NOTES:
1. THE IMPACT CONDITIONS ARE DESCRIBED AS FOLLOWS:
   a) TL3 REFERS TO NCHRP REPORT 250 TEST LEVEL 3. THIS IS AN IMPACT
      WITH A 2,000KG PICK-UP TRUCK TRAVELING AT 70KM/H AND 20 DEGREES.
   b) TL4 REFERS TO NCHRP REPORT 350 TEST LEVEL 4. THIS IS AN IMPACT
      WITH AN 8,000KG ROLLER TRUCK TRAVELING AT 70KM/H AND 15 DEGREES.
      FLEXENENCE TL4 HAS BEEN APPROVED BY THE US FEDERAL HIGHWAY
      ADMINISTRATION AS A 3-ROPE OR 4-ROPE BARRIER.
2. THE DYNAMIC DEFLECTION VALUES SHOULD NOT BE CONSIDERED AN
   EXACT DISTANCE, BUT RATHER AS A SINGLE POINT WITHIN THE RANGE OF
   DEFLECTIONS THAT CAN BE EXPECTED.
3. DYNAMIC DEFLECTION VALUES ARE LINEAR INTERPOLATION BETWEEN
   ACTUAL CRASH TEST DEFLECTIONS.
4. STATE ROAD AUTHORITIES SPECIFICATIONS SHOULD BE REFERENCED TO
   OBTAIN STANDARDS AND RELEVANT MULTIPLYING FACTORS FOR INSTALLATIONS ON CURVES AND/OR VARIATIONS IN
   BARRIER LENGTHS (IF REQUIRED).
5. SIZES OF CONCRETE POST FOOTINGS ARE DEPENDENT UPON LOCAL
   GROUND CONDITIONS. REFER TO FLEXENENCE PRODUCT MANUAL FOR
   FOOTING SIZE OPTIONS.
6. DIMENSIONS SHOWN ARE IN METERS UNLESS OTHERWISE SPECIFIED.
7. THIS BARRIER SYSTEM UNDER THE PRODUCT NAME SAFENCE
   IN NEW ZEALAND, REFER TO AIA APPROVAL LETTER FOR APPROVED
   CONFIGURATION.

<table>
<thead>
<tr>
<th>POST SPACING (m)</th>
<th>TL3</th>
<th>TL4</th>
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<tbody>
<tr>
<td>2.0</td>
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</tr>
<tr>
<td>3.0</td>
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* CABLE TENSION SET TO 25KN