

Benefits

The EZ STREET Advantage

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 cold asphalt is currently being used by State DOT's across the country in bulk and bag form. Not only does EZ STREET cold asphalt work in ALL weather conditions, it even works in water. EZ STREET cold 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 cold asphalt is quick, effective, permanent, and requires a minimal installation crew. Simply sweep the area, fill the area with EZ STREET cold asphalt and compact with a shovel or car tire. It really is EZ!



The Facts

- Guaranteed Permanent
- Works in Water
- Works in ALL Weather Conditions
- No mixing
- No tack coat required
- Ready to use
- Instantly ready for traffic
- Consumer lab-tested and approved
- Stockpiles for months
- Approved by DOT
- Available in bulk and 50 lb. bags



EZ STREET®

The EZ Street Company
1786 NW 82nd Ave
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Fax: 305-663-0832
Toll-free: 1-800-734-1476
E-mail: info@ezstreetasphalt.com

www.ezstreetasphalt.com

General Information

Polymer-modified Cold Asphalt

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 cold 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 cold asphalt has an extended stockpile life while retaining excellent workability. EZ STREET cold asphalt requires no tack coat, can be used to patch both asphalt and concrete surfaces, and can even be applied in water! EZ STREET cold 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.



Material Temperature and Compaction

EZ STREET cold asphalt can be applied when air temperatures are between 0°F and 100°F; however, EZ STREET cold 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 cold 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.

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FAQ's

Frequently Asked Questions

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

Just throw EZ STREET cold asphalt directly into the water filled hole. EZ STREET cold asphalt will displace the water. Then, compact the EZ STREET cold 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 cold asphalt stay workable in a stockpile?

EZ STREET cold 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 cold 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 cold asphalt does traffic have to be diverted?

EZ STREET cold asphalt 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 cold 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 cold 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 cold 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 cold 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 cold 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.



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Installation Guide

Procedures to Achieve Optimum Results



Utility Cuts

EZ STREET cold 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 2", 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 2" deep lift, the EZ STREET cold asphalt should be placed about 1" 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 2" maximum lifts.



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Potholes

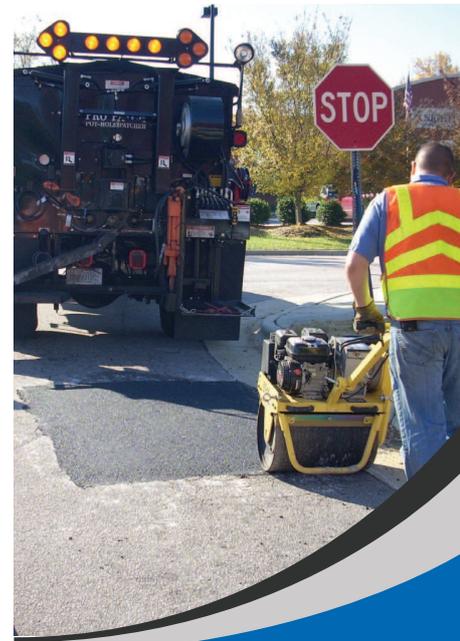
EZ STREET cold asphalt can be used very successfully in patching any pothole in which it is placed. The first step is to clean the pothole with a broom or compressed air. For most patches, simply place the EZ STREET material into the pothole and compact it with a hand tamp, backside of a shovel or wheel 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.

Packaged Product



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 any "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 2" 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 1" higher than the desired finished surface level prior to compaction allowing for optimal secondary compaction as a result of traffic flow.



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Flexible Packaging

EZ STREET takes home "Highest Achievement Award" in Competition

Miami, Florida - September 15, 2006 – Eight years since its introduction to the industry – EZ STREET cold asphalt's unique flexible packaging design garners continued acclaim, and was given a silver award in excellence in packaging by The Flexible Packaging Association.

Form and Function – In building materials.

"As evidenced by the innovation in the EZ STREET bag design, it is clear that both form and function can play an equally important role in building materials, says Maria Donahue, President of The Flexible Packaging Association. "We congratulate The EZ Street Company on using innovative packaging to add value to this industry."

This is Asphalt? You're Asking. Yes.

"To be sharing the stage with Pillsbury, M&M's and Nestle' – all champions in consumer branding and packaging is exciting, and very rewarding. When other building materials are still contemplating minor package innovation – we've been through twelve iterations since we brought it to our retailers and consumers, which translates to better and more functional product, all the time", says Tom Francione, Director of Sales - USA, The EZ Street Company.

Resealable Features – Protective Linings – Robust Graphics.

The benefits don't stop there. EZ STREET cold asphalt will re-introduce its much sought after rope handled bag, later this Fall. What's not changing – the same great product inside the bag. "We're passionately committed to providing the consumer with the ultimate experience in permanently repairing their potholes– whether it's a few bags or a few truckloads of bags," added Francione.



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Potholes

Permanent Cold Asphalt Patch

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.



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Utility Cuts

Utility Cuts & Trench Repair

EZ STREET cold asphalt can also 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.

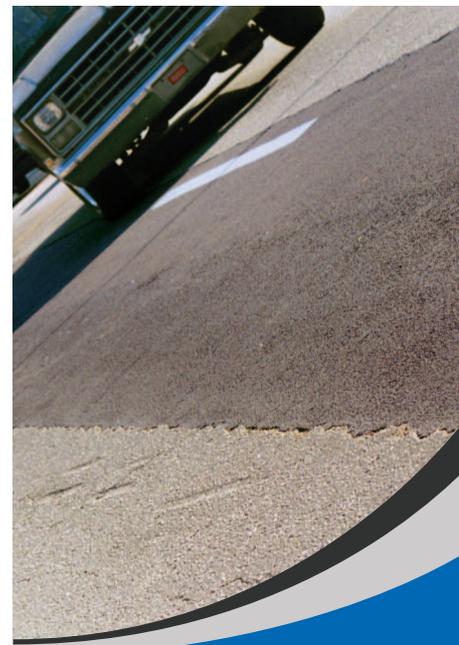
EZ STREET cold asphalt should be placed in maximum 2" lifts with each lift receiving proper compaction. Best performance will be realized if a vibratory steel wheel roller is utilized to achieve compaction following the application of each material lift. In cases where a steel wheel roller will not fit 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 cold asphalt can be expected to consolidate up to 40% before maximum density is achieved. When installing a 2" lift, EZ STREET cold 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.



Manholes, Water Valves & Drains

EZ STREET cold 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 2" lifts with each lift receiving adequate compaction effort.



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Overlays

Repair edges & "alligatored" sections

EZ STREET cold asphalt can also be utilized as a permanent overlay 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 material failure that can result from settling, rutting, or shoving.

EZ STREET cold 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.

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Pothole Patrol & More

Journal News & Popular Mechanics

We may soon be driving on EZ Street

Willie Surton used to say that he robbed banks because that was where the money was.

For a Florida-based company that claims its product fills potholes more effectively, New York fits a similar category when it comes to market potential.

"I've never seen anything like the BQE," said Dag Seagren, the president of The EZ Street Company, a Miami firm that has just gotten approved by the New York state Department of Transportation as a supplier of "cold patch material," which workers use to temporarily fill in the teeth-jarring holes in the road around here.

"New York City alone fills something like 50,000 potholes a month," he said.

Actually, according to the city's web site, February a year ago had 55,839 pothole repairs, about 10,000 more than the following month.



THE JOURNAL NEWS, FEBRUARY 2005

Easy Street

Can this product make repairing your driveway downright easy? You'll have to decide that for yourself, but we'll put it this way, it has the potential to make the job a lot easier. It's called EZ Street, and it consists of 35 pounds of blended sand, stone, asphalt and polymer resins packed neatly in a tear-resistant plastic bag with a rope handle. Open the resealable bag, dump out the contents, and pack it down. One bag will cover 3 sq. ft. to a depth of 1 in. You can apply it in any weather and even in a pothole with water in it. After it's compacted, it can handle traffic immediately. Apply a coat of driveway sealer about one month after its installation. EZ Street costs \$18.99 per bag at hardware stores and home centers. Contact The EZ Street Company, 1786 NW 82nd Ave, Miami, FL 33126; 800-734-1476.

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The Asphalt Contractor[®]

Night Utility Repair Cools Off

When concrete fill won't cure fast enough, contractor turns to cold asphalt product for surface course.

By Sandy Lender

Creating and repairing a 9,000-foot (2,743-m) utility cut without disrupting traffic flow sounds impossible. Imagine the logistics involved in making a 300-foot (91-m) utility cut 4.5 feet (1.4 m) deep by 5 feet (1.5 m) wide, laying 12-inch (300-mm) plastic pipe, backfilling, pouring 10 inches (250 mm) of concrete, then paving with an asphalt mix between 8 p.m. and 6 a.m. Traffic's headed toward the site in the morning, so you've got to be out of the way. The crews of Flint Paving Co., Atlanta, a division of Natcomm Inc., Houston worked with Georgia Department of Transportation (GDOT) officials to approve a plan for getting in, getting the job done and getting out of the way.

Atlanta Utility Update Requires New Pavement

"Our project is approximately 9,000 feet (2743 m) of replacement," explains Jim Smith, construction coordinator on the 12-inch (300-mm) bare steel renewal project for Atlanta Gas Light. "The gas line that we're replacing is a 12-inch (300-mm) bare steel that was put into service back in the mid to late 1930s. This (replacement) is mandated by the public service commission."

Smith explains that the 12-inch (300-mm) plastic line that his company is installing is a medium high-pressure line that is placed about 4 to 4.5 feet (1.2 to 1.4 m) beneath the surface. "The standard procedure is to saw cut and remove the asphalt and dirt composition," says Smith, "The DOT will not allow us to put spoils on the roadway, so we have to remove all this as we do it." To get a smooth driving surface, Atlanta Gas Light accepted bids from contractors to perform the project.

Flint Construction Paves With Cold Patch

Flint Construction won the bid, but the original specs were going to be difficult to work with, according to George Betzner, manager of Flint's paving division. As Betzner explains it, combining about 10 inches (250 mm) of "high early concrete" with a 2-inch (50-mm) hot mix asphalt (HMA) layer would have required perfect timing. "The problems that we had with the combined high early concrete and hot mix (being placed on) the same night were simply logistical," says Betzner. He explains that crews had to let the concrete cure, then start up an asphalt plant, bring the mix to the site, lay it and roll it within a 10-hour window. "Anyone watching knows that pouring concrete, putting down asphalt and opening a road to traffic within a couple of hours leaves no room for error," says Betzner. "Everything has to be perfect."

George Betzner, manager of Flint's paving division, proudly states that Georgia officials moved the "rough road" signs away from his crew's job each morning when the roadway was returned to traffic. He explains that officials had anticipated a rougher surface and traffic complaints, yet realized neither.

In order to stay on schedule each night, Betzner had to have concrete in the ground by midnight so it would have a full six hours to cure before traffic was allowed on it. As he explains, putting a layer of HMA on uncured concrete is not an ideal scenario. "Our spreader box weighs 40,000 pounds (18,144 kg)," says Betzner. "Obviously, curing concrete won't handle that kind of weight."

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Night Utility Repair Cools Off

Even hand-applying the hot mix left crews with the dilemma of how to compact without driving heavy rollers on the cut. Betzner found that his crews could use a cold mix, such as the EZ Street[®] product, as the top course at any time of the night, and not compromise the curing concrete beneath. To address time concerns, Flint Construction crews, with the help of representatives from EZ Street Co., Miami, performed a test section for GDOT. They poured concrete into the utility cut, gave it some time to cure, then used a wheel loader to shovel EZ Street cold mix asphalt on top. After luting and raking, crews did light rolling to smooth the surface. "What the EZ Street did for us on this project was it allowed us to pour concrete," says Betzner. "Then later in the morning, we'd take the roller and roll it, make it smooth, then break down traffic control and go away."

After the final night of utility replacement, Flint milling and paving crews completely removed and replaced the width of the affected lanes.

Hot Mix Plant Makes Cold Product

EZ Street is typically seen in white and blue bags, but for a project this size, the product came in bulk. "We make the mix at our Phillips Highway facility," says Mitchell Gant of Duval Asphalt, Jacksonville, Fla. "Making EZ Street is just like making hot mix." In his words, Gant explains that EZ Street originally started as a pothole patch, but it was based off of a hot mix design. "So, essentially it looks and acts like hot mix," says Gant. The company produces it in a 400-ton (363 Mg) per hour plant from Gencor Industries, Orlando, Fla. Dag Seagren, President of EZ Street Co., concurs, explaining how the product is being used as a surface course. "EZ Street's design methodology has enabled Duval Asphalt to produce a product that meets stringent criteria, while giving Flint Construction the flexibility of having materials stock piled on the job, available for use when they need them," he says. "The application of EZ Street in the Flint utility project sets precedence in the asphalt industry. For the first time in Georgia DOT's history, they have approved the use of a cold asphalt in a 9,000-foot (2,743-m) section of utility, located in downtown Buckhead, one of Atlanta's most prestigious residential neighborhoods. EZ Street Co., in conjunction with Flint Construction and the involved agencies, developed a plan to employ the use of EZ Street as a virtually permanent repair in the utility." Jeff McGee, Account Manager of EZ Street for Duval Asphalt, agrees that the ability to stockpile the product has been an added benefit for Flint Construction "He (Betzner) was about to turn to the expense of keeping a plant operating all night," says McGee. "They (Flint crews) are putting down about one to two truckloads a night, which ranges from 24 to 48 tons (22 to 44 Mg). It's going in up to 6 inches (150 mm) thick, depending on the area" As every contractor knows, keeping an asphalt plant up all night for only 24 tons (22 Mg) is not conducive to making a profit. By having the material stockpiled, crews could call for just the amount they needed at any time, depending on the night's schedule.

"The public sees a road that is repaired and, essentially, repaved the next day, with no disruption in the flow of traffic," says Betzner. With a team producing a new product and a DOT willing to try it out, Flint Construction has the best of both worlds in this utility project. What could have been a logistical nightmare night after night has turned out to be a smooth operation. The project shows how teamwork and the right materials can get the job done successfully.

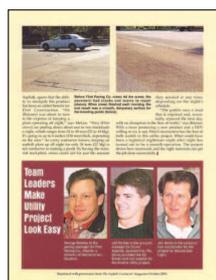
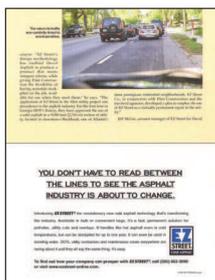


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April 8, 1997

Mr. Lars Seagren
Vice President
Asphalt Research Technology, Inc.
14005 N.W. 186th Street
Miami, FL 33018

Dear Mr. Seagren

I would like to take this opportunity to inform you that the E.Z. Street Cold Asphalt you supplied us as recommended by Mr. Bill Stevens' Crew of our Public Works Department, has been working successfully. The areas we patched have held up against the traffic at station with little to no apparent wear, which is more than we expected.

I thank you for the time and the assistance your company gave us during the installation of the material.

What I like about E.Z. Street Cold Patch is the Ease which we were able to apply the asphalt; even in areas tainted with water, and the quickness with which we were able to resume traffic flow after the installation. As a result we look forward to using your material in the future when necessary.

Yours Truly,

Kenneth Bachoo
Kenneth Bachoo
Transfer Station Superintendent

James Bostic
James Bostic
Chief of Solid Waste Management

KB:mr

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ST. JOHNS COUNTY, FLORIDA

Board of County Commissioners

PUBLIC WORKS DEPARTMENT
Road & Bridge Operations

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April 14, 1997

Mr. Mitchell Gant, Territory Manager
Duval Asphalt Products, Inc.
7544 Phillips Highway
Jacksonville, Florida 32256

RE: EZ Street Cold Asphalt

Dear Mr. Gant,

This writing is to inform you of yet another satisfied customer. We have used your product at various locations throughout our county for applications such as potholes, utility cuts, shoulder repairs, and overlays. Some of these applications have been unique, not in the application itself, but in the way we've applied your product. For instance, we just completed an overlay to an intersection that was conceivably large to work by hand, so we decided to run EZ Street through our paving machine. We may have been a little skeptical at first, after all who had ever heard of running cold mix through a paver. But we have had such success with EZ Street to date, we thought what-the-heck. To our surprise, EZ Street not only ran through the paver with ease, but did so without the sticky mess associated with hot mix. We congratulate you on a product that has truly made our lives a little easier, not only in road repair, but in the ability to stock pile in our maintenance yard for months on end without it hardening up. We thank you for turning the county on to EZ Street, and hope to continue doing business.

Sincerely,

Ivan Burrell

Ivan Burrell
Project Coordinator
St. Johns County Road Dept

IB/ss

Southeast



Department of Water & Sewers

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BOARD MEMBER

October 4, 1996

Mr. Lars Seagren
Vice President
Asphalt Research Technology, Inc.
14005 NW 186th St.
Miami, FL 33018

Dear Lars:

I would like to take this opportunity to thank you for your continued support. We have been using EZ Street™ Cold Asphalt for about seven months now with success in all types of applications. Your product was originally purchased to replace temporary cold asphalt. EZ Street Cold Asphalt has a much longer storage time than the old type of temporary cold asphalt. EZ Street is easier to apply with hand tools for small patch jobs, and we do not have to go back and revisit potholes like before.

For larger patches it is easily applied with a backhoe loader bucket and it does not stick to our equipment, truck beds, or hand tools, making clean-up much easier.

The main components of any utility patching costs are the materials, labor, equipment, and overhead. With materials being around 20% of the total cost, the remaining 80% is eaten up in the latter three. Therefore, proper material selection is imperative.

It remains evident that the benefits derived by the use of EZ Street in our utility patching clearly outweigh the incremental cost for it.

We appreciate your commitment to working with cities like ours in helping establish cost effective patching programs.

Sincerely,

J.W. Martini
J.W. Martini (Butch)
Water & Sewer Supervisor

March 4, 1997

Mr. Mitchell Gant
Duval Asphalt
7544 Phillips Highway
Jacksonville, FL 32256

Dear Mr. Gant:

It was a pleasure meeting you at your seminar last week on pavement maintenance. I was particularly intrigued by your new product, EZ Street, designed for pothole patching. We frequently find ourselves patching potholes at Craig, and until now, have only had the opportunity to use a product called Ready Road Repair. In order to use Ready Road Repair, I usually beat it with a welding hammer and then heat it up with a blow torch. This obviously takes a lot of time, making a small patch job a real chore.

Having made the switch to EZ Street, I am happy to report that patching is as simple as opening up a bag of EZ Street, throwing it in the hole, and compacting it—just like the manufacturer says.

We appreciate your introduction of EZ Street into the market and look forward to working with you more in the future.

Yours truly,

CRAIG AIR CENTER, INC.

Donald L. Stiern

Don Stiern, Maintenance

DS:hm

Craig Air Center

855-14 St. Johns Bluff Road N.
Jacksonville, FL 32225
904-641-0300
Fax 904-642-2012

The "PRO FBO"



Usage Guide

How Much Asphalt to Use

Packaged EZ STREET – 50 lb. Bags

4.5 SQUARE FEET



9 SQUARE FEET



13.5 SQUARE FEET



22.5 SQUARE FEET



Bulk EZ STREET

*All Measurements based on 1" depth.

1 Ton = 20 square yards

2 Ton = 40 square yards

10 Ton = 200 square yards

Online Job Calculator

For a custom estimate, use our online Job Calculator located at:
www.ezstreetasphalt.com/calculator

EZ STREET®

The EZ Street Company
1786 NW 82nd Ave
Miami, FL 33126

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Fax: 305-663-0832
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E-mail: info@ezstreetasphalt.com

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Cost Analysis

Cold Asphalt vs. Hot Mix Patching Worksheet

	HOT MIX		EZ STREET
COST OF MATERIAL PER TON		A	
NUMBER OF WORKERS PER CREW			
DAILY WAGES PER WORKER			
DAILY WAGES PER CREW			
LABOR OVERHEAD RATE			
ADMINISTRATIVE OVERHEAD RATE			
TOTAL COST OF CREW PER DAY			
TONS OF MATERIAL PLACED PER DAY PER CREW			
COST OF CREW PER TON		B	
NUMBER OF HOURS PER DAY FOR THE CREW			
EQUIPMENT HOURLY CHARGE RATE			
TONS OF MATERIAL PLACED PER DAY PER CREW			
DAILY EQUIPMENT COST PER TON		C	
WASTED MATERIAL		D	
COST OF MATERIAL, COST OF LABOR, COST OF EQUIPMENT		A+B+C+D	
AVERAGE PERFORMANCE IN PLACE		E	
EFFECTIVE COST PER TON INSTALLED		F	
Additional Considerations			
Time to, from and waiting at the hot mix plant	YES		NO
Ability to stockpile material	Impossible		Up to 1 year
Limitations based on climate	YES		NO
Works in the presence of water	NO		YES
Available 24 hours per day, 7 days per week	NO		YES
Waiting time to open repairs to traffic	2-4 hours		Immediate
Dangerous to work with	High		Low

MSDS

Material Safety Data Sheet

SECTION 1 – EZ STREET Product Information

GENERAL OR GENERIC NAME: Asphalt cold mix
HAZARDOUS CLASSIFICATION: None
EMERGENCY TELEPHONE NUMBER: (305) 663-3090 (8:00a.m. – 5:00p.m.Mon-Fri EST)

SECTION 2 – Hazardous Classification

INGREDIENT	CAS NUMBER	PERCENT	PEL	TLV
			PPM	PPM
Petroleum Asphalt Base	8052-42-4	2-8%	*(1)5	*(1)5
Limestone	1317-65-3	91-97%	*(2)10	*(2)10
Petroleum Solvent	68476-34-6	1-3%	*(3)500 N/E	

*(1) As fumes

*(2) Total dust

*(3) NIOSH recommends a limit of 100mg/m³-8 hour time weighted average.

COMMENT: This product does not contain substances subject to section 313 of SARA Title I11.

SECTION 3 – Physical Data

BOILING POINT: (degrees F): Not Applicable

VAPOR DENSITY: Heavier than air PERCENT VOLATILE (by volume): 0-4% ODOR, APPEARANCE

AND COLOR: Black, coated stone with petroleum odor.

COMMENT: None

SPECIFIC GRAVITY: Greater than water.

EVAPORATION RATE: Slower than Ether

SOLUBILITY IN WATER: Negligible

SECTION 4 – Fire and Explosion Data

FLASH POINT (Method Used): Greater than 200(F) (Cleveland Tag Open Cup)

EXPLOSIVE LIMIT: Unknown FLAMMABLE LIMIT: Unknown

EXTINGUISHING MEDIA: Carbon Dioxide, foam, dry chemical and water fog.

SPECIAL FIRE FIGHTING PROCEDURES: Wear self contained breathing apparatus with a full face piece operation in positive pressure mode. Water or foam may cause frothing, which can be violent and possibly life endangering, especially if sprayed into hot burning containers.

UNUSUAL FIRE AND EXPLOSION DATA: Avoid using water stream to prevent frothing. Never use welding or cutting torch on or near drum (even empty) because product (even residue) can ignite explosively. Carbon Monoxide and other organic compounds may be formed upon combustion.

NFPA CODE HEALTH – 2 FLAMMABILITY – 1 REACTIVITY – 0

SECTION 5 – Reactivity Data

STABILITY: Stable

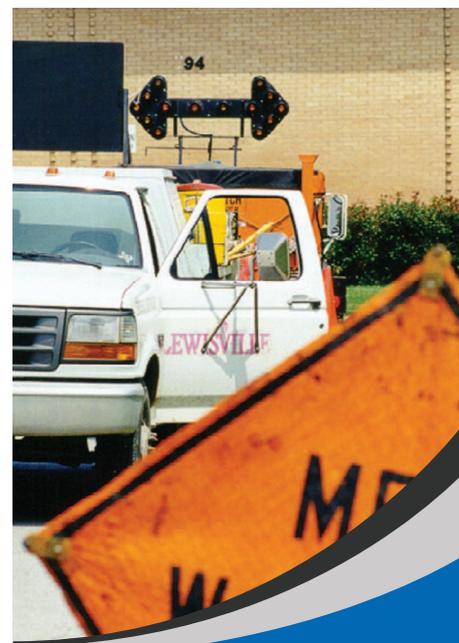
CONDITIONS TO AVOID: None Known

INCOMPATIBILITY (Materials to Avoid): Avoid contact with strong acids, oxidizing agents and petroleum products to preserve quality.

HAZARDOUS DECOMPOSITION OR BYPRODUCTS: Thermal decomposition may produce carbon monoxide and other unknown organic compounds.

HAZARDOUS POLYMERIZATION: Will not occur

CONDITIONS TO AVOID: None



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MSDS

Material Safety Data Sheet

SECTION 6 – Health Hazard Data

EFFECTS OF OVEREXPOSURE:

EYES: Can cause severe irritation, redness, tearing and blurred vision.

SKIN: Prolonged or repeated contact can cause moderate irritation, dermatitis.

INHALATION: Excessive inhalation of heated materials in an enclosed heated area may cause nausea, dizziness, weakness, headache, possible unconsciousness and even asphyxiation.

INGESTION: Can cause gastrointestinal irritation, nausea, vomiting, and/or diarrhea. Ingestion is not anticipated in an industrial setting.

CARCINOGENICITY: OSHA- Not Regulated

NTP-Not Listed

LARC-Not Listed

SIGNS AND SYMPTOMS OF OVEREXPOSURE:

EYES OR SKIN: Itching or burning.

INHALATION: Dizziness and/or shortness of breath, irritation to lungs and/or nasal passages, nausea.

COMMENT: This product as with any chemical may enhance allergic conditions on certain people. Above results are based on similar product testing. No human exposure data is available. This product contains petroleum solvent. Materials similar to petroleum solvent have been shown to produce skin cancer in laboratory animals following repeated skin exposure without washing or removal.

SECTION 7 – Emergency and First Aid Procedures

EYES: Flush with large amounts of water for at least fifteen minutes, lifting upper and lower lids, contact physician.

SKIN: Immediately wash with soap and water. Remove contaminated clothing and launder before reuse. Contact physician if redness or itching develops and persists.

INHALATION: Remove to fresh air. If respiratory functions are impaired, administer oxygen and obtain immediate medical attention.

INGESTION: Do not induce vomiting. Keep person warm and quiet and obtain immediate medical attention. Aspiration of material into lungs due to vomiting can cause chemical pneumonitis which can be fatal.

COMMENT: Obtain immediate medical attention for any overexposure.

SECTION 8 – Spill or Leak Procedures

SMALL SPILL: Scoop up material into suitable container for reuse.

WASTE DISPOSAL METHOD: Use old or contaminated mix for base material.

LARGE SPILL: Scoop up material into suitable container(s) for re-use.

WASTE DISPOSAL METHOD: Use old or contaminated mix for base material.

COMMENTS: None

SECTION 9 – Routing Handling Precautions

EYES: Chemical or safety glasses. SKIN: Impervious clothing, gloves, shoes

INHALATION: If handled in a confined area, wear a NIOSH approved amine and ammonia respiratory cartridge or NIOSH approved air supplied breathing equipment.

VENTILATION: Provide sufficient mechanical (general and/or local exhaust) ventilation to maintain exposure below TLV(s) and to prevent vapor accumulation.

SUITABLE RESPIRATOR : None needed unless used in a confined area.

COMMENT: None

SECTION 10 – Special Precautions

WORK/HYGENIC PRACTICES: Wash hand thoroughly after handling. Remove contaminated clothing and launder before reuse.

HANDLING AND STORAGE PRECAUTIONS: Do not take internally. Dispose of used container properly according to local, state, and federal regulations.

COMMENT: "To the best of our knowledge the information contained herein is correct. All chemicals may present unknown health hazards and should be used with caution. Although certain hazards are described herein, we cannot guarantee that these will not require responsibility on behalf of the user. Users of any chemical should satisfy themselves that the conditions and method of use assure that the chemical is used safely. NO REPRESENTATION OR WARRANTIES, EITHER EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR ANY OTHER NATURE ARE MADE HEREIN OR THE CHEMICAL TO WHICH THE INFORMATION REFERS."

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