PLACING POLES

MARKING POLES

Contents

1. GENERAL

1.01 Mark all poles (joint-use and non-joint-use) with standard metal pole number tags and pole marking nails as specified on the detail plans, and in accordance with the instructions contained herein.

NOTE: This marking will not be required on joint poles in which the Telephone Company purchases an interest.

1.02 All transposition poles shall also be marked with metal pole tags carrying the transposition designations shown on the detail plans for the poles involved. No designation will be required for midspan transpositions.

1.03 The general plan for the selection of pole number tags for use on line poles, guy stubs, "H" fixture poles and push braces, shall be as follows:

(a) Exchange leads or jointly owned poles in toll leads:

Arbitrary numbers for identification purposes.

(b) Toll poles not involving joint ownership:

Serial numbers starting with "1" at the point of origin and coinciding with the direction of transposing, as assigned by the Plant Engineer.

1.04 This Section has been reissued to include information previously given in Issue B and the Addendum and to give instructions for the numbering of guy stubs and fixture poles, in accordance with the terms of Section AG20.60 of the Bell System Practices.

2. CLASSIFICATION OF POLES

2.01 To facilitate ready identification of poles as to class after they are installed in plant, all poles shall be marked with a numerical classification nail placed just above the pole tag at the time the poles are set, as illustrated in part 4.

2.02 All poles recovered from plant which are suitable for reuse and which bear a classification other than numerical, shall be reclassified under the numerical classification as outlined in Section G21.075, Dimensions of New Poles, or Section AG20.45, Pole Classes and Dimensions. When such poles are removed, therefore, they shall be measured for circumference at the top and at 6 feet from the butt, and classified in the proper class. It will be noted that the top circumferences of Classes 6 and 8 and of Classes 7 and 9, respectively, are practically the same. In classifying recovered poles which have these top circumferences, the poles shall always be classified in Class 6 or 7 where the dimensions at 6 feet from the butt are large enough to meet the requirements shown in the tables for corresponding lengths. Classes 8 and 9 shall be used only where the dimensions at the butt are too small to meet the requirements for Classes 6 and 7.

2.03 When poles removed from plant are to be stored for reuse, the classification nail shall be placed on the roof. This will facilitate the ready identification of these poles as to class, for storage and reuse.

3. LOCATION OF MARKINGS

3.01 Place markings on all poles on streets and alleys on the side facing the ordinary course of travel.

3.02 Place markings on all poles on property lines on the side toward the street of reference.

3.03 Place the metal pole tags so that the bottom of the tag will be at a height of not less than 6 feet from the normal ground level.

3.04 On transposition poles, the transposition designation tag shall be placed on the right of the pole tag.

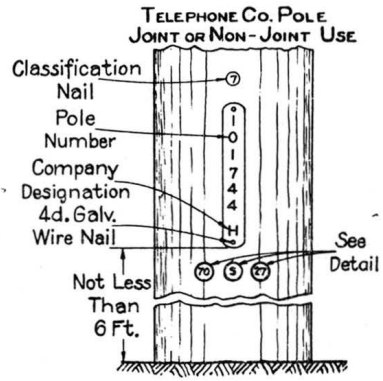
3.05 Place numerical classification nails above the pole tag on all poles.

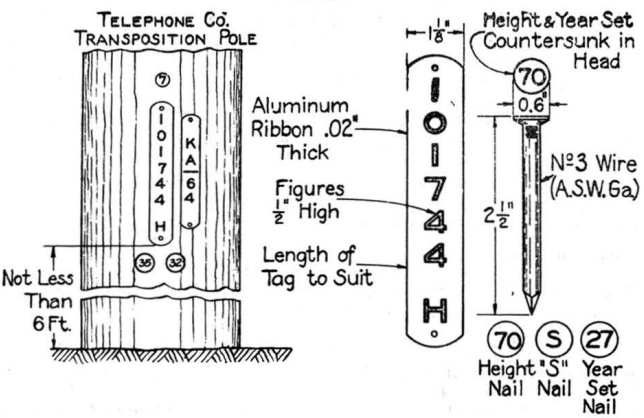
3.06 Place pole marking nails designating height and year set below the pole tag on all poles, jointly or non-jointly owned. If poles are set second-hand, place an "S" nail below the pole tag also, as illustrated in Part 4.

4. ARRANGEMENT OF MARKINGS

4.01 The sizes and arrangement of pole tags and marking nails are shown in the following illustrations.

4.02 Use 4d. (1½") Galvanized Wire Nails for attaching pole tags to poles.





5. MARKING FOR VISIBILITY

5.01 All poles (joint-use and non-joint-use) located on State highways in California shall be marked so as to increase their visibility and thus minimize traffic hazards. Poles that are situated on other

thoroughfares, under conditions such as represented in Paragraph 5.07, below, shall likewise be marked for visibility. One of the methods described below shall be employed for this purpose.

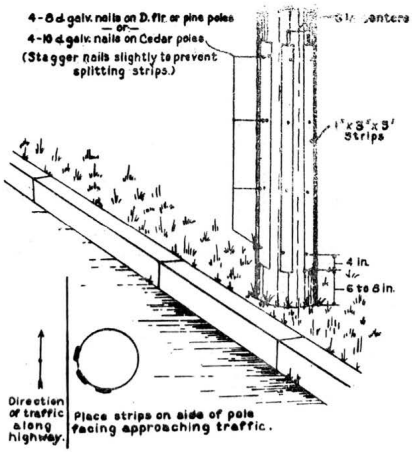
NOTE: Instructions for visibility marking as given herein do not refer to joint poles in which the Telephone Company purchases an interest.

Painting

5.02 Paint the entire surface of the butts of poles for a distance of 6 feet from the ground line with white lead and oil or aluminum paint. Where poles have been treated with creosote, this method will not generally result in adequate marking, in which case one of the following methods shall be substituted.

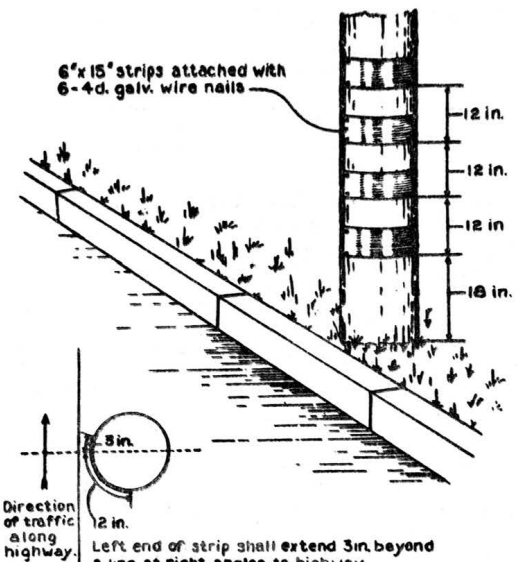
Vertical Visibility Strips

5.03 Vertical strips shall be made of Oregon pine or Douglas fir, 1 in. x 3 in. x 5 ft. in size, and shall be painted with white lead and oil or aluminum paint. Three or four strips are generally required for each pole. They shall be mounted on the pole on 6" centers, on the side facing approaching traffic and closely adjacent to the ground line. Use four 8-penny galvanized wire nails per strip when attaching strips to Douglas fir or Southern pine poles and four 10-penny galvanized wire nails per strip when attaching to cedar poles.



Horizontal Visibility Strips

5.04 Horizontal strips shall be made of 26-gauge galvanized iron or other approved material, 6 in. x 15 in. in size and painted with aluminum paint. Four strips are required for each pole. They shall be mounted on the side of the pole facing approaching traffic, the lowest strip to be placed horizontally at a distance of 18 inches above the ground line and the three upper strips to be placed on 12-inch centers parallel to it. Each strip shall be attached to the pole with six 4-penny galvanized wire nails. The left end of each strip shall extend three inches beyond a line at right angles to the highway, as illustrated below.



5.05 When visibility marking is required on poles that are set in ground considerably lower than the highway, the painting of butts shall be carried to a point six feet above the surface of the highway, and visibility strips shall be mounted as though the ground line at the pole were level with the surface of the highway.

5.06 The paint on pole butts and on visibility strips shall be renewed as often as may be required to maintain satisfactory visibility.

5.07 Visibility marking shall be required on poles situated on thoroughfares other than State highways under conditions such as shown in the following typical illustrations. The method of marking shall be in accordance with one of the methods described above except that where two sets of strips are specified hereinafter, horizontal metal strips shall be used and placed so as to form continuous bands with the seams facing and in a line at right angles to the thoroughfare. The following instructions are also applicable to poles on State highways where similar conditions may be encountered, such as the need for two sets of strips to provide adequate visibility.

(a) Curves - With Curb

Visibility strips are required on poles located on a curve in a street or thoroughfare where there is a curb, if the poles are visible to approaching traffic for less than 500 feet. Where this condition exists for traffic in both directions two complete sets of strips shall be placed, as illustrated below.

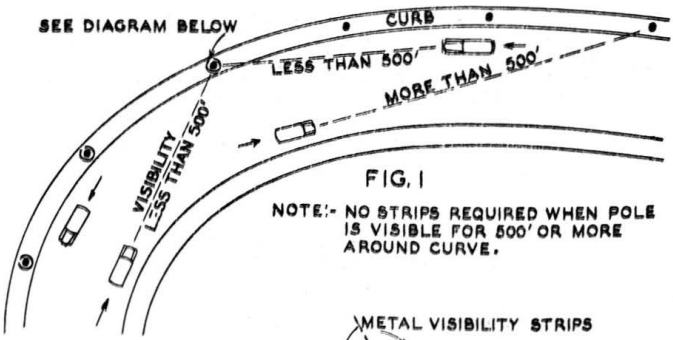
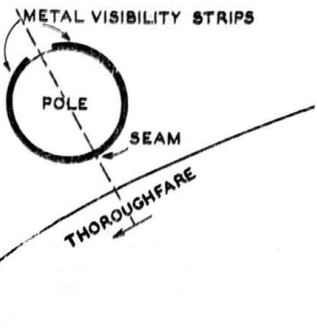


FIG. 1

NOTE:- NO STRIPS REQUIRED WHEN POLE IS VISIBLE FOR 500' OR MORE AROUND CURVE.



(b) Curves - Without Curb

Visibility strips shall be placed on all poles located on a curve in a street or thoroughfare where there is no curb. They shall be placed on the side toward approaching traffic.

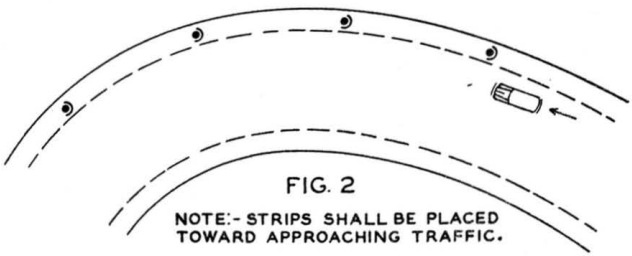


FIG. 2

NOTE:- STRIPS SHALL BE PLACED TOWARD APPROACHING TRAFFIC.

(c) Reduction in Street Width

Where there is a reduction in the width of a thoroughfare such that poles located on the narrower portion are in line with approaching traffic visibility strips shall be placed as shown in the following illustration, facing traffic approaching from the wider portion of the thoroughfare.

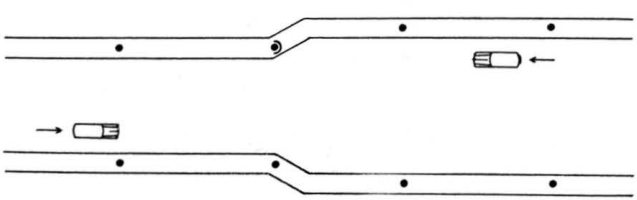


FIG. 3

NOTE:- STRIPS REQUIRED AS SHOWN.

(d) Jog in Street

Where there is an offset or jog in a street or thoroughfare such that corner poles are in line with approaching traffic, strips shall be placed as shown in Figure 4, facing the center of the intersection, or, where there is a double offset as in Figure 5, two sets of strips shall be placed to afford maximum visibility.

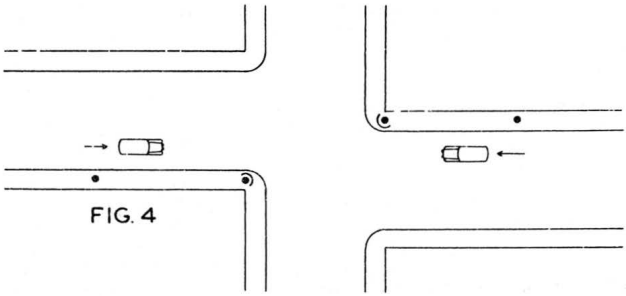


FIG. 4

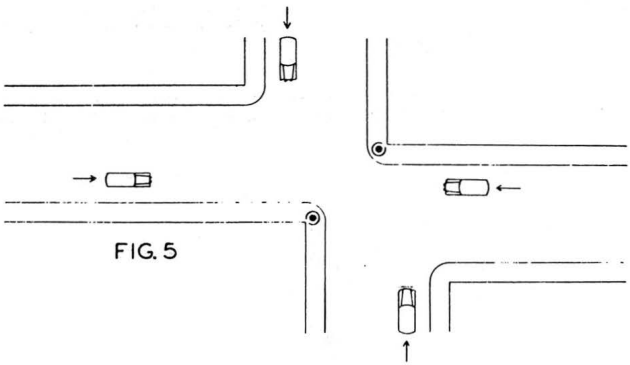


FIG. 5

(e) Reverse Curve

Where poles are located on a street or thoroughfare at a reverse curve, two sets of strips shall be placed on the poles situated as shown below.

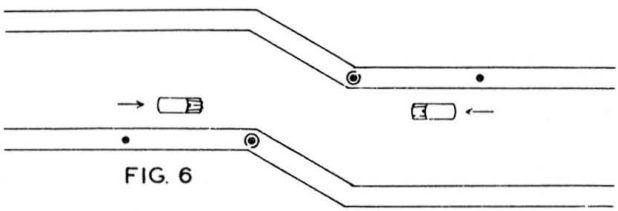


FIG. 6

NOTE:- WITH OR WITHOUT CURB, VISIBILITY STRIPS SHALL BE PLACED FOR BOTH DIRECTIONS OF TRAFFIC.

(f) Dead Ended Street

Where a pole is located at the end of a street within the area embraced by the prolongation of lines from the curbs or boundaries of that street, visibility strips are required to be placed as shown in the following diagram.

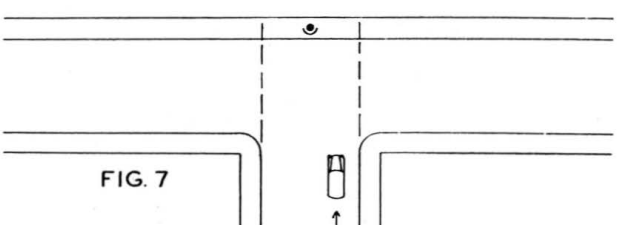


FIG. 7

(g) Jog on One Side of Street

Where there is a jog or offset in one side of a thoroughfare with or without a curb, strips shall be placed in the direction of approaching traffic on the poles that are situated within 75 feet of the beginning of the offset, as shown below.

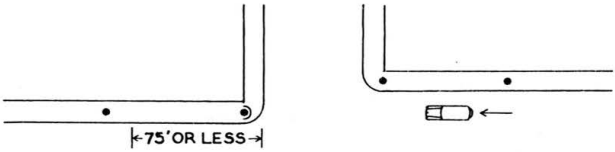


FIG. 8

(h) Paved Highway - Graded Shoulders - No Curbs

The illustrations below show various conditions where it is or is not generally necessary to place visibility strips on poles located on a paved highway having graded shoulders and no curbs.

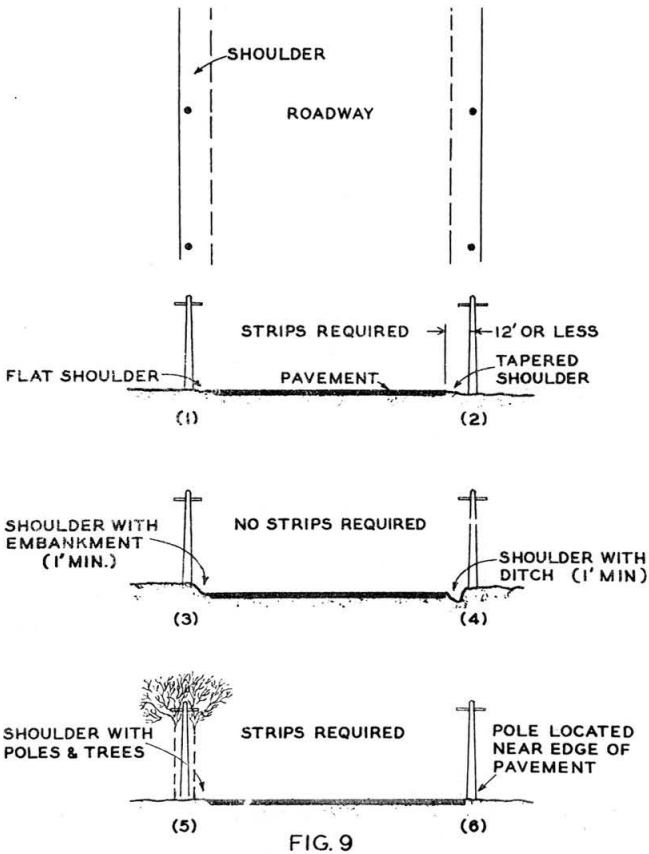


FIG. 9

6. REMOVAL OF OBSOLETE OR UNNECESSARY MARKINGS

6.01 Remove all unnecessary or obsolete markings when changing the existing numbering or marking on a pole.

7. PLACING TAGS WITH SPECIAL INSTRUCTIONS

7.01 Where the steps have been removed from a pole that would ordinarily be stepped, in accordance with the special instructions given in Addendum G22.901 on "Pole Stepping", a metal tag bearing the words, "DO NOT STEP", shall be placed to prevent the restepping of such pole. This applies to joint use and non-joint use poles alike.

7.02 The material, size and arrangement of this tag shall be essentially the same as shown for the standard pole tag in Part 4 of this Section. The words, "DO NOT STEP", shall be embossed vertically on the tag with 3/4-inch separation between words, using letters 5/8 inch high.

7.03 Use 4d. (1-1/2") Galvanized Wire Nails for attaching these tags to poles.

7.04 Mount the tag on the pole so that the bottom will be not less than 6 feet from the normal ground level, and in a location adjacent to the regular pole markings on whichever side provides better visibility.

8. MARKING STUBS, FIXTURE POLES AND PUSH BRACES

8.01 Place pole marking nails designating year set on all reinforcing stubs less than 20 feet in length.

8.02 Place marking nails designating height and year set on all reinforcing stubs that are 20 feet or longer in length.

8.03 Place "S" nails on all reinforcing stubs that are set secondhand.

8.04 Place metal pole tags on guy stubs, H fixture poles, and push braces in a manner similar to that specified for the reguler line poles.

8.05 The position of the tags and nails shall be as near as practicable to that specified in Part 4 of this Section.

8.06 The metal tag on guy stubs, H fixture poles and push braces on exchange leads, or on toll poles that are involved in joint pole transactions, shall bear an arbitrary number for identification purposes.

8.07 The pole tag on a guy stub or a push brace, in a section of toll line with consecutive numbering, shall bear the same number as the supported pole with the addition of the suffix - 1 (or -2 if a second stub is involved.) For example, a guy stub used to support pole 2105 should be numbered 2105-1.

8.08 All poles in loading fixtures on toll cable routes should be numbered in accordance with their position in the line, following the sequence established for that line.

8.09 The "second" pole of H fixtures should be numbered in accordance with the plan for guy stubs as shown in Paragraph 8.07. The left pole of the fixture, as seen when facing the line in the direction of increasing numbers, shall be considered as the "first" pole and shall carry the assigned serial number. The pole at the right will be the "second" pole and shall bear the same number with the addition of the suffix -1. Where a three-pole fixture is used, the center pole shall carry the serial number, the left pole shall have the same number with the addition of the suffix -1, and the right pole shall have the serial number with the suffix -2.