# TARPAVE LIMITED
## DIGITAL BROCHURE
## 2022

Take A Look At Our New Company Brochure.

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## About Us

TARPAVE Limited are a trade surfacing company who pride ourselves on our reputation for workmanship, quality of service, meeting client needs and competitive pricing. We have been in business since 1996. With our knowledge bank and expertise, we has built up a reputation for quality of workmanship and customer satisfaction. Through the years, we have built up a reputable name and a strong relationship with new and older clientele. The majority of our work is commercial and industrial surfacing, we specialise in car parks, industrial yards and roads. Recent customers included local councils for growth and stability, we are an equivalent to carry out any project large or small, anywhere in mainland Scotland. We have carried out work for Glasgow City Council, Renfrewshire Council, East of Scotland, East, West and North. Road scanes, companies, retail parks, etc. We are a fully insured company, we are members of Safe Contractor, Constructionline and Achilles. We are also members of the Institute of Asphalt Technology, we are proud to be an active member of the Institute of Asphalt and Bitumen, and they take pride in our ethos of Health and Safety, and they take it place daily, we the employees are trained to carry out our work safely and to minimise accidentations or any other incidents that may occur on site. We are an example and forging good communication skills with clients, suppliers, and other trade companies, which can be facilitated by a positive business.

## Asphalt Information.

DBA. "Stone Mastic Asphalt" HRA. "Hot Rolled Asphalt" is a mixture of bitumen and minerals. Both materials are more likely to be used in heavier trafficked areas, e.g. public roads and main highways. Both materials can also be laid in layers, such as base, binder and surface courses. Typical thickness for HRA. Hot Rolled with either a 20mm pea coarsed chip or a 6 - 10mm white chip. More footpaths carry out similar specifications, depending on the client's request. HRA on high-trafficked roads is increasingly being replaced by SMA. Stone Mastic Asphalt is a gap graded hot asphalt, material reinforced with fibres and has been shown to produce less traffic noise. Much to the delight of the Highways Agency (HA), As with HRA, it must be machine-laid.

This diagram above shows an example of different layers of aggregate that go into the makeup of a new road. The number of layers can vary depending on t the specification.

## Bitmac Information.

Tarmacadam, "Bituminous Macadam", which is a concrete referred to. Bitmac is we in the industry still it has a considerable amount of bitumen contents, which gives of a shiner, more appealing look, it is also very durable and can last for several years if maintained correctly. Bitmac can be utilised in many ways, e.g. footpaths, car parks, private roads, industrial yards, etc. Bitmac is laid by machine, it is a fast paving machine which leaves the more superior finish. 2. Although this procedure is carried out on a larger scale. Smaller projects such as footpaths can be done by hand, this is a more time consuming and hard laying, which can be enhanced with a skilled workforce. A machine laying Bitmac on a smaller scale would not be practical, as this wouldn't be cost effective. Bitmac is a cheaper alternative to asphalt, and is very suit such a small area. Pits organically would be not cost-effective.

## Overlaying Of Existing Material.

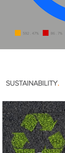
A weaving course can be laid over an existing bitmac or concrete surface, this is known as an "overlay". The new surface must be bonded to the existing one by using a bituminous emulsion. We in the business call it by another name, "tack coat".

The diagram above shows an example of an overlay, you have the base course at the bottom of the surface course, the tack coat in between the base course and the weaving course, this is the part that bonds to the new layer to create the overall finish.

## This Is A List Of Some Of Our Clients.

AVOVE · AMCOSHOFFEN · WGM GROUNDWORKS · FLEMING · BAKKAVOR · Cameron's Tartan · McGills · whk W.A. SHEARER LTD · Rowan Group · SPECTRUM PROPERTIES · pacific HOMES · ADVANCED · Great Glen Houses · Cowanbank · McCUBBIN

## Factory Car Park.



This factory car park in Livingston West Lothian, as seen above, had the top layer of the old surface removed using a planing machine. This machine carries the waste to a waiting lorry for example. The machine carries a large rotating drum to remove and grind the road surface. The drum consists of rows of tungsten tipped teeth. The depth of the cut depends on the type of work and the road is moved toward the centre and can be loaded onto the machine's conveyor belt, with the waste material being used as a base material for the existing surface. Once removed, it will then be brought clean with a road sweeper, for example, ready for the new layer. The surface for spraying the bituminous emulsion emulsion onto the existing surface. Once this bonding process is complete, the next phase is to lay the asphalt.

This was phase one of our recent projects at the Renaissance golf club. This road was machine laid with a 35mm open textured Binder. Phase 2 of surfacing works will start around August September time after the completion of the clubhouse. This will be machine laid with a 6mm Hot Rolled Asphalt Top Dressed Chip Finish to meet FTA 2005. If you want to see a larger scale of these pictures, go to our website: www.tarpaveltd.co.uk

This is another surfacing project that was carried out by TARPAVE. This job was machine laid on a signalled with a 35mm open textured Binder. This was carried out on behalf of the contractor, the Peel Port Group. This was the second largest port group in the UK, which handle over 70 million tonnes of cargo flow across the globe.

## SUSTAINABILITY.




## WHERE WE STAND.

TARPAVE offers clients an alternative option to Asphalt and Bitmac, Tarmacadam, which is a more sustainable and environmental alternative. As an environmentally friendly option road planings deliver a host of benefits including less transportation, less waste, less carbon emissions, less mining, permeable. They also require less maintenance than a quarried aggregate, which underlines their other quality of being more cost effective. Road planings are 100% recyclable and it comprises of three steps.

1. Cold milling of the existing surface.
2. Laying the planings.
3. Rolling the planings to vibratory roller to compact
4. Back of site area several times till smoothed off.

## ENVIRONMENTAL IMPACT.

Asphalt is not only used for its adhesive and waterproofing properties, it is also used for its ability to protect the environment from hazardous materials. Landfill sites need to stop leachate (water containing soluble hazardous materials) from contaminating groundwater and surface water. Asphalt is a waterproof material and well established in hydraulic engineering for many decades. Because of its unique properties asphalt concrete is routinely used for lining landfill sites.

## RECYCLED ASPHALT PAVEMENT.

(RAP) is a particularly valuable material in the asphalt production industry, and its value will continue to increase as the cost of virgin aggregate escalates and rises. The growing trend for recycling aggregate materials such as RAP has been fuelled by the rising transportation costs associated with hauling new aggregate, bitumen are linked resources, whereas planings are available at a by-product of road improvements. Moreover, using the roads as a quarry reduces both carbon emissions and transport movements.

## ASPHALT IS 100% REUSABLE.

Asphalt could be 100% used as aggregate for road construction and repaving, but it is a precious construction material that can be better used for real recycling which means to re-use it in new asphalt mixes. Reusing old asphalt, RAP, saves on the use of virgin materials. Rates, the re-use rate for asphalt is up to 100% with further potential compared to other construction materials (tie wood 20% re-use is timber products or concrete potential of recycling between 40 - 50%).

## OUR STANCE ON CO2 EMISSIONS.

Through extensive research, we have found out extra account for 67% of road transport emissions. HGVs account for 19%. This is something we have taken on board when purchasing a new vehicle. We are finding out new ways each day how we can reduce our carbon footprint. Use of heavy plant and machinery, Scope 1 and 2 Emissions contribute to 33% of our carbon emissions. Data has been taken by further calculations of our machinery carbon emissions by as much as 30%, this is something TARPAVE has looked into extensively. Monitoring machinery and plant. This can be a daunting task at times, however, it is important to know the impact we have on the considerable amount of high frequency levels, due to, multiple contractors on site. We like to remind our drivers and operatives of noise levels, and inform them of the impact it has on the surrounding environment. We are very diligently doing our bit for the environment, reducing as much our gases into the air, aiming for a better cleaner pollution free environment.

## FOLLOW THE RULES.

As long-time members of SEPA, we understand it is our duty to maintain a safe healthy and sustainable environment. Should anyone feel that we have not lived up to our promises, we want to hear about it. We can't know what we don't know, and we are caught by surprise. If caught committing any form of environmental crime, they would be immediately reprimanded.

## Our Registered Office.

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