

Safety Alert

Pavement Coring using CAT and GENNY

21 February 2022

Background information

During a Pavement Coring and Dynamic Cone Penetrometer survey, three traffic light feeder cables cased within ducting, were severed whilst extracting the 150mm diameter pavement core.

The traffic lights had been de-energised and temporary lights were in use during the operation. The area was CAT and GENNY scanned for services prior to undertaking the core sampling and no cables were detected.

After completion of the shift the permanent traffic signals could not be energised. Further investigation confirmed the core location was placed directly above the signal feeder cable and the cable was damaged during the coring operation.

The CAT and GENNY were removed from site to check their functionality and to download the data stored on the device.

Lessons Learnt

- Ensure a GENNY is always used with the CAT and that scanning is undertaken in all modes.
- Ensure a thorough inspection of the area is undertaken to identify any potential services, such as scarring, service covers, street lighting etc. when undertaking the buried services assessment.



Significant Findings

- The data downloaded from the CAT4 Plus and GENNY showed the equipment had only been used in Power and Radio modes, both of which would not have detected the presence of the cables, as they had been de-energised.
- A thorough inspection of the area had not been carried out to identify potential service indicators, such as the service cover on the footpath.