

The Canadian Engineer

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PROGRESS ON BLOOR STREET VIADUCT, TORONTO

ROSEDALE SECTION NEARLY COMPLETE—PIERS AND THREE OF THE FIVE DON SECTION ARCHES ARE IN PLACE—BIG PUBLIC IMPROVEMENT COSTING \$2,500,000 WILL CHANGE TRAFFIC ROUTES OF TORONTO—PROBABLY LARGEST VIADUCT IN THE EMPIRE.

NO untoward event has to date marred the progress of the work on the Bloor Street Viaduct, Toronto. The contractors are up to or ahead of their schedules, and the work done appears to be of the highest order, both as regards steel and concrete. The viaduct gives every promise of becoming one of the

boasts of Toronto, not only from architectural and engineering viewpoints, but also from the standpoint of economics, as it will mean a more consolidated and better welded "Greater Toronto."

For the past ten years the northeastern section of Toronto has grown quite rapidly. But as it is separated from the main portions of the city—central and western—by the huge natural barriers of the Don Valley and Rosedale Ravine, transportation of all kinds is of necessity very circuitous.

As is shown by Fig. 2, the Don Section of the viaduct will connect Danforth Avenue with the height of land around Castle Frank Road in the southern portion of

Rosedale. The Rosedale section bridges the ravine, while the Bloor section, which is entirely a fill proposition, completes the highway to the corner of Bloor and Sherbourne Streets. Thus a through northerly route from east to west is provided, saving time in getting from the northeastern section to the downtown business district;

also, the congestion of traffic over the Queen and Gerrard Street bridges will be greatly relieved.

The contract for the Don section was let to Quinlan & Robertson, Ltd., for \$947,076.01. The sub-contract for the steel work was let to the Hamilton Bridge Works Co., Ltd. The general contract was signed December 17th, 1914, and order to commence work was given just one week later. The first sod was turned January 16th, 1915. Three years from December 24th, 1914, is the allotted time for completion of the work, with a bonus

of \$25 and a penalty of \$100 a day. The time allowed is divided into various sections, such as for completion of piers, for completion of steelwork, for com-



Fig. 1.—Don Section, Bloor Street Viaduct, Looking West from Pier A (near Danforth Avenue). Photo July 27th, 1916.

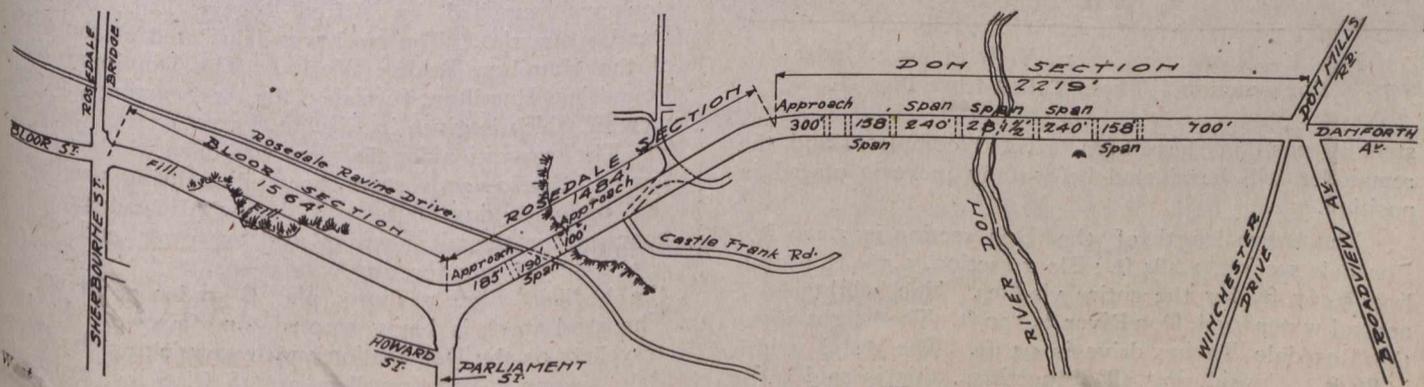


Fig. 2.—General Plan of Bloor Street Viaduct.