EZ STREET® ASPHALT

Information Packet

mainroad

EZ Street Canada

For more information contact us

1-877-575-7023

www.ezstreetasphalt.ca

Quick Reference Guide

Packaged EZ Street - 22 kg Bag

0.42 SQUARE METRES	
0.84 SQUARE METRES	
1.25 SQUARE METRES	
2.1 SQUARE METRES	

Bulk EZ STREET	
1 tonne =	18 square metres
2 tonnes =	37 square metres
10 tonnes =	183 square metres

$1m^2$ - $10.8ft^2$

* All measurements based on 25 mm depth.

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calcca.ezstreetasphalt.com

General Information

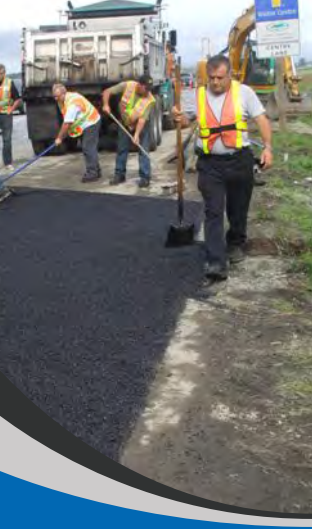
EZ Street is a ready to use, high performance, polymer-modified cold asphalt capable of providing a cost effective, simple and permanent solution to a variety of applications. Potholes, utility cuts, join repairs, outer edge repairs, surface patches (level course), and even small overlays are just a few of the applications. EZ Street 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. It requires no tack coat, can be used to patch both asphalt and concrete surfaces, and can even be applied in water! EZ Street 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.

Material Temperature and Compaction

EZ Street cold asphalt can be applied when air temperatures are between -18° C y 38° C; however, EZ Street cold asphalt will be most pliable, workable, and compactible at air temperatures ranging from 10° C y 32° C. 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 51° C. To insure optimum performance EZ Street cold asphalt should be applied and compacted in 50 mm 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
22 kg bags,
1 tonne sacks,
and bulk*

*Note: Available at specific locations



Installation Guide

Potholes

EZ Street cold asphalt can be used very successfully in patching any pothole in which it is placed. The first step is to clean the pothole with a broom or compressed air. For most patches, simply place the EZ Street material into the pothole and compact it with a hand tamp, backside of a shovel or wheel roll with a vehicle. Leave the EZ Street cold asphalt (in a small crown) to account for consolidation under traffic. The deeper the pothole, the higher the crown will be needed. The more preparation and care in placing EZ Street cold asphalt, the longer the service life that can be expected.

Utility Cuts

EZ Street asphalt can be used as a permanent trench patch if proper installation procedures are followed. Similar to hot mix, a solid, unyielding base must be provided under the EZ Street material if it is expected to not settle, rut or shove. EZ Street cold asphalt can be placed in lifts up to 50 mm, with each lift receiving compaction effort. In cases where the steel wheel roller will not fit into the trench on the first lift, a plate compactor can be used. It is advisable to use the vibratory steel wheel roller on the top lift of all trenches. EZ Street cold asphalt can be expected to consolidate up to 40% before proper density is achieved. For a 50 mm deep lift, the EZ Street cold asphalt should be placed about 25 mm higher than the desired finished surface before compaction begins. This will insure that enough EZ Street cold asphalt will be forced into the trench and proper compaction will be achieved.

Water Valve, Catch Basin, Manhole Surrounds

EZ Street cold asphalt can be used as a permanent asphalt material around water valves, catch basin grates and manhole covers if installed properly. Compaction is very important as the lid and ring can cause significant compaction difficulties. Because it is difficult to obtain acceptable compaction around the metal lids and rigs, it is often necessary to compact in 50 mm maximum lifts.

Installation Guide

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 utilizing 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 50 mm lifts.

5. Compact EZ Street cold asphalt after each lift utilizing a vibratory compactor plate or steel wheel roller.

6. Final EZ Street lift should be placed approximately 25 mm higher than the desired finished surface level prior to compaction allowing for optimal secondary compaction as a result of traffic flow.

FAQ's

How do I apply EZ Street cold 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 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 stay workable in a stockpile?

EZ Street is guaranteed to stay workable in a stockpile for at least 6 months in a 50-tonne pile stacked 2 m 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 cold asphalt lasts for at least a year in the bag… even if it has been opened and resealed.

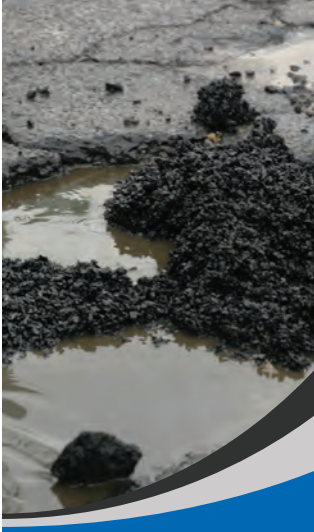
How long after applying EZ Street does traffic have to be diverted?

EZ Street is ready for traffic the instant you throw it in the hole. In fact, many crews 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 should be designed to work relatively easy in that environment. Generally though, the colder it gets, the stiffer the material becomes to work with.

Potholes



EZ Street cold 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 cold asphalt can be placed without removing the water and the material will still compact, bond, and provide adequate performance. EZ Street cold 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 cold asphalt and can be applied effectively after a brief curing period, as with hot mix asphalt.

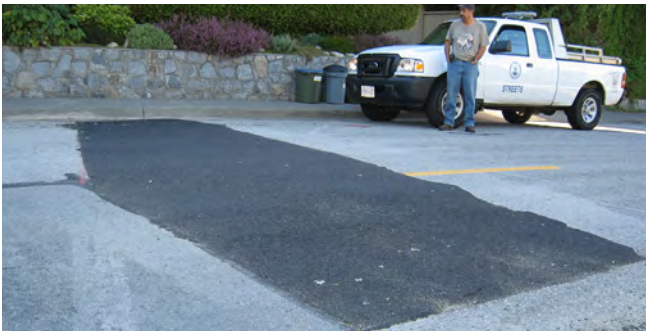
Applications

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 cold asphalt should be placed in maximum 50 mm 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.

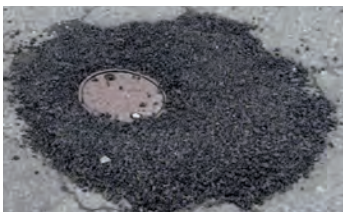
EZ Street cold asphalt can be expected to consolidate up to 40% before maximum density is achieved. When installing a 50 mm lift, EZ Street cold asphalt should be placed approximately 25 mm higher than the desired finished surface level prior to compaction insuring that the trench contains sufficient EZ Street material after optimum compaction is achieved.



Applications

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 cold asphalt should be applied and compacted in maximum 50 mm lifts with each lift receiving adequate compaction effort.



News

Mainroad solves problem in the cold
ASPHALT PRO

August 2011
By Russ Klettke

"In the wet climate of Vancouver where motorists and contractors alike are used to freeze-thaw cycles, University Boulevard needed a winter patch. Originally designed for light traffic, the road had seen population—thus traffic—increases. Alligator cracking had led to serious pavement deterioration in some areas and the lovely grove of trees lining the road had sent root disruptions into the pavement as well." …

Paving the way — exploring uses of cold mix asphalt
GAS, OIL & MINING CONTRACTOR

August 2011
By Peter Kenter

"Building roads and landing strips for gas, oil and mining facilities is often a challenge. Traditional hot mix asphalt and associated road building equipment is difficult to transport to remote sites and traditional asphalt either goes down poorly—or not at all—in cold or wet weather. Cold asphalt products, or hot mix alternatives as they're commonly known, aim to fill the gap by providing materials that can be delivered and applied in a broad range of environments, using minimal equipment. " …

News

EZ does it
AGGREGATES AND ROADBUILDING

December 2010
by Rob Blackstien

As its moniker suggests, EZ Street can make life a breeze for roadbuilding and repair crews. The name also accurately defines why the product is already being used in 20 countries and is quickly gaining traction in Canada since the launch of EZ Street Canada three years ago in Yellowknife.

To date, EZ Street's sweet spot here in the Great White North has been as a maintenance product, but an October 2009 full-width surfacing project in Yellowknife could pave the way for larger applications of this innovative technology…

Road to future?
EDGE

Winter 2012
By Brent Reaney

"Out at the edge of town, by the quarry at the end of Kam Lake, sits a machine that looks like a conveyor belt attached to an orange locomotive and three rail cars. It is actually a custom-built portable asphalt plant owned by EZ Street Canada and this past summer it produced roughly 1,700 tonnes of material to pave N'Dilo's main road."…

Case Study:
University of British Columbia, Pavement Repairs

- Work performed / completed on December 11, 2010
- University Boulevard, UBC, Vancouver
- Repairs completed for Mainroad Lower Mainland Contracting LP, contractor for Ministry of Transportation and Infrastructure
- Repairs were performed by Winvan Paving under project management from Mainroad Lower Mainroad Contracting LP
- Work Type – Repairs depth varied between 50mm to 75mm standard mill and inlay (grind and pave). Repair sizes ranged from 20m2 to 260m2
- EZ Street Used = 108 metric tonnes
- Weather
  – Temperature ranged from 3 degrees to 5 degrees Celsius
  – Overcast and damp with some rain (minimal)

Before

After

EZ STREET®

EZ Street Canada

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