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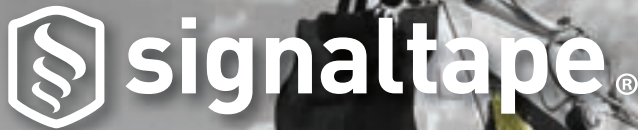


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Upon arriving at a project site, Joseph conducts a Hazard Assessment to identify and document any potential hazards along with their likeliness and severity. In addition to completing a Hazard Assessment, multiVIEW Field Technicians also complete a thorough Health & Safety Inspection at the start of each project.

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The Ontario Regional Common Ground Alliance (ORCGA) is an organization promoting efficient and effective damage prevention for Ontario's vital underground infrastructure. Through a unified approach and stakeholder consensus, ORCGA fulfills its motto of "Working Together to Build a Safer Ontario."

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A BALANCING ACT: NEW TECHNOLOGY, ESSENTIAL FUNDAMENTALS

By Doug Lapp, President & CEO



Greetings! It is truly an honour for me to come into the leadership role at the ORCGA to help facilitate the new strategic plan, recently developed by the Board of Directors last fall, and to also forward the direction of the damage prevention industry in Ontario.

I am humbled by the achievements of this organization, since its inception some 14 years ago, largely due to the commitment and untiring efforts of Jim Douglas, during his impressive tenure at the helm of the ORCGA.

I come to the organization after a long and rewarding career of some 34 years

at Enbridge Gas Distribution (formerly Consumers Gas). Jim Douglas and I worked together for several of those years in Niagara, in addition to the early years of the ORCGA, I bring with me the experience and industry connections from working in the Enbridge engineering, construction and operations areas across Ontario, many of those with direct oversight of the Damage Prevention Program.

As I reflect on my career, the one constant throughout that 34 years is change. From computer cards, to desktop mainframe terminals, to the laptops and smartphones of today, change and technology have both enhanced and complicated

our lives. In a few short years, technology has clearly impacted how business is conducted, how people meet and stay in touch, the way goods are purchased, and even the way cars are driven.

However, with assuredly more technological changes on the horizon, that doesn't mean that we can forget about essential fundamentals.

That is why the ORCGA, our sponsors on the opposite page and over 540 members will continue to focus on and promote:

<p>The CCGA Best Practices 2.0</p>  <p>These guidelines describe activities that are currently followed by industry to promote damage prevention to underground infrastructure in the fields of Planning and Design, One-Call Centre, Locating and Marking, Excavation, Mapping, Compliance, Public Education and Reporting and Evaluation.</p>	<p>Dig Safe Month</p>  <p>April was chosen for Dig Safe Month because it aligns with the start of Ontario's peak digging season and is also the time when homeowners start to plan renovations.</p> <p>The ORCGA will educate excavators on safety and due diligence, promote "Call or Click Before You Dig", raise awareness about underground infrastructure and establish and maintain communication with excavators and homeowners.</p>
<p>Digging with Care</p>  <p>Excavators and homeowners can save time and money, and keep themselves and our communities safe, by calling Ontario One Call, or visiting www.on1call.com, in advance of any excavation project, waiting for the buried facility locates to be marked, respecting the locate marks, and digging with care.</p>	<p>Dig Safe Logo</p>  <p>The Dig Safe logo encapsulates the ORCGA mission to enhance public safety and utility infrastructure reliability through a unified approach to effective and efficient damage prevention.</p> <p>The ORCGA will further advance the use of and recognition of the Dig Safe logo, and the brand, throughout Ontario, using various channels.</p>

Continued on page 25



SUCTION EXCAVATION

Game Changing Technology

By James Stieva, Director, Marketing & Communications,
Super Sucker Hydro Vac Service Inc.

To continue to provide the very best solutions to the damage prevention industry, and to complement their extensive fleet of hydro excavation equipment, Super Sucker recently invested in the latest suction excavation equipment through Ox Equipment Inc. (www.ox-equipment.com), the North American distributor for MTS Suction Systems, a leading German manufacturer.

Super Sucker's Dino 3 suction excavators rely on air to excavate and extract

material without the addition of water and have been in operation since early 2016. Built to specification on a North American vehicle chassis, these suction excavators allow Super Sucker to take advantage of proven European suction excavation innovation and design, while remaining consistent with a familiar North American vehicle for ease of operation and integration with the existing in-house fleet maintenance programs and procedures. Equipped with patented twin-fan technology, capable

of generating 24,000 cfm, and a five-joint Power Arm with a 10-in. dig tube, these suction excavators add a new dimension to their vacuum excavation division and to the damage prevention industry in Ontario.

HISTORY

A forward thinking, safety focused approach has always been an integral part of Super Sucker Hydro Vac Service Inc. Since its inception in 2001 with one hydro excavation unit, the Ancaster,



Equipped with patented twin-fan technology, capable of generating 24,000 cfm, and a five-joint Power Arm with a 10-in. dig tube, these suction excavators add a new dimension to their vacuum excavation division and to the damage prevention industry in Ontario.

Ontario-based operation has stayed on the leading edge of the industry by combining innovative technological solutions with ongoing training, industry best practices, and continuous quality improvements. Through integration of complementary service divisions, such as keyhole technology and mobile mix concrete, with a growing fleet of hydro vac excavation units, Super Sucker has transitioned to becoming a total solution provider of choice with operational facilities throughout Southern Ontario.

Over the last several years, the hydro excavation industry in Ontario has encountered significant challenges. After years of operating with an uncertain and inconsistent regulatory enforcement framework, the Ministry of Transportation and the Government of Ontario has now proceeded to enact legislative changes which will no longer define vacuum excavation equipment as "Road Building and Maintenance (RBM)". Consequently, after July 1, 2017, all vacuum excavation equipment

operating in Ontario will be subject to a variety of operational compliance issues including weight limits.

Super Sucker adopted a two pronged strategy in response to these sweeping changes. First, as a long-time supporter and sponsor of the Ontario Regional Common Ground Alliance, Super Sucker has always been committed to working together to the benefit of the entire industry. In conjunction with other prominent hydro vac operators, Super Sucker was a founding member



of Hydro Vac Alliance of Ontario (HVAO), an organization formed in an attempt to work with Ministry officials to assist in the development of this new industry framework based on years of operational experience.

Secondly, Super Sucker began investigating available technological solutions, including using air instead of water. Not satisfied with available North American equipment, which was simply not powerful enough to meet the needs and expectations of their damage prevention professional clients, Super Sucker decided to partner with Ox Equipment Inc. to further develop existing German technology, already in use around the world, specifically for the challenges of the North American market. Recognizing the importance of vacuum excavation to the damage prevention industry, and the lack of industry knowledge relating to suction excavation methods and equipment, former ORCGA President and CEO Jim Douglas joined the Ox Equipment team as Director of Safety Compliance.



Congratulations to the ORCGA

Member of the Year Jamie Bradburn



A graduate of Guelph University, Jamie is a geophysical technician, with over 20 years' experience. In his current role as Operations Manager of T2 Utility Engineers, he is responsible for the overall field operations and training of the company across Canada and internationally.

He has managed numerous Subsurface Utility Engineering "SUE" projects across Canada, written several articles and papers, and has been a guest

speaker regarding SUE at several events both in Canada and internationally.

T2ue became a member of the ORCGA in 2005. Jamie was a part of the initial group that developed the ORCGA Damage Prevention Technician (DPT) training course and is currently the Co-Chair for the GTA East Geographic Council.

Jamie also plays a key role for the ORCGA Locate Rodeo held each year including preparation, setup and Master Judge.

Through extensive field demonstrations and trials, suction excavation is rapidly becoming a preferred method of safe digging in a variety of situations.

OPERATIONAL SUCCESS


By keeping all excavated materials dry, suction excavation equipment allows original, native, extracted material to be dumped on site, either in a bin or in a designated area. This simple approach offers several important benefits, including cost savings, by maximizing on site productivity, facilitating material re-use, and minimizing environmental impact, while maintaining regulatory compliance especially as it relates to weight allowances.

On a recent project, a Suction Excavator was put to good use during the installation by horizontal directional drilling of a 6" polyethylene main for a regional natural gas distribution company. The contractor required a series of 4 feet by 16 feet by 4 feet deep pits running down the middle of the roadway to complete electro-fusion connections. In less than two hours the Suction Excavator had excavated the first pit, which amounted to 10 cubic yards of spoils, leaving a perfectly dry excavation for the fusion equipment and operator. Utilizing the side-tipping feature of the Dino 3, the spoils were dumped on site, and consequently used to back fill the hole once the electro-fusion connection was completed. With no need to travel to special dump sites during the day, nor make separate trips to fill with water like a typical hydro vac would be required to do, the Suction Excavator stayed on site all day completing a total of four tie in pits and moving close to 40 cubic yards of soil in just one day. The contractor noted that a hydro vac completing the same job would have done less than half the work required, as well as requiring an additional 4 truckloads of backfill to be brought to the site, and would have been overweight travelling to the local dump site due to the volumes required to be excavated.

On another project, Super Sucker utilized the suction excavator to excavate a trench approximately 250 feet long by 10 inches wide and 2 ½ feet deep at a

pipeline pumping station. Additionally, two 12 foot deep holes were required to be excavated to facilitate the installation of large anodes. The team quickly completed the project scope using a variety of onboard tools, maintaining safe digging practices in alignment with site conditions. The anode installation contractor expressed amazement at the speed and versatility of the equipment, commenting that the time to excavate the anode pits was a tenth

of what he is used to receiving from other service providers. In consideration of the environmental condition of the excavated materials, the spoils were offloaded on site into bins, negating the travel time requirement associated with offsite disposal.

Moving forward, Super Sucker truly believes that Ox Equipment and MTS suction excavation technology is a game changer in the vacuum excavation industry. 

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LET'S EMBRACE WHAT DAMAGE

By Kris Philpott, Director, GIS Services, Planview Utility Services Limited

Have you ever been asked what you do for a living and found yourself struggling to provide a concise answer? Try this: "I manage the risks associated with construction to ensure workers stay safe and critical buried infrastructure is not damaged."

Damage prevention is synonymous with risk management. Think about it. Every effort made to prevent a damage, or every dollar spent towards damage prevention, is simply a step towards reducing risk. Conversely, every effort made to save money has the potential to increase risk. We can easily see the correlation with a few examples:

Providing an office clear can reduce costs and prevent a truck from having to roll, but the infrastructure owner is taking on an increased risk with each office clear issued.

Locate audits and on site inspectors will reduce the risk of a damage, but there is an increased cost to maintain these programs.

Every day we are faced with the challenge of balancing the cost of damage prevention with the associated risk of excavations. Infrastructure owners are under increasing pressure to improve damage prevention quality with smaller and smaller budgets.

HOW THEN CAN WE REDUCE OUR RISK, WITHOUT INCREASING COSTS?

The damage prevention industry likes to measure things. Damages per thousand locates. Time per segment. Health & Safety frequencies. And they all have one thing in common: we measure them after the fact. If we are serious about reducing damages with smaller budgets, we need to start measuring the risk of excavation. By identifying, assessing and prioritizing excavations by risk category, leading damage prevention teams can deliver improved targeted performance.

HOW CAN WE MEASURE RISK?

Risk consists of two components: Probability and Impact. To understand the probability or likelihood of a damage, we need to conduct trend analysis on historical data and compare

our findings with the proposed excavation area listed on the ticket. Probability is affected by such factors as excavation type, depth, and type of work.

To measure the potential impact of a damage we need to leverage GIS data. Many infrastructure owners have a scaled model of their infrastructure networks within their GIS. This data can provide insight into repair costs, customers impacted, and even nearby facilities that could be affected by a damage.

HOW DO WE REDUCE RISK, ONCE WE MEASURE IT?

Imagine knowing the risks for each dig site on any given day. Your damage prevention efforts would then be focused and prioritized on risk mitigation. With this knowledge, we can focus our efforts on reducing the overall risk, which in turn will lower the damage rate.

Consider a damage prevention team that spends all of its time proactively ensuring that the best practices are followed for the highest risk excavations. Proactively reducing the highest risk activities will have a positive impact on your damage prevention program.

WHERE TO START?

Comprehensive risk algorithms exist today and are used to reduce the likelihood of a high-impact damage. But before implementing this type of solution, infrastructure owners should evaluate their existing risk management strategy. How are assets classified based on their critical status? Are the costs of damages fully understood? How does the damage prevention team choose sites? Which factors increase risk (e.g. type of work, dig depth etc.)? How is risk re-evaluated, and how often?

These are just some of the questions infrastructure owners should consider when re-assessing what damage prevention really is.

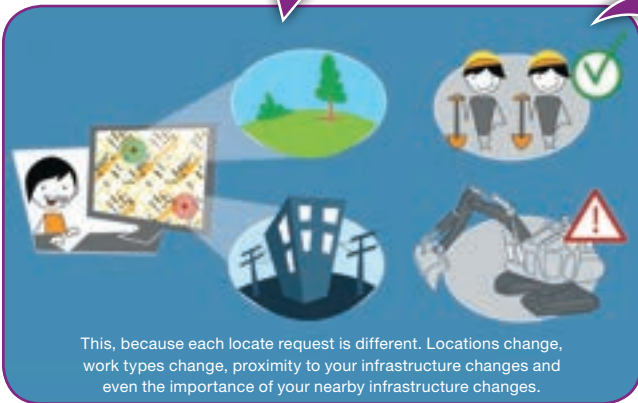
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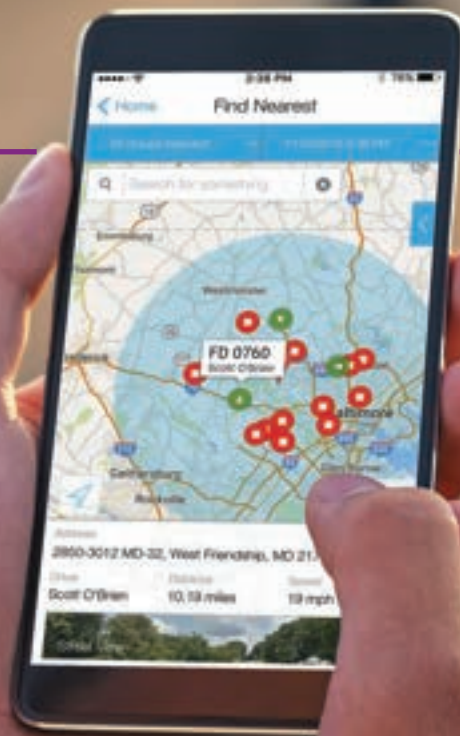
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MORRISON EXCAVATING:

Demonstrated Improvements with Fleetmatics GPS

By Kevin Cervantes, Senior Account Manager, Fleetmatics – A Verizon Company

For Morrison Excavating, time and money is important – but so is safety. President Blake Huber was determined to keep those in balance.

Morrison Excavating performs a wide variety of services to residential, commercial, and agricultural customers. According to company president Blake Huber, this family-owned business is devoted to providing “the best value to our customers with quality workmanship and

excellent service at a competitive price, while ensuring the safety of workers and the public.”

With the breadth of excavating and hydro-excavating services listed on their website, it’s essential that Huber’s team is well-coordinated—but that wasn’t always easy. “We’ve had some inefficiency in getting to job sites,” he says.

“We’d get there and it would be cancelled, so we’d have to backtrack from the site and the guys would get lost on their way to the next job site.”

The need to eliminate such inefficiency led Huber to implement the Fleetmatics GPS tracking system on Morrison Excavating’s 27 vehicles. Of the many benefits offered by the

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solution's customizable, intuitive features, the biggest difference has come from Fleetmatics' easy integration with Morrison's navigation units. "Before Fleetmatics, I would have to print out a Google map and highlight it for the drivers so they'd know where they were going," says Huber. "If the job was cancelled or the customer wasn't ready, it was hard to re-route them to another job. It just wasn't possible to manage it efficiently."

Now every driver in a fleet can automatically have the day's jobs clearly flagged on the vehicle's navigation unit. At Morrison Excavating, Huber simply pre-loads each day's work and his drivers are prepared with the information they need. They can see the most efficient route to job sites, decrease the distances traveled between jobs and thereby increase response times. And by not manually entering addresses

to job sites while driving, the drivers not only save time but are less distracted, making them generally safer on the road.

The Fleetmatics GPS tracking system has certainly helped the company ensure prompt, accurate services to customers. "We work in a lot of new residential areas—most of which are not even on Google Maps yet," says Huber. "We can add a 'pin' in the system so



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These are big trucks and one hour of idling equals about 4 litres of gas. The next month it was cut in half, so we saved 720 litres of gas that month and a great deal in fuel costs thanks to the report. Monies, some of which can then be funneled back into safety training.

that the drivers are quickly routed right to the location.”

By being more efficient at the start of the day, Morrison Excavating can continue to boost its bottom line, and focus on safe excavation procedures, right through to closing time. “There are many times when small jobs come in and we can fit them in at the end of the day,” says Huber. “Now with a quick glance at the map I know which employee is closest to the add-on job, plus I can see when a truck fires up because they are done at their current job. All I have to do is upload the address and they can easily find their way to the extra job.”


Along with dispatching, Huber starts his morning by going over the customized reports generated by Fleetmatics. These can be preset according to a company’s individual needs and run as often as needed. For Morrison Excavating, these include Route Replay, which virtually plays back any journey taken by their vehicles to clarify any time discrepancies.

In addition, the Fleet Maintenance Reports help Huber ensure that his vehicles are regularly checked for routine tune-ups, while the Idling Report has enabled his drivers to minimize idle times and reduce fuel waste and decrease engine wear and tear. “That helped a lot,” he says. “I ran the report one month and shared it in a company meeting.

It showed idling at around 380 hours. These are big trucks and one hour of idling equals about 4 litres of gas. The next month it was cut in half, so we saved 720 litres of gas that month and a great deal in fuel costs thanks to the report. Monies, some of which can then be funneled back into safety training.”

Additional fuel savings have been achieved through Fleetmatics Fuel Card Reporting. With Fleetmatics’ powerful reporting tools and timely fuel tracking data, Morrison Excavating can verify

fuel card reporting data, pinpoint possible abuse and monitor potentially wasteful behaviors.

Such improvements have shown Huber that Fleetmatics was the right decision for the company. “I load everything into the navigation units and they’re all ready to go. I can send on-the-fly calls right to the units as soon as they come in and get them ready,” says Huber. “We’ve definitely increased productivity, customer service and safety with it.” 



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Polux Non-Destructive WOOD POLE TESTING

By Rob Doyle, Project Manager Pole Testing, G-Tel Engineering

Utility poles are the backbone of the power and telecom infrastructure today. Maintaining and protecting these assets is essential to keeping the lights on and the phones ringing. Traditionally, pole testing consisted of visually inspecting the pole for any noticeable signs of decay or damage; hitting the pole with a hammer to determine whether the pole is hollow or not; using a screwdriver to determine the depth of any surface decay; and drilling holes at the base of a pole to see the extent of the internal decay. Treatments rods would then be inserted and the holes plugged to prolong the life of the pole. These tests require someone with extensive knowledge to interpret the subjective results and determine the state of the pole.

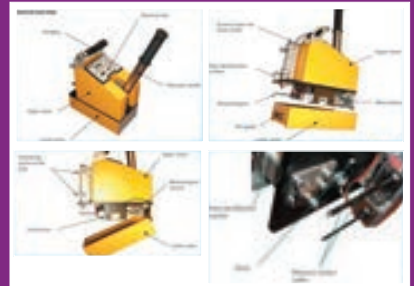
New technology has emerged in the industry which allows utility pole owners to determine with greater accuracy the health and remaining wood strength of a pole. Polux non-destructive wood pole testing was developed in Lausanne, Switzerland and captures a simultaneous measurement of moisture content and wood fiber strength through the insertion of two small probes at the base of the pole. Each pole is measured twice and the average of the two measurements is given as a result. These calculations are completed automatically, eliminating subjective analysis. All other determining factors for the life expectancy of the pole are included in this calculation, making it easier to determine its life expectancy.

Polux results enable more informed decisions on whether to replace, re-treat or strengthen weaker poles, leading to increased public safety and reduced potential outages. Pole owners often see cost savings due to improved maintenance scheduling through their asset management system.

G-Tel Engineering has introduced wood pole testing services using the Polux system as well as offering traditional wood pole testing services.



Pole Collapse



Polux Breakdown



Polux Testing

Hydro One Submarine Cable

By Michele Finney, Provincial Lines Customer Advisor, Hydro One Networks Inc.


Hydro One's infrastructure is not only found on land in high voltage overhead wires and underground cables, but also in our many lakes and rivers. Hydro One uses underwater or submarine cables to deliver electricity to many customers living on islands.

There are approximately 3,700km of submarine cable throughout the province with the majority located in Muskoka, Parry Sound, Penetang, Bancroft, Thousand Islands, North Bay, Sudbury, Kenora, Manitoulin and New Liskeard. There is also a cable that is approximately 24km and is the main supply for Pelee Island. Older cables commonly fail due to damage from boat anchors and deterioration

of insulation over long periods of time. At the beginning and end of our winter season the freeze and thaw of lakes over the years, can alter the original location of the cables and sometimes damage them as well. Periodic cable testing and inspection is completed. The results are analyzed to identify improvements, enhancements or replacements as required.

Hydro One has installed signage to help the public identify areas where submarine cables are present to ensure public safety and prevent damage to the cables. A ground mounted transformer near a water body is also a good indication of a possible submarine cable entry. Please be aware of underwater cable when installing









pylons for docks, boat anchors and boat houses.

Hydro One crews patrol the shorelines looking for damaged or missing signage as well as any other sign of damage to the cable installations. The company also regularly inspects underwater cables and replaces them when necessary. In some cases, a planned power outage is required in order to do these repairs safely. In 2016, Hydro One replaced 100km of submarine cable due to damages and end-of-life cable. If you see Hydro One crews working around these cables, keep a safe distance back, but feel free to approach the crew when it is safe to ask any questions regarding the replacement of the cable or the work being done. 



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The ORCGA Board and staff encourage all stakeholders, such as facility owners, locators, excavators and contractors, to communicate and embrace these Damage Prevention essential fundamentals.

I look forward to working with all industry segments within the membership, including the Geographic Councils and Committees, to move the industry forward. My goal in the short term is to help coordinate and kick off the 2017 Dig Safe program, in addition to soliciting

the members input on the value propositions of the various industry segments.

Additionally, I intend to strengthen and build the relationship with Ontario One Call. I believe this is key to presenting a unified front, and progressing the industry, with the ultimate goal of reducing underground damages and enhancing public and worker safety.

I look forward to meeting with many of you in the coming months at our association meetings and events.

Sincerely,
Doug



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