Locating utilities by coring a hole in the pavement is a way to minimize the removal and replacement of pavement. This allows for less disruption and minimizes backfill. Contact the assigned inspector before proceeding with either the Core Hole or Dehole method of verifying any utility under pavement.

The contractor may choose the core hole method to locate multiple utilities and minimize. Avoid cutting a core on or within 6 inches of a control joint, seam or within an ADA ramp. Do not cut a core on top of or beside another core.

City owned facilities (Water, Sanitary or Storm Sewer) 12 inches in diameter or greater MUST be exposed and verified by the assigned City inspector before proceeding to cross (no exceptions).

Never leave an open core hole unattended (no exceptions): either temporary backfill or set “core plate”.

Maximum diameter of 8 inches is allowed. Both the core and the surrounding pavement should be marked to allow the core to properly align when it is reset. Do not cut a core hole within 6 inches of any control joint or pavement seam.

The hole should be excavated in such a manner as to not damage the utility being located. A vac method utilizing air or water pressure is recommended.

Protect and store core holes so not lost or damaged. If core is damage and cannot be reused, a replacement core from another location may be utilized. Cannot make a core out of hot-mix or cold-mix. If no core available, limits of the paving repairs will be determined (based on age/condition/PCI index of pavement per 2019 Utility Construction Policy).

Backfill and pavement shall meet City requirements as determined by the inspector. Place 6 to 12 inches of cushion sand around any Water, Sewer or Gas lines so not encased in flowable fill. The core should be measured and the hole filled with flowable fill to a level no more than a quarter inch below the depth of the core.

If the project has a small number of core holes, the holes may be filled with F-4 Fast Fix Flowable fill mix or equivalent (Type N mortar mix). This is available in 50 pound bags and can be mixed onsite.

If there are a large number of holes, a commercial flowable fill mix is required. The flowable fill mix design should meet our requirements (between 80 to 200 PSI).

A structural grade epoxy will be used to bond the core in place. The epoxy should meet ASTM C881 Compliant High Modulus Adhesive standards.

Epoxy shall be placed in the hole to ensure epoxy rises to the surface so no voids between core and surrounding pavement. Rotate the core to ensure epoxy is evenly distribution and set in original alignment.

Core should be flush with or slightly lower than surrounding pavement surface. If the core is slightly lower after resetting epoxy may be used to level up. Screed off and remove excess epoxy.

Allow 24 hours for epoxy to cure before opening to traffic (may vary depending on material being used).

- Contact the assigned inspector with any questions or concerns.
Acceptable Repair
How core repair should look (level, epoxy properly placed and color of epoxy to match pavement).

NOT Acceptable Repair
Wrong material used to put core back OR not replacing with original core (fill to top).
Acceptable material for backfilling void (after bedding exposed pipe with 6 to 12 inches of cushion sand).

Commonly Used materials for permanently core repairs. The City of Fort Worth is not concerned with the brand, manufacture or company where materials are obtained as long as epoxy meets ASTM C881 Compliant High Modulus Adhesive standards.