LMS | HIGHWAYS

CONCRETE SPECIALISTS, HIGHWAY REPAIRS AND CRACK & JOINT REPAIR

CONCRETE SPECIALISTS • HIGHWAY REPAIRS • CIVIL ENGINEERING • ASSOCIATED REPAIRS

ABOUT LMS HIGWAYS

Established in 1983, LMS Highways is an innovative, employee owned business which has grown from a regional subcontractor into a national supplier of specialist highways maintenance projects, including high early strength concrete repair works and associated civil engineering projects.

We are an award-winning, ISO-assured Highways Maintenance Contractor delivering high-quality, complex repair projects with demanding timescales for clients nationwide - from local authorities to national brands and National Highways.

Established 1982

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

Nationwide Service

We've 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

Utilising a vast collection of bespoke equipment and modern plant to complete projects safely and efficiently.

HIGHWAY REPAIRS

"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 and their standards of Health and Safety and Documentation have been exemplary." - David May, Contract Director for Balfour Beatty

Rapid Concrete Bay Repairs & Replacements

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 delivering high early strength concrete repairs.

Damaged bays are pre-cut and removed using our bespoke lifting equipment which allow us to remove bays in large continuous pieces. Dowel bars are drilled using an EZ drill, AKA a slab riding rig and the bays are reinstated using a concrete mix most appropriate to our clients timeframe and budget.

This repair type is highly desirable for clients with time constraints as the entire process can be carried out and ready for opening within an impressive two-hour period and can be delivered within a multitude of locations such as, carriageways, depot yards, runways and taxiways.

Our promise to you

- Delivering up to 6 full bays per night – that's 3x faster than the industry standard of just 2 bays per shift.
- Bays are cured and ready to be trafficked within as little as 2-4 hours, keeping roads moving and downtime to a minimum.
- No need for conventional heating reducing carbon emissions and keeping resources to a minimum.
- Project programmes cut by up to 75%, meaning less disruption and considerable cost savings.
- Long expected service life.

Continuously Reinforced Concrete Pavement - CRCP

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 and is often the first choice among highway agencies on heavy urban traffic corridors.

Our promise to you

- Installing up to 100 cubic metres per shift – compared to the industry standard of 10 cubic metres per shift.
- Extremely heavy duty.
- Suitable for highly trafficked areas.
- Expected service life of between 30 to 50 years.

Standard Concrete Bay Repairs & Replacements

Offering repair solutions to suit every clients budget we offer standard concrete bay replacements delivered using conventional concrete mixes.

JRCP – Jointed Reinforced Concrete Pavement, constructed with intentionally spaced contraction joints and distributed steel reinforcement, designed to control crack locations and maintain structural integrity.

URCP – Unreinforced Jointed Concrete Pavement, constructed without the steel reinforcing bars, relying on closely spaced contraction joints to manage cracking caused by shrinkage, moisture, and thermal changes.

BENEFITS

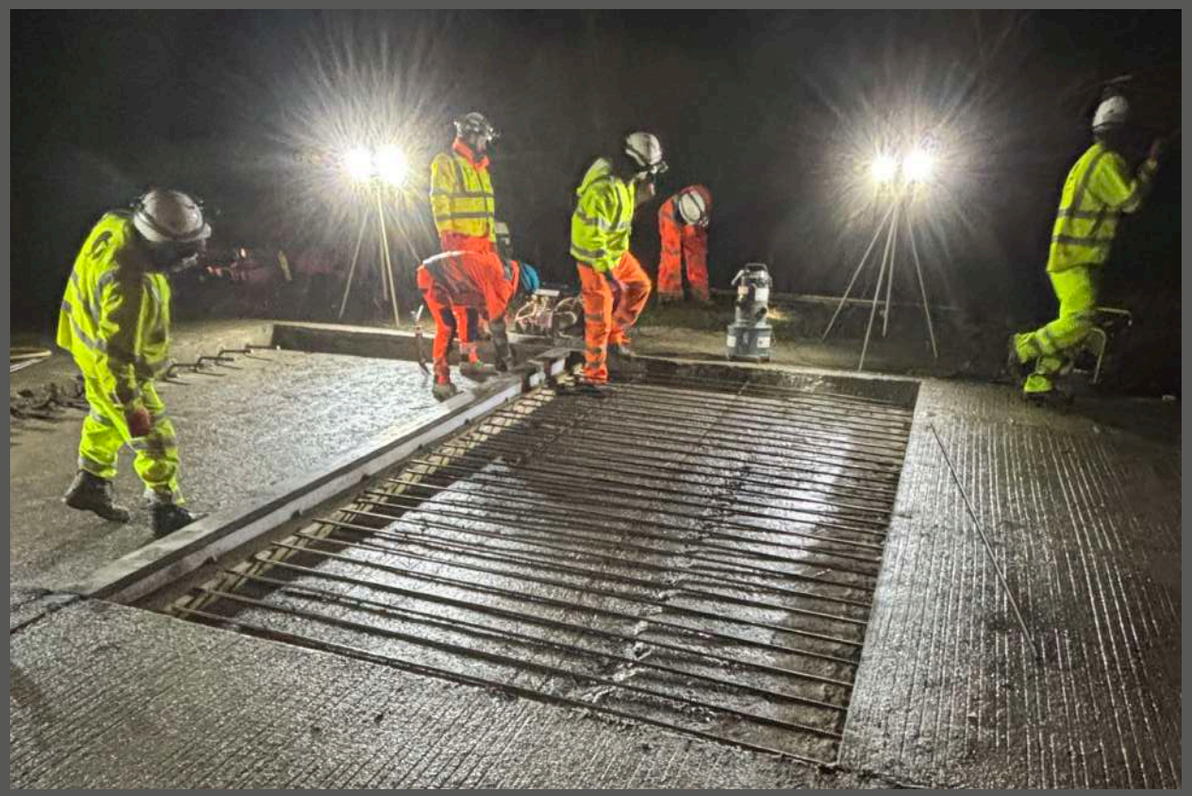
- Delivering up to 8 full bays per night – that's 4x faster than the industry standard of just 2 bays per shift.
- Using a high early strength concrete mix, bays are fully cured and ready to be trafficked within 24-hours.
- Long expected service life.

Flange Beam Repairs & Replacements

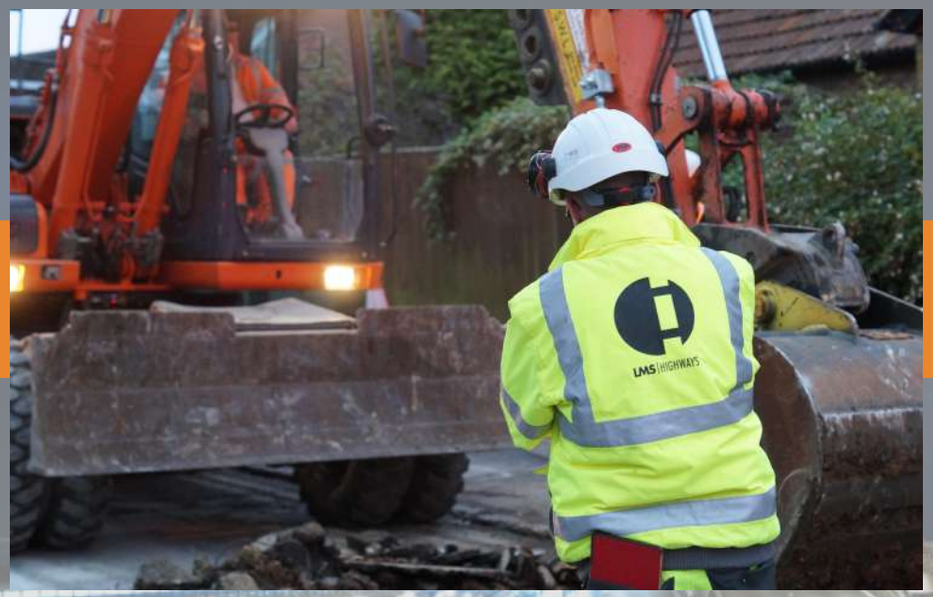
A flange beam is a structural steel beam with projecting flanges that enhance its strength and efficiency. These beams serve as transitional joints between CRCP and traditional concrete bays.

BENEFITS

- Cost efficient
- We can replace the entire steel beam or perform a partial, single lane repair.
- The entire replacement can be completed safely and efficiently within just one 10-hour shift.
- Long expected service life.



GENERAL CIVILS & ASSOCIATED REPAIRS



"LMS Highways demonstrated exemplary professionalism throughout reinstatement of the A50 CRCP flange beam. Their communication was consistently clear and timely, ensuring smooth coordination across all parties throughout design and construction phases.

Pre-works planning was carried out with notable precision, reflecting a thorough understanding of project requirements. Their attention to detail and commitment to quality were evident at every stage.

We particularly commend their innovative and effective approach to levelling the beam, which contributed significantly to the successful completion of the works. Their performance was of a high standard, and we would gladly engage their services on future projects." Filip Mikosz, Associate Pavement Engineer for Atkins

Bridge Repairs & Refurbishments

The LMS team brings extensive experience in civil engineering projects, delivering a wide range of bridge refurbishment solutions and excelling in overcoming complex engineering challenges.

Our teams are fully equipped to carry out bridge refurbishment works in demanding environments, whether undertaking targeted bridge deck repairs or the complete removal and reinstatement of parapets.

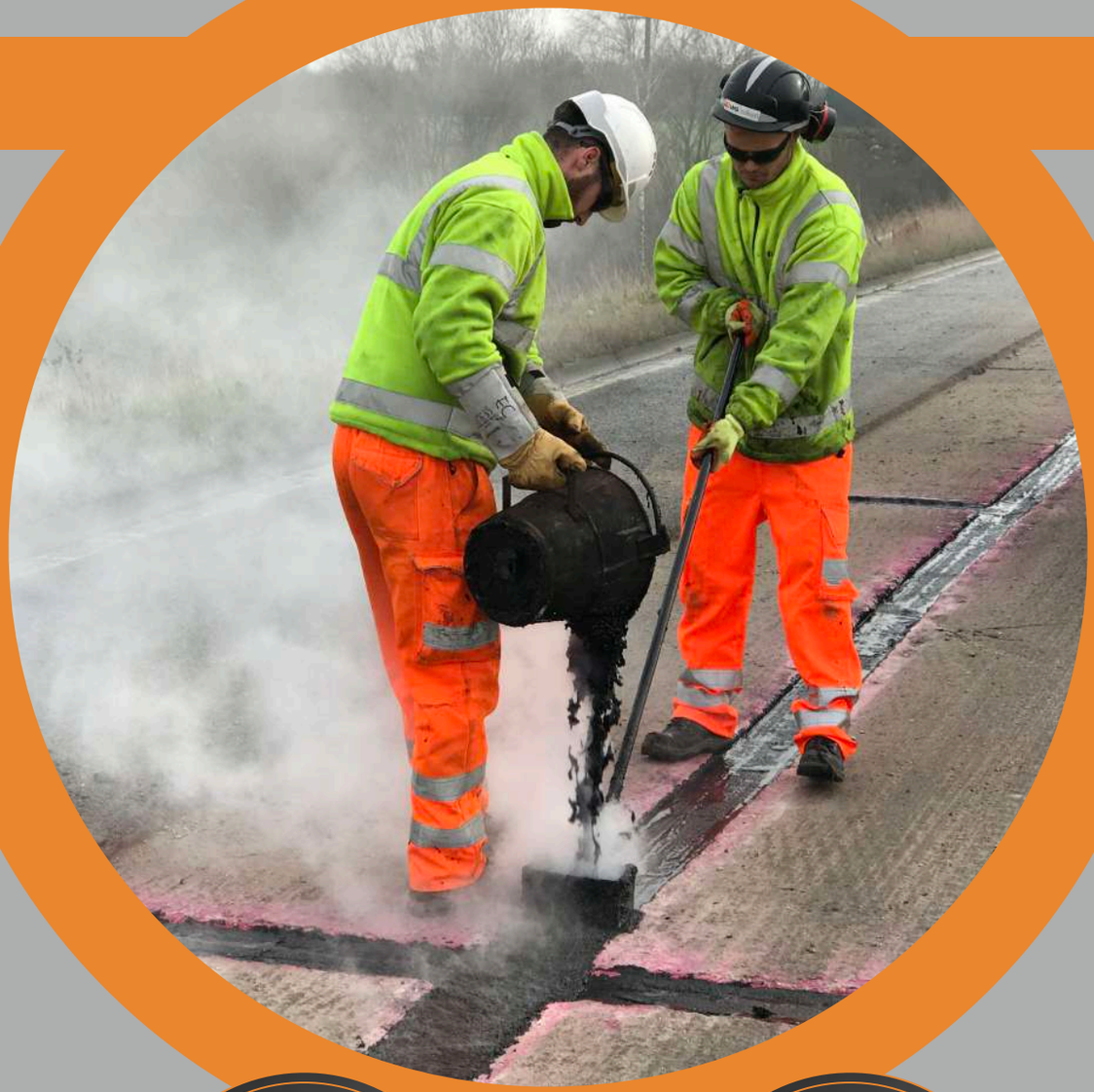
Our range of solutions for bridge refurbishments include:

- Concrete parapet upgrades – removing the existing and upgrade.
- Bridge deck preparation – remove existing waterproofing and repair existing deck with proprietary materials ready for new waterproofing and overlay.
- Concrete repairs to existing abutments and soffits.
- Asphaltic Plug Joints (APJ) Repairs.

Crack & Joint Repairs

As part of a comprehensive package of repair work LMS Highways can also provide both hot and cold applied BBA HAPAS crack & joint repairs.

Crack & joint repair solutions:



Deep Concrete Repairs

This solution incorporates cementitious and hot applied materials that repairs full depth slabs (including below the rebar) to depths in excess of 300mm.

Joint Sealing

Using both hot and cold sealants including saw cut & seal, kerb edge sealing and mastic joint sealing for slot drain repair and gantry walls etc.

Thin Bond Repairs

Used for fixing thin surface cracking due to pavement movement, repairing broken slab corners and to reform levels between adjacent slabs.

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).

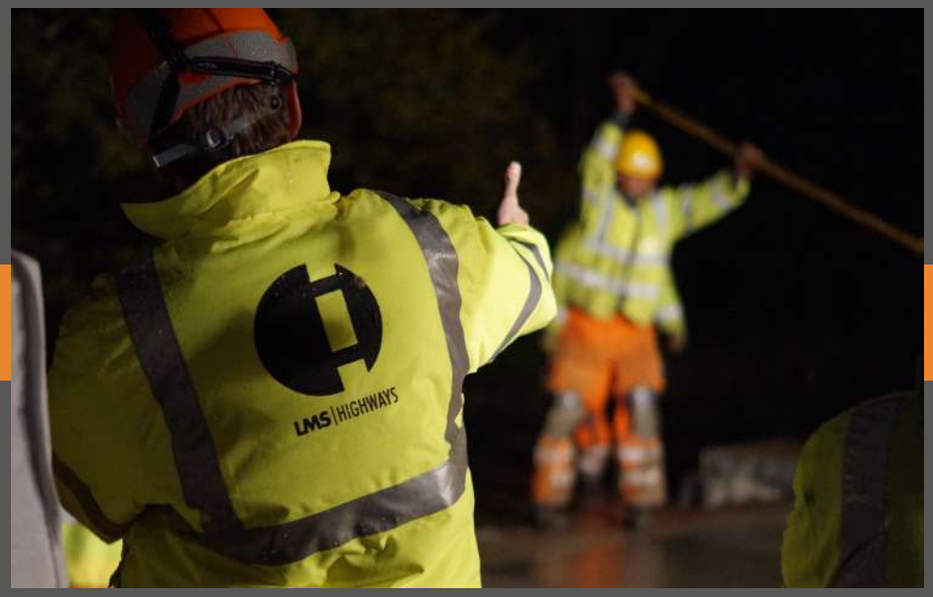
Inlaid Repair

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.

CONTACT INFORMATION



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