

June 26, 2026

Project: VCTC Sespe Creek Overflow Bridge Reconstruction

Subject: Contingency increase request to Granite Construction bridge repair contract

Ventura County Transportation Commission  
751 E. Daily Dr. Ste. 420  
Camarillo, CA 93010

Dear Mrs. Fagan,

**Purpose:** The Sespe Creek Project team is requesting the Commission review and approve an increase of construction contingency of **\$650,000.00** (10% of contract value), for a total contingency amount of **\$1,695,478.25** and a total contract amount not-to-exceed of **\$8,150,260.75**.

**Background:** VCTC executed a contract with Granite Construction to repair the Sespe Creek Overflow railroad bridge on 6/9/2025 and issued a Limited Notice to Proceed (LNTP) on 6/11/2025, pending receipt of required regulatory permits. Upon receipt by VCTC of a Regional General Permit (RGP) #63 issued by the U.S. Army Corps of Engineers on 8/21/2025, and following issuance by VCTC of a full Notice to Proceed (NTP) to Granite Construction on 8/22/2025, Granite mobilized on 9/2/2025. Three major winter storms necessitated a pause in the project to be able to restart in the low flow season.

On May 15, 2026, the California Department of Fish and Wildlife (CDFW) issued an Incidental Take Permit (ITP) to the project. This ITP encompassed much more stringent requirements for the contractor to work in conjunction with our biological support staff such as planning, coordination and implementation of the diversion and associated work activities, fish surveys, clearance and relocations services, biological monitoring and reporting. During the lead up process for obtaining an approved ITP by the CDFW, the CDFW reviewed and made recommendations on the proposed water diversion and fish rescue plans. The plans were revised and ultimately approved by the CDFW on 5/22/2026. Implementation of these plans began on 5/25/2026 upon re-issuance of NTP to Granite but the added requirements, specifically monitoring and maintaining turbidity limits have resulted in the diversion dam taking much longer than anticipated. Additionally, just prior to the start of CIDH construction, a Cassin's Kingbird's nest was discovered within the CIDH drill rig which is causing an additional delay due to its Federally protected status. The purpose of this summary is to outline the primary drivers behind change order costs to date and outline new potential costs.

**Summary of Approved Change Orders to date: \$799,637.05 (\$245,841.20 remaining contingency)**

- **Storm Cleanup and Preparation: \$445,923.83**

- Change Order Request (COR) 1: Water diversion reinstallation following initial winter storm – Approved value: **\$32,014.60**
- COR 2: November Time & Material for water diversion work - Approved Value - **\$2,945.31**
- COR 4: Span Removal Inefficiencies – Approved value: **\$25,159.98**
- COR 5: 11/14/2025 Storm Cleanup – Approved Value: **\$19,857.75**
- COR 7: Water diversion reinforcement – Approved Value: **\$41,512.64**
- COR 9: December 2025 storm cleanup – Approved value: **\$13,228.90**
- COR 12: Furnish and install 4-ton rip rap for bank protection through winter – Approved value: **\$298,986.00**
- COR 13: Supersack placement for girder protection – Approved value: **\$12,218.65**
- **Delays associated with unanticipated regulatory permitting: \$33,678.22**
  - COR 6: Malcolm standby & move – Approved value: **\$5,339.15**
  - COR 15: Site rental stand-by – Approved value: **\$23,223.68**
  - COR 16: BG-55 remobilization & standby January 24 – 31 2026 – Approved value: **\$31,000.00**
  - COR 17: Excavator and drill rig demobilization and remobilization – Approved value: **\$220,000.00**
  - COR 18: BG-55 (Crane) remobilization – Approved value: **\$52,115.39**
- **Miscellaneous change order requests: \$22,035**
  - COR 14: Project SWPPP in lieu of erosivity waiver – Approved value: **\$22,035**

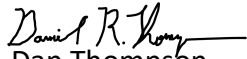
**Anticipated change orders: \$812,878.38 (\$567,037.18 over current contingency)**

- COR 11 - 2026 Labor and Material Escalations: **\$147,086.42**
- COR 20 - Class II and V RipRap Material Credit: **(\$42,498.55)**
- COR 21 - Class XI Material Relocation Package: **\$10,121.61**
- COR 22 - Open Channel Diversion through June 12, 2026: **\$159,479.01**
- Column form rental: **\$12,143.03**
- COR 23 - Schedule Acceleration Cost for Granite and Subconsultants: **\$526,546.86**
  - Granite acceleration to 6 days per week and 10 hour days (**\$212,911.45**)
  - Pacific Steel Group acceleration to 6 days per week at 8 hours per day (**\$22,607.21**)
  - Malcolm Drilling acceleration to 6 days per week at 8 hours per day (**\$271.112.50**)
  - Balfour Beatty acceleration to 6 days per week at 8 hours per day (**\$19,915.70**)

The anticipated change orders are under review and negotiations scheduled with Granite. Besides the anticipated change orders referenced above, we anticipate an additional two weeks of time and material to complete the water diversion. The project team received COR 23 (Project Acceleration Costs) on 6/26/2026. Due to the delays referenced above, it is necessary

to accelerate the schedule to conclude in-water work prior to September 30, 2026. This COR does not yet have the necessary backup documents to begin negotiating and the contractor has been asked to include all subcontractors backup documentation in order to negotiate this COR. Due to these potential occurrences, we feel that the additional contingency will provide the necessary buffer to complete the project.

Sincerely,



Dan Thompson

RailPros, Inc.

Associate Vice President