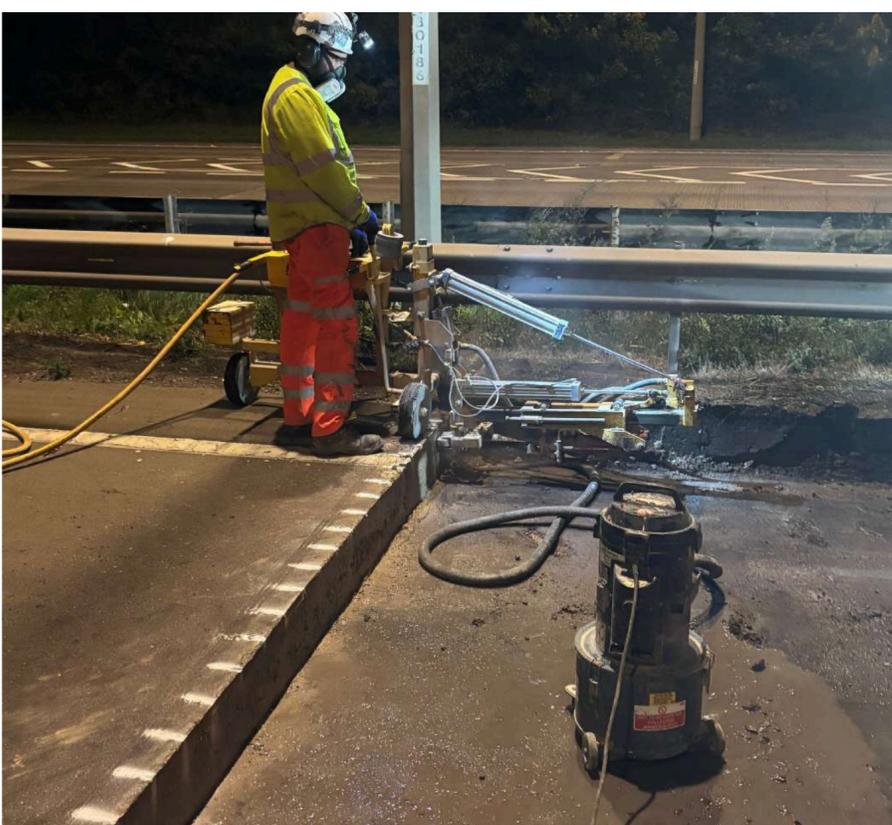
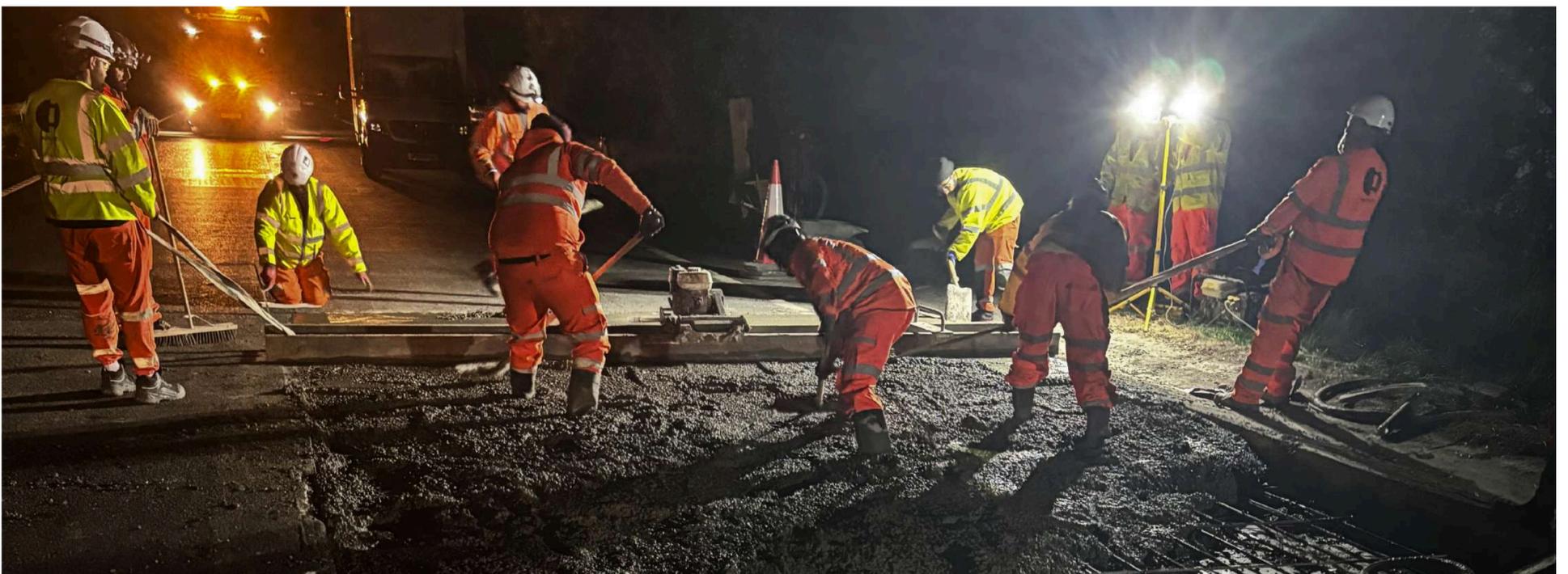




LMS | HIGHWAYS

# CRCP CONCRETE BAY REPLACEMENTS – A50 FOSTON HATTON HILTON BYPASS

**LMS Highways deliver multiple phases of CRCP Concrete Bay Replacements to the A50 Foston Hatton Hilton Bypass.**



## **The Challenge: Why the Work Was Needed**

The A50 is a vital trunk road connecting Warrington and Leicester, serving as a key transport link for commuters and freight. Connect Roads in conjunction with Balfour Beatty are responsible for the operation and maintenance of the A50 under the Design, Build, Finance, and Operate (DBFO) model.

Within the Foston Hatton Hilton Bypass (A511 to A516), it was identified that both the Eastbound and Westbound carriageway, were suffering with extreme levels of deteriorating concrete pavement which required urgent and ongoing maintenance.

Utilising the DBFO contract LMS Highways were bought in to provide Continuous Reinforced Concrete Pavement (CRCP) bay replacements in order to maintain road safety and extend pavement life. CRCP is often chosen for major travel corridors such as the A50 due to its ability to withstand heavy traffic loads, adverse weather conditions and long service life greatly outweigh the costs.

Continuous Reinforced Concrete Pavement as the name suggests, is constructed with longitudinal steel reinforcing bars placed continuously within the entire length of the concrete without any transverse joints, resulting in a continuous, smooth-riding, heavy duty surface.

## Delivering Solutions: Scope of Work

Working on behalf of Balfour Beatty, LMS Highways undertook extensive CRCP replacements and repairs on both the East and Westbound carriageway of A50 Foston Hatton Bypass. The project was structured into multiple phases to ensure effective implementation, with the first phase starting in late 2023 and the latest phase starting in late 2025:



- Phase 1 – September 2023: 6 shifts, 56m<sup>3</sup> concrete, 4.87 tonnes steel.
- Phase 2 – December 2023: 6 shifts, 124m<sup>3</sup> concrete, 3.45 tonnes steel.
- Phase 3 – January 2024: 7 shifts, 154.50m<sup>3</sup> concrete, 4.90 tonnes steel.
- Phase 4 – April 2025: 16 shifts, 226.15m<sup>3</sup> concrete, 10.17 tonnes steel.
- Phase 5 – September 2025: 9 shifts, 78.34m<sup>3</sup> concrete, 5.59 tonnes steel.

To minimise disruption, traffic management included full overnight carriageway closures on weekends and lane closures during the day, ensuring safety for road users and workers.



## Choosing Expertise: Why LMS Highways Was Selected

LMS Highways was chosen for this project due to having an excellent track record in delivering high-quality, time critical, concrete repair solutions. Our 40+ years of experience within the industry leave us uniquely placed to overcome any unforeseen challenges on site greatly reducing prolonged road closures and minimising the chances of failing to reopen the highway.

Over the past decade LMS Highways have specialised solely in maintenance repairs and rapid concrete bay replacements with much success. This has been achieved with a combination of meticulous planning, our highly skilled workforce,

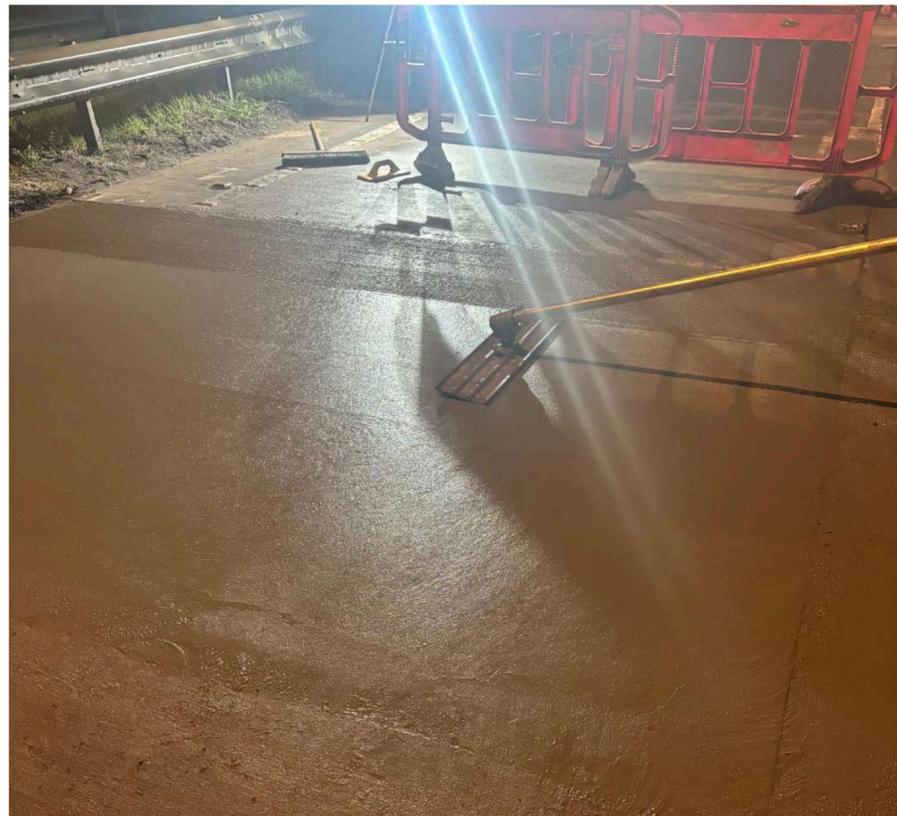
bespoke plant and use of industry leading innovative materials.

All of this paired with our 10 year working relationship with Balfour Beatty made us an ideal choice when they were sourcing a subcontractor for this project.

## Results That Matter: Project Outcome

Through precise planning and execution, LMS Highways has completed five critical phases of CRCP repairs to the A50 Foston Hatton Bypass, improving road safety and longevity. So far over 638m<sup>3</sup> of concrete and 28+ tonnes of steel has been installed, significantly enhancing the road's durability. With the next phase upcoming in March 2026 LMS will further reinforce these improvements, ensuring continued reliability.

- 44 Shifts
- 638.99 Cubic Metres of Concrete Installed
- 28.98 Tonnes of Steel Installed



This successful project highlights LMS Highways' commitment to delivering innovative, efficient, and high-quality solutions for essential infrastructure improvements.

“We have been working with LMS on the A50 DBFO for approximately 2 years. Their knowledge and experience has enabled appropriate solutions to be identified for the Network. The quality of their completed work has been very high but their standards of Health and Safety and Documentation have been exemplary. They have taken on board new BB HSE requirements by querying and making sure they fully understand what is required, so that the requirements can be adopted with the minimum of fuss.” – **David May, Contract Director for Balfour Beatty**

