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City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

June 13, 2003

Ms. Lucy Anthony
3150 27 ½ Road
Grand Junction, CO 81501

RE: TEDS Exception No. 22-03, for a Mailbox Enclosure at 3150 27 ½ Road

Dear Ms. Anthony;

Please find attached the committee's decision on the above request. I have attached the two pages of standards for the construction of mailboxes adjacent to City streets. As you can see from these regulations, the primary consideration for the construction of these facilities is the safety of the driving public. I would encourage you to tailor the design of your mailbox support to meet these expectations. I believe it is still possible to develop your idea of a support that coordinates with the rest of your home style. It just needs to take these important safety issues into consideration. Any design which meets these conditions can be permitted without revisiting this design exception process.

If you have any question concerning this decision, please feel free to contact the Development Engineer in charge of your project or me at (970) 256-4047.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. McDill".

Michael G. McDill, P.E.
City Engineer

C: Rick Dorris, Development Engineer (256-4034)
Pat Cecil, Development Services Supervisor

the 10 foot clear zone, all installations must be placed "as near as practical" to the edge of the public right-of-way. This policy is applicable to all arterial and major collector roadways whose posted speed limit is in excess of 30 miles per hour and is intended to provide minimum standards for the purpose of protecting the public health, safety, and welfare. Dynamic performance for breakaway objects shall be evaluated in accordance with current AASHTO specifications.

8.2 Utilities

All utilities shall be placed in the roadway section as set forth in the City Standard Details.

8.3 Mailboxes

8.3.1 Location

1. Mailboxes may be located within public rights-of-way so as not to obstruct pedestrian or vehicular traffic.
2. In no case shall a mailbox obstruct a sidewalk, the traveled way of a roadway, the road shoulder, or impede maintenance activities associated with the facility. Mailboxes shall not be permitted within sidewalks, paths, or roadside ditches.
3. On roads without a curb, the mailbox face shall be located a minimum of eight feet from the traveled way and adequate shoulder areas shall be provided for mail pickup and delivery.
4. Streets with a curb and detached sidewalk: the mailbox face shall be located a minimum of 1 foot behind the curb face. The mailbox should have a rear-facing door to facilitate mail removal without stepping into the street. Streets with attached sidewalk: the mailbox face shall be located a minimum of 1 foot behind back of walk.
5. Group, gang mailboxes, or neighborhood box units shall not be placed in the area designated for sight distance or sight zone. Neighborhood mailboxes shall be considered a commercial location and must maintain the required driveway setback from intersections. Neighborhood mailboxes shall be shown on the utility composite and road plans.

8.3.2 Construction Standards

Mailboxes erected on public right-of-way shall be of light sheet metal or plastic construction conforming to the requirements of the U.S. Postal Service. Construction of supports and details shall be in accordance with AASHTO "A Guide For Erecting Mailboxes on Highways", 1984.

8.3.2.1 Mailbox Support Standards

1. A single 4-inch x 4-inch square wooden post embedded no more than 36 inches into the ground; a single 4½ inch diameter wooden post embedded no more than 36 inches into the ground; a single metal post with a strength no greater than a 2-inch standard strength steel pipe (2 3/8" O. D.) and embedded no more than 24 inches into the ground will be acceptable as a mailbox support.
2. A metal post shall not be fitted with an anchor plate, but it should have an anti-twist device that extends no more than 10 inches below the ground surface.
3. Supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed.
4. The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post top if a vehicle strikes the installation.
5. No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing, or meet the requirements set forth in the above AASHTO guidelines.
6. Mailbox support designs that differ from the AASHTO guidelines are subject to the exception process outlined in Chapter 14.
7. Lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.

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City of Grand Junction
Department of Public Works and Utilities
Engineering Division
250 North Fifth Street
Grand Junction, CO 81501-2668
FAX: (970) 256-4011

DESIGN EXCEPTION #DE22-03

To: Mark Relph, Director of Public Works & Utilities
Thru: Tim Moore, Public Works Manager
Copy to: Rick Dorris, Development Engineer
Pat Cecil, Development Services Supervisor
From: Mike McDill, City Engineer
Date: June 9, 2003
RE: Exception from mail Box Enclosure at 3150 27 ½ Road

DESCRIPTION OF THE SITUATION

Applicant is planning to construct a brick mail box enclosure at the above location. They intend for this enclosure to be sturdy enough to protect their property from and errant vehicles. Section 8.3 *Mailboxes*, requires that these facilities be so as to be as safe as possible when contacted by a vehicle. I have attached the two pages of TEDS on this specific issue to emphasize the importance of the proper treatment of mailboxes and these types of obstacles in and near the roadway.

The applicant requests exception from Section 8.3 *Mailboxes*.

EXCEPTION CONSIDERATIONS

1. Will the exception compromise safety?

This request for an immovable obstacle at the back of the curb or walk will present a significant compromise of the safety of the driving public. The applicant indicates that conditions can exist for a vehicle to need this particular area for emergency maneuvers. Placing this type of obstacle in that location would seriously increase the severity of any future accident.

2. Have other alternatives been considered that would meet the standard?

There are plenty of other alternatives available to accommodate their need to receive mail service in a manner safer for the traveling public.

3. Has the proposed design been used in other areas?

There may be other examples of this type of mail box support around the City, but they will have to be removed over time to maintain safer streets within the community.

4. Will the exception require CDOT or FHWA coordination?


No.

5. Is this a one-time exception or a manual revision?

This would be a one-time exception.


Staff Recommendation

I recommend denial of the requested Design Exceptions to Section 8.3, *Mailboxes* to allow a brick mail box enclosure at the above location.

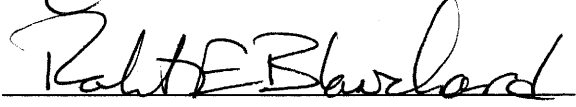
Recommended by: 

Approved as Requested: _____

Denied: _____







MEMORANDUM



Date: June 10, 2003

*To: Bob Blanchard, Community Development
Rick Beaty, Fire Department*

From: Sandi Nimon, Sr. Administrative Assistant Sandi

*Subj: DE22-03 Exception from mailbox Enclosure at 3150
27 ½ Road*

*Please make your comments on the above design
exception no later than Friday, June 13, 2003.
I would appreciate it!*

Sn

COPY

6-4-03


Mr. McDill,

I am requesting permission to erect a brick mail box in front of my home at - 3150 27 1/2 Rd. ^{1/2} This is located in the Spring Valley Sub-division on 27 1/2 Rd. The house is 25 years old. We are remodeling and replacing river rock with brick and would like to have a matching brick mail box.

The mail box would also be a safety feature. in 1994 a car flipped over coming down that hill and came up our drive way upside down up to our garage door. The brick mail box would prevent this from happening again.

241-2328

Thank You
Lucy Anthony



A brick mailbox
is not allowed in
the city limits but
you can write a
letter to the City
Engineer and request
a TEDS exception.

The City Engineer is
MIKE McDILL

Roeberta Sampson
2905 Beechwood St
Grand Junction CO 81506

the 10 foot clear zone, all installations must be placed "as near as practical" to the edge of the public right-of-way. This policy is applicable to all arterial and major collector roadways whose posted speed limit is in excess of 30 miles per hour and is intended to provide minimum standards for the purpose of protecting the public health, safety, and welfare. Dynamic performance for breakaway objects shall be evaluated in accordance with current AASHTO specifications.

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MEMORANDUM

CITY OF GRAND JUNCTION ENGINEERING DEPARTMENT

TO: File

FROM: Rick Dorris

DATE: June 5, 2003

SUBJECT: Brick Mailbox for 3150 27 ½ Road

Ms. Lucy Anthony is requesting to build a brick mailbox at her home, address above.

The TEDS is very specific about not allowing significant structures to be erected for mailboxes. The reason is to avoid injury when a car strays off the road and hits it. Section 8.3.2.1.3 states "Supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed." It is referring to 4" X 4" wood supports or small diameter steel pipe. I doubt that a brick mailbox can meet any crash test standards.

ALTERNATIVES

There are a myriad of alternatives that can be considered for mailbox construction.

PROPOSED DESIGN

There has been no proposed design, simply a request for a brick mailbox.

IMPACTS OF CHANGE

It is assumed that the existing mailbox meets TEDS standards. The requested change would be to construct something that is unsafe.

STAFF REVIEW

- According to the TEDS manual safety would be compromised to the errant car.
- Many alternatives are available.
- It is assumed the design has been used in other areas, created extensive damage, and that is the reason for the crash test requirement of the TEDS.
- It won't require CDOT or FHWA coordination.
- Excepting the TEDS this time would create a precedent so it would de facto be a manual revision.

CONCLUSION

There is no good reason to allow this TEDS exception. The applicant is trying to protect her house from errant cars and the TEDS is trying to keep this same car/people from being significantly hurt.

From: Rick Beaty
To: Mike McDill; Sandi Nimon
Date: 6/11/03 1:12PM
Subject: Re: Design Exception DE-21

I am in concurrence with denial of DE22-03. This application is a serious impediment to public safety. In addition, I find that it would/could be problematic for emergency response.

Rickb

>>> Sandi Nimon 06/11/03 09:35AM >>>

Mike, Rick Beaty was just in my office and says he just reviewed this design exception and concurs with your recommendation - Folkestad Office, 2321 Logos Drive.

Bob, I don't see that we've received a response from you on this one.

Now, we just have one other exception out there, which is DE22-03 at 3150 27 ½ Road. (Mailbox). If you can send your responses as quickly as possible, it would be appreciated!

Sandi

CC: Bob Blanchard; Mark Relph

From: Bob Blanchard
To: Mark Relph; Rick Beaty
Date: 6/12/03 10:15AM
Subject: TEDS Exception Mailbox Enclosure

I concur with Mike's recommendation to deny the TEDS exception for TEDS Exception DE22-03

CC: Mike McDill; Sandi Nimon