



Roadway

OBEC has been providing design and construction of new highway projects including reconstruction, rehabilitation, and enhancement of roadways and transportation facilities since 1966. Our team provides comprehensive solutions ranging from rural roads and bikeways to complex urban freeways and interchanges.

In addition to delivering roadway projects, we collaborate with owners and contractors in project phasing and staged construction methodologies and constructability analyses.





OR 213: I-205 to Redland Road. Oregon City, OR

This large-scale transportation improvement project brought significant traffic and safety improvements to one of the state's most congested corridors. An ongoing and proactive public information program helped to keep travelers informed for construction, which utilized Accelerated Bridge Construction and also included a reconfiguration of this busy interchange with a new roundabout to improve traffic flow.



Sunrise Corridor JTA Project. Portland, OR

OBEC is leading a large multi-discipline team in the design of an important new roadway corridor in the Portland metro area, known as the Sunrise JTA Project, the goal of which is to construct a new connection between I-205 and the high-traffic Clackamas industrial district. The \$130 million Sunrise Corridor project includes the construction of more than 12,000 feet of new roadway, 4 new bridges, new multi-use paths, and major interchange/intersection improvements.



South Century Drive. Deschutes County, OR

OBEC provided engineering services for the design and construction of roadway modernization of 10.6 miles of a primary forest highway near Sunriver, Oregon. To keep up with the need for safe bicycling along the popular route, the roadway shoulders were widened. OBEC received a letter of commendation from WFL for developing innovative solutions, producing a high quality product, and meeting the challenges of an accelerated delivery.



Bear Creek Greenway Trail. Jackson County, OR

OBEC has collaborated with multiple stakeholders working for various clients since 1993 to complete numerous sections of the more than 18-mile-long paved trail, which extends from Central Point to Ashland. Our work has included ten multi-use overcrossings, numerous retaining walls, parking facilities, and wetland mitigation. The greenway has become a vital link in the Rogue Valley for non-motorized commuters and recreational users alike.



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Let's Connect

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