



Information Packet



The Benefits



EZ Street is a polymer-modified cold asphalt guaranteed to permanently repair potholes, utility cuts, overlays, and edge repairs in asphalt or concrete. EZ Street asphalt is currently being used by State DOT's across the country in bulk and bag form. Not only does EZ Street asphalt work in ALL weather conditions, it even works in water. EZ Street asphalt is easy to apply and requires no mixing or tack coat.

No matter the location, the weather, or the time of day, EZ Street asphalt is quick, effective, permanent, and requires minimal labor for installation. Simply sweep the area, fill the area with EZ Street asphalt and compact with a shovel or car tire. It really is EZ!.



The Facts

- **Guaranteed Permanent**
- **Works in Water and all Weather**
- **Ready to Use**
- **Instantly Ready for Traffic**
- **Stockpiles for Months**
- **No Mixing, No Tack Coat**
- **Consumer lab tested and approved**
- **DOT approved**

Quick Reference Guide

Packaged EZ Street - 50 lb Bag

4.5
SQUARE
FEET



9
SQUARE
FEET



13.5
SQUARE
FEET



22.5
SQUARE
FEET



Bulk EZ Street

- 1 Ton = 20 square yards
- 2 Ton = 40 square yards
- 10 Ton = 200 square yards

** All measurements based on 1" depth.*

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One Call Gets It All
Quotes, Orders & Scheduling

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General Information



EZ Street is a ready to use, high performance, polymer-modified, cold asphalt capable of providing a cost effective, simple and permanent solution to a variety of applications including but not limited to potholes, utility cuts, joint repairs, outer edge repairs, surface patches (level course), and even small overlays. EZ Street asphalt is similar in appearance and performance to good hot mix asphalt and can be utilized in any weather condition (rain or shine, hot or cold). EZ Street asphalt has an extended stockpile life while retaining excellent workability. EZ Street asphalt requires no tack coat, can be used to patch both asphalt and concrete surfaces, and can even be applied in water! EZ Street asphalt can be opened immediately to traffic making it perfect for those inevitable “throw and go” situations. If proper installation techniques are utilized, EZ Street applications should have an equivalent or extended life expectancy in comparison to hot mix asphalt. Proper installation is the key to the longevity of any paving application and following is a brief guide to help insure the maximum performance for your EZ Street material.



EZ Street asphalt is ready to use right out of the bag



Material Temperature and Compaction

EZ Street asphalt can be applied when air temperatures are between 0°F and 100°F; however, EZ Street asphalt will be most pliable, workable, and compactable at air temperatures ranging from 50°F to 90°F. In the winter months, warming of the EZ Street material prior to application via a “hot box”, heated dump bed, or patching truck is quite acceptable; although, it is imperative that the material temperature does not exceed 125°F. To insure optimum performance EZ Street asphalt should be applied and compacted in 2" maximum lifts. A vibratory steel wheel roller will always provide optimum results and performance; however, steel wheel or pneumatic rollers, compactor plates, wheel rolling, and hand tamping are also acceptable methods of compaction. Over compaction is rarely an issue.

Available in 50 lb bags & loose bulk.



Installation Guide



EZ Street asphalt
is easy to use

EZ Street will perform best and achieve maximum longevity if the following installation procedures are followed.

1. Excavate entire failed pavement surface and unstable base material (including “alligator” cracked areas).
2. Clean foreign debris from the area to be patched using a broom or compressed air.
3. Compact sub-grade thoroughly to achieve a firm foundation. The preferred mode of base compaction would be a vibratory compactor plate or steel wheel roller; for small potholes, a hand tamp is acceptable.
4. Apply EZ Street material in maximum 2" lifts.
5. Compact EZ Street asphalt after each lift using a plate compactor, steel wheel roller, vehicle tire, hand tamp or shovel.
6. Final EZ Street lift should be placed approximately 1" higher than the desired finished surface level prior to compaction allowing for optimal secondary compaction as a result of traffic flow.



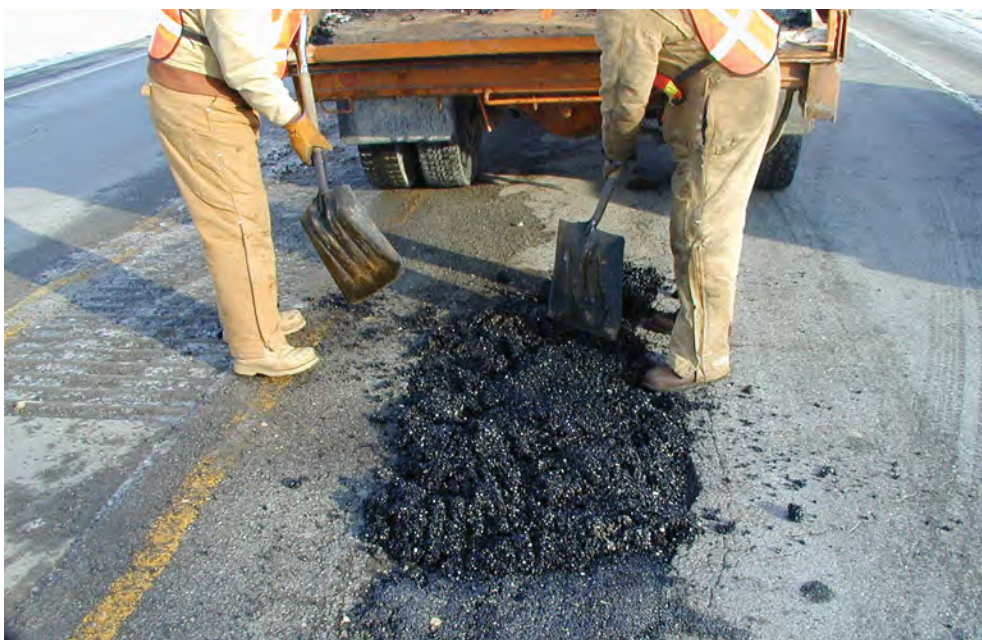
Potholes



EZ Street asphalt can be used very successfully in patching any pothole. For most patches, simply placing the EZ Street material in the pothole and compacting with a shovel, hand tamp, or wheel rolling with a vehicle will suffice. When possible, it is best to clean foreign debris from the pothole utilizing a broom or compressed air; however, it is not required. The application of tack coat is not necessary and is discouraged, as it is “built-in”. If the pothole is full of water, EZ Street asphalt can be placed without removing the water and the material will still compact, bond, and provide adequate performance. EZ Street asphalt is also designed for “throw and go” applications to be left for traffic to provide compaction. However, as with any repair product, the life expectancy of the repair is relative to the preparation and care taken in placing the material. Typically, EZ Street material should be left higher than the surrounding hard surface in order to accommodate secondary compaction resulting from traffic flow. The expected secondary compaction is relative to the depth of the pothole. Most premium asphalt sealing and crack filling materials are compatible with EZ Street asphalt and can be applied effectively after a brief curing period, as with hot mix asphalt.



EZ Street asphalt works in water filled potholes



Applications

Utility Cuts, Overlays & Edge Repairs



EZ Street asphalt can be utilized as a permanent trench patching material if proper installation procedures are followed. As with any material, optimum placement of a well compacted, solid, unyielding base is imperative under the EZ Street material in order to avoid trench failure that can result from settling, rutting or shoving.

EZ Street asphalt should be placed in maximum 2" lifts with each lift receiving proper compaction. Best performance will be realized if a vibratory steel wheel roller is utilized to achieve compaction following the application of each material lift. In cases where a steel wheel roller will not fit into the trench for compaction of the initial material lift(s), a plate compactor should be used. Use of a vibratory steel wheel roller is the preferred mode of compaction for all material lift(s), especially the final or top lift on all trench applications.

EZ Street asphalt can be expected to consolidate up to 40% before maximum density is achieved. When installing a 2" lift, EZ Street asphalt should be placed approximately 1" higher than the desired finished surface level prior to compaction insuring that the trench contains sufficient EZ Street material after optimum compaction is achieved.



Utility Cuts



Applications

Utility Cuts, Overlays & Edge Repairs



Overlays



Manholes, Water Valves & Drains

EZ Street asphalt can serve as a permanent material around manhole covers, water valves, drains, and catch basin grates if installed properly. Achieving adequate compaction should be the primary focus for these applications as the hardware can cause significant compaction obstacles and may tend to shift under traffic. Because it is difficult to obtain maximum compaction densities around metal lids, rings, and grates, it is recommended that the EZ Street material be left slightly higher than the surrounding hard surface in order to accommodate secondary compaction as a result of traffic flow. Again, EZ Street asphalt should be applied and compacted in maximum 2" lifts with each lift receiving adequate compaction effort.



FAQ's



How do I apply EZ Street asphalt to a pothole filled with water?

Just throw EZ Street asphalt directly into the water filled hole. EZ Street asphalt will displace the water. Then, compact the EZ Street asphalt with a shovel or car tire. Leave a slight crown on the patch because it will compact a little more as traffic goes over it.

How long does EZ Street asphalt stay workable in a stockpile?

EZ Street asphalt is guaranteed to stay workable in a stockpile for at least 6 months in a 50 ton pile stacked 6' high. But we've had smaller stockpiles last over a year outside. If you leave the stockpile undisturbed for a long period of time, a protective crust may form over the pile. This is a built-in mechanism to prevent premature hardening of your stockpile. If this happens, simply have your loader "fluff up" the material prior to loading the truck. This will rejuvenate the EZ Street asphalt.

What's so special about the EZ Street bag?

The EZ Street bag is made of durable poly-vinyl that helps prevent breakage – a first in the industry. The bag is resealable to keep unused product fresh and has a nylon rope handle to make carrying EZ Street bag even easier. EZ Street asphalt lasts for at least a year in the bag... even if it has been opened and resealed.

How long after applying EZ Street asphalt does traffic have to be diverted?

EZ Street asphalt is ready for traffic the instant you throw it in the hole. In fact, many EZ Street users keep bags in their trucks so when they come across a pothole they can just throw it in the hole and let traffic compact it.

Does EZ Street get harder to work with as the temperature gets colder?

All EZ Street mixes are custom designed for a region's broader climatic conditions. So, if your geographic region is experiencing its normal winter temperatures, then EZ Street asphalt should be designed to work relatively easy in that environment. Generally though, the colder it gets, the stiffer the material becomes to work with.

How does EZ Street asphalt compare with regards to cost?

EZ Street is a premium cold asphalt that costs more per ton than hot mix or conventional cold mix asphalt. However, EZ Street asphalt actually costs less once all factors are considered. For example, say you are filling potholes with hot mix, first you have to wait in line at the plant, then you have to saw-cut the edges, clean the hole, and apply tack coat. Then apply the messy hot mix, roll it, and wait hours before you can open that area to traffic. Don't forget the wasted mix still left in the truck or the time it takes to clean it out.

It is bad enough that agencies are paying once to patch potholes this way, but with conventional cold mix, re-patching the same area more than once is commonplace. This results in a multiplying effect of "all" of the costs in the pothole repair process – the material, labor, equipment and overhead.

Now imagine fixing potholes with EZ Street asphalt straight from a stockpile or a pallet of bags in your own yard ready for any job that comes up. Next, picture crews that accomplish twice as much because they do not have to do any of the prep work associated with hot asphalt. There is virtually no clean-up time, no wasted product, and no traffic interruption. EZ Street asphalt will even fix holes filled with water. Try that with hot mix or conventional cold mix. Best of all, an EZ Street repair is guaranteed to be permanent.



EZ Street asphalt is guaranteed permanent.



The Basics



The Design

Carefully selected and graded, approved raw materials (coarse and fine aggregate), are married up with the liquid portion of the mix (Asphalt cement, diluents, and EZ Street Polymers). Consideration is given to the climatic conditions of where the mix will be utilized, and for what type of application. So, there are a multitude of designs for a multitude of geographic regions and applications. Consistent with every design is the proper proportioning of raw materials, so that once the product is in service, it will fully function in its intended application.



The Elements

Over time, the mixes' exposure to the elements (sun, air) will help "cure" the mix to its fullest potential, leaving you with a permanent repair. How long will this take? That depends – the more compaction, and the longer the repair is exposed to the elements, the better the repair becomes. As a rule of thumb, all EZ Street patches are ready for traffic immediately after installation.



Compaction

Once EZ Street leaves its bulk or bag form and is applied in its intended application, it's subject to compaction. First, the material is compacted during installation. Compaction during the installation phase can be achieved through mechanical or non-mechanical means. A plate tamper, roller or hand tamper is most often used. Car and truck tires achieve the second phase of compaction. Here is where the "design" meets the road, so to speak. Repeated compaction of the

EZ Street material by traffic results in a continued tightening of the mix – where the particles properly interlock, resulting in a permanent mix.

Businessweek Article

Welcome to the Pothole Nation
February 2011



EZ Street can be used on many different applications



Asphalt Pro Magazine

Music City Patches Green
May 2014

Loyal Customer Demonstrates Asphalt Repair Cost Savings

A recent university study by James Bearden, shows a cost savings of 72% when using EZ Street asphalt compared to hot mix asphalt repair. By comparing the cost of time and materials for each product he was able to calculate the percentage of cost savings. His final recommendation for Columbia's Wastewater Department was to change the current, two-step paving process, to the one-step paving process using EZ Street asphalt repair.



236.34 *

-

hot mix
843.01 **

X

100%

=

72%

Asphalt Repair
Cost Savings

843.01

*Average cost of combined man-hours and material needed to permanently repair street-cuts per cubic yard of placed asphalt mix (EZ Street asphalt).

**Average cost of combined man-hours and material needed to permanently repair street-cuts per cubic yard of placed asphalt mix (hot mix).



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KENT D. FLAKE
COMMISSIONER OF STREETS

October 28, 2015

Justin Naber
EZStreet Sales Manager
Fred Weber Inc.
2320 Creve Coeur Mill Rd.
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Dear Justin:

We just wanted to let you know that we and our crews are very happy with the results of the EZ Street Cold Asphalt.

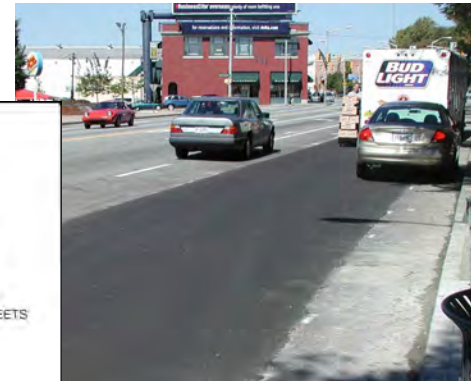
We have been using EZ Street since its inception in 2000 and although we have tried numerous other cold mix products since, nothing else has proven to be as good in both warm and cold weather conditions. Your product has been easy to get at anytime and the price is very competitive

Once again, thanks for your help and let me know if I can be of any assistance as I have and will continue to recommend EZ Street Cold Asphalt.

Sincerely,

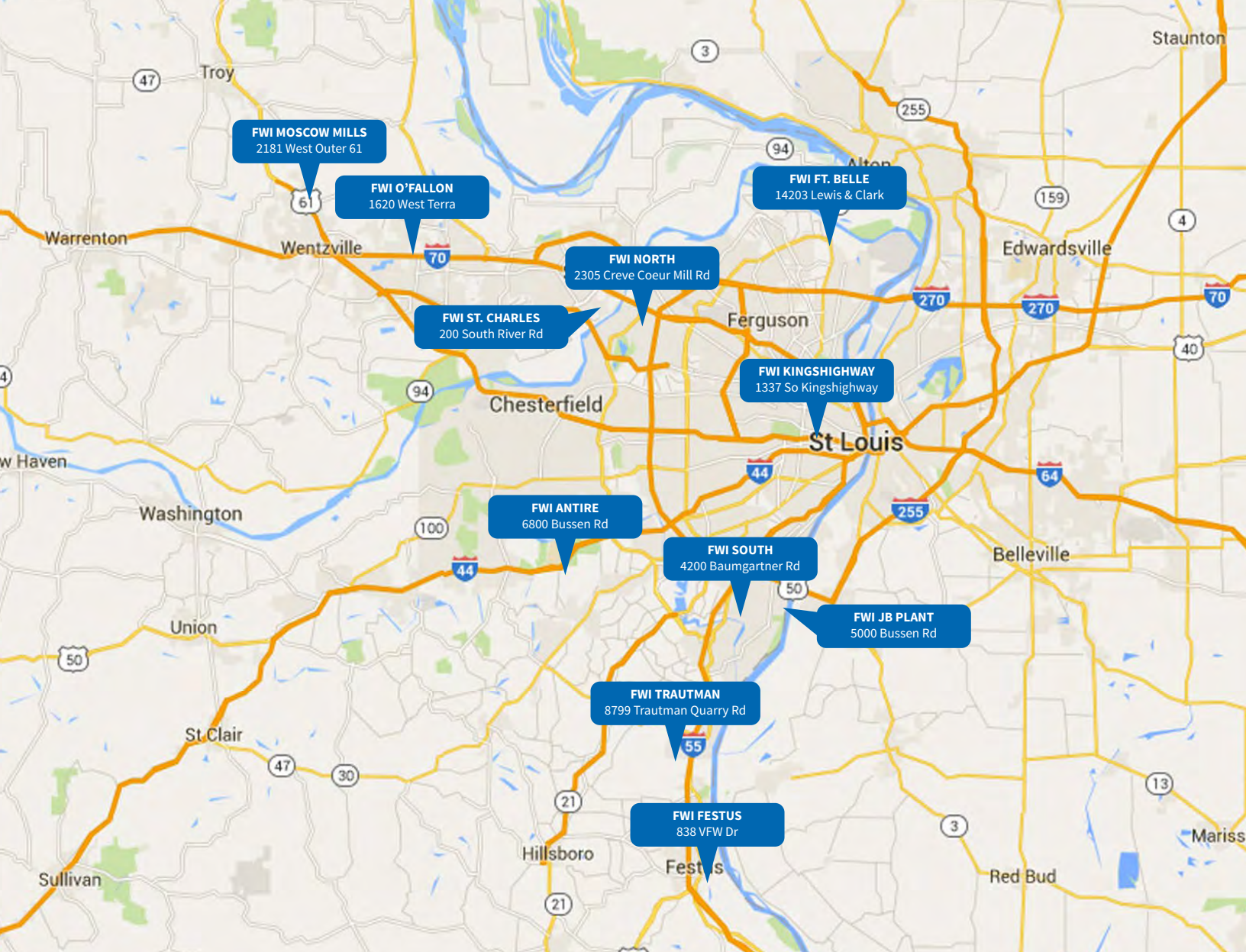


Kent D. Flake
Commissioner of Streets
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EZ Street asphalt requires
no mixing or tack coat





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