A first in the world, a small infinity loop is being constructed at the Port of Vancouver in British Columbia.
ODOT’s new Transportation System Plan Guidelines represents one of the first digital online tools for transportation planning in the U.S.
Earthquake early warning allows reservoirs to be isolated and water supply systems to be preserved (for example, stopping pumps or closing valves to minimize water loss) before severe shaking arrives.
The ground-breaking Portland Metro Area Value Pricing Feasibility Analysis is the first of its kind in the U.S.
The new park creates public access to the river for the first time in more than a century.
Creativity and a keen eye toward lasting function and cost-efficiency resulted in several innovative structural solutions for the $190 million, 7-story research building.
Advanced geotechnical in-situ testing techniques and innovative engineering saved the client hundreds of thousands of dollars and months of schedule.
The ingenious team overcame weather challenges—the coldest and wettest Portland winter on record—and site complications, to deliver the USPS building ahead of schedule.
An innovative team came together to deliver a high-quality, recreational park to a previously underserved community as part of the Portland Parks 2020 Vision program.
For the first time in more than 100 years, native fish species will regain access to the pristine, undisturbed spawning and rearing areas.
In the Fall of 2016, Kerry Island was reconnected to tidal hydrology for the first time in nearly 80 years, opening 99 acres of salmon and steelhead habitat and setting the site on a trajectory of healthy marsh function.
This project restored and enhanced stream, floodplain, and riparian habitats at two sites located within Oxbow Park and Dabney State Recreation Area.
The project team accomplished all of the City’s goals over the eleven-year span of the project, providing a robust, corrosion-resistant collection system and taking multiple sewer systems offline.
Treatment facilities and equipment were designed and constructed to treat peak wastewater flow rates while promoting sustainability by lowering blower operating costs and generating clean energy.
The City used a relatively new form of project delivery, progressive design-build, to work with the right team that could extend utilities through extreme site conditions very quickly, allowing continued progress on new data centers which are contributing significantly to the City’s economy.
Subsurface conditions make this site an excellent location for wetlands, but also created geotechnical challenges for the design and construction of the project which required ingenuity, judgment, and experience to solve.
The real story of this project is hidden out of sight under the roadway. With unstable soils and massive sewer interceptor transporting the sanitary sewer waste from the entire City of Salem under the existing roadway, design options were limited. With restrictions on how much weight the sewer line could bear, the team developed a solution that used lightweight foam.
The Parkway is one of the largest roads in Roseburg and was prone to flooding and accidents. This project created a safer roadway that is more accessible by a wide variety of users in all weather conditions.
This project enhances the quality of life and demonstrates stewardship of the built and natural environment. These improvements provide safe access to the Mirror Lake Trail and improved safety for all users of U-S 26.
This project is an example of the State, County and City working together with businesses and community stakeholders to safely and efficiently further the economic viability of the region.
A one of a kind streetscape emerged from McMinnville’s historic district, turning 75 acres of land into the state’s largest shared-use roadway and redevelopment project. It also features the City’s first use of storm-water gardens.

NE Alpine Avenue Reconstruction

A one-of-a-kind streetscape has emerged from McMinnville’s historic district. Turning 75 acres and 5 blocks into the state’s largest shared-use mixed-use redevelopment project, the Alpine Avenue Reconstruction project creates a modern, pedestrian-friendly destination — a place to live, work and play.

As a new district’s central spine, Alpine Avenue uniquely complements nearby businesses. It features McMinnville’s first use of stormwater gardens; narrow, chicanes-style lanes; and differing pavement materials, colors and textures that encourages drivers to slow down and experience the environment. Divided into two districts, the project features flexible, curvilinear roadways, shared space, attractive landscaping, unique architecture and sustainable stormwater facilities.

The collaborative design process featured site tours and a design charrette that allowed owners, designers and stakeholders to discuss opportunities and constraints.

A virtual reality animation helped visualize the project before construction. The City gave careful attention to features that could affect the streetscape design, such as the locations of driveways, trellis, landscaping and streetscape features.

Designing the entire roadway to be ADA-accessible proved technically challenging to match store facades, doorways and driveways — as did balancing pedestrian and vehicular use in a safe manner. Further challenging the team was integrating public art, engaging existing developments, supporting economic vibrancy and investment, and providing a flexible, dynamic design that accommodates growth.

Completed on time and on budget, the area celebrated with “Lunch on Alpine” — a festival with food trucks, a street dedication, entertainment and vendors. It represented the possibilities for Alpine Avenue while honoring those who helped make the project possible.

Title: NE Alpine Avenue Reconstruction
Client/Owner: City of McMinnville, Oregon
Entrant: HDR
This redevelopment project transformed Franklin Boulevard from an outdated state highway into a modern urban multi-way boulevard that safely serves the needs of pedestrians, cyclists, and drivers—and supports public transportation options including buses.
This important new connection includes a multi-use path and bike lanes that provide direct public access to regional transit services and a new north-south route through the City to relieve congestion on surrounding roadways.
When a catastrophic storm caused $8 million in damages at more than 30 sites across Tillamook County, OBEC responded within hours to restore access to residents and businesses.
Solution was to use the latest seismic resilience technology: lead-rubber seismic isolation bearings between the superstructure and the substructure. Lommen Bridge is one of two bridges in Oregon to use this new technology.
A unique public works project undertaken by a private developer that not only improves mobility and safety along two of the area’s busiest roadways, but will also serve as the primary transportation corridor connecting the highly anticipated South Hillsboro community.
The largest project in port history aimed to accommodate more rail traffic and larger freight volumes by removing a chokepoint. By increasing the port’s internal tracks, it will operate more efficiently and reduce congestion. By reducing delays, the project will save locomotive operators nearly 310 gallons in diesel fuel consumption per day.