

HYDROVAC MAGAZINE

SEPTEMBER 2026

WITH FEATURED BUYERS GUIDE



A Hydrovac News Publication.

Photo Credit: Discovery Hydrovac

Message From the Founder

Welcome to the September edition of Hydrovac Magazine!

Fall is when hydrovac work tightens up. Utility programs push to finish before freeze-up, cities spend the last of the year's budget, and crews line up daylighting, potholing, and non-destructive digging before winter arrives. Our job this season is the same: support the owners and managers running this industry and keep them current on what is moving.

Hydrovac Magazine is the industry's dedicated national publication. The response from the field has been strong and consistent. Our readership continues to grow, and the industry itself is gaining momentum every day. Operators and owners now describe this magazine as a solid foundation for the trade. That is the standard we hold ourselves to.

Each edition features the Hydrovac Industry Buyers Guide alongside industry news, product highlights, company spotlights, guest articles, and the latest advancements in technology. Our goal remains the same: a publication that is practical and useful for seasoned professionals and those new to the field.



Troy Fimrite - Founder,
Hydrovac News

We are proud to welcome new advertising partners to this edition. Their support strengthens the publication and reflects how far the reach of this industry now extends.

At Hydrovac News, we remain committed to building an industry community where knowledge is shared, businesses are strengthened, and professionals are supported in their growth. Hydrovac Magazine is how we carry that work forward every month.

Thank you for your ongoing support. We look forward to continuing this journey together.

Meeting Industry Demand

Hydrovac Magazine, featuring the Hydrovac Industry Buyers Guide, is the first-ever monthly publication dedicated exclusively to the hydro excavation industry. It is designed to connect manufacturers, equipment suppliers, service providers, and related businesses with hydrovac contractors and operators nationwide.

Each monthly edition delivers the trusted Buyers Guide alongside industry news, product highlights, company spotlights, guest articles, technology updates, and more, giving businesses the visibility they deserve and professionals the information they need to make confident decisions.

For listing and advertising opportunities, email: advertise@hydrovacnews.com

Visit us at www.hydrovacnews.com for more information, and subscribe to our weekly newsletter to stay connected with the latest from the hydrovac industry.

Editorial Policy

Our editorial mission is to serve as the hydro excavation industry's most comprehensive and reliable resource.

Hydrovac Magazine features only products, services, suppliers, news, and information directly relevant to hydrovac operations, ensuring every page delivers real value to the contractors, operators, and businesses that drive this industry forward.

Our readers can trust that what appears in these pages is relevant, accurate, and worth their time.

Hydrovac Magazine

Hydrovac News Publication

ISSUE 5 / SEPTEMBER / 2026

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SEPTEMBER 2026

Hydrovac Industry Buyers Guide

Air Systems, Components & Accessories, Digging & Excavation Tools, Equipment Manufacturer, Hose, Sales & Rentals, Services, Technology, Vacuum Systems, Water Systems, and more!

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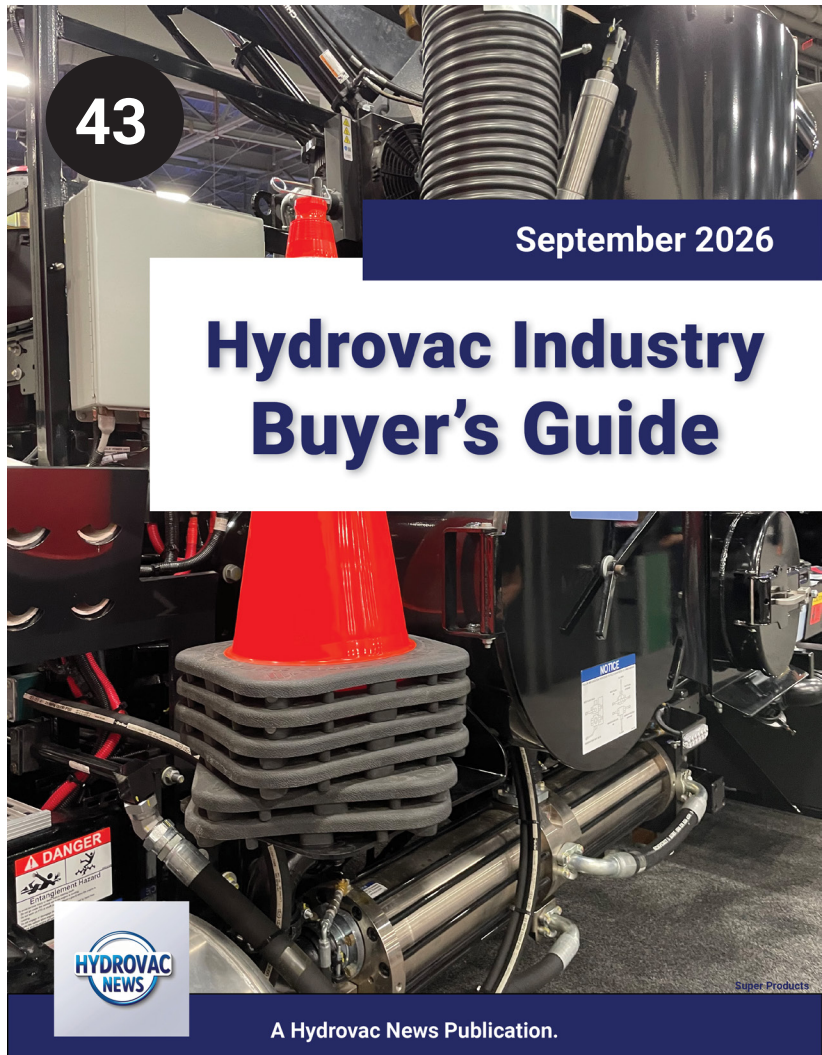
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SpaceX Plans a \$100 Billion Louisiana Spaceport. Tesla Eyes \$10.1 Billion Outside Houston.

Two large greenfield projects moved onto the Gulf Coast calendar this summer. SpaceX announced a \$100 billion launch campus on the Louisiana coast. Tesla filed for a \$10.1 billion solar-cell factory on the southwest edge of Houston. The spaceport is the larger of the two. Both would bring years of site work and underground utility installation if they move from paper into the field.

Starbase Louisiana

On August 25, SpaceX and Louisiana officials announced Starbase Louisiana, a planned \$100 billion launch facility on coastal land in Vermilion Parish near Pecan Island.

Louisiana Economic Development says construction is expected to begin in 2027, with a first launch targeted as soon as 2029.

The state lists 3,000 direct jobs over ten years at an average wage of \$92,600, along with more than 8,100 indirect jobs. SpaceX president Gwynne

Shotwell described a self-sustaining spaceport with propellant production, power generation, deep-water shipping, vehicle processing, and likely an airport. At full buildout the plan includes five launch complexes, each with two pads and a propellant farm, plus housing for workers and families. Elon Musk has called it the biggest launch site on Earth and spoken about the volume of flights the site could support.

National coverage has described a footprint as large as 125,000 acres of coastal marsh. The official state release does not list a single acreage figure.



Photo credit Sawyer Merritt

The setting itself is clear enough: wetland, existing pipeline corridors, and a long list of new systems that would have to go in before launches begin. Power, fuel, roads, process lines, and site utilities all have to be built in wet ground that already holds infrastructure.

Crystal Sun in Fort Bend County

Tesla has filed with the Texas Comptroller for a solar-cell and module campus inside Lamar Consolidated ISD, on land near FM 762 and FM 1994 in Fort Bend County. The internal name is Project Crystal Sun. The application was signed July 22 and posted August 6 as JETI file J0050.

The filing describes a vertically integrated plant: ingot and wafer manufacturing, coating, metallization and printing lines, cell testing, cleanrooms, automation, chemical storage and delivery, and the utility systems that support that kind of factory. Tesla classifies the work under NAICS 334413. The product would be photovoltaic cells and assembled modules for utility-scale, commercial, and distributed solar.

Tesla projects construction from 2026 through 2028, with commercial operations in the first quarter of 2029. Capital spend in the filing totals about \$10.116 billion, split roughly \$1.5 billion in real property and \$8.6 billion in equipment, front-loaded across those three years. Peak construction

employment is listed near 1,147 temporary jobs. Permanent hiring would begin in 2029 with about 1,900 people in the first operating year and rise to a projected 9,712 full-time positions by 2033. Estimated payroll at full operations is \$1.3 billion a year.

Tesla is still evaluating the Fort Bend site against at least one location outside Texas and has said the requested 10-year school-tax limitation is part of that decision. Lamar CISD notes that filing an application is not approval of an agreement and that the district is not authorizing a land purchase. On August 31 the Comptroller recommended the application for approval. The Governor and the school board then have a statutory window to decide whether they will enter a JETI agreement.

Lamar CISD has scheduled a public hearing for September 15 at 6:30 p.m. at 4810 Avenue I in Rosenberg. The district describes the campus as sitting within proposed Fort Bend County Reinvestment Zone No. 34, about 3,057 acres near those two farm-to-market roads. The plant would occupy portions of the identified parcels, not necessarily every acre.

The Tesla logo, consisting of the word "TESLA" in a stylized, bold, sans-serif font.

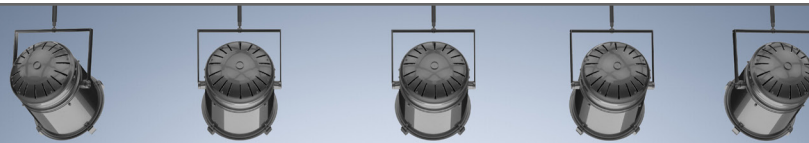
What that means in the field

Projects of this size start with utilities. A solar-cell factory needs process-chemical delivery, industrial and high-purity water, wastewater, electric service, gas, fiber, drainage, and the site work that connects those systems across rural parcels. A spaceport needs much of the same list, along with propellant lines, on-site power, and heavy civil work in coastal pipeline country.

Some of that ground already has public utilities and private lines in it. One-call will mark the systems that belong to the 811 network. Private lines, older laterals, and

new site utilities added after construction begins often will not be on the ticket. Soft excavation, daylighting, and slot-trenching are the usual way to expose what is already buried before mechanical work and new installs go in.

If Starbase Louisiana stays on the timetable released by the state, site work would begin in 2027 on the Vermilion coast. If Crystal Sun moves ahead in Texas, construction is projected through 2028, with the next public date being the September 15 hearing in Rosenberg. Either way, both files point to a stretch of underground work on the Gulf map over the next few years.



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Hydrovac Industry Leaders of 2026

View the 2025 Hydrovac Industry Leaders publication at:
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Q&A

Discovery Hydrovac



Karma Newberry founded Discovery Hydrovac in 2012 with a simple purpose: make underground work safer, more precise, and easier on the people doing it. What started with that idea has grown into a company built around The Big 3 — excavate safely with speed and precision, protect people and equipment, and exceed customer expectations.

We caught up with Karma and CEO Bill Keever to

talk about the paths that brought them here, what those principles look like in the field, and how they see hydrovac technology fitting into the next wave of infrastructure work.

1. Karma, Bill shared a bit about your background, starting in pipeline services right out of high school, building a company, navigating a major exit, and then founding Discovery Hydrovac in 2012. What

led you to start a hydrovac company at that point in your career?

I started working in oil and gas right out of high school, so I've spent more than 35 years in this industry. I saw firsthand how physically demanding the work could be, especially when crews had to manually dig around underground utilities.

When I started Discovery in 2012, I saw hydrovac technology as a way to

make that work safer, more precise, and more efficient.

I wanted to build a company that used technology to solve real problems while taking care of the people doing the work. That has always been at the heart of Discovery.

2. Bill, you've come from a pretty different path, military service, the Olympics, and now leading a hydrovac company. How did those experiences shape the way you approach leadership here?

They may look like three very different chapters, but to me there's a straight line between them.

The Olympics taught me about standards. At that level, everybody is talented. What separates people is preparation, discipline, attention to detail, and the willingness to do ordinary things extraordinarily well, over and over again.

The Army taught me something different. Leadership isn't about you anymore. People

are depending on you. Your decisions have consequences, and you don't get to disappear when things get difficult. You have to be calm, clear and accountable.

And business has probably taught me the most important lesson of all: your job as a leader isn't to prove how capable you are. It's to make the people around you more capable.

So today, I lead Discovery with pieces of all three. I believe deeply in high standards, but I also believe deeply in people. Those aren't opposing ideas. I think the best leaders care enough about people to challenge them, develop

them and refuse to allow them to settle for less than what they're capable of.

3. Discovery talks about "The Big 3." Can you walk us through what those principles mean in practice and how they show up in day-to-day decisions?

Karma – Our Big 3 are simple: excavate safely with speed and precision, protect our people and equipment, and exceed our customers' expectations.

They're intentionally simple because our people need to be able to use them when making decisions in the field.

For me, they create a



balance between doing the job right, taking care of our people, and delivering an experience our customers can count on.

Bill - The Big 3 are intentionally simple because if your people can't remember your priorities in the field, they're not really priorities.

The first is excavate safely with speed and precision. Safety comes first, but we also have an obligation to perform.

Our customers are relying on us to help keep their projects moving, so we expect our operators to be safe, efficient and technically excellent.

The second is protect our people and our equipment. Our people are our most important asset, and the equipment is what allows them to do their job. That means we don't take unnecessary risks, we maintain our trucks, we speak up when something isn't right, and we expect people to look out for one another.

The third is exceed customer expectations. That doesn't mean saying yes to everything. It means being dependable, communicating well, solving problems and leaving the customer feeling like Discovery made their job easier.

What I like about The Big 3 is that they help us make decisions when things aren't perfectly clear. If someone in the field has to make a judgment call, they can ask: Is this safe? Am I protecting our





people and equipment? Am I taking care of the customer?

And sometimes those priorities create tension. A customer may want us to move faster, but if moving faster compromises safety, there's no debate. Or we may be able to finish a job but doing so would unnecessarily damage equipment. Again, The Big 3 give us the answer.

Culture becomes real when your values help people make decisions when leadership isn't standing there. That's what The Big 3 are designed to do.



4. Building a strong culture seems to be a real focus. What have you found actually works when it comes to keeping people engaged and holding a high standard in the field?

Karma - Culture is created by what leadership rewards, corrects and allows, not by what's written on a wall.

We set clear expectations, give people the tools to succeed, and hold everyone to the same standard. But just as importantly, people need to know they matter.



I've learned that when people feel valued, understand their purpose and know leadership has their back, they take greater ownership of the work and the company.

Bill - One thing I've learned is that culture is the heartbeat of an organization. It's ever present, hard to explain what it is or exactly how it works, but we all know it when we see it, good or bad.

People actually want to know where the standard is. They want to know what winning looks like. The problem is when organizations talk about standards but apply them inconsistently.

At Discovery, we try to keep it incredibly simple: excavate safely with speed and precision, protect our people and our equipment, and exceed our customers' expectations. Those are our Big Three. But then leadership has to reinforce them. You recognize people when they live the standard. You coach when they miss it. And when necessary, you hold people accountable.

The other half of that is making sure people know they matter. I spent 24 years in the military, and some of the strongest organizations I've ever been part of demanded an incredible amount from people, but there was also a tremendous sense of belonging.

High standards without caring create compliance. Caring without standards creates mediocrity. Great culture requires both.

5. Karma, as someone who's been in the industry a long time and one of the earlier women to own a hydrovac company, what have you noticed about the realities of leadership and ownership that might surprise people?

Karma - One thing I've learned is that success doesn't make the responsibility lighter, it makes it heavier. The more you grow, the more people are depending on your decisions.

Being a woman in a traditionally male industry taught me that I didn't need to become someone I wasn't, to lead. I needed to know the business, understand the work and earn credibility through results.

I've always believed that caring about



people is one of my strengths. I've learned that it isn't a weakness in business, it's one of the reasons we've been successful.

6. Looking at the hydrovac industry right now, what issues or opportunities stand out to both of you as especially important over the next few years?

Karma - As our communities grow and underground infrastructure becomes more congested, the need to locate and expose utilities safely is only going to increase.

I think that creates a tremendous opportunity for hydrovac. But growth needs to come with responsibility: skilled operators, strong training, reliable equipment and consistent standards. The companies that will stand out are the ones that combine technology with people who know how to use it well.

Bill - I think the opportunity is much bigger than hydrovac.



America is entering an enormous infrastructure cycle. We have aging utility systems that have to be repaired and/or replaced, tremendous investment going into the electrical grid, continued water and wastewater work, and now unprecedented infrastructure demands associated with data centers and AI.

Every one of those projects eventually intersects with what's underground. So I think our industry has an incredible opportunity, but it also has a responsibility. Growth cannot simply mean putting more trucks on the road. We have to professionalize the industry: better operators, better training, better technology,

better asset management and stronger leadership. Because as infrastructure becomes more congested and more critical, the consequences of getting it wrong become greater.

I believe the companies that win over the next decade will be the ones customers trust, not simply the ones with the most trucks.

7. Many people in this business are thinking about growth, culture, or the next stage of their company. What lessons from your own experiences do you think are worth sharing with others in the industry?

Karma - One of the biggest lessons I've learned is that

growth exposes weaknesses. More trucks and revenue don't automatically create a stronger company.

You need the right people, systems and leadership in place before you grow too quickly.

And you have to be willing to trust people who are strong in areas where you're not. You can't build something great by trying to do everything yourself.

For me, growth is successful when it creates opportunities for our people and makes us better for our customers.

Bill - Probably the biggest lesson I would share is that we will only grow as fast as we can sustain that growth, otherwise we're building a house of cards.

Growth strains capital, operations, systems and people, and under tension, growth is load tested in real time where the outcomes have a cascading effect. So if you want your hockey stick, briefs-well-in-a-boardroom type of growth, be my guest, and I'll refer you to a children's book: The Tortoise and the Hare.

However, don't misunderstand me. We keep our foot on the gas, we

run through the finish line, and we are relentless toward our goals. Sometimes that may look fast or sometimes that may look slow, but regardless, make no mistake, the moves are calculated.

Another lesson that I've carried from athletics and the military: don't become emotionally attached to the plan. Become committed to the mission.

Plans change. Conditions change. Markets change. Good leaders make course corrections without abandoning the objective. And finally, invest in people. One of my mentors (COL(R)



John Fenzel) taught me that great leaders take people further and faster than they ever thought possible. The older I get, the more I believe that may be the best measurement of leadership there is.

8. The mission of protecting underground infrastructure is central to what Discovery does. What does that mission mean to each of you personally?

Karma - To me, it's personal because I've spent most of my life in this industry. So much of what keeps our communities running is beneath our feet: power, water, gas and communications. When we do our job correctly, we can prevent problems before they happen.

There's something meaningful about doing work that most people never see, but that can make a real difference in keeping people and communities safe.

Bill - The word I connect with most is protect.

For a large portion of my adult life, I wore a uniform. I don't wear that uniform anymore, but that part of you never really goes away. Today the responsibility looks different. We're protecting our employees. We're protecting our customers. We're protecting the men and women working around these utilities. We're protecting infrastructure that communities depend upon every single day.

People turn on a light switch, open a faucet, make a phone call or drive down a



street and rarely think about what exists beneath their feet. That's actually the point. Infrastructure works best when nobody has to think about it.

So when we say we're protecting America's underground utility infrastructure, that's not marketing language to me. It's an extension of something I've spent most of my life doing.

9. For someone newer to the industry or stepping into more responsibility, what advice would you offer, and is there anything you'd encourage established companies to pay closer attention to?

Karma - Learn the business from the ground up. Ask questions, listen to experienced people and never stop learning.

Take responsibility, especially when things don't go as planned. Your character shows



most when you make a mistake. And remember that your reputation is built one job at a time. Skills matter, but reliability, judgment and how you treat people will take you much further.

Bill - For somebody coming up, my advice would be: don't chase the title. Chase responsibility.

Become the person people can count on. Learn your craft. Ask questions. Understand why the job is done the way it's done, not just how. Be willing to make decisions. Own your mistakes. And when something goes wrong, don't waste energy protecting your ego.

Responsibility is where leadership starts. For established companies, I would say pay very close attention to the next generation

of leaders you're creating.

We spend a lot of time talking about equipment, utilization, rates and backlog and all of those things matter. But somebody has to lead the crews, develop the operators, protect the culture, and eventually run the company.

Your fleet can be replaced. Your institutional knowledge and leadership pipeline are much harder to replace. If we want this industry to be stronger ten years from now, we have to develop people today who are capable of carrying it forward.

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MEET ONE OF OUR

Mentors



Kristy Black

Kristy Black is the **founder and owner of Black Hydrovac**, a vacuum excavation company serving mission-critical construction clients across Virginia, Maryland, and D.C.

She launched the company in 2020 with no industry experience, after 17 years in education and nonprofit leadership, and has since grown it into a 12-truck fleet with a strong field team.

Kristy has personally run every part of the business - sales, operations, fleet, safety, HR, compliance, finances, and marketing - and now focuses on building a leadership team for the next phase of growth.

Named a 2025 Industry Leader by Hydrovac News, she speaks widely on hydro excavation and leadership, including at the WWETT Show. She mentors owners on hiring, delegation, pricing, and growth, especially those in their early years or new to the industry.

AREAS OF EXPERTISE

Safety
Cashflow & Finances
Equipment Management
Sales & Business Development
Buying a Hydrovac
Crew & HR Management



Hydrovac Projects: Simple to Complex

Hydrovac work is not one-size-fits-all. Some projects are straightforward, with open ground, clear access, and predictable conditions. Others bring real challenges.

Limited access. Congested utilities. Compressed schedules. Sensitive locations. Or jobs where the cost of a mistake is simply too high.

On those tougher sites, success takes more than a truck and a hose. It takes crews who understand the full problem and apply the right approach under pressure.

IMPORTANT ANNOUNCEMENT



Tennessee 811 is reducing its standard notification buffer for underground locate requests from ~343' to 200', effective October 1, 2026.

→ <https://www.tenn811.com>



Photo credit: Discovery Hydrovac

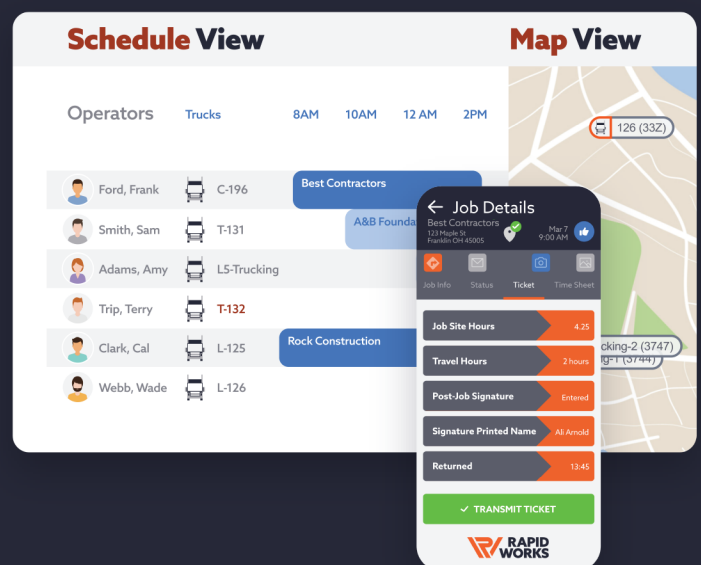


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RENTING A HYDROVAC TRUCK

What You Need to Know Before You Sign

A rental hydrovac gives you capacity without putting another unit on the books. You get a truck that is already in service, you leave the shop work and yard space with the owner, and you can add iron when a project lands or one of your own trucks is down. That only works if you treat the rental like part of the job. Most of the expensive surprises come from skipping a few basic steps.

1. Know the truck before you call

Write down what the work actually needs. Debris tank size, water capacity, boom reach, hose size, and vacuum power all change what a crew can finish in a day. A smaller non-CDL unit can be the right call for tight urban potholing. A full-size truck with an 8-inch system is a different machine if you are on a pipeline spread or a long daylighting run. If you work in cold country, ask about heated water, boiler packages, and freeze protection on the

pumps and lines.

Decide whether you need a bare truck or one that comes with an operator. Some yards can supply a driver. Most will expect you to put a qualified person in the seat, and that usually means a CDL plus someone who has run this kind of equipment. Be straight about the term too. A three-day fill-in and a 90-day project rental are priced and scheduled differently. The clearer you are on dates, location, and specs, the faster you get real availability instead of a maybe.

2. Shop more than one quote

Call local yards, or send one request through a marketplace like Vac4Rent so several providers in the area can answer you directly. Look at the whole number, not just the daily or weekly rate. Mobilization, delivery, extra hours, insurance minimums, and a dirty-tank charge at return can move the price more than the advertised rate.

Ask what operating hours are included, who pays for fuel and DEF, and whether water and slurry disposal are on you. If the job is a long haul from the rental yard, confirm who is moving the truck and what that costs.



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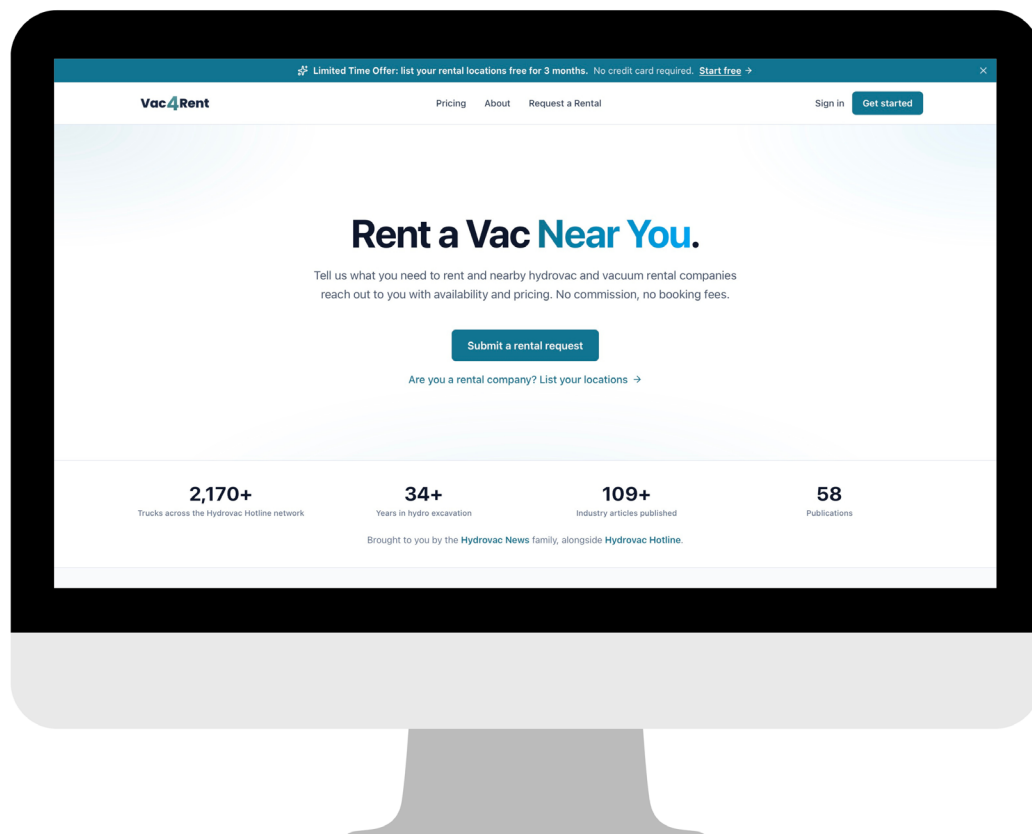


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3. Read the agreement like it will be used later

Check the rate structure, hour caps, overtime charges, and any mileage limits. Confirm insurance before the truck leaves their yard. Most providers want liability coverage, physical damage on the unit, and their name on the certificate as additional insured. Look for restrictions on where the truck can work, what it can pick



up, and whether certain loads are off limits.

Ask what happens if the truck goes down on your job. Who pays for the tow, the repair, and the lost day? Normal wear is one conversation. Frozen pumps, a burned blower, or a tank that comes back packed with slurry is another.

4. Walk it before you take the keys

Do a full walk-around in daylight, with the provider if you can. Check hoses, fittings, boom pins, water pump, vacuum system, controls, lights, backup alarm, and safety gear. Run the water and the vacuum if they will let you. Photograph existing dents, hose wear, tank condition, and the hour meter before the truck leaves. That photo set is the cheapest insurance you will buy on the rental.

5. Run it the way the agreement expects

Stay inside the manufacturer limits and the rental terms. Watch the hour meter so you are not surprised by overage charges. Keep water and debris where they belong. If a gauge starts wandering or a pump sounds off, call the yard the same day. Most rental companies would rather send a tech than take a wrecked unit back. A field fix that seems small can turn into a blown system and a bill that wipes out the job.

6. Bring it back clean and settled

Wash the truck. Empty and rinse the debris tank. Top the fuel if the contract says so. Do a joint inspection and keep a copy of the condition report. Settle extra hours, fuel, and any damage while everyone is still standing at the truck. A clean, well-documented return is the easiest way to get the next rental when you need one.

Renting does not replace a well-used owned fleet. Plenty of shops keep their own trucks on the steady work and pull

in a rental when volume spikes, a unit is in the shop, or a job needs a spec they do not own. Used that way, a rental is a tool. It should not be a surprise.

If you are ready to look at trucks, Vac4Rent lets you put one request in front of local rental companies. They reply by email or phone with what they have and what it costs. There is no booking fee on the renter side, and you work out the deal directly with the yard.

For more information contact:

Vac4Rent

<https://www.vac4rent.com>

UNDERGROUND UTILITY DAMAGE

\$83.2B

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Nearly 3x the 2019 estimate (\$30B)

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Source: Common Ground Alliance
"Between the Lines" report, 2026

Secret Shout out!

Hydrovac Provider Pick Of The Month



DLS Underground, LLC was established in May of 2014 by Dustin Stansbury and his wife, Lindsey.

Based out of Harper, Kansas, DLS Underground focuses on the importance of vital success and doing things right the first time with the customer's satisfaction at mind.

Dustin was able to start DLS with solely his personal pick-up truck, personal trailer, and by renting a 10x14 Vermeer Horizontal Directional Drill.



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How Deep Are Utility Lines Buried?

Code tables set minimum cover. The hole tells you the rest.



Every bid meeting produces the same question: how deep are the lines? Crews want a number they can plan a trench or a bore around. Owners want assurance that a backhoe will not find the answer first. There is no single number. *Burial depth is set by different codes, for different utilities, at the moment of installation.* After that, the ground moves. One-call marks the horizontal path. It does not report elevation. That gap, between the published minimum and the pipe in the dirt, is why vacuum excavation exists.

What the codes actually require

Natural gas is the most tightly written. Under 49 CFR 192.327, transmission lines need 30 inches of cover in Class 1 locations and 36 inches in Class 2 through 4. In consolidated rock those numbers drop to 18 and 24 inches. Mains need 24 inches. Where an underground structure gets in the way, the line may go in shallower if it has extra protection against external loads.

Service lines fall under 49 CFR 192.361. They need 12 inches of cover on private property

and 18 inches under streets and roads. If a structure blocks those depths, the service still has to withstand any load it is likely to see.

Electric cover sits in NEC Table 300.5. Direct-burial cable is typically 24 inches. Nonmetallic raceway listed for burial is 18 inches. Rigid or intermediate metal conduit can be as shallow as 6 inches. A GFCI-protected 120-volt residential branch circuit, 20 amps or less, can sit at 12 inches. Low-voltage landscape lighting can sit at 6 inches. Under streets and parking lots most methods jump to 24 inches. Under a

building, raceway can legally sit at grade.

Water follows frost more than a national table. The International Plumbing Code calls for at least 12 inches below grade and 6 inches below the local frost line. That produces roughly 18 to 24 inches on the Gulf Coast and in the desert Southwest, 24 to 42 inches across much of the mid-Atlantic and lower Midwest, and 42 to 66 inches across much of the Upper Midwest, with

deeper cover in the far north. Building sewers follow slope, so a lateral that starts near two feet can be four to eight feet at the main.

Telecom and fiber have no federal cover standard. Carrier practice is usually 12 to 24 inches, and vibratory-plowed drops often sit at the shallow end. Irrigation and site lighting are frequently 8 to 12 inches and rarely appear in the one-call system.

Utility	Typical minimum cover at install	Governing Source
Gas Transmission	30 in Class 1; 36 in Class 2-4 (18 / 24 in rock)	49 CFR 192.327
Gas Main / Service	24 in main; 12 in private service; 18 in street	49 CFR 192.327 / 192.361
Electric	24 in cable; 18 in PVC; 6 in RMC/IMC	NEC Table 300.5
Water Service	12 in below grade and 6 in below frost line	IPC 305.4
Sewer	Set by slope; public mains often 6-12 ft	IPC 704.1 (slope) / local design
Telecom / Fiber	No federal minimum; commonly 12-24 in	Carrier practice
Irrigation / Private	Often 6-12 in; frequently unmarked	NEC / none

Cover figures above are installation minimums drawn from federal pipeline rules, NEC Table 300.5, and model plumbing codes. States and utilities amend those numbers. They are not a substitute for a current 811 ticket or for exposing the line before mechanical work begins.

Why the chart fails on the job

Minimum cover is measured from finished grade on the day the facility went in. A later overlay, cut-and-fill, or drainage swale changes that measurement without changing the as-built. Private lines such as well drops, sign circuits, yard gas, and abandoned laterals never appear on the ticket. Facilities installed under an older code, or under a variance with extra protection, will not match today's table.

The Common Ground Alliance's 2025 DIRT summary recorded 221,717 unique damage reports, with telecom and natural gas taking most of them, about 87 percent combined. Failure to notify 811 remains the leading root cause. Excavators failing to maintain clearance after verifying marks sits close behind. Marks define a tolerance zone, typically 18 to 24 inches on either side of the paint. State rules vary. Inside that zone, mechanical excavation is the hazard, not the method. And 811 never reports depth. Yellow paint over a gas service means the line is nearby. It does not say whether that service is at 14 inches or 40.

What operators should assume

Treat every published depth as a planning range, not a stop elevation. Soft-excavate through the tolerance zone and to a safe margin below the proposed cut or bore path. On older sites, fiber and gas often sit closer to the surface than the table suggests. Sewer laterals fall as they hold slope to a deep main. Water stays with cover below frost and grade, then ducks under roads, creeks, and other utilities. Occupied parcels also hide private and abandoned lines that never made the ticket.

On high-consequence work such as substations, LNG yards, data-center campuses, and transmission taps, owners already specify daylighting before mechanical excavation or HDD. That specification exists because the chart and the drawing rarely match the hole. Call 811. Respect the zone.

Then prove the depth.

Field rules that keep crews out of the pipe

- 811 marks location, not elevation.
- The tolerance zone is typically 18 to 24 inches on either side of the paint. State rules vary.
- Private, abandoned, and after-hours lines will not be on the ticket.
- Soft-excavate through the zone and to a margin below the proposed cut or bore path.
- Photograph and record the exposed utility before mechanical work resumes.

Cover figures above are installation minimums drawn from federal pipeline rules, NEC Table 300.5, and model plumbing codes. States and utilities amend those numbers. They are not a substitute for a current 811 ticket or for exposing the line before mechanical work begins.

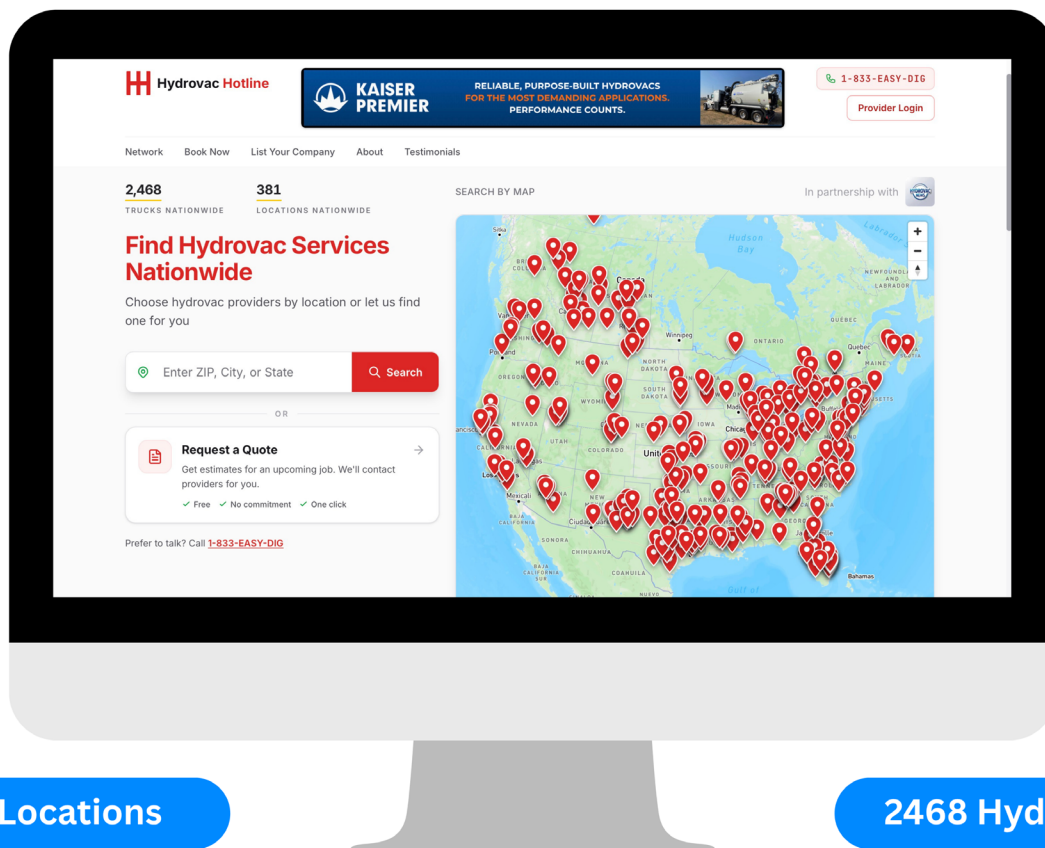


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Slurry Management: Decanting

Gravity still does the first half of the work. The bill is won by what you do with the water.



This is the second piece in a short slurry-management sequence. Last month covered solidification with super-absorbent polymers. Next month turns to mechanical dewatering. This month is the step in between, the one that costs the least and still does a surprising amount of work if you give it time: gravity.

Every hydrovac load is mostly water. Typical spoil sits around 50 to 60 percent liquid and 40 to 50 percent solids, and disposal sites price that mixture by weight and volume. Municipal landfills working under 40 CFR 258.28 will not take free liquids that fail the EPA paint-filter test. That is why the oldest move on the yard is still the cheapest first move. Park the load, let it settle, and take the water off the top.

What decanting actually is

Decanting is gravity separation. Sand and gravel drop in minutes.

Silts take hours. Clays can hang in the water for a day or more unless a flocculant pulls those fines together.

On a truck, baffles slow the slosh so a parked unit can start to stratify between holes. Off the truck, the same physics plays out in a frac tank, a lined cell, or a dedicated settling tank. Once a clear or lightly turbid layer forms on top, that supernatant is the decant water. Pump or drain it without stirring the settled solids back into the column.

That water is still a liquid waste. It does not go on the ground, into a storm drain, or down a sanitary sewer unless a permit says it can.

Clean, uncontaminated decant from a known right-of-way can often go back into the hydrovac tank and cut the freshwater you would have hauled in. Contaminated or unknown water goes to an approved liquid-waste facility.

**Typical spoil sits
around 50 to 60
percent liquid and 40
to 50 percent solid.**

The solids left behind still have to pass the paint-filter test before a Subtitle D landfill will take them. The test is SW-846 Method 9095B. A 100 milliliter or 100 gram sample goes into a No. 60 conical paint filter. If any liquid drops through in five minutes, the load still has free liquids. If the pile slumps or drips, it is not ready.

Where it fits in the strategy

Decanting is slow and it needs footprint, so it will not replace a dewatering screen, a centrifuge, or a filter press when the work is high-volume clay. ***It is the right first stage when the soil is granular, the site has time, or the company is not ready to put capital into a plant.***

The planning belongs with the dig, not after the tank is already full. Stage clean loads away from industrial or unknown soils. Leave the truck still long enough for a layer to form. And know where the decant water is allowed to go before the first gallon comes off the top.



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Field rules for the tank and the yard

- Disposal is priced on the water you still own, so separate it early.
- Decant water is liquid waste until a permit or a reuse plan says otherwise.
- Sand settles on its own. Clay does not. Flocculate it or send it on to mechanical dewatering.
- Paint-filter the solids before you haul them to a landfill.
- Recycle only the water you can stand behind.

Federal free-liquids rules sit in 40 CFR 258.28 and in the paint-filter method SW-846 9095B. State water-quality and stormwater programs decide what happens to the decant itself. Neither one takes the place of the facility profile on the load you are about to haul.

HONORABLE MENTION



Hats off to the crew at The Hurricane Group!

Their Dry Vac and Hydrovac teams stepped up recently to help fire and rescue free an individual trapped in a corn silo.

They were on site quickly, worked right alongside the first responders, and used their vacuum trucks to help create safe access and support the extrication.

It's a solid reminder that these trucks aren't just for utility work. When things get serious, the right equipment and the right people can make a real difference.

Originally published on LinkedIn

Nice work, Hurricane team!!

Learn more about The Hurricane Group at <https://thehurricanegroup.ca>



GO WEST

Wind River Environmental Acquires GDM Environmental, Making Its First Move into the Western United States

Wind River Environmental, the leading provider of non-hazardous liquid waste services in the Eastern U.S., has acquired GDM Environmental, a Colorado-based grease trap and septic specialist serving residential and commercial customers across the state. The deal, announced August 28, 2026, marks Wind River's first expansion into the West.

GDM's established customer relationships and operational footprint give Wind River an immediate platform to grow its western presence across septic, grease, wastewater, vacuum truck, and hydro excavation services. The acquisition pushes Wind River past the 100-deal milestone as it continues an aggressive growth strategy — following the June 2026 acquisition of HydroTech Environmental and the March 2026 pickup of J&M Transfer, Inc. Wind River now operates across 16 states with more than 1,000 employees.



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Pharma to Hydrovac

Protect Pharmaceutical Ditches Drugs for Dirt, Acquiring Vacterra, Clearwater, and Arvia in British Columbia

OTC-listed Protect Pharmaceutical Corp. (PRTT) has completed a full corporate pivot, acquiring three British Columbia-based companies — Vacterra Hydrovac Inc., Clearwater Environmental Ltd., and Arvia Environmental Systems Inc. — repositioning as an environmental infrastructure holding company. It plans

to rename itself Arvia Environmental Holdings Ltd., pending regulatory approvals, retaining Vacterra for hydrovac truck operations.

The three acquisitions form a tightly integrated platform: Vacterra handles hydro excavation and underground utility services across BC, while Clearwater operates a slurry transfer station that accepts hydrovac spoil, separates solids from water, and recycles recovered material — giving Arvia end-to-end control of the dig and disposal.



DOWN UNDER

DISAB Group Acquires Vacuum Truck Supplies, Landing Its First Direct Foothold in the Australian Market

Sweden's DISAB Group, a 50-year vacuum technology manufacturer, has acquired Vacuum Truck Supplies (VTS) of Mansfield, Victoria — marking its direct entry into the Australian market. The deal, signed April 30, 2026, brings one of Australia's most respected vacuum equipment manufacturers into the DISAB fold.

led by CEO Adam Johnston and COO Sandra Glue, VTS has spent 25 years designing and building vacuum trucks, trailers, and portable units for Australia's liquid waste, hydro excavation, and mining industries, earning a strong reputation for rugged durability and intelligent design suited to demanding Australian conditions.

DISAB has committed to keeping the Mansfield facility operational and the existing VTS team intact, continuing the brand as a standalone operation — the same model applied with its DISAB-TELLA and ROLBA brands internationally.



Founded in 1998 by Rod Glue and now



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2016 FOREMOST 1600 WESTERN STAR



2019 VACTOR HXX KENWORTH T800



2018 KAISER AQUASTAR PETERBILT 567



VACTOR 2100 PLUS 2014 Kenworth T800



2012 INTERNATIONAL GUZZLER AIR MOVER



2018 GUZZLER CLASSIC KENWORTH T880



2015 STAINLESS CUSCO TURBO VAC KENWORTH T880

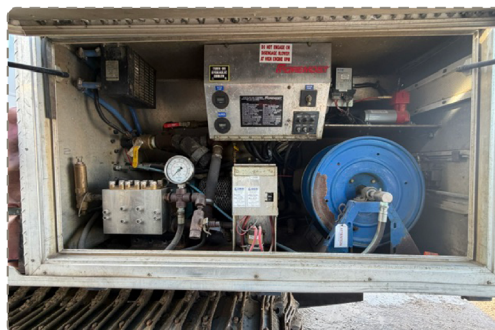


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YEAR / MAKE / MODEL

2013 FOREMOST
LANIN SOFT TRACK HYDROVAC

PRICE

\$439,900 CAD
~\$316,500 USD

LOCATION
ALBERTA

KEY SPECS

HOURS
10,900

ENGINE
8.3 Cummins

CARRIER
Lanin Soft
Track

BODY
Foremost

TRACK WIDTH
40 in

GROUND PSI
3.8 empty

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ENGINE	KM
X9 Paccar	124,000 km
HOURS	SALE
5,200 hours	Private Sale



KENWORTH T880

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\$297,500 CAD (~\$215,800USD)

TRANS	KM
6 speed auto	278,000 km
PUMP	TANK
NVE Pump	19 cube aluminum
ENGINE	SAFETY
X13 Paccar, 510 hp	Fresh safety



2024

PETERBILT 567 DAY CAB

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ENGINE	TRANS
X13 Paccar	18 speed Manual
REARS	CAB
46,000 rears	Day cab
KM	CONDITION
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YEAR / MAKE / MODEL
2018
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PRICE
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DEBRIS TANK
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LOCATION
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CONDITION
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The background of the cover is a collage of industrial equipment. The top section shows a large, black, ribbed cylindrical component, possibly a filter or part of a vacuum system, with various pipes and a red fire extinguisher nearby. The bottom section shows a close-up of a red safety cone placed on a grey, tiered, cylindrical component. To the right of the cone is a black cylindrical component with a 'NOTICE' label. In the bottom left corner, there is a 'DANGER' label with a warning symbol for entanglement hazard.

September 2026

Hydrovac Industry Buyer's Guide



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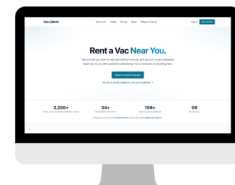
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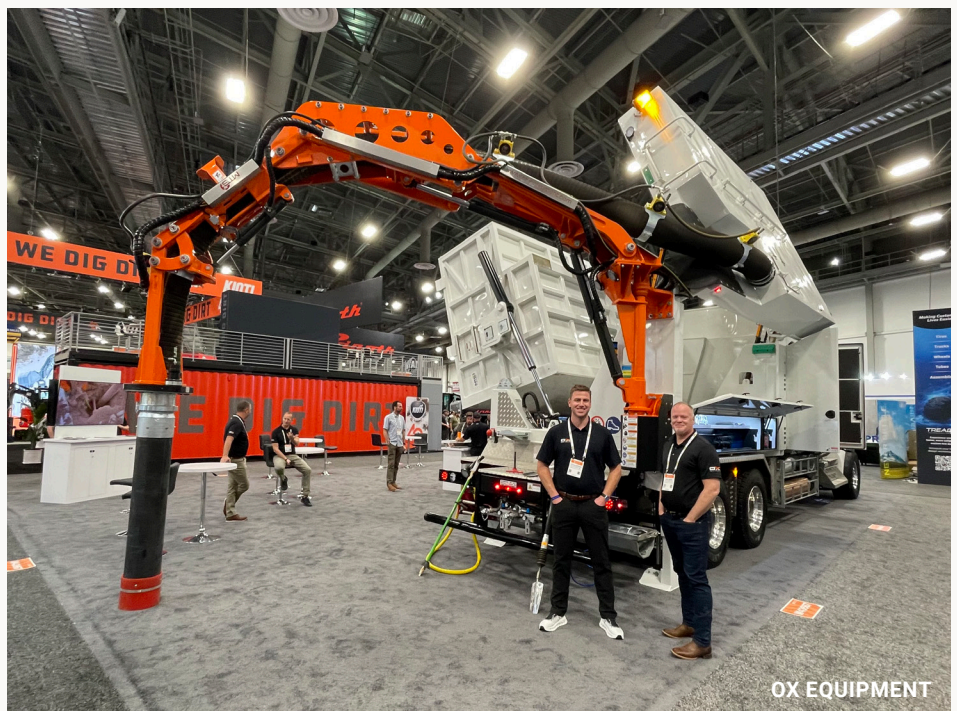
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To learn more, contact your Vermeer dealer.
vermeer.com/na/vacuum-excavators

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