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DATE: August 28, 2012

TO: Scott Zeller, OR ASDE  
47329

THRU: Gordon Roycroft  
47376

FROM: MaryLou 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 redirection 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

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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/ghf

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.

  
Assistant State Design Engineer

9-12-12  
Date