

# HOW TO SAVE MONEY ON POTHOLES

For most of Canada, the spring thaw brings more potholes than we can handle. More than one city or town in Canada proclaims itself as “The Pothole Capital of Canada” so all in all we have a problem. Tens of thousands of tonnes of patching materials and many millions of dollars in labour are used each year to fix the potholes only to have the same problem occur a year later. Overall spring potholes cost the country millions of dollars during a two or three month period with the cost of pavement integrity issues caused by the thaw ranging well into the future.



The most common repair material throughout the country is the utilisation of a standard cold mix or modified cold mix material. It is commonly known and experienced that these materials have a strike rate / permanency success rate of maybe 30%. This success rate percentage is up for debate around the industry and in many situations can be higher or significantly lower.

This means that 70% of the time there will be at least one repeat visit and

repair to the pothole. The result of which is that a minimum of 70% more patching material will be utilized and more importantly a 70% increase in cost of labour and fleet to try and permanently repair a pothole.

There is no doubt that repairing potholes the first time is important. There are a number of reasons to repair potholes as soon as possible. The number one reason is to maintain the integrity of the pavement so repairing the potholes when they are new and small is a priority. It is also the importance of eliminating damage to traffic and minimising the potential of insurance claims. This would be seen as highly important by the road users mainly for the benefit of seeing their taxes being used cost effectively and appropriately (not to mention damage to wheels and wheel rims, etc.)

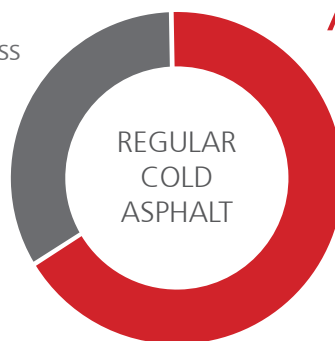
If you could reduce the repeat repairs to a pothole by 50% that would make for a significant and immediate savings in expenditure on repairs, not to mention the long term savings that can be made with maintaining

better integrity to the pavement and a damage-free roadway for tax payers.

The up-front savings found from reducing the repeat repairs initially come from the reduction in the amount of patching material required to purchase and use. Even if the cost of high performance EZ Street was double that of the regular or modified cold mix product being used there would be no increase in overall expenditure on patching material. The most significant saving that will be made immediately is the reduction of labour, machinery and fleet costs. Once again using the analogy of a 50% reduction in repeat pothole repairs, there will be a coinciding 50% reduction in the labour and fleet. The labour is then able to be utilised on other municipal activities, even to reducing a backlog of potholes on lower category roads.

As repeat repairs decrease pass the 50% mark (which they will immediately do with the use of EZ Street) then the savings start to add up and compound significantly.

30%  
Success  
Rate



## 70% Failure

+Labour



+Machinery



+Costs



# EZ Street Asphalt to the rescue!



EZ Street is a high performance, polymer modified asphalt designed and produced with benefits exceeding that of regular asphalt but can be used with the same or better ease of cold mix.

EZ Street is used widely through various areas of Canada and is gaining significant traction in the market as the product grows in availability and the benefits of using the product are realised by the customers. Many municipalities through Canada have moved away from cold mix and modified cold mix products in favour of using EZ Street Asphalt due to the superior performance and cost saving achieved for their business.

The main and most important difference between EZ Street and cold mix (including modified cold mix products) is that EZ Street is an asphalt material. EZ Street will provide asphalt quality repairs and performance. EZ Street is commonly used for full surface paving projects and the exact same material is provided to repair potholes. No cold mix, either regular or modified can provide this.

EZ Street is available in 1 tonne sacks, 22 kg bags, or pallets (56 bags per pallet) and \*bulk throughout Canada. For more information visit us online at [www.ezstreetasphalt.ca](http://www.ezstreetasphalt.ca) or call toll free 1-877-575-7023

\* Available in bulk in some locations.



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