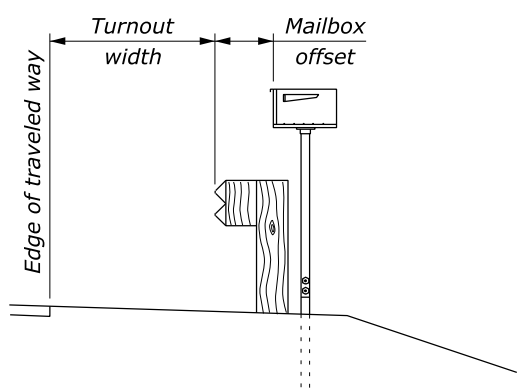
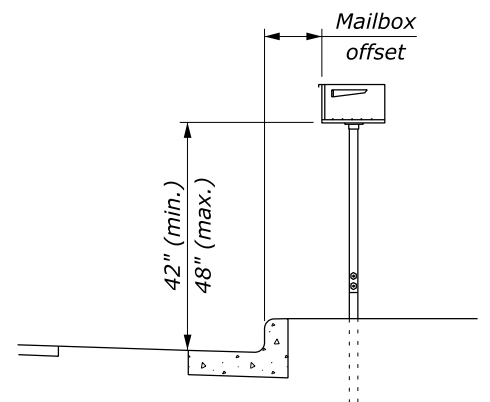


MAILBOX TURNOUT



GUARDRAIL AREAS



RESIDENTIAL AREA WITH CURB

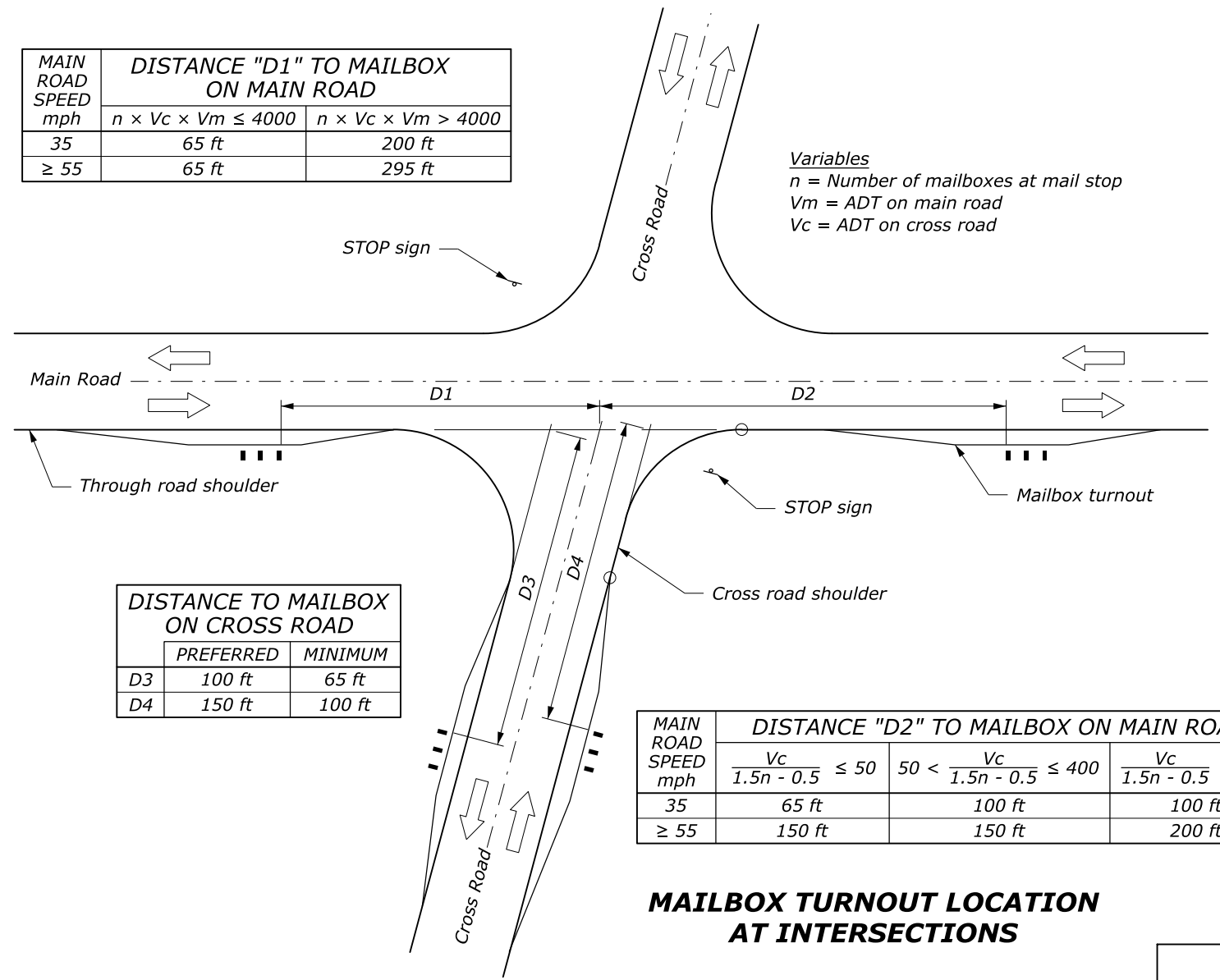
TYPICAL MAILBOX LOCATIONS

MAIN ROAD SPEED mph	DISTANCE "D1" TO MAILBOX ON MAIN ROAD	
	$n \times Vc \times Vm \leq 4000$	$n \times Vc \times Vm > 4000$
35	65 ft	200 ft
≥ 55	65 ft	295 ft

	DISTANCE TO MAILBOX ON CROSS ROAD	
	PREFERRED	MINIMUM
D3	100 ft	65 ft
D4	150 ft	100 ft

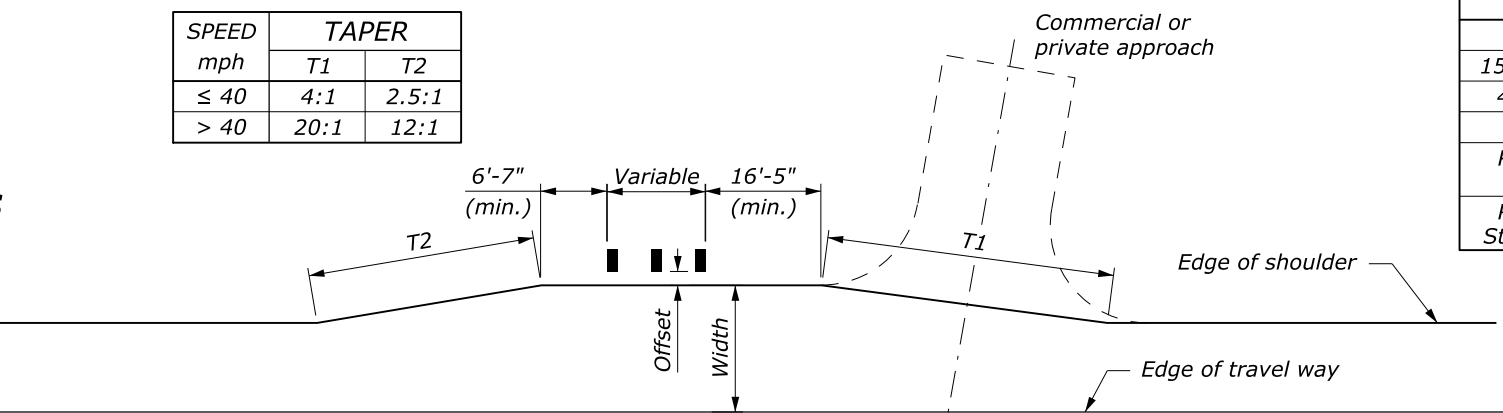
SPEED mph	TAPER	
	T1	T2
≤ 40	4:1	2.5:1
> 40	20:1	12:1

MAIN ROAD SPEED mph	DISTANCE "D2" TO MAILBOX ON MAIN ROAD		
	$\frac{Vc}{1.5n - 0.5} \leq 50$	$50 < \frac{Vc}{1.5n - 0.5} \leq 400$	$\frac{Vc}{1.5n - 0.5} > 400$
35	65 ft	100 ft	100 ft
≥ 55	150 ft	150 ft	200 ft



Variables
 n = Number of mailboxes at mail stop
 Vm = ADT on main road
 Vc = ADT on cross road

MAILBOX TURNOUT LOCATION AT INTERSECTIONS



← DIRECTION OF TRAVEL

MAILBOX TURNOUT

NOTE:

1. Move mailbox turnout so that it does not overlap the intersection curve radii.
2. Do not skew mailbox turnouts, however, the adjacent approach may be skewed as shown. Blend the approach radius from the roadway shoulder to the turnout shoulder as shown in the Mailbox Turnout Detail. Place mail boxes on the far side of approach road entrances unless the minimum distances cannot be obtained.
3. The set back and required support also apply to mailbox receptacles. When the newspaper receptacles and mailboxes are mounted in combinations, mount the newspaper receptacle below the bottom surface of the mailbox.
4. Use the same pavement structure for mailbox turnouts as the adjacent roadway section.
5. Mailbox supports shall conform to the requirements of the AASHTO Manual for Assessing Safety Hardware (MASH) or NCHRP Report 350.
6. Posts may be 4" x 4" or 4" diameter wood posts or 1.5" to 2" diameter standard steel or aluminum pipe posts embedded not more than 24" in the ground.

MAIN ROAD ADT	TURNOUT WIDTH		MAILBOX OFFSET	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
$> 10,000$	$> 12'$	8'	6" to 8"	0
1500 - 10,000	12'	8'	6" to 8"	0
400 - 1500	10'	8'	6" to 8"	0
< 400	8'	6'	6" to 8"	6"
Residential Street	6'	0	6" to 8"	6"
Residential Street w/curb	Not applicable		8" to 12"	6"

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 WESTERN FEDERAL LANDS HIGHWAY DIVISION

U.S. CUSTOMARY DETAIL

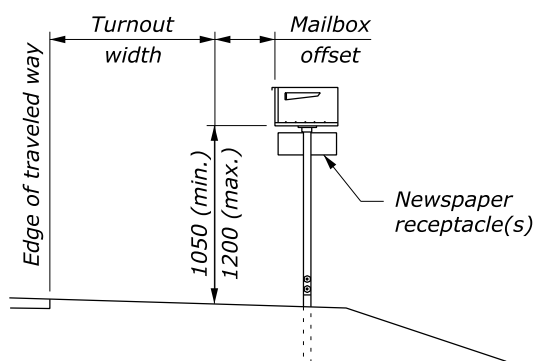
MAILBOX TURNOUT AND INSTALLATION

DETAIL APPROVED FOR USE --/----

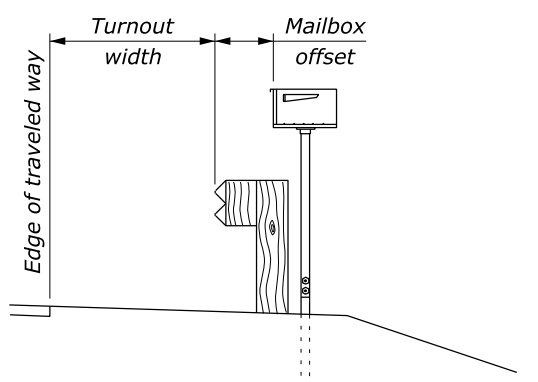
REVISID: DRAFT: 11/2014

DETAIL W646-1

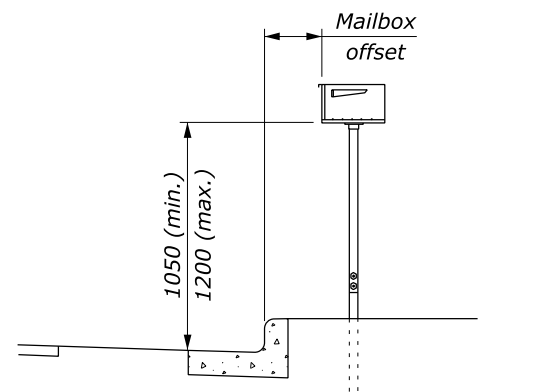
NO SCALE



MAILBOX TURNOUT



GUARDRAIL AREAS



RESIDENTIAL AREA WITH CURB

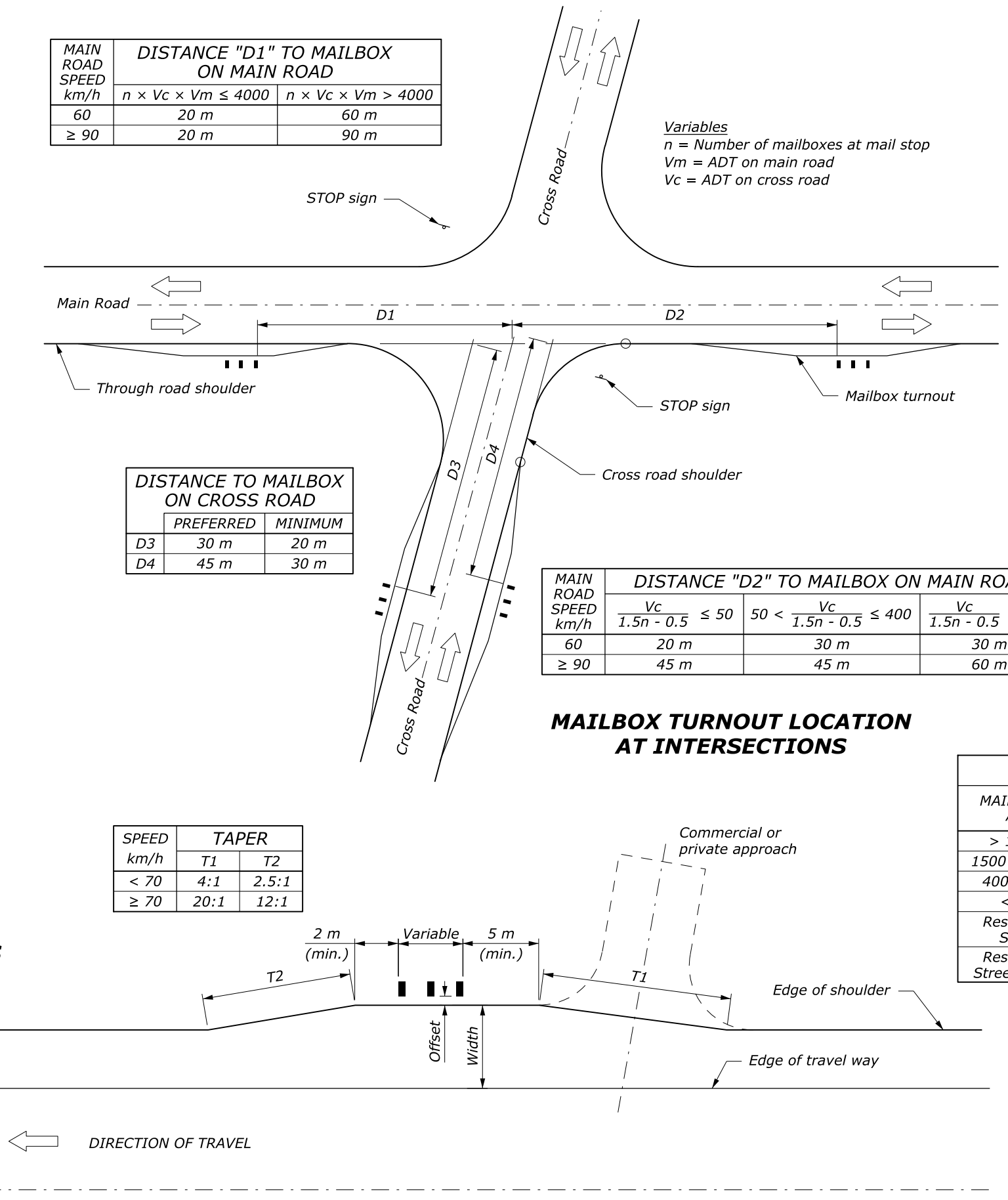
TYPICAL MAILBOX LOCATIONS

MAIN ROAD SPEED km/h	DISTANCE "D1" TO MAILBOX ON MAIN ROAD	
	$n \times Vc \times Vm \leq 4000$	$n \times Vc \times Vm > 4000$
60	20 m	60 m
≥ 90	20 m	90 m

	DISTANCE TO MAILBOX ON CROSS ROAD	
	PREFERRED	MINIMUM
D3	30 m	20 m
D4	45 m	30 m

MAIN ROAD SPEED km/h	DISTANCE "D2" TO MAILBOX ON MAIN ROAD		
	$\frac{Vc}{1.5n - 0.5} \leq 50$	$50 < \frac{Vc}{1.5n - 0.5} \leq 400$	$\frac{Vc}{1.5n - 0.5} > 400$
60	20 m	30 m	30 m
≥ 90	45 m	45 m	60 m

SPEED km/h	TAPER	
	T1	T2
< 70	4:1	2.5:1
≥ 70	20:1	12:1



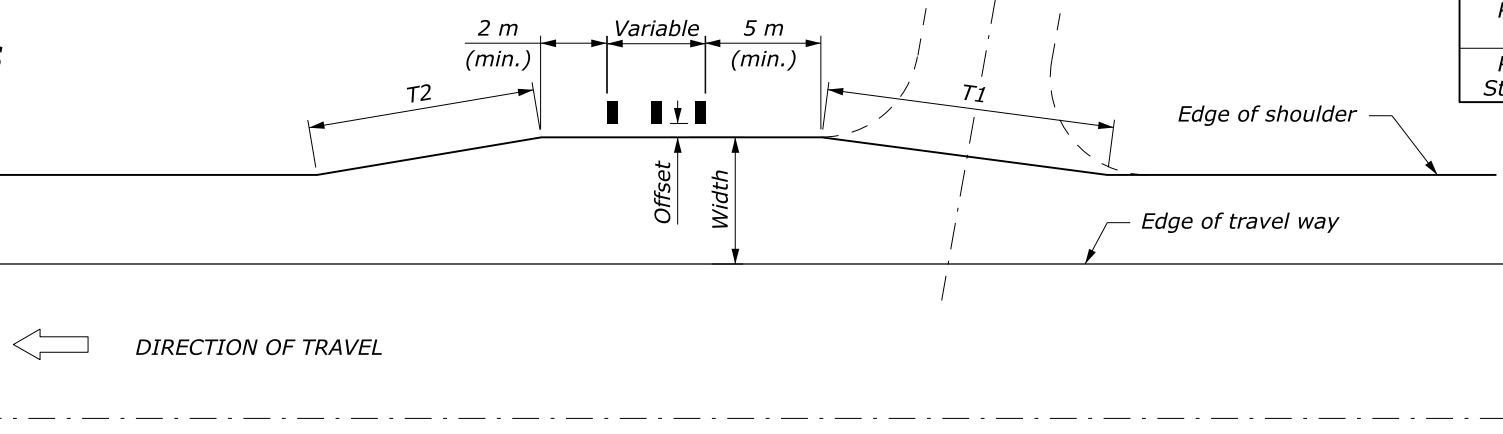
Variables
 n = Number of mailboxes at mail stop
 Vm = ADT on main road
 Vc = ADT on cross road

MAILBOX TURNOUT LOCATION AT INTERSECTIONS

NOTE:

1. Move mailbox turnout so that it does not overlap the intersection curve radii.
2. Do not skew mailbox turnouts, however, the adjacent approach may be skewed as shown. Blend the approach radius from the roadway shoulder to the turnout shoulder as shown in the Mailbox Turnout Detail. Place mail boxes on the far side of approach road entrances unless the minimum distances cannot be obtained.
3. The set back and required support also apply to mailbox receptacles. When the newspaper receptacles and mailboxes are mounted in combinations, mount the newspaper receptacle below the bottom surface of the mailbox.
4. Use the same pavement structure for mailbox turnouts as the adjacent roadway section.
5. Mailbox supports shall conform to the requirements of the AASHTO Manual for Assessing Safety Hardware (MASH) or NCHRP Report 350.
6. Posts may be 100 mm x 100 mm or 100 mm diameter wood posts or 38 mm to 50 mm diameter standard steel or aluminum pipe posts embedded not more than 600 mm in the ground.
7. Dimensions without units are millimeters.

MAIN ROAD ADT	TURNOUT WIDTH		MAILBOX OFFSET	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
> 10,000	> 3.6 m	2.4 m	150 to 200	0
1500 - 10,000	3.6 m	2.4 m	150 to 200	0
400 - 1500	3.0 m	2.4 m	150 to 200	0
< 400	2.4 m	1.8 m	150 to 200	150
Residential Street	1.8 m	0	150 to 200	150
Residential Street w/curb	Not applicable		200 to 305	150



MAILBOX TURNOUT

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 WESTERN FEDERAL LANDS HIGHWAY DIVISION

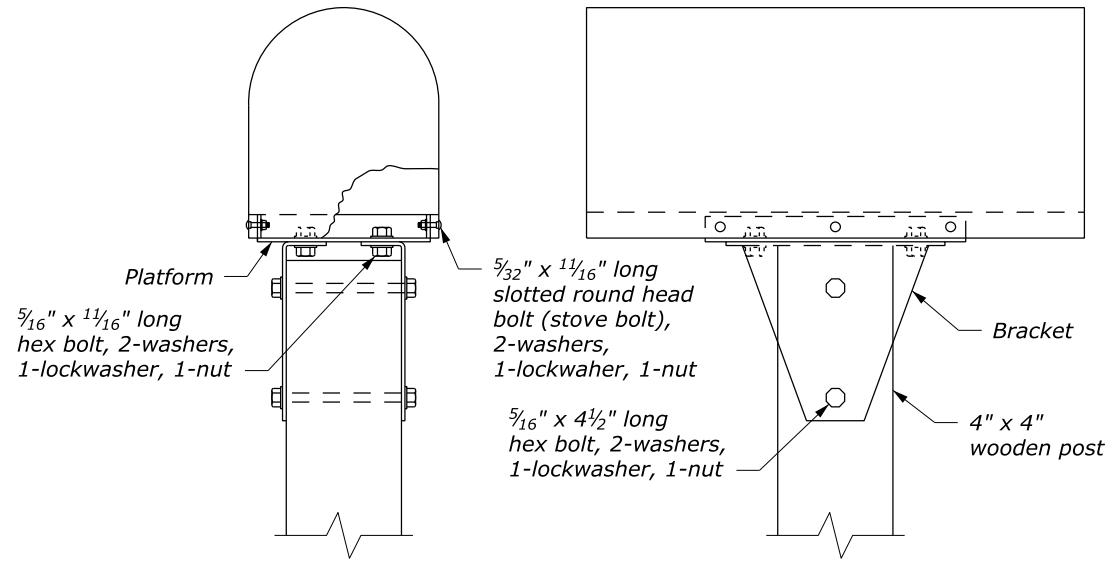
METRIC DETAIL

MAILBOX TURNOUT AND INSTALLATION

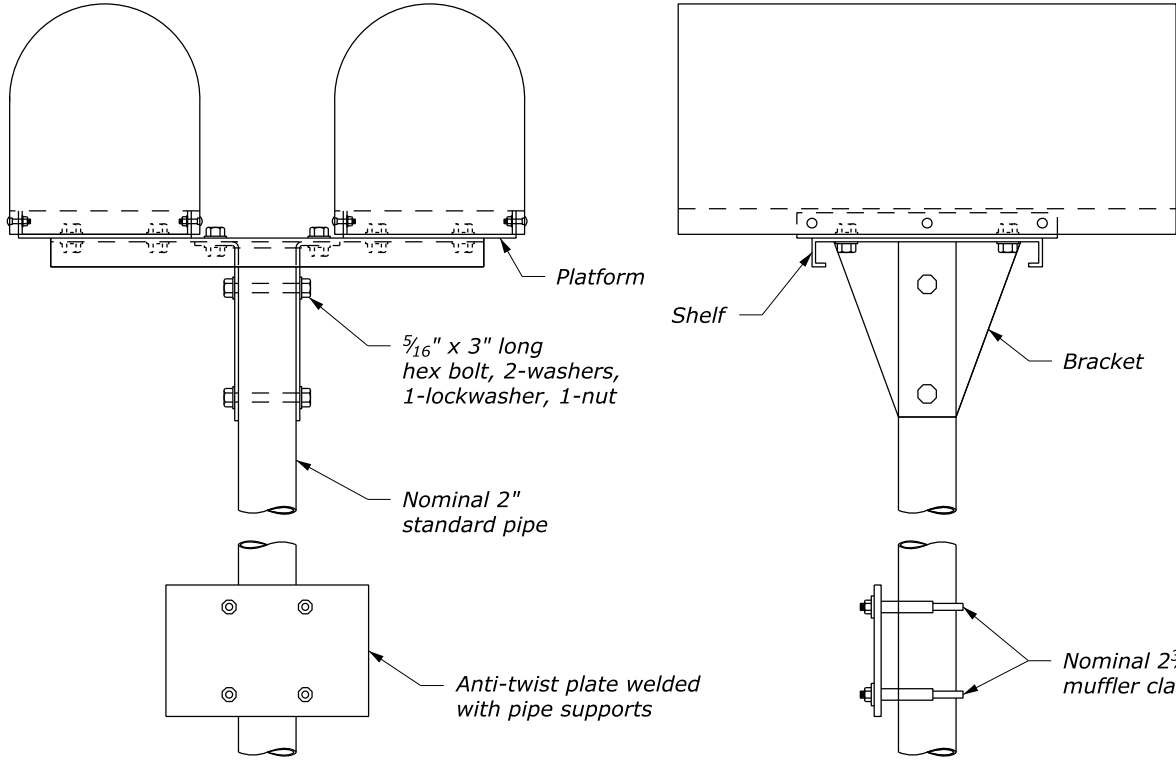
DETAIL APPROVED FOR USE --/----

REVISOR: DRAFT: 11/2014

DETAIL MW646-1

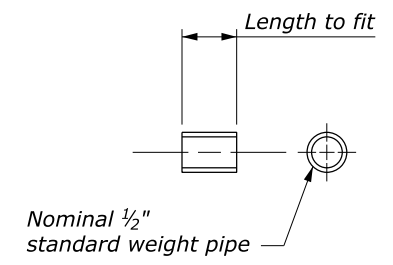


SINGLE MAILBOX INSTALLATION

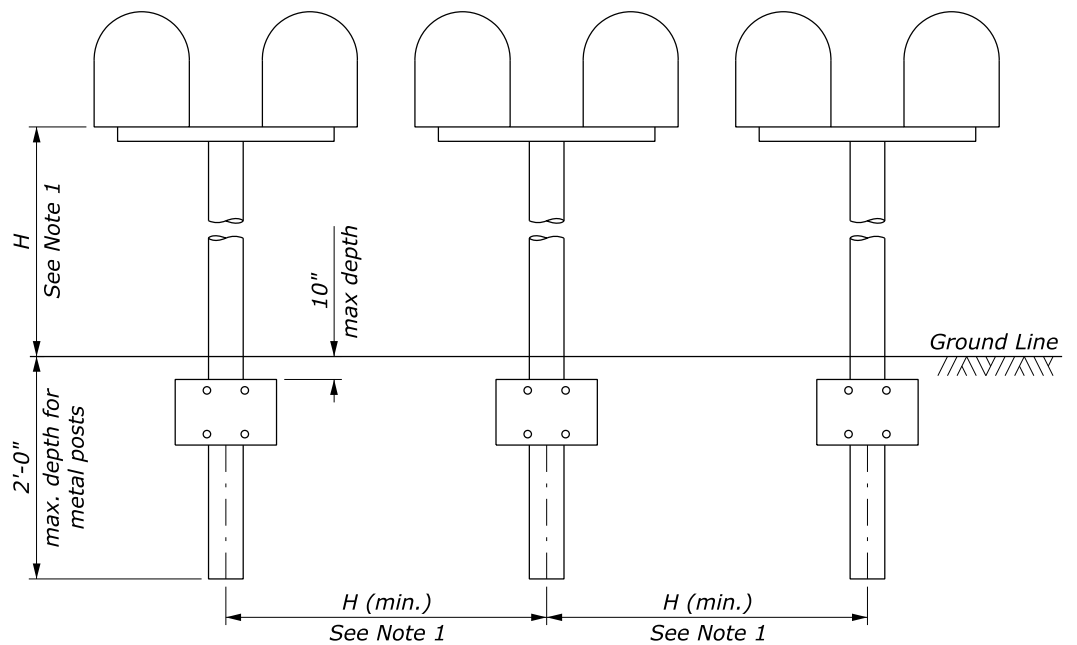


DOUBLE MAILBOX INSTALLATION

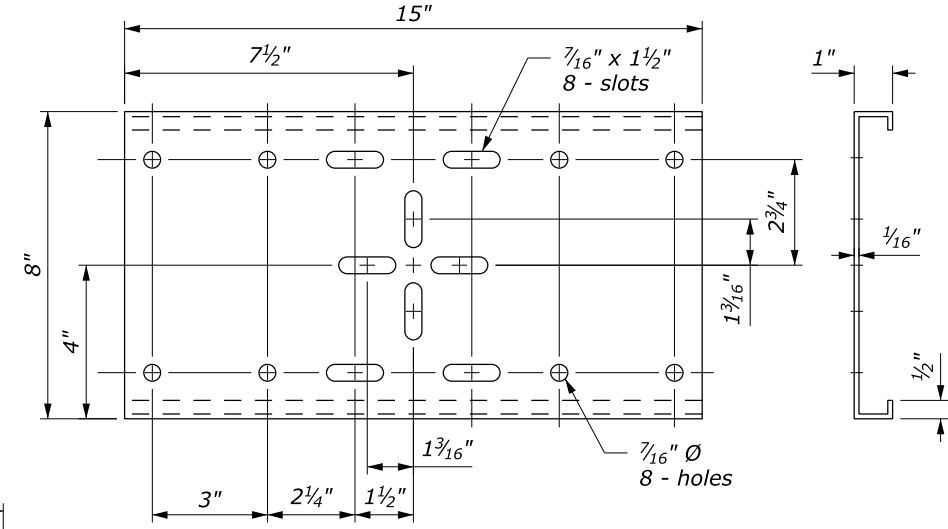
NOTE:
 1. Spacing between multiple mailboxes and height of mailbox above ground level are as established by the the U.S. Postal Service. H is usually 3'-4" to 4'-0".



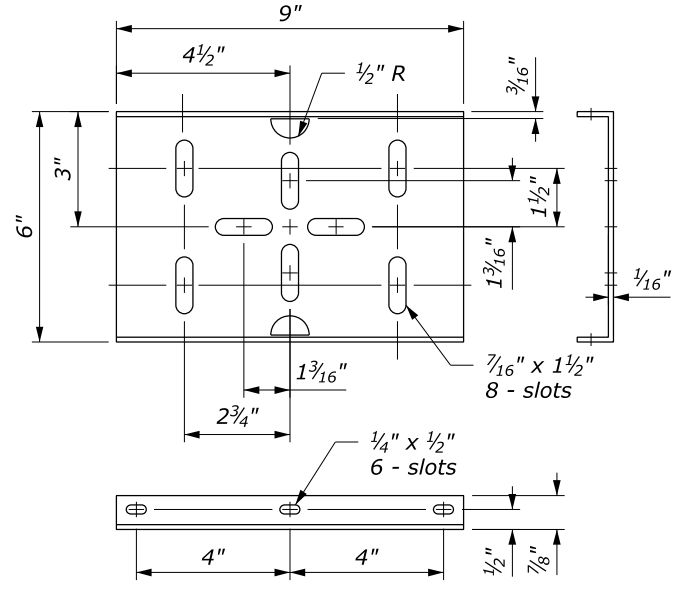
SPACER



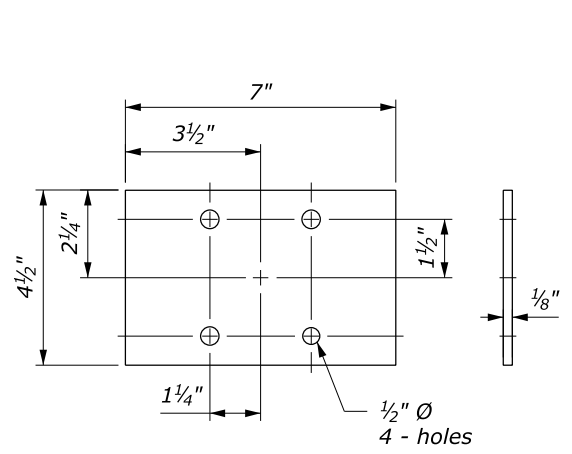
SPACING FOR MULTIPLE INSTALLATION



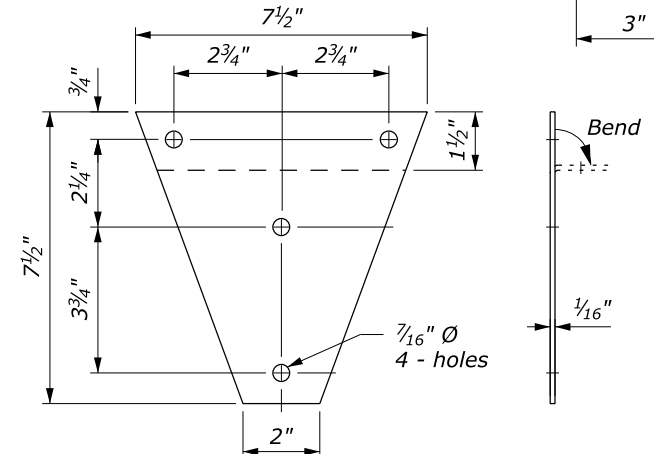
SHELF



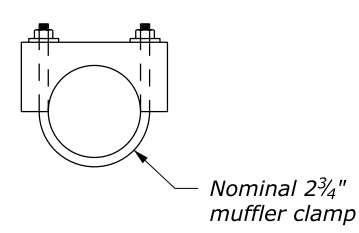
PLATFORM



ANTI-TWIST PLATE



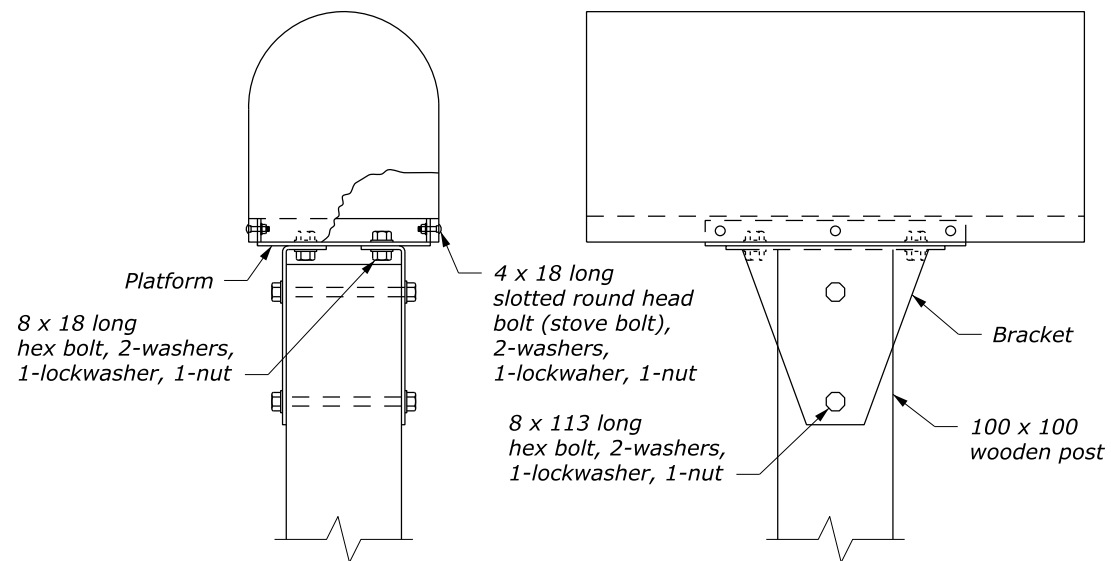
BRACKET



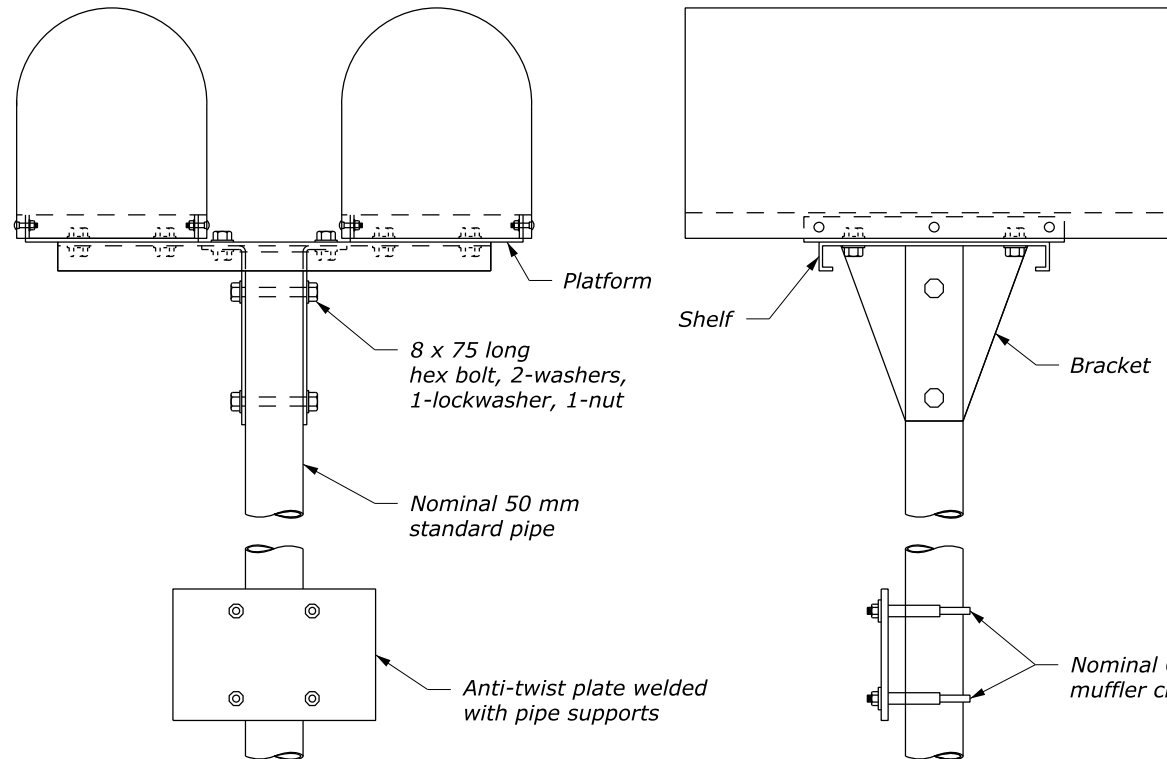
CLAMP

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WESTERN FEDERAL LANDS HIGHWAY DIVISION	
U.S. CUSTOMARY DETAIL	
MAILBOX ASSEMBLY SERIES A	
DETAIL APPROVED FOR USE --/----	DETAIL W646-2
REVISED: DRAFT: 11/2014	

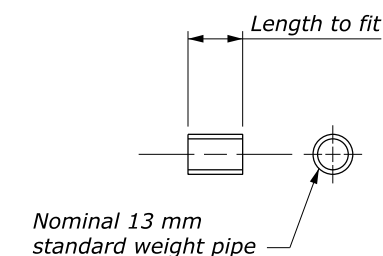


SINGLE MAILBOX INSTALLATION

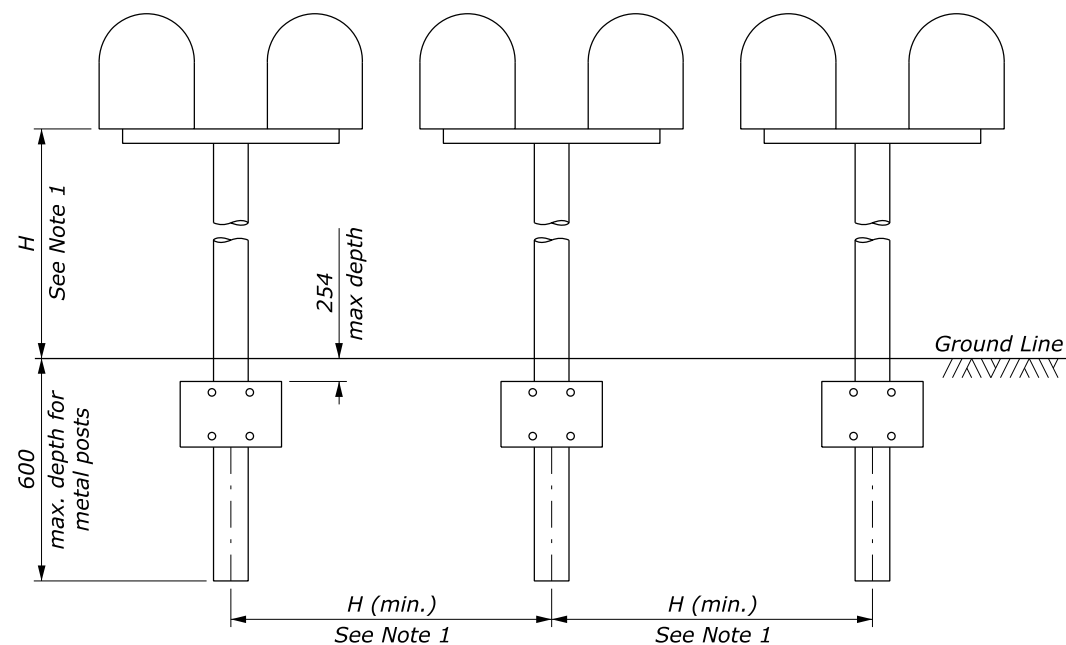


DOUBLE MAILBOX INSTALLATION

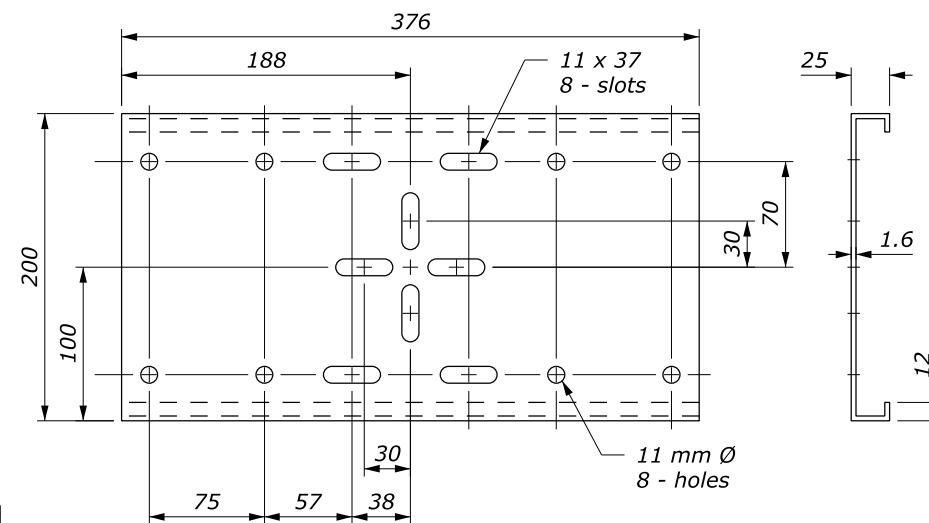
- NOTE:**
1. Spacing between multiple mailboxes and height of mailbox above ground level are as established by the the U.S. Postal Service. H is usually 1.0 m to 1.2 m.
 2. Dimensions without units are millimeters.



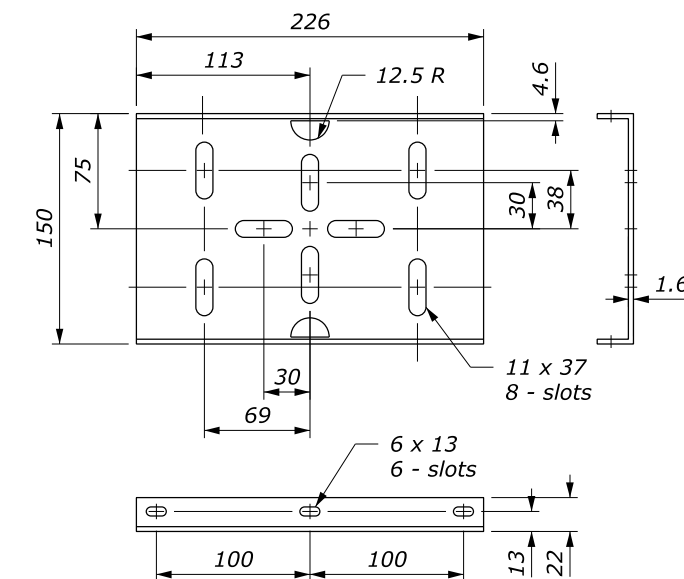
SPACER



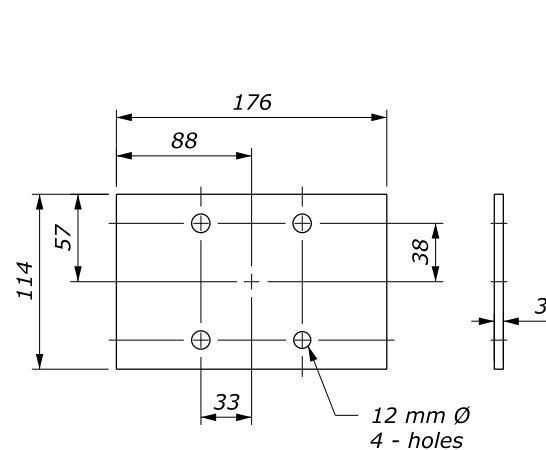
SPACING FOR MULTIPLE INSTALLATION



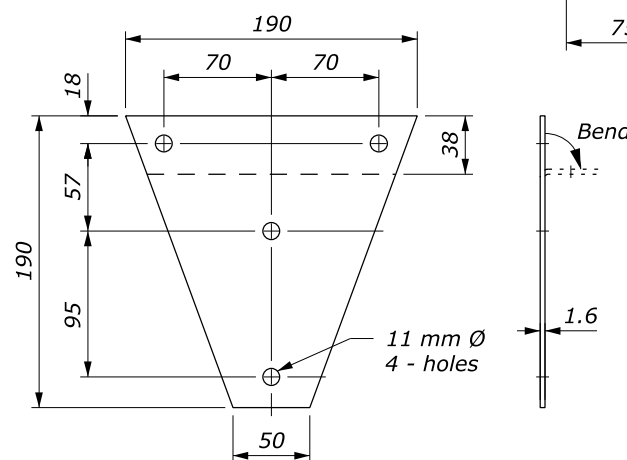
SHELF



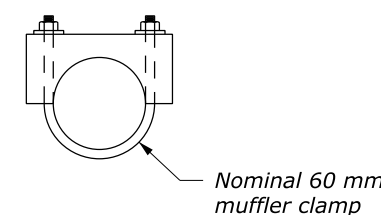
PLATFORM



ANTI-TWIST PLATE



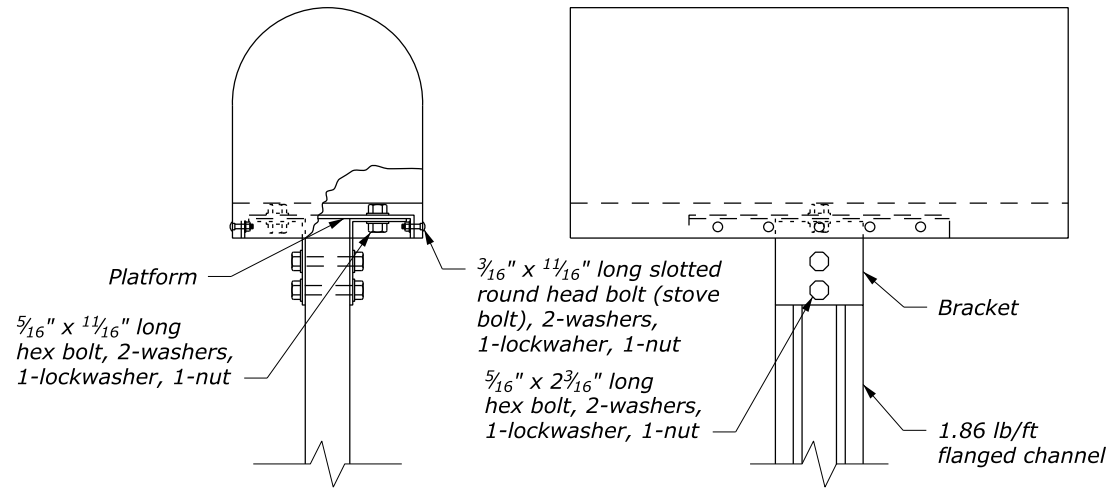
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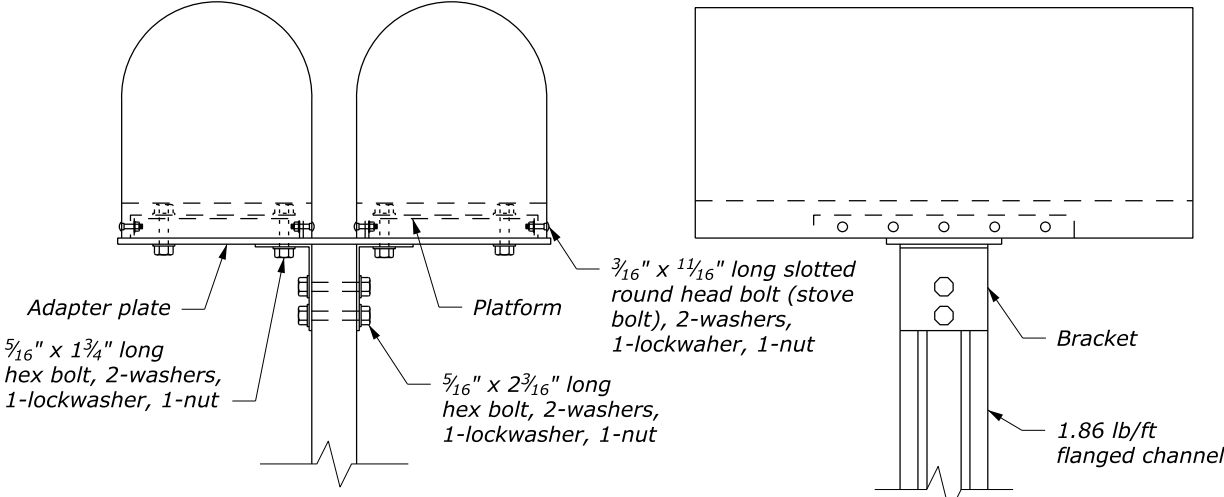
CLAMP

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WESTERN FEDERAL LANDS HIGHWAY DIVISION	
METRIC DETAIL	
MAILBOX ASSEMBLY SERIES A	
DETAIL APPROVED FOR USE --/----	DETAIL
REVISED: DRAFT: 11/2014	MW646-2

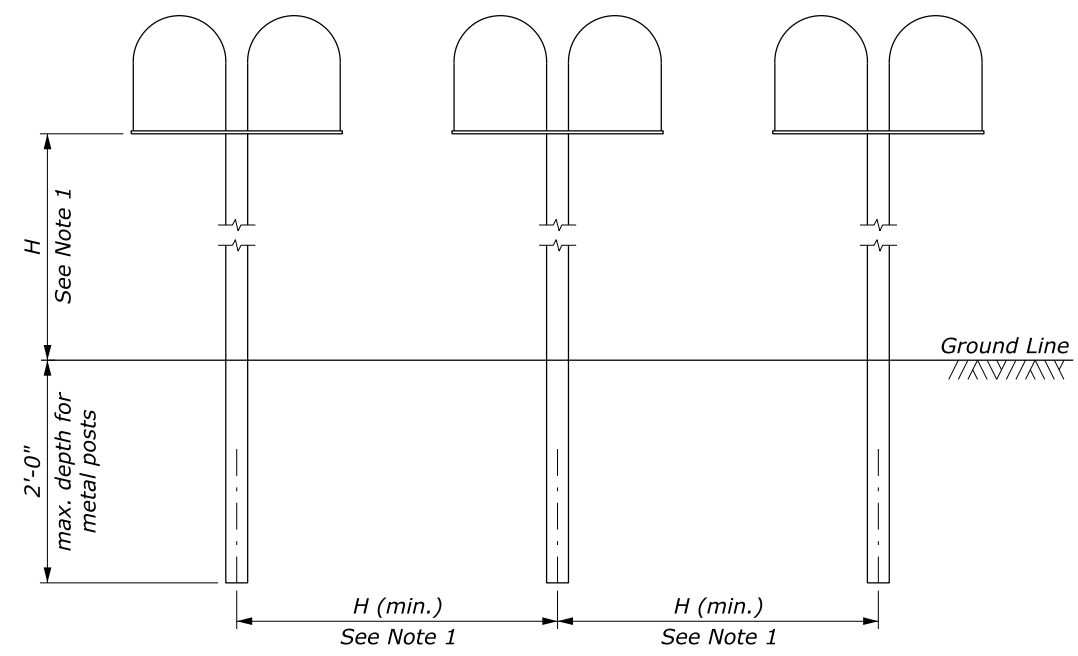


SINGLE MAILBOX INSTALLATION

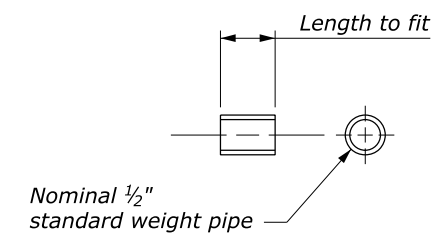


DOUBLE MAILBOX INSTALLATION

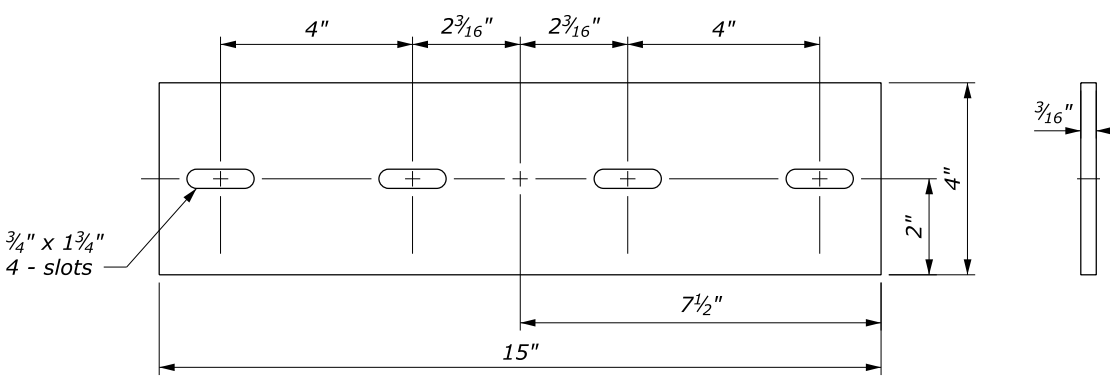
NOTE:
 1. Spacing between multiple mailboxes and height of mailbox above ground level are as established by the U.S. Postal Service. H is usually 3'-4" to 4'-0".



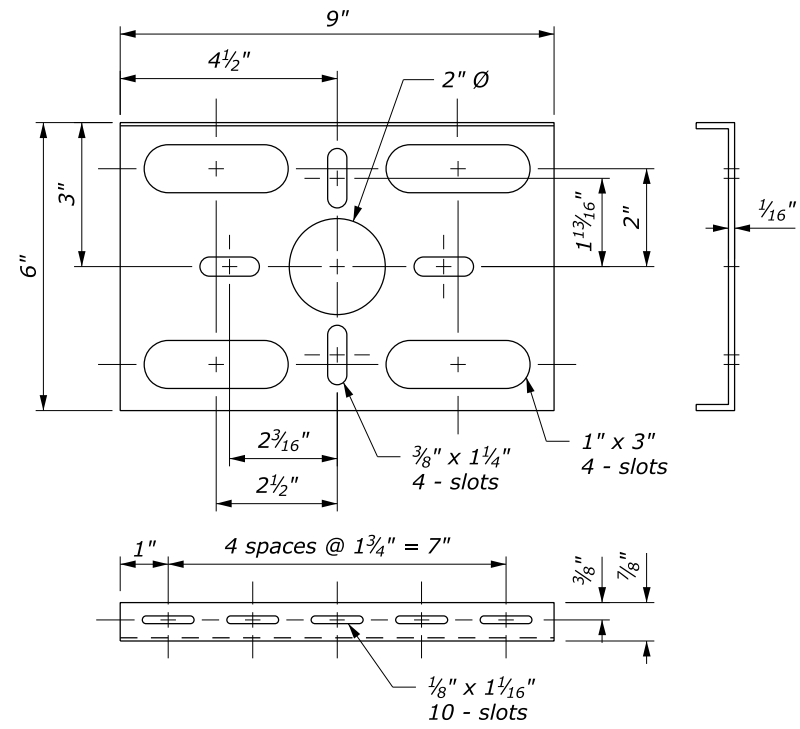
SPACING FOR MULTIPLE INSTALLATION



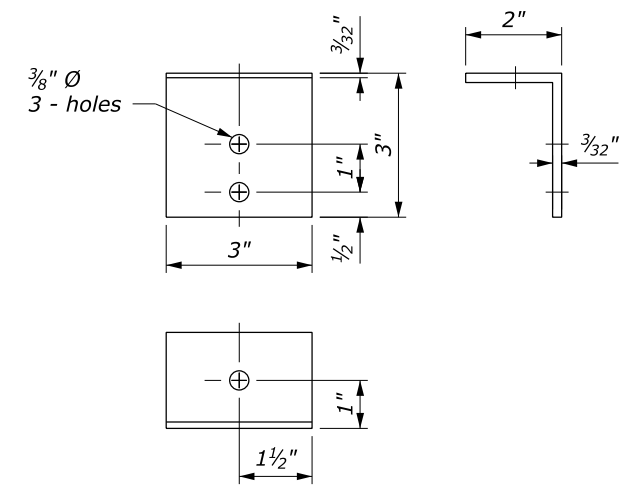
SPACER



ADAPTER PLATE



PLATFORM



BRACKET

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 WESTERN FEDERAL LANDS HIGHWAY DIVISION

U.S. CUSTOMARY DETAIL

**MAILBOX ASSEMBLY
 SERIES B**

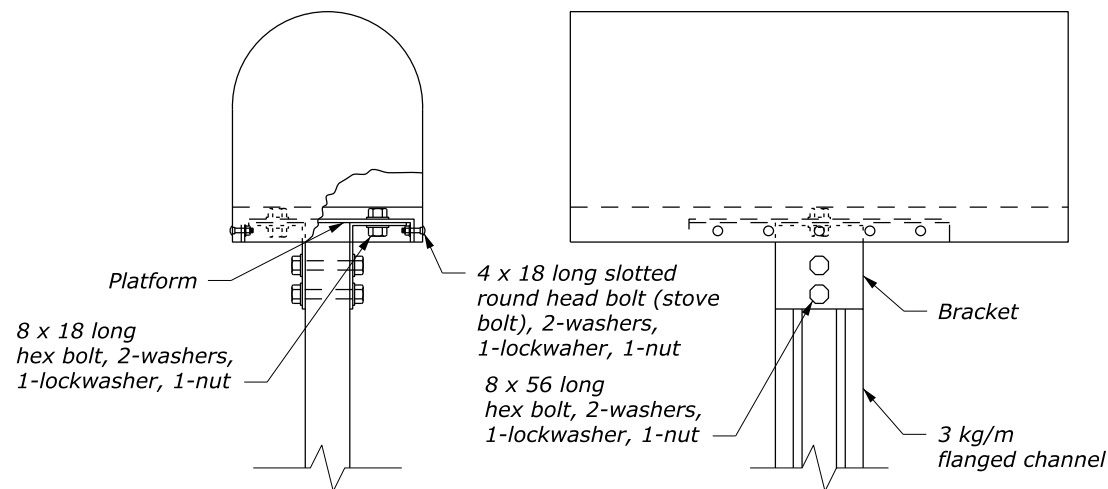
DETAIL APPROVED FOR USE --/----

REVIS: DRAFT: 11/2014

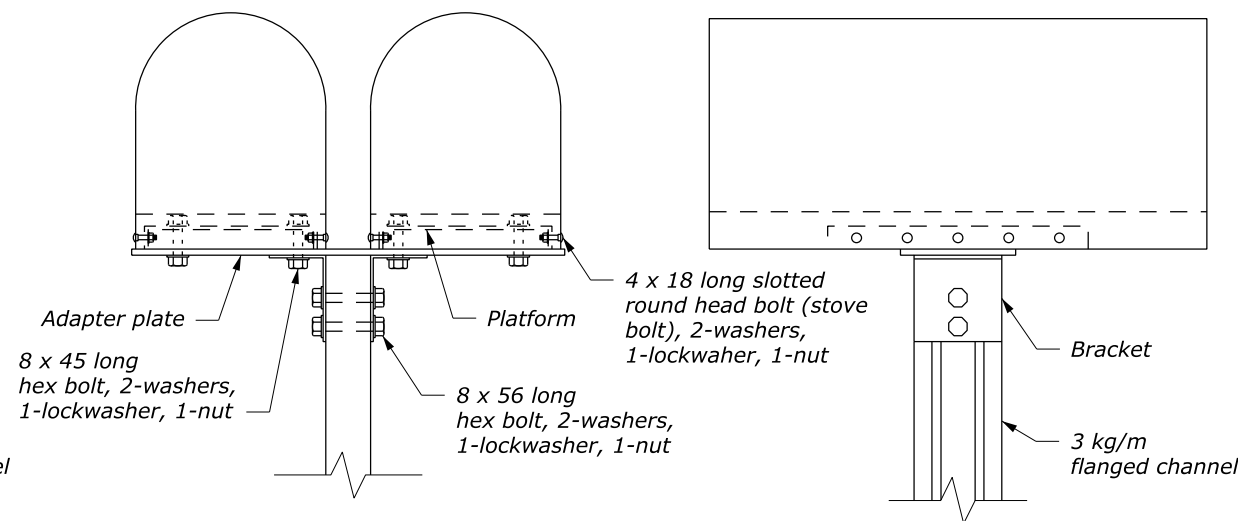
DETAIL W646-3

NO SCALE

c:\myfiles\pw_production\dms43605\W646-3.dgn [USC] 29 June 2016 11:13 AM



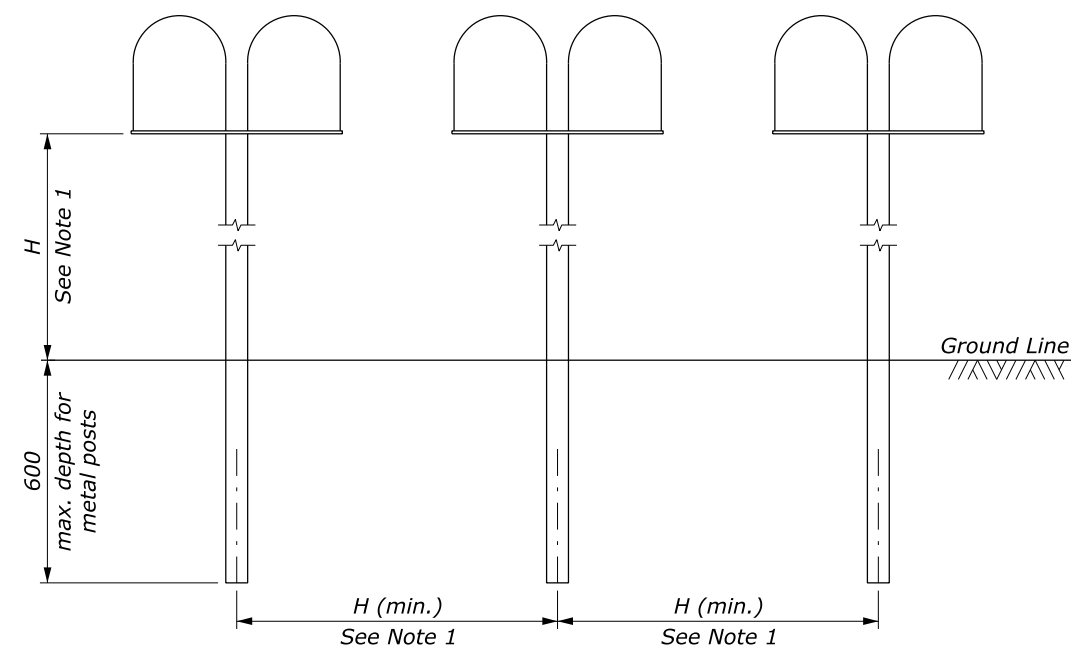
SINGLE MAILBOX INSTALLATION



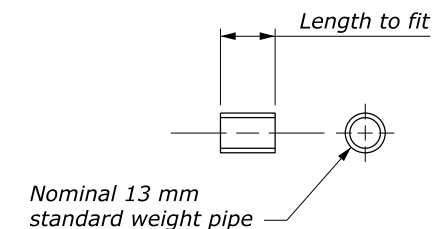
DOUBLE MAILBOX INSTALLATION

NOTE:

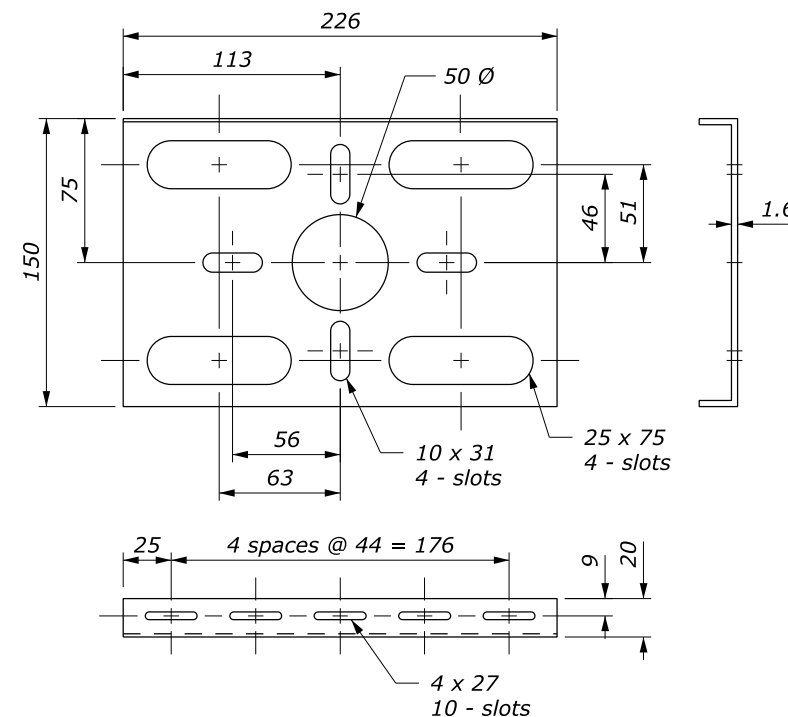
1. Spacing between multiple mailboxes and height of mailbox above ground level are as established by the U.S. Postal Service. H is usually 1.0 m to 1.2 m.
2. Dimensions without units are millimeters.



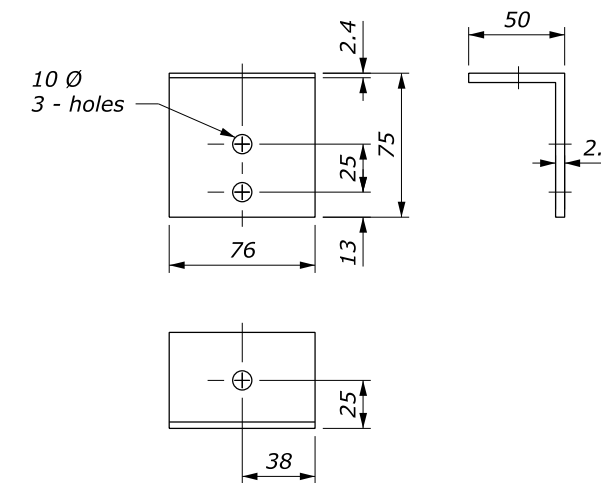
SPACING FOR MULTIPLE INSTALLATION



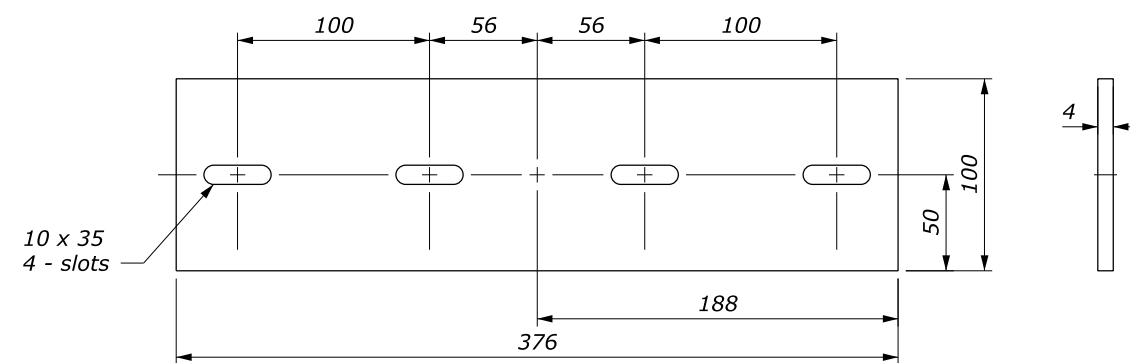
SPACER



PLATFORM



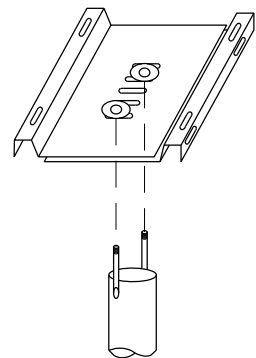
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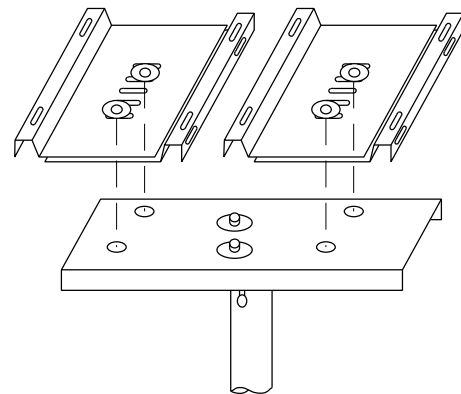
ADAPTER PLATE

NO SCALE

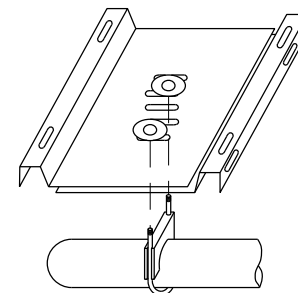
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WESTERN FEDERAL LANDS HIGHWAY DIVISION	
METRIC DETAIL	
MAILBOX ASSEMBLY SERIES B	
DETAIL APPROVED FOR USE --/----	DETAIL
REVISED: 11/2014	MW646-3



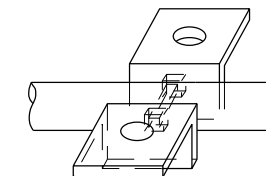
SINGLE MAILBOX MOUNT



DOUBLE MAILBOX MOUNT



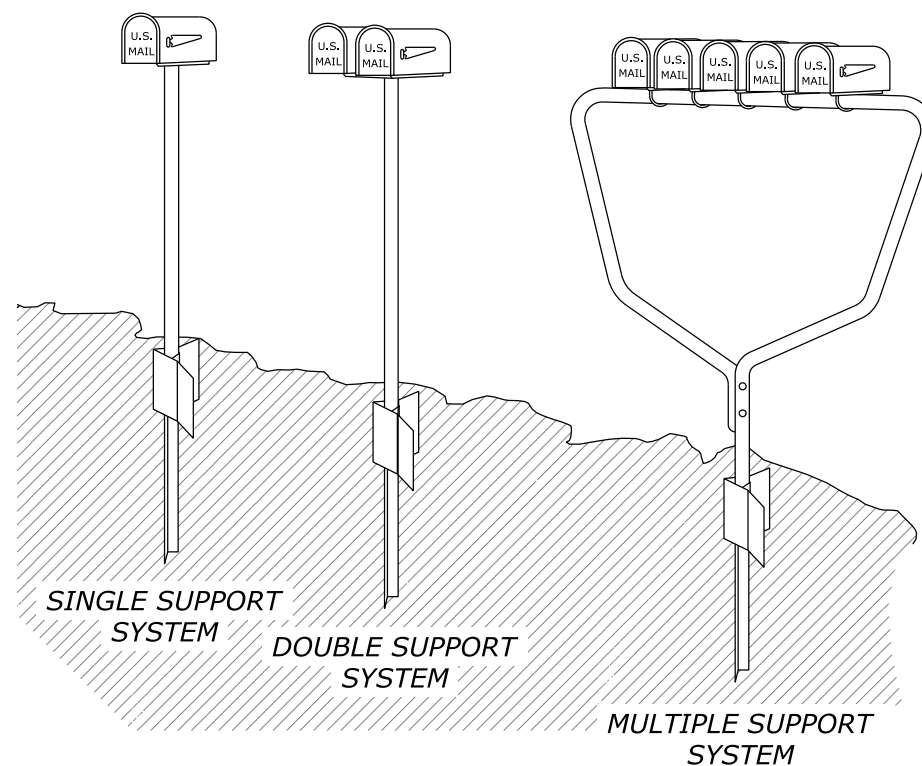
MULTIPLE MAILBOX MOUNT



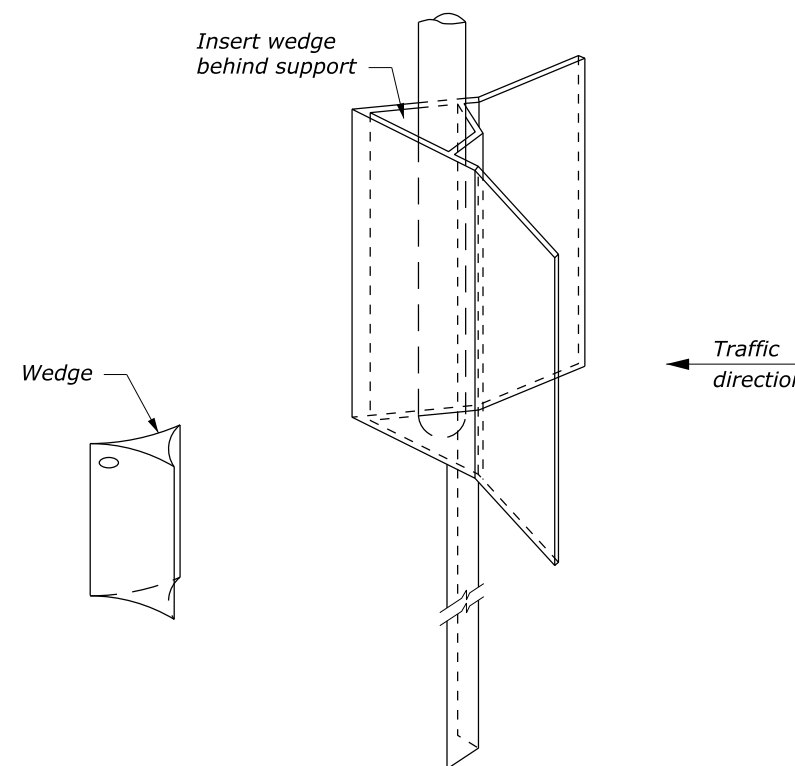
BRACKET MOUNT ALTERNATIVE

NOTE:

1. Opposite orientation with wedge on traffic approach side of post is allowable but not preferred.
2. Support frame and foundation are proprietary products commercially available.



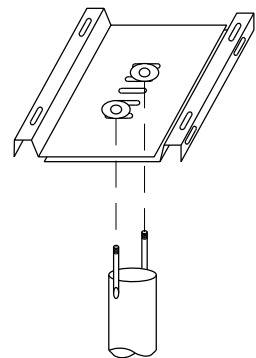
MAILBOX SUPPORT SYSTEM



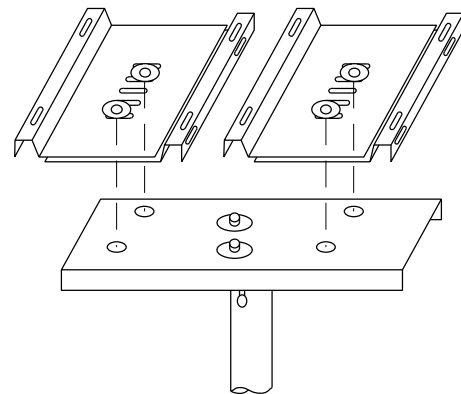
SUPPORT FRAME

NO SCALE

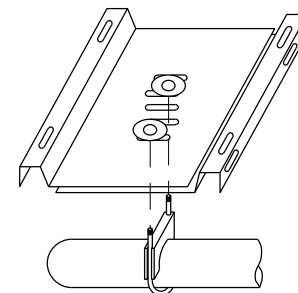
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WESTERN FEDERAL LANDS HIGHWAY DIVISION	
U.S. CUSTOMARY DETAIL	
MAILBOX ASSEMBLY SERIES C	
DETAIL APPROVED FOR USE --/----	DETAIL
REVISED: DRAFT: 11/2014	W646-4



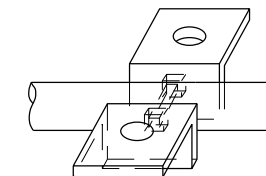
SINGLE MAILBOX MOUNT



DOUBLE MAILBOX MOUNT



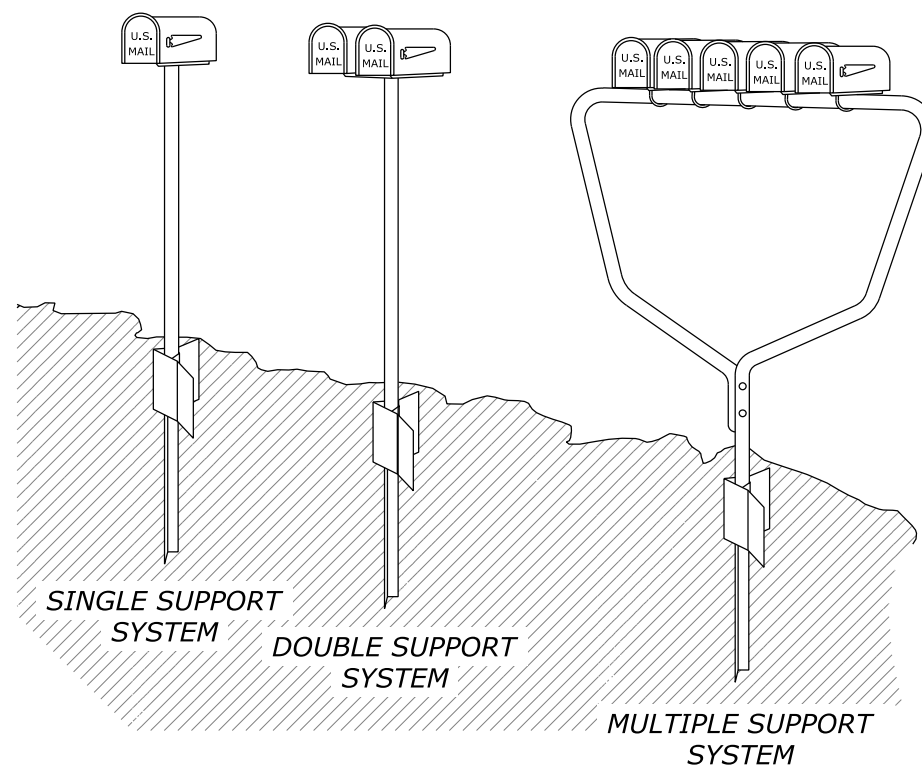
MULTIPLE MAILBOX MOUNT



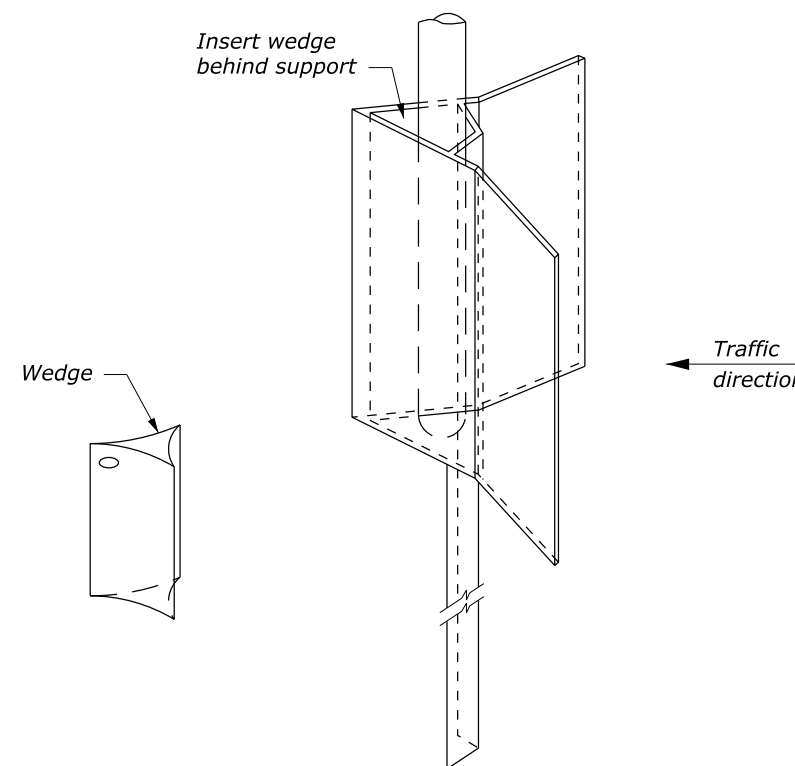
BRACKET MOUNT ALTERNATIVE

NOTE:

1. Opposite orientation with wedge on traffic approach side of post is allowable but not preferred.
2. Support frame and foundation are proprietary products commercially available.



MAILBOX SUPPORT SYSTEM



SUPPORT FRAME

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WESTERN FEDERAL LANDS HIGHWAY DIVISION	
METRIC DETAIL	
MAILBOX ASSEMBLY SERIES C	
DETAIL APPROVED FOR USE --/-----	DETAIL
REVISED: DRAFT: 11/2014	MW646-4