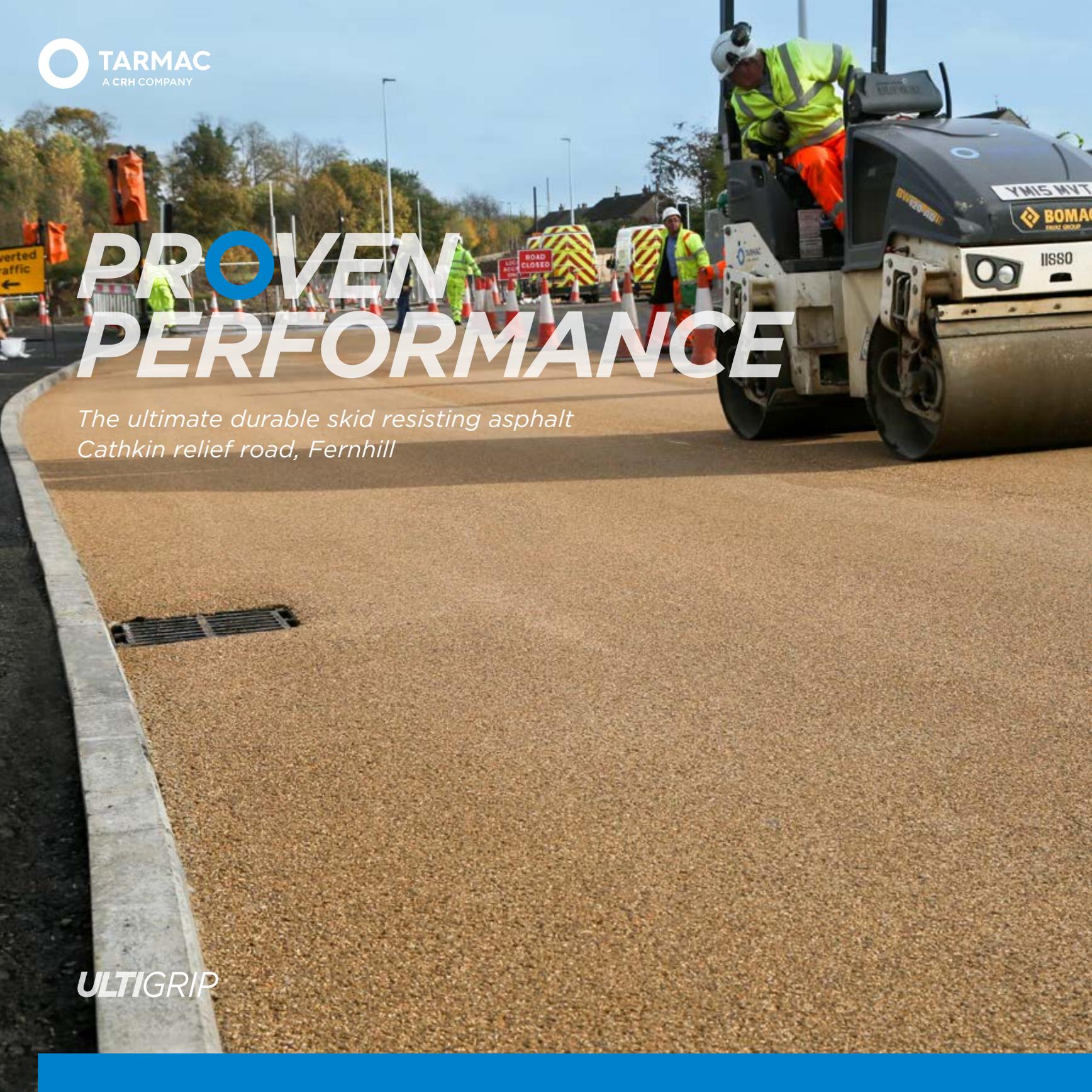


# PROVEN PERFORMANCE

*The ultimate durable skid resisting asphalt  
Cathkin relief road, Fernhill*

**ULTIGRIP**



**Product** ULTIGRIP

**Client** SOUTH LANARKSHIRE COUNCIL

**Main Contractor** LAND ENGINEERING

**Surfacing Contractor** TARMAC CONTRACTING

**Location** CATHKIN RELIEF ROAD, FERNHILL, RUTHERGLEN, GLASGOW

**Completion** OCTOBER 2016

## THE CHALLENGE

This planned resurfacing work was part of a programme of upgrades to roads around Glasgow and the wider Clyde Valley region. It was funded through the Glasgow and Clyde Valley Infrastructure Fund, part of the 'City Deal' between eight local authorities. The aim of the funding is to improve regional transport infrastructure and drive economic growth. The pedestrian crossings at a busy junction on the Fernhill/Burnside Road had been identified as a priority for improvement. The new surface needed to deliver lasting texture and anti-skid performance along with visual demarcation. It also needed to be cost effective and be completed with minimum disruption to road users.

## OUR SOLUTION

In line with funding objectives, the client wanted a solution that would improve road safety for local people and deliver long term performance and improved return on their investment. As a result, Tarmac recommended ULTIGRIP, which is proven to typically last three times longer than alternative anti-skid surfaces. This would mean lower projected maintenance requirements and reduced whole life costs for the local authority. ULTIGRIP uses bauxite aggregate and a durable clear binder to give a tough, coloured textured finish. It offers similar SCRIM performance to conventional anti-skid surfacing and can be laid quickly in a single pass using conventional paving equipment.

## RESULTS AND BENEFITS

The existing surface was planed out and ULTIGRIP was laid over two consecutive days in late October 2016. Although it has been used elsewhere in the UK, this was the first time ULTIGRIP had been used in Scotland. As expected at this time of year, the weather conditions on the site were challenging. However the material proved itself less susceptible to poor weather than conventional high friction surfacing. As planned the new surface was completed quickly and opened to traffic in line with the agreed schedule with minimal disruption to local road users.

For more details contact your [enquiries@tarmac.com](mailto:enquiries@tarmac.com) or call **0800 1 218 218**

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