

ARCHITECTURAL MAILBOXES
 20741 MANHATTAN PLACE
 TORRENCE CA 90501-1829
 www.architecturalmailboxes.com
 5100 (Locking)
 5500 (Contemporary)
 6200 (Locking)
 7500 (Contemporary)

ARMADILLO ENCLOSURES
 PO BOX 462199
 ESCONDIDO CA 92046-2199
 www.armadilloenclosures.com
 1000F (Traditional)
 1000R (Locking)

BOBI COMPANY
 32 HILLCREST AVE
 COLLINGSWOOD NJ 08108-1315
 www.bobicompany.com
 B037000A (Locking)
 B039000A (Locking)
 B022000 (Locking)
 B025000 (Locking)
 B055000 (Locking)
 Exhibit E

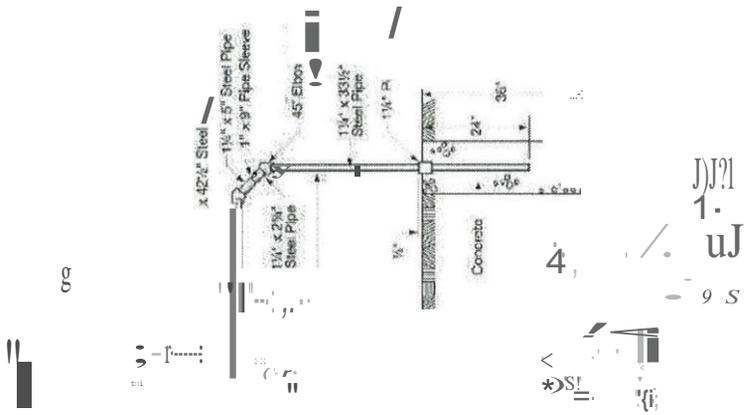
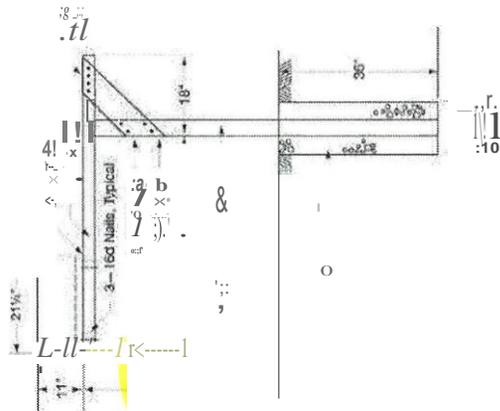
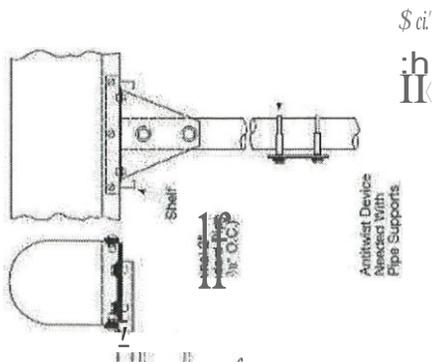
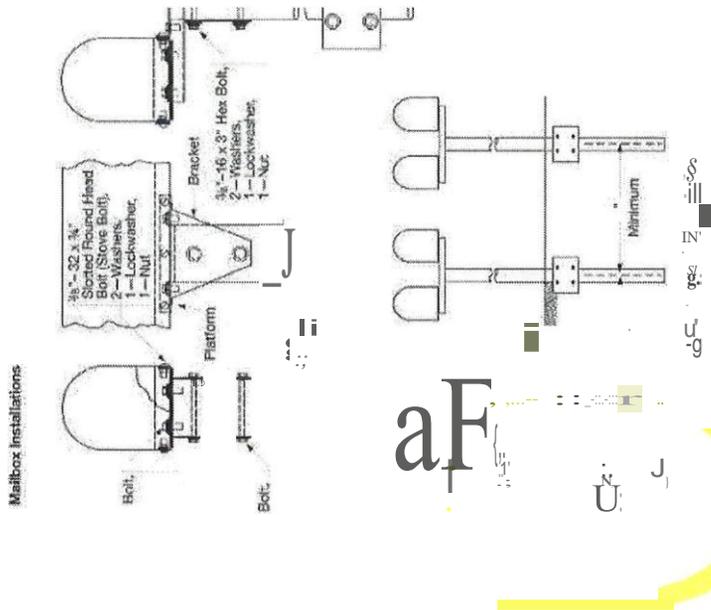


Exhibit F





BRANDON INDUSTRIES
1601 WILMETH RD
MCKINNEY TX 75069-8250

<http://www.hrwulonindustries.com>

- M1 (Contemporary)
- M2 (Contemporary)
- M3 (Contemporary)
- M4 (Contemporary)
- M5 (Contemporary)

BRIGHTLIGHT SOLUTIONS
201 SW 25TH AVE
CAPE CORAL FL 33991-1236

<http://www.brightlightsolutions.com>

- 1000 (Contemporary)

CROWN EXPRESSIONS
2014 OAK GROVE RD
ATLANTA GA 30345-3843

www.crownexpressions.com

- BA12 (Accessory)
- BA12 (It's a Beautiful World)
- BA12 (Be My Valentine)
- BA12 (Season Greetings)
- BA12 (Have a Beautiful Day)
- BA12 (It's a Boy)
- BA12 (It's a Girl)

DAVIS TOOL
215SWWOODST
HILLSBORO OR 97123-5627

www.lockinmailbox.com

- 1022-X (Locking)
- 1025-X (Locking)
- 1123-X (Locking)
- 1125-X (Locking)

DVAULT COMPANY INC
9457 S UNIVERSITY BLVD STE 280
LITTLETON CO 80126-4976

www.dvault.com

- DVCS0015 (Locking)
- DVU0050 (Locking)

ENERGY TECHNOLOGY LABS
2351 TENAYA DR
MODESTO CA 95354-3925

www.energylabs.com

- Secure Mail Vault (locking)

EPOCH DESIGN
17617 NE 65 ST STE 2
REDMOND WA 98052-4979

www.epochdesign.com

- Mail Boss-7104 (locking)

ESTES DESIGN AND MANUFACTURING
470 S MITIHOEFFER RD
INDIANAPOLIS IN 46229-3058

www.estesdesign.com

- EPS2640437 (Contemporary)
- EPS2640319 (Contemporary)

on the far side of the crossroad increases the chance the crossroad driver will pull into the path of the vehicle on the through road that is headed for the mail stop. A mail stop in advance of a stop sign creates the potential for a vehicle at the mail stop blocking the view of the stop sign. The least troublesome location for a mail stop at these intersections is adjacent to a crossroad lane leaving the intersection. Nevertheless, there is still a chance that a driver reentering traffic from the mail stop will not see or be seen from a vehicle turning onto the crossroad. Figure 4 shows possible locations of mail stops at a typical rural intersection. Using the mail stop location dimensions in the figure will minimize the effect a stop will have on an intersections operation and minimize the hazard to persons using the mail stop.

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Highway (Rural and Tertiary) Conditions	Mailbox - Meters	Mailbox - Feet	Should Be - Mailbox Location
Rural highway ADT over 10,000 vpd	> 3.0	LO	200 to 300 Behind Traffic Face of Curb
Rural highway ADT = 1,500 to 10,000 vpd	3.0	2.4	200*
Rural highway ADT = 100 to 1,500 vpd	2.4	> -	150 Behind Traffic Face of Curb
Rural road ADT under 100 vpd	1.8		
Residential street without curb or all-weather shoulder	Not applicable		
Curbed residential street			

ADT = Average Daily Traffic

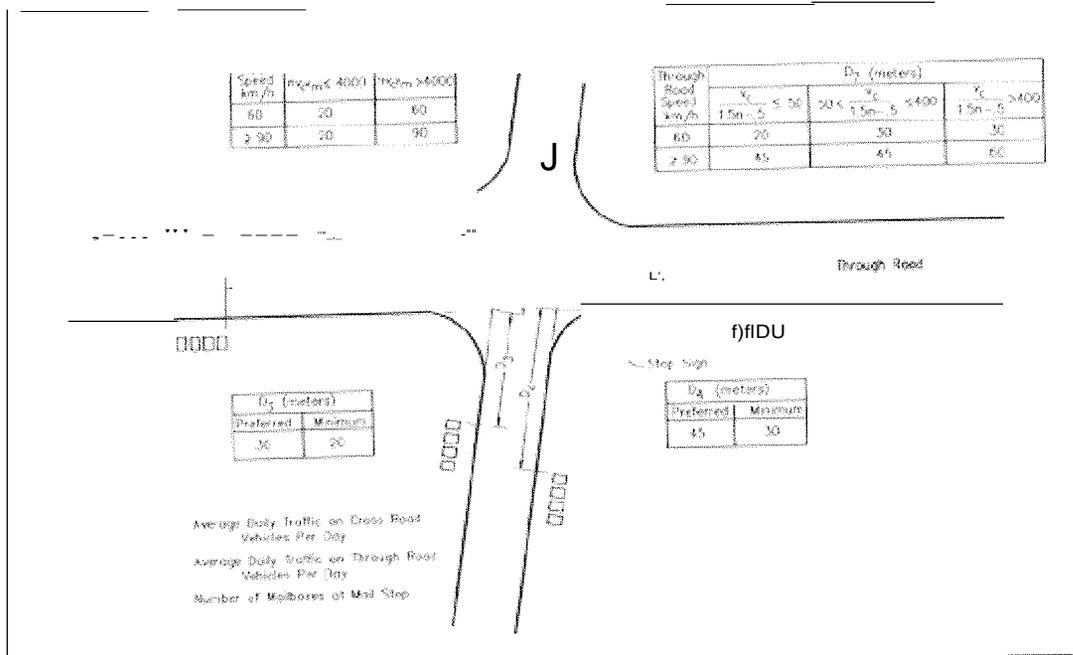
vpd = Vehicles Per Day

Mailbox height may be reduced to zero

Mailbox heights are usually set to accommodate the mail carrier. Typically, the bottom of the mailbox is located 1m to 1.2m above the mail stop surface.

Mailboxes should be located so that a vehicle stopped at a mailbox is clear of the adjacent traveled way. An exception to this principle may be reasonable on low-volume, low-speed streets and roads. But basically, a vehicle stopped at a mailbox should be clear of the traveled ways and the higher the traffic volume of speed, the greater the clearance should be.

Most vehicles stopped at a mailbox will be clear of the traveled way when the mailbox is placed outside a 2.4m wide usable shoulder or turnout. This position is recommended for most rural highways. For high-volume, high-speed highways, it is recommended that 3m wide turnouts should be provided where the shoulder is not 3m wide. Where conditions justify, 3.6m wide turnouts should be provided. However, it may not be reasonable to require even a 2.4m shoulder or turnout on very low-volume, low-speed roads or streets. To provide space outside the all-weather surface for opening the mailbox door, it is recommended that the roadside face of a mailbox be set 200mm to 300mm outside the all-weather surface of the shoulder or turnout. Suggested guidelines for the placement of mailboxes are shown in Table 1. These are based on experience and engineering judgment.



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When a mailbox is installed in the vicinity of an existing guardrail, it should, wherever practical, be placed behind the guardrail.