

Mailbox Installations along County Roads

For the past few years Hubbard County has been replacing non-conforming mailbox supports along County Roads and Highways within the limits of pavement resurfacing and reconstruction projects. This has been an effort to comply with the Minnesota State Law and MN/DOT Standards.

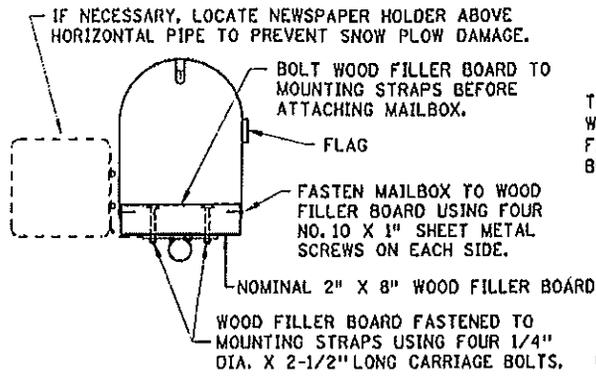
Minnesota Statutes, section 169.072 declares certain Mailbox Supports to be a public hazard, and authorizes local road authorities to remove those supports.

State standards require the county to have a clear area adjacent to driving lanes of roads and highways, and unlawful mailbox supports would be a violation of that standard.

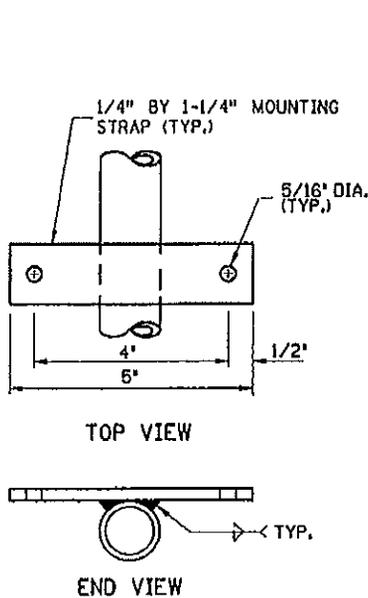
The New Mailbox Supports that have been installed by the County become and remain the property of the owner upon completion of the installation. Maintenance of Mailbox Supports becomes the responsibility of the owner. Mailboxes are the owner's responsibility and must conform to U.S. Postal Service requirements.

Separate Newspaper holders, supports and paraphernalia may result in damage to mailbox supports. Newspaper boxes should be installed adjacent to mailboxes and not below them as they can be more easily damaged by snow plowing.

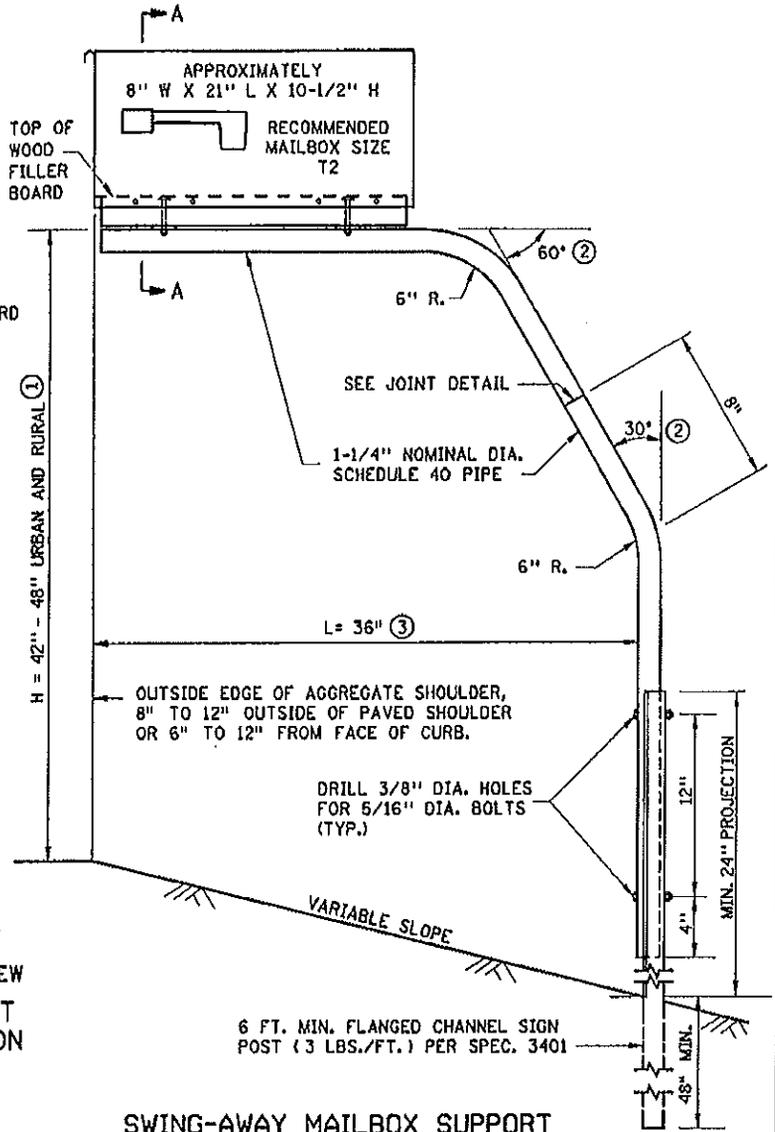
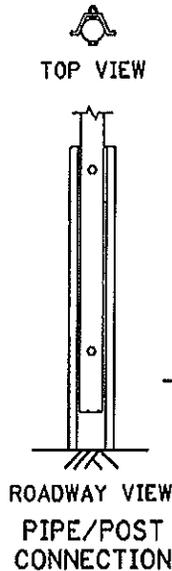
The County Board adopted policy (2/7/92) that *during snowplowing operations along county highways Hubbard County will not be responsible for damage to non-standard mailbox support installations. If the installation is a standard swing away mailbox support and damage is caused to the vertical support by direct contact of the snowplow equipment, then Hubbard County will repair or replace the support with a standard swing away mailbox support as soon as possible.*



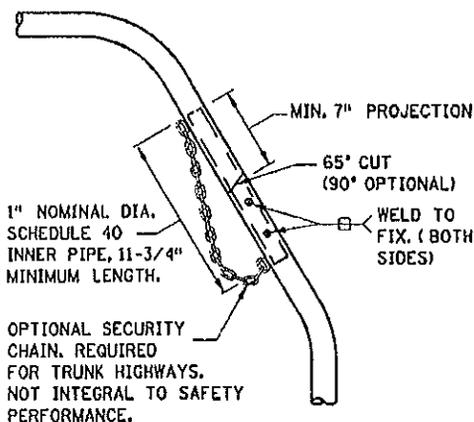
SECTION A-A



MOUNTING STRAP DETAIL



SWING-AWAY MAILBOX SUPPORT



JOINT DETAIL

NOTES:

MAILBOX LOCATIONS SHOULD BE STAKED BEFORE INSTALLATION FOR PROPER HEIGHT AND DISTANCE FROM THE ROADWAY. ONCE STAKED, THE INSTALLER MUST NOTIFY THE ENGINEER AND THE POST OFFICE. THE ENGINEER AND THE POSTMASTER SHALL APPROVE THE STAKED LOCATIONS PRIOR TO FINAL INSTALLATION.

THE MINIMUM SPACING (CENTER TO CENTER) BETWEEN MULTIPLE MAILBOX SUPPORTS SHALL BE EQUAL TO THE HEIGHT OF THE MAILBOX SUPPORT.

OTHER MAILBOX SUPPORT DESIGNS MAY BE USED IF THEY SATISFY NCHRP REPORT 350 CRITERIA IN ACCORDANCE WITH FHWA ACCEPTANCE LETTER, MEET MINNESOTA RULES 8818 AND U.S. POST OFFICE RECOMMENDATIONS AND ARE IN COMPLIANCE WITH MN/DOT REQUIREMENTS WHICH MAY INCLUDE THE FOLLOWING (REQUIRED ON TRUNK HIGHWAYS):

- PIPE SHALL CONFORM TO SPEC. 3362, SCHEDULE 40 OF ASTM A53/A53M.
- ALL FASTENERS SHALL CONFORM TO SPEC. 3391.
- PIPES, POST AND OTHER STEEL COMPONENTS SHALL BE GALVANIZED PER SPEC. 3392.

THE CONTRACTOR SHALL SEND THE SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL. FOR QUESTIONS REGARDING DESIGN ELEMENTS AND BREAKAWAY FEATURES, CONTACT THE DESIGN STANDARDS UNIT.

- ① ANY CHANGE IN HEIGHT (H) MUST BE APPROVED BY LOCAL POSTMASTER.
- ② 45° BENDS MAY BE USED AS AN OPTION.
- ③ A 48" OR 53" CANTILEVER LENGTH (L) MAY BE USED AS AN OPTION FOR NON-TRUNK HIGHWAY USE.

APPROVED JUNE 1, 2007

M. Rakus
STATE DESIGN ENGINEER

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
MAILBOX SUPPORT
SWING-AWAY TYPE

SPECIFICATION
REFERENCE
3362
3391
3392
3401

STANDARD
PLATE
NO.
9350A