

Memo

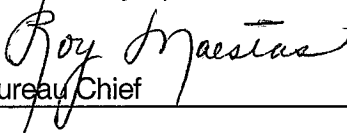
New Mexico Department of Transportation

SUBJECT: Design Directive
4-2003-Design (Adoption of the Millennium
Edition of the MUTCD)

DATE: 10-November-2003

TO: Internal Project Development Engineers-North
(Ed Escudero, Sixto Martinez, Joe Garcia and Bryan Peters)
Internal Project Development Engineers-South
(Benny Martinez, David Trujillo)

FROM: Roy P. Maestas
Internal Design Bureau Chief



FILE REFERENCE:
PSESHARE:Design Directives

Effective immediately, you are hereby directed to use the Millennium Edition of the Manual on Uniform Traffic Control Devices ("MUTCD") in your design of the Traffic Control Plans. There are two modifications to the Edition as defined on the attached letter from the Traffic Technical Support Section.

It is requested that the Districts and consultants also adopt the Millennium Edition in their designs.

As a reminder, the Design Directives reside in the PSESHARE drive. General Office staff can utilize the \\htdvms\pseshare drive to access the Directive. District staff can access the Directive utilizing the appropriate District drive as indicated below:

District 1	\\d1flsv03\design\$
District 2	\\d2flsv01\public\pse_section
District 3	\\d3flsv03\ps&e section
District 4	\\d4flsv04\designshared
District 5	\\D5flsv02a\D5Design
District 6	\\d6flsv02\pse_section

Attachment

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ENVIRONMENTAL GEOLOGY SECTION

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3/Tom Raught

4/Severiano Sisneros

5/John McElroy

6/Larry Maynard

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2/Virginia Lorenz/Paul Zagone

3/Mike Plese/Kathy Trujillo

4/Peter McDonald

5/James Gallegos/Miguel Gabaldon

6/Fernando Trujillo/Tom Kratochvil

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2/Ralph Meeks

3/Dennis Valdez

4/Ken Cordova

5/Phil Gallegos

6/Robert McCoy

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1/Harold Love/Maria Hinojos

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3/Kathy Trujillo

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5/David Martinez

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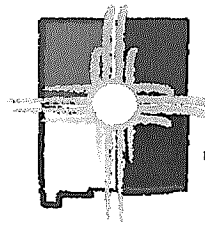
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INTRA DEPARTMENTAL CORRESPONDENCE

SUBJECT: Adoption of the Millennium Edition of the MUTCD
with exceptions

DATE: 10/17/03

TO: Roy P. Maestas
Internal Design Bureau Chief

FROM: Dee Beingessner 
Traffic Technical Support

The New Mexico State Transportation Commission has adopted the Manual on Uniform Traffic Control Devices (MUTCD) – Millennium Edition with two minor modifications. The Federal Highway Administration (FHWA) has approved of the modifications and concurs that the adoption of the MUTCD-Millennium Edition with these exceptions will be in substantial conformance with the MUTCD as required by federal law. This letter is to request that all affected personnel be notified through a Design Directive that the new MUTCD has been adopted and to explain the modifications and the reasons why they exist.

The modifications and explanations are as follows:

1. Modify Section 4C.02 to include a new Option statement after the second Standard statement to allow the use of 56% traffic volumes when considering the combination of warrants A and B together with the conditions identified in the first Option statement.
2. Modify Section 4C.08 to include a new Option statement at the end of the section to permit the use of 56% traffic volumes when considering crash warrants at intersections where the posted, statutory or 85th percentile speed on the major street exceeds 40 mph or at intersections within a built-up area of an isolated community having a population of less than 10,000.

Explanation

Both of the preceding recommendations are intended to provide consistency with interpretations implicitly allowed in the 1988 MUTCD. These modifications are also currently being proposed by the FHWA as changes to the MUTCD – Millennium Edition. These recommendations will allow the State more flexibility in placing signal control at intersections in areas where conditions are conducive to high accident severity.

3. Modify Section 5A.01 Standard B. to remove the wording that disallows a road on a designated State highway system from qualifying as a low-volume road.

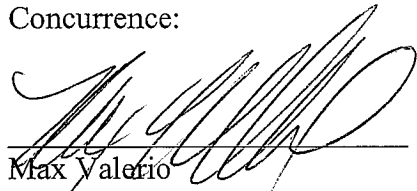
Explanation

In New Mexico there are many miles of low-volume unpaved roads designated as State Highways that ordinarily would be classified as County roads. Due to the rural nature of our state and limited resources of many counties, these roads have been included on the State's Highway system. Disallowing a state highway from qualifying as a low-volume road would put a significant burden on our state to sign numerous miles of unpaved, dirt roads to the same standards as our other roadways.

These minor modifications are in accordance with the Standard on page I-1 of the MUTCD – Millennium Edition which states that "...traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA."

If you have any questions or require additional information, please contact me at 827-0192.

Concurrence:



Max Valerio

Preliminary Design Bureau Chief

xc: Muffet Foy Cuddy, Transportation Planning Division Director
Ricardo Campos, Transportation Programs Division Director
Ernest D. Arculeta, State Maintenance Engineer
Charles Remkes
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