



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.
 MAILBOXES = FOR MAILBOX SPACING AND VARIABLE LENGTH, SEE SHEET 603.01
 X = 0" - 12" MAILBOX FACE OFFSET. SEE TABLE.

HIGHWAY TYPE AND ADT, (vpd)	WIDTH (W) OF ALL-WEATHER SURFACE TURNOUT OR AVAILABLE SHOULDER AT MAILBOX, (FT.) (SEE NOTE 1)		DISTANCE (X) FROM FACE OF MAILBOX IS TO BE OFFSET FROM EDGE OF TURNOUT OR USEABLE SHOULDER, (IN.)	
	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 (SEE NOTE 2)		10 (SEE NOTE 3)
RESIDENTIAL STREET WITHOUT CURB OR ALL-WEATHER SHOULDER	6	0.00		
CURBED RESIDENTIAL STREET	NOT APPLICABLE		8 TO 12 (SEE NOTE 4)	6 (SEE NOTE 4)

ADT=AVERAGE DAILY TRAFFIC
 vpd=VEHICLES PER DAY

NOTES:

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

TURNOUT DETAIL