

GEOTECHNICAL DESKTOP STUDY REPORT KENNEDY STATION TO MALVERN EGLINTON EAST LIGHT RAIL TRANSIT (EELRT) ALIGNMENT, MAINTENANCE AND STORAGE FACILITY, AND MCCOWAN TO NEILSON ALIGNMENT ALONG SHEPPARD AVENUE, TORONTO, ONTARIO

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Distribution:

1 cc (pdf):HDR Inc. for Distribution to The City of TorontoPML Ref.: 23TF0071 cc (pdf):HDR Inc.January 12, 2024



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## GEOTECHNICAL DESKTOP STUDY REPORT KENNEDY STATION TO MALVERN EGLINTON EAST LIGHT RAIL TRANSIT (EELRT), MAINTENANCE AND STORAGE FACILITY, AND MCCOWAN TO NEILSON ALIGNMENT ALONG SHEPPARD AVENUE TORONTO, ONTARIO

## 1. INTRODUCTION

The City of Toronto (City/Client) and the Toronto Transit Commission (TTC) plans to undertake rapid transit to Scarborough and approved the Eglinton East Light Rail Transit (EELRT). The Request for Proposal (RFP) for this project was issued with a primary purpose of updating and completing technical and environmental study and impact assessment, stakeholder engagement, and other documentation useful for the city obtain a Notice to Proceed from the Minister of the Environment, Conservation, and Parks (MECP). The secondary purpose was to confirm and update the EELRT core network, and the design of Maintenance & Storage Facility (MSF).

The EELRT (or future Line 7) is an 18 km light rail transit (LRT) system that will commence at Kennedy Station to the future Line 2 terminus at Sheppard Avenue East and McCowan Road via University of Toronto Scarborough Campus (UTSC). with a connection to Malvern Town Centre. The project includes up to 27 stops, three connections to GO Transit (Kennedy, Eglinton & Guildwood), and connection to the proposed Durham-Scarborough Bus Rapid Transit. According to the RFP, the EELRT network is divided into the following three major project components:

- 1. Kennedy Station to Malvern core EELRT alignment;
- 2. Maintenance and Storage Facility, to be assumed at Morningside Avenue/University of Toronto Scarborough (UTSC) site, subject to continuing discussions with the UTSC;
- 3. Potential Neilson Road to McCowan Road alignment along Sheppard Avenue.

The city retained HDR Corporation (HDR) of Richmond Hill, Ontario to provide professional services in connection with EELRT Transit Project Assessment Process (TPAP) and design update. Peto MacCallum Limited (PML) was retained by HDR to carry out Phase One Environmental Site Assessment (ESA) and Geotechnical Desktop Study for the project. The scope of work for the project was outlined in PML's updated proposal (PML Ref.: 23330054), dated May 2, 2023. The geotechnical component was comprised of reviewing available geotechnical information and reports, previous borehole logs, regional geological and soil maps and groundwater information to



understand the subsurface conditions at the project site and prepare a geotechnical desktop study report for the purpose of initial environmental study and impact assessments.

This geotechnical desktop study report provides preliminary geotechnical information based on the subsurface and groundwater information collected from existing borehole logs and published documents. No site visit, drilling or soil sampling was conducted and all the information were gathered by reviewing previous geotechnical works conducted by Golder Associates (Golder), Terraprobe Inc. (Terraprobe), Ministry of Transportation of Ontario (MTO) and from a geological map called "Surface geology of Southern Ontario", prepared by Ministry of Natural Resources (MNR) and Ontario Geological Survey (OGS). Hence, the information provided in this report should not be used for advanced stages of design and construction work. Any advanced environmental study and related impact assessment, including a full-scale design of the EELRT and construction, will require a comprehensive program of geotechnical investigation involving the drilling of boreholes, and in-situ and soil laboratory tests, and topographical and hydrogeological studies.

## 2. PROJECT DESCRIPTION

EELRT will operate from Kennedy Station, traverses along Eglinton Avenue East, Kingston Road, and Morningside Avenue (routing through UTSC), with a terminus station at Sheppard Avenue East. The project also involves an extension of EELRT to Malvern Town Centre via Sheppard Avenue East and Neilson Road and the construction of a Maintenance and Storage Facility (MSF). The objective of the project is to improve local accessibility and connectivity, and expand rapid transit service in the surroundings of the areas and communities through which the LRT passes.

The base map supplied by HDR on June 19, 2023 indicates the presence of 3 segments as follows:

- Segment 1 Eglinton Avenue East and Kingston Road;
- Segment 2 Morningside Avenue and UTSC;
- Segment 3 Sheppard Avenue East and Neilson Road.

**Drawing 1** (attached) presents the limits and locations of the three segments and other components of the project. The following sections provide brief descriptions of each segment.



## 2.1 Segment 1 – Eglinton Avenue East and Kingston Road

Segment 1 of the EELRT starts a little from east of Kennedy Station on Eglinton Avenue East to a little west of the intersection of Kingston Road and Morningside Avenue. This segment consists of 14 stops including Kenndy Station (Kenndy GO), Eglinton Railway Station (Eglinton GO), and Guildwood Railway Station (Guildwood GO). The widening of sidewalks under the existing bridge at Eglinton GO is proposed to accommodate a 3 m multi-purpose path (MUP). Background information from HDR indicated that the widening may require extending the footings of the bridge on both sides. **Drawings 2 and 3** (attached) show the extent of Segment 1 of the EELRT.

## 2.2 <u>Segment 2 – Morningside Avenue and UTSC</u>

This segment of the EELRT runs through Morningside Avenue East, from Kingston Road to Ellesmere Rd, and makes a routing through Ellesmere Road and Military Trail. It ends at the intersection of Morningside Avenue and Sheppard Avenue East. Totally, there are 5 stops in this segment. The University of Toronto Scarborough Campus, and Centennial College, Morningside Avenue Campus are located in this area. This section of the EELRT also crosses Highway 401. There is a plan to widen the Highland Creek valley on both sides by 3 m to accommodate pole zones and MUP, and this may require the construction of a retaining wall to support the valley slopes. Retaining walls may also be required along the south side of Ellesmere Road where a high-pressure watermain is located. It is also understood that the Ministry of Transportation of Ontario (MTO) is undertaking a bridge rehabilitation study of the Highway 401 underpass at Morningside Avenue to assess the effect of the LRT loading and determine if a realignment is required on east and west-bound on-ramps for safety reasons. **Drawing 4** presents the limits of Segment 2.

## 2.3 Segment 3 – Sheppard Avenue East and Neilson Road

This segment runs through a portion of Sheppard Avenue East (between Conlins Road and McCowan Road) and turns to Neilson Road and ends at Malvern Town Centre. This segment of the EELRT consists of 9 stops and passes mainly through residential buildings along Sheppard Avenue East. The alignment also consists of the Highland Creek Bridges near McCowan Road and Washburn Way along Sheppard Avenue East. **Drawing 5** shows the limits of Segment 3.

In addition, the potential extent from Neilson Road to McCowan Road alignment along Sheppard Avenue is part of Segment 3. This LRT extension goes through Sheppard Avenue East, and



stretches from Neilson Road to McCowan Road with potential future interface with EELRT at McCowan Road and Sheppard Avenue. **Drawing 6** presents the limits of this potential alignment.

## 2.4 Maintenance and Storage Facility

A Maintenance and Storage Facility (MSF) was planned in the vicinity of Sheppard Avenue East and Conlins Road to serve all nearby Light Rail Transits (LRTs). The proposed location of this MSF is north of Sheppard Avenue East, east of Thornmount Drive. The facility includes a new car house complex that has a maintenance area, a two-storey office building, a general storage area, a new single-storey substation building, new maintenance of a single-storey way building, parking areas and a roadway for passenger cars, parking areas for maintenance trucks and equipment, and a future yard for Low-Floor Light Rail Vehicles (LFLRV). **Drawing 7** shows the location of the MSF.

## 3. SITE DESCRIPTION

In Segment 1, the elevation along the alignment varies from about 175 m at the start of the project on Eglinton Avenue to 126 m in the last part of Kingston Road. In Segment 2, the local topography along Morningside Avenue is influenced by Highland Creek depressions and associated highs and peaks, with the ground surface gradually sloping towards the valley. The vertical profile in Segment 3 along Sheppard Avenue and Neilson Road is characterized by occasional crests and troughs.

In terms of land use, the proposed alignment passes through commercial zones and residential areas along the corridor of Eglinton Avenue East and Kingston Road and through vegetated Highland Creek watersheds and university campuses when it reaches Morningside Avenue, and through mixed zones of businesses and residential quarters along Sheppard Avenue. The end of the transit along Neilson Road is occupied mainly by Malvern Town Centre.

## 4. PHYSIOGRAPHY AND REGIONAL GEOLOGY

Based on Chapman and Putnam (1984), the Physiography of Southern Ontario, the western parts of Segment 1 and Segment 3 are located in the physiographic region known as South Slope, whereas the easter part where much of Segment 2 traverses is located in Iroquois Plain. The South Slope contains a variety of soils, including moraine till, lacustrine clay and isolated silt and sand deposits. The Iroquois Plain is characterized by gently rolling, beveled till plains with flat sand and clay plain areas that formed as lake bed deposits. The Lake Iroquois Sand Plain forms the southern



boundary of the South Plain. This ancient shoreline comprised largely of sand and gravel with a major relief provided by the deep valley of Highland Creek and the surrounding hills. Information obtained from maps published by the Ontario Geological Survey, the Quaternary geology in the region consists of glaciomoraine deposits comprised of silty sand/sandy silt tills. Bedrock in the area is very deep, and belongs to the Georgian Bay Formation shale, limestone and siltstone.

## 5. PREVIOUS STUDIES

In order to assess the subsurface and groundwater conditions along the proposed alignments of the EELRT, SELRT and at proposed location of the MSF, PML reviewed the following documents:

- 1. Preliminary Geotechnical Data Compilation Revised Scarborough-Malvern LRT Environmental Assessment, Technical Memorandum, Golder Associates, March 2009.
- 2. Geotechnical Design Report TTC LFLRV Sheppard Maintenance and Storage Facility, 8304 Sheppard Avenue East, Toronto, Ontario, Terraprobe Inc., March 2010.
- 3. Foundation Investigation and Design Report, Eglinton GO Station, Scarborough, Ministry of Transportation of Ontario (MTO), June 1977.
- 4. Regional geological maps prepared by Ontario Geological Survey (OGS), previous boreholes logs (**Appendix A**) prepared by others, and available on OGS online database.
- 5. Relevant geotechnical information and borehole logs prepared by PML for projects carried out previously, especially in the area near Malvern Town Centre.

## 6. SUBSURFACE AND GROUNDWATER CONDITIONS

Based on the report prepared by Golder and the information from previous borehole logs, the subsurface conditions along the proposed EELRT alignment generally consist of granular materials (sands and gravels), clays and silts as well as till deposits. The following sections provide brief descriptions of the subsurface conditions along each segment of the project work.

## 6.1 Segment 1 – Eglinton Avenue East and Kingston Road

Along Segment 1, existing background information indicated that the quaternary deposits contained glaciolacustrine derived silty to clayey silt till. In some places, predominantly cohesionless soils (sands and gravels) are expected. Any granular or cohesive fill that existed along the alignment on



top of the till is expected to be between 0.5 m and 2.0 meters thick. The widening of sidewalks under the existing bridge at Eglinton GO is proposed to accommodate a 3 m multi-purpose path (MUP). This widening as stated earlier will require extending the footings of the bridge on both sides. A review of a Foundation Investigation and Design Report prepared by MTO in 1977 for a Canopy Shelter at the Eglinton Go Station indicated that the area in the surroundings of the station is covered with sand deposited by ancient Lake Iroquois. This sand is underlain by Pleistocene deposits of till, varved clay and interglacial sands of various ages. At the GO station specifically, the subsurface consisted of 3 m to 4 m fill underlain by glacial till. The glacial till was described to be dense to very dense. The groundwater level observations in open boreholes after the completion of drilling indicated that the groundwater existed 2 m to 3 m below the platform surface.

## 6.2 <u>Segment 2 – Morningside Avenue and UTSC</u>

Based on the surface geology map prepared by Ontario Geological Survey, the areas along Segment 2 consist of gravels and sands with some silt deposits. There is a plan to widen the Highland Creek valley on both sides by 3 m to accommodate pole zones and MUP, and this may require the construction of a retaining wall to support the valley slopes. Similarly, retaining walls are proposed on both sides of Ellesmere Road. At Highland Creek crossing, thick deposits of granular soils and silt layers are anticipated. The granular deposits are expected to be dense to very dense and any proposed retaining wall may be supported by shallow spread footings. At the location of Highway 401 underpass, a soil profile prepared by MTO indicates a subsurface condition made up of a 3 m fill underlain by a sandy silt to silty clay glacial till with a thickness of approximately 6 m. The till is underlain by a dense to very dense sand with silt deposit. Generally, in areas where retaining walls are required or in places where bridges are planned, local site investigation supported by the drilling of boreholes will be needed to identify the subsurface soil materials.

## 6.3 Segment 3 – Sheppard Avenue East and Neilson Road

The overburden along Sheppard Avenue East in Segment 3 consists of glaciolacustrine clay and silt tills. Along Neilson Road, predominantly gravels and sands are common, with some clayey silts and silty clays. Based on foundation investigation reports from MTO's, the subsurface consists of about 1.5 m of fill underlain by clayey silt deposits. The clayey silt deposits are underlain by dense to very dense silty sand to sandy silt materials. Near Malvern Town Centre, the subsurface consisted of fill material underlain by sandy silt till and sandy silt/sand/clayey silt till deposits.



## 6.4 Maintenance and Storage Facility

The review of the geotechnical design report prepared by Terraprobe in 2010 indicated that the stratigraphy at the area consisted of 0.6 to 4.5 m thick fill underlain by cohesionless soils (silty sand, sand, gravel and sandy gravel materials). Beneath the cohesionless soils, a stiff to hard glacial till comprising clayey silt deposits with sands and gravels, was encountered. The groundwater level measured in wells installed in the area varied from 1.1 m to 4.7 m below grade.

## 6.5 Groundwater Conditions

Groundwater conditions along the proposed LRT alignment is expected to vary from area to area because of a series of aquifers within cohesionless deposits separated by silt and clay layers or fine-grained glacial till. Shallow perched zones are also expected within surficial granular deposits that overlain and underlain by cohesive deposits. Such perched water levels may be highly localized, and are often governed by seasonal conditions, local topography and the underlying soil. Perched water zones may have an implication for dewatering of open-cut excavations and the design of deep foundations. In some cases, the perched water zones represent shallow perched groundwater accumulated primarily as run-off across the ground surface and seepage into the surficial silty clay soil. The silty clay and silty clay till soils encountered in many places have low permeability, resulting in shallow perched conditions due to slow infiltration rate. The effect of surficial perched groundwater can be controlled with the implementation of a storm drainage.

In general, throughout the corridor, the depth of the groundwater table is expected to be in the range from near-surface conditions to depths in the range of 5.0 m below the existing grade, subject to location. Due to the low permeability and confining nature of the till deposits, together with the presence of higher permeability materials interbedded within the till, the water levels reported in some reports and borehole logs may be more of a reflection of a potentiometric surface than an indication of the true depth of the groundwater table within the subsurface.

## 6.6 Pavement and Track Bed Materials

The EELRT alignment is expected to run mainly along the centerline of existing roadways. The thickness of base and subbase materials underneath the asphalt layer, or ballast and sub-ballast materials for track-beds depends on the engineering properties of the subgrade soils, and the properties of the base (ballast) and subbase (sub-ballast) materials. Generally, the granular soils



(sands and gravels) expected along the proposed alignment provide a good subgrade. However, existing fill material, clay and silt deposits, or recent alluvium or organics near existing watercourses and low-lying areas, are not suitable to support new pavement structures and track beds.

## 7. SUMMARY AND RECOMMENDATION

The following is a summary of the geotechnical desktop study conducted for this project.

- Along the EELRT alignment, the subsurface materials mainly consist of glaciolacustrine sands, gravels, silts and clays underlain by both till deposits. In some places, thicker zones of topsoil and organics as well soft and loose soils can be presumed to be present.
- There is a potential to encounter cobbles and boulders in the overburden soils and these may influence the choice of excavation equipment and methods.
- The groundwater level along the LRT corridor is expected to be as high as the ground surface and as deep as 5 m below existing grade.
- The clayey silt and silty clay tills are poor pavement and track bed subgrade materials.

In general, additional subsurface investigations consisting of the drilling of boreholes is recommended as the planning and design progresses, in order to provide geotechnical design parameters, identify areas that require special design considerations, and provide sufficient information for costing and construction purposes. In some areas, the use of test pits would provide the opportunity to assess issues associated with the stability of open cut excavations, presence of seepage and/or static groundwater, and the presence of cobbles and/or boulders. The test pits would also provide an opportunity to collect bulk samples for laboratory testing purposes. Excavation in the native till soils should be straight forward using standard excavators.

## 8. STATEMENT OF LIMITATIONS

The discussions and recommendations in this desktop study report were provided based on the background information collected from various sources. It is generally expected that the subsurface soil and groundwater conditions vary from location to location. Hence, the information provided in this report should not be used for advanced stages of design and construction work. Any advanced environmental study and impact assessment, including a full-scale design of the EELRT and construction, will require a comprehensive program of geotechnical investigation involving the



drilling of boreholes, and in-situ and soil laboratory tests, and topographical and hydrogeological studies. If requested, PML can provide these services and assist during the design stage.



## 9. CLOSURE

We trust that the information presented in this report is sufficient for your present purposes. Please do not hesitate to contact our office should you have any questions.

Sincerely

Peto MacCallum Ltd.



Lulseged (Lul) Yimam, PhD., P.Eng. Senior Engineer, Geotechnical Engineering Services



Geoffrey Uwimana, MEng, P.Eng. Vice President Discipline Head, Geotechnical Engineering Services

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# **ATTACHMENTS**

Drawing 1 – Site Location Plan (Segment 1, Segment 2, Segment 3, and MSF) Drawing 2 – Segment 1 – Eglinton Avenue East Drawing 3 – Segment 1 – Kingston Road Drawing 4 – Segment 2 – Morningside Avenue Drawing 5 – Segment 3 - Sheppard Avenue East and Nielson Road Drawing 6 – Segment 3 - Sheppard Avenue East Drawing 7 – Maintenance and Storage Facility (MSF)







## NOTES:

- 1. THIS DRAWING WAS REPRODUCED FROM THE AUTOCAD DRAWINGS "SegmentBoundary, 20230811\_EELRT Systemwide Landscape Export, 20230809\_EELRT Systemwide Track Export" PROVIDED BY THE CLIENT.
- 2. DIMENSIONS ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE SHOWN. STATIONS ARE IN KILOMETRES AND METRES.

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## NOTES:

- 1. THIS DRAWING WAS REPRODUCED FROM THE AUTOCAD DRAWINGS "10325954-C10000-03-AR001, 10325954-R0000-03-BR001, 10325954-SV0000-03-DM001," PROVIDED BY THE CLIENT.
- 2. DIMENSIONS ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE SHOWN. STATIONS ARE IN KILOMETRES AND METRES.

## LEGEND:



PREVIOUS BOREHOLES, (By Others)

SEGMENT BOUNDARY

NOTES:

Borehole locations are approximate, drawn as shown on the pdf document provided by the client.

Avai	lable borehole logs
1.	BH 30M14-187-2
2.	BH 30M14-187-4

- 2. BH 30M14-187-6 4. BH 30M14-187-8 See Appendix A for borehole logs

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# Appendix A

Previous Borehole Logs





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NOTE: BOREHOLE DATA REQUIRES INTERPRETATION ASSISTANCE FROM TROW BEFORE USE BY OTHERS







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OFFICE REPORT ON SOIL EXPLORATION

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ELEY	SON: PROFILE	NOT	66k	Z	LES SIN	ND WATER	ION SCALE	HESAS SHIE	-	PLÓT	N N	9 K	N To	Wp			WEIGHT	REMARK A GRAIN ST
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3.5	Sandy Silt to Silty clay, trace of gravel,	K			T													1
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	(Glacial Till)	H	6	55	45			•							H			2 32 41
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OFFICE REPORT ON SOIL EXPLORATION

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30M 14-187

OFFICE REPORT ON SOIL EXPLORATION

						RË	COR	DQ	FB	ORE	но	LE	No	6				M	ETRIC		
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			TE	+	-	<b></b>	188	l ₫	142	STANC		" 2		-	PART LUNIT	× 28		udere-	들통	REMARK	5
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6.2	Sand, fine, st	lty,																			
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7+8	End of 1	STERIE	-		22	79716		130													-
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W P _ DIST _ DATU	262-87-02 <u>5 1007 401</u> M <u>Geodetic</u>	_	LOC BOR DAT	ATIC	RE	CORI 4 850 PE	471 5011	F BORI	HOL 72	E No	8					ETRIC GINATED WPILED	97 <u>8</u> 2 67 <u>TH</u> 17 <u>XT</u>
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8.8	Sandy Silt, some gravel trace clay. (Glacial Till)			te	-												
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	Wat .		11	55	101	S. Hor	20						0			12.8 m compler drillin Water boreho depth	depth on tion of ig. level in le at 12.2 : (play.
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OFFICE REPORT ON SOM EXPLORATION-

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	TAR DMI	TEC N E	D : October 16, 2009		,			-24 -	, <u>, .</u>							Sheet t	cf 1
2.03	T s	2	SOIL PROFILE			ls/	MP	ES	ORGANIC VAPOL	A READINGS		<b>SHEAP</b>	STRENGTR	Çu KPa		datum T	Geodelic T
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HL40	10100		DESCRIPTION	17A P	ELEV. DEPTH	MOLE	348	ACAN.	% LEL - (mathana)		G	- I VW	TER CONTE	NT, PERC	ENT	NUTRO 1 TES	OR STANDPIPE
l ä	Š		41111111111111111111111111111111111111	2418	(m)	Ž			40 80	120 164	>	1 W7	)	30 1	)) 40 1	AT M	
			GROUND SURFACE 350mm TOPSOL	12.5	137.4		-								-	19)	
	Contraction of the second		Loose to compact, moist, brown			- Constraints	55	12		reference of the second		٥	<b>WAY AND A CONTRACTOR</b>		****		a a
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	ada eccentrada	Service Services	Violer invel at 3 Gm (not stabilized) and hole open to full depth on completion							447 F 612 F			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				*
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			WATER LEVEL (date) 10/1	6/20K	29		X	1	WATER LEVEL (dat	e) 2/10/2	2010		LOOGED	DB			<u> </u>
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TTC 8H 1-08-42-07 TTC CP1 02/16/10

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PA LC	IOJEC XCATI	CT : TTC LRV Facility ON : Sheppard Ave. E. & Co	nlins	Rd., S	icart	-	ugł	1, ON	PROPOSE	ED MSF	Toron	IO Transit mission
	arte Mpli	D : October 16, 2009 ETED October 16, 2009								-	Sheet 1 of Clatters	l 1 Laureautro
i43	Ş	SOIL PROFILE			SA	MPL	ES	ORGANIC VAPOUR	READINOS &	SHEAR STRENGTH CU, KPs Pocket • net V • • Q •		**************************************
DEPTH SCA (mon)	BOFFWC METH	DESCRIPTION	519ATA PLOT	ELEV DEPTH (m)	MAREN	17P£	BLOWSO JA	10 20 % LEL - (methane) 40 80	70 40 120 160	Pen 1977 V- 20 40 80 80 80 WATER CONTENT, PERCEN wp I	ATOMAL LAB TESTIM	PIEZOMETER DR STANDPIPE INSTALLATION
		GROUND SURFACE	1.32	137.7				******				4444
17		Firm, brown, most, clayey sit, some sand, taco gravel, Fill (CL + ML) Stiff to hard most brown		136.9 0.6		\$5	\$					
-2	an observation of the state of	CLAYEY SET sandy, some gravel TRL (CL - ML)			3	30 	18	CH SA 81 CL 11 34 36 16	an Diversity of States of	D from t		
4	Andrew Construction and a construction	900			4	55 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	41					
4	NER BORNE	n Mar 16 de Proposition			41 42		47 47		steady and a shead of the state	0 0		
	POWER AL				in the second		tor Sen			C		
1 2 2 2 2	na Moranda Analas da Analas da Maria				ŝ	50 50 50	87			Q		
	eren og en sen er en sen er en sen er					52	64					
		End of Bonshole Bonshole was dry (not stabilized) and hole open to full depth on completion	<u>964</u>	129.5			76-6-10-10-00-00-00-00-00-00-00-00-00-00-00-					en e
- 10		Monatoring well installation consists of a Schem discreter, Schedule 40 PVC pipe with a 4 film slotted screen. Water Loval Reactings. Data Devotion Eleventionian				A POLICE AND A POLICE AND A POLICE AND A POLICE	antivoroidanteeda ya ya sa ahaanaa ahaanaa	ALL COMPANY AND ALL COMPANY AND ALL COMPANY				
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		GROUNDWATER ELE		IONS								
		및 WATER LEVEL (dato) 10/1	6/202	99		*	1. 1	ATER LEVEL (dala)	) 10/25/2001	9 LOGGED DB Checked Mt		23

TTC BH 1.25-2247 TTC CPJ 02/18/10

P	ROJE			RI	EC	:0	RI	D OF BOREHOLE	3	5 	VII -
LI S	DCATI TARTI	ON Sheppard Ave. E. & Co	onlins	Rd., S	can	)oroi	ugh	n, ON PROPOSE	D MSF	Ton	orto Transit ortonission
	OMPL	ETED : October 15, 2009				-	60000mmmm			Sheet 1 Datum	cf I Geodetic
a la	11100	SOIL PROFILE			SA SA	MPL	65	ORGANIC VAPOUR READINGS 2 (ppm)	Pocket * net V - • ( Pocket * net V - • ( Pen net V - • (		
184444 25 HL 30	BOHRNO ME	DESCRIPTION	TRAYA PLO	ELEV DEPTH (m)	MAREN	Эd.	el.Ovs.o.a	10 20 30 40 1 1 1 1 % LEL - (methanie) C 40 80 120 180	20 45 60 1 WATER CONTENT, PERC WP I	ADDITION	Piezometer Or Standpipe Installation
		GROUND SURFACE		129.7							
74 1	and a second	Firm to staff, moist, brown, clayey sill, trace send, trace grayet, Fill (CL - ML) Staff to hard, moist, trown, CLAYEY Sill, T, andy, trace to some grayet, Till (CL - ML)		1999 1998 1998 1998 1998					0 0		
	POWER ANJER BORAGS 200-m O D HOLOW STEA AUGE	grey, damp bolow					50 50 53		2		
5 5 5		Erzi si Garintzia					NA 25 Newskyteineneeneeneeneeneeneeneeneeneeneeneenee		0		
- 10	на то соото на тори и траници и	Water level of 6 4m (not stabilized) and hole open to full depth on completion. Monitoring wolf installation consists of a 50mm dependent, Schedule 40 PVC pipe with a 3 0m stotlod screen Water Level Readings: Data Dept?(m) Elevation(m) Oct 26 09 0 3 139 4	н улаан на		те техно со таки и и и и и и и и и и и и и и и и и и	отала на таките и мири осоја је одржава о од из селото на поселени на реконски селото на селото селото селото и	ФОРВЛИРООР Чиннико, по на на устало и устало на ферера ССССИДАЛОСТ ОТ Они Молгостинит потехного чиниковано соб				
			онение на нали и на		<u>тта Митералование «жидоч тт - слугочити консталистики прида и придали по вороди</u>	20 EX 101 EX 102 - 103 - 104 - 104 - 104 - 105 -	******				
		GROUNDWATER ELE	I VATI 15/200	IONS 9		x		ATER LEVEL (date) 10/28/200	9 LOGGED : DB CHECKED MT		2000 2000

OVARCO LADATI WARACH HADIT

pp		TTC LRV Facility	R	EC		RD	OF BOR	EHOLE	4	
	icatii Arite Mpi i	DN : Sheppard Ave. E. & Co D : October 15, 2009 STED : October 15, 2009	onlins Rd., S	Scari	borai	ıgh, (	ON	PROPOSE	D MSF	Toronto Transit Commission Sheet 1 of 1
	F c	Sou profil		- -		ce I d	MUANEC VAPOUR I	uannos s	SHEAR STRENGTH Cit KPa	UATUM Geodelic
(MARA) (XENH SCALE	BURNUC METHO	DESCRIPTION	5 ELEV V SEPI ELEV (m)	NAMBER 5	A Address		2977) 10 20 1 1 4 LEL - (methane) 40 80	20 40 170 160	Pocket • net V • 0 0 • X Pen rom V • U • 4 20 40 60 80 1 1 1 WATER CONTENT, PERCENT wp	- 22 PIEZOMETER OR DUS OR STANDPIPE INSTALLATION
		GROUND SURFACE	136 5							
2 2 2	a any bosine with A A A A A A A A A A A A A A A A A A A	Compact, moist, brown, Sondy VB, Hace to some clay, Indo gravel, cryanic inclusion, FRLL (SM)				10		STATE AND		8.8
2	anan da ang ang ang ang ang ang ang ang ang an	Stift is hard, moist, brown, CLAVEY SILT, taroy, broado acome gravel, TRL (CL - AL)		100 - 100 -	55	20100000000000000000000000000000000000			4	
n serve de la constant de la constan	received of stations And Andrews Andrew	www. Clarty: Cuticizer		48 49 40 40 40 40 40 40 40 40 40 40 40 40 40	\$5 55	34 76/ 5cm	ere star opposite a real and the star of t	a e e e e e e e e e e e e e e e e e e e	Q	T.
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-10				15	55	2			0	
		End of Borensie Water level at 7.6m (not stabilized) and hole spen to full depth on completion.	125.5 11.9						5	
14 1	**************************************	Monitoring well installation consists of a Somm diameter, Schedule 40 PVC pipe with a 4 6m statled screen Valler Level Readings: Date Depth(m) Elevelion(m) Oct.26.09 3.0 133.5		na ten na	ALV A STREET MANAGEMENT AND AND ADDREET	t h f f f h is in a sea a s				
		GROUNDWATER ELE	VATIONS	>	T.	WAT	TER LEVEL (data)	10/26/2001	) LOGGED DA Checked Mi	

PI L( S <sup>T</sup> C)	ROJE( )CATI FARTE )MPLI	CT : TTC LRV Facility DN : Sheppard Ave. E. & Co D October 13, 2009 ETED : October 13, 2009	nlins	<b>RI</b> 1 Rd., S	EC	OR	D OF BOI h, ON	REHOLE PROPOSED	5 MSF	Toronto Transit Commission Sheat 1 of 1 DATUM Geostetic
4.1.2	18	SOIL PROFILE	(4664)-9779	97799999999999999999999999999999999999	SAN	PLES	ORGANIC VAPOU	a readings 🛛 🗞	IN ARSTRENGTH CLEPS	
CEPTH SCAU	BUREAU METHO	DESCRIPTION	1014 M.MTS	ELEV. DEPTH (m)	NUMBER	RLOVED IN	(14977) 10 20 1 1 N LEL - (met/wave) 40 80 1 1	29 40 1 120 150	Packet * 1000000 1 1000000 1 1000000000000000	Image: Second strandplace         Piezometer           NT         Open         Open           NT         Open         Standplace           NT         Open         Standplace           NT         Open         Standplace           NT         Open         Standplace           N         V         Standplace           N         V         Standplace
		GROUND SURFACE	1.0	139.9						
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		End of Boretode Water lavel al 8 5m (not stabilized) and hole open to full depth on completion.		. 129 O	11 5				Ω	
-12	ana se	Mensioning weil installation consists of a Somm diameter, Schoolub 40 PVC pipe with a 3 On slotted screen. Water Lovel Readings Date Depthi(m) Elevelori(m) Oct.28.09 0.9 139.0	A desta d							
-14					7 A 1111 MODOL 11 11 11 100 (1000) MODOL 1000 (1000) Alley (1111)					
ł		GROUNDWATER ELE	/АТ 3/204	10N\$ 29	1	<b>X</b> 1	VATER LEVEL (dan	i 10/26/2009	LOGGED DE CHECKED MT	

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	itart Iomp	ED October 14, 2009 LETED October 14, 2009								Sheet 1 DATUM	of t Geodelic
47		SOIL PROFILE			SA	MPL.	63	ORGANIC VAPOLIT READINGS	BHEAR STRENGTH Co. KPs Pocket • nal V • • Q • X	l_0	
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11C BH 1-09-4247 11C GPJ 02/18/10

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TTC BH 1.09-4347 TTC.GPJ 02/18/10

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	18	SOIL PROFILE		SAM	4.ES	ORCANIC VAPOUR READINGS 8	SHEAN STRENGTH Cu, KPa	
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TTC BH 1-03-4247 TTC CPJ 02/19/10

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TTC BH 1-09-4247 TTC GPJ 02/18/10

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	24.4F 1	Ч.Е П	TED : January 20, 2010	to understanding					ORTANY MARKIN BEAMARY S. FLWAR STRUKT, P. OK.	DATUM	Geodetic
(EPTH SCALE (ENEVIS)	CONTRACT AND CONTRACTOR	sector many amp 1 acres	SOIL PROFILE	STRATA PLOT	ELEV DEPTH (m)	MAMBEN (	MP	ELEVISE 21	Ontarine VAP Lam READINUS         Schear Stratement CL R/S           (ppm)         Pocket              nem V · • U ·           10         20         30         40         20         80         80           10         20         30         40         20         80         80         80           11         1         1         1         1         1         1         1           14         1         1         1         1         1         1         1         1           15         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 </td <td>ALXXII CONAL</td> <td>PIEZOMETER OR STANDPIPE INSTALLATION</td>	ALXXII CONAL	PIEZOMETER OR STANDPIPE INSTALLATION
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	POWER ALVER SORIAL	12/2018 IN STEM ALARSA RAME AND A STEM ALARSAS	Balt, mokst, brown, sity clay, astro-band, trace growel, TitL (CL) Very staff to hand, motat, brown, CLAYEY StiT, sansy, trace to some gravel, TitL (CL - ML) TitL (CL - ML)								
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	POVER ALICER BORING 150mm Da SCALD STEM ALICERS	GROUND SURFACE  150mm TOPSOR  Weathered  Stiff to hard, most, brown, CLAYEY SILT, sandy, Pace to some gravel, Titl, (CL - NL)  Grap below  End of Borehole  Borehole was dry (not statistical) and halo open to full depth on completion  proponeter installation completion  Pageometer installation completion  State Level Readings  Date Depth(m) Elevethor(m)  Feb 10 10 1.1 136 9		138 G 000 137.2 0.6 331.7 6.3			\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$					
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	Ş	SOIL PROFILE	anana ananan <del>an</del>	7/6443219/90/904949929/994306000	I SA	、新知	<u>cs</u>	ORGANIC VA	POLA	REACHN		SHCAR S	TRENGTH C	u Kra	<b>لای</b> میں میں میں میں میں میں میں میں میں میں	***	•2000.00010;
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l bi	OJEC	TTC LRV Facility	RE	ECOR	D OF BOREHOLE	28	JU
LC   51	)CATI IARTE	ON     :     Sheppard Ave. E. &       D     :     January 20, 2010	Ceniins Rd., S	Scarborou	h, ON PROPOSED	MSF	Toronto Transit Commission Sheet 1 of 1
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(SEPTH SCALE (marks)	BORRED METHOD	DESCRIPTION	C ELEV.	SAMPLE BULL BULL BULL BULL BULL BULL BULL BU	Conserve Arround Arround Conserved         C           (ppm)         10         20         30         40           1         1         1         1         1           1         1         1         1         1         1           1         1         1         1         1         1         1           1         1         1         1         1         1         1         1           1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	with a tractifier in to V - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O         C - O <thc -="" o<="" th=""> <th< td=""><td>PIEZOMETER OR STANDPIPE INSTALLATION</td></th<></thc>	PIEZOMETER OR STANDPIPE INSTALLATION
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ш	8	SOIL PROFILE			5A4	APLE.	ORGANIC VAPOUR RE (1977)	ADNGS &	SHEAR STRENDTH CU KPs Pocket • rail V • • G • ¥	
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TTC BH 1 (35-4247 TTC CP1 (271910

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	T R	Soil Profile			SA	VPLE	5	CROANIC VAPOUR READINGS	SHLAR STRENGTH CU KPa		1
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-10		Boreinde was dry (not stabilized) and hole open to full depth on completion Pioprometer installation consists of a 19mm dameter, Schedule 40 PVC pipe with a 3 0m stotied screen. Water Level Readings Date Dopthim) Elevation(m) Feb 10 10 1.7 138.5		0.4							
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TTC BH 1-09-4247 TTC GPJ C2018410

RECORD OF BOREHOLE 58         PROJECT       TTC LRV Facility         LOCATION       Sheppard Ave. E. & Conlins Rd., Scarborough, ON       PROPOSED MSF									Torrento Transit Commission	
COM	PLE	TED February 02, 2010								Sheel 1 of 1 DATUM Geodetic
DEPTH SCALE (matree)	BORNG NETHOD	SOIL PROFILE	STRATA PLOT	ELEV DEPTH (m)	NAMBER 5	MPL BA	es working	DROANIC VAPOUR READINGS         (ppm)           10         20         30         43           1         1         1         1           N LEL - (methane)         []         []           40         80         120         160	SHEAR STRENGTH CL, KPs Pocket ret V - C - X Pen ren V - U - L 20 40 60 80 WATER CONTENT, PERCENT sp I	Y A PIEZOMETER OR USI STANDPIPE INSTALLATION
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