NATURE OF SURFACE UNDERNEATH WIRES, CONDUCTORS OR CABLES		INSULATED COMMMUNICATION CONDUCTORS AND CABLE; MESSENGERS; SURGE-PROTECTION WIRES; GROUNDED GUYS; UNGROUNDED GUYS EXPOSED TO 0 TO 300 V[11,15]; NEUTRAL CONDUCTORS MEETING RULE 230E1; SUPPLY CABLES MEETING RULE 230C1	NONINSULATED COMMUNICATION CONDUCTORS; SUPPLY CABLES OF 0 TO 750V MEET RULES 230C2 OR 230C3	SUPPLY CABLES OVER 750 V MEETING RULES 230C2 OR 230C3; OPEN SUPPLY CONDUCTORS, 0 TO 750 V; UNGROUNDED GUYS, EXPOSED TO OVER 300 V TO 750 V[14]	OPEN SUPPLY CONDUCTORS, OVER 750 V TO 22 kV; UNGROUNDED GUYS EXPOSED TO 750 V TO 22 kV[14]	TROLLEY AND ELECTRIFIED RAIL-ROAD CONTACT CONDUCTORS AND ASSOCIATED SPAN OR MESSENGER WIRES	
						0 TO 750 V TO GROUND	OVER 750 V TO 22 kV TO GROUND
		(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
WHERE WIRES, CONDUCTORS OR CABLES CROSS OVER OR OVERHANG							
TRACK RAILS OF RAILROADS (EXCEPT ELECTRIFIED RAILROADS USING OVERHEAD TROLLEY)[2, 16, 22]		23.5	24.0	24.5	26.5	22.0[4]	22.0[4]
ROADS, STREETS AND OTHER AREAS SUBJECT TO TRUCK TRAFFIC[23]		15.5	16.0	16.5	18.5	18.0[5]	20.0[5]
DRIVEWAYS, PARKING LOTS AND ALLEYS[23]		15.5[7, 13]	16.0[7, 13]	16.5[7]	18.5	18.0[5]	20.0[5]
OTHER LAND TRAVERSED BY VEHICLES, SUCH AS CULTIVATED, GRAZING, FOREST, ORCHARD, ETC.[26]		15.5	16.0	16.5	18.5	--	--
SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESTRICTED TRAFFIC ONLY[9]		9.5	12.0[8]	12.5[8]	14.5	16.0	18.0
WATER AREAS NOT SUITABLE FOR SAILBOATING OR WHERE SAILBOATING IS PROHIBITED[21]		14.0	14.5	15.0	17.0	--	--
WATER AREAS SUITABLE FOR SAILBOATING INCLUDING LAKES, PONDS, RESERVOIRS, TIDAL WATERS, RIVERS, STREAMS AND CANALS WITH AN UNOBSTRUCTED SURFACE AREAS OF[17, 18, 19, 20, 21]	LESS THAN 20 ACRES	17.5	18.0	18.5	20.5	--	--
	OVER 20 TO 200 ACRES	25.5	26.0	26.5	28.5	--	--
	OVER 200 TO 2000 ACRES	31.5	32.0	32.5	34.5	--	--
	OVER 2000	37.5	38.0	38.5	40.5	--	--
ESTABLISHED BOAT RAMPS AND ASSOCIATED RIGGING AREAS; AREAS POSTED WITH SIGN(S) FOR RIGGING OR LAUNCHING SAILBOATS	LESS THAN 20 ACRES	22.5	23.0	23.5	25.5	--	--
	OVER 20 TO 200 ACRES	30.5	31.0	31.5	33.5	--	--
	OVER 200 TO 2000 ACRES	36.5	37.0	37.5	39.5	--	--
	OVER 2000	42.5	43.0	43.5	45.5	--	--
WHERE WIRES, CONDUCTORS OR CABLES RUN ALONG AND WITHIN THE LIMITS OF HIGHWAYS OR OTHER ROAD RIGHT-OF-WAY DO NOT OVERHANG THE ROADWAY							
ROADS, STREETS AND ALLEYS		15.5[24]	16.0	16.5	18.5	18.0[5]	20.0[5]
ROADS IN RURAL DISTRICTS WHRE IT IS UNLIKELY THAT VEHICLES WILL BE CROSSING UNDER THE LINE		13.5[10, 12]	14.0[10]	14.5[10]	16.5	18.0[5]	20.0[5]

[1] WHERE SUBWAYS, TUNNELS OR BRIDGES REQUIRE IT, LESS CLEARANCE ABOVE GROUND OR RAILS THAN REQUIRED BY TABLE 232-1 MAY BE USED LOCALLY. THE TROLLEY AND ELECTRIFIED RAILROAD CONTRACT CONDUCTOR SHOULD BE GRADED VERY GRADUALLY FROM THE REGULAR CONSTRUCTION DOWN TO THE REDUCED ELEVATION.

[2] FOR WIRES, CONDUCTORS OR CABLES CROSSING OVER MINE, LOGGING AND SIMILAR RAILWAYS THAT HANDLE ONLY CARS LOWER THAN STANDARD FREIGHT CARS, THE CLEARANCE MAY BE REDUCED BY AN AMOUNT EQUAL TO THE DIFFERENCE IN HEIGHT BETWEEN THE HIGHEST LOADED CAR HANDLED AND 20 FEET, BUT THE CLEARANCE SHALL NOT BE REDUCED BELOW THAT REQUIRED FOR STREET CROSSINGS.

[3] THIS FOOTNOTE NOT USED IN THIS EDITION.

[4] IN COMMUNITIES WHERE 21 FEET HAS BEEN ESTABLISHED, THIS CLEARANCE MAY BE CONTINUED IF CAREFULLY MAINTAINED. THE ELEVATION OF THE CONTACT CONDUCTOR SHOULD BE THE SAME IN THE CROSSING AND NEXT ADJACENT SPANS.(SEE RULE 225D2 FOR CONDITIONS THAT MUST BE MET WHERE UNIFORM HEIGHT ABOVE RAIL IS IMPRACTICAL.)

[5] IN COMMUNITIES WHERE 16 FEET HAS BEEN ESTABLISHED FOR TROLLEY AND ELECTRIFIED RAILROAD CONTACT CONDUCTORS 0 TO 750 V TO ROUND, OR 18 FEET FOR TROLLEY AND ELECTRIFIED RAILROAD CONTACT CONDUCTORS EXCEEDING 750 V , OR WHERE LOCAL CONDITIONS MAKE IT IMPRACTICAL TO OBTAIN THE CLEARANCE GIVEN IN THE TABLE, THESE REDUCED CLEARANCES MAY BE USED IF CAREFULLY MAINTAINED.

[6] THIS FOOTNOTE NOT USED IN THIS EDITION.

[7] WHERE THE HEIGHT OF A BUILDING OR OTHER INSTALLATION DOES NOT PERMIT SERVICE DROPS TO MEET THESE VALUES, THE CLEARANCES OVER RESIDENTIAL DRIVEWAYS ONLY MAY BE REDUCED TO THE FOLLOWING:

A) INSULATED SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND – 12.5 FEET.
B) INSULATED DRIP LOOPS OF SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND – 10.5 FEET.
C) SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 – 12.0 FEET.
D) DRIP LOOPS ONLY OF SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 – 10.0 FEET.
E) INSULATED COMMUNICATION SERVICE DROPS – 11.5 FEET.

[8] WHERE THE HEIGHT OF A BUILDING OR OTHER INSTALLATION DOES NOT PERMIT SERVICE DROPS TO MEET THESE VALUES, THE CLEARANCES MAY BE REDUCED TO THE FOLLOWING:

A) INSULATED SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND – 10.5 FEET.
B) INSULATED DRIP LOOPS OF SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND – 10.5 FEET.
C) SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 – 10.0 FEET.
D) DRIP LOOPS ONLY OF SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230DC3 – 10.0 FEET.

[9] SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESRICTED TRAFFIC ONLY ARE THOSE AREAS WHERE RIDERS ON HORSES OR OTHER LARGE ANIMALS, VEHICLES OR OTHER MOBILE UNITS EXCEEDING A TOTAL HEIGHT OF 8 FEET ARE PROHIBITED BY REGULATION OR PERMANENT TERRAIN CONFIGURATIONS, OR ARE OTHERWISE NOT NORMALLY ENCOUNTERED NOR REASONABLY ANTICIPATED.

[10] WHERE A SUPPLY OR COMMUNICATION LINE ALONG A ROAD IS LOCATED RELATIVE TO FENCES, DITCHES, EMBANKMENTS, ETC., SO THAT THE GROUND UNDER THE LINE WOULD NOT BE EXPECTED TO BE TRAVELED EXCEPT BY PEDESTRIANS, THE CLEARANCES MAY BE REDUCED TO THE FOLLOWING VALUES:

A) INSULATED COMMUNICATION CONDUCTOR AND COMMUNICATION CABLES – 9.5 FEET.
B) CONDUCTORS OF OTHER COMMUNICATION CIRCUITS – 9.5 FEET.
C) SUPPLY CABLES OF ANY VOLTAGE MEETING RULES 230C1, SUPPLY CABLES LIMITED TO 150 V TO GROUND AND MEETING RULES 230C2 OR 230C3, AND NEUTRAL CONDUCTORS MEETING RULE 230E1 – 9.5 FEET.
D) INSULATED SUPPLY CONDUCTORS LIMITED TO 300 V TO GROUND 12.5 FEET.
E) GUYS – 9.5 FEET.

[11] NO CLEARANCE FROM GROUND IS REQUIRED FOR ANCHOR GUYS NOT CROSSING TRACKS, RAILS, STREETS, DRIVEWAYS, ROADS, OR PATHWAYS.

[12] THIS CLEARANCE MAY BE REDUCED TO 13 FEET FOR COMMUNICATION CONDUCTORS AND GUYS.

[13] WHERE THIS CONSTRUCTION CROSSES OVER OR RUNS ALONG ALLEYS, DRIVEWAYS OR PARKING LOTS NOT SUBJECT TO TRUCK TRAFFIC THIS CLEARANCE MAY BE REDUCED TO 15 FEET.

[14] UNGROUNDED GUYS AND UNGROUNDED PORTIONS OF SPAN GUYS BETWEEN GUY INSULATORS SHALL HAVE CLEARANCES BASED ON THE HIGHEST VOLTAGE TO WHICH THEY MAY BE EXPOSED DUE TO A SLACK CONDUCTOR OR GUY.

[15] ANCHOR GUYS INSULATED IN ACCORDANCE WITH RULE 279 MAY HAVE THE SAME CLEARANCE AS GROUNDED GUYS.

[16] ADJACENT TO TUNNELS AND OVERHEAD BRIDGES THAT RESTRICT THE HEIGHT OF LOADED RAIL CARS TO LESS THAN 20 FEET THESE CLEARANCES MAY BE REDUCED BY THE DIFFERENCE BETWEEN THE HIGHEST LOADED RAIL CAR HANDLED AND 20 FEET, IF MUTUALLY AGREED TO BY THE PARTIES AT INTEREST.

[17]FOR CONTROLLED IMPOUNDMENTS, THE SURFACE AREA AND CORRESPONDING CLEARANCES SHALL BE BASED UPON THE DESIGN HIGH-WATER LEVEL

[18]FOR CONTROLLED WATER FLOW AREAS, THE SURFACE AREA SHALL BE THAT ENCLOSED BY ITS ANNUAL HIGH-WATER MARK. CLEARANCES SHALL BE BASED ON THE NORMAL FLOOD LEVEL; IF AVAILABLE, THE 10-YEAR FLOOD LEVEL MAY BE ASSUMED AS THE NORMAL FLOOD LEVEL.

[19]THE CLEARANCE OVER RIVERS, STREAMS AND CANALS SHALL BE BASED UPON THE LARGEST SURFACE AREA OF ANY 1-MILE LONG SEGMENT THAT INCLUDES THE CROSSING. THE CLEARANCE OVER A CANAL, RIVER OR STREAM NORMALLY USED TO PROVIDE ACCESS FOR SAILBOATS TO LARGER BODY OF WATER SHALL BE THE SAME AS THAT REQUIRED FOR THE LARGER BODY OF WATER.

[20]WHERE AN OVERWATER OBSTRUCTION RESTRICTS VESSEL HEIGHT TO LESS THAN THE APPLICABLE REFERENCE HEIGHT GIVEN IN TABLE 232-3, THE REQUIRED CLEARANCE MAY BE REDUCED BY THE DIFFERENCE BETWEEN THE REFERENCE HEIGHT AND THE OVERWATER OBSTRUCTION HEIGHT, EXCEPT THAT THE REDUCED CLEARANCE SHALL BE NOT LESS THAN THAT REQUIRED FOR THE SURFACE AREA ON THE LINE-CROSSING SIDE OF THE OBSTRUCTION.

[21]WHERE THE US ARMY CORPS OF ENGINEERS, OR THE STATE, OR SURROGATE THEREOF HAS ISSUED A CROSSING PERMIT, CLEARANCES OF THAT PERMIT SHALL GOVERN.

[22]SEE RULE 234I FOR THE REQUIRED HORIZONTAL AND DIAGONAL CLEARANCES TO RAIL CARS.

[23]FOR THE PURPOSE OF THE RULE, TRUCKS ARE DEFINED AS ANY VEHICLE EXCEEDING 8 FEET IN HEIGHT. AREAS NOT SUBJECT TO TRUCK TRAFFIC ARE AREAS WHERE TRUCK TRAFFIC IS NOT NORMALLY ENCOUNTERED NOR REASONABLY ANTICIPATED.

[24]COMMUNCATION CABLES AND CONDUCTORS MAY HAVE A CLEARANCE OF 15 FEET WHERE POLES ARE BACK OF CURBS OR OTHER DETERRENTS TO VEHICULAR TRAFFIC.

[25]THE CLEARANCE VALUES SHOWN IN THIS TABLE ARE COMPUTED BY ADDING THE APPLICABLE MAECHANICAL AND ELECTRICAL (M & E) VALUE OF TABLE A-1 TO THE APPLICABLE REFERENCE COMPONENT OF TABLE A-2a OF APPENDIX A.

[26]WHEN DESIGNING A LINE TO ACCOMMODATE OVERSIZED VEHICLES, THESE CLEARANCE VALUES SHALL BE INCREASED BY THE DIFFERENCE BETWEEN THE KNOWN HEIGHT OF THE OVERSIZED VEHICLE AND 14 FEET.

NATURE OF SURFACE UNDERNEATH WIRES, CONDUCTORS OR CABLES		INSULATED COMMMUNICATION CONDUCTORS AND CABLE; MESSENGERS; SURGE-PROTECTION WIRES; GROUNDED GUYS; UNGROUNDED GUYS EXPOSED TO 0 TO 300 V[11,15]; NEUTRAL CONDUCTORS MEETINGS RULE 230E1; SUPPLY CABLES MEETING RULE 230C1	NONINSULATED COMMUNICATION CONDUCTORS; SUPPLY CABLES OF 0 TO 750V MEET RULES 230C2 OR 230C3	SUPPLY CABLES OVER 750 V MEETING RULES 230C2 OR 230C3; OPEN SUPPLY CONDUCTORS, 0 TO 750 V; UNGROUNDED GUYS EXPOSED TO OVER 300 V TO 750 V[14]	OPEN SUPPLY CONDUCTORS, OVER 750 V TO 22 kV; UNGROUNDED GUYS EXPOSED TO 750 V TO 22 kV[14]	TROLLEY AND ELECTRIFIED RAIL-ROAD CONTACT CONDUCTORS AND ASSOCIATED SPAN OR MESSENGER WIRES	
						0 TO 750 V TO GROUND	OVER 750 V TO 22 kV TO GROUND
		(m)	(m)	(m)	(m)	(m)	(m)
WHERE WIRES, CONDUCTORS OR CABLES CROSS OVER OR OVERHANG							
TRACK RAILS OF RAILROADS (EXCEPT ELECTRIFIED RAILROADS USING OVERHEAD TROLLEY)[2, 16, 22]		7.2	7.3	7.5	8.1	6.7[4]	6.7[4]
ROADS, STREETS AND OTHER AREAS SUBJECT TO TRUCK TRAFFIC[23]		4.7	4.9	5.0	5.6	5.5[5]	6.1[5]
DRIVEWAYS, PARKING LOTS AND ALLEYS[23]		4.7[7, 13]	4.9[7, 13]	5.0[7]	5.6	5.5[5]	6.1[5]
OTHER LAND TRAVERSED BY VEHICLES, SUCH AS CULTIVATED, GRAZING, FOREST, ORCHARD, ETC.[26]		4.7	4.9	5.0	5.6	--	--
SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESTRICTED TRAFFIC ONLY[9]		2.9	3.6[8]	3.8[8]	4.4	4.9	5.5
WATER AREAS NOT SUITABLE FOR SAILBOATING OR WHERE SAILBOATING IS PROHIBITED[21]		4.0	4.4	4.6	5.2	--	--
WATER AREAS SUITABLE FOR SAILBOATING INCLUDING LAKES, PONDS, RESERVOIRS, TIDAL WATERS, RIVERS, STREAMS AND CANALS WITH AN UNOBSTRUCTED SURFACE AREAS OF[17, 18, 19, 20, 21]	LESS THAN 0.08 km^2	5.3	5.5	5.6	6.2	--	--
	OVER 0.08 TO 0.8 km^2	7.8	7.9	8.1	8.7	--	--
	OVER 0.8 TO 8 km^2	9.6	9.8	9.9	10.5	--	--
	OVER 8 km^2	11.4	11.6	11.7	12.3	--	--
ESTABLISHED BOAT RAMPS AND ASSOCIATED RIGGING AREAS; AREAS POSTED WITH SIGN(S) FOR RIGGING OR LAUNCHING SAILBOATS	LESS THAN 0.08 km^2	6.8	7.0	7.1	7.7	--	--
	OVER 0.08 TO 0.8 km^2	9.3	9.4	9.6	10.2	--	--
	OVER 0.8 TO 8 km^2	11.1	11.3	11.4	12.0	--	--
	OVER 8 km^2	12.9	13.1	13.2	13.8	--	--
WHERE WIRES, CONDUCTORS OR CABLES RUN ALONG AND WITHIN THE LIMITS OF HIGHWAYS OR OTHER ROAD RIGHT-OF-WAY DO NOT OVERHANG THE ROADWAY							
ROADS, STREETS AND ALLEYS		4.7[24]	4.9	5.0	5.6	5.5[5]	6.1[5]
ROADS IN RURAL DISTRICTS WHRE IT IS UNLIKELY THAT VEHICLES WILL BE CROSSING UNDER THE LINE		4.1[10, 12]	4.3[10]	4.4[10]	5.0	5.5[5]	6.1[5]

[1] WHERE SUBWAYS, TUNNELS OR BRIDGES REQUIRE IT, LESS CLEARANCE ABOVE GROUND OR RAILS THAN REQUIRED BY TABLE 232-1 MAY BE USED LOCALLY. THE TROLLEY AND ELECTRIFIED RAILROAD CONTRACT CONDUCTOR SHOULD BE GRADED VERY GRADUALLY FROM THE REGULAR CONSTRUCTION DOWN TO THE REDUCED ELEVATION.

[2] FOR WIRES, CONDUCTORS OR CABLES CROSSING OVER MINE, LOGGING AND SIMILAR RAILWAYS THAT HANDLE ONLY CARS LOWER THAN STANDARD FREIGHT CARS, THE CLEARANCE MAY BE REDUCED BY AN AMOUNT EQUAL TO THE DIFFERENCE IN HEIGHT BETWEEN THE HIGHEST LOADED CAR HANDLED AND 6.1 m, BUT THE CLEARANCE SHALL NOT BE REDUCED BELOW THAT REQUIRED FOR STREET CROSSINGS.

[3] THIS FOOTNOTE NOT USED IN THIS EDITION.

[4] IN COMMUNITIES WHERE 6.4 m HAS BEEN ESTABLISHED, THIS CLEARANCE MAY BE CONTINUED IF CAREFULLY MAINTAINED. THE ELEVATION OF THE CONTACT CONDUCTOR SHOULD BE THE SAME IN THE CROSSING AND NEXT ADJACENT SPANS.(SEE RULE 225D2 FOR CONDITIONS THAT MUST BE MET WHERE UNIFORM HEIGHT ABOVE RAIL IS IMPRACTICAL.)

[5] IN COMMUNITIES WHERE 4.9 m HAS BEEN ESTABLISHED FOR TROLLEY AND ELECTRIFIED RAILROAD CONTACT CONDUCTORS O TO 750 V TO ROUND, OR 5.5 m FOR TROLLEY AND ELECTRIFIED RAILROAD CONTACT CONDUCTORS EXCEEDING 750 V , OR WHERE LOCAL CONDITIONS MAKE IT IMPRACTICAL TO OBTAIN THE CLEARANCE GIVEN IN THE TABLE, THESE REDUCED CLEARANCES MAY BE USED IF CAREFULLY MAINTAINED.

[6] THIS FOOTNOTE NOT USED IN THIS EDITION.

[7] WHERE THE HEIGHT OF A BUILDING OR OTHER INSTALLATION DOES NOT PERMIT SERVICE DROPS TO MEET THESE VALUES, THE CLEARANCES OVER RESIDENTIAL DRIVEWAYS ONLY MAY BE REDUCED TO THE FOLLOWING:

A) INSULATED SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND - 3.8 m.
B) INSULATED DRIP LOOPS OF SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND - 3.2 m.
C) SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 - 3.6 m.
D) DRIP LOOPS ONLY OF SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 - 3.0 m.
E) INSULATED COMMUNICATION SERVICE DROPS - 3.5 m.

[8] WHERE THE HEIGHT OF A BUILDING OR OTHER INSTALLATION DOES NOT PERMIT SERVICE DROPS TO MEET THESE VALUES, THE CLEARANCES MAY BE REDUCED TO THE FOLLOWING:

A) INSULATED SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND - 3.2 m.
B) INSULATED DRIP LOOPS OF SUPPLY SERVICE DROPS LIMITED TO 300 V TO GROUND - 3.2 m.
C) SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 - 3.0 m.
D) DRIP LOOPS ONLY OF SUPPLY SERVICE DROPS LIMITED TO 150 V TO GROUND AND MEETING RULES 230C1 OR 230C3 - 3.0 m.

[9] SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESRICTED TRAFFIC ONLY ARE THOSE AREAS WHERE RIDERS ON HORSES OR OTHER LARGE ANIMALS, VEHICLES OR OTHER MOBILE UNITS EXCEEDING A TOTAL HEIGHT OF 2.45 m ARE PROHIBITED BY REGULATION OR PERMANENT TERRAIN CONFIGURATIONS, OR ARE OTHERWISE NOT NORMALLY ENCOUNTERED NOR REASONABLY ANTICIPATED.

[10] WHERE A SUPPLY OR COMMUNICATION LINE ALONG A ROAD IS LOCATED RELATIVE TO FENCES, DITCHES, EMBANKMENTS, ETC., SO THAT THE GROUND UNDER THE LINE WOULD NOT BE EXPECTED TO BE TRAVELED EXCEPT BY PEDESTRIANS, THE CLEARANCES MAY BE REDUCED TO THE FOLLOWING VALUES:

A) INSULATED COMMUNICATION CONDUCTOR AND COMMUNICATION CABLES - 2.9 m.
B) CONDUCTORS OF OTHER COMMUNICATION CIRCUITS - 2.9 m.
C) SUPPLY CABLES OF ANY VOLTAGE MEETING RULES 230C1, SUPPLY CABLES LIMITED TO 150 V TO GROUND AND MEETING RULES 230C2 OR 230C3, AND NEUTRAL CONDUCTORS MEETING RULE 230E1 - 2.9 m.
D) INSULATED SUPPLY CONDUCTORS LIMITED TO 300 V TO GROUND 3.8 m.
E) GUYS - 2.9 m.

[11] NO CLEARANCE FROM GROUND IS REQUIRED FOR ANCHOR GUYS NOT CROSSING TRACKS, RAILS, STREETS, DRIVEWAYS, ROADS, OR PATHWAYS.

[12] THIS CLEARANCE MAY BE REDUCED TO 4.0 m FOR COMMUNICATION CONDUCTORS AND GUYS.

[13] WHERE THIS CONSTRUCTION CROSSES OVER OR RUNS ALONG ALLEYS, DRIVEWAYS OR PARKING LOTS NOT SUBJECT TO TRUCK TRAFFIC THIS CLEARANCE MAY BE REDUCED TO 4.6 m.

[14] UNGROUNDED GUYS AND UNGROUNDED PORTIONS OF SPAN GUYS BETWEEN GUY INSULATORS SHALL HAVE CLEARANCES BASED ON THE HIGHEST VOLTAGE TO WHICH THEY MAY BE EXPOSED DUE TO A SLACK CONDUCTOR OR GUY.

[15] ANCHOR GUYS INSULATED IN ACCORDANCE WITH RULE 279 MAY HAVE THE SAME CLEARANCE AS GROUNDED GUYS.

[16] ADJACENT TO TUNNELS AND OVERHEAD BRIDGES THAT RESTRICT THE HEIGHT OF LOADED RAIL CARS TO LESS THAN 6.1 m THESE CLEARANCES MAY BE REDUCED BY THE DIFFERENCE BETWEEN THE HIGHEST LOADED RAIL CAR HANDLED AND 6.1 m, IF MUTUALLY AGREED TO BY THE PARTIES AT INTEREST.

[17]FOR CONTROLLED IMPOUNDMENTS, THE SURFACE AREA AND CORRESPONDING CLEARANCES SHALL BE BASED UPON THE DESIGN HIGH-WATER LEVEL

[18]FOR CONTROLLED WATER FLOW AREAS, THE SURFACE AREA SHALL BE THAT ENCLOSED BY ITS ANNUAL HIGH-WATER MARK. CLEARANCES SHALL BE BASED ON THE NORMAL FLOOD LEVEL; IF AVAILABLE, THE 10-YEAR FLOOD LEVEL MAY BE ASSUMED AS THE NORMAL FLOOD LEVEL.

[19]THE CLEARANCE OVER RIVERS, STREAMS AND CANALS SHALL BE BASED UPON THE LARGEST SURFACE AREA OF ANY 1.6 km LONG SEGMENT THAT INCLUDES THE CROSSING. THE CLEARANCE OVER A CANAL, RIVER OR STREAM NORMALLY USED TO PROVIDE ACCESS FOR SAILBOATS TO LARGER BODY OF WATER SHALL BE THE SAME AS THAT REQUIRED FOR THE LARGER BODY OF WATER.

[20]WHERE AN OVERWATER OBSTRUCTION RESTRICTS VESSEL HEIGHT TO LESS THAN THE APPLICABLE REFERENCE HEIGHT GIVEN IN TABLE 232-3, THE REQUIRED CLEARANCE MAY BE REDUCED BY THE DIFFERENCE BETWEEN THE REFERENCE HEIGHT AND THE OVERWATER OBSTRUCTION HEIGHT, EXCEPT THAT THE REDUCED CLEARANCE SHALL BE NOT LESS THAN THAT REQUIRED FOR THE SURFACE AREA ON THE LINE-CROSSING SIDE OF THE OBSTRUCTION.

[21]WHERE THE US ARMY CORPS OF ENGINEERS, OR THE STATE, OR SURROGATE THEREOF HAS ISSUED A CROSSING PERMIT, CLEARANCES OF THAT PERMIT SHALL GOVERN.

[22]SEE RULE 234I FOR THE REQUIRED HORIZONTAL AND DIAGONAL CLEARANCES TO RAIL CARS.

[23]FOR THE PURPOSE OF THE RULE, TRUCKS ARE DEFINED AS ANY VEHICLE EXCEEDING 2.45 m IN HEIGHT. AREAS NOT SUBJECT TO TRUCK TRAFFIC ARE AREAS WHERE TRUCK TRAFFIC IS NOT NORMALLY ENCOUNTERED NOR REASONABLY ANTICIPATED.

[24]COMMUNCATION CABLES AND CONDUCTORS MAY HAVE A CLEARANCE OF 4.6 m WHERE POLES ARE BACK OF CURBS OR OTHER DETERRENTS TO VEHICULAR TRAFFIC.

[25]THE CLEARANCE VALUES SHOWN IN THIS TABLE ARE COMPUTED BY ADDING THE APPLICABLE MAECHANICAL AND ELECTRICAL (M & E) VALUE OF TABLE A-1 TO THE APPLICABLE REFERENCE COMPONENT OF TABLE A-2a OF APPENDIX A.

[26]WHEN DESIGNING A LINE TO ACCOMMODATE OVERSIZED VEHICLES, THESE CLEARANCE VALUES SHALL BE INCREASED BY THE DIFFERENCE BETWEEN THE KNOWN HEIGHT OF THE OVERSIZED VEHICLE AND 4.3 m.