DATE: August 28, 2012

TO: Scott Zeller, OR ASDE
    47329

THRU: Gordon Roycroft
       47376

FROM: Mary-Lou Nebergall, P.E.
      (253) 365-6752  WT-28

SUBJECT: Proprietary Item Request and Justification
          XL-4302
          Olympic Region Redirectional Landform Mitigation

The Tacoma Project Office requests approval to utilize the following proprietary item in
the subject project:

CASS-S3 4-Cable Guardrail Safety System by Trinity Highway Products, LLC.

Project Description:
This project will shield existing redirectional landforms and protect the existing bridge
piers in the median by installing High-Tension Cable Barrier systems. The locations for
the project are at I-5 in Thurston County, MP 111.90 to MP 111.98, at SR16 in Pierce
County, MP 18.00 to 18.08, SR16 in Kitsap County, MP 23.76 to 23.84 and SR16 in
Kitsap County, MP 25.09 to MP 25.19. The specific location for the proprietary item
usage will be at the I-5 location.

Proprietary Item:
Manufacturer: Trinity Highway Products, LLC
Model: CASS-S3 4-Cable Guardrail Safety System

Justification:
The use of this proprietary item is essential for synchronization with the existing High-
Tension Cable Barrier system installed at the I-5/SR510 location.

A previous project installed the CASS-S3 4-Cable Guardrail Safety System. Recent
findings, however, show that the required length of need for guardrail installation was not
met and the existing cable barrier systems (northbound & southbound directions) need to
be extended.

The proposed design is to remove and reset the cable barrier terminals at the beginning
and ends of both runs of cable barrier to gain the required length of need and to install
new, in-kind, CASS-S3 cable barrier, connecting to the reset terminals and the existing cable barrier by splicing the new cable to the existing cable and installing line posts.

Allowing the use of one of the other pre-approved High-Tension Cable Barrier Systems would require the entire removal and replacement of both the northbound and southbound systems as the components of one manufacturer’s pre-approved system is not compatible with the existing system.

**Benefit:**
By installing in-kind CASS-S3 cable barrier to the existing system, the integrity of the system will be met, it will provide for a crash-worthy, NCHRP 350 tested system, and the need to remove and replace both the northbound and southbound systems in their entirety will be avoided, thus reducing project costs.

If you have any questions or comments, please contact MaryLou Nebergall, P.E.

MN/RB/qlf

cc: XL-4302, 5.01
Serial File: 12-0717

I, Scott Zeller, Assistant State Design Engineer, of the Washington State Department of Transportation, do hereby certify that in accordance with the requirements of 23 CFR 635.411(a)(2), that this patented or proprietary item is essential for synchronization with existing highway facilities.

[Signature]
Assistant State Design Engineer

9-12-12
Date