



Construction Project Briefing



November 15, 2022



Today's Presentation

- Jefferson Park to O'Hare Signals Project
- Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations
- CDOT - Lake Line - Damen Station
- Non-Revenue Maintenance
- Traction Power Upgrades - Canal Tie House, Barry and Damen Substations
- Refresh & Renew Program
- Red and Purple Modernization Project



Project Title: Jefferson Park to O'Hare Signals Project

Impact on Customers:	There will be 11 weekend Line Cuts: 1 – 9 Day Line Cut from O'Hare to Rosemont, 2 Weekend Line Cuts from Rosemont to Harlem, and 7 Line Cuts from Harlem to Jefferson Park and 1 – Weekend Line Cut from O'Hare to Rosemont. Bus shuttles will be provided for these line cuts. In addition, there are 90 nighttime single track outages that may affect customers.
Benefit to System:	This will be the last section of the Blue Line to receive upgraded signals and interlocking systems. When completed, these systems will assure consistent, safe and reliable train operations on the entire Blue Line for many years to come. The proposed new equipment will provide bi-directional railway traffic protection and maintain headways at 90 seconds at 35 mph nominal. The Project will be designed with infrastructure provisions for a future Communication Based Train Control (CBTC) system, such as ducts for serial fiber/ cables, ample spare room for hardware in each relay/ audio house and ideal locations for transponders, radio transmitters/ antennae and wayside zone controllers.
Benefit to Community:	Improved Reliability and Safety
Impact on Accessibility:	During the 11 weekend Line Cuts, train stations will be inaccessible.
Estimated # of Jobs Created:	106 Direct, 507 Indirect
Customer Communication Need:	Construction activity notices will be provided to inform customers that Line Cuts will impact their commute.

Comparable Projects:

- Ravenswood Loop Connector
- Congress Dearborn – Jefferson Park to Forest Park Signal Replacement.



Project Title: Jefferson Park to O’Hare Signals Project

Justification of Need: The existing 30-year-old signal system is approaching the end of its useful life. Maintaining the system has become increasingly difficult in as much as many components are now obsolete and difficult to repair or replace.

Priority of Project:	High
Total Project Budget:	\$ 207M
Construction Contract Value:	\$ 153,696,433.00
Earned to Date:	92%
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	Goal: 10% Design / 15% Construction Commitment: 10.1% Design / 15% Construction Workforce Goals: 10% WIOA / 10% Apprentice Contract is on track to meet the DBE goal Outreach events conducted: 2 (CTA) 1 (KAJV)
Funding Source:	CTA Bonds, RTA Bonds, Federal Formula Funds, and Federal TIFIA loan
Estimated Start Date/Estimated Length of Project:	NTP: May 21, 2018; Substantial Completion May 20, 2021 (Projected October 2022)
Designer of Record:	KAJV – Mott McDonald
Construction Manager/General Contractor:	STV/KAJV

Detailed Overview of Scope:
This is a design-build project that existing relay houses are going to be replaced with new relay houses on elevated or at grade platforms and existing relay rooms are proposed to be expanded/ refurbished and/or reconfigured to accommodate the new signal equipment. The existing relay houses/ rooms are located at the following locations: Jefferson Park, Central, Foster, Nagle, Harlem, Cumberland, River Road, Rosemont East, Rosemont Yard, Rosemont West, Old Manheim, O’Hare East and O’Hare West. Special trackwork improvements are at Central Interlocking.



Project Title: Jefferson Park to O'Hare Signals Project

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">• Rosemont East Cutover is underway• Discrepancy Closure at previously cutover houses.	Completed Ongoing
Delay Explanation		
N/A	N/A	N/A



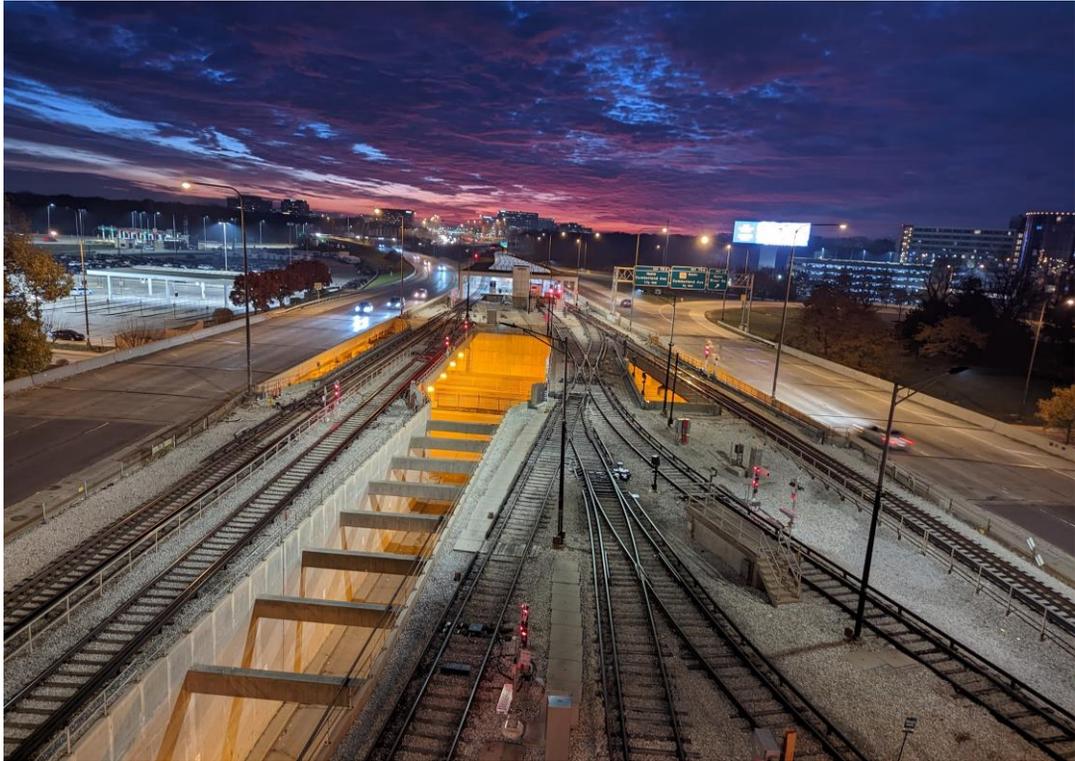
Project Title: Jefferson Park to O'Hare Signals Project



Testing of Panel – Rosemont Tower (East)



Project Title: Jefferson Park to O'Hare Signals Project



Rosemont East



Project Title: Jefferson Park to O'Hare Signals Project



Rosemont Yard



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

The CTA has identified additional traction power needs based on results from the Blue Line Load Flow study it was determined the existing equipment is beyond its useful life and needs to be replaced. The new equipment will increase reliability and reduce frequency of periodic maintenance. This project targets replacement of oil transformers and rectifiers at the Kedvale and Sacramento substations also AC breaker replacement at the Kedvale, Edmunds, and Sacramento substations. The Sacramento and Kedvale Substations will also receive new roofs with all three locations getting new stainless-steel doors with frames and incidental masonry repairs.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$12,029,342
Construction Contract Value:	\$7,372,000
Earned to Date:	89% (through September)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	100%
DBE:	Goal: 25% Commitment: 25% Contract is on track to meet the DBE goal Outreach events conducted: 7 Mid-Con events (CTA)
Funding Source:	GTTLOC-2018 (Line of Credit)
Estimated Start Date/Estimated Length of Project:	NTP: May 4, 2021/ Estimated Duration 550 days /Substantial Completion November 5, 2022
Designer of Record:	CTA
Construction Manager/General Contractor:	WSP /John Burns Construction



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

Impact on Customers:	Temporary bus turnaround traffic lane, and parking lane closures during construction phasing, disposal and delivery of equipment.
Benefit to System:	The new equipment will increase service reliability and reduce frequency of weekly maintenance of substation equipment.
Benefit to Community:	Safer more reliable service and improved building envelope presence along the community's streetscape.
Impact on Accessibility:	N/A
Customer Communication Need:	Community announcements for temporary Bus turnaround closures during equipment removal and delivery to substations.

Comparable Projects:

Systemwide - Traction Power Upgrades



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li data-bbox="211 361 462 388">• Sacramento Roofing<li data-bbox="211 437 504 465">• Courtyard Wall Renewal<li data-bbox="211 514 472 541">• Landscaping/ fencing<li data-bbox="211 590 579 618">• Substantial Completion 11/5/22	Completed Completed On-Going Requested



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations



**Sacramento
Substation**

**Rebuilding
Transformer
Enclosure
Wall**



Project Title: Traction Power Upgrades - Kedvale, Edmunds, and Sacramento Substations



**Sacramento
Substation**

**New Roofing in
September**



Project Title: CDOT - Lake Line - Damen Station

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	
Construction Contract Value:	\$67,316,000.00
Earned to Date:	17%
Percent Change Orders to Construction Contract:	2.7%
Percent Time Used:	74%
DBE:	MBE: 30% WBE: 8% VBE: 0.96%
Funding Source:	TIF/CMAQ
Estimated Start Date/Estimated Length of Project:	540 days after NTP
Designer of Record:	Perkins and Will
Construction Manager/General Contractor:	Arcadis/ FH Paschen



Project Title: CDOT - Lake Line - Damen Station

Impact on Customers:	This will be a new Elevated CTA Station on the Lake Branch of the Green Line at Damen and Lake Streets. CTA has also implemented slow zones due to structural on-going work
Benefit to System:	The new station will provide transit connectivity, convenience and amenities to residents, workers and visitors alike.
Benefit to Community:	New, modern transit facility that will serve the burgeoning needs of the Kinzie Industrial Corridor. The new station will also support visitors to the United Center, Malcom X College and educational institutions.
Impact on Accessibility:	This will be a fully accessible CTA station equipped with escalator and elevator access to both platforms and accessible path to the new station house.
Customer Communication Need:	Customer and Community facing is being handled through CDOT.

Comparable Projects:

Morgan Station on Green Line



Project Title: CDOT - Lake Line - Damen Station

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none"><li data-bbox="211 353 705 404">• Relocation of aerial signal and communication cables<li data-bbox="211 416 618 441">• Replace rivets with bolts at bent steel <li data-bbox="211 489 758 539">• Begin excavation of drilled foundations (caisson) at Station House <li data-bbox="211 587 733 637">• Relocate Electric Duct Bank w/I Station Footprint (Planning)	Completed Completed Completed On-Going



Project Title: CDOT - Lake Line - Damen Station



East View - Dusk



Project Title: CDOT - Lake Line - Damen Station



**Damen Station
House**

**Drilling belled
shafts for
station**



Project Title: CDOT - Lake Line - Damen Station



Damen Station

**New Structural
Steel Delivered
to site**



Project Title: Non-Revenue Rail Vehicle Facility

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$65,902,503
Construction Contract Value:	\$42,676,222
Earned to Date:	26% (thru August 2022)
Percent Change Orders to Construction Contract:	0% (Change Order #1 – \$1,694,221 - Pending)
Percent Time Used:	74%
DBE:	Goal: 30% Design / 27% Construction Commitment: 30% Design / 27% Construction Workforce Goals: 10% Career Opportunity/ 10% Apprentice/ 35% EDA Outreach events conducted: 3 (CTA / Clark) Contract is on track to meet the DBE goal
Funding Source:	IDOT - Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 3/24/21 Project Duration 730 Days
Designer of Record:	STV Inc.
Construction Manager/General Contractor:	WSP/Clark Construction

Detailed Overview of Scope: Perform Design/Build Services to design and construct a new maintenance facility at the CTA's 63rd Lower Yard. This facility will be utilized to repair and maintain CTA's Non-Review Rail Mounted Equipment Fleet. This facility will include three maintenance and inspection tracks, a vehicle wash track with equipment, a paint booth, a welding room, a multipurpose lunchroom and classroom, locker and washroom facilities, supervision offices, and storage facilities.



Project Title: Non-Revenue Rail Vehicle Facility

Impact on Customers:	While no direct impact to rail service, this facility will allow CTA Rail Maintenance to efficiently maintain the CTA's non-revenue fleet. This will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system. This will allow CTA to maintain reliable service to our customers.
Benefit to System:	The ability to effectively and efficiently maintain the CTA's non-revenue fleet will result in equipment being in good working order and ready to perform necessary repairs and upkeep to the CTA system.
Benefit to Community:	This facility will be design to compliment the surrounding neighborhood from an aesthetic perspective. It will also bring additional activity to the immediate neighborhood.
Impact on Accessibility:	The building will obtain City of Chicago Building permits, which included accessibility reviews.
Customer Communication Need:	Customer impact will be minimal. Community outreach efforts are ongoing with local elected official and the neighboring school to discuss and minimize impacts during construction. Communications will continue with the surrounding residences and business regarding any upcoming impacts to the surrounding area during construction.

Comparable Projects:



Project Title: Non-Revenue Rail Vehicle Facility

Construction Progress

Phase	Description	Status
Construction	Design Phase	
	• Design Validation	Complete
	• Intermediate Design	Complete
	• Permitting – Underground Package	Complete
	• Permitting – Building Package	Complete
	• Final Design	In progress
	Construction Phase	
	• Utility Exploration	Complete
	• Underground Demolition Work	Complete
	• Stormwater Retention System Installation	Complete
	• Pile Drilling Earthwork	Complete
	• Building Foundations	Complete
	• Grade Beams Pours	Complete
	• Foundation Utility Work	In Progress
• Precast Panel Erection	Upcoming	
• Plumbing Work	Upcoming	

Delay Explanation:



Drainage and Manhole Installation and Compaction



Project Title: Non-Revenue Rail Vehicle Facility



Aerial Feed of 10/14/22's Construction Site



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Justification of Need:

The CTA has identified additional traction power demands based on results from the Blue Line Load Flow study and determined that three (3) areas along the blue line O’Hare branch and Dearborn subway may experience problems with running the new fleet at the service levels proposed. To continue providing a reliable and safe service, it is necessary to build two (2) new traction power substations, one at Barry and the other at Damen with all their infrastructure support along with installing a new Tie Breaker house in the Dearborn subway. Also, the project includes the replacement of all traction power equipment at the Haymarket substation.

Priority of Project:	High
Total Project Budget:	\$113 Million
Construction Contract Value:	\$58 Million
Earned to Date:	18% (As of September 2022)
Percent Change Orders to Construction Contract:	0
Percent Time Used:	36% (As of October 2022)
DBE:	Goal: 25% Commitment: 25.71% Workforce Goals: 10% Career Opportunity/ 8% Apprentice/ 25% EDA Contract is on track to meet the DBE goal
Funding Source:	CTA Bonds / Rebuild Illinois
Estimated Start Date/Estimated Length of Project:	NTP: 10.20.21 Estimated Duration 900 days /Substantial Completion April 04, 2024
Designer of Record:	TYLIN
Construction Manager/General Contractor:	WSP / John Burns Construction



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Impact on Customers:	Minor service disruptions during track access occurrences.
Benefit to System:	The new traction power substation will increase service reliability to the Blue Line.
Benefit to Community:	New buildings will enhance and will blend with the surrounding community and will benefit transit riders in the Blue Line with a safer and more reliable service.
Impact on Accessibility:	N/A.
Customer Communication Need:	Construction Activity Notices.

Comparable Projects:

East Lake, Milwaukee & Illinois (ELMI) and Broadway substations



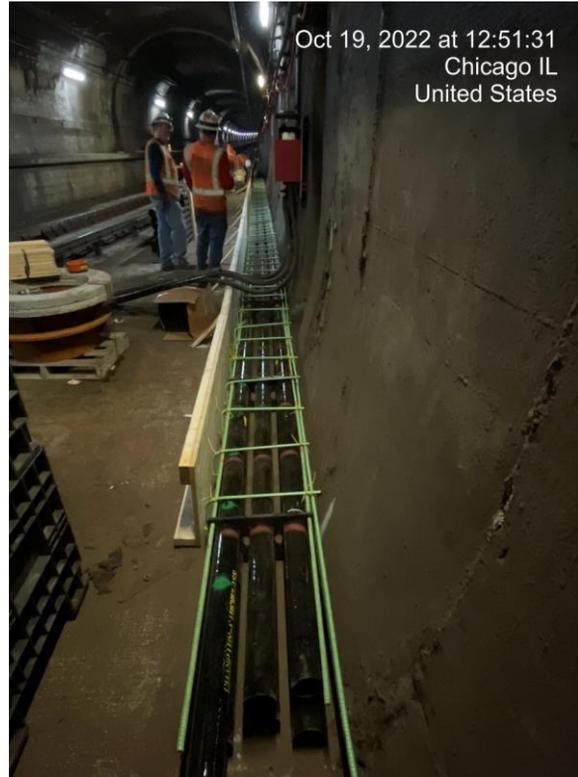
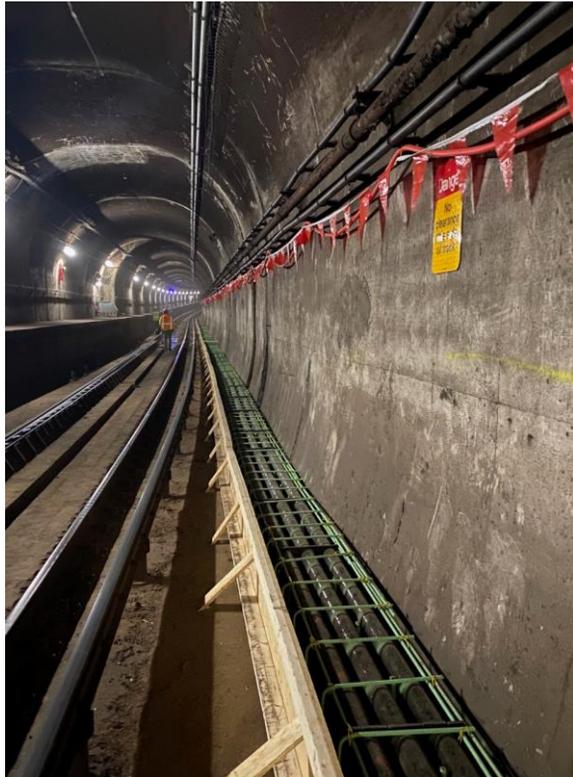
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations

Construction Progress

Phase	Description	Status
Construction	<ul style="list-style-type: none">Milestone 3 - Completion requirements for traction power equipment – Final equipment coordination for Authority approval.	Completed
	<ul style="list-style-type: none">Obtaining Building permits for Barry, Damen, and Haymarket	Ongoing
	<ul style="list-style-type: none">Mobilized to the Damen site and installed construction site perimeter fencing	Completed
	<ul style="list-style-type: none">Began site demolition at Damen	Ongoing
	<ul style="list-style-type: none">Damen substation foundations	Ongoing
	<ul style="list-style-type: none">Mobilize to Barry to install a construction perimeter fencing and start performing site demolition	Ongoing
	<ul style="list-style-type: none">ComEd temporary power installation at Damen and demolition of existing power pole	Completed



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Forming Duct Bank at Canal



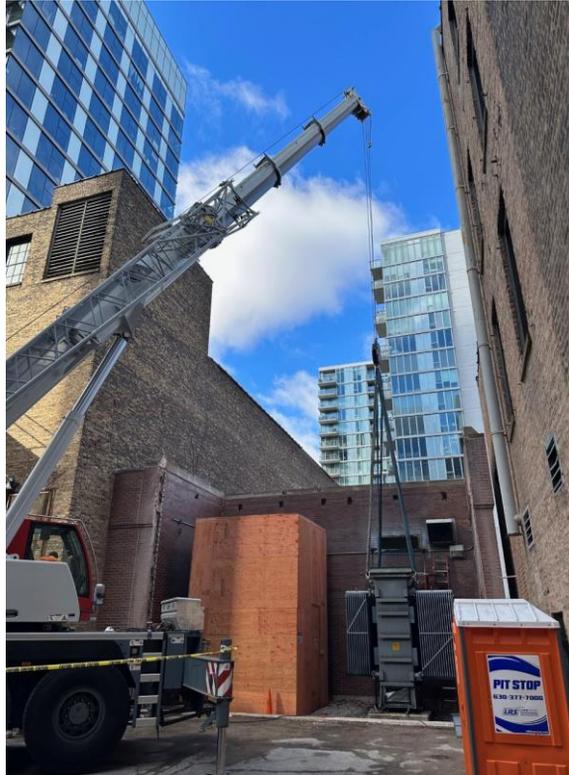
Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Damen Micropile Foundation Installation



Project Title: Traction Power Upgrades – Canal Tie House, Barry and Damen Substations



Transformer Removal Haymarket



Project Title: Refreshed & Renewed

The Refreshed & Renewed Program is a CTA Facilities Maintenance implemented plan to promote safety, security and longevity to all CTA Facilities including, but not limited to: Rail Stations and Platforms, Bus Garages and Rail Shops across the system. The Refreshed & Renewed Program performs major improvement work at these transit operations facilities for both the customer and the internal needs of the Authority.

Justification of Need:

Priority of Project:	Medium
Total Project Budget:	\$25,000,000
Expended to Date:	\$7,287,930.70
Used last Month:	\$354,146.25
Funding Source:	Various
Estimated Start Date/Estimated Length of Project:	January 2021 to December 31, 2022
Contractor	CTA Forces , Mack Construction Services, LLC & Galaxy Environmental Inc.

92 Rail stations will receive lighting upgrades, painting and deep cleaning as part of this program.

28 stations will have a detailed Scope of work which includes:

- Maintaining Cleanliness throughout public, as well as back-of-house areas
- Ensuring stations are graffiti free;
- Re-painting painted surfaces;
- Maintaining pathways of ingress and egress are clear of obstruction;
- LED lighting conversions and component;
- Removing obstructions from windows and store front systems that may impede natural light and safe viewing points.
- Address and repair any unsafe defects such as spalling concrete and rotted wooden platforms;
- Replacing outdated and damaged signage;
- Maintaining a warm/cool working environment.



Project Title: Refreshed & Renewed

Impact on Customers: (Slow zones, single tracks, reroutes, weekends, etc.)	No track access occurrences within the scheduled work of the Refreshed & Renewed program will affect customers. Minimal impacts to customers will be work-arounds at any given station/ facility that may affect customers, or employees, for a relatively short amount of time (Typically less than 1 day.)
Benefit to System:	The Refreshed & Renewed Program is implemented to promote the continued safety, security and longevity of all CTA Facilities including, not limited to: Rail Stations and Platforms, Bus Garages and Rail Shops across the system.
Benefit to Community:	Improved overall lighting and wayfinding signage, newly painted & refreshed stations, safety, cleanliness and appearance. Focus on the Customer experience, both Internal and external.
Comparable Projects:	
<ul style="list-style-type: none">• Station Renewal• Logan Square Station Renewal	



Project Title: Refreshed & Renewed

Department	Description	Status
Facility Maintenance	<p><u>Rail Stations Full Program Scope 28 Stations (25 of 28 Completed)</u></p> <ul style="list-style-type: none">• Central/Green• Harlem/Congress• Quincy Loop• Roosevelt/Red• Roosevelt/Orange/ Green <p><u>Painting and Lightning Only Improvements 92 Stations Con't (79 of 92 Completed)</u></p> <ul style="list-style-type: none">• Armitage/Brown (Painting) SBE• Chicago/Brown (Painting) SBE• Diversey/Brown (Painting) SBE• Sedgwick/Brown (Painting) SBE• Irving Park/Brown (Painting) SBE	<p>Completed</p> <p>Completed</p> <p>In-Progress</p> <p>In-Progress</p> <p>In-Progress</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>In-Progress</p>

Delay Explanation:
N/A



Project Title: Refreshed & Renewed

Before



After



Central/Green Line – Exterior Painting



Project Title: Refreshed & Renewed

BEFORE



After



Central/Green Line – Platform Painting



Project Title: Refreshed & Renewed

Before



After



Harlem/Blue Congress Line – Auxiliary Exit/ Entrance Booth Removal, Painting of Exterior Facias



Project Title: Refreshed & Renewed

Before



After



Harlem/Blue Congress – Painting of all Platform Canopies



Project Title: Refreshed & Renewed

Before



After



Harlem/Blue Congress – Painting of Platform Canopy and Structure



Project Title: Refreshed & Renewed

Before



After



**Harlem/Blue Congress – People Heater Maintenance;
Replacement of IR Lamps and Security Grate**



Project Title: Refreshed & Renewed

Before



After



Harlem/Blue Congress – Signage Upgrade



Project Title: RPM Phase One – Design-Build Contract

Justification of Need:	The RPM Phase One Project is greatly needed in order to expand capacity on CTA's most utilized rail line and to replace aging infrastructure.	
Priority of Project:	High	
Total Project Budget:	\$ 2.1 Billion (excludes Transit TIF interest payments)	
Construction Contract Value:	Original - \$1,272,275,929 Current - \$1,268,818,121	
Earned to Date:	56.4%	
Percent Change Orders to Construction Contract:	-0.27%	
Percent Time Used:	66%	
DBE:	Design: Goal: 20% / Commitment: 20.64% Construction Goal: 20% / Commitment: 20% Workforce Goals: 10% WIOA / 15% Apprentice / 35% EDA	Contractor is on track to meet the DBE goal
Funding Source:	CTA Financing, FTA Core Capacity Grant, CMAQ, TIFs	
NTP / Construction Start / Estimated Completion:	February 8, 2019 / October 2019 / 2025	
Design-Build Contractor:	Walsh-Flour Design-Build Team	
Owners Representative:	Elevated Solutions Partners	
Detailed Overview of Scope:	RPM Phase One consists of the following elements that will allow CTA to expand service along the Red and Purple lines:	
	<ul style="list-style-type: none"> • Lawrence to Bryn Mawr Modernization (LBMM) – complete reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) and reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Ave. • Red-Purple Bypass (RPB) - Construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Ave. Includes realignment and reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave. • Corridor Signal Improvements (CSI) – Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations. 	



Project Title: RPM Phase One – Design-Build Contract

Phase	Description	Status
Administrative / Design: Construction:	<ul style="list-style-type: none"> ▪ Continued submittal/revisions of required management plans ▪ Continued Design Development in support of Red-Purple Bypass, Lawrence to Bryn Mawr Modernization, and Corridor Signal Improvements ▪ Pre-Stage Work <ul style="list-style-type: none"> – Punchlist work ▪ Red-Purple Bypass (RPB). <ul style="list-style-type: none"> – Ravenswood structure rehabilitation – Clark Relay House electrical distribution equipment installation – Drilled Shaft Installation – Construction of concrete columns and caps – Pre-cast beam installation – NM Stage 2 closed deck installation ▪ Lawrence to Bryn Mawr Modernization <ul style="list-style-type: none"> – Pre-cast Segment fabrication – Concrete columns and caps construction – Pre-cast Segment erection – Embankment drainage installation – Montrose Abatement and Painting – Bryn Mawr and Argyle Temp Station (Stage B) Foundations – DF Track construction – Winona Relay House construction – Transition Bridge erection at Ardmore ▪ Corridor Signal Improvements (CSI) <ul style="list-style-type: none"> – Fiber optic communication network cable cutover Clark Junction towards Southport – Cable bracket and fiber slack enclosure installation Loyola to Jarvis – Installation of signal and communication backbone network equipment 	<p>Ongoing Ongoing</p> <p>Ongoing</p> <p>Ongoing Ongoing Ongoing Ongoing Ongoing</p> <p>Ongoing Ongoing Ongoing Completed Ongoing Ongoing Ongoing Ongoing</p> <p>Completed Ongoing Started</p>
Delay Explanation:		



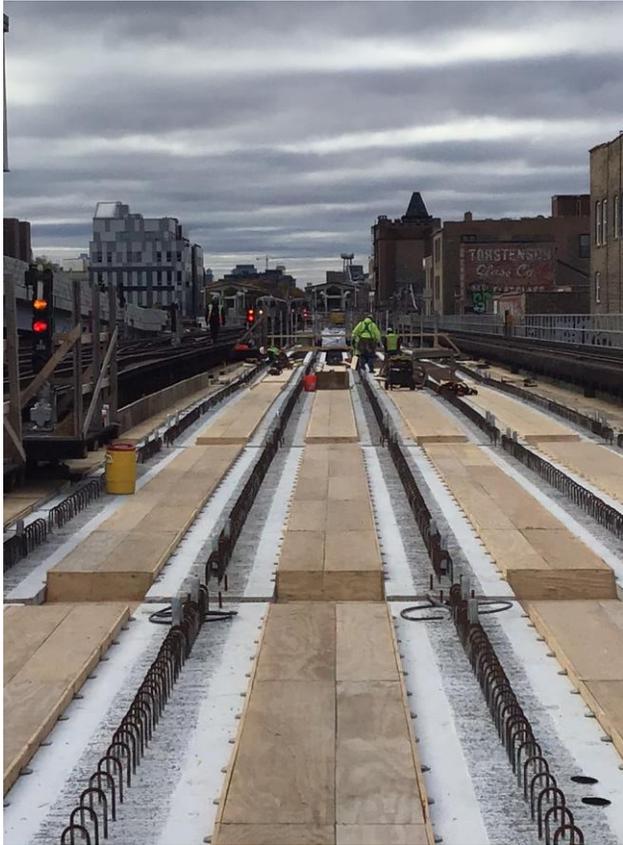
Project Title: RPM Phase One – Design-Build Contract



RPB Drilled Shaft Rebar Cage Install



Project Title: RPM Phase One – Design-Build Contract



RPB Track Deck Form Work



Project Title: RPM Phase One – Design-Build Contract



RPB Micropile Foundations for Ravenswood Rehabilitation



Project Title: RPM Phase One – Design-Build Contract



LBMM Ardmore Transition Bridge



Project Title: RPM Phase One – Design-Build Contract



LBMM - Argyle Temporary Station foundations



LBMM Winona Relay House Masonry Work



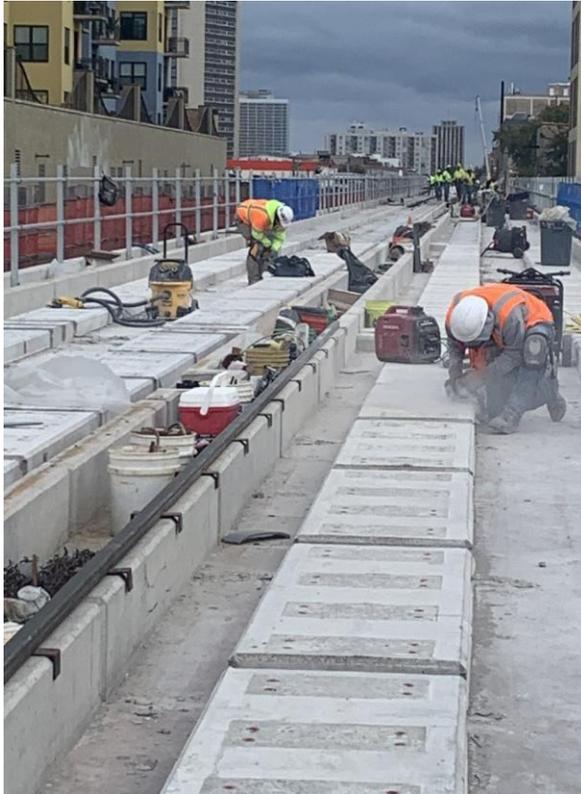
Project Title: RPM Phase One – Design-Build Contract



LBMM Segment Erection



Project Title: RPM Phase One – Design-Build Contract



**LBMM
Concrete Track
Plinths**



Project Title: RPM Phase One – Design-Build Contract

	Outreach type	Major Activities	Timing
Community	 <p data-bbox="154 667 439 718">New signage – including QR code for menu -- to promote Lakeview's Penny's Noodles during construction</p>	<ul style="list-style-type: none"> • Weekly Red-Purple Bypass Project updates for 44th ward • Lawrence to Bryn Mawr project updates for 48th ward • Society of American Military Engineers (SAME) Chicago Post project tour • Cook County State's Attorney/Community Justice Center North Steering Committee – RPM project update • Goudy Elementary School – construction update • Monthly "Virtual Office" hours – answering constituent questions • "Open for Business" signage for Penny's Noodles, other Red-Purple Bypass area businesses affected by construction work 	<p>Weekly</p> <p>Bi-weekly</p> <p>September 19</p> <p>October 3</p> <p>October 6</p> <p>October 11</p> <p>October 14</p>
Workforce & SBE/DBE	 <p data-bbox="164 867 419 880">A proud partner of the AmericanJobCenter network</p> 	<ul style="list-style-type: none"> • Monthly DBE/Workforce Outreach & Compliance Meeting • DBE and Workforce Numbers as of 11/1/2022 • Dollars Awarded To Date: \$230,594,243 <ul style="list-style-type: none"> • Unique DBE Firms To Date: 84 • Unique Firms New to CTA: 32 • Total Labor Hours Produced: 992,576 • Total Dollars Earned: \$57,467,948 • Jobs created to date (construction trade labor on the design-build team): 1,709 individuals 	<p>Ongoing</p>