



## IN FULL SWING ON PHASE 2 OF THE TUSTIN RANCH ROAD PROJECT AT FORMER MARINE CORPS AIR STATION

**Written By:**  
**Brian Hoover**

**(L-R) Ryan Overman PM, RJNC, Bill Wright Superintendent, RJNC, Ali Chinichian P.E. Parsons Engineer, Keith Chong P.E. Parsons Construction Manager & Rolando Tumaque, Parsons Office Engineer.**

**Photos: Courtesy of Keith Chong and Ryan Overman.**



**T**he Tustin City Council approved an implementation strategy back in April 2011 to develop the City's remaining property at the former Marine Corps Air Station. In general, the 1,600-acre planned community, known as Tustin Legacy, will include parks, a commercial retail center and around 4,600 housing units. A big part of this redevelopment includes the construction of Tustin Ranch Road from Warner Avenue, north to Walnut Avenue. At a cost of \$34 million, construction will be completed in two phases. Phase 1 is complete and consisted of mass grading, clearing and grubbing, as well as constructing a major stormwater system and retaining walls. Phase 2 began August 23, 2012 and will be complete by Christmas of 2013, with the exception of a portion of landscape construction, which will continue through the beginning of 2014. Phase 2 will include the construction

of underground utilities, new road paving, sidewalks, sound walls, street and landscape improvements and a bridge overcrossing at Tustin Ranch Road and Edinger Avenue.

Ryan Overman is the Project Manager overseeing this job for R.J. Noble Company and he points out that the asphalt paving portion of this job is no small venture. R.J. Noble Company will supply 52,000 tons of asphalt that includes 6 inches of  $\frac{3}{4}$  inch asphalt pave course and a  $\frac{2}{10}$ ths inch rubber cap. A little more than 100,000 tons of base material will be used to provide a sturdy 2-foot base section on all of the streets. "We set a new company record on this project, when we paved 6,600 tons of asphalt in one day. We have paved around 14,300 tons so far and we will be finishing up the bulk of our paving in the last week of September and first

week of October," says Overman. "The rubber cap will be paved at the very end so as not to damage the new pavement caused by heavy machinery and other construction traffic."

New road construction on Phase 2 of the Tustin Ranch Road Project includes Valencia Avenue, Park Avenue and the Victory Road extension (formerly Legacy Road) and of course Tustin Ranch Road, which is made up of three full lanes in each direction. Valencia is 700', Park is 1,260', Victory is 894' and Tustin Ranch Road is 7,422' with a combined 870,000sf of roadway. R.J. Noble Company is self performing a large portion of the work on this project with the exception of the bridge by Steve P Rados, Inc., underground excavation provided by Gwinco Construction, block retaining wall installed by Griffith Companies, dry utilities by A.D. Wilson, electrical by CT&F, and



**(1) Paving Crew Installing first 3 inch lift of AC on Tustin Ranch Road.**

**(2) Paving Crew Installing second lift of AC on Park Avenue.**

**(3) Paving Crew Installing first lift of asphalt on Victory Road.**

**(4) Building the Median Island on Tustin Ranch Road just south of the bridge.**

**(5) Gwinco installing the sewer line between Tustin Ranch Road & Park Avenue.**



landscaping by Marina. While the bridge work was underway, R.J. Noble was busy installing both domestic and reclaim water lines, as well as dry utilities, power lines for Edison, Coaxial for Cox, phone lines for AT&T and gas lines. Although all of the storm drain had been installed in Phase 1, R.J. Noble still had to construct all of the catch basins. After finishing all of the infrastructure work, R.J. Noble will begin installing new signal lights on Tustin Ranch Road and the intersections of Victory and Valencia, as well as one at the Jamboree off-ramp at Park Avenue. They will also redo the lights at the intersection of Valencia and Kensington and

at the intersection of Walnut and Tustin Ranch Road. C.T.&F. Electrical Contractors out of Bell Gardens, California is the subcontractor responsible for this portion of the job.

The construction of the Tustin Ranch Road Bridge required the combined efforts of several public agencies and private entities. The erection of this new bridge is without a doubt the most challenging part of Phase 2, according to Ryan Overman. "The Tustin Ranch Road Bridge is being constructed over an active railway that serves both Metrolink and the BNSF Railway Company. In addition, the bridge crosses over Edinger Avenue, which supports three lanes of

traffic in each direction," continues Overman. "There is also a regional flood control channel and a high pressure pipeline below the bridge that we must be mindful of. We have implemented protective devices and have multiple safety inspections each day. We are working closely with the OCTA (Orange County Transportation Authority) to maintain specific site plans and meet all of their requirements throughout this project."

Both the railway system and Edinger Avenue will remain fully operational during the construction process. A full time railroad flagman is on-site at all times and each and every person working within the railroad right of way has been





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(1) Forming for the stem walls and soffits.

(2) Ali Chinichian overlooking the bridge foundations.

(3) Bridge deck pour by Steve P. Rados Corporation.

(4) Metrolink train running northwest through the bridge construction site.

safety trained and certified. All work within the railroad ride away ceases when a train is approaching. An alarm sounds and all workers tap their hardhats and walk to a designated area until the flagman gives the all-clear. The bridge section extends out 400 feet from the already constructed north and south abutments and is 100 feet in width. Around 3,464 yards of structural concrete from National Ready Mix will be poured for the main bridge section, along with 230 yards for the approach section and 464 yards for the footings. Associated foundation work to support the bridge structure has been completed and included the installation of 190 piles. "The Steve P. Rados Corporation is our subcontractor performing the bridge work. They have already completed all of the false-work and poured the stem walls and soffit which will be stressed after construction. We performed a deck pour August 9, 2013 and completed the other half of the deck pour the next week," says Overman. "The bridge should be completed before Thanksgiving, including all of the barrier rail, tie-ins, median, sidewalk and lighting. A decorative fence will also be added to the tops of the concrete barriers on both sides."

R.J. Noble Company was also responsible for the construction of a huge median section full of trees and other ornate landscape. They provided a grading crew with

two scrapers and two blades, a grade checker and a water truck, ready to move the spoils that were left behind from Phase 1. "It looked like a small mountain range after installing all the utilities," explains Overman. "This excess dirt was left behind after the storm sewers were installed and we went to work to make a new grade, particularly in the median island area, which was about 30 feet wide and elevated to around 3 feet. We used most of the earth in this area to fill this section, in addition to the areas behind the curb and gutter"

In all, R.J. Noble Company poured around 42,645 linear feet of curb and gutter, along with 132,000 sq. ft. of sidewalk concrete, all provided by Robinson's Ready Mix. "We have and will continue to work seamlessly with all of our great subcontractors on this project. We are very proud of the work we have started out here on the Tustin Redevelopment Project and would like to take this time to thank our construction management company, Parsons, the City of Tustin, along with all of our subcontractors, our Superintendent, Bill Wright and each and every R.J. Noble Company employee."

R.J. Noble Company produces almost a million tons of asphalt mix a year between their two facilities. R.J. Noble recycles approximately 500,000 tires in their asphalt rubber hot mix



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annually. It all began in the summer of 1949 when Mr. Robert Noble struck a business agreement with landowner M. Roy D. Kokx. Today the business is owned and operated by Mr. Kokx's grandson, Michael J. Carver, on the original 25-acre piece of land where the company began over 60 years ago. For more information on R.J. Noble Company, please visit [www.rjnoblecompany.com](http://www.rjnoblecompany.com) or call their Orange, California headquarters at (714) 637-1550.

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