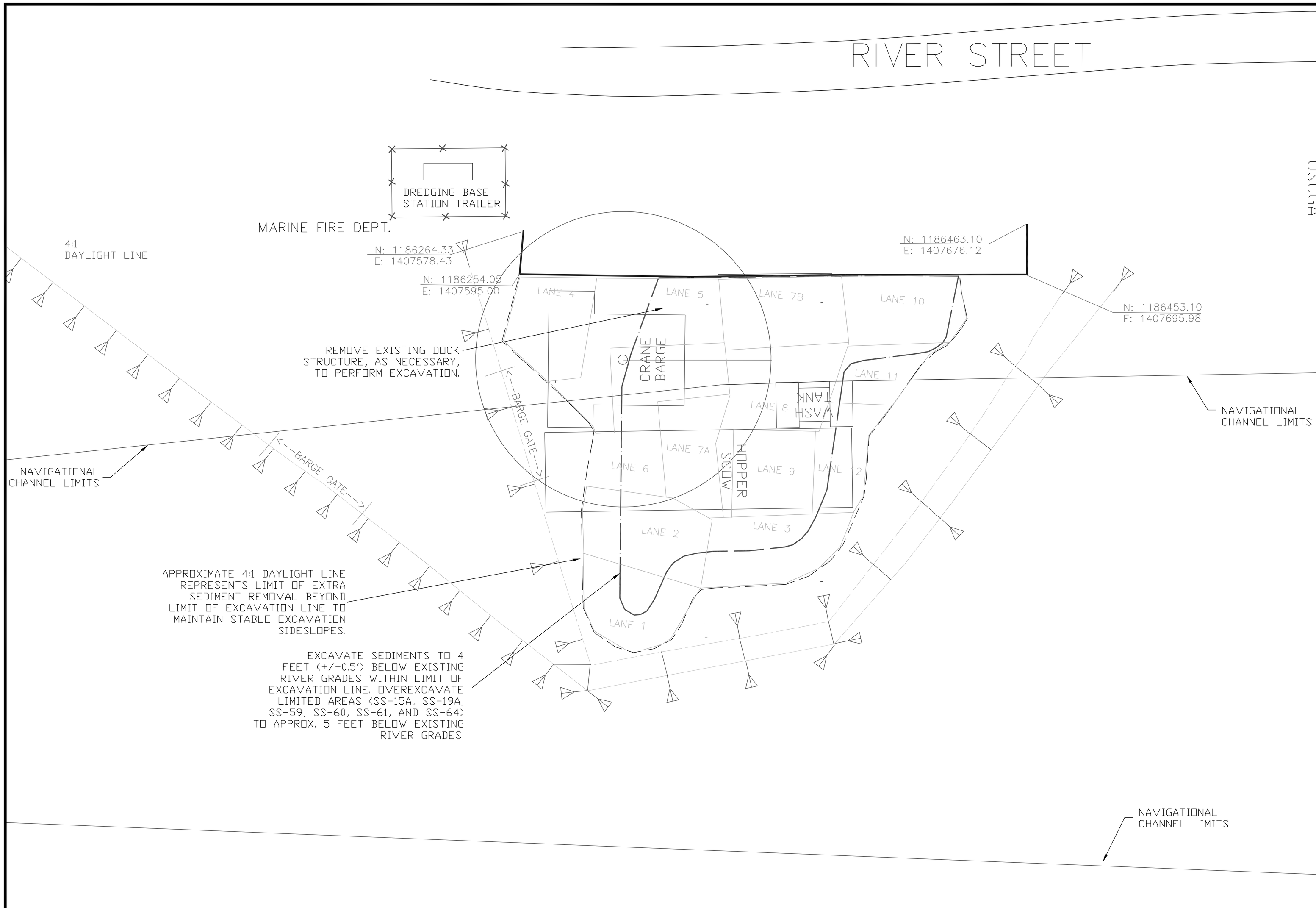

LEGEND:

- INNER TURBIDITY CURTAIN
- OUTER TURBIDITY CURTAIN
- LIMIT OF EXCAVATION (LIMIT OF IMPACTED SEDIMENTS)
- APPROXIMATE 4:1 DAYLIGHT LINE

NOTES:

1. CONTRACTOR SHALL INSTALL A TURBIDITY CURTAIN SYSTEM PRIOR TO START OF EXCAVATION WORK. THE CONTRACTOR SHALL WORK IN A MANNER THAT MINIMIZES BLOCKAGE OF THE RIVER. THE TURBIDITY CURTAIN SYSTEM SHALL BE MOVED, AS NECESSARY, TO ALLOW COMMERCIAL NAVIGATION OF THE RIVER. THE OUTER TURBIDITY CURTAIN HAS BEEN DESIGNED FOR MOST RIVER CONDITIONS. HOWEVER, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO TAKE INTO ACCOUNT ABERRANT CONDITIONS SUCH AS FLOODS AND SEVERE WEATHER.

2. CONTRACTOR SHALL PERFORM A BATHYMETRIC SURVEY BEFORE AND AFTER EXCAVATION TO ENSURE EXCAVATION DEPTHS HAVE BEEN ATTAINED AND TO DETERMINE SEDIMENT VOLUME.

3. LATERAL DELINEATION OF SEDIMENT IMPACTS IS BASED ON METHYLENE CHLORIDE AND/OR ACETONE EXCEEDANCES OF THE CLEANUP CRITERIA. SAMPLE LOCATIONS WITH RESULTS EXCEEDING THE CLEANUP CRITERIA ARE INCLUDED WITHIN THE LIMIT OF EXCAVATION LINE (WITH THE EXCEPTION OF SS-26 AND SS-62). VERTICAL DELINEATION OF SEDIMENT IMPACTS IS BASED ON THE MOST RECENT SAMPLING RESULTS, TAKING INTO ACCOUNT OLDER SAMPLE RESULTS, SAMPLE VARIABILITY, AND DRAG-DOWN. THE DEEPEST METHYLENE CHLORIDE SAMPLE CONCENTRATION EXCEEDING THE CLEANUP CRITERIA FROM THE MOST RECENT AVAILABLE SAMPLE RESULT IS INCLUDED FOR EACH SAMPLE LOCATION WITHIN THE LIMIT OF EXCAVATION AREA ON THIS DRAWING (WITH THE CORRESPONDING SAMPLE DEPTH).

4. THE INTENT OF THE DESIGN IS TO EXCAVATE TO A DEPTH OF APPROX. 4 FEET (WITH A TOLERANCE OF +/-0.5 FEET) BELOW THE EXISTING RIVER GRADES FOR THE MAJORITY OF THE AREA WITHIN THE LIMIT OF EXCAVATION LINE AND OVEREXCAVATE IN LIMITED AREAS (SS-15A, SS-19A, SS-59, SS-60, SS-61, AND SS-64) TO APPROX. 5 FEET BELOW THE EXISTING RIVER GRADES TO PROVIDE ADDITIONAL REMOVAL OF IMPACTED SEDIMENTS. THE LIMITS OF EXCAVATION LINE AND THE DAYLIGHT LINE EXCEED THE LIMIT OF IMPACTS FOR CONSTRUCTABILITY, TO ACCOMMODATE REASONABLE STANDARDS OF EXCAVATION CONTROL, AND TO ENSURE THE MAJORITY OF IMPACTED SEDIMENTS ARE REMOVED. AREAS WHERE THE EXCAVATION IS MORE SHALLOW ARE TO ACCOMODATE SLOPE STABILITY AND SHEET PILE WALL SUPPORT. IF EXISTING RIVER GRADES DIFFER FROM THOSE SHOWN, EXCAVATION WILL BE COMPLETED TO 4 FEET BELOW THE FIELD CONDITIONS, WHERE FEASIBLE. THE SIDE SLOPES OF THE EXCAVATION AREAS (THE AREA BETWEEN THE LIMITS OF EXCAVATION AND DAYLIGHT LINE) AND FACE OF THE RIVER BANK ARE ASSUMED TO BE CUT AT AN APPROXIMATE 4:1 SLOPE TO MINIMIZE SIDEWALL COLLAPSE. IF FIELD CONDITIONS PERMIT, SLOPES MAY BE MODIFIED WITH THE ENGINEER'S PERMISSION.

5. EXCAVATION SHALL PROCEED FROM THE SHORE TO THE CENTER OF THE RIVER OR CENTER OF THE RIVER TO THE SHORE AND FROM UPSTREAM TO DOWNSTREAM.

6. THE ENGINEER WILL COLLECT POST-EXCAVATION RIVER SEDIMENT SAMPLES AT LOCATIONS SHOWN ON DRAWING C-5. IF SEDIMENT CONCENTRATIONS EXCEED 1133 PPB FOR METHYLENE CHLORIDE OR 773 PPB FOR ACETONE, THE ENGINEER WILL DETERMINE THE APPROPRIATE ACTION. THIS MAY REQUIRE THE PLACEMENT OF A ONE-FOOT CAP OVER THE AREA IN WHICH SAMPLE(S) EXCEED THE ABOVE CRITERIA.

NORTH

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

NO.	DATE		BY	CHK'D	APPR.
1	8/27/04	SUBMITTED TO AMEC	DJM		
2					
3					
4					
5					

CSX TRANSPORTATION

PROFESSIONAL ENGINEER

D.A. COLLINS ENVIRONMENTAL SERVICES, LLC

101 ROUTE 67, P.O. BOX 191
MECHANICVILLE, NY 12118

DREDGING SEQUENCE & CURTAIN LAYOUT

PREPARED FOR: CSX TRANSPORTATION, INC.

SUBMITTED TO: AMEC EARTH & ENVIRONMENTAL, INC.
Edison Plaza, 2nd Floor, 155 Erie Boulevard
SCHENECTADY, NY 12305

CONTACT: KEVIN CURRY

REMEDIAL DESIGN
CSXT GENESEE RIVER SITE
ROCHESTER, NEW YORK

TITLE: EXCAVATION PLAN

DRAWN BY	DJM	CHECKED BY		DATE	08/27/04
SCALE	AS SHOWN	DRG. NO.	DAC-2	SHEET	2 OF 3