



- 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 11.1.
- MAILBOXES - FOR MAILBOX SPACING AND VARIABLE LENGTH, SEE SECTION 11.2.4, MAILBOX SUPPORT AND ATTACHMENT DESIGN.
- - A MINIMUM DESIGN FOR ROADS CARRYING LOW-SPEED TRAFFIC AND FOR LOCAL AND COLLECTOR ROADS.

HIGHWAY TYPE AND ADT, (vpd)	WIDTH OF ALL-WEATHER SURFACE TURNOUT OR AVAILABLE SHOULDER AT MAILBOX, 1 (FT.)		DISTANCE ROADSIDE FACE OF MAILBOX IS TO BE OFFSET BEHIND EDGE OF TURNOUT OR USEABLE SHOULDER, (FT.)	
	PREFERRED	MINIMUM	PREFERRED	MINIMUM
RURAL HIGHWAY OVER 10,000	12	8	8 TO 12	0
RURAL HIGHWAY OVER 1,500 to 10,000	12	8		
RURAL HIGHWAY 400 to 1,500	10	8		
RURAL HIGHWAY UNDER 400	8	(6) ²		(10) ³
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	6	0.00		
CURBED RESIDENTIAL STREET	NOT APPLICABLE		(8 TO 12) ⁴	(6) ⁴

ADT-AVERAGE DAILY TRAFFIC
vpd-VEHICLES PER DAY

NOTES:

1. IF THERE IS A NEED TO PROVIDE FOR INCREASED ACCESS, THE FOLLOWING MAY BE CONSIDERED IN CONJUNCTION WITH THE LOCAL POSTMASTER
 - A. PROVIDE A LEVEL CLEAR FLOOR SPACE 30 in. X 48 in. CENTERED ON THE BOX FOR EITHER SIDE OR FORWARD APPROACH.
 - B. PROVIDE AN ACCESSIBLE PASSAGE TO AND FROM THE MAILBOX AND PROJECTION INTO A CIRCULATION ROUTE (NO MORE THAN 4 in. IF BETWEEN 28 in. AND 80 in. AFF) SO THAT THE MAILBOX DOES NOT BECOME A PROTRUDING OBJECT FOR PEDESTRIANS WITH IMPAIRED VISION.
2. STRIVE FOR A 6 ft. MINIMUM; HOWEVER, IN SOME SITUATIONS THIS MAY NOT BE PRACTICAL. IN THOSE CASES, PROVIDE AS MUCH AS POSSIBLE.
3. IF A TURNOUT IS PROVIDED, THIS MAY REDUCE TO ZERO.
4. BEHIND TRAFFIC-FACE OF CURB.

SPECIFICATION REFERENCE
302

TURNOUT DETAIL

VIRGINIA DEPARTMENT OF TRANSPORTATION