

SUBWAY EXTENSION

CONSTRUCTION UPDATE #32

27 September 2012

Construction Activity Update for Schulich Building

Further to the recent update shared with the Schulich community, we have now been informed by the TTC that the vibrations experienced Wednesday morning (26 September) did, in fact, relate to the tunnel boring machine (TBM). The TBM encountered one or more boulders and grinding through the boulders caused the vibrations. We have been advised by the TTC's contractor that this scenario is within normal operating possibilities for this type of activity. Encountering boulders cannot be anticipated and may occur at any time during the tunneling as it is not known if any other boulders are in the path of the TBMs.

More generally, the Schulich community should be aware of the following:

- the two TBMs were driven through the York U station box in early September,
- both TBMs reached the southeast station box headwall on September 18th, and were held stationary until late on September 24th. The first TBM began breaking through the southeast headwall overnight on the 24th/25th
- the more easterly or northbound tunnel is being constructed first
- the second TBM will not commence its drive under the SSB until the first machine clears the south side of the building.
- the TBMs are operating at approximately 18 metres below grade.
- the TBMs will be operated 24/7 for the period it takes for both to pass under SSB
- the Schulich building is wired throughout with many types of monitoring instruments which constantly feed live information to monitoring personnel at TYSSE and the contractor. TBM performance data is also monitored in real-time. Surveyors and other key monitoring personnel will be posted in the building 24/7 until the two TBMs to clear the building.
- work is also proceeding within the three compensation grout shafts that were constructed on the east and north sides of SSB. Work is underway in GS #1 (east side) and has just started in GS#3 (most westerly shaft). The work involves the drilling and installation of horizontal tubes (approx. 2" diameter), that will spread out in a fan-like array from each grout shaft. Through these tubes, a special grout will be pumped into the soils under the SSB foundations to prevent further settlement once the TBMs have passed and to compensate for potential settlement associated with the excavation of the station box, that is due to proceed in full effect, once the TBMs are past the building.
- currently drilling of these tubes is occurring in the concrete casings that make up the shaft walls, and is likely to continue for the next two weeks. Some minor noise/vibration disturbances related to this activity may be experienced.



Courtesy Foster and Partners

The Toronto-York Spadina Subway Extension (TYSSE) will extend the TTC subway system from Downsview Subway Station to the City of Vaughan, with two stations on campus: York University and Steeles West. The subway's arrival will alter the York experience, vastly improve how thousands of people commute daily, and will integrate York more fully into its surrounding communities.

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For York's interactive map with up to date construction information go to:
<http://www.yorku.ca/web/maps/>



**Toronto-York Spadina
Subway Extension**

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