Notes:
1. The mailbox support and hardware details shall consist of the "V-Loc Mailbox Support System" manufactured by:
   Traffic & Parking Control Co. Inc.

   Any alternate support system meeting the requirements of NCHRP Report 350 which has been crash tested and
   approved by the Federal Highway Administration may be used. Approved alternate mailbox assemblies shall
   be installed in the manner and arrangement shown.

2. The preferred location for all mailboxes is the Alternate "A" location. However, the Engineer may approve the
   Alternate "B" location if warranted by existing field conditions.

3. Postal regulations require that mailboxes must be located on the right-hand side of the road in the direction
   traveled by the carrier. Therefore, the Engineer shall contact the local carrier or postmaster before installing new
   mailboxes to verify the direction of travel.

4. Mailboxes installed on private drive approaches must always be located on the downstream side of the approach.

5. Install angle connection parallel to traffic flow for size 2 mailbox mounted on angle posts.

6. Size 2 mailbox mounted on multiple support requires 2 each, 3/8” by 3” bolts with lock washers and nuts to
   attach the adapter plate to mounting bracket. The unit width requires 4 angle connections to attach to the
   formed tube support frame. See Detail A.

7. Space multiple support frames a minimum of 4 feet apart. Space single support frames a minimum of 3 ft
   apart. Do not install more than five No. 1 mailboxes, three No. 2 mailboxes, or any combination of four No. 1-A
   and No. 2 mailboxes on multiple support frames.

Mailboxes installed in the manner and arrangement crash tested.

Any other equal support system meeting the requirements of NCHRP Report 350, which has been crash tested, and
approved by the Federal Highway Administration may be used. Approved alternate mailbox assemblies shall
be installed in the manner and arrangement shown.

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