

The Canadian Engineer

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BLOOR STREET VIADUCT CONSTRUCTION, TORONTO

PROGRESS MADE THIS YEAR ON THE TWO LARGE STEEL AND CONCRETE BRIDGES TO LINK BLOOR AND DANFORTH STREETS ACROSS THE DON AND ROSEDALE VALLEYS.

THE extent of progress made this year in the construction of the Bloor Street Viaduct, Toronto, has been such that all sections of the work are well up to schedule, and there is every indication that, with no serious intervention of handicap or delay,

along the east bank of the Don valley to the Gerrard Street and Queen Street bridges, the former of which is old and likely to be replaced shortly, while the latter is nearly a mile south of the Bloor-Danforth route which the viaduct under construction will create.

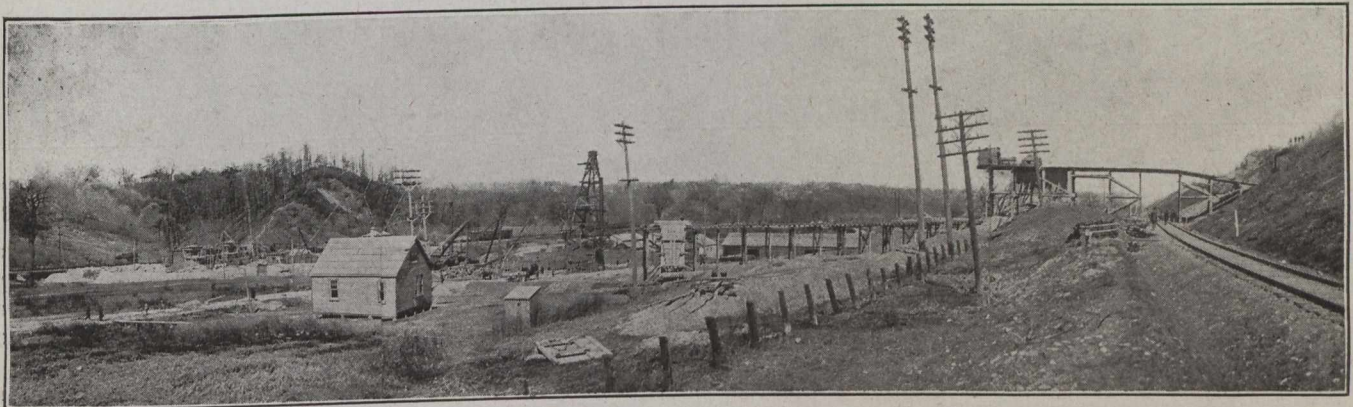


Fig. 1.—The Site of the Don Section in April, 1915. Sheet Piling is Being Driven for Pier Foundations.

the work will be completed well within the stipulated time. No convenient thoroughfare at present exists to connect the new northeast section of the city with the central and business zones. This has been a serious drawback to the development of the former, pleasure and industrial traffic being alike obliged to proceed southward

Owing to the topography of the Don River valley the projected improvement was best effected by dividing the undertaking in three sections, the first being a bridge across the Don valley, through which run lines of Canadian Pacific, Canadian Northern and Grand Trunk railroads, in addition to public thoroughfares and the river

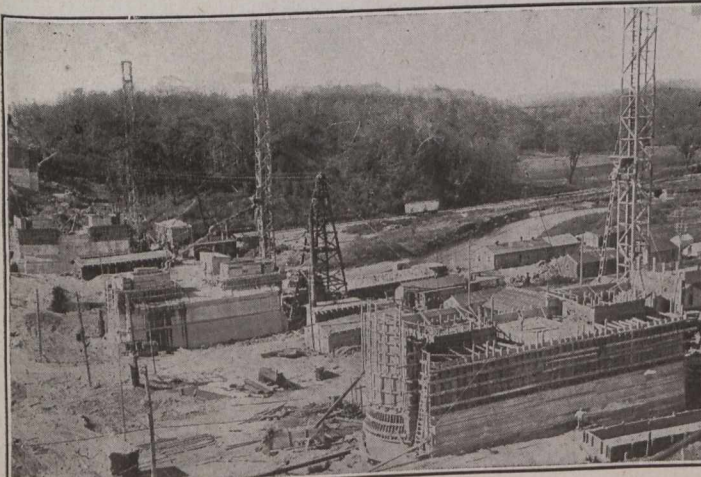


Fig. 2.—General View of the River Piers of the Don Section as They Appeared on October 18th, 1915.

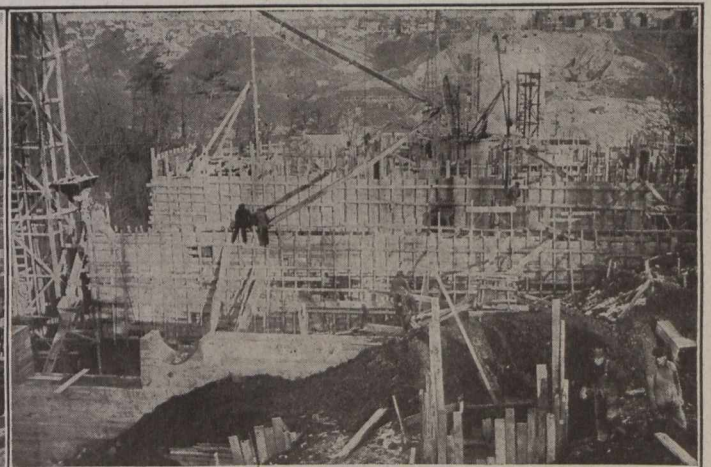


Fig. 3.—Looking East from the West Approach, Showing Form Work and Concreting Operations on Piers G and F.