

NOTES:

- 1. TRACER WIRE SHALL BE AWG NO. 12 GUAGE SOLID COPPER WITH 30 MILS GREEN HDPE INSULATION.
- FOR GRAVITY MAIN AND OR LATERAL INSTALLATIONS LESS THAN 8 FEET, THE TRACING WIRE SHALL BE ATTACHED TO THE PIPE. TRACER WIRE SHALL BE LAID FLAT AND SECURELY AFFIXED TO THE PIPE AT 10 FOOT INTERVALS USING ZIP TIES. FOR GRAVITY MAIN AND OR LATERAL INSTALLATION DEEPER THAN 8 FEET, THE TRACING WIRE SHALL BE ATTACHED TO THE PIPE AND PLACED AT A DEPTH OF 4 TO 5 FEET DIRECTLY ABOVE THE SEWER PIPE. THE WIRE SHALL BE PROTECTED FROM DAMAGE DURING THE EXECUTION OF THE WORK, NO BREAKS OR CUTS IN THE TRACER WIRE OR INSULATION SHALL BE PERMITTED.
- WHERE LATERAL TAPS ARE MADE BY SERVICE SADDLES, THE TRACER WIRE SHALL NOT BE ALLOWED TO TO BE PLACED BETWEEN THE SADDLE AND MAIN.
- SPLICES IN THE PRIMARY TRACER WIRE ALONG THE SEWER MAIN SHALL INCLUDE 3 FEET OF SLACK WIRE ON EACH SIDE OF EACH SPLICE.
- FOR INSTALLING A NEW LATERAL ON AN EXISTING MAIN WITH TRACER WIRE, ONLY SPLICE TO EXISTING WIRE WITH 3 FEET OF SLACK ON NEW LATERAL.
- MANHOLE MARKERS SHALL BE PLACED ADJACENT TO MANHOLES AT THE DISCRETION OF ENGINEER OR ENGINEER'S REPRESENTATIVE.

NOTES:

THE TRACER WIRE SHALL BE CONTINUOUS TO THE GREATEST EXTENT POSSIBLE. WHERE SPLICES ARE NECESSITATED IN THE WIRE. THE SPLICES SHALL BE SECURELY BONDED TOGETHER WITH AN APPROVED INDUSTRIAL CONNECTOR TO PROVIDE ELECTRICAL CONTINUITY. CONNECTOR SHALL BE COPPER AND INSULATION SHALL BE REPAIRED TO SEAL OUT MOISTURE AND CORROSION AND SHALL BE INSTALLED IN A MANNER SO AS TO PREVENT ANY UNINSULATED WIRE EXPOSURE. (SEE CLTWATER STD. DETAIL TS1)

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SEWER

GRAVITY

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WIR

RACER

WATER

CHARLOTTE

- THE CLEANOUT AT THE RIGHT OF WAY AND OR EASEMENT SHALL SERVE AS THE TEST PORT.
- SPLICED CONNECTIONS SHALL BE ALLOWED BETWEEN THE MAIN LINE TRACER WIRE AND THE LATERAL TRACER WIRE.
- FOR NEW SEWER TAPS ON EXISTING MAINS VOID OF ANY TRACER WIRE, PROVIDE A 1 LB. MAGNESIUM ANODE FOR THE TRACING WIRE TERMINATION AT THE POINT OF THE NEW TAP ON THE EXISTING SEWER MAIN. PLACE ANODE AT BOTTOM EDGE OF TRENCH AWAY FROM MAIN & LATERAL
- PRIOR TO ACCEPTANCE (POST PUNCH LIST) EACH WIRE SEGMENT SHALL PASS A CONDUCTIVITY TEST, WITNESSED BY THE ENGINEER OR ENGINEER'S REPRESENTATIVE.







