

RSIO LAUNCHES DETAILER CERTIFICATION PROGRAM

The Reinforcing Steel Institute of Ontario has just launched its Detailer Certification program. The standards for the program were established by the Education Committee after careful consideration of various criteria. The objectives of the program being to encourage new people into the industry with the incentive of gaining certification and to provide existing detailers with evidence of their year of service to the industry.

The Certification program is open to detailers working for, or sponsored by, member companies of the RSIO.



Detailer trainees would be required to serve a minimum of two years apprenticeship as a detailer under the supervision of a senior detailer before requesting certification.

Any detailer with two or more years experience and presently working for a member company will be eligible for certification immediately.

Member companies may sponsor freelance detailers for certification. The detailer must have proven experience in detailing of at least two years and a working relationship of at least one year with the sponsoring company.

SLURRY WALL CONSTRUCTION ON LRT TUNNEL REQUIRES SITE-FABRICATED REBAR CAGES

While Light Rapid Transit (LRT) is typically a surface transportation technology, the necessary right of ways aren't always available in a built-up city like Toronto. That's why the Toronto Transit Commission (TTC) is putting 120 metres of its new Harbourfront LRT underground.

Simple enough so far, but it turns out that soil conditions in the vicinity of the tunnel are poor - like "ash powder" according to TTC structural engineer Bernie Liu - and normal cast-in-place concrete wall construction was out of the question.

The answer was slurry wall construction which is a process by which a narrow excavation (about 700 mm wide and nine to 11 metres deep) is created and filled with a cement slurry to retain the structural integrity of the excavation while the walls are being built.

Site fabricated rebar cages, using bars of 25 mm and 30 mm sizes, are dropped vertically into the slurry-filled excavations and then the slurry is pumped out while the final concrete mix is poured in. The prefabricated cages are six metres high and range in length from 6 to 12 metres. The width of the cage is about 600 mm.

The new LRT line which was begun last November begins at a new (future) station at Front and Bay Streets. The line loops around under the north end of the existing Toronto Terminal Railway Bridge on Bay St., and continues south to the Queen's Quay.

The work under the TTR bridge is the tricky part of the job because there is not enough headroom under it to stand up fully-fabricated rebar cages for dropping into the wall excavations. In this section the cages are

