

**Table IV**  
**Basic Vertical Clearance of Wires, Conductors,**  
**and Cables Above Ground, Roadway, Rail, or**  
**Water Surfaces**  
**(Continued)**

**DISTRIBUTION**  
**STANDARD**  
**PNM**

	(feet)
a. Quadruplex except 480 V Delta	10.5
b. Quadruplex drip loops except 480 V Delta	10.5
c. Duplex and triplex service drops	10.0
d. Drip loops only of duplex and triplex	10.0
9. Spaces and ways subject to pedestrians or restricted traffic only are those areas where riders on horses or other large animals, vehicles, or other mobile units, exceeding a total height of 8' are prohibited by regulation or permanent terrain configurations or are otherwise not normally encountered or not 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 by pedestrians, this clearance may be reduced to the following:	(feet)
a. Insulated communication conductor and communication cables	9.5
b. Conductors or other communication circuits	9.5
c. Duplex and triplex service drops	9.5
d. Quadruplex drip loops except 480 V Delta	12.5
e. Guys	9.5
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' 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'.	
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 which restrict the height of loaded rail cars to less than 20, these clearances may be reduced by the difference between the highest loaded rail car handled and 20' if mutually agreed 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 uncontrolled 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 clearances 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 a larger body of water shall be the same as that required for the larger body of water.	
20. Where an over water 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 over water 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 this Rule, trucks are defined as any vehicle exceeding 8' in height. Areas not subject to truck traffic are areas where truck traffic is not normally encountered nor reasonably anticipated.	
24. Communication cables and conductors may have a clearance of 15 ft. where poles are back of curbs or other deterrents to vehicular traffic.	
25. The clearance values shown in this table are computed by adding Mechanical and Electrical (M&E) value of NESC Table A-1 to the applicable Reference Component of NESC 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'.	