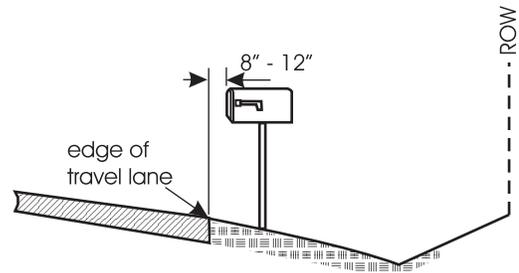


Mailboxes in Roadway Right of Way

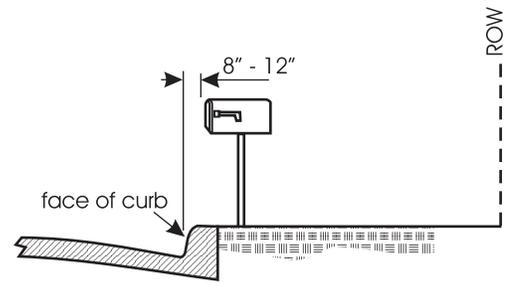
Since mailboxes are normally located within the “clear zone” (defined in “Sign Posts and Supports” [C14]) of the traveled way, crashworthy characteristics of mailboxes and supports are a concern. Also, mailboxes’ close proximity to the roadway often results in damage by maintenance equipment. The following information suggests design and placement of mailboxes and supports.

Placement Recommendations

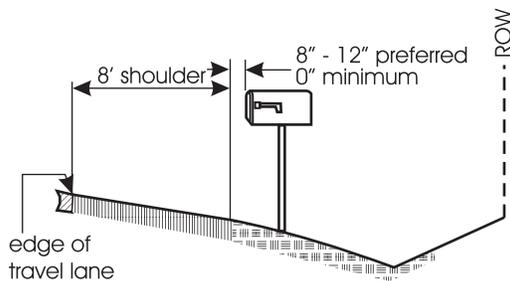
Lateral installation of mailboxes must offer the mail carrier easy access to the box from the delivery vehicle as well as necessary clearance from the traveled way. The following illustrations provide suggested installation locations relative to several road and street situations. (All proposed mailbox placements should be reviewed with the local post office prior to actual installation.)*



Lateral placement with no shoulder or turnout

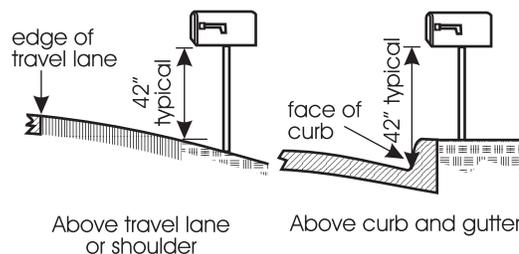


Lateral placement with curb and gutter



Lateral placement with shoulder or turnout

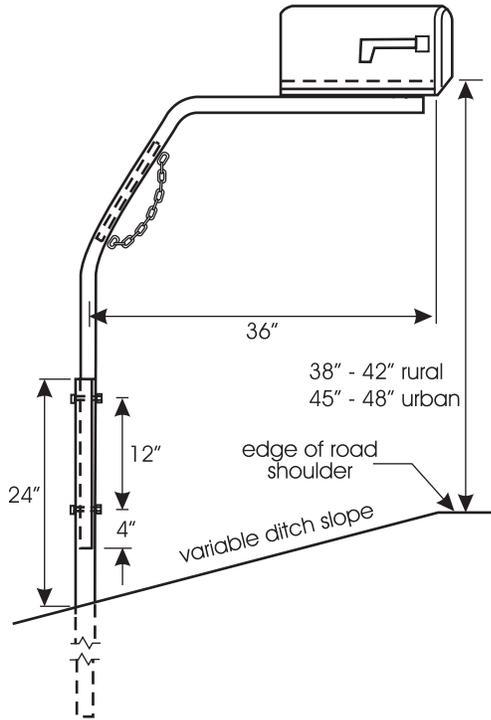
The height of mailboxes is governed by the United States Postal Service, which recommends an installation height of 42 to 48 inches, again for convenient access by the mail carrier.



Height of the mailbox

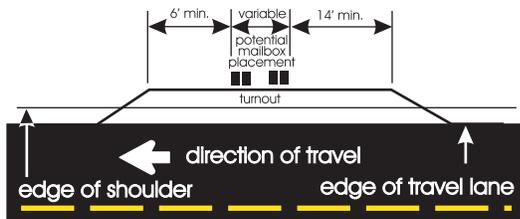
*Note: In consideration of uniformity and crashworthy features, some agencies have established programs to furnish and install approved design supports if property owners provide the mailbox.

One particular support design has been used effectively in some areas to reduce damage from snow plows and other maintenance equipment. This post provides a cantilever support, which places the vertical post section several additional feet from the traveled way. An example of this design is shown below.



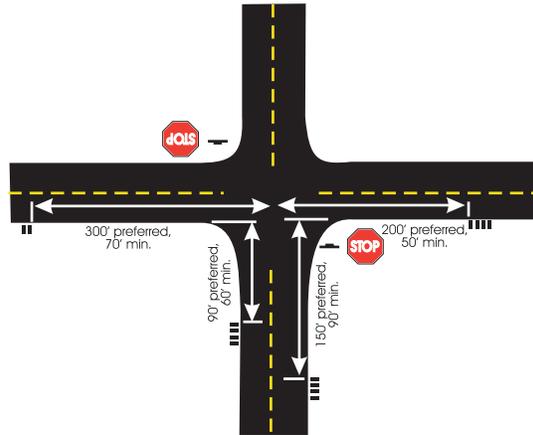
Mailbox support (steel pipe and sign post)

Mail delivery can be made safer and more convenient through the use of turnouts. These designs can be most effective where multiple mailboxes are present requiring the carrier to spend a considerable length of time in one location. An example of a suggested turnout design is shown in the following figure.

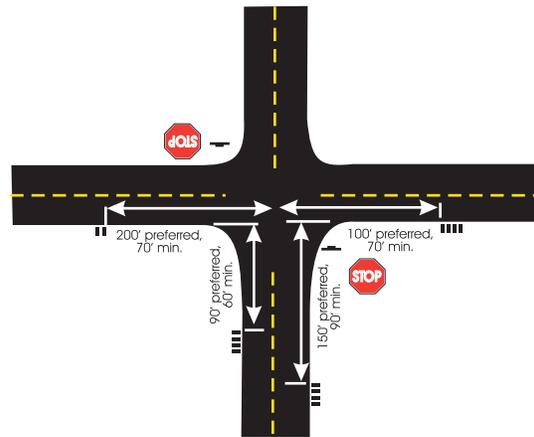


Longitudinal placement for turnout

Mailbox installations near intersections also should be studied for the potential safety of road users and mail carriers as well as convenience of the home owner. Suggested locations for mailbox installations are shown in the following figures.



Mailbox placement at rural intersections where through road speed limit \geq 55 mph

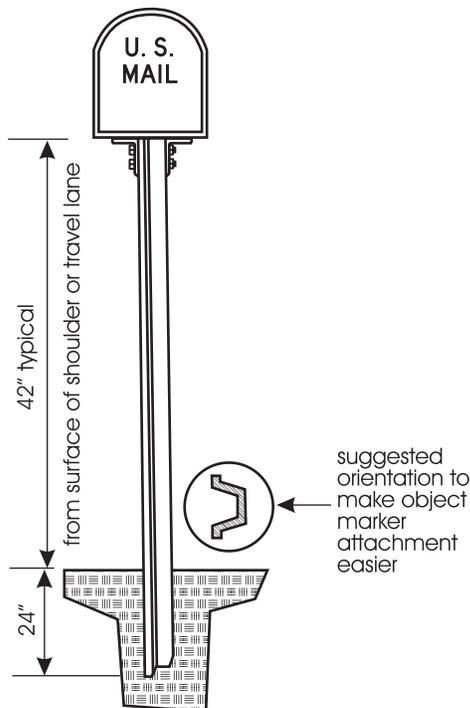


Mailbox placement at intersections where through road speed limit $<$ 55 mph

Mailbox Supports

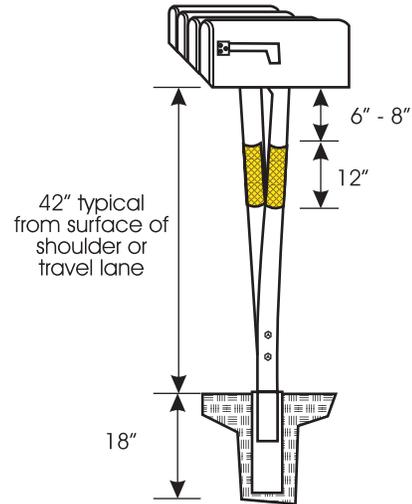
Supports or posts for mailboxes are of two general types: single support and multiple support. Although many existing mailboxes are supported on wood posts or by other means, crash testing has indicated that light metal or plastic are the best materials for meeting crash-worthy recommendations.

Support for a single mailbox can be provided by a channel post or a 2 to 2-1/2-inch thin wall steel pipe. Two small mailboxes can be mounted on a single support with the use of a proper adapter plate. Single supported mailboxes should not be placed closer than 2 feet apart, with a maximum of two single supports grouped together to avoid the “ramp effect” on vehicle impact. American Association of State and Highway Transportation Officials (AASHTO) guidelines recommend a spacing of 3/4 the mounting height. The following shows a suggested single mailbox support.

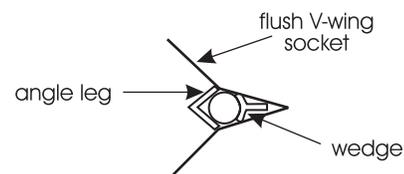
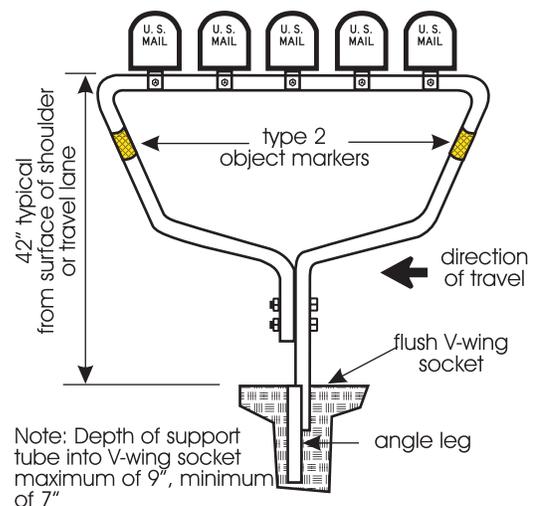


Installation of single mailbox support

Depending on the size of the mailboxes, up to five individual boxes can be installed on multiple support, commonly referred to as a “coat hanger” design. Adjacent multiple supports should not be placed closer than 4 feet, with no limit on the number of adjacent groups. The following figures show recommended multiple support design.



Installation of multiple mailbox support

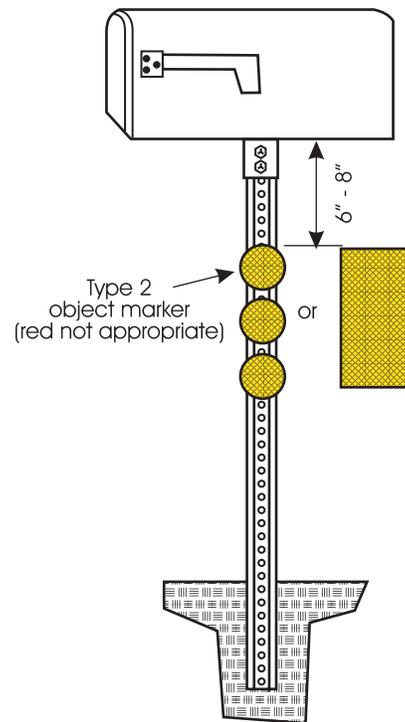


Installation of multiple mailbox support

These designs have been implemented in Texas. The Texas Department of Transportation and AASHTO's *A Guide for Erecting Mailboxes on Highways*, published in 1994, can provide more detailed information on design and experience.

Object Markers for Mailboxes

Use of proper object markers can provide increased visibility of mailbox installations at night. On two-lane, two-way roads and streets, consideration should be given to placing markers on both sides of the mailbox. A Type 2 object marker is the recommended device for this purpose. Use of a 12-inch strip of reflective sheeting on the upright portion of multiple supports also can be effective. This sheeting should be either yellow or white. Red is not an approved color for this application.



Example of reflective object markers for mailbox support