upon weather conditions.

Impacts from the weekend pre-stage work will include CTA rail service disruptions, construction noise and vibration, overnight construction, parking lane closures and periodic street and alley closures. Weekend work at track level will begin Friday evenings and continue until early Monday mornings to avoid weekday rush periods.

**Q. What are the impacts to CTA train service?**

A. We will continue to provide train and bus service during the pre-stage work in 2020 as well as new station and track reconstruction through 2024, but there will be impacts to service. For the near-term, those impacts include:

- Several weekends (10 p.m. Friday through 4 a.m. Monday) where full station closures at Granville, Thorndale and Bryn Mawr starting the weekend of Jan. 24 and continuing sporadically throughout 2020.
- Several weekends when trains will not make stops in one direction at stations, requiring passengers to “back-ride”, or exit at the next open station and ride in the opposite direction to the desired station—likely starting late February and continuing sporadically throughout 2020.
- Service delays on the weekends. We strongly recommend that our customers plan ahead and allow extra travel time.
- CTA will provide complimentary bus shuttles between Loyola and Berwyn stations on weekends when Granville, Thorndale and Bryn Mawr are closed.

**Q. Why do you have to work on the weekends?**

A. Ridership on CTA trains is lower on weekends, so fewer people are affected by performing weekend track improvements. We know this is frustrating for our customers, but we need to do this work and recommend allowing extra travel time. When the new stations are open and the new track structure provides a smoother and more reliable service, the inconvenience will be worth it.

## **New station and track structure construction – Late 2020/early 2021**

### **Q. When will Lawrence, Argyle, Berwyn and Bryn Mawr close?**

A. The existing four stations will be closed for reconstruction starting at the end of 2020 or early 2021. Temporary stations at Argyle and Bryn Mawr will open when the existing stations close. Because our contractor is still developing designs for this project, we won't know the exact timing of the closures until later in 2020. We will provide ample notification to the public ahead of the closures, as well as extensive signage to the new temporary rail stations that will be built at Argyle and Bryn Mawr to serve customers.

### **Q. How long are the Lawrence, Argyle, Berwyn and Bryn Mawr stations closed?**

A. The Lawrence and Berwyn stations will close for about 3 1/2 to 4 years and new stations will open by the end of 2024.

The original Argyle and Bryn Mawr stations will close at the same time as Lawrence and Berwyn, and temporary stations at Argyle and Bryn Mawr will open to provide access to rail service.

We will build new stations and tracks in halves, Stage A and B, so we can continue to provide rail service during construction. Temporary stations will move in Stage B to serve the new tracks completing in Stage A.

#### **During Stage A**

- Northbound and southbound access at temporary Argyle and Bryn Mawr stations will be available

#### **Stage B**

- Northbound and southbound access will be available at Argyle
- Southbound only service will be available at Bryn Mawr

### **Q. Why won't you have temporary stations at Lawrence and Berwyn?**

A. There isn't space available to build temporary stations at those locations, unfortunately. Passengers who normally board at Lawrence can use Wilson or Argyle stations, which are each a quarter mile away and connected via the #36 Broadway bus, and Berwyn customers can use the Bryn Mawr or Argyle stations. We will reroute some bus routes so that customers who access Lawrence station using the #81 Lawrence bus or Berwyn station using the #92 Foster bus will be able to transfer to an open station, while the Lawrence and Berwyn stations are closed.

**Q. How will you run train service while rebuilding the Lawrence, Argyle, Berwyn and Bryn Mawr stations and track structure?**

A. We operate CTA Red and Purple Line service on four tracks – two northbound and two southbound tracks. During major construction, starting in late 2020 or early 2021, we will run Red and Purple Line trains on the two westernmost tracks while we rebuild the two easternmost tracks. When we complete that work in 2022, we will move train service to the new easternmost tracks and rebuild the western tracks between 2022-2024. We will build the new stations as part of this work.

**Q. How high is the existing track structure and much higher will the new track structure be from what is there today?**

A. Depending on location, the existing track structure at the rail level is about 15-16 feet high. The new tracks will be 5-10 feet higher, depending upon location.

**Q. How big will the gantry be?**

A. The gantry is a specialized crane that will lift and place concrete segments to building the new track structure. It will be 285 feet long (longer than a 747 airplane and almost as long as a football field.) The total height of the gantry will be 30 feet tall above the track structure.

**Q. How can I stay informed about this work?**

A. If you're a resident or visitor to the Uptown and Edgewater communities near the Lawrence to Bryn Mawr Modernization project, sign up for customized construction alerts at:

<https://mailchi.mp/transitchicago/rpmalerts>

We also post this information on our website, <https://www.transitchicago.com/rpm/>, and provide to your local alderman to be included in community newsletters.