**CODED NOTES:**

**A**
All clearances listed are per NESC 2017. These are minimum clearances which must be met for the sag condition which can occur either at maximum operating conductor temperature or, maximum loading at 32°F, NESC ice, final sag. An increase in design clearance at time of installation is recognized and acceptable to account for future resurfacing or grade changes. A 12-inch increase is typical in lieu of any specific information. It is recommended that this factor should be considered and, as appropriate, included when planning service installations. A point of clarification is necessary regarding what can appear to be a 2-foot inconsistency between the NESC and the NEC for clearances over roads, streets, driveways, parking lots, alleys and other areas subject to truck traffic (NESC - 16 feet vs. NEC - 18 feet). NEC clearances are specified (with less sag) at a conductor temperature of 60°F, no wind, with final unloaded sag in the conductor. The 2-foot difference is partially attributed to a comparatively larger sag by NESC specifications. Additional allowance made for resurfacing, etc. in application of the NESC rule will account for the rest of the 2-foot difference. A service installed to either specification would be very similar when analyzed by the other. Therefore, there is no practical inconsistency between the two codes in this situation.

**B**
In addition to proper design for ground/surface clearances, be careful to provide clearances from building openings, windows, doors, etc. (typically, 3'-0”). Provide a minimum clearance of 3 in from downspouts and eaves for service conductors 0 to 750 volts. For conductors meeting NESC rule 230C1, 230C2, 230C3 this clearance may be reduced to 1 in. Route services so that raised pation/deck areas can be avoided if possible. As an alternative, consider providing additional clearance, when feasible.

**C**
Truck 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.

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**SERVICE DROP CABLE CLEARANCE**

**NATURE OF SURFACE UNDERNEATH SERVICE DROP CABLE**

<table>
<thead>
<tr>
<th>Track Trails of Railroads</th>
<th>24.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads, Streets, Driveways, Parking Lots, Alleys and Other Areas Subject to Truck Traffic</td>
<td>16.0</td>
</tr>
<tr>
<td>Driveways, Parking Lots, and Alleys</td>
<td>16.0</td>
</tr>
<tr>
<td>Spaces and Ways Subject to Pedestrians or Restricted Traffic Only</td>
<td>12.0</td>
</tr>
<tr>
<td>Roofs or Balconies</td>
<td>11.0</td>
</tr>
<tr>
<td>Swimming Pools</td>
<td>22.5</td>
</tr>
</tbody>
</table>

**REFERENCE NESC TABLE 232-1**

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**FOR RESIDENTIAL DRIVEWAYS ONLY, WHEN A BUILDING DOES NOT HAVE SUFFICIENT HEIGHT TO ALLOW A SERVICE ATTACHMENT LOCATION WHICH WILL PROVIDE 15 FT. OF CLEARANCE, THE CLEARANCES MAY BE REDUCED TO:**

**A**
Services 277 VLG:
- In-span Ground Clearance: 12.5 feet
- Drip Loop Ground Clearance: 10.5 feet

**B**
Services 120 VLG:
- In-span Ground Clearance: 12.0 feet
- Drip Loop Ground Clearance: 10.0 feet

**SPACES AND WAYS SUBJECT TO PEDESTRIAN OR RESTRICTED TRAFFIC ONLY ARE THOSE AREAS WHERE RIDERS ON HORSEBACK, VEHICLES OR OTHER MOBILE UNITS EXCEEDING 8 FEET IN HEIGHT, ARE PROHIBITED BY REGULATION OR PERMANENT TERRAIN CONFIGURATIONS OR ARE OTHERWISE NOT NORMALLY ENCOUNTERED OR REASONABLY ANTICIPATED:**

**TRUCK 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.**