



LMS | HIGHWAYS

**CONCRETE SPECIALISTS, HIGHWAY REPAIRS
AND CRACK & JOINT REPAIR**

CONCRETE SPECIALISTS • HIGHWAY REPAIRS • CRACK & JOINT REPAIR • CIVIL ENGINEERING

LMS Highways is a employee owned, award winning highways maintenance business the originated in the West Country and now offers a high quality service across the whole of the United Kingdom



**Established
1983**

LMS Highways started life as a line marking provider to Business and local authorities in the South West.

**Nationwide
Service**

They have now grown and developed into a national supplier of specialist highways maintenance projects.

**Highly
Accredited**

LMS Highways are an ISO-assure company with staff receiving continuous training and development with particular focus on health & safety.

**Modern
Equipment**

They utilise a vast collection of bespoke equipment and modern plant.



GROWTH

Established in 1983, LMS Highways is an innovative, employee owned business which has grown and developed from a regional road marking subcontractor to a national supplier of specialist highways maintenance projects including high early strength concrete repair works and associated civil engineering projects. They are an ISO-assured Highways Maintenance Provider who are dedicated to delivering a great customer and experience whilst providing concrete repair and civil engineering works to a range of Tier 1 Contractors, Local Authorities, Trade Bodies and National Highways.

Serving local industry through to national brands, councils and construction giants, LMS Highways is flexible enough to meet your needs with our fleet of modern trucks, operated by a highly skilled and qualified workforce.

EXPANSION

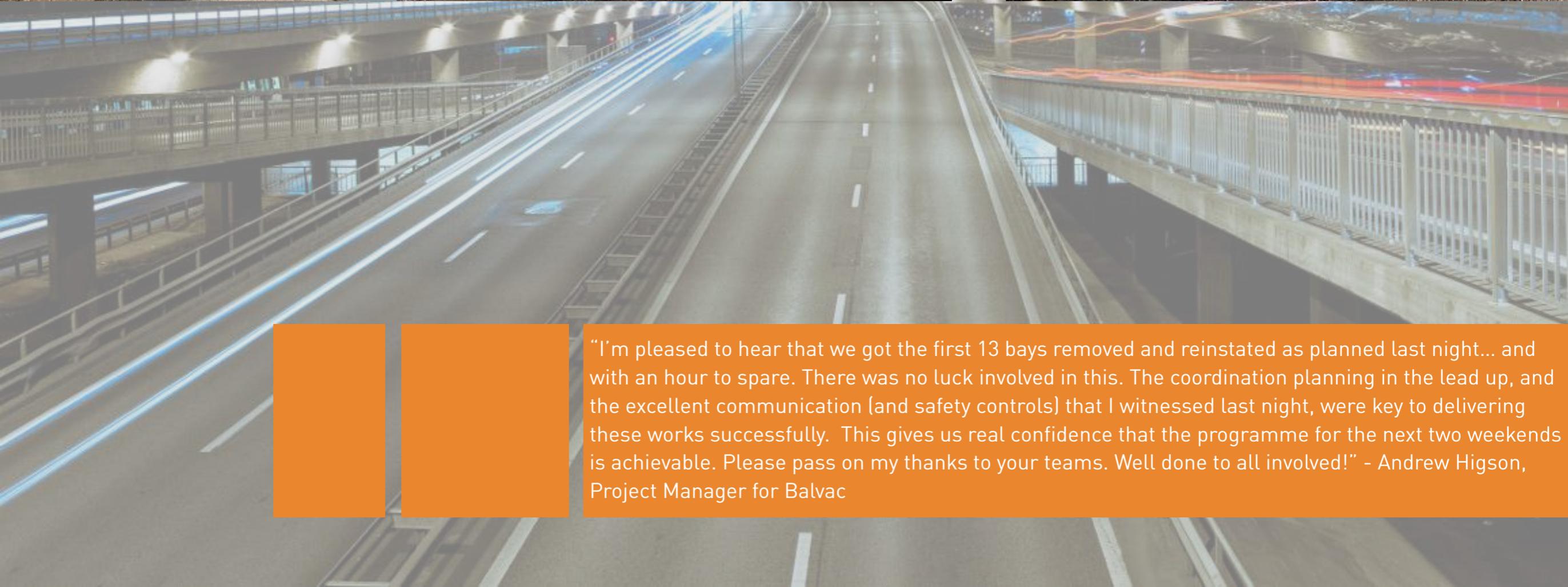
The last decade has seen LMS Highways expand into highways repairs, including crack and joint repair, expansion joints and ironworks. 2015 saw the launch of our civils sector delivering solutions such as concrete bay replacements and bridge repairs.

KERB-TO-KERB

Our broad range of expertise allows the company to offer an unrivalled 'kerb to kerb' service, delivering real-savings, innovation and joined-up accountability to our customers, yet still retaining the family values and quality of service that we began with.

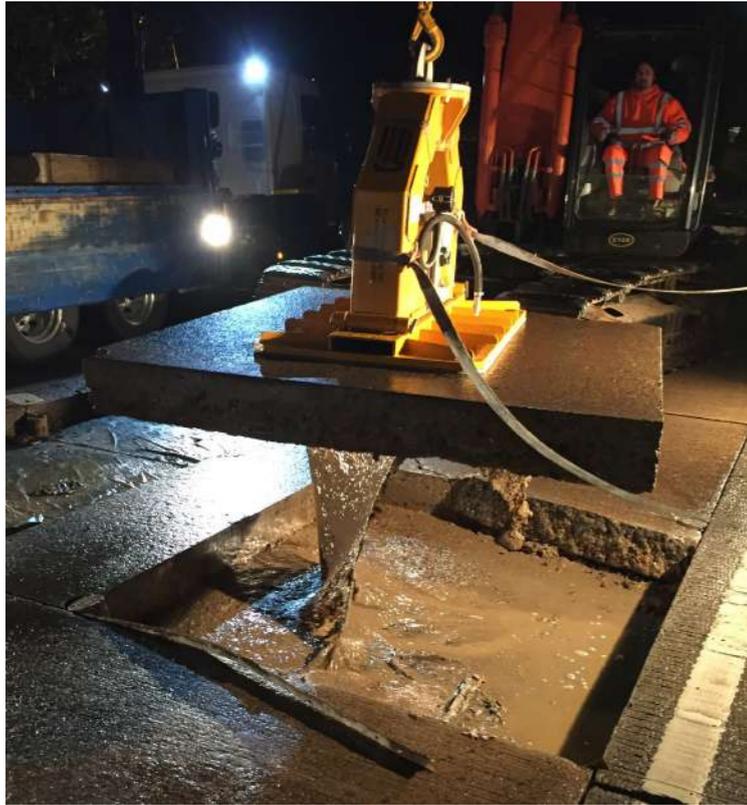


HIGHWAY REPAIRS



"I'm pleased to hear that we got the first 13 bays removed and reinstated as planned last night... and with an hour to spare. There was no luck involved in this. The coordination planning in the lead up, and the excellent communication (and safety controls) that I witnessed last night, were key to delivering these works successfully. This gives us real confidence that the programme for the next two weekends is achievable. Please pass on my thanks to your teams. Well done to all involved!" - Andrew Higson, Project Manager for Balvac

Rapid Concrete Bay Replacements



Our promise to you

- Work completed under night time closures
- Concrete bays are pre-cut
- Bays will be removed and reinstated within 4 hours
- No need for long concrete curing periods
- Minimal disruption
- Long life expectancy

Rapid full depth repairs without the need for daytime lane closures. With decades of experience the LMS Highways teams are vastly experienced when it comes to removing damaged sections of carriageway and reinstating. This service can be provided in a variety of time sensitive locations such as a; carriageway, runway, taxiway and distribution centre.

Our rapid full bay replacement process begins with our refined bay removal system, using a combination of our vacuum lifting plate and bespoke lifting bucket, LMS can remove whole bays in large continuous sections.

We also accompany this with innovative materials which are specifically chosen and sometimes tailored to the project, most of which require no conventional heating methods e.g. tents and space heaters. All of this results in the removal, restatement and reopening to be completed in as little as 4 hours.



Continuously Reinforced Concrete Pavement - CRCP

LMS Highways provides CRCP services to many locations, most commonly highly trafficked areas which require a heavy duty surface. CRCP is constructed with steel reinforcing bars placed within the concrete, continuously along the entire length of the pavement without any transverse joints.

The result is a continuous, smooth-riding surface capable of withstanding the heaviest traffic loads and the most adverse weather conditions. Because of its greater durability, longer life expectancy and minimal maintenance requirements, CRCP provides the best long-term value of any pavement type.

BENEFITS

- Cost efficient
- Heavy duty
- Repairable
- Suitable for highly trafficked areas



Crack Repairs

Cracks in the road are mostly caused by wear and tear from heavy traffic, these cracks and fretted joints need to be sealed to prevent water ingress into the road surface and thus help prolong the life of the carriageway.

LMS Highways offer both hot and cold applied BBA HAPAS material solutions for long lasting repairs on tarmac and concrete surfaces.



BENEFITS

- BBA HAPAS approved
- Cost-effective repairs
- Long life expectancy
- Complete product independence

Overband

Suitable for narrow cracks up to 5mm wide. Fast to install, seals and prevents water ingress and is a low-cost preventative maintenance tool.

Fill & Overband

For cracks up to 40mm wide, prevents water ingress while reinstating the surface profile and preventing long term skid resistant values (SRV).

Inlaid Repairs

Suitable for either single or multiple cracks, typically installed at widths of 100-250mm wide and 20-40mm deep. Used to repair cracks and fretted joints that are at risk of degenerating into more expensive repairs

Sami Repair

Designed to be installed before an asphalt overlay, a variety of screed or recessed layers to help prevent reflective cracking and seal the joints in the surfacing layer below the wearing course to prevent water ingress.



Joints & Patching

Asphaltic Plug Joints (APJ)

Refurbishments of existing bridge joints, including repairs following resurfacing works and a replacement service for jailed joints either like for like or replacing with a Nosing Joint, which for a small increase in cost gives a greater lifespan and requires less maintenance.

Joint Sealing

LMS Highways offers a variety of cost-effective sealing system for formed joints using both hot and cold sealants including saw cut & seal (often used as a crack inducer at the static end of a structure), kerb edge sealing and mastic joint sealing for slot drain repair, gantry walls etc.

Deep Concrete Repairs

Localised repairs to carriageway slabs can provide several technical issues hence why whole slabs have previously been replaced rather than repaired. This solution incorporates cementitious and hot applied materials that repair full depth slabs (including below the rebar) to depths in excess of 300mm, yet can still be installed and opened to traffic within 2-3 hours.

Thin Bond Repairs

Used for fixing thin surface course cracking due to the pavement movement, repairing broken slab corners and to reform levels between adjacent slabs with modern BBA HAPAS materials and dedicated plant.

“What a great achievement by everyone involved. Thank you for everyone’s hard work in the planning and undertaking of these works so far, this is a real success story.” - Phil Deller, Project Manager for National Highways

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