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ROSEDALE SECTION, BLOOR STREET VIADUCT

PORTION No. 2 OF THE PROPOSED \$2,500,000 STRUCTURE TO BRIDGE THE DON AND ROSEDALE VALLEYS IN NORTHEAST TORONTO.

IN *The Canadian Engineer* for October 29th, 1914, a description was given of the larger section of the proposed viaduct to connect Danforth Avenue (east of the Don River) with Bloor Street, thereby linking it and the surrounding district with the older business thoroughfares of the city. While the article dealt chiefly

to above. On Friday, December 11th, the city council awarded the contract for this section to Messrs. Quinlan & Robertson, Montreal, the price being \$996,564.81, it being the lowest steel tender, although it was about \$147,500 higher than the low tender for a concrete viaduct.

The Rosedale section of the project provides for the construction over the Rosedale Valley, to the northeast of the Parliament Street intersection with Bloor Street, and extends from the head of that street to Castle Frank Road, as shown in Fig. 2. The design calls for a steel structure 580 ft. in length with wing walls and approaches. A retaining wall 170 ft. long extending from the west

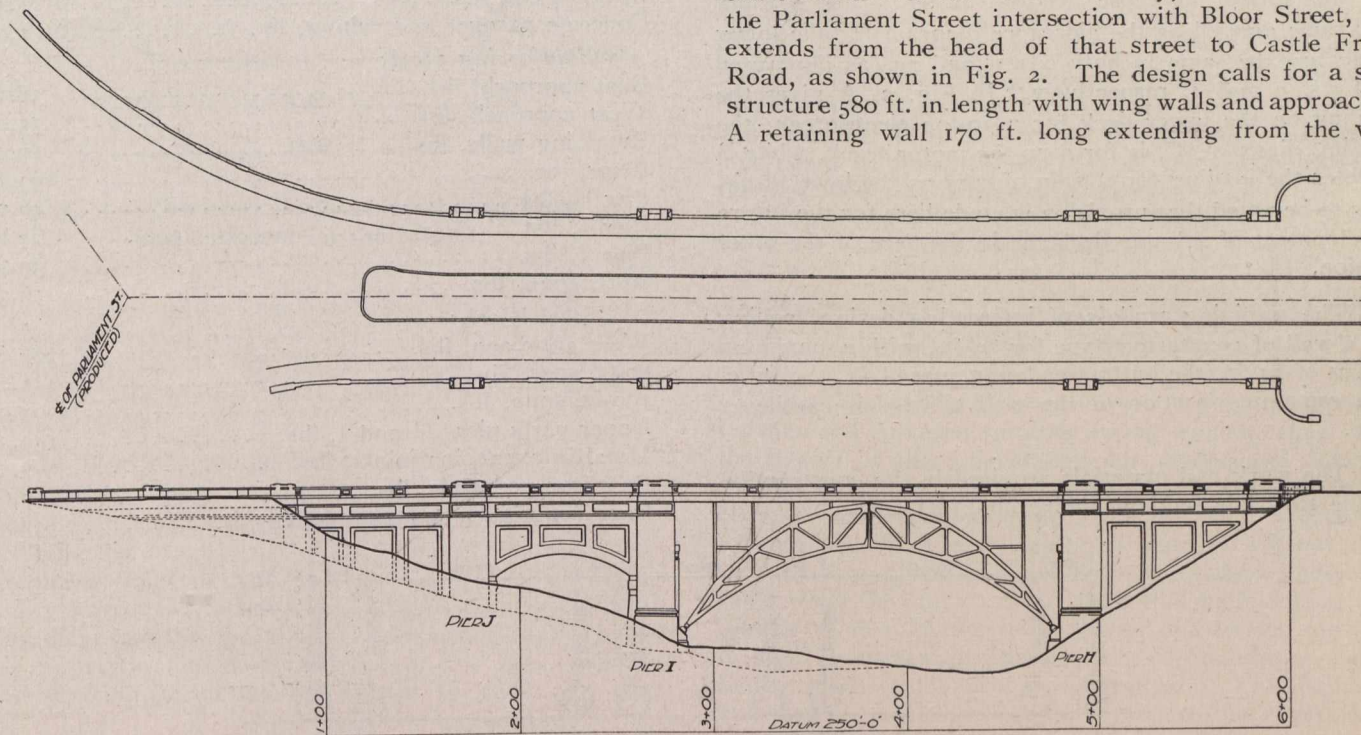


Fig. 1.—Plan and Elevation of the Proposed Rosedale Section of the Bloor Street Viaduct, Toronto.

with the design, executed by the Department of Works, for a 1,618-ft. section of the proposed development, it included an interesting summary of preliminary investigations of site and foundation tests. That portion, known as the Don section, was opened to tendering of both steel and concrete interests last July, and the tenders that have been under consideration have included five for steel and five for concrete. The concrete tenders were all based upon designs submitted by the contractors themselves, while the steel tenders were based upon the design of the Department of Works, described in the article referred

abutment of the bridge toward Sherbourne Street, and on the north side, forms an interesting part of the design. The bridge itself includes a 190-ft., 3-hinged steel arch span with steel spandrels and with a 64-ft. rise. This arch is of the same type as the arches on the Don section, previously described. Similarly, there will be an 80-ft. span corresponding in design to that of the Don structure. The cross-section of the bridge is similar to that of the other section, having a total width of 86 ft. from the outer edge of the railing. The centre 22 ft. will be devoted to two street railway tracks. On either side the