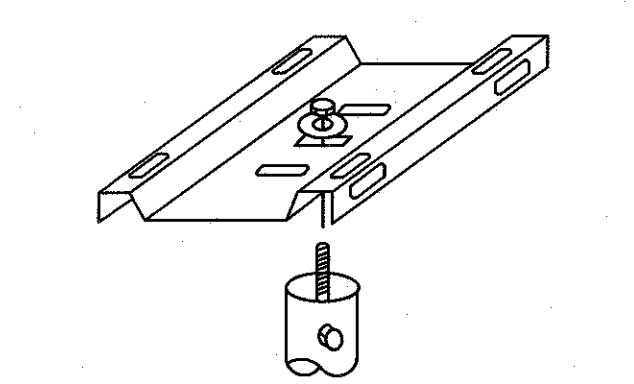


D <sub>c</sub> (FEET)		D <sub>s</sub> (FEET)	
Minimum	Preferred	Minimum	Preferred
65	100	100	150

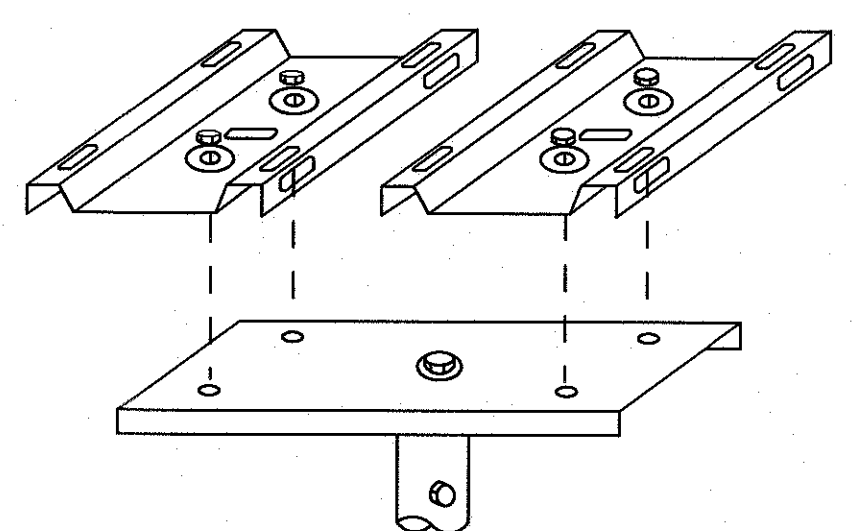
Through Road Speed (M.P.H.)	D <sub>a</sub> (FEET)		D <sub>e</sub> (FEET)		
	n V <sub>c</sub> V <sub>m</sub> ≤ 4000	n V <sub>c</sub> V <sub>m</sub> > 4000	$\frac{V_c}{1.5n-5} \leq 50$	$50 < \frac{V_c}{1.5n-5} \leq 400$	$\frac{V_c}{1.5n-5} > 400$
35	65	200	65	100	100
≥ 55	65	295	150	150	200

V<sub>c</sub> = Average daily traffic on cross road (vehicles per day)  
 V<sub>m</sub> = Average daily traffic on through road (vehicles per day)  
 n = Number of mailboxes at mail stop

**MINIMUM CLEARANCES TO NEAREST MAILBOX IN MAIL STOPS AT INTERSECTIONS**

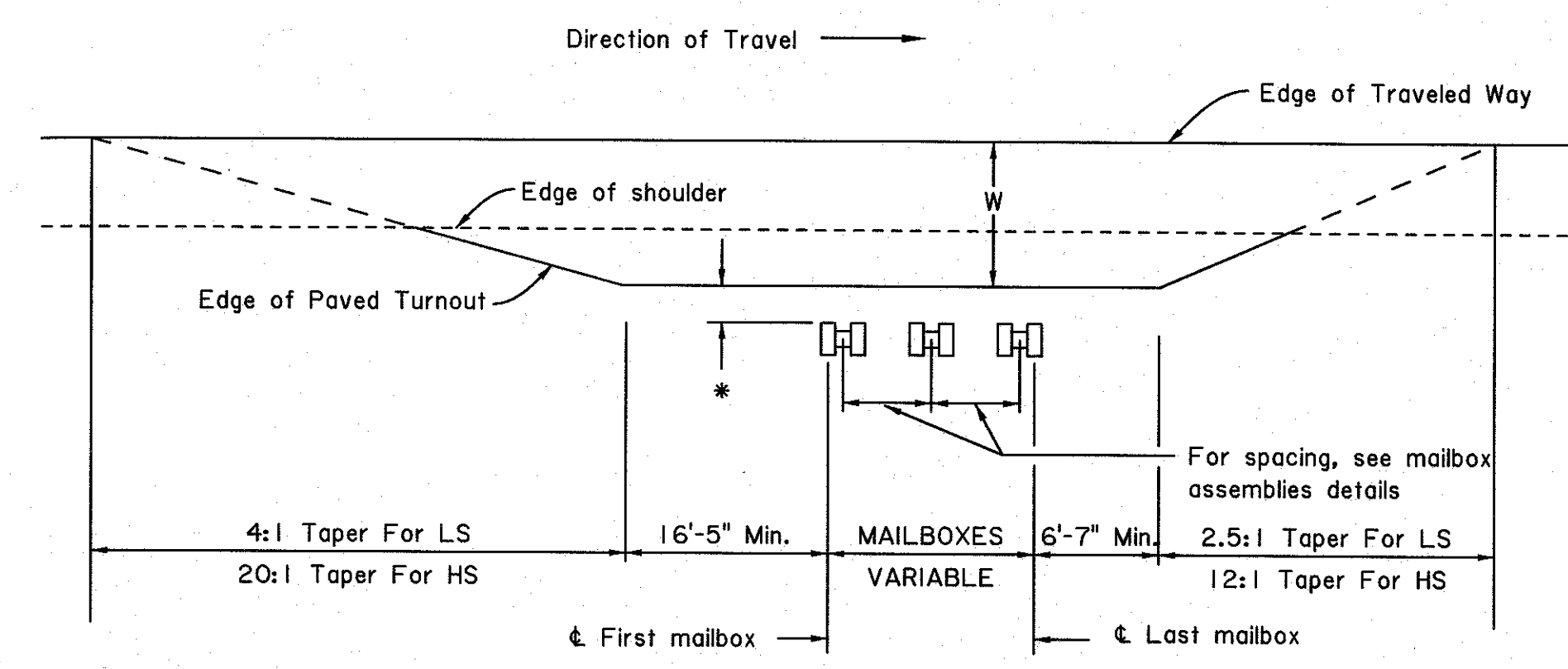


SINGLE MAILBOX MOUNT



DOUBLE MAILBOX MOUNT

**SINGLE AND DOUBLE MAILBOX MOUNTS SERIES C**



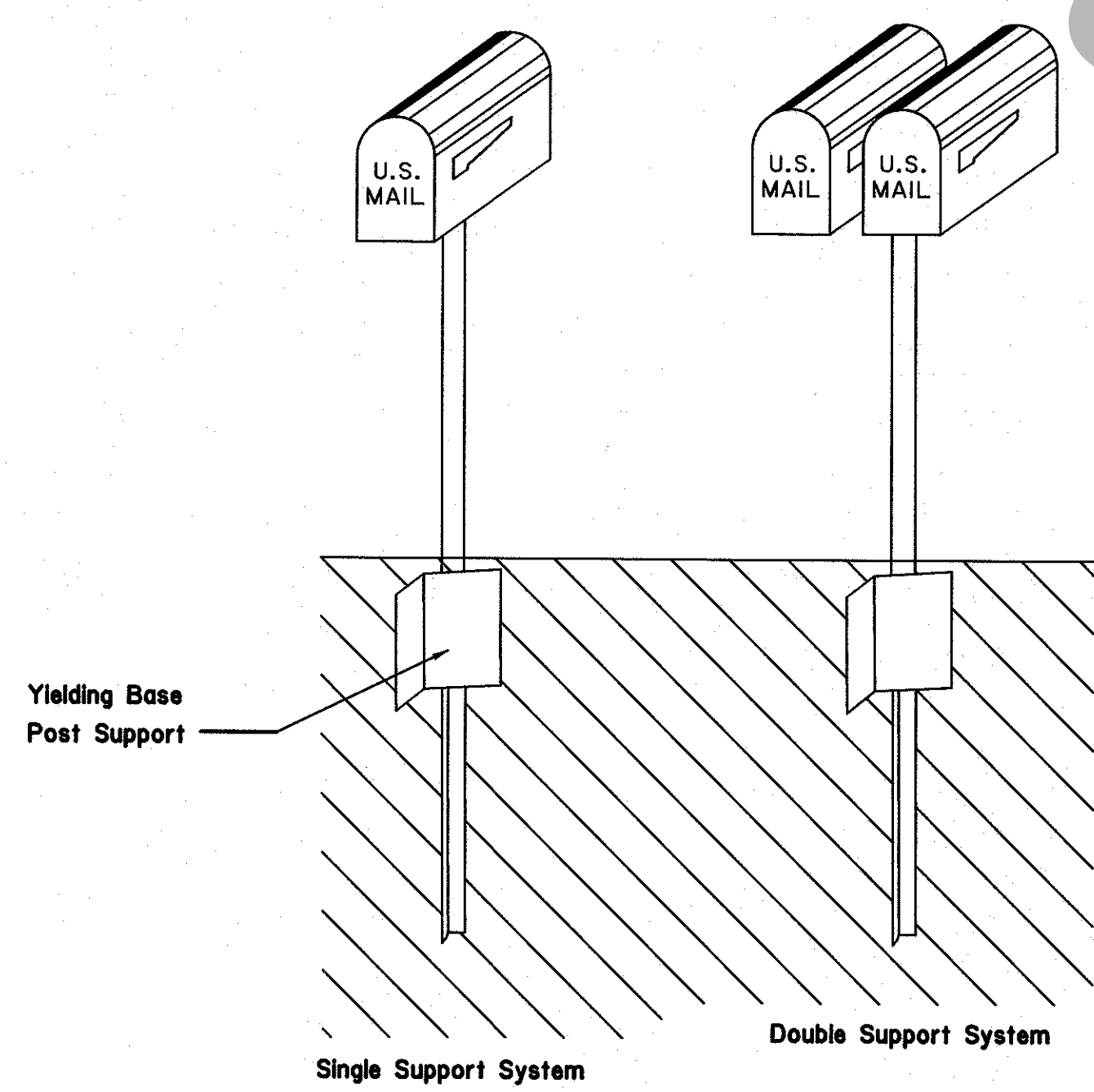
LS = A Minimum Design for Roads Carrying Low-Speed Traffic and for Local and Collector Roads.  
 HS = For Roads Carrying High-Speed Traffic.  
 W = For Suggested Widths, see Table Below.  
 MAILBOXES = A Minimum Design for Roads Carrying Low-Speed Traffic and for Local and Collector Roads.  
 \* = For Mailbox Face Offset, see Table Below, 0" - 12".

**DETAIL OF MAILBOX TURNOUT**

**\* Suggested Guidelines for Lateral Placement of Mailboxes**

Highway Type and ADT (vpd)	Width of All-Weather Surface Turnout or Available Shoulder At Mailbox <sup>a</sup> (ft)		Distance Roadside Face of Mailbox is to be Offset Behind Edge of Turnout or Usable Shoulder (in)	
	Preferred	Minimum	Preferred	Minimum
Rural Highway Over 10,000	12	8	6 to 8	0
Rural Highway 1,500 to 10,000	12	8		0
Rural Highway 400 to 1,500	10	8		6 <sup>c</sup>
Rural Highway Over 10,000	8	6 <sup>b</sup>		6 <sup>c</sup>
Residential Street Without Curb or All-Weather Shoulder	6	0		6 <sup>d</sup>
Curbed Residential Street	Not Applicable		8 to 12 <sup>d</sup>	6 <sup>d</sup>

- Notes: ADT = average daily traffic  
 vpd = vehicles per day
- If increase access is needed, the following may be considered in conjunction with the local postmaster:
    - Provide a level clear space 30 in. by 48 in. centered on the box for either side or forward approach.
    - Provide an accessible passage to and from the mailbox and project into a circulation route--no more than 4 in. if between 28 in. and 80 in.-- so that the mailbox does not become a protruding object for pedestrians with impaired vision.
  - Provide an accessible passage to and from the mailbox. The mailbox projection into a circulation route shall not be more than 4 in., so that the mailbox does not become a protruding object for pedestrians with impaired vision.
  - If a turnout is provided, this may be reduced to zero.
  - Behind traffic-face of curb.



**EXAMPLES OF SINGLE AND DOUBLE MAILBOX INSTALLATIONS SERIES C**

Notes:  
 No mailbox will be permitted where access is obtained from the lanes of a freeway or where access is otherwise prohibited by law or regulation.

Mailboxes shall be located on the right-hand side of the roadway in the direction of delivery route except on one-way streets where they may be placed on either side. The bottom of the box shall be set at an elevation (H) established by the U.S. Postal Service, usually between 3'4" and 4'0" above the roadway surface. The roadside face of the box shall be offset from the edge of the traveled way, see the Suggested Guidelines for Lateral Placement of Mailboxes at left.

All mailbox installations must conform to the requirements of the U.S. Postal Service.

Where a mailbox is located at a driveway entrance, it shall be placed on the far side of the driveway in the direction of the delivery route. For location of mailboxes at an intersecting roadway, see detail at left.

Mailboxes shall be of light sheet metal or plastic construction manufactured by an approved manufacturers conforming to the requirements of the U.S. Postal Service. Mailboxes must be full-scale crash tested in accordance with the latest edition of MASH. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

Manufacturers whose mailboxes have been approved by the Postmaster General will be listed in the Postal Operation Manual (POM) and published in the Postal Bulletin.

No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing in accordance with the latest edition of MASH. However, lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support.

Mailbox supports shall not be set in concrete unless the support design has been shown to be safe by crash testing in accordance with the latest edition of MASH when so installed.

Posts shall be strong enough to support the box, but capable of bending when struck by an automobile or a light truck. Maximum strength posts are either a metal post with a strength no greater than a 2" diameter standard strength steel pipe or a 2"/ft flanged channel or a 4"x4" wooden post. Posts are acceptable mailbox supports when embedded no more than 24" into the ground. A metal post shall not be fitted with an anchor plate, but may have an anti-twist device that extends no more than 10" below the ground surface.

The post-to-box attachment shall be of sufficient strength to prevent the box from separating from the post top if the installation is struck by an automobile or light truck.

The minimum spacing between the centers of support posts shall be three-fourths the height of the posts above the ground line

Mailbox support designs not detailed will be acceptable if full-scale crash tested in accordance with the latest edition of MASH and if approved by the engineer.

For post-to-box attachment details, see sheet 2 of 2.

MASH - Manual for Assessing Safety Hardware.

\* Note: Support frame and foundation shown are proprietary products.



3/29/17

SHEET NUMBER: \_\_\_\_\_

DESIGNED BY: H. VU  
 CHECKED BY: S. ARDOIN  
 PARISH: \_\_\_\_\_

CONTROL SECTION: \_\_\_\_\_

DATE: MAY 2017  
 SHEET: 1 OF 2

REVISION DESCRIPTION: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: 8-25-17

APPROVED BY: \_\_\_\_\_  
 CHIEF ENGINEER

MAILBOX INSTALLATION DETAILS

MB-01

DOTD  
 DOTD ROAD DESIGN