

# Glendale Hyperion Complex of Bridges STPOC Briefing

Speakers: Nadir Shah, Division Manager, BOE Bridge Improvement Division  
and Andrew Asfour, Senior Civil Engineer, BOE Bridge Improvement Division

STPOC Meeting on January 30, 2025



# Executive Summary:

## Recommendations to the STPOC as Outlined in the Report:

1. Approve proposed counteroffer to Caltrans.
2. Authorize BOE to continue negotiations and report final agreement.

## Counteroffer Elements:

- Increase reimbursement to \$40M/year.
- Remove 10% contingency cap.
- Full reimbursement for I-5 Freeway change orders.
- Interest cost reimbursement for borrowing.



# Project Justification & Scope

ITEM NO. 3

## Critical Deficiencies:

- Glendale Hyperion Bridge is nearly 100 years old and is well beyond its service life.
- Seismically vulnerable with risk of failure.
- Poor traffic safety rating and structural deficiencies

## Scope of Work:

- Complete seismic retrofit.
- Structural widening for multi-modal traffic.
- Reconfigure I-5 Off-Ramp for safety.
- Restore historic elements (pylons, lamps, railings).



# Project Benefits & Bids History:

## Key Benefits:

- Enhances seismic safety and structural integrity.
- Improves pedestrian and vehicular safety.
- Preserve historic elements while modernizing infrastructure.
- Aligns with regional transportation and safety goals.

## Budget & Bids Received:

- 2022 Approved Construction Budget: **\$82.7 M**
- 2023 Bid (Rejected): **\$212M** (One bid received)
- 2024 Re-bid: 1st Low Bid: **\$208M**, 2nd Low Bid: **\$212M**



# Caltrans Funding Offer

ITEM NO. 3

## Caltrans Offer:

- Caltrans funds full \$208M bid.
- Maintains 88.53% federal reimbursement (grandfathered).
- Proposition 1B Program covers part of local match (5%).

**Table 5: Projected City's Burden of Local Match based upon Caltrans Offer and Projected Delivery Amount**

	Total Base Amount (10% Contingency)	Total Base Amount (25% Contingency)
Total Base Amount	\$250,589,865.50	\$281,031,110.00
Federal Participating Amount (88.53%)	\$221,847,208.02	\$221,847,208.02
Local Match Amount (11.47%)	\$28,742,657.58	
LBSRP (Prop 1B) [5% of Total Base Amount]	\$12,529,493.28*	\$12,529,493.28*
<b>Total City Portion of Local Match (Projected Total Base Amount – HBP – Prop1B)</b>	<b>\$16,213,164.30**</b>	<b>\$47,536,897.50**</b>

\*Note: Prop 1 B funds provide a contribution to the required local match and is therefore not included in the City's Burden of local match. This amount is typically 5% of the Participating amount and has been projected.

\*\*Note: The City's burden of local match is based upon projections of the construction contingency and construction engineering amounts and is subject to change based upon Caltrans Funds on hand and construction bond financing.

# Funding Proposal: Caltrans vs BOE

## Caltrans Offer Restrictions:

- \$20M/year reimbursement limit.
- No reimbursement for borrowing interest.
- Project is capped to future funding requests.

## BOE Counteroffer:

- Increase reimbursement to \$40M/year.
- Remove project cap for change orders that exceed original contingency.
- Secure full reimbursement for any I-5 Freeway work.
- Cover interest on borrowing costs.



# Conclusion

## Risks of Inaction:

- Public safety risk – seismic failure potential.
- Bridge closure will not address seismic failure risk.
- Delayed action = higher costs in future bids.
- Bid bond expires mid-February – urgent approval needed.

## Next Steps:

- Request STPOC's approval.
- Next meeting: Present final agreement for concurrence.

## Questions?

