

● SPEED FACTOR MAY BE DESIGN SPEED, OBSERVED SPEED OR ASSIGNED SPEED BASED UPON PREDICTABLE GROWTH FACTORS OR PENDING IMPROVEMENTS.

THRU ROAD SPEED MPH	DA	
	MINIMUM	DESIRABLE
≤ 35	65'	200'
36-49	70'	233'
50-54	70'	267'
≥ 55	65'	295'

THRU ROAD SPEED MPH	D	
	MINIMUM	DESIRABLE
≤ 35	65'	100'
36-49	100'	133'
50-54	125'	167'
≥ 55	150'	200'

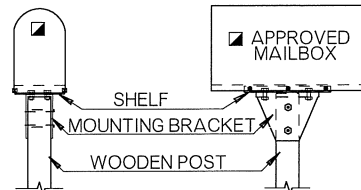
DC	
NORMAL	MINIMUM
100'	65'

DS	
NORMAL	MINIMUM
150'	100'

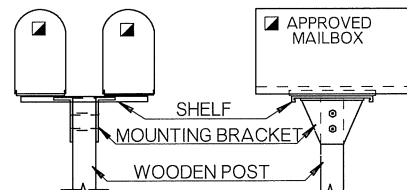
HIGHWAY TYPE AND TRAFFIC CONDITIONS	WIDTH OF ALL-WEATHER SURFACE OF TURNOUT OR AVAILABLE SHOULDER AT MAILBOX		DISTANCE ROADSIDE FACE OF MAILBOX IS TO BE OFFSET BEHIND EDGE OF TURNOUT OR USABLE SHOULDER	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
RURAL HIGHWAY ADT OVER 10,000 VPD	12'	8'	8" TO 12"	0
RURAL HIGHWAY ADT 1,500 TO 10,000 VPD	12'	8'	8" TO 12"	0
RURAL HIGHWAY ADT 400 TO 1,500 VPD	10'	8'	8" TO 12"	0
RURAL ROAD ADT UNDER 400 VPD	8'	6'	8" TO 12"	10"
RURAL ROAD ADT UNDER 50 VPD SPEED 40 MPH OR LESS	6'	2'	8" TO 12"	0
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	6'	0	8" TO 12"	10" ●
CURBED STREET	NOT APPLICABLE		8" TO 12" BEHIND FACE OF CURB	6" BEHIND FACE OF CURB

ADT-AVERAGE DAILY TRAFFIC, THROUGH ROAD ONLY
VPD-VEHICLES PER DAY
● IF TURNOUT IS PROVIDED, THIS MAY BE REDUCED TO ZERO.

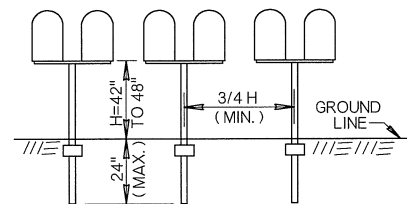
MAILBOX DESIGN TYPE	DIMENSIONS (NOM.)		
	LENGTH	WIDTH	HEIGHT
1	19"	6 1/2"	8 1/2"
1-A	21"	8"	10 1/2"
2	23 1/2"	11 1/2"	13 1/2"



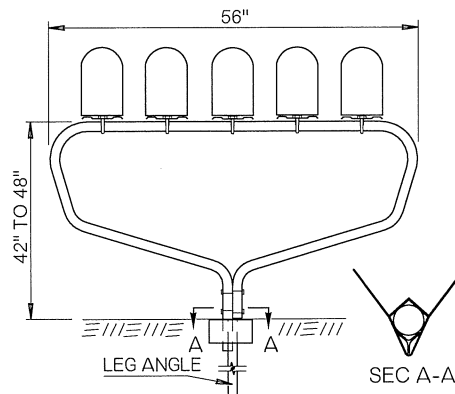
MAILBOX INSTALLATION - SINGLE WOODEN POST SUPPORT & BRACKET ASSEMBLY DETAILS



MAILBOX INSTALLATION - MULTIPLE (DOUBLE OR TWIN BOX)

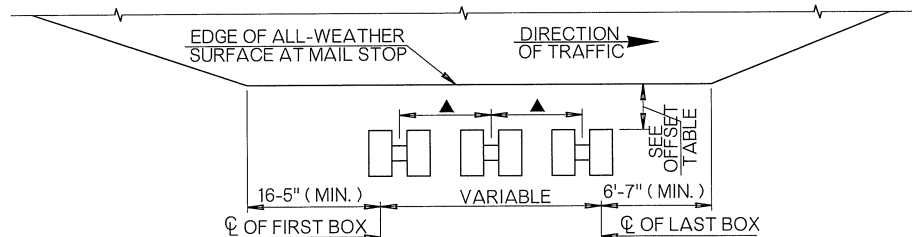


POST SPACING DETAIL MULTIPLE BOX INSTALLATION SINGLE POST SERIES



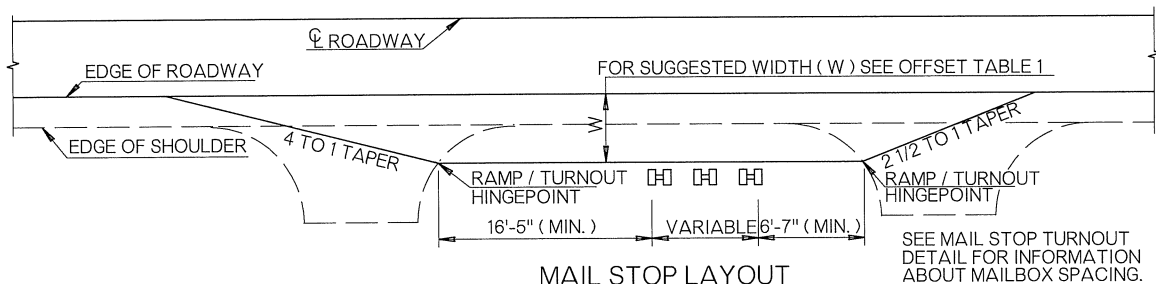
MAILBOX INSTALLATION - MULTIPLE (MULTIPLE BOX SUPPORT DETAILS)
MAXIMUM NUMBER OF MAILBOXES = 5

SUGGESTED MINIMUM CLEARANCE DISTANCES TO NEAREST MAILBOX IN MAIL STOPS AT INTERSECTIONS



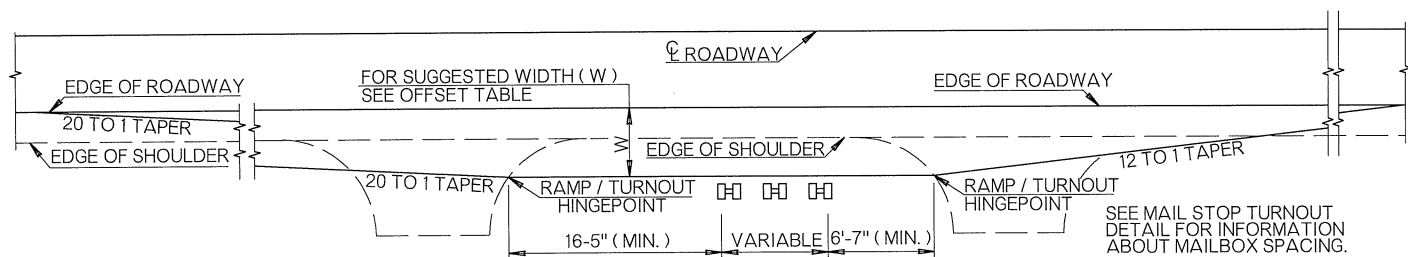
MAIL STOP TURNOUT DETAIL

▲ RECOMMENDED MINIMUM SPACING IS 3/4 OF THE DIMENSION FROM THE GROUND LINE TO THE BOTTOM OF THE MAILBOX



MAIL STOP LAYOUT

FOR ROADS CARRYING TRAFFIC AT 40 MPH OR LESS OR FOR LOCAL AND COLLECTOR ROADS



MAIL STOP LAYOUT

ROADS CARRYING TRAFFIC AT SPEED OVER 40 MPH

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
- MAILBOX INSTALLATION, SINGLE OR MULTIPLE TYPE, SHALL BE OF A DESIGN AND MATERIAL THAT HAS BEEN CRASH TESTED AND APPROVED. OTHER DESIGNS OR MAILBOX TYPES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- IF MAILBOX IS INSTALLED IN AN AREA WITH GUARDRAIL, MAILBOX AND/OR POST ASSEMBLY SHOULD BE BEHIND OR FLUSH WITH FACE OF RAIL.
- PRODUCER AND CONTRACTOR SHALL AVOID PATENT INFRINGEMENT OF THE MAILBOX SUPPORT ASSEMBLY AND SHALL SAVE THE STATE HARMLESS IN THE USE OF ANY MAILBOX SUPPORT ASSEMBLY.
- ALTERNATE WOODEN POST SUPPORT INSTALLATIONS MAY BE USED IN LIEU OF METAL PIPE SUPPORT UNITS IF WOODEN COMPONENTS CONFORM TO CURRENT SPECIFICATIONS.
- PRICE OF EACH MAILBOX INSTALLATION, SINGLE OR MULTIPLE, INCLUDES PAYMENT FOR INSTALLATION OF THE POST SYSTEM, SUPPORT POST, ALL ATTACHMENT HARDWARE AND MOUNTING OF THE MAILBOX. PAYMENT FOR THE MAILBOX WILL BE PAID FOR BY THE EACH AND SEPARATELY FROM THE SUPPORT SYSTEM.
- IF MAILBOX IS INSTALLED BEHIND CURB, ANY SIDEWALKS WILL REQUIRE A MINIMUM 3'-0" OF USABLE SPACE BEHIND THE MAILBOX.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
629 (A)	MAILBOX INSTALLATION - SINGLE	EA
629 (B)	MAILBOX INSTALLATION - MULTIPLE	EA
629 (C)	MAILBOX	EA
629 (D)	REMOVAL OF MAILBOX INSTALLATION	EA
629 (E)	REMOVE AND RESET MAILBOX	EA

MAILBOX DESIGN TYPE(S) AND LOCATION(S) SHALL BE SPECIFIED IN THE PLANS.