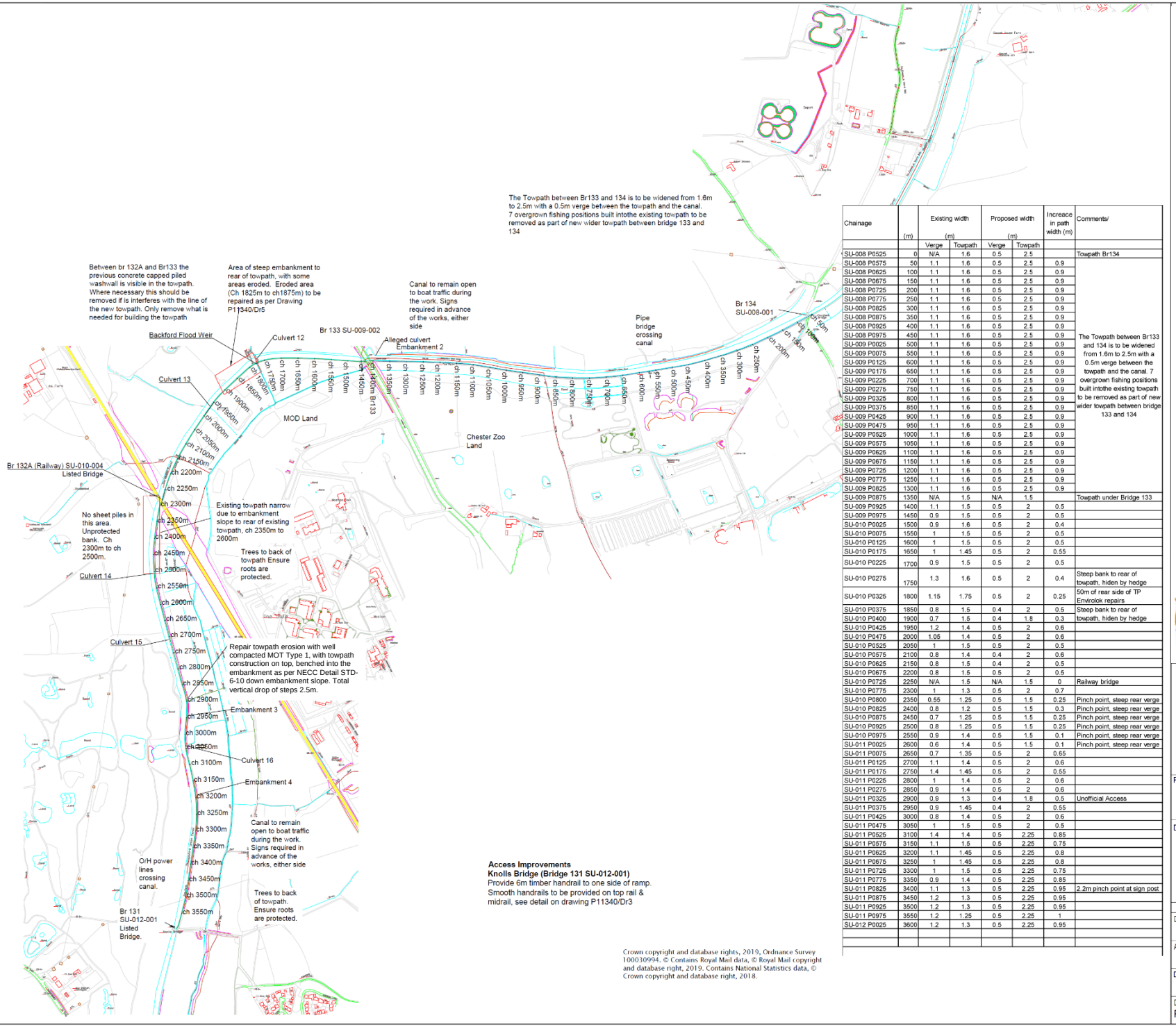


Chainage	(m)	Existing width (m)		Proposed width (m)		Increase in path width (m)	Comments/
		Verge	Towpath	Verge	Towpath		
SU-008 P0525	0	N/A	1.6	0.5	2.5		Towpath Br134
SU-008 P0575	50	1.1	1.6	0.5	2.5	0.9	
SU-008 P0625	100	1.1	1.6	0.5	2.5	0.9	
SU-008 P0675	150	1.1	1.6	0.5	2.5	0.9	
SU-008 P0725	200	1.1	1.6	0.5	2.5	0.9	
SU-008 P0775	250	1.1	1.6	0.5	2.5	0.9	
SU-008 P0825	300	1.1	1.6	0.5	2.5	0.9	
SU-008 P0875	350	1.1	1.6	0.5	2.5	0.9	
SU-008 P0925	400	1.1	1.6	0.5	2.5	0.9	
SU-008 P0975	450	1.1	1.6	0.5	2.5	0.9	The Towpath between Br133 and 134 is to be widened from 1.6m to 2.5m with a 0.5m verge between the towpath and the canal. 7 overgrown fishing positions built intothe existing towpath to be remroved as part of new wider towpath between bridge 133 and 134
SU-009 P0025	500	1.1	1.6	0.5	2.5	0.9	
SU-009 P0075	550	1.1	1.6	0.5	2.5	0.9	
SU-009 P0125	600	1.1	1.6	0.5	2.5	0.9	
SU-009 P0175	650	1.1	1.6	0.5	2.5	0.9	
SU-009 P0225	700	1.1	1.6	0.5	2.5	0.9	
SU-009 P0275	750	1.1	1.6	0.5	2.5	0.9	
SU-009 P0325	800	1.1	1.6	0.5	2.5	0.9	
SU-009 P0375	850	1.1	1.6	0.5	2.5	0.9	
SU-009 P0425	900	1.1	1.6	0.5	2.5	0.9	
SU-009 P0475	950	1.1	1.6	0.5	2.5	0.9	
SU-009 P0525	1000	1.1	1.6	0.5	2.5	0.9	
SU-009 P0575	1050	1.1	1.6	0.5	2.5	0.9	
SU-009 P0625	1100	1.1	1.6	0.5	2.5	0.9	
SU-009 P0675	1150	1.1	1.6	0.5	2.5	0.9	
SU-009 P0725	1200	1.1	1.6	0.5	2.5	0.9	
SU-009 P0775	1250	1.1	1.6	0.5	2.5	0.9	
SU-009 P0825	1300	1.1	1.6	0.5	2.5	0.9	
SU-009 P0875	1350	N/A	1.5	N/A	1.5		Towpath under Bridge 133
SU-009 P0925	1400	1.1	1.5	0.5	2	0.5	
SU-009 P0975	1450	0.9	1.5	0.5	2	0.5	
SU-010 P0025	1500	0.9	1.6	0.5	2	0.4	
SU-010 P0075	1550	1	1.5	0.5	2	0.5	
SU-010 P0125	1600	1	1.5	0.5	2	0.5	
SU-010 P0175	1650	1	1.45	0.5	2	0.55	
SU-010 P0225	1700	0.9	1.5	0.5	2	0.5	
SU-010 P0275	1750	1.3	1.6	0.5	2	0.4	Steep bank to rear of towpath, hiden by hedge
SU-010 P0325	1800	1.15	1.75	0.5	2	0.25	50m of rear side of TP Envirolok repairs
SU-010 P0375	1850	0.8	1.5	0.4	2	0.5	Steep bank to rear of towpath, hiden by hedge
SU-010 P0400	1900	0.7	1.5	0.4	1.8	0.3	
SU-010 P0425	1950	1.2	1.4	0.5	2	0.6	
SU-010 P0475	2000	1.05	1.4	0.5	2	0.6	
SU-010 P0525	2050	1	1.5	0.5	2	0.5	
SU-010 P0575	2100	0.8	1.4	0.4	2	0.6	
SU-010 P0625	2150	0.8	1.5	0.4	2	0.5	
SU-010 P0675	2200	0.8	1.5	0.5	2	0.5	
SU-010 P0725	2250	N/A	1.5	N/A	1.5	0	Railway bridge
SU-010 P0775	2300	1	1.3	0.5	2	0.7	
SU-010 P0800	2350	0.55	1.25	0.5	1.5	0.25	Pinch point, steep rear verge
SU-010 P0825	2400	0.8	1.2	0.5	1.5	0.3	Pinch point, steep rear verge
SU-010 P0875	2450	0.7	1.25	0.5	1.5	0.25	Pinch point, steep rear verge
SU-010 P0925	2500	0.8	1.25	0.5	1.5	0.25	Pinch point, steep rear verge
SU-010 P0975	2550	0.9	1.4	0.5	1.5	0.1	Pinch point, steep rear verge
SU-011 P0025	2600	0.6	1.4	0.5	1.5	0.1	Pinch point, steep rear verge
SU-011 P0075	2650	0.7	1.35	0.5	2	0.65	
SU-011 P0125	2700	1.1	1.4	0.5	2	0.6	
SU-011 P0175	2750	1.4	1.45	0.5	2	0.55	
SU-011 P0225	2800	1	1.4	0.5	2	0.6	
SU-011 P0275	2850	0.9	1.4	0.5	2	0.6	
SU-011 P0325	2900	0.9	1.3	0.4	1.8	0.5	Unofficial Access
SU-011 P0375	2950	0.9	1.45	0.4	2	0.55	
SU-011 P0425	3000	0.8	1.4	0.5	2	0.6	
SU-011 P0475	3050	1	1.5	0.5	2	0.5	
SU-011 P0525	3100	1.4	1.4	0.5	2.25	0.85	
SU-011 P0575	3150	1.1	1.5	0.5	2.25	0.75	
SU-011 P0625	3200	1.1	1.45	0.5	2.25	0.8	
SU-011 P0675	3250	1	1.45	0.5	2.25	0.8	
SU-011 P0725	3300	1	1.5	0.5	2.25	0.75	
SU-011 P0775	3350	0.9	1.4	0.5	2.25	0.85	
SU-011 P0825	3400	1.1	1.3	0.5	2.25	0.95	2.2m pinch point at sign post
SU-011 P0875	3450	1.2	1.3	0.5	2.25	0.95	
SU-011 P0925	3500	1.2	1.3	0.5	2.25	0.95	
SU-011 P0975	3550	1.2	1.25	0.5	2.25	1	
SU-012 P0025	3600	1.2	1.3	0.5	2.25	0.95	

Cheshire West and Chester

Canal & River Trust

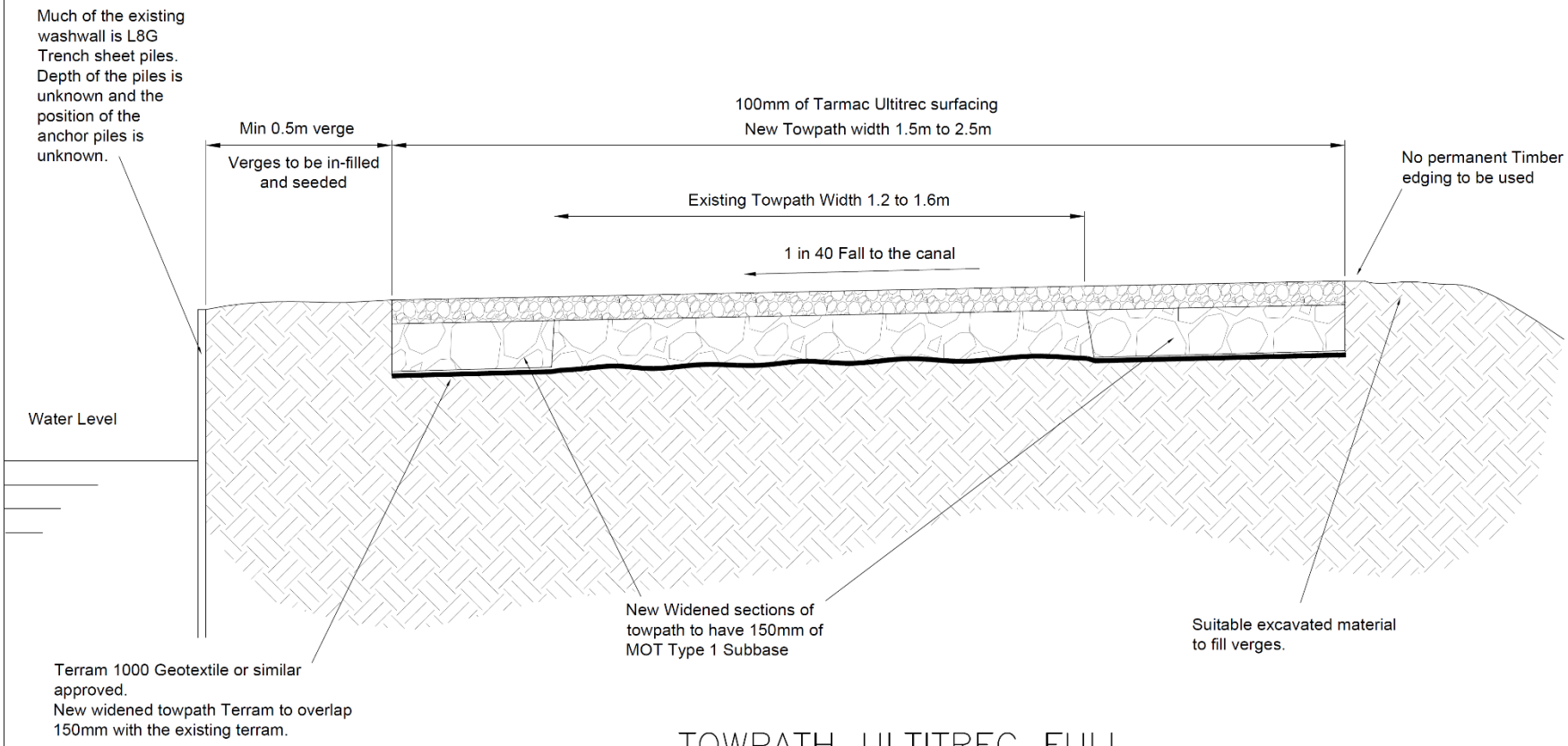
Design and Development

Project:
P11340 CHESTER TOWPATH UPGRADE
Br 131 to Br 134

Drawing Title:
SHROPSHIRE UNION CANAL
CHESTER TOWPATH UPGRADE
Existing Layout, Hazards, Chainage and Towpath Widths

Drawn By:	Checked By:
DJH	TS
Authorised By:	Date:
	21/4/2020
Drawing Scale (A1)	Rev.
Not to scale	A

Drg. No.
P11340-DR1



TOWPATH ULTITREC 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. Lay 100mm thick Tarmac Ultitrec to manufactures specification for the proposed width of towpath required. A fall of 1 in 40 to the canal is required.

5. 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 placed and seeded as per Specification. All verges are to be stone picked.

6. The condition of the towpath varies between sections. The worst section is between bridge 132A and Br133.

Cheshire West and Chester

Canal & River Trust

Design & Delivery Team

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Navigation House
Navigation Road
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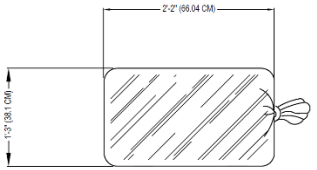
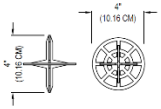
TITLE

Shropshire Union Canal
P11340 Chester Towpath Enhancement
Br 131 to Br134
Ultritec Cross Section

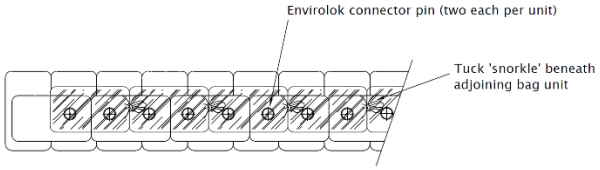
RAWN BY: DJH	DESIGNED BY: RJ/DJH
HECKED BY: TS	APPROVED BY:
ATE: 21-4-2020	SCALE: NTS
RG. NO.: P11340/Dr4	REVISION: A



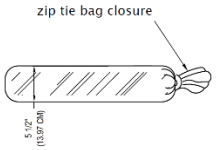
PLAN VIEW



ENVIROLOK CONNECTOR PIN

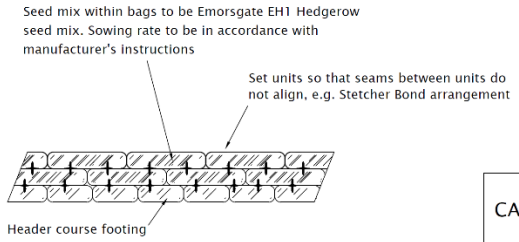


PLAN VIEW



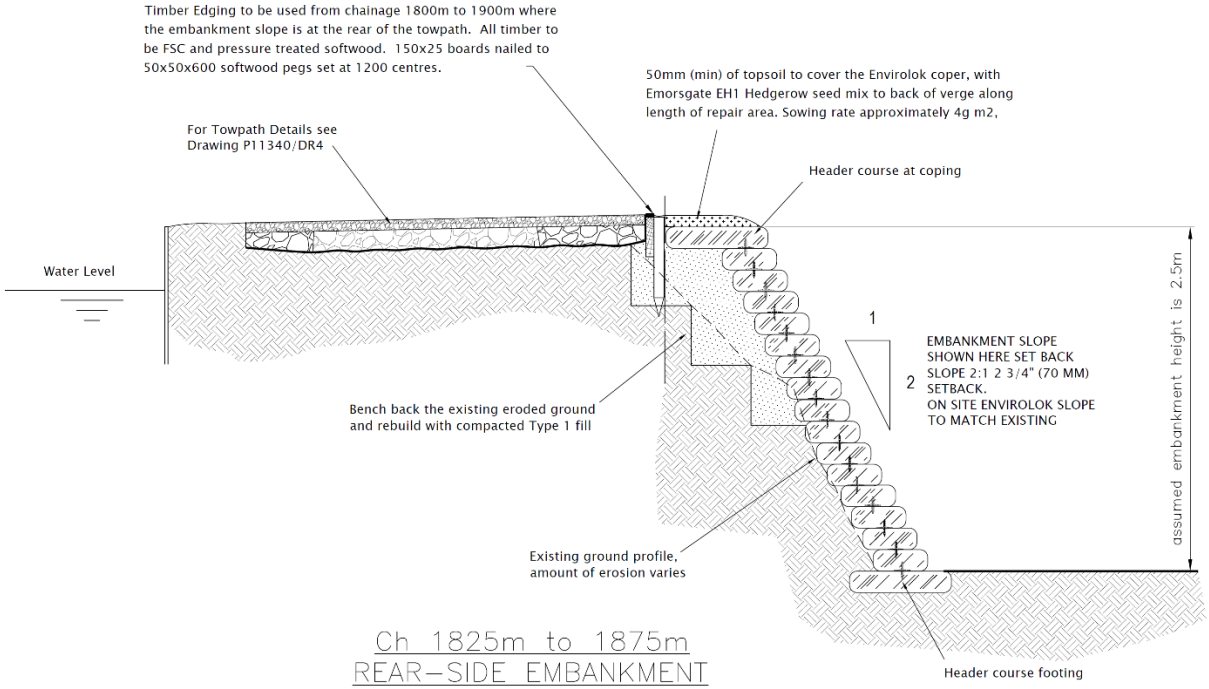
SIDE VIEW

END VIEW



ELEVATION

ENVIROLOK SPECIFICATION:
CALCULATED UNIT FILL: 1.25 CU FT (.0354 M³)/UNIT
FACE AREA: 1 SQ FT (.093 M²)
MATTRESS FACE AREA: 2.7 SQ FT (.25 M²)/UNIT



Ch 1825m to 1875m
REAR–SIDE EMBANKMENT
CROSS SECTION

*1825m to 1875mm chainage between bridges 132a and 133 is on a non-prinicipal Embankment. No topographical survey has been carried out, and much of the embankment is hidden by hedge. It is assumed that the embankment is 2.5m with a 2 in 1 slope, but existing slope angle is to be retained.

The embankment face is to be rebuilit and lined with Envirolok slope stabilization system to prevent future erosion of the bank. The embankment behind behind the envirolok is to be built up with MOT type 1

Cheshire West and Chester

Canal & River Trust

Design & Delivery Team

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Navigation House
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TITLE

Shropshire Union Canal
P11340 Chester Towpath Upgrade
Rear of Towpath Embankment
Cross Section

DRAWN BY	DESIGNED BY
DJH	DJH
CHECKED BY	APPROVED BY
TS	
DATE	SCALE
27-4-2020	NTS
DRG. NO.	REVISION
P11340/Dr5	A