



BACKFILL AND RESTORATION PLAN NOTES

CSX WILL PROVIDE, PLACE, GRADE AND COMPACT BACKFILL UNDER THE RAIL SPUR TO LIMITS SHOWN AS SHADED IN PINK. CSX WILL REINSTALL ALL RAIL COMPONENTS. CABRERA WILL OVERSEE BACKFILLING AND COMPACTION OF AREAS OUTSIDE OF THE RAIL SPUR SHADED IN GRAY. THE INFORMATION PROVIDED BELOW IS ONLY FOR THE AREAS OUTSIDE OF THE RAIL SPUR SHADED IN GRAY.

I. BACKFILL

- A. MATERIAL.
 - I. MATERIAL WILL BE CRUSHED STONE, GRAVEL, OR SIMILAR GRANULAR MATERIAL IMPORTED FROM AN APPROVED OFFSITE SOURCE. THIS MATERIAL WILL ALSO SERVE AS THE FINAL COVER MATERIAL.
- B. PLACEMENT.
 - I. FILL WILL BE PLACED FROM A DUMP TRUCK AND SPREAD WITH A BULLDOZER.
 - II. BACKFILL WILL BE SPREAD IN APPROXIMATELY EIGHTEEN TO TWENTY-FOUR INCH LOOSE HORIZONTAL LIFTS USING VISUAL INSPECTION, GRADUATED STAKES, OR FLAGS.
- C. COMPACTION.
 - I. COMPACTION WILL BE DONE IN ACCORDANCE WITH NYS DOT STANDARD SPECIFICATIONS SECTION 203-3.12. AREAS NOT SUPPORTING STRUCTURES OR ROADWAYS WILL BE COMPACTIONED TO AT LEAST 90 PERCENT MAXIMUM DRY DENSITY AND AREAS UNDER STRUCTURES OR ROADWAYS WILL BE COMPACTIONED TO AT LEAST 95 PERCENT MAXIMUM DRY DENSITY. COMPACTION SHALL BE DETERMINED BY STANDARD PROCTOR TEST ASTM D-698.

- II. COMPACTION WILL BE DONE USING A SMOOTH DRUM ROLLER OR SHEEP'S-FOOT VIBRATORY ROLLER AS DETERMINED BY THE PROJECT ENGINEER DEPENDING ON MATERIAL TO BE COMPACTIONED. THE COMPACTOR WILL MAKE FOUR PASSES TO ENSURE COMPACTION IS IN COMPLIANCE WITH NYS DOT SPECIFICATIONS. A HAND-HELD TAMPER OR WALK BEHIND DUAL DRUM ROLLER WILL BE USED WHERE A DRIVEN VIBRATORY ROLLER CANNOT.

D. COMPACTION TESTING.

- I. A CERTIFIED TECHNICIAN USING A TROXLER® NUCLEAR DENSITY GAUGE WILL BE PRESENT DURING BACKFILLING OPERATIONS TO PERFORM COMPACTION TESTING. THE PROJECT ENGINEER WILL OVERSEE ALL COMPACTION OPERATIONS.
- II. COMPACTION TESTING WILL BE PERFORMED ONCE PER 40,000 FT² FOR NONSTRUCTURAL AREAS AND ONCE PER 5,000 FT² FOR STRUCTURAL AREAS AND ROADWAYS.
- III. COMPACTION TEST LOCATIONS AND ELEVATIONS WILL BE RECORDED.
- IV. ALL COMPACTION TESTING RESULTS WILL BE FORWARDED TO THE USACE.

LEGEND

- - - - CLASS I FSSU
- ▭ EXCAVATION PERIMETER
- ▭ CSX BACKFILL AREA
- ▭ STONE BACKFILL AREA
- ▭ RESTORED RAIL SPUR
- ▭ EXISTING RAIL
- 608.5 EXISTING SPOT ELEVATION
- x-x- PROPOSED CHAIN LINK FENCE
- x-x- EXISTING CHAIN LINK FENCE
- SFO SPRINT FIBER OPTIC LINE
- ST-12" EXISTING STORM LINE
- UE UNDERGROUND ELECTRICAL LINES
- OE OVERHEAD ELECTRICAL LINES
- PROPERTY LINES

**LINDE FUSRAP SITE
TONAWANDA, NY
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CABRERA SERVICES
RADIOLOGICAL · ENGINEERING · REMEDIATION

**AREA G1 RAIL SPUR
EXCAVATION RESTORATION PLAN**

AREA/SUBTASK	DRAWING NO.	REV. DATE
AREA G1	BR 005	08/11/2011