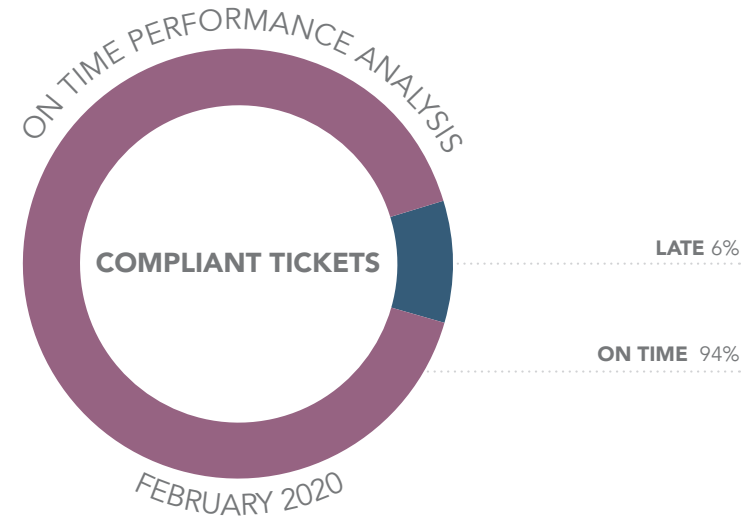
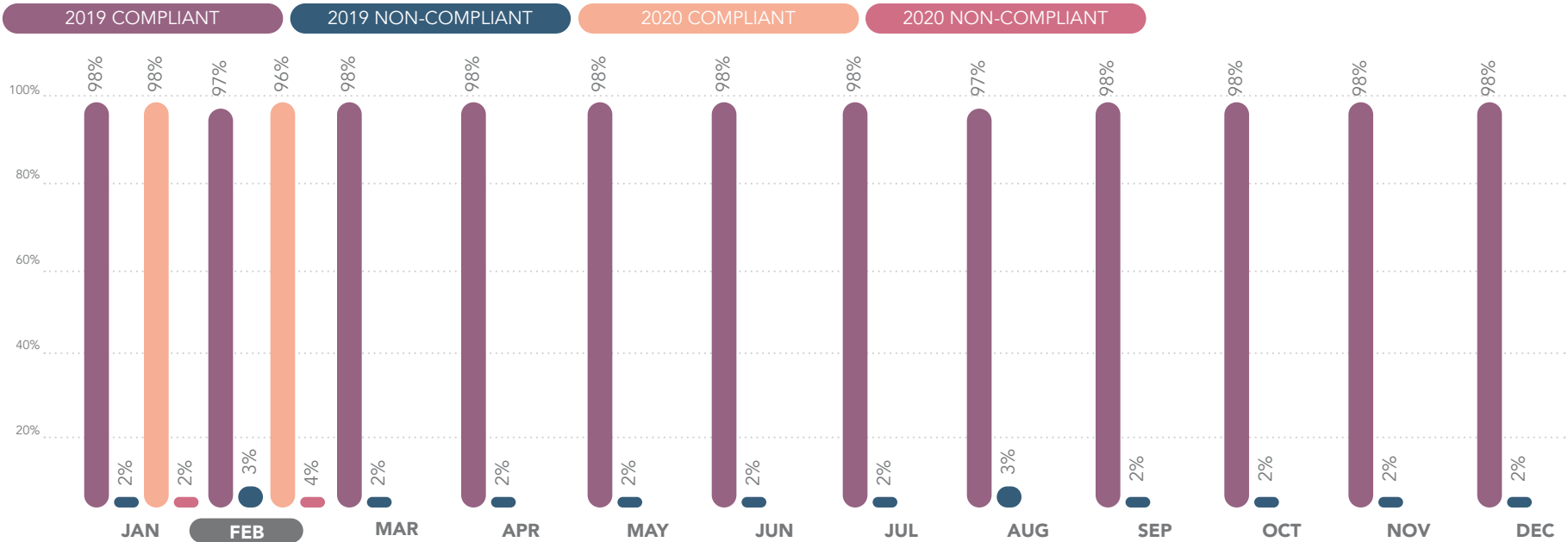


The bar graph below shows the percentage of all tickets to which operators have responded in compliance with state law, without regard to timeliness. The pie chart to the right shows the percentage of tickets to which operators have responded using an IOC status code within the time frame established by state law.



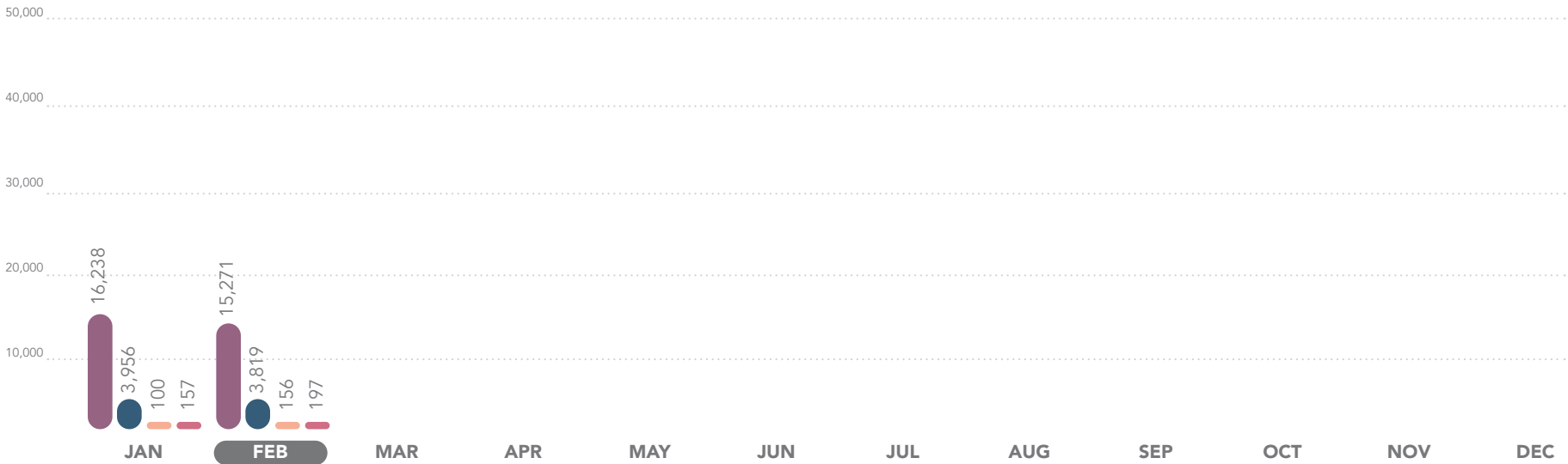
### POSITIVE RESPONSE COMPLIANCE



ITIC, ITIC Lite, and ITIC Mobile activity all continue to grow, making up a greater percentage of incoming locates than ever. Phone In volume will continue to drop as more IOC users make the change to on-line ticket entry.

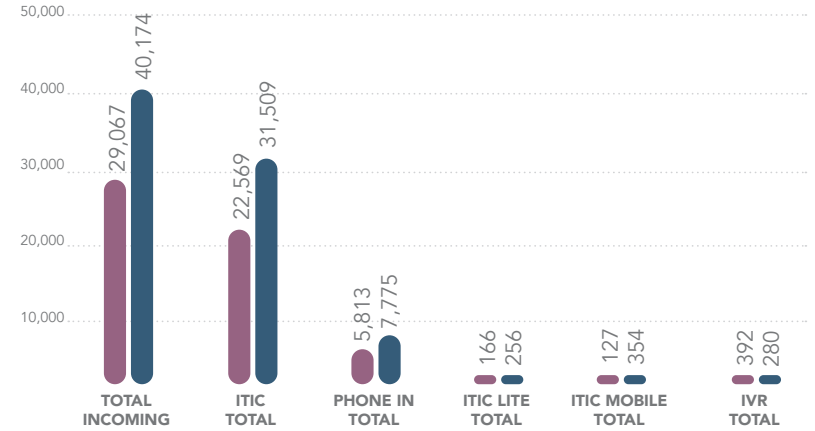
### MONTHLY ITIC ACTIVITY

ITIC    PHONE IN    ITIC LITE    ITIC MOBILE

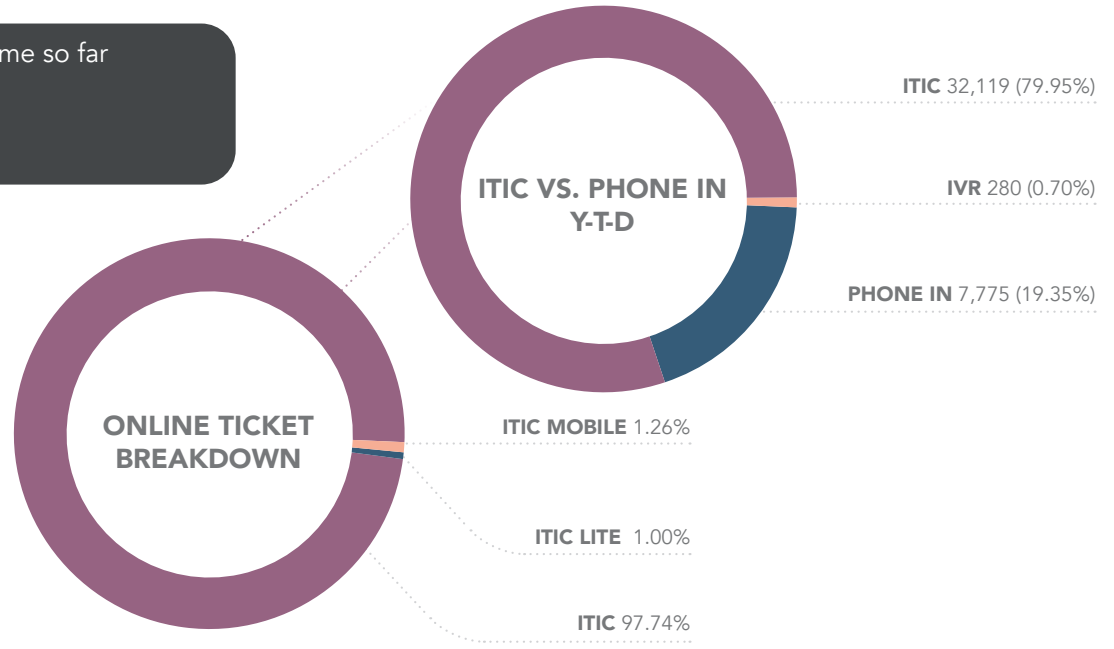


### ITIC ACTIVITY Y-T-D

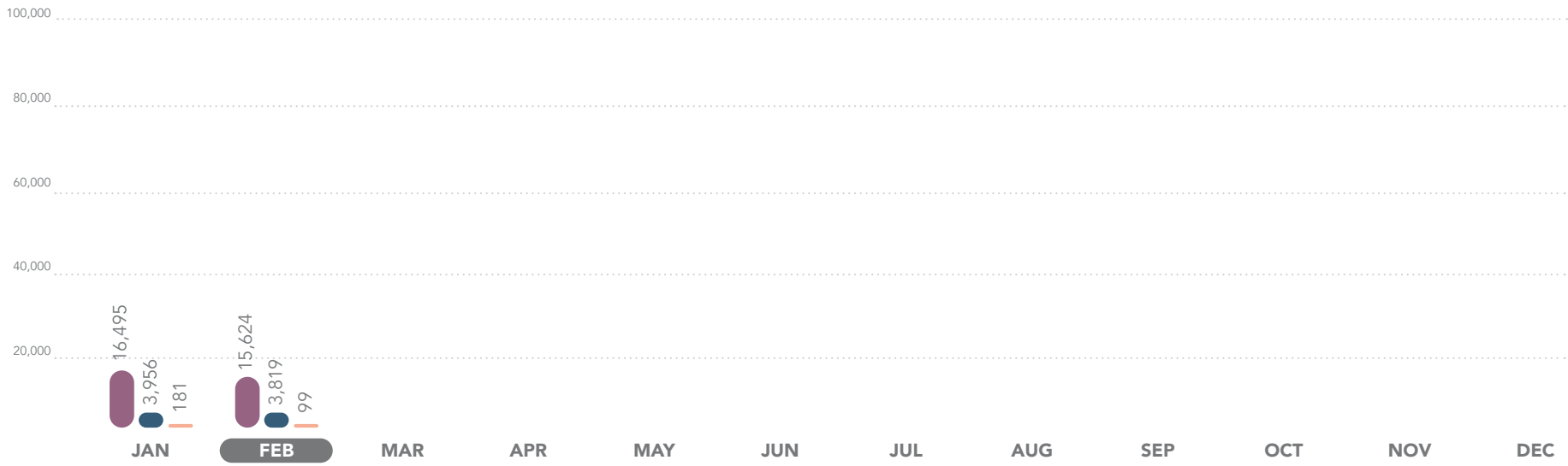
Y-T-D 2019    Y-T-D 2020



The number of tickets received through ITIC exceeds 79% of the total volume so far this year.

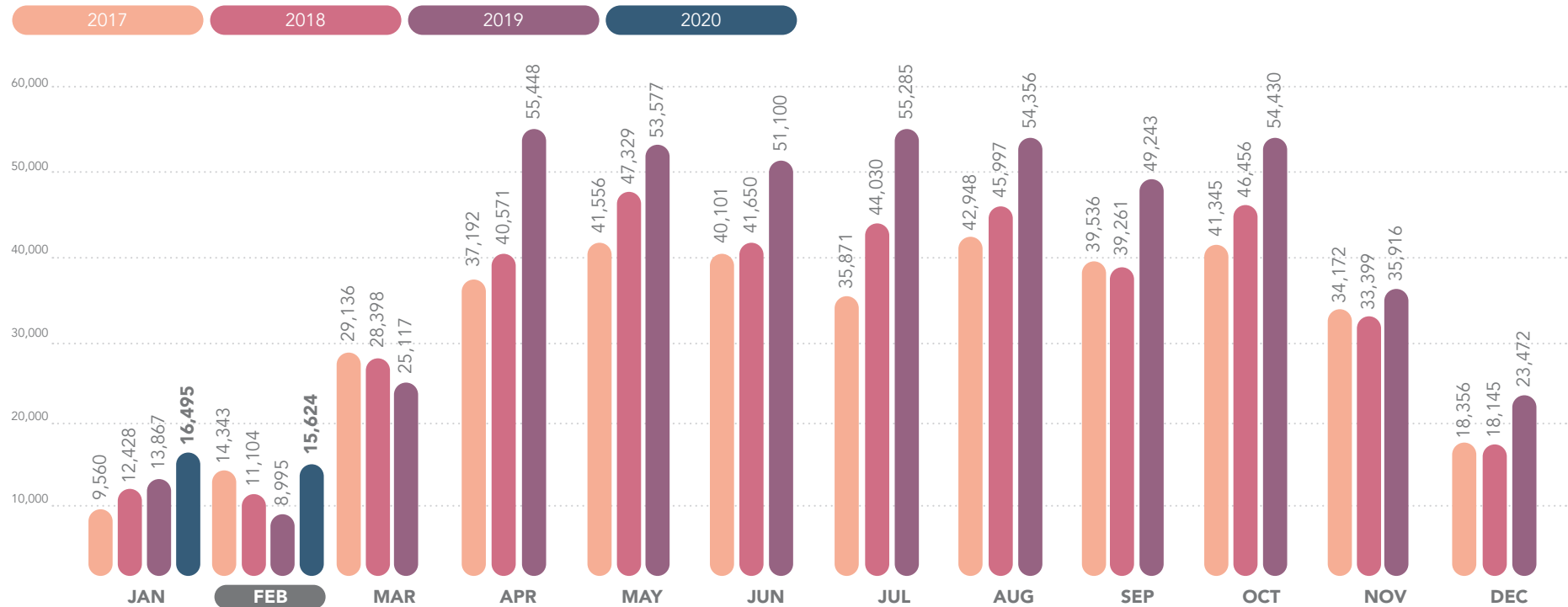


### ITIC VS. PHONE IN



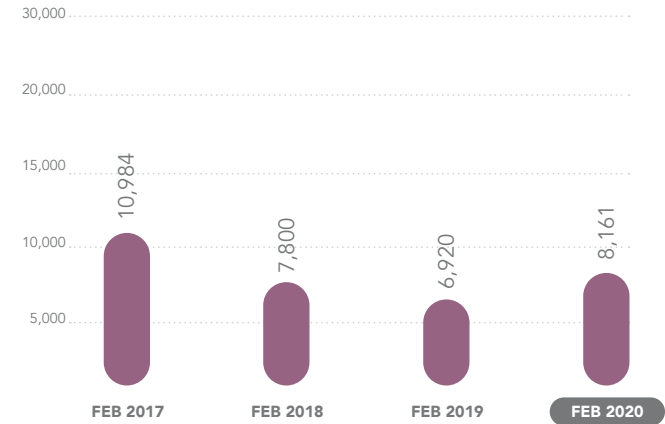
This chart tracks ITIC usage through the last few years.

### COMPARATIVE ITIC VOLUME

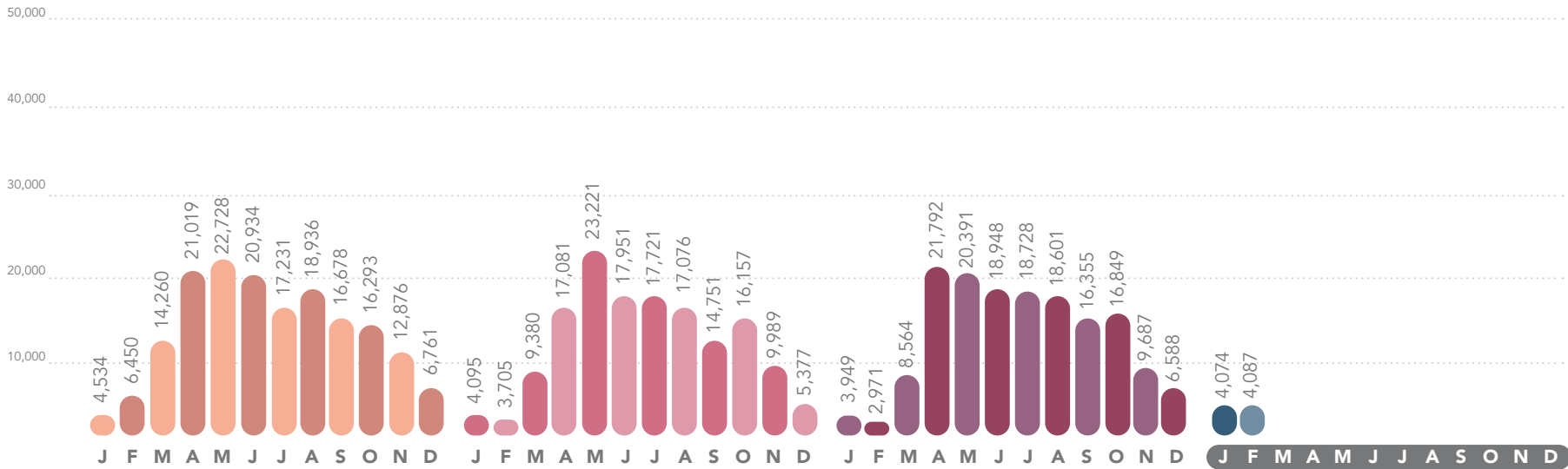


Total number of incoming phone calls is consistent with totals received in previous years.

### TOTAL INCOMING CALLS Y-T-D

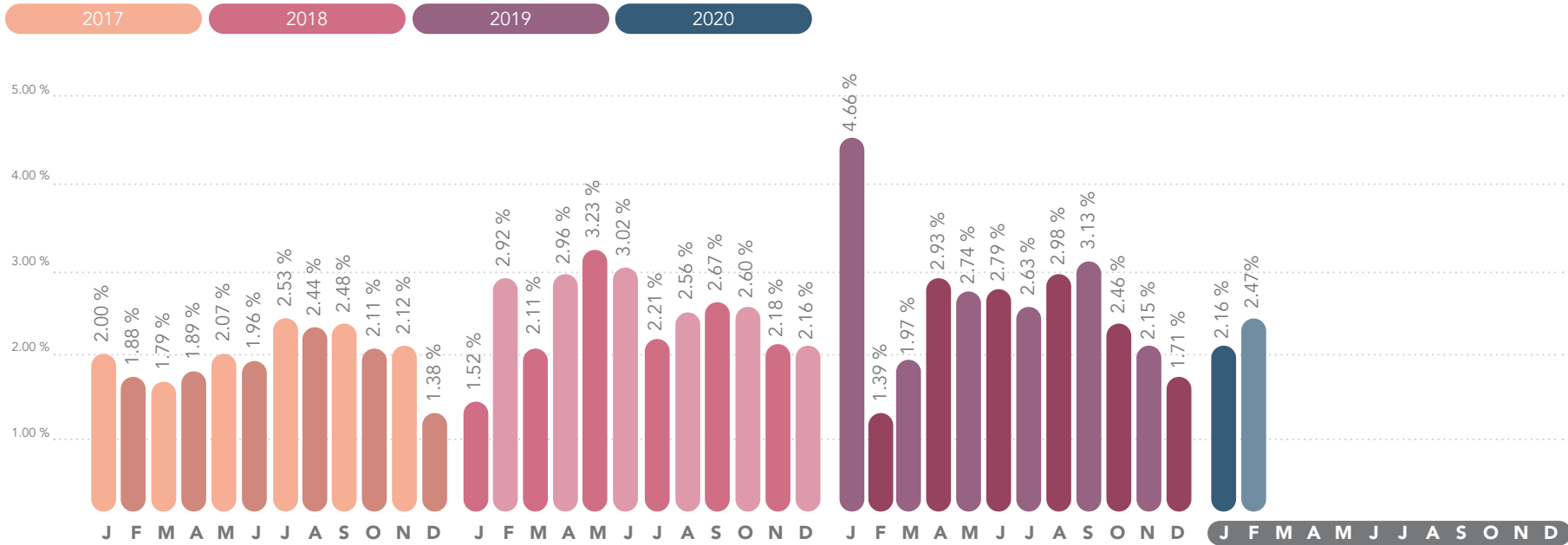


### TOTAL INCOMING CALLS



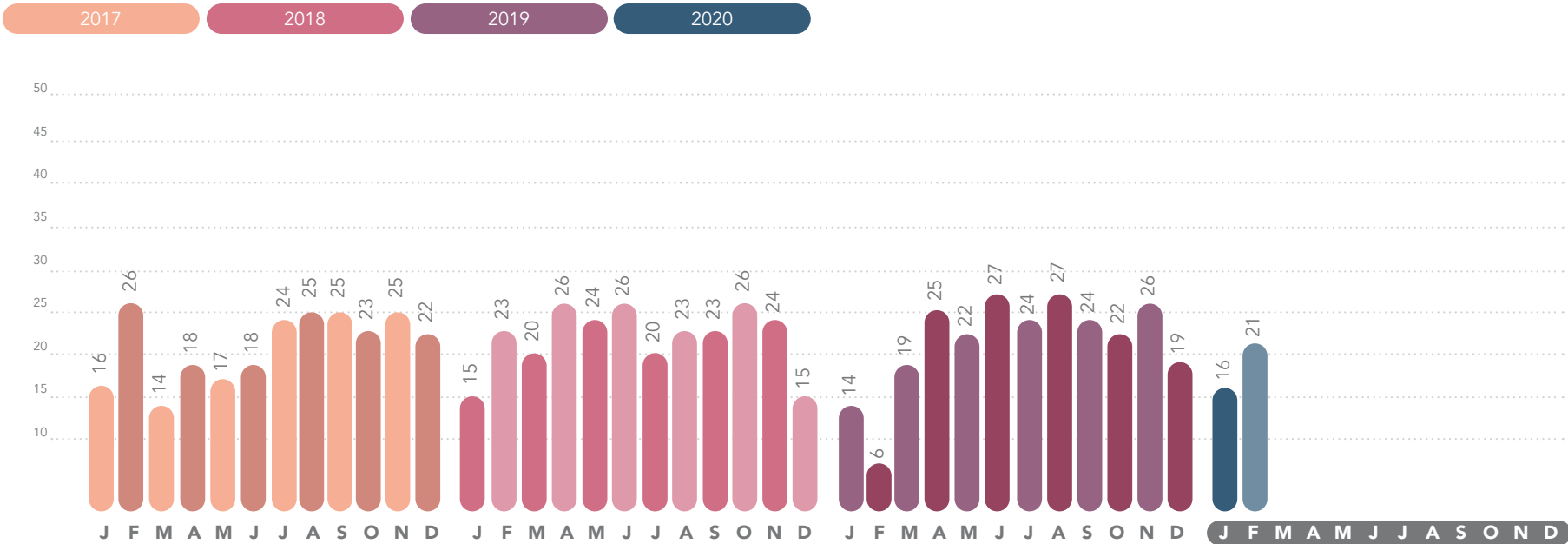
The January 2019 abandonment rate was the result of a series of prank calls received by the center throughout the month. Once we blocked the caller's phone number, the calls stopped, and you can see that the abandonment rate returned to near-historical levels.

### CALLS ABANDONED

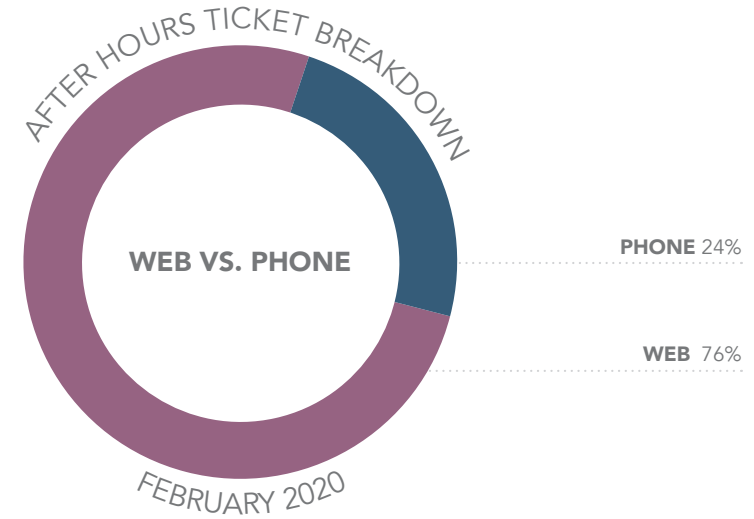


The average speed to answer remains consistent with that experienced in preceding years.

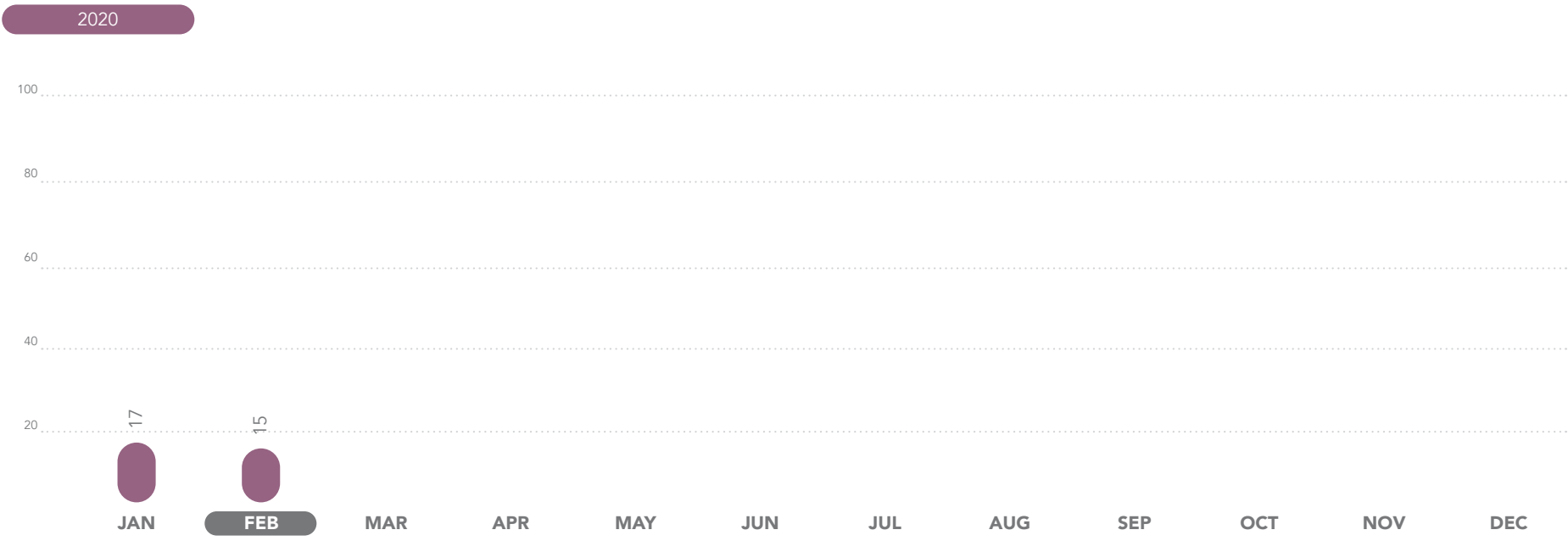
### AVERAGE SPEED TO ANSWER



The chart below reflects the average speed (ASA) to answer during the after hours period. The chart to the right shows the breakdown of after-hours tickets between phone and ITIC. The increase in after hours ASA was primarily due to calls received from people who wanted to clarify positive response system status information. This increased both talk and hold time for non-emergency calls.



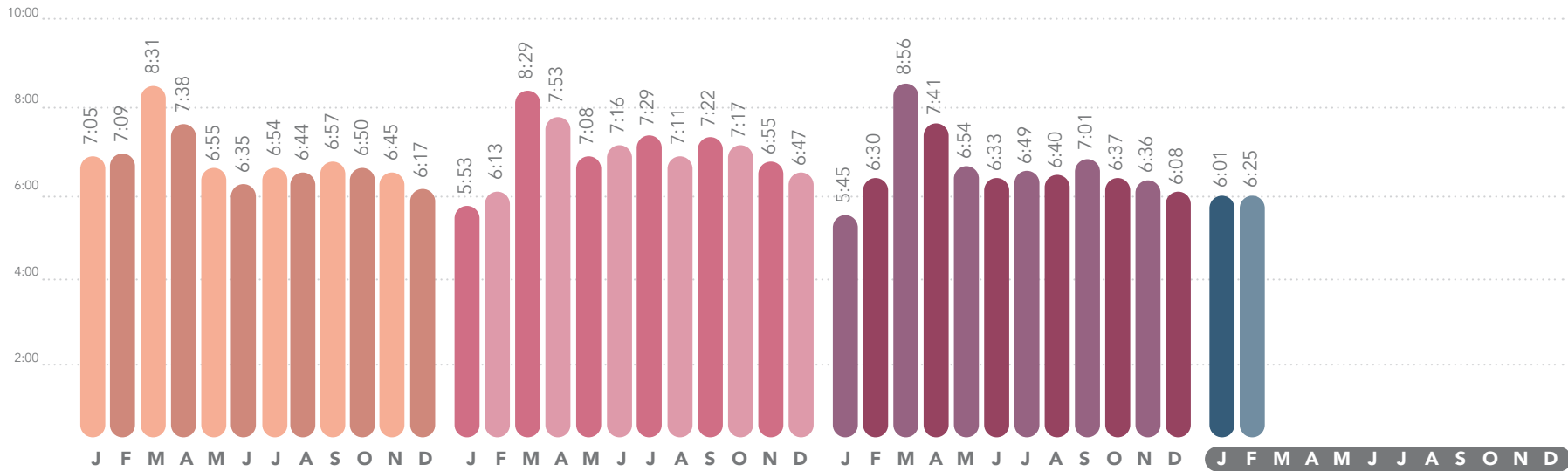
### AVERAGE SPEED TO ANSWER AFTER HOURS





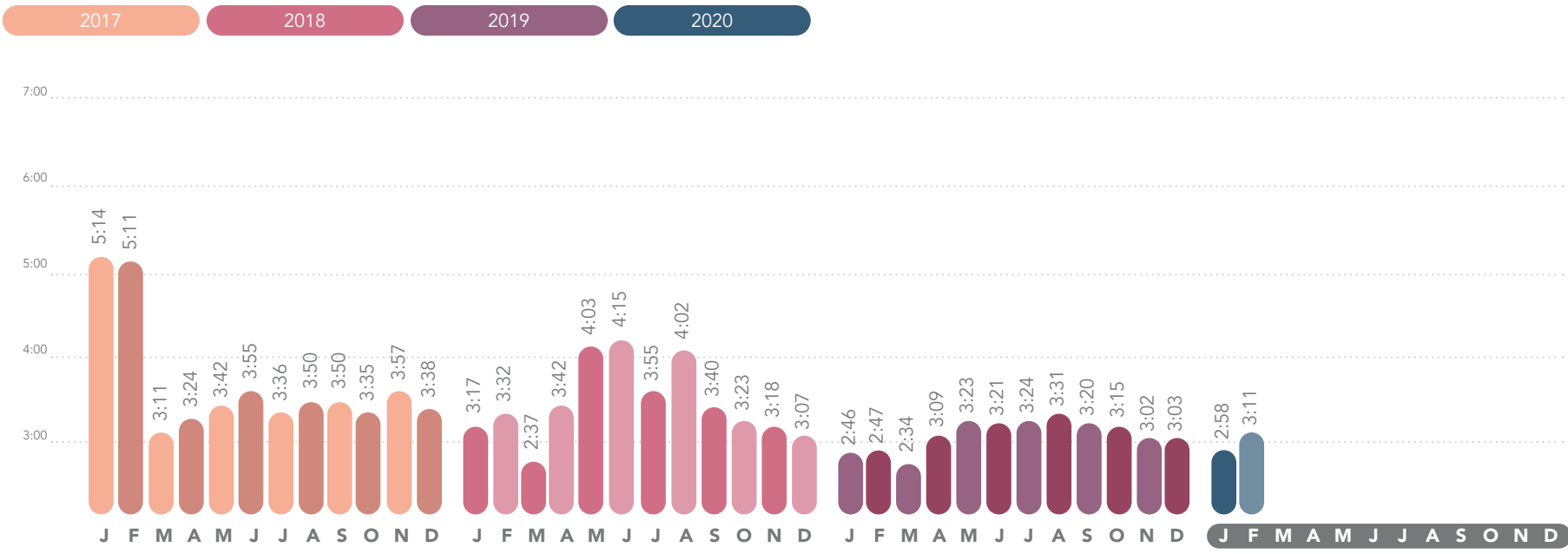
Average talk time is lower than it was last year at this time.

### AVERAGE TALK TIME



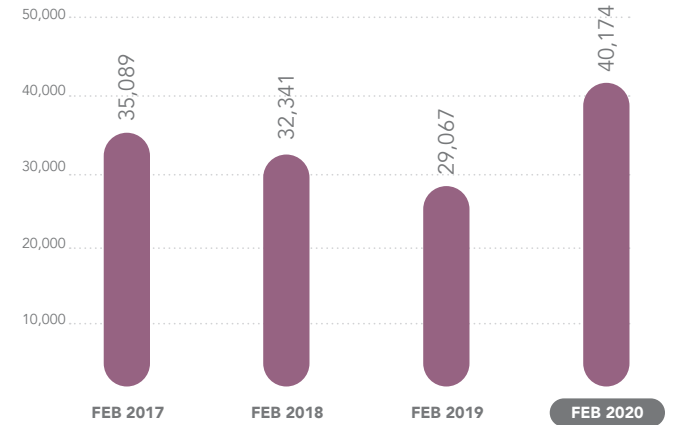
The average time per ticket for this month is slightly higher than last year but consistent overall with that which has been historically experienced.

### AVERAGE TIME PER TICKET

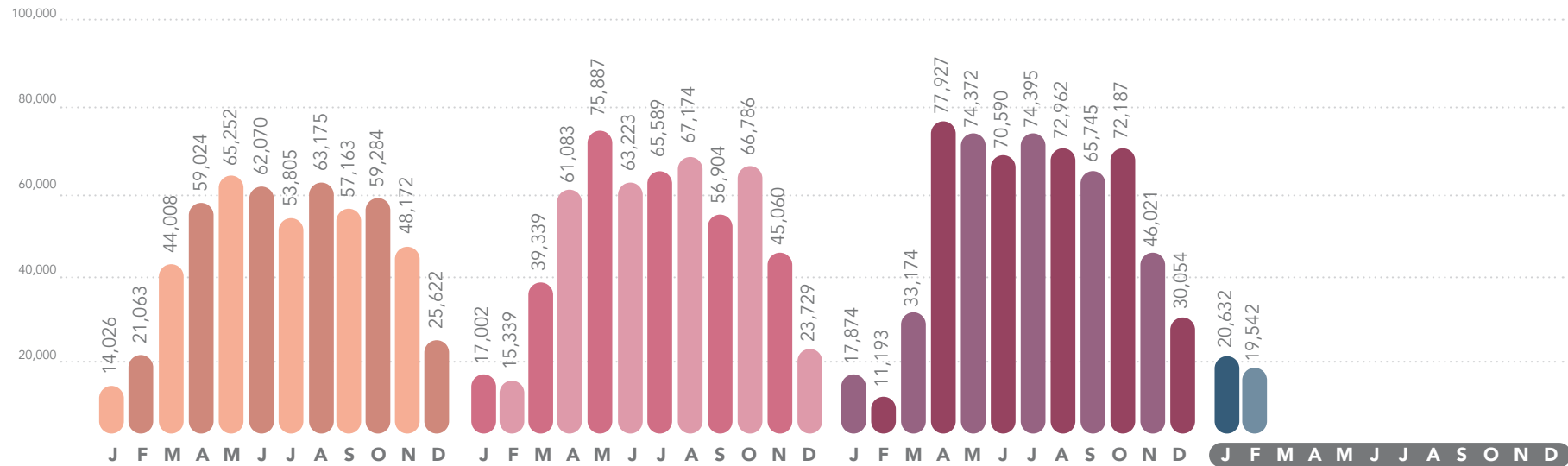


February ticket volume is significantly higher than February 2019.

### INCOMING TICKET TOTALS Y-T-D

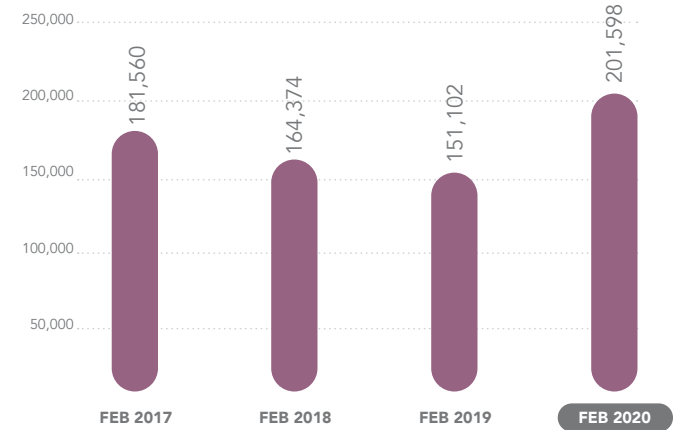


### INCOMING TICKET TOTALS

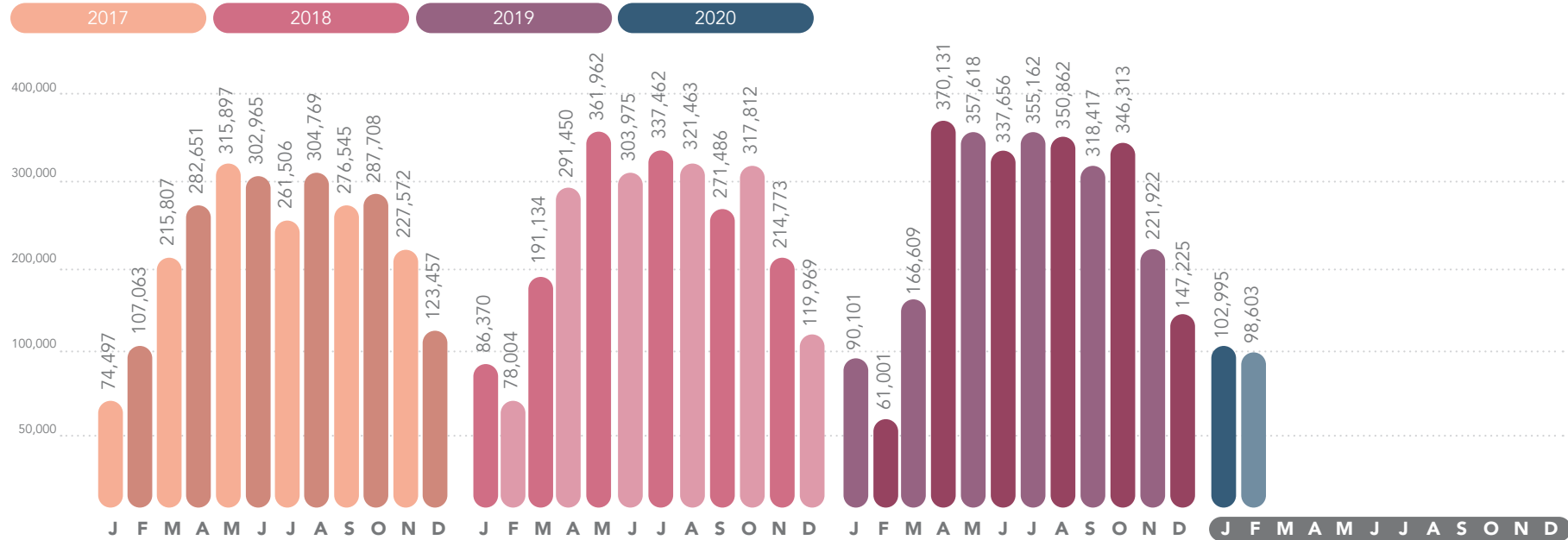


Outgoing ticket totals follow the pattern set by incoming tickets.

### OUTBOUND TICKET TOTALS Y-T-D

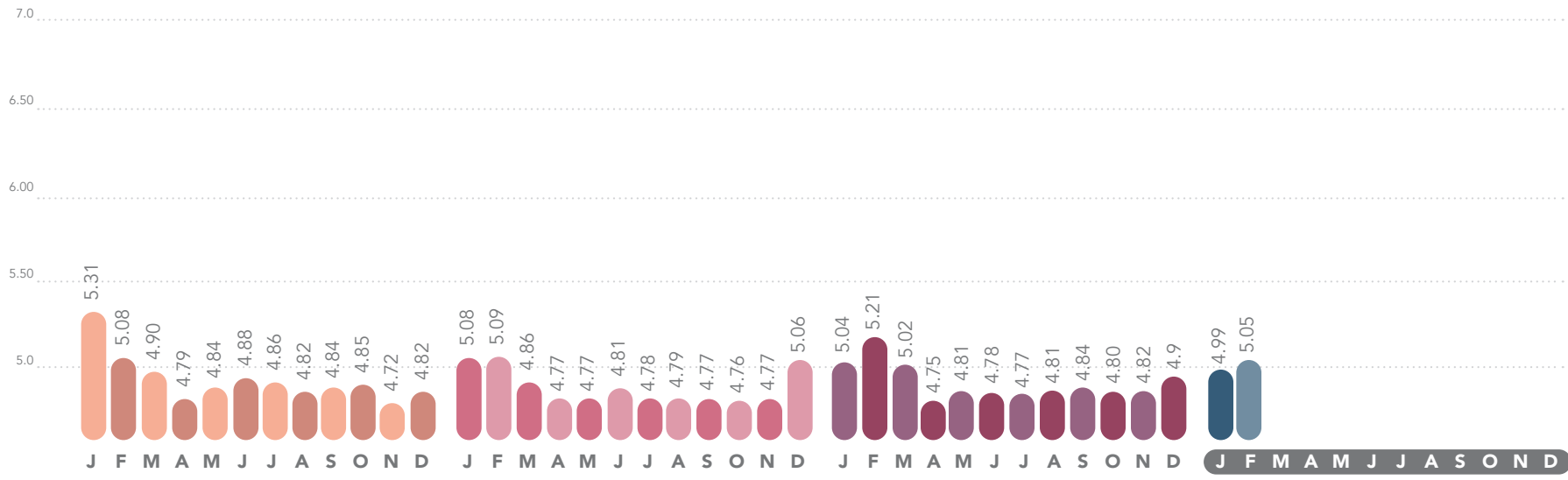


### OUTBOUND TICKET TOTALS



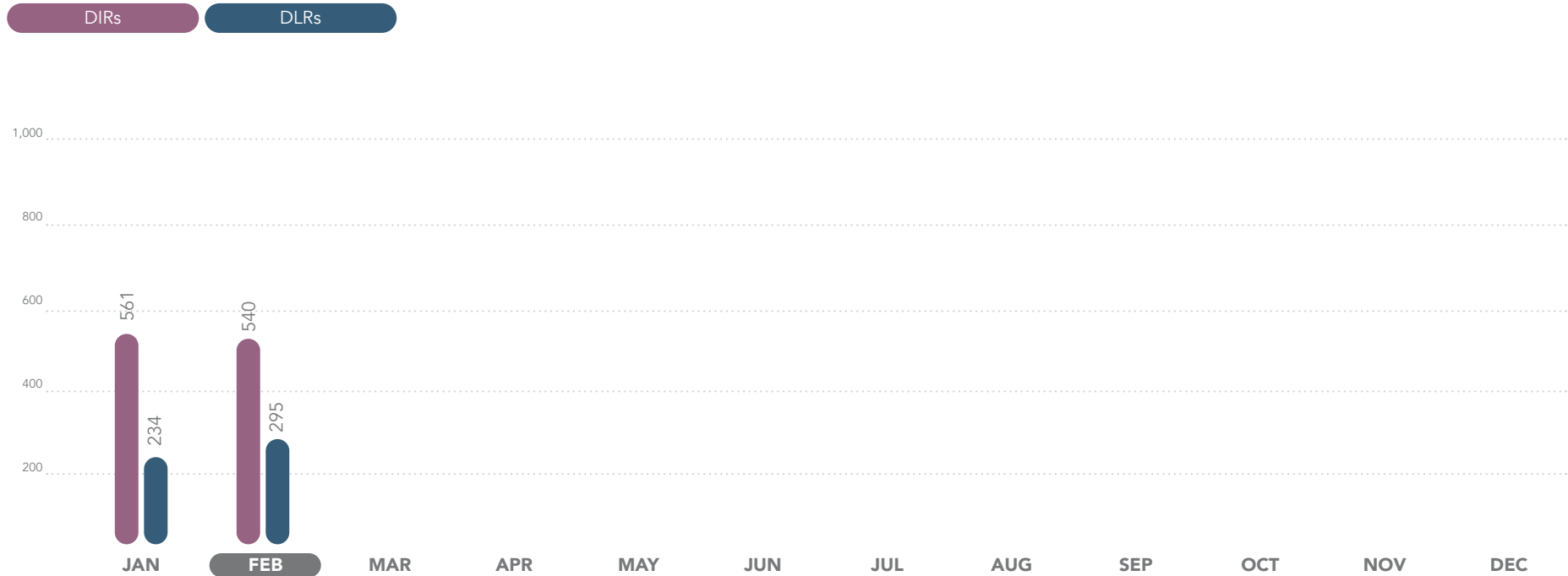
The in/out ratio has followed the historical pattern.

### IN/OUT RATIO

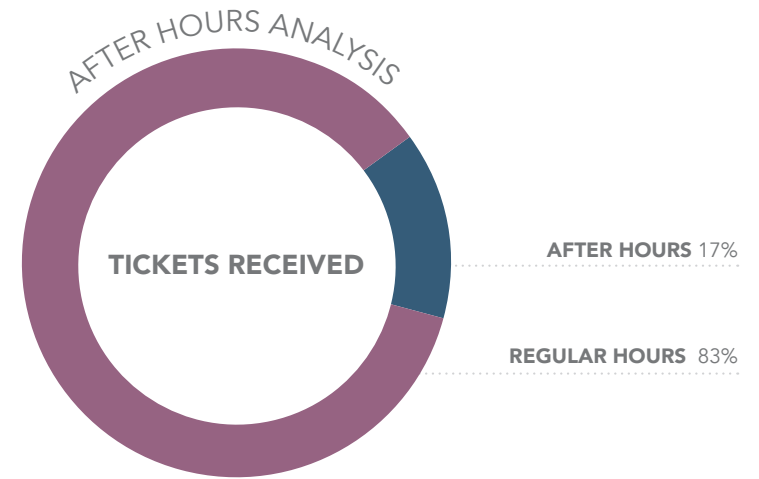


Design Request System (DRS) Activity shows the total number of Design Information Requests (DIRs) and Design Locate Requests (DLRs) placed in a given month. Activity in both areas has grown since the system was first activated.

### DRS SYSTEM ACTIVITY

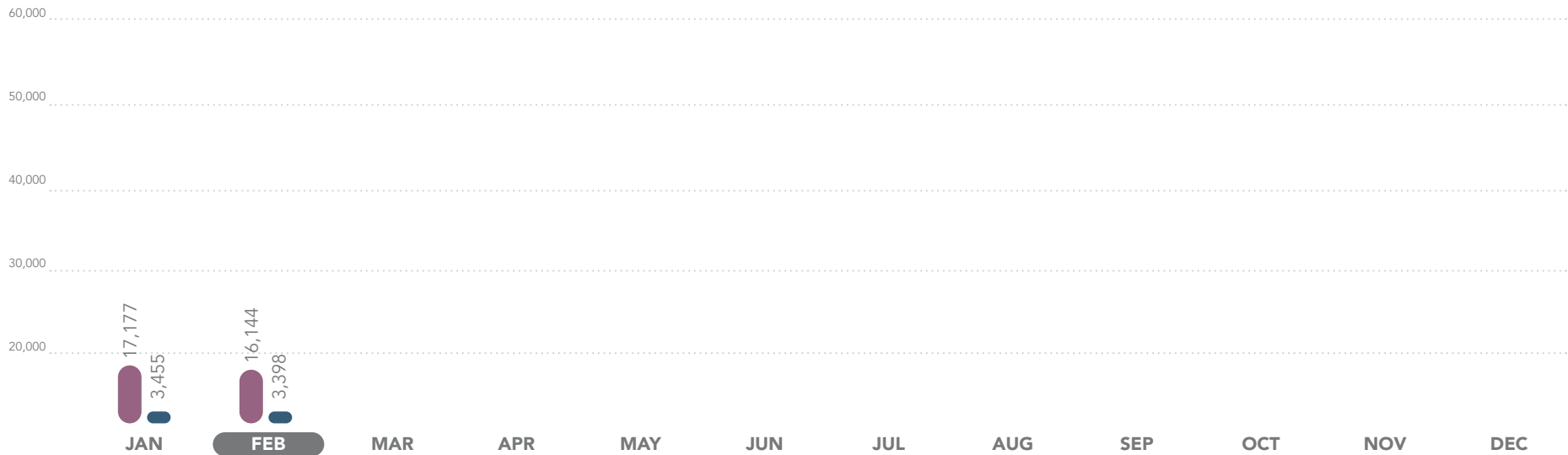


The charts on this page provide a breakdown showing the time of day that incoming tickets were received.



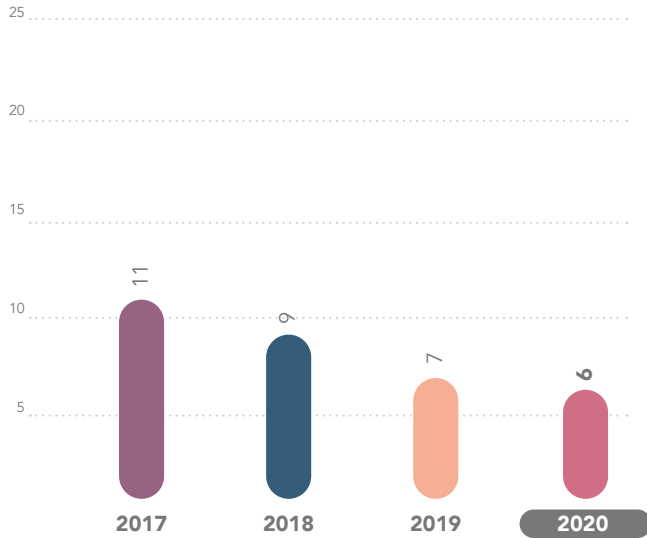
### TIME OF RECEIPT ANALYSIS

REGULAR HOURS    AFTER HOURS

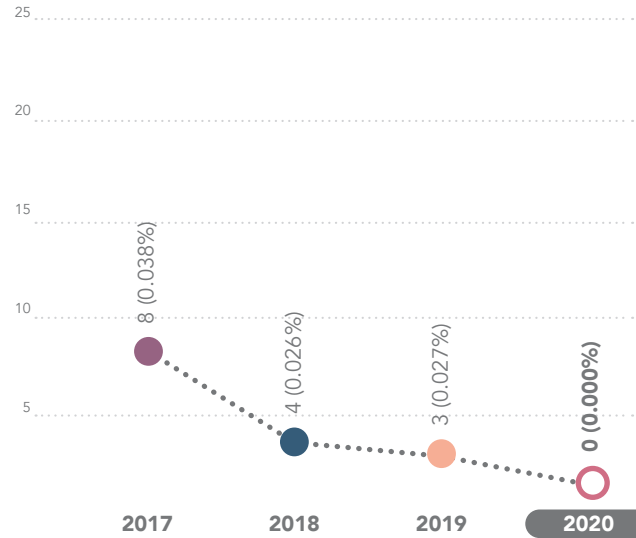


The total number of non-compliant tickets received is slightly higher than 2019.

### NON-COMPLIANT TICKETS Y-T-D



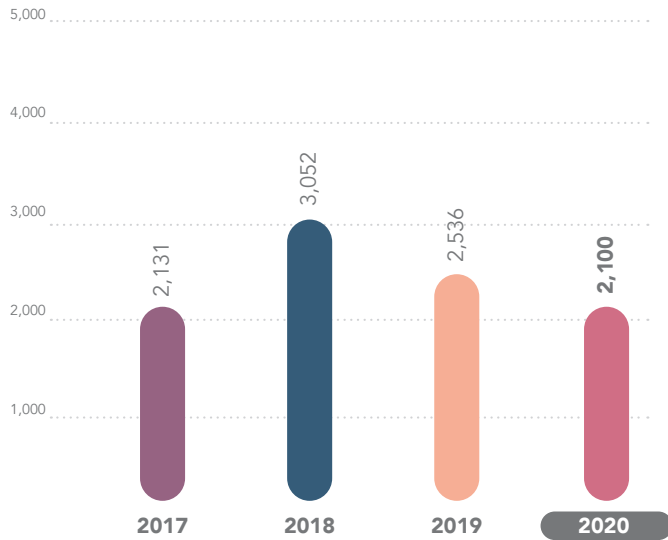
### NON-COMPLIANT TICKETS FEB



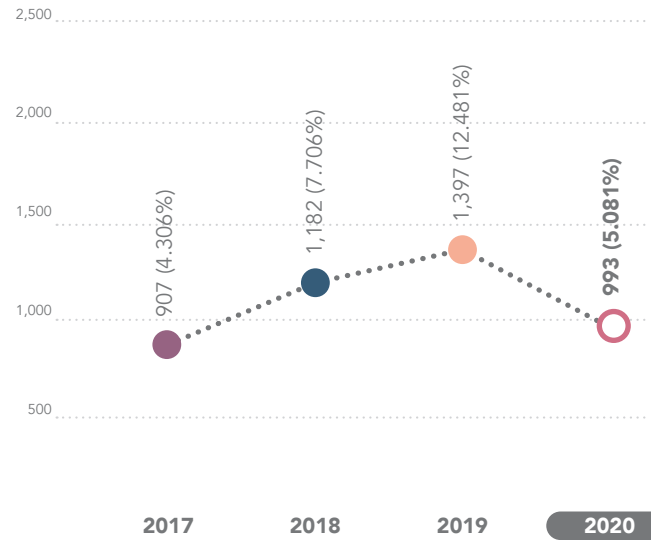


The total number of emergency tickets received Y-T-D is slightly lower than in 2019. The monthly total is also lower.

### EMERGENCY TICKETS Y-T-D

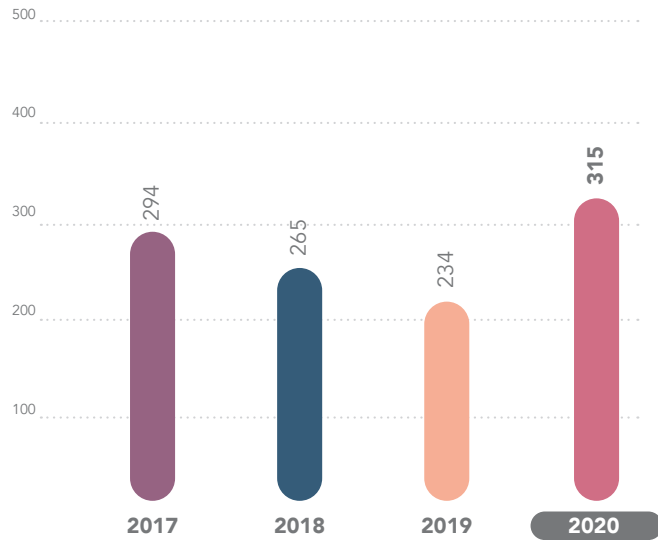


### EMERGENCY TICKETS FEB

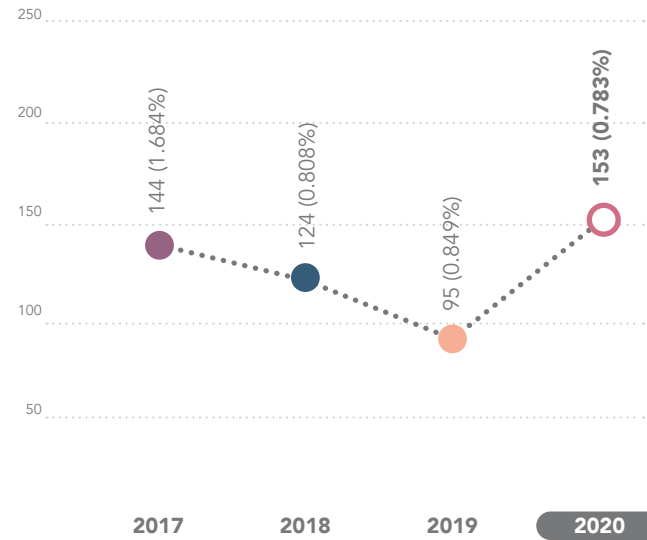


The Y-T-D total number of dig-in tickets is higher in 2020 than it was in 2019.

### DIG IN TICKETS Y-T-D

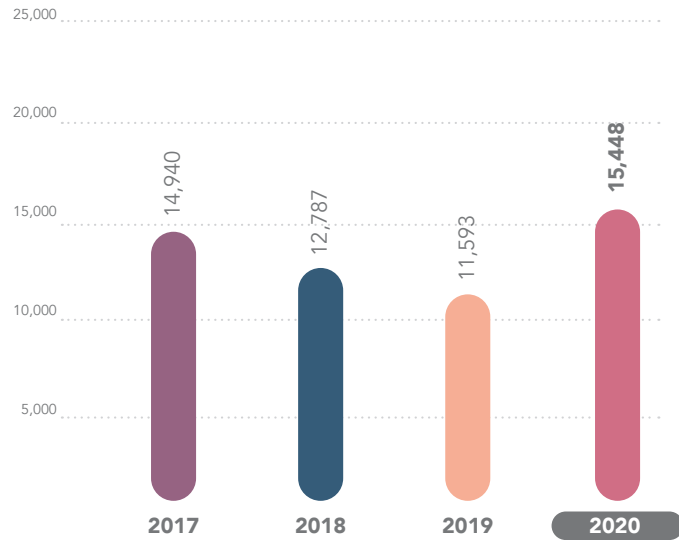


### DIG IN TICKETS FEB

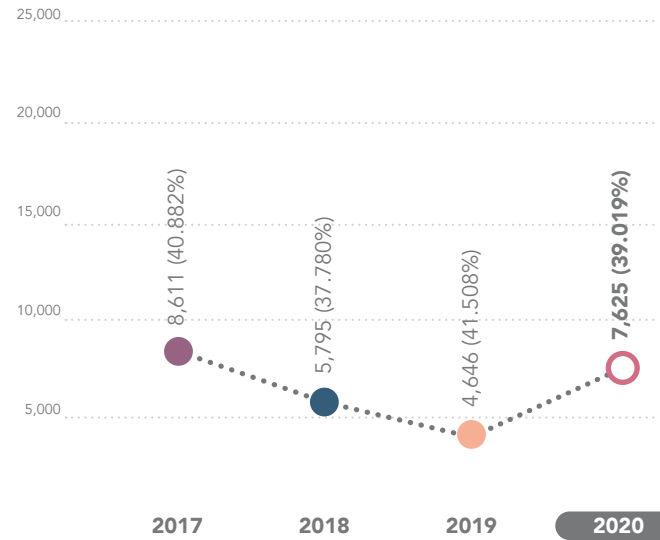


The total number of tickets where callers report the job is whitelined has increased over last year's levels.

### WHITELINED TICKETS Y-T-D

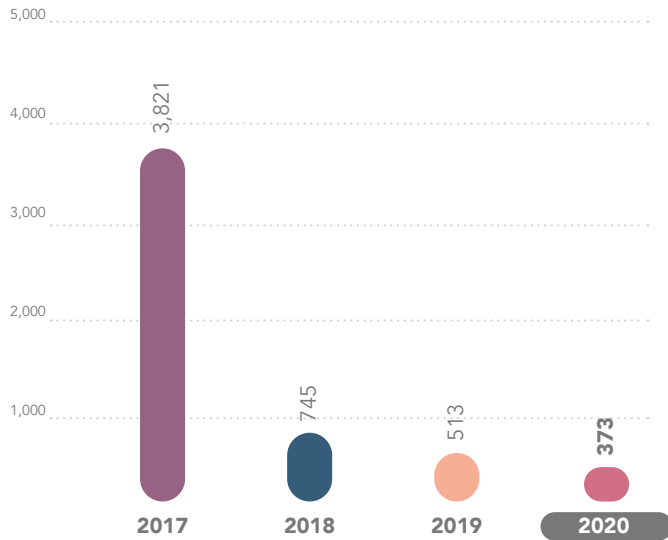


### WHITELINED TICKETS FEB

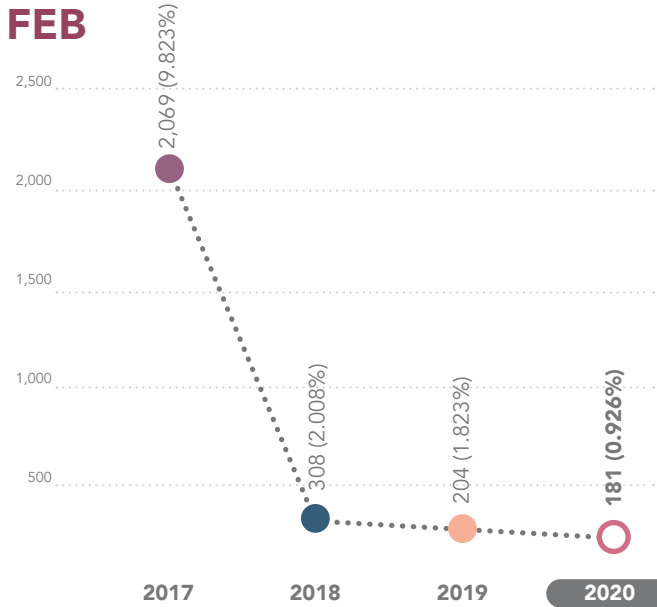


The Y-T-D number of tickets with GPS coordinates continues to decline. This is most likely the result of the detailed mapping available through NextGen.

### TICKETS WITH GPS Y-T-D

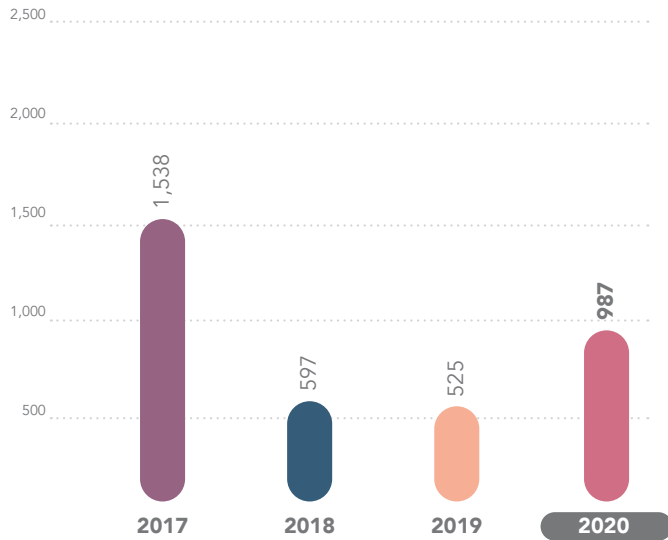


### TICKETS WITH GPS FEB

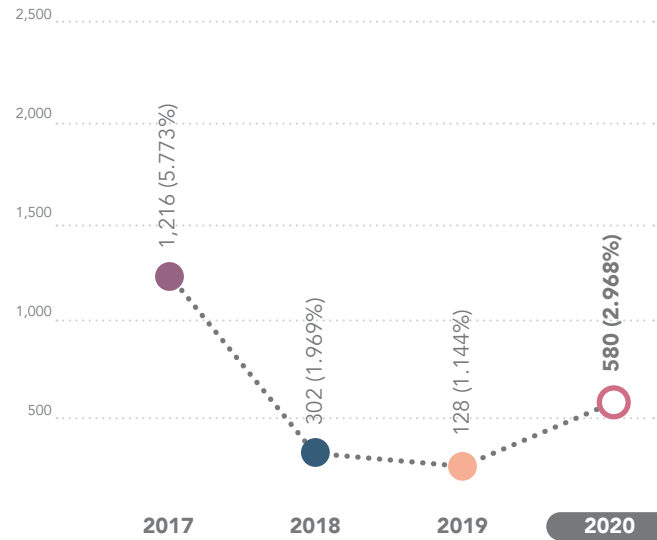


Overall homeowner ticket volume continues to rebound.

## HOMEOWNER TICKETS Y-T-D



## HOMEOWNER TICKETS FEB

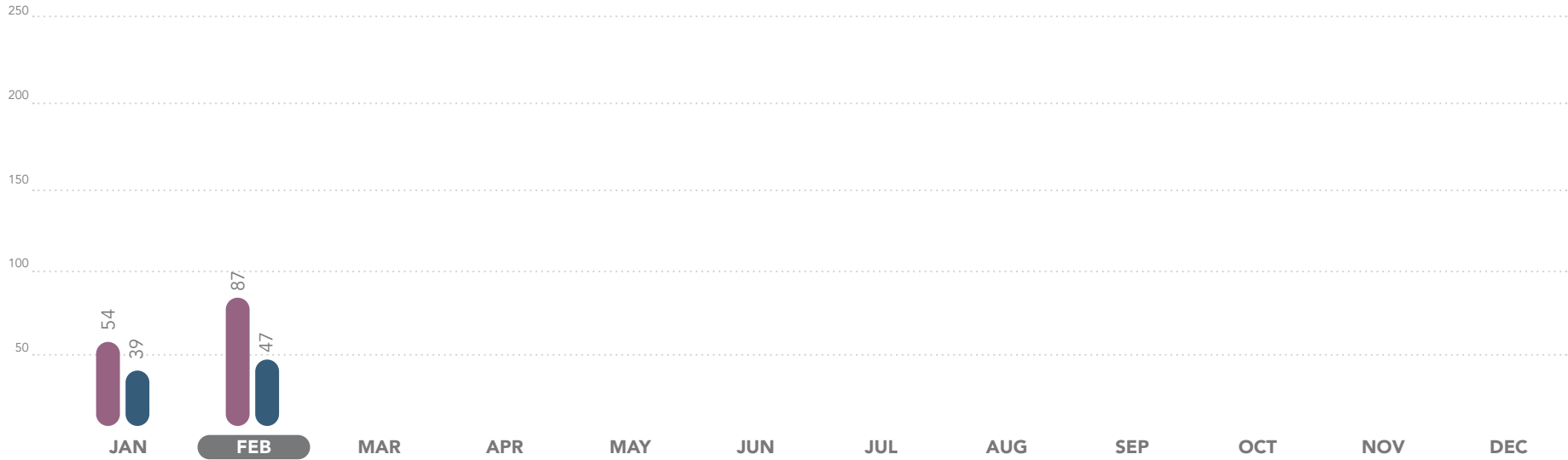


This chart shows the number of times that the same location of work has been found on repeated tickets. There was an interest in analyzing the data to see how many emergencies were actually repeated tickets. The data seems to indicate that the number of "repeated" tickets is a significant part of the emergency total.

## EMERGENCY TICKET SCAN

Total Previous Instances

Emergency Tickets with Previous Instances



1,104

987

Scanned Emergency Tickets