

## 8.0 STREET LIGHTING, UTILITIES AND MAILBOXES

This chapter outlines the requirements for street lighting, including whether lighting is required, installation, maintenance responsibilities, and acceptable poles and luminaires. Utilities are discussed for their placement in the rights-of-way.

### 8.1 Street Lighting

Street lighting shall be installed on all new and existing public streets at the expense of the developer. Streetlights shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The location of all streetlights shall be shown on the traffic plan or street plan, or other design drawings as required by the City or County.

#### 8.1.1 Luminance Requirements

Street lighting shall provide average illuminance in accordance with Table 8-1.

**Table 8-1  
Average Maintained Illuminance (Foot Candles) on Public Streets**

STREET CLASSIFICATION	AREA CLASSIFICATION		
	COMMERCIAL	INTERMEDIATE	RESIDENTIAL
Arterial	1.7	1.3	0.9
Collector	1.2	0.9	0.6
Local	0.9	0.7	*

\*On local residential streets, a standard light shall be located at each street intersection, at or near the throat of each cul-de-sac, and at a maximum spacing of 250 feet measured along the centerline of the roadway. Additional lights may be required on horizontal curves at other locations.

#### 8.1.2 Acceptable Poles and Luminaires

The standard streetlights are shown in Table 8-2.

**Table 8-2  
Standard Street Lights**

STREET LIGHT STYLE	USED ON STREET CLASSIFICATION	WATTAGE	POLE COLOR
GE Salem Luminaire Semi-Cutoff	Local Residential, Residential Collector	100	Black
Curvilinear Style Full-Cutoff “Hockey Puck”	Collectors, Arterials, Commercial	250-400	Black
Cobra Head Full-Cutoff – Flat Lens	Arterials (for existing overhead power), State Highways	100-400	Silver, Galvanized or existing wood pole

Height, wattage and spacing shall be determined by Utility Company in accordance with current IES standards. Where these standards conflict with existing lighting, design consideration will be given to consistency in the area.

### *8.1.3 Pedestrian and Bikeway Lighting*

When required, lighting for detached public pedestrian and bikeway trails shall be designed, furnished and installed by the utility company responsible for supplying electrical power to the development or area. The lighting standard shall be the cutoff luminaire style with 70-watt lamp.

Pedestrian lighting is not considered in street light luminaire calculations.

Pedestrian lighting is not normally required in residential subdivisions. Pedestrian lighting that is installed for decorative purposes shall be the responsibility of the homeowners’ association for the cost of utilities and maintenance.

### *8.1.4 Breakaway Structures and Lateral Clearances*

All fixed objects such as utility, street light poles, fire hydrants, telephone junction boxes, installed in the right-of-way shall be of the breakaway type meeting [AASHTO](#) construction specifications. If breakaway type construction cannot be provided, a minimum of 10 feet horizontal clearance shall be provided between the flowline of the street (or the edge of the paved traveled way) and any new or relocated non-breakaway structure in excess of 4 inches in height. For local streets, a 5-foot lateral clearance is recommended. If sufficient right-of-way or easement is not available for

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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