

GENERAL NOTES

1.

CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
2.

THE LOCATIONS OF EXISTING STRUCTURES AND UTILITIES IN THE WORK AREA ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES WITHIN THE PROJECT AREA PRIOR TO COMMENCING WORK.
3.

THE CONTRACTOR SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5370-2E, AC 150/5340-24, THE PROJECT SPECIFICATIONS, AND THE PLANS FOR GUIDANCE ON OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. ALL DEBRIS DEPOSITED ON ANY AIRPORT PAVEMENT SHALL BE REMOVED CONTINUOUSLY DURING THE COURSE OF WORK. SEE SUPPLEMENTARY CONDITIONS REGARDING DEBRIS REMOVAL FROM ANCILLARY AREAS DISTURBED BY CONSTRUCTION. IN ADDITION, THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO PREVENT MATERIALS FROM ESCAPING FROM THE WORK AND/OR STOCKPILE AREAS.
4.

THE CONTRACTOR SHALL CONFINE HIS ACTIVITIES TO THE WORK AREAS SHOWN ON THE PLANS AND SHALL LIMIT HIS TRAVEL TO AND FROM THE WORK SITE TO THE HAUL ROUTES SHOWN ON THE PLANS. ACCESS TO AND FROM WORK SHALL BE CONTROLLED BY THE AIRPORT ESCORT AT ALL TIMES. ACCESSING EXISTING RUNWAYS OR TAXIWAYS TO TRAVEL TO OR FROM A WORK ZONE WILL NOT BE PERMITTED WITHOUT AUTHORIZED CLEARANCE. ALL CONSTRUCTION VEHICLE ACTIVITY IN THE AIR OPERATIONS AREA SHALL BE CONTROLLED BY RADIO CONTACT BETWEEN THE AIRPORT ESCORT AND AIR TRAFFIC CONTROL. AND WILL BE REQUIRED TO DISPLAY PERMITS IN ACCORDANCE WITH AIRPORT SECURITY. RESTRICTIONS APPLY IN AREAS WITHIN THE RUNWAY AND TAXIWAY SAFETY AREAS, GLIDE SLOPE CRITICAL AREAS AND ILS CRITICAL AREAS.
5.

CONSTRUCTION EQUIPMENT AND PERSONNEL SHALL YIELD TO TAXIING AIRCRAFT AT ALL TIMES.
6.

AT THE COMPLETION OF WORK IN ANY CONSTRUCTION PERIOD, AND FIFTEEN (15) MINUTES PRIOR TO THE SCHEDULED OPENING OF THE DESIGNATED AIRFIELD FACILITIES, AN INSPECTION TO DETERMINE WHETHER THE RESPECTIVE AIRPORT FACILITIES ARE IN THE APPROPRIATE CONDITION TO BE OPENED WILL BE PERFORMED BY THE ENGINEER AND A REPRESENTATIVE OF THE AIRPORT. THE CONTRACTOR'S CONSTRUCTION SUPERVISOR MUST BE PRESENT DURING THIS INSPECTION.
7.

ACTIVITIES PERFORMED BY THE CONTRACTOR REQUIRING THE USE OF CONSTRUCTION EQUIPMENT WITH A HEIGHT GREATER THAN 20 FEET SHALL BE COORDINATED WITH THE ENGINEER. STOCKPILED MATERIAL SHALL BE LOCATED WITHIN THE DESIGNATED STAGING OR STOCKPILE AREAS AND ITS HEIGHT SHALL NOT EXCEED 10 FEET.
8.

NOTICE TO AIRMEN (NOTAM) ON ALL CONSTRUCTION ACTIVITY WILL BE DIRECTED THROUGH THE ENGINEER AND ISSUED BY THE AIRPORT MANAGER. ALL CLOSURES OF ANY PORTION OF A RUNWAY, TAXIWAY OR TAXILANE WILL REQUIRE A MINIMUM OF 48 HOURS NOTICE PRIOR TO THE REQUESTED CLOSURE. REQUESTS FOR CLOSURE MUST BE MADE THROUGH THE ENGINEER AND WILL BE COORDINATED WITH THE AIRPORT MANAGER. THE AUTHORITY TO CLOSE ANY AIRPORT FACILITY RESTS ENTIRELY WITH THE AIRPORT MANAGER.
9.

CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE HAUL ROUTES TO THE STAGING, WORK, AND STOCKPILE AREAS IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. RESTORE IN KIND TO THE APPROVAL OF THE ENGINEER.
10.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO GRADE AND PREPARE THE STAGING AREAS AS NECESSARY FOR STORING HIS EQUIPMENT AND MATERIALS. NO EQUIPMENT SHALL BE LEFT ON THE AIRPORT UNATTENDED UNLESS IT IS IN THE APPROPRIATE STAGING AREA, OR THE CONTRACTOR RECEIVES PRIOR APPROVAL FROM THE ENGINEER. RESTORE IN KIND TO THE APPROVAL OF THE ENGINEER.
11.

ALL UTILITY CONNECTIONS TO THE STAGING AREA ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL PROPOSED CONNECTIONS SHALL BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL PRIOR TO HOOKUP.
12.

ALL CONSTRUCTION VEHICLES OPERATING ON AIRPORT PROPERTY MUST BE PROVIDED WITH AN FAA APPROVED FLAG ON A STAFF ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. THE FLAG SHALL NOT BE LESS THAN THREE FEET SQUARE CONSISTING OF AVIATION ORANGE AND WHITE SQUARES OF NO LESS THAN ONE FOOT ON EACH SIDE. VEHICLES USED FOR NIGHTTIME OR LOW VISIBILITY OPERATIONS SHALL BE MARKED WITH FLASHING YELLOW BEACONS.
13.

NOT USED
14.

ALL CONSTRUCTION EQUIPMENT MUST MAINTAIN A DISTANCE GREATER THAN 25 FEET FROM THE WING TIPS OF ANY AIRCRAFT.
15.

WITH A MINIMUM OF TWO (2) HOURS ADVANCE NOTICE, START OF THE SCHEDULED WORK PERIOD MAY BE POSTPONED OR CANCELED BY THE AIRPORT ADMINISTRATION IF IT IS DETERMINED TO BE IN THE BEST INTERESTS OF AIRPORT OPERATIONS OR SAFETY. IF NECESSARY, EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS. HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.
16.

UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER, CONSTRUCTION WORK IS TO BE ACCOMPLISHED IN THE STAGES OR TIME FRAMES AS SHOWN ON THE PLANS AND AS DESCRIBED IN THE SPECIFICATIONS.
17.

ANY FINES ASSESSED TO THE AIRPORT DUE TO VIOLATIONS BY THE CONTRACTOR OF FAA SECURITY OR SAFETY REQUIREMENTS WILL BE ASSIGNED TO THE CONTRACTOR FOR PAYMENT.
18.

CONTRACTOR SHALL DESIGNATE A PERSON AND TWO BACKUP PEOPLE WHO CAN BE CONTACTED 24 HOURS A DAY IN THE EVENT OF AN EMERGENCY. THESE PEOPLE SHALL BE AUTHORIZED TO MAKE FIELD DECISIONS ON THE COMPANY'S BEHALF AND RESPOND WITHIN TWO HOURS.

GENERAL NOTES (CONTINUED)

19.

ALL INCIDENTAL AREAS DISTURBED BY THE CONTRACTOR ARE TO BE RETURNED TO THEIR ORIGINAL CONDITION OR BETTER BY THE CONTRACTOR PRIOR TO COMPLETION OF THE PROJECT.
20.

CONTRACTOR SHALL TAKE MEASURES TO PROTECT ALL EXISTING STRUCTURES AND UTILITIES DURING CONSTRUCTION. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
21.

THE CONTRACTOR SHALL SUPPLY A MATERIALS LIST OF CHEMICALS TO BE USED OR STORED ON THE JOB SITE. THIS SHALL INCLUDE MSDS SHEETS AND DOCUMENTATION OF WORKER TRAINING.
22.

ACCESS FOR AIRPORT RESCUE AND FIRE-FIGHTING EQUIPMENT AND PERSONNEL SHALL BE MAINTAINED AT ALL TIMES. THE AIRPORT RESCUE AND FIRE FIGHTING OPERATIONS SHALL HAVE RIGHT-OF-WAY OVER ALL CONTRACTOR'S OPERATIONS AT ALL TIMES.
23.

THE CONTRACTOR SHALL HAVE AN AIRPORT ESCORT DURING ALL CONSTRUCTION ACTIVITY AND MOVING OPERATIONS WITHIN THE AIRCRAFT MOVEMENT AREA. ALL CONSTRUCTION ACTIVITY SHALL BE COORDINATED WITH THE AIRPORT AIRFIELD SUPERINTENDENT AND THE ENGINEER. THE AIRPORT MANAGER WILL SUPPLY AIRPORT ESCORT SERVICES.
24.

THE CONTRACTOR SHALL REFER TO THE GENERAL SPECIFICATIONS FOR TIME CONSTRAINTS, CONSTRUCTION SEQUENCING AND SCHEDULING.
25.

NO MATERIAL OR EQUIPMENT CAN REMAIN IN WORK AREAS DURING NON-WORKING HOURS.
26.

REFER TO SUPPLEMENTARY CONDITIONS FOR REQUIREMENTS RELATIVE TO ACTIVE RUNWAYS AND TAXIWAYS.
27.

THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AT GRADE. THE WORK AREA CONSISTS OF EXISTING GRASS AREAS, PAVEMENT AREAS (ASPHALT AND CONCRETE) STONE AND PREVIOUSLY EXCAVATED AREAS.
28.

WHERE DRAWING SCALES ARE SHOWN INSTEAD OF SCALE BARS, THE SCALE IS BASED ON FULL SIZE 22" x 34" PLANS.
29.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPLICABLE AGENCIES WITH JURISDICTION.
30.

THE NFTA WILL MAINTAIN ON-SITE SPDES PERMITS DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE, AT HIS COSTS, TO ENSURE THAT OPERATIONS DO NOT AFFECT SITE DISCHARGES, AND TO TAKE CORRECTIVE MEASURES AS ORDERED BY THE ENGINEER.
31.

ALL SAWCUTTING TO BE PERFORMED ON THE PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED WORK ITEM AND NO SEPARATE PAYMENT WILL BE MADE FOR SAWCUTTING.
32.

ALL NON-PAVEMENT AREAS DISTURBED BY CONSTRUCTION SHALL BE TOPSOILED AND SEEDED, UNLESS OTHERWISE NOTED.
33.

CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PERFORM THE WORK. ALL WORK ACTIVITIES SHALL BE CARRIED OUT TO THE BEST STANDARDS OF THE TRADES INVOLVED. SUBSTITUTIONS SHALL BE MADE ONLY WITH THE OWNER'S APPROVAL AND SHALL BE EQUIVALENT IN QUALITY OR DESIRED RESULT TO WHAT IS SPECIFIED. ANY COST SAVINGS SHALL BE CREDITED TO THE OWNER.

NOTES: (MAINTENANCE & PROTECTION OF TRAFFIC)

1.

CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC FOR ALL PROJECT WORK ACTIVITIES AND LOCATIONS.
2.

CONTRACTOR USE OF EXISTING ROADS AND PAVED AREAS IS SUBJECT TO THE APPROVAL OF THE OWNER. THE CONTRACTOR SHALL KEEP EXISTING ROADS AND PAVED AREAS CLEAN AND OPEN TO ALL TRAFFIC AND SHALL PROVIDE SUCH MAINTENANCE, CONTROLS, CLEAN-UP AND PROTECTION AS MAY BE REQUIRED AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR EFFORTS SHALL INCLUDE MEASURES TO CONTROL DUST, DEBRIS AND TRACKING.
3.

FOR VEHICULAR AND PEDESTRIAN TRAFFIC, THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, LIGHTS AND OTHER TRAFFIC CONTROL MEASURES/DEVICES IN REASONABLE CONFORMITY WITH THE LATEST REVISION OF THE US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS AND THE LATEST REVISION OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) SUPPLEMENT TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS. CONTRACTOR IS RESPONSIBLE FOR DETERMINING AND ESTABLISHING MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) MEASURES BASED ON ITS INTENDED CONSTRUCTION MEANS AND METHODS. RELATED MPT REQUIREMENTS ARE TO BE INCLUDED IN THE CONTRACTOR'S LUMP SUM BASE BID AND WILL BE AT NO ADDITIONAL COST TO THE OWNER.
4.

MAINTAIN ACCESS FOR EMERGENCY VEHICLES/EQUIPMENT, ACCESS TO FIRE HYDRANTS, AND ACCESS FOR OTHER TRAFFIC, VEHICLES AND/OR EQUIPMENT ASSOCIATED WITH OWNER'S DAY-TO-DAY OPERATIONS AT THE PROJECT SITE.
5.

REFER TO THE CONTRACT MANUAL, INCLUDING THE SUPPLEMENTARY CONDITIONS, FOR ADDITIONAL INFORMATION.

NOTES: (PHASING)

1.

REFER TO THE SUPPLEMENTARY CONDITIONS OF THE PROJECT SPECIFICATIONS FOR TIME CONSTRAINTS.
2.

ALL RUNWAY AND TAXIWAY CLOSURES SHALL BE COORDINATED WITH THE AIRFIELD SUPERINTENDENT AND AIRPORT MANAGER.
3.

WORK ADJACENT TO ACTIVE RUNWAYS AND TAXIWAYS SHALL NOT BE PERFORMED UNTIL ALL PROPER NOTAMS HAVE BEEN ISSUED.
4.

THE CONTRACTOR SHALL TAKE THE NECESSARY MEASURES TO PROTECT BOTH WORKERS AND THE TRAVELING PUBLIC WHEN PERFORMING WORK ON THE AIRFIELD NEAR THE EXISTING ROADS, TUNNELS, CULVERTS AND OTHER DROP-OFFS. PROTECTIVE MEASURES SHOULD PREVENT DEBRIS FROM DEPOSITING ONTO THE ROADWAY. ALL MEASURES SHALL BE INCLUDED IN THE LUMP SUM PRICE

NOTES: (ELECTRICAL)

1.

ALL ELECTRICAL WORK SHALL CONFORM TO ALL NATIONAL, STATE AND LOCAL ELECTRICAL CODES.
2.

ALL CONDUIT AND WIRE SHALL BE INSTALLED AS PER NEC ARTICLE 515.
3.

DIRECT BURIED CONDUIT AND CABLE SHALL BE AT MINIMUM 24" BELOW GRADE

NOTES: (UTILITY, GENERAL)

1.

UTILITY INFORMATION CONTAINED IN THE DRAWINGS IS FOR GENERAL REFERENCE ONLY AND SHOULD NOT BE CONSTRUED AS ACCURATE OR COMPLETE. OTHER ACTIVE, INACTIVE OR ABANDONED UTILITIES MAY EXIST. CONTRACTOR IS RESPONSIBLE FOR THE FIELD VERIFICATION OF THE NATURE, PRESENCE AND LOCATION OF ALL EXISTING UTILITIES (SUBSURFACE, SURFACE AND ELEVATED). CONTRACTOR IS TO PERFORM ALL DUE DILIGENCE TO DETERMINE THE EXISTENCE AND LOCATION OF UTILITIES TO INCLUDE CONTACTING THE UNDERGROUND UTILITY PROTECTIVE ORGANIZATION (UFPD; PH: 1-800-962-7962) AT LEAST THREE (3) DAYS IN ADVANCE OF PROJECT ACTIVITY, CONTACTING ENTITIES THAT DO NOT PARTICIPATE IN UFPD AND ENGAGING THE SERVICES OF A UTILITY LOCATING COMPANY. RELATED CONTRACTOR EFFORTS SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
2.

ADDITIONAL CONTRACTOR CONTACTS FOR UTILITY EFFORTS SHALL INCLUDE, BUT NOT BE LIMITED TO:

LARRY KOWLACZYK, BNIA ELECTRICAL SUPERVISOR, PH: 716-630-6139

DAVE KOWALEWSKI, FEDERAL AVIATION ADMINISTRATION (FAA), OFFICE PH: 716-626-1750, CELL PH: 716-818-2991

SEAN SNOW, FEDERAL AVIATION ADMINISTRATION (FAA), OFFICE PH: 716-626-1750, CELL PH: 716-583-1508

ED BUDZINSKI, NATIONAL WEATHER SERVICE (NWS), OFFICE PH: 716-565-9201x231, CELL PH: 716-479-1791

PAUL DENNY, NATIONAL WEATHER SERVICE (NWS), OFFICE PH: 716-565-9201x231 CELL PH: 716-479-1791 IF NO ANSWER CALL: 716-565-0013
3.

CONTRACTOR SHALL MAINTAIN, PRESERVE AND PROTECT AGAINST DAMAGE ALL EXISTING UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS AND RESTORING (TO EXISTING CONDITION OR BETTER AND TO THE SATISFACTION OF THE UTILITY OWNER) ANY UTILITY DAMAGED FROM PROJECT ACTIVITY.

NOTES (REFERENCE DRAWINGS)

1.

THE REFERENCE DRAWINGS PROVIDED ARE INTENDED TO CONVEY GENERAL INFORMATION BUT MAY NOT BE ALL INCLUSIVE OR REFLECT EXISTING OR AS-BUILT CONDITIONS. THE REFERENCE DRAWINGS HAVE BEEN DERIVED FROM SEVERAL SOURCES, INCLUDING VARIOUS FORMS OF REPRODUCTIONS, AND THEREFORE ARE NOT TO SCALE.

DRAWING INDEX

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REFERENCE DRAWING INDEX

THE FOLLOWING REFERENCE DRAWINGS (NOT TO SCALE) ARE PROVIDED AS DERIVED FROM THE NIAGARA FRONTIER TRANSPORTATION AUTHORITY GREATER BUFFALO INTERNATIONAL AIRPORT FUEL FARM PROJECT, CONTRACT FF-1, AUGUST 1983.

DRAWING NO. PL-1 PLAN STA 10+00 - 12+50
DRAWING NO. PL-2 PLAN STA 12+50 - 14+50
DRAWING NO. PL-3 PLAN STA 14+50 - 19+50
DRAWING TFS-1 TANK FARM SECTIONS
DRAWING ME10 FUEL PIPELINE STA R54+00 TO R65+50
DRAWING ME11 FUEL PIPELINE STA R65+50 TO V31+50
IMPRESSED CURRENT SYSTEM CP-1 (POLING BACON)
GALVANIC PROTECTION SYSTEM CP-2R1 (POLING BACON)
CATHODIC DETAILS CP-3R1 (POLING BACON)
FUEL PUMPING & EQUIPMENT SLAB PL-1 (POLING BACON)
PIPING LAYOUT PL-2 (POLING BACON)
TANK FARM PIPING LAYOUT PL-6 (POLING BACON)

GENERAL DESCRIPTION OF MAJOR WORK TASKS:

- ①

FUEL PIPING GALVANIC SYSTEM, LOCAL TRANSFER, TASK 1 - REPLACE 2 EXISTING TESTING STATIONS, PRESERVE AND REINSTALL EXISTING TEST STATION WIRING, AND INSTALL 2 ADDITIONAL MAGNESIUM ANODES (FOR EACH TEST STATION).
- ②

FUEL PIPING GALVANIC SYSTEM, LOCAL TRANSFER, TASK 2 - INSTALL A NEW TEST STATION WITH 2 MAGNESIUM ANODES FOR THE MO GAS PIPING. THIS INSTALLATION WILL REQUIRE BONDED CONNECTIONS TO EXISTING PIPING.
- ③

FUEL PIPING GALVANIC SYSTEM, LOCAL TRANSFER, TASK 3 - INSTALL 2 NEW TEST STATIONS AND FOUR (4) MAGNESIUM ANODES (FOR THE LOCAL DISPENSING PIPING TEST STATION) AND SIX (6) MAGNESIUM ANODES (FOR THE RECEIVING PIPING TEST STATION) IN THE GRASS ISLAND AREA ADJACENT TO THE ROADWAY. ONE STATION WILL BE FOR THE PIPING TO THE FUELING ISLANDS. THE SECOND STATION WILL BE FOR THE PIPING FROM THE LANDSIDE DELIVERY AREA TO THE FUEL FARM. THESE INSTALLATIONS WILL REQUIRE BONDED CONNECTIONS TO EXISTING PIPING.
- ④

FUEL PIPING GALVANIC SYSTEM, REMOTE TRANSFER, TASK 4 - REPLACE 4 EXISTING TEST STATIONS SERVING THE ORIGINAL 12" TRANSFER PIPING WHILE PRESERVING AND REINSTALLING EXISTING TEST STATION WIRING. INSTALL 6 MAGNESIUM ANODES AT EACH TEST STATION AND EXTEND THE HEADER CABLE INTO THE NEW TEST STATION TO SUPPLEMENT THE EXISTING CATHODIC PROTECTION.
- ⑤

TANK FARM SUPPORT SYSTEM GALVANIC SYSTEM, TASK 5 - INSTALL A NEW TEST STATION WITH 4 MAGNESIUM ANODES AT THE OIL-WATER SEPARATOR. THIS INSTALLATION WILL REQUIRE BONDED CONNECTIONS TO THE OIL-WATER SEPARATOR.
- ⑥

TANK FARM IMPRESSED CURRENT SYSTEM, TASK 6 - EXTEND THE EXISTING RECTIFIER NEGATIVE LEAD TO EACH OF THE 4 MAIN TANKS. THE LEAD IS CURRENTLY AFFIXED TO FRAMEWORK SUPPORTING ABOVE GROUND PIPES ADJACENT TO THE MAIN TANK AREA.
- ⑦

TANK FARM IMPRESSED CURRENT SYSTEM, TASK 7 - REPLACE THE EXISTING IMPRESSED CURRENT ANODES AROUND EACH OF THE FOUR (4) MAIN TANKS - 5 HIGH SILICON CAST IRON ANODES FOR EACH OF THE THREE (3) JET A TANKS, 4 HIGH SILICON CAST IRON ANODES FOR THE AV GAS TANK. THE EXISTING ANODES OF THE IMPRESSED CURRENT SYSTEM (TANK AREA) CAN BE ABANDONED IN PLACE UNLESS THEY INTERFERE WITH THE INSTALLATION OF THE CATHODIC PROTECTION SYSTEM UPGRADE. EXISTING ANODE AND HEADER CABLES ARE NEAR THE SURFACE OR VISIBLE WITHIN THE LOOSE STONE AND ARE TO BE REMOVED. INSTALL NEW ANODE AND CONNECT LEAD WIRE TO A NEW HEADER CABLE THAT IS ALSO TO BE INSTALLED. CONNECT NEW HEADER CABLE TO THE EXISTING POSITIVE RECTIFIER LEAD, ORIGINATING FROM THE FUEL FARM CONTROL BUILDING, AT EACH RESPECTIVE TANK. EXISTING LEAD AT EACH TANK IS CURRENTLY LOCATED IN A JUNCTION BOX, ADJACENT TO THE TANK, THAT IS TO BE REMOVED FOR AN UNDERGROUND SPLICE TO THE NEW HEADER CABLE.



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C&S Engineers, Inc.
90 Broadway
Buffalo, New York 14203
Phone: 716-847-1630
Fax: 716-847-1454
www.cscos.com



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NO.	REVISIONS	BY	DATE
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BNIA - UPGRADE
CATHODIC PROTECTION
FUEL FARM
INDEX & PROJECT NOTES

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C-001