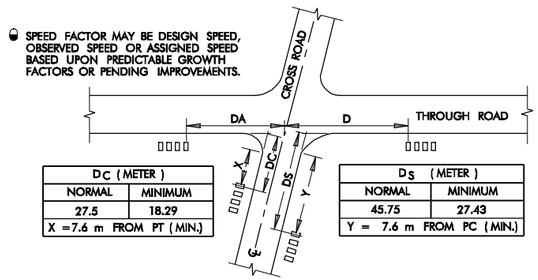
DESCRIPTION	REVISIONS	DATE
RE-ISSUE W/METRIC 1999 SPECS.		7/99
Amend Gen. Note No. 6, Move Symb. lgc 6/05		

THRU ROAD SPEED ◒ km/h	DA (METERS)	
	MINIMUM	DESIRED
≤ 70	21.33	60
71 – 80	21.33	70
81 – 89	21.33	80
≥ 90	21.33	90

THRU ROAD SPEED ◒ km/h	D (METERS)	
	MINIMUM	DESIRED
≤ 70	21.34	30
71 – 80	30.48	40
81 – 89	38.10	50
≥ 90	45.72	60

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



DC (METER)	
NORMAL	MINIMUM
27.5	18.29
X =7.6 m FROM PT (MIN.)	

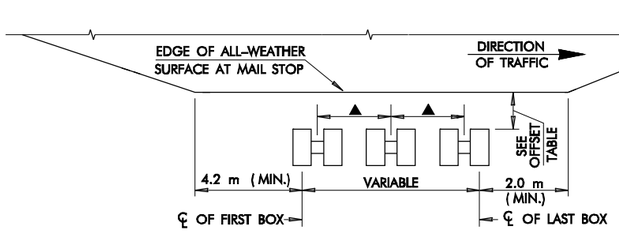
DS (METER)	
NORMAL	MINIMUM
45.75	27.43
Y = 7.6 m FROM PC (MIN.)	

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

HIGHWAY TYPE AND TRAFFIC CONDITIONS	WIDTH OF ALL-WEATHER SURFACE OF TURNOUT OR AVAILABLE SHOULDER AT MAILBOX IN METERS		DISTANCE ROADSIDE FACE OF MAILBOX IS TO BE OFFSET BEHIND EDGE OF TURNOUT OR USABLE SHOULDER IN MILLIMETERS	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
RURAL HIGHWAY ADT OVER 10,000 VPD	3.6	3.6	200 to 300	0
RURAL HIGHWAY ADT 1,500 TO 10,000 VPD	3.6	3.0	200 to 300	0
RURAL HIGHWAY ADT 100 TO 1,500 VPD	3.0	2.4	200 to 300	0
RURAL ROAD ADT UNDER 100 VPD	2.4	1.8	200 to 300	0
RURAL ROAD ADT UNDER 50 VPD SPEED 67 km/h OR LESS	1.8	0.6	200 to 300	0
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	1.8	0	200 to 300	200 ●
CURBED STREET	NOT APPLICABLE		200 to 300 BEHIND FACE OF CURB	150 BEHIND FACE OF CURB

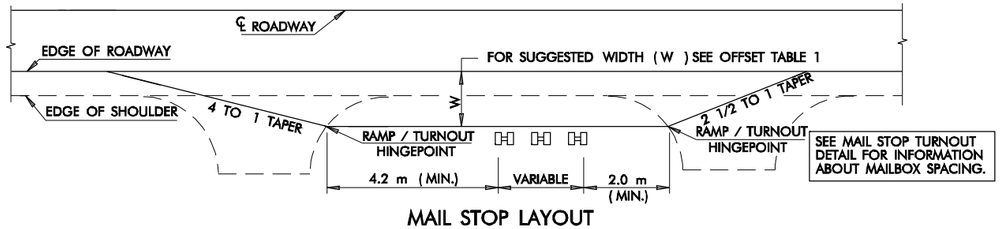
ADT-AVERAGE DAILY TRAFFIC, THROUGH ROAD ONLY
VPD-VEHICLES PER DAY
● IF TURNOUT IS PROVIDED, THIS MAY BE REDUCED TO ZERO.

OFFSET TABLE 1

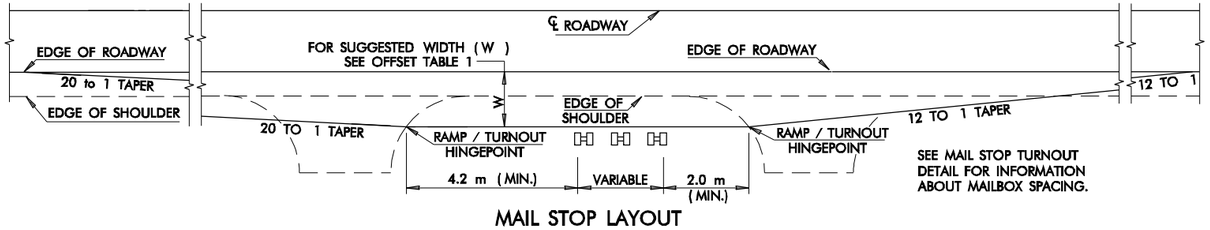


MAIL STOP TURNOUT DETAIL

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

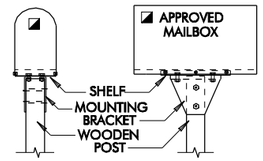


MAIL STOP LAYOUT
FOR ROADS CARRYING TRAFFIC AT 65 km/h OR LESS OR FOR LOCAL AND COLLECTOR ROADS

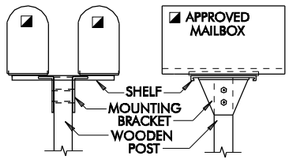


MAIL STOP LAYOUT
ROADS CARRYING TRAFFIC AT SPEED OVER 65 km/h

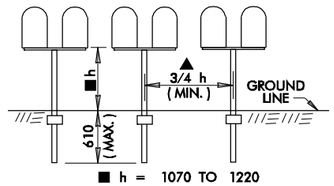
◪ MAILBOX DIMENSIONS & SIZES			
MAILBOX DESIGN TYPE	DIMENSIONS (NOM.)		
	LENGTH (mm)	WIDTH (mm)	HEIGHT (mm)
1	483	165	216
1-A	533	203	267
2	597	292	343



MAILBOX INSTALLATION – SINGLE WOODEN POST SUPPORT & BRACKET ASSEMBLY DETAILS

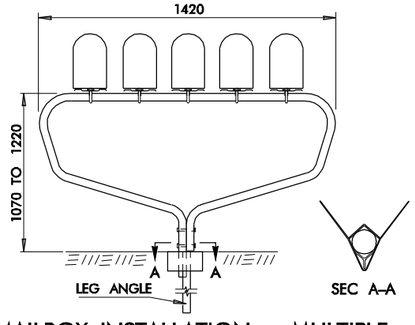


MAILBOX INSTALLATION – MULTIPLE (DOUBLE OR TWIN BOX)



■ h = 1070 TO 1220

POST SPACING DETAIL
MULTIPLE BOX INSTALLATION SINGLE POST SERIES



MAILBOX INSTALLATION – MULTIPLE (MULTIPLE BOX SUPPORT DETAILS)

MAXIMUM NO. OF MAILBOXES = 5

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 1999 METRIC STANDARD SPECIFICATIONS.
2. 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.
3. IF MAILBOX IS INSTALLED IN AN AREA WITH GUARDRAIL, MAILBOX AND/OR POST ASSEMBLY SHOULD BE BEHIND OR FLUSH WITH FACE OF RAIL.
4. 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.
5. ALTERNATE WOODEN POST SUPPORT INSTALLATIONS MAY BE USED IN LIEU OF METAL PIPE SUPPORT UNITS IF WOODEN COMPONENTS CONFORM TO CURRENT SPECIFICATIONS.
6. PRICE OF 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.

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
◒ 629.06(A)	MAILBOX INSTALLATION – SINGLE	EACH
◒ 629.06(B)	MAILBOX INSTALLATION – MULTIPLE	EACH
◒ 629.06(C)	MAILBOX	EACH
629.06(D)	REMOVAL OF MAILBOX INSTALLATION	EACH
629.06(E)	REMOVE AND RESET MAILBOX	EACH

◒ MAILBOX TYPE(S), SIZE(S) AND LOCATION(S) SHALL BE SPECIFIED IN THE PLANS.

APPROVED BY ROADWAY ENGINEER DATE

OKLAHOMA DEPT. OF TRANSPORTATION
ROADWAY STANDARD (METRIC)

MAILBOX INSTALLATION

1999 SPECIFICATIONS	M I-2	01M
ALL DIMENSIONS ON THIS SHEET IN MILLIMETERS UNLESS OTHERWISE NOTED.		R-99M