

**COLORADO DEPARTMENT OF TRANSPORTATION
 PROPRIETARY ITEM – FINDING IN THE PUBLIC INTEREST (FIPI)**

INSTRUCTIONS;

A specific patented or proprietary material, specification, or process shall not be required on a contract except as permitted in Section 8.16 of the Project Development Manual (PDM). Use this form to obtain approval of the use of a proprietary feature on a project or group of projects.

PROPRIETARY ITEM OR PROCESS:

Name of proprietary item or process:	Manufacturer name, address & phone No.:
Smart Cushion Impact Attenuator, (SCI) for CDOT Impact Attenuator (Low Maintenance) special provision	Smart Cushion Industries, Inc. 2500 Production Dr. St. Charles, IL 60174 800-327-4417

NEED FOR PROPRIETARY ITEM:

Check only one	LOCATION
<input type="checkbox"/> Project Specific	Provide Project No., Project Code, and Location:
<input type="checkbox"/> Corridor Specific	Provide Corridor Description:
<input type="checkbox"/> Region-wide	Identify CDOT Region:
<input checked="" type="checkbox"/> Statewide	
For a corridor, region-wide, or statewide request, a finding in the public interest will have a term of: (Check only one)	
<input checked="" type="checkbox"/> 3 Years (maximum allowable)	Specify dates of term: Jan. 1, 2010 to Dec. 31, 2012
<input type="checkbox"/> Other (specify term)	Specify dates of term:

CERTIFICATION

I hereby certify that it is in the public interest to specify the above named proprietary item or process for the following reasons: (Check all that apply)

- It is essential for synchronization.
- No equally suitable alternative exists.
- It will be used for research or experimental purposes on short sections of road. (Such use must be processed through the Research Branch of DTD. Attach documentation from DTD.)

JUSTIFICATION (required). Justification consists of information that documents the reasons marked above for use of the proprietary item or process. For research or experimentation include a work plan that describes how the research or experimental feature will be used and evaluated. Attach additional pages and documentation as necessary.

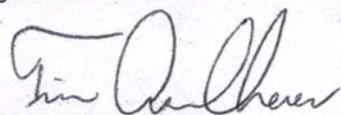
The Smart Cushion Impact Attenuator has the best repair record of all current devices being used by CDOT, since we began installing Smart Cushions Impact Attenuators in the summer of 2007. The Smart Cushion average repair costs for eight hits are \$1 for parts and under \$900 total. The QuadGuard Elite attenuator average repair costs for nine hits since July 2007 are \$7414 for parts and \$8940 total. CDOT has found a significant repair cost saving since installing Smart Cushions attenuators.

The Smart Cushion can be repaired in less than 1/2 hour and usually requires only two small bolts in repair parts. CDOT has not experienced as low a repair cost or short of repair time with other impact attenuators. CDOT requests exclusive use of the Smart Cushion for permanent locations where use of low maintenance attenuators is warranted based on high traffic counts and accident history. Short repair times are safer and in the best interest of the motoring public and CDOT maintenance workers on large traffic volume highways. Lower repair costs allow CDOT to perform more repairs within our current budget constraints. CDOT will continue to investigate attenuators from other suppliers to determine if they can meet or exceed the Smart Cushion performance as a low maintenance category device.

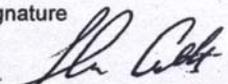
CDOT developed a category for Impact Attenuators (Low Maintenance) in February 2008 allowing the Smart Cushion and QuadGuard Elite as options. Based on the CDOT repair history, the QuadGuard Elite is not meeting this low maintenance criteria.

CDOT requests usage of this proprietary Smart Cushion Impact Attenuator for low maintenance permanent installations at locations anticipated to receive multiple hits. The Kansas DOT and Arizona DOT use the Smart Cushion as a sole source for multiple hit locations.

APPLICANT SIGNATURE

<p>Name</p> <p>Tim B. Aschenbrener</p>	<p>Title (CDOT Project Engineer, Branch Manager, or Program Engineer as appropriate; see flowchart in section 8.16 of the PDM):</p> <p>Project Development Branch Manager</p>	<p>Signature</p> 
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APPROVAL SIGNATURES:

<p>Signature</p>	<p>CDOT Resident Engineer (Required on project specific or corridor FIPIs)</p>	<p>Date</p>
<p>Signature</p>	<p>CDOT Research Engineer (Required for research and experimentation FIPIs)</p>	<p>Date</p>
<p>Signature</p> 	<p>FHWA Operations Engineer (Required for all region-wide and statewide FIPIs and FHWA oversight project level FIPIs)</p>	<p>Date</p> <p>12/22/09</p>

Signature	Other (specify)	Date
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COPIES OF APPROVED FORM TO (as appropriate):

CDOT Project Engineer:	CDOT Resident Engineer:
CDOT Program Engineer: Tim Aschenbrener	CDOT Research Engineer:
CDOT Standards and Specifications Engineer (all, with draft of any required specification change): Larry Brinck	FHWA Operations Engineer: