

## Scott Spears

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**From:** Julie Maki <jmaki@digline.com>  
**Sent:** Thursday, November 19, 2020 10:59 AM  
**To:** Scott Spears  
**Subject:** Premarking an excavation site  
**Attachments:** CGA Locator White Paper - FINAL 10.21.20.pdf

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Scott,

According to the Damage Prevention Statutes in Idaho, 55-2205(1)(b) premarking is discussed and it also states when premarking is not required. According to the latest DIRT report and White Paper – one of the biggest challenges for the locating industry – is the lack of premarking/whitelining. More information is found beginning on page 7 in the attached document.

Premarking or lack thereof is one of the complaints that Digline receives on a regular basis from locators and utilities. All we can do when someone calls in a locate is to ask and suggest about premarking the area of excavation. We are not a policing agency so we cannot tell them that it is or isn't required. I wonder if this is something that your committee might want to discuss and maybe research.

Thanks,

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# CGA White Paper

2020

Insights into Improving the Delivery  
of Accurate, On-Time Locates

# KEY TAKEAWAY #2

## WHITE-LINING AND UPDATED FACILITY MAPS MAY BE THE DAMAGE PREVENTION INDUSTRY'S MOST EFFECTIVE PATHS TO TIMELIER AND MORE ACCURATE LOCATES.

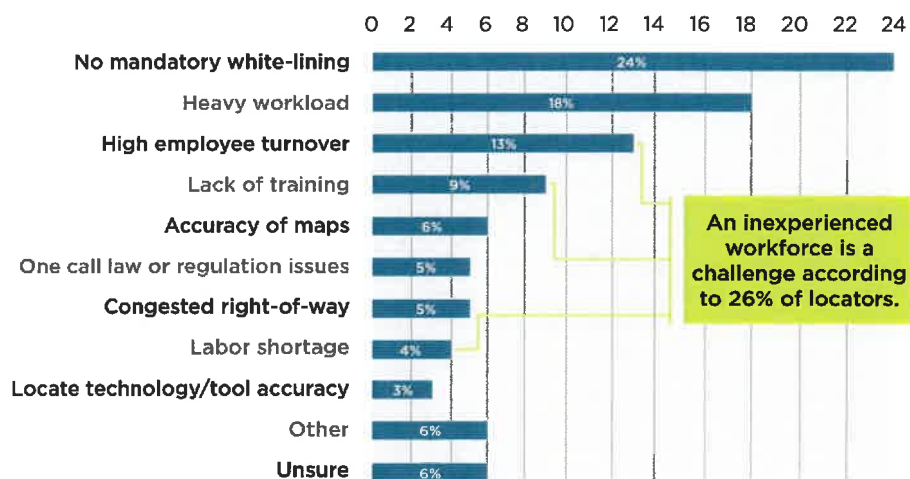
While findings from Key Takeaway #1 point to the need for the industry to rethink the efficiency of the damage prevention process, CGA's locator research also heavily reinforces how **widespread adoption of existing CGA Best Practices could make an immediate impact.**

There is overwhelming agreement among all locating stakeholders that **white-lining and updated facility maps will improve the accuracy and timeliness of locates**, and that a lack of clarity with respect to the area that needs to be located is a contributing factor to late, inaccurate locates.

Among technicians, lack of mandatory **white-lining emerges as the top challenge facing the industry as a whole.** It is identified as the top barrier to accurate and on-time locates and the second-most effective measure for improving locate accuracy and timeliness, only behind updated maps. Technicians also identify inaccurate and outdated maps as the fourth most significant challenge they face, and the fifth biggest challenge for the industry (*SOURCE: Survey, slides 12-13; see Figure B*).

### FIGURE D: BIGGEST CHALLENGES FACING THE LOCATING INDUSTRY AS A WHOLE

Q: What do you believe is the biggest challenge facing the locating industry as a whole?



SOURCE: 2019 CGA Utility Locators Online Survey, Slide 12

## KEY TAKEAWAY #2

*(continued)*

The group of locating decision-makers who oversees locate technicians, either within contract locating companies or at utilities, also strongly believes that **white-lining solves ticket issues by narrowing ticket scopes or sizes**, with 19 of 20 saying it would be effective and the vast majority (14) saying it would be very effective. Every locating decision-maker interviewed believes that updated maps would improve locate efficiency, with 15 of 20 believing it would be very effective (*SOURCE: Interview report, page 18*).

**Notably, those tasked with managing locate technicians see these practices as more effective than a range of other solutions.** More interview participants agreed and agreed strongly with updating maps and white-lining than the following strategies: limiting the length of tickets, increasing completion time for complex “project tickets,” providing more than 48 hours to complete tickets, increasing technician training, increasing technician pay, improving the accuracy of technology/equipment and decreasing the amount of locates in a given time frame (*SOURCE: Interview report, pages 19-20*).

The consensus around these processes points to their value as existing CGA Best Practices – and to **the industry’s ability to help locators manage the challenges of increasing ticket volume**. While there is a healthy appetite among the locating industry to make white-lining mandatory via legislation (among ticketing and notification practices codified in state laws), **these practices can also be implemented by excavator and facility owner stakeholders immediately to address the problem in the near-term**. Campaigns reinforcing these Best Practices and directly tying them to the shared responsibility model of damage prevention and the ability to get accurate, on-time locates could be helpful. Exploring the role of notification technologies such as virtual white-lining could also be valuable.