



MEMO

April 30, 2018

To: District Engineers

From: Michael A. Chacon, P.E. *M.A. Chacon, P.E.*
Director, Traffic Operations Division

Subject: Revised Mobile Operations Herbicide Truck Operations Standard Sheet TCP(3-5)-18

The Herbicide Truck Operations standard sheet, TCP(3-5)-18, has been revised to allow the option to use a Truck Mounted Attenuator (TMA) or a Trailer Attenuator (TA) attached directly to the herbicide application vehicle on conventional roadways. The shadow vehicle may, therefore, be omitted as stated in the new General Note #13 on the standard sheet in an effort to improve efficiencies without compromising safety. A shadow vehicle with a TMA or a TA will continue to be required on freeways and expressways.

If an attenuator unit is being attached to the herbicide vehicle, the particular model of TMA or TA should be matched to the herbicide vehicle based on the weight of the herbicide vehicle and manufacturers recommendations for the minimum weight of the vehicle supporting the attenuator unit. The attached table can be used to assist with this determination.

The weight of the herbicide vehicle with an empty herbicide tank should be used when determining which TMA or TA is appropriate for the particular vehicle. If a TMA is mounted on the herbicide vehicle, the weight of the TMA can be considered as part of the weight of the herbicide vehicle. The weight of a TA, however, should not be considered as part of the weight of the herbicide vehicle. The manufacturer's recommendations should be followed for mounting the TMA or TA.

To add a TMA or TA to an herbicide vehicle, please contact your local Fleet Operations Division (FOD) equipment supervisor. In most cases, this is a significant modification and will require adequate lead time and planning. The FOD equipment shop will handle the installations; however, districts will purchase the TMA or TA through minor equipment funds.

The revised Mobile Operations Herbicide Truck Operations standard sheet TCP(3-5)-18 may be used immediately and it is available in MicroStation and PDF formats at the following web address:

<http://www.dot.state.tx.us/insdot/orgchart/cmd/cserve/standard/toc.htm>

If you have any questions, please contact Doug Skowronek at (512) 416-3120 or me at (512) 416-3200.

Attachment

cc:	ADM	MNT	Thomas Johnson, P.E., AGC
	AUD	OCC	Thomas Bohuslav, P.E., AGC
	BRG	District Maintenance Engineers	Gregory Brinkmeyer, P.E., ATSSA
	CST	District Traffic Engineers	Kathy Stone, TEEX
	DES	Stephen Ratke, FHWA, Texas Division	Dawn Hinton, UTA
	FOD	Amelia Hayes, FHWA, Texas Division	

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Table 1. NCHRP 350 Test Level 3 Compliant TMAs Listed in the CWZTCDL.^a

Attenuator	Type	Support Vehicle Weight			Approx. TMA System Weight ^c (lbs)
		Used in Crash Tests ^b (lbs)	Minimum Recommended by Manufacturer ^c (lbs)	Maximum Recommended by Manufacturer ^c (lbs)	
U-MAD Cushion 100K	Truck	18,988	19,000	20,000	NA
SAFE-STOP™ 180	Truck	18,850	16,090	NA	2080
RAM 100K	Truck	19,509	NA	NA	1434
SS90 HD	Truck	NA	16,090	19,845	1996
MPS 350 III	Truck	19,842	NA	NA	1800
Scorpion C 10000	Truck	19,842	15,000 ^d	No Maximum ^d	2500
Verdegro Blade	Truck	22,120 & 16,010	16,010	22,120	3417 ^e
U_MAD 100k	Trailer	19,220	NA	NA	2525
SAFE-STOP™	Trailer	18,850	9920	No Maximum	2650
Vorteq TL-3	Trailer	18,850	10,000	No Maximum	1300
Scorpion	Trailer	20,042 & 10,022	10,000	No Maximum	1730
TTMA-100	Trailer	19,842	10,000	No Maximum	1450

NA = Not Available.

^a Two of the TMAs listed appear to be no longer available (i.e., Alpha 100K and SAFE-STOP™).

^b NCHRP 350 Test Number 3-50, 3-51, or 3-51M.

^c As documented in manufacturer information found online.

^d Based on more current MASH testing.

^e With arrow board