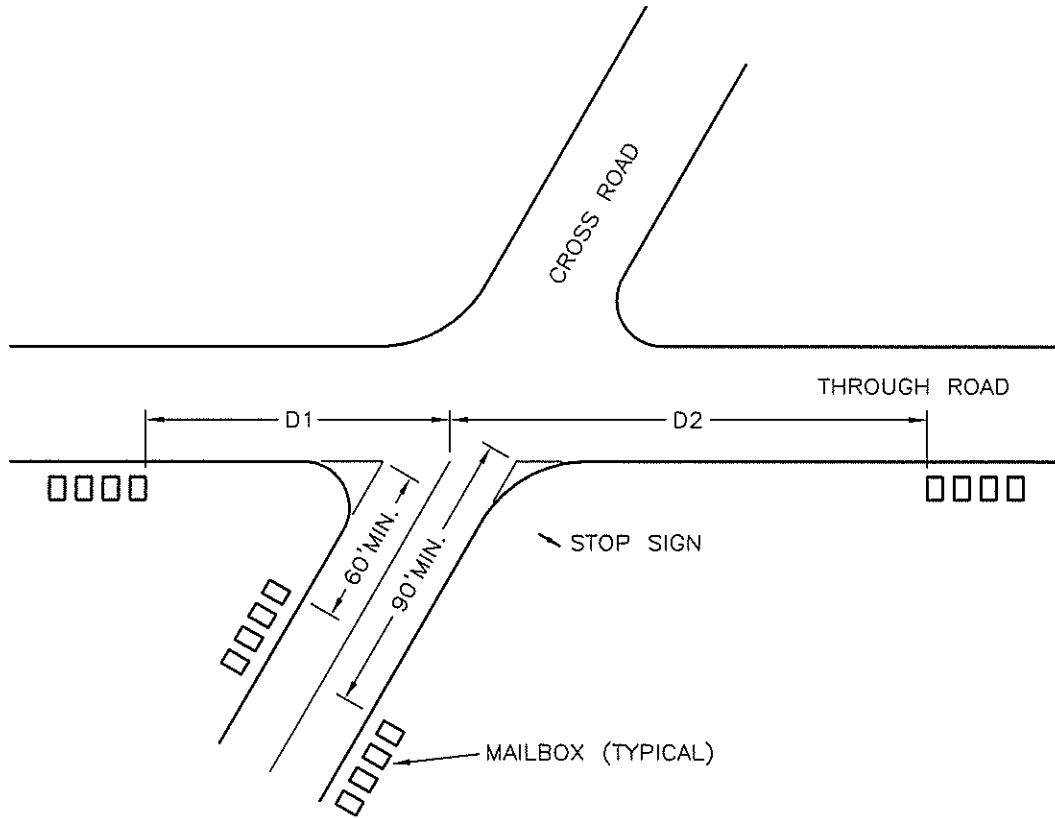


THROUGH ROAD SPEED M.P.H.	D1 (FEET)	
	$n v_c v_m \leq 4000$	$n v_c v_m > 4000$
$\leq 40$	70	200

THROUGH ROAD SPEED M.P.H.	D2 (FEET)		
	$\frac{v_c}{1.5N-.5} \leq 50$	$50 < \frac{v_c}{1.5N-.5} \leq 400$	$\frac{v_c}{1.5N-.5} > 400$
$\leq 40$	70	100	100

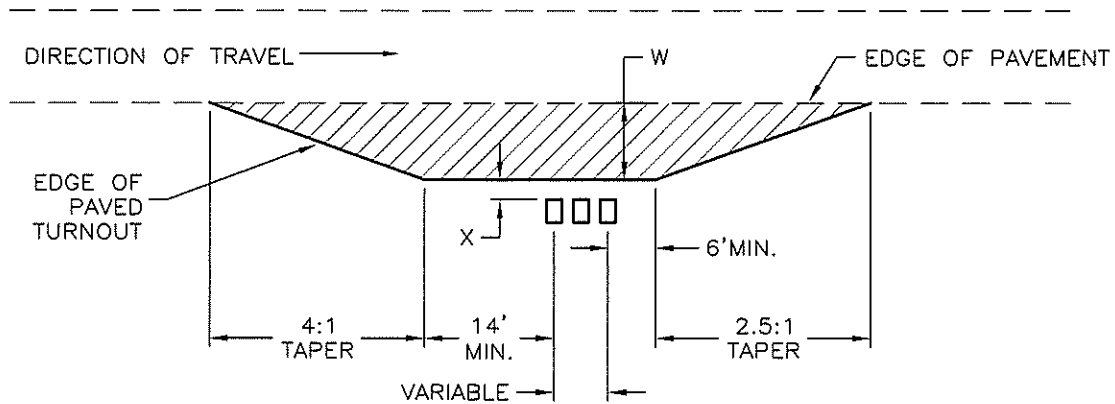


- $v_c$  AVERAGE DAILY TRAFFIC ON CROSS ROAD VEHICLES PER DAY
- $v_m$  AVERAGE DAILY TRAFFIC ON THROUGH ROAD VEHICLES PER DAY
- $n$  NUMBER OF MAILBOXES AT MAIL STOP

**MINIMUM CLEARANCE DISTANCES TO NEAREST CLUSTER BOX IN MAIL STOPS AT INTERSECTIONS**

**SEE NOTES ON PAGE 2**

NO.	REVISION	DATE	STANDARD DETAIL FOR PUBLIC WORKS CONSTRUCTION	SECTION:
			<b>CLUSTER BOX TURNOUTS</b>	<b>DOUGLAS COUNTY</b>
				DATE: <b>JULY 2017</b>
				DWG: <b>A17</b>



W = SEE TABLE 1 FOR WIDTHS

X = SEE TABLE 1 FOR MAILBOX FACE OFFSET (0" - 24")

**CLUSTER BOX TURNOUT  
(For Speeds < 40 MPH)**

**TABLE 1**

ROADWAY TYPE AND TRAFFIC CONDITIONS	WIDTH (W) OF ALL-WEATHER SURFACE OF TURNOUT OR AVAILABLE SHOULDER AT MAILBOX	DISTANCE (X) ROADSIDE FACE OF CLUSTER BOX IS TO BE OFFSET BEHIND EDGE OF TURNOUT OR USABLE SHOULDER
	MINIMUM (FEET)	MINIMUM (FEET)
RURAL ROAD	14'	0'
RESIDENTIAL STREET W/O CURB	12'	2'
RESIDENTIAL STREET WITH CURB	N/A	2' (BEHIND BACK OF SIDEWALK)

**NOTES:**

1. WHERE POSSIBLE, CLUSTER BOX SHALL BE LOCATED ON NORTH SIDE OF STREET, AS APPROVED BY USPS.
2. AN 8-FOOT TALL PEDESTRIAN LIGHT SHALL BE PROVIDED AS NEEDED. COMMUNITY DEVELOPMENT DIRECTOR OR TOWN SHALL APPROVE LIGHT FIXTURE.

NO.	REVISION	DATE	STANDARD DETAIL FOR PUBLIC WORKS CONSTRUCTION	SECTION: <b>DOUGLAS COUNTY</b>
			<b>CLUSTER BOX TURNOUTS</b>	DATE: <b>JULY 2017</b>
				DWG: <b>A17</b>