

California Department of Transportation

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July 20, 2026

Addendum No. 2
Invitation for Bid (IFB) #07A6321
On-Call, and As-Needed Positive Location of Underground (Potholing) Utilities Services in
Ventura County

NOTICE TO ALL PROSPECTIVE BIDDERS:

Addendum No. 2 is being issued for the above-referenced IFB. Bids for this work shall be with the full understanding of this Addendum.

The following represents questions submitted for this IFB and the Department's responses:

Question 1:

Will Caltrans provide a disposal location for materials excavated that cannot be used at backfill materials?

Answer:

No, Caltrans will not provide a disposal location. See **Exhibit A, Section 13.D**.

Question 2:

Will Caltrans provide hydrant water meter at no charge to the contractor for hydro-excavation?

Answer:

No, the contractor is responsible for securing all necessary permits and coordination with local water districts, including any associated fees or equipment required for hydro-excavation water supply. Per **Exhibit A, Section 1**, the contractor must furnish all labor, materials, supplies and incidentals required to perform the services.

Question 3:

Is there a size limit on rental equipment daily usage fee? As the cost varies from small equipment to larger the equipment.

Answer:

No, there is no size limit specified in the contract. Bid Item 16 (Rental Equipment Daily Usage Fee) is a flat daily rate for rental equipment needed to perform the services, such as hot patch work and specialized operations (i.e. backhoes, dump trucks). Bidders should calculate their unit price for Item 16 to include rental equipment they anticipate needing for the work described in Exhibit A Scope of Work.

Question 4:

Does the rental equipment daily usage fee include the equipment operator or just the equipment?

Answer:

The daily usage fee for rental equipment is only for the equipment. However, the overall bid rates include the cost of all labor, tools, equipment, and incidentals necessary to complete the work (**Exhibit A Section 1** and **Attachment 1 Bid Proposal Footnote #5**). No separate or additional labor charges will be paid for operating the equipment.

Question 5:

What percentage of the contract was utilized on the last contract period?

Answer:

The scope of work and bid proposal structures for this agreement differ from previous agreements. Because the requirements and deliverables are unique to this solicitation, there is no prior contract or former contractor that can be used for direct comparison. Historical and operational metrics from previous regional contracts are not tracked in a manner that isolates specific percentages and the information is not relevant to the scope of this contract. This is a new and separate contract covering Ventura County only.

Question 6:

Who was the previous provider for the last contract period?

Answer:

See answer to Question 5. The prior contractor was Kana Subsurface Engineering.

Question 7:

Is this the first time D7 is separating the contract for positive ID based on the two counties within its area? Namely, Los Angeles County and Ventura County?

Answer:

Yes.

Question 8:

If so, what percentage of the work for the current contract was in Ventura County?

Answer:

Historical and operational metrics from previous regional contracts were not tracked in a manner that isolated specific percentages.

Question 9:

On the current contract, what are the total expenditures to date, and which bid items were used?

Answer:

See answer to Question 5.

Question 10:

On the current contract, what was the percentage of special occurrences that happened? Such as a requirement for special backfill material?

Answer:

See answer to Question 5.

Question 11:

Does Caltrans specify the Prevailing Wage Determination and group rate that must be paid to our field crew?

Answer:

No. Caltrans does not specify the prevailing wage determination or group rate to be paid to the contractor's field crew. It is the contractor's responsibility to obtain the applicable prevailing wage determination and provide supporting documentation with invoices. Refer to IFB Section 5 and Exhibit B Section 10.

Question 12:

What is the maximum depth required to determine that a pothole is considered a dry hole?

Answer:

There is no automatic "dry hole" depth limit. Work is directed on-site by the field inspector. However, Bid Item #1 on **Attachment 1, Bid Proposal** covers the first six (6) feet of excavation and Bid Item #2 covers each additional foot.

Question 13:

What is the budget/engineer's estimate for this new contract?

Answer:

The estimate for this contract is \$600,000.

Question 14:

Is there an expected maximum number of potholes to be requested by the Task Order on the new contract?

Answer:

There are no maximum number of potholes per service request. However, the minimum number of potholes is six (6). See **Exhibit A, Item 12.A**.

Question15:

In addition to backfill, should the costs of hard pavement materials be included in the price for Bid Item 1, or would this be considered a special occurrence?

Answer:

No, use of hard materials is not a "special occurrence" and should not be billed under Item 3. The cost of standard backfill, cold patch, and permanent hard pavement restoration should be included in the bid rates for Items 1 and 2. See **Exhibit A 13.D.6**. No additional compensation will be paid for standard pavement restoration.

Question 16:

On the existing contract, what percentage of the work required extensive traffic control, such as a two-lane closure with an attenuator?

Answer:

See answer to Question 5.

Question 17:

On the existing contract, what percentage of the work is performed at night?

Answer:

See answer to Question 5.

Question 18:

What were the average, minimum, and maximum number of potholes on Service Requests in the current contract?

Answer:

See answer to Question 5.

Question 19:

Did the incumbent use air or water to pothole on most of the potholing work? What was the percentage of each?

Answer:

See answer to Question 5.

Question 20:

Based on the previous work, what are the subsurface materials' hardness at the site? Were the materials hard or mostly loose soil?

Answer:

See answer to Question 5. Bidders must perform their own site investigation and evaluate soil conditions for each service request.

Question 21:

Historically, what was the percentage that Caltrans D7 used more than 90% of the allocated potholes in the current contract?

Answer:

See answer to Question 5.

Question 22:

What are the most used bid items on the current contract?

Answer:

See answer to Question 5.

Question 23:

What is the percentage of bid items numbers 6, 8, and 10 on the current contract?

Answer:

See answer to Question 5.

Question 24:

Will traffic control be utilized as a line item anytime traffic control is utilized?

Answer:

Yes. Refer to bid line items 14 and 15.

Question 25:

Why is the signage board included in the lane closure line item (line 14/15)?

Answer:

Signage boards are included in the lane closure bid items to streamline the contract administration and align with standard industry pricing. The unit prices submitted for Bid Item 14 and 15 must include the signage board and traffic control flaggers needed to execute the lane closures safely. See **Exhibit A Section 13.B.3 and Attachment 1, Bid Proposal footnote #5.**

Question 26:

Lane closures accompanied with signage board requires more crew at a higher cost, how is that compensated in the contract?

Answer:

Bidders are instructed to factor the additional crew, equipment, and administrative costs into their bid rate for line Items 14 and 15. See **Attachment 1, Bid Proposal footnote #5.**

Question 27:

The last time this contract was up for bid it was LA/Ventura, was it split due to size of the district or unable to complete due to cost?

Answer:

The decision to split the contract geographically was an internal District 7 decision based on regional workload balances and operational funding allocations.

Question 28:

If you are going to include the signage boards on-site, what percentage will they be used?

Answer:

The percentage of use is unknown as frequency varies based on location-specific traffic control needs.

Question 29:

On the previous contract the traffic control, digital signage boards, attenuator truck were all line items, why are they no longer individual line items?

Answer:

The contract structure was modified to reduce administrative complexity, simplify invoice payments, and streamline the verification process for field inspectors. By consolidating the traffic control elements into Item 14, 15, and the specialized equipment rate (Item 16) the billing verification relies on completed daily field operations rather than specific item tracking.

Question 30:

For depth measurement in manhole covers, there is not a line item?

Answer:

There is no "dip measurement" or "manhole access" line item. Per **Exhibit A, Section 14**, performing dip measurements by accessing a manhole cover is classified as a variant tool under Category B (Probe and Dip Measurement). The labor and tools used to perform dip measurements are considered incidental to the positive location services and should be absorbed within the primary horizontal and vertical location items such as probing detection (Item 4) and electronic detection (Item 5)

Question 31:

Can we receive a copy of the award for the last contract?

Answer:

See answer to Question 5.

Question 32:

Exhibit A Item 12, Assignment of work, there is not a clear definition of the radius or size or diameter of the pothole per location. It has been my experience in many years that the average size is 6 inches, but for some reason that has been removed out of the contract.

Answer:

Each service request will describe the specific services to be performed per location. Refer to Exhibit A Sections 12 and 20. Bidders should calculate their unit pricing assuming standard industry practices sufficient to verify the utility type, size and depth. Item 1 covers the initial vacuum excavation up to the first six (6) linear feet and Item 2 covers each additional linear foot.

All other terms and conditions set forth in the IFB remain in full force and effect.

Sincerely,

Bonnie Rodriguez

Contract Analyst