



Chainage	Chainages (m)	Existing width (m)		Proposed width (m)		Comments
		Verge	Towpath	Verge	Towpath	
SU-017 P0525	0	0.3	1.5	0.3	1.5	Towpath under Bridge 123
SU-017 P0575	50	1.2	1.8	1	2	
SU-017 P0625	100	1.2	2	1	2.5	Lock ramp
SU-017 P0675	150	2.6	1.8	2.2	2.5	Listed lock and lock hut
SU-017 P0725	200	1	1.8	0.6	2.5	
SU-017 P0775	250	1	1.8	0.6	2.5	
SU-017 P0825	300	1	1.8	0.6	2.5	
SU-017 P0875	350	1.8	2	1.3	2.5	
SU-017 P0925	400	1.6	2	1.2	2.5	
SU-017 P0975	450	1.9	1.8	1.2	2.5	
SU-018 P0025	500	1.7	1.9	1.2	2.5	
SU-018 P0075	550	1.2	2	0.7	2.5	
SU-018 P0125	600	0.7	1.8	0.7	2	
SU-018 P0175	650	0.8	2	1	2	
SU-018 P0225	700	0.8	1.8	0.9	2	
SU-018-001	720				1.5	Towpath under bridge 122B



Design and Development

Project  
P11340 CHESTER TOWPATH UPGRADE  
Br122B to Br123

Drawing Title:  
  
SHROPSHIRE UNION CANAL  
CHESTER TOWPATH UPGRADE  
EXISTING LAYOUTS , HAZARDS  
Proposed Towpaths Widths

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Drawn By: DH  
Checked By: TS

Authorised By:  
Date: 20-4-2020

Drawing Scale (A1)  
Not to Scale  
Rev. A

Dwg. No.  
P11340-Dr2

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Much of the existing washwall is L8G Trench sheet piles. Depth of the piles is unknown and the position of the anchor piles is unknown.

Min 0.5m verge

Verges to be in-filled and seeded

Proposed towpath surfacing:  
50mm AC 14 Surf (See Note 7) with  
one layer of 3/6mm stone chippings on  
hot applied emulsion

New Towpath width 1.5m to 2.5m

Existing Towpath Width 1.2 to 1.6m

1 in 40 Fall to the canal

No permanent  
Timber edging to be  
used

Terram 1000 Geotextile or similar  
approved. New widened towpath Terram  
to overlap 150mm with the existing terram.

New Widened sections of  
towpath to have 150mm of  
MOT Type 1 Subbase

Suitable excavated material to  
fill verges.

## DBM AND RESIN BONDED SURFACE FULL CONSTRUCTION WITH VERGE

### Construction Notes:

1. The existing towpath construction is resin bound surfacing with 6mm gravel on top of approximately 150mm of well compacted MOT type 1 fill, with Terram 1000 geotextile under lay or similar and timber edging boards. The existing resin bound surfacing has worn away in many places. The MOT subbase has become loose on the exposed surface, and is soft on the edges near the timber edging.

2. The existing surfacing and the top 50mm of subbase is to be scraped back removing any loose or organic material. Where the existing subbase is still well compacted, this is to be increased in thickness with 50mm of MOT Type 1, well compacted. Where any further soft spots and voids exist within the existing subbase, the material shall be removed and replaced with new MOT type 1. The existing ground for the widened section of

towpath is to be widened to specified width, and excavated to required depth, ensuring ground is firm below the base course of the towpath. Line with Terram 1000 geotextile or similar, and place 150mm depth of MOT Type 1, well compacted.

3. The existing timber boarding is to be removed, and new Terram is to overlap with the existing by 150mm.

4. Suitable excavated material is to be used to fill the verges. A final 25mm depth of site won material suitable for grass seeding is to be placed and seeded as per Specification. All verges are to be stone picked.



Design & Delivery Team

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TITLE  
Shropshire Union Canal  
P11340 Chester Towpath Enhancement  
Br 123 to Br 122B  
DBM Towpath Construction Details

DRAWN BY DJG	DESIGNED BY DJH
CHECKED BY TS	APPROVED BY
DATE 1-5-2020	SCALE NTS
DRG. NO. P11340/Dr6	REVISION A