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Sent: Wednesday, October 28, 2020 5:35 AM
To: Scott Spears <Sspears@achdidaho.org>; Renee Bryant <Renee.Bryant@dbs.idaho.gov>
Subject: Topics for Future Discussion

Scott/Renee -

I am FINALLY completing the task I set out to complete a few weeks ago in sending you some subcommittee discussion topics from the “excavators” in the valley. I wasn’t sure exactly how we wanted to distribute this info so I am sending to the two of you for now.

These are topics that a handful of excavators had been discussing prior to the COVID virus setting in and prior to the forming of this subcommittee.

High Volume Excavators –

Currently every excavator is looked at the same way when it comes to damages or strikes. We have excavators that call in locates and work in the right of way on a daily basis that are more susceptible to a higher frequency of damages/strikes than an excavator that calls in locates and works in the ROW a few times a year. While this does not mean said excavator is not trying to protect existing facilities, it is just a matter of statistics and odds. Currently, during the DBS/DPB review and during the subsequent penalty phase every damage/strike instance is treated the same. **The statute/law should reflect “high volume excavators” and their rate of incident versus their total number of tickets and the total number of existing facilities crossed within their tickets.** “High Volume Excavators” can cover substantially large areas of existing roadways within which are multiple existing facilities and in some cases multiples of the same facilities. “Large Projects” or “Project Tickets” as we refer to them locally need to be considered for this topic as well

Removal Of or Marking Of Abandoned Facilities –

This has huge impacts on excavators when they receive a single locate and expose multiple lines not knowing which are live and which have been terminated. In some cases the facility manager is unable to identify which is live or terminated.

Vertical Depth of Existing Facility –

Excavators ask that they be provided the vertical depth of the existing facility. The excavator would be required to provide the same protection zone vertically as they are required to provide horizontally – 2’ either side. This would help to expedite all aspects/scopes of projects and minimize costs on projects. The potholing of the existing facility would be expedited and the excavator would know what to use for the potholing depending on the depth.

I will continue to collect additional thoughts and comments from excavators regarding these topics as well as the ones we are currently discussing.

Thank you,

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