

Keyspan and Con Edison win approval for Keyhole Coring and Reinstatement from New York City DOT.



1. Coring unit with conventional repair in foreground



2. Coring begins



3. 13-inch asphalt core



4. Temporary road plate



5. Vacuum excavation

Facilitated by GTI, and under the direction of Gerry Lundquist, George Mirtsopoulos and Cosmo Iannicco, crews from Keyspan Energy Delivery and Utilicor Technologies performed demonstrations of the keyhole coring and reinstatement process, and an abandon gas service cut-off, for the New York City Department of Transport on March 9th, 2006. The process gained quick approval from the DOT.

In addition to the Utilicor coring equipment and Utilibond, the demonstration included the Excavac vacuum excavation system, service cut-off tools from various manufacturers and the soil compaction supervisor from MBW.

The pictures literally tell the story from a comparison of a conventionally excavated and repaired rectangular utility cut (seen in the foreground of the first picture), to the reinstated core that is almost invisible, at the end.

The reaction to the process from the DOT was enthusiastic. "This is a great process," said one of the officials. "There's no jack-hammering to disrupt or damage the roadbed or the surrounding pavement and it is much quieter than other methods. The fast-setting Utilibond allows you to reopen the road to traffic within 30 minutes of the repair. That cuts the time on the road and means less inconvenience to the public. That is very important to a government agency responsible to the public. The soil compaction supervisor, with a download-able audit feature, is also something that we are interested in. It's not hard to approve a system like this."

Gerry Lundquist, Manager Field Operations and George Mirtsopoulos, Resource Planner, Field Operations, who have taken the lead in introducing and rolling-out coring at Keyspan, agree. "Our crews have been using the Minicor skid-steer coring attachment and Utilibond on a pilot basis for more that a year now, and have achieved impressive results. We have seen increased customer satisfaction. No more jack-hammers, no debris left behind to dispose of and no waiting for paving restoration. At the end of the day the only thing left to mark our presence is a small circle in the pavement that is almost invisible. Now, that's progress."



6. Turning off the gas



7. Compaction (note wire from soil compaction supervisor)



8. Mixing the Utilibond



9. Pouring Utilibond in the hole



10. Reinstated core – almost invisible