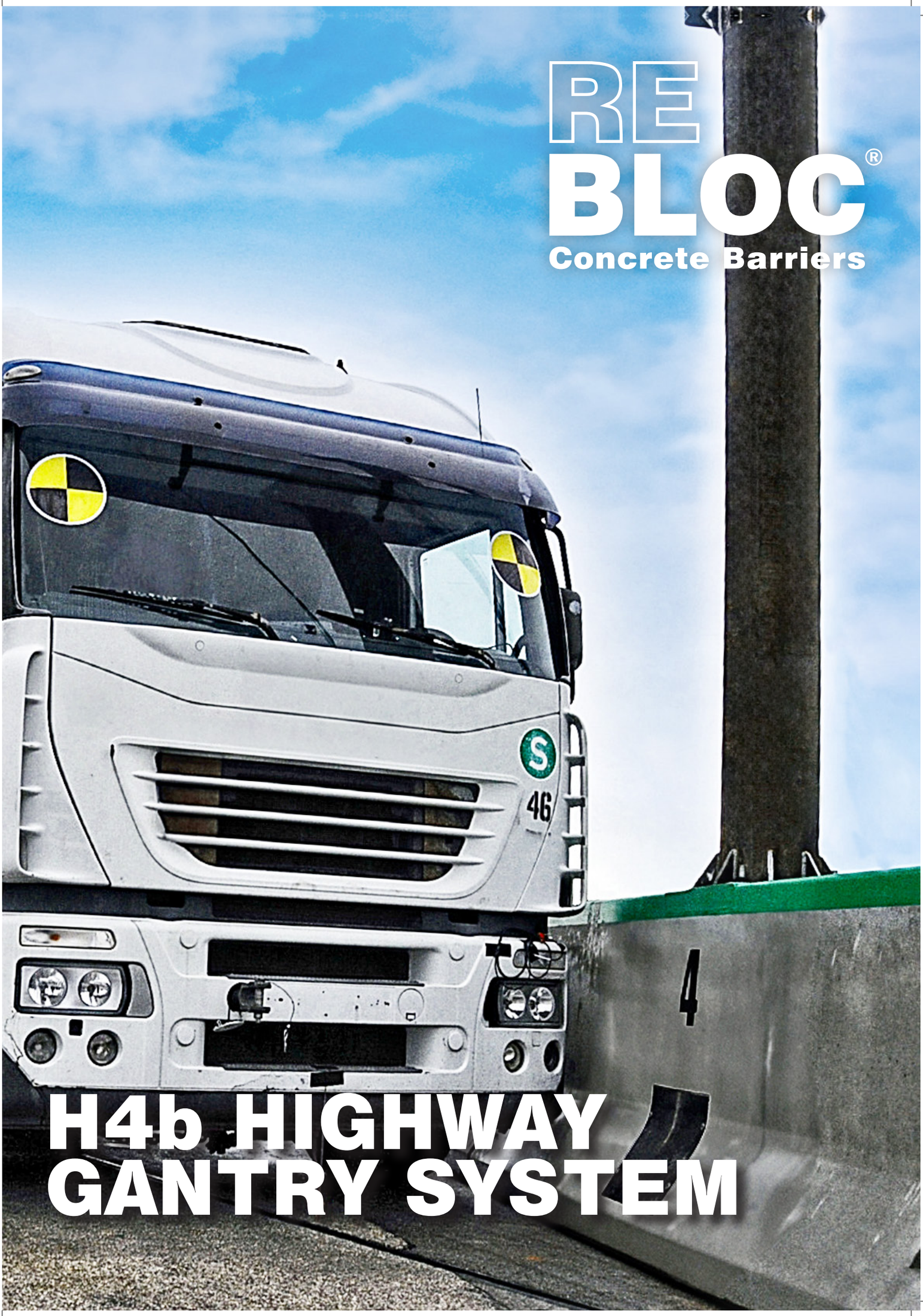


H4b HIGHWAY GANTRY SYSTEM

A MILESTONE IN ROAD SAFETY



REBLOC

120GS

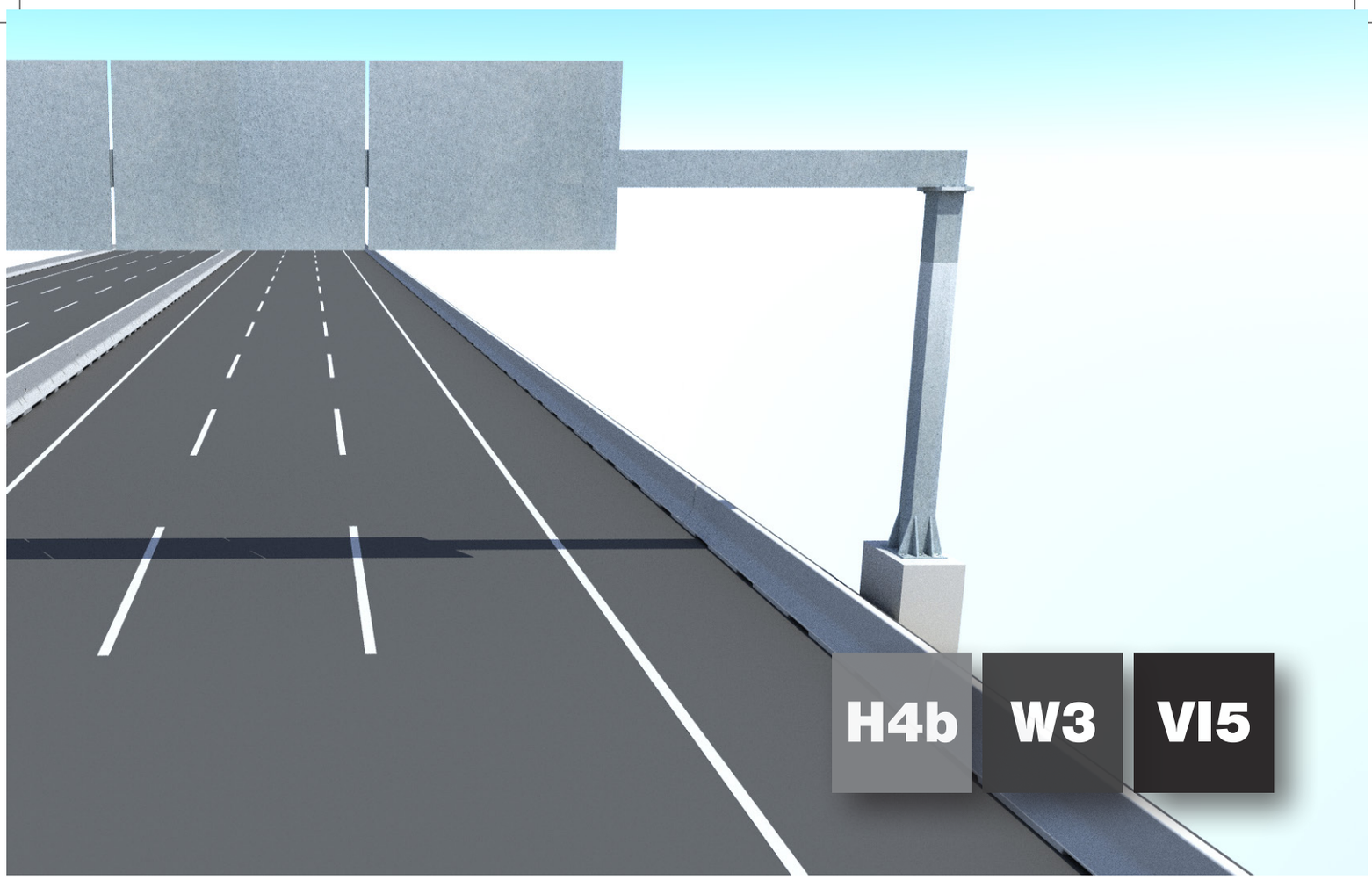
REBLOC proudly unveils the world‘s first H4b-tested Highway Gantry System, a pioneering breakthrough in road safety.

The safe installation of highway gantries, overhead signs and light columns continues to be a concern for highway owners and designers. The conventional approach of a cast-in-place foundation with safety barriers on both sides requires ample available space. However, as traffic increases, the available space on highways becomes more and more precious. The solution often times is the installation of an untested system, which poses great risks for road users when impaired.

The REBLOC 120GS provides the very first integrated and tested solution for highway gantry systems, while offering more space for traffic. This innovative system acts as vehicle restraint system and foundation for the base pole of the gantry system. EN-1317 compliant testing ensures the reliability upon vehicle impact. The complete system has shown exceptional stability during H4b-testing. With less than 1 m width at its widest point, this system is the ideal choice for the narrow central reserve, while ensuring proven safety. Additional installations like light poles or traffic signs can be easily incorporated on top of the tested system. The precast concrete elements are securely anchored with an embedding depth of only 200 mm, and all three elements are firmly connected using steel plates on top of the barriers. An inspection access simplifies electric cabling.

Key system benefits:

- **Integrated System:** Seamless integration of the foundation and base pole within safety barriers optimizes space and aesthetics and eliminating the need for separate structures.
- **Highest Containment Level:** Achieving the tested H4b containment level for this integrated system marks a significant advancement in global highway safety.
- **Slim Profile:** With less than 1-meter width at its widest point, it excels in congested areas with heavy traffic and reduces land consumption.
- **Double-sided Design:** The system‘s no-deflection performance in H4b testing suits central reserve usage, enhancing safety on high-ranking road networks.



H4b - highest containment level

slim profile - less than 1 m space required

symmetric design - double-sided effective



RE H4b W3 ASI B

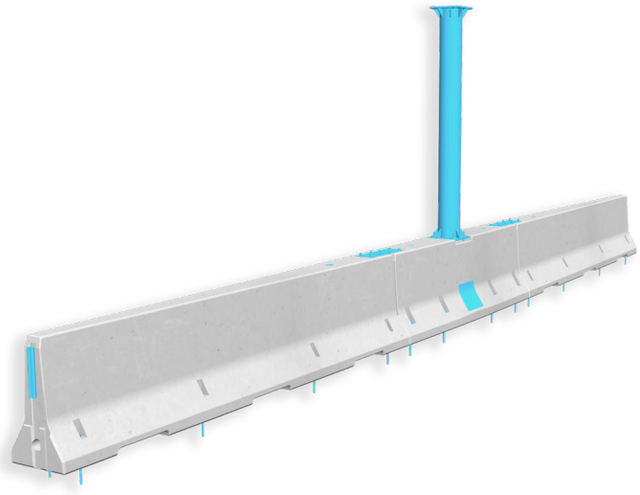
REBLOC 120GS_A

Technical Datasheet

REBLOC 120GS_A

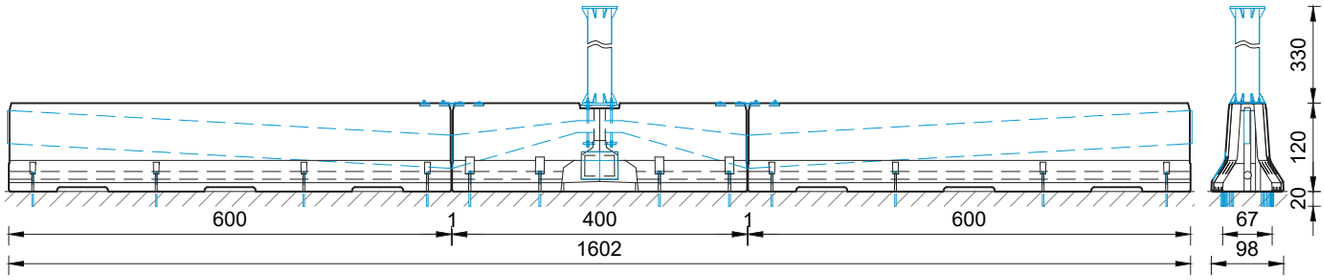
Precast Concrete Vehicle Restraint System

Traffic sign system Anchored



Technical data

Containment level	**H4b**
Working width	**W3 ($W_N \leq 1.0$ m)**
Impact severity level	**ASI B**
Vehicle intrusion	**VI5 ($VI_N \leq 1.7$ m)**
Required elements for traffic sign system	**1 x traffic sign element 120A_4LC.1 2 x traffic sign element 120A_6LC.1 1 x base pole RBP324x10_3.325;01**
Total length of traffic sign system	**1602 cm**
Installation | Dimensions | Weight Traffic sign element 120A_4LC.1	**anchored | L: 400 cm B: 98 cm H: 120 cm | approx. 6500 kg 8 x M24 adhesive anchors in asphalt | concrete per element**
Installation | Dimensions | Weight Traffic sign element 120A_6LC.1	**anchored | L: 600 cm B: 92 cm H: 120 cm | approx. 7280 kg 8 x M20 adhesive anchors in asphalt | concrete per element**
Application	**single-sided | double-sided**
Coupling/exposed steel parts	**fully integrated, exposed parts hot-dip galvanized**
Mounting cradle for light column	**4 x M24; 320/320 mm**
CE certification	**in progress**



Compatible route sections

System	Containment level	Installation	Minimum installation length	Transition	Initial/end anchorage	Note
REBLOC 120A.1_7.5_5A	H4b	anchored; 5 adhesive anchors/element	61 m incl. 120GS_A	-	not necessary	conduit optional

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05-10020-01-10 - 04/2024