The 2025 HUB Build Northwest Awards
Entry Form - Contractors

PROJECT TYPE

CHECK ONE (See ***Project Category*** section in Entry Packet for detailed descriptions of each project type.)

- ❑ **Building (under $10 million)**
- ❑ **Building ($10 million and over)**
- ❑ **Highway & Transportation**
- ❑ **Heavy & Utilities**
- ☒ **Sub-Contractor**
- ❑ **Out of Area**
- ❑ **Small Projects**
- ❑ **Special Projects**

CHECK ONE

- ❑ **New Construction**
- ❑ **Renovation**

CONTRACTOR INFORMATION

Must be an Inland Northwest AGC member in good standing

Company Name *(list all if a joint venture)*: Clearwater Construction & Management LLC

Entry Submitted By Steven Robben Title: Assistant Project Manager

Email: Stever@clearwaterconstruction.us

PROJECT TEAM INFORMATION

Owner: University of Idaho

General Contractor: McKinstry Essention, LLC

Lead Architect: NA Lead Engineer: KPFF

Major Sub-Contractors: Myers and Sons, Motley and Motley.

PROJECT INFORMATION

Project Name: Paradise Creek St Bridge Repair

Location: U of I Campus, Paradise Creek St. bridge, between Line St and Stadium Way

Contract Amount: $2,266,627.12

Date Project Started: March 2025

Completion Date: August 2025

What was the percentage of volume of work on this project performed with your own field personnel? 50 %

Were there any fatalities on this project? ❑ Yes ☒ No

Attach additional sheets if necessary

Send this form and your completed entry package to:

Inland Northwest AGC
Build Northwest Awards
4935 E. Trent Ave.
Spokane, WA 99212

All entries must be received no later than 4:00 pm on November 6, 2025 at the AGC office. There will be no exceptions or extensions.

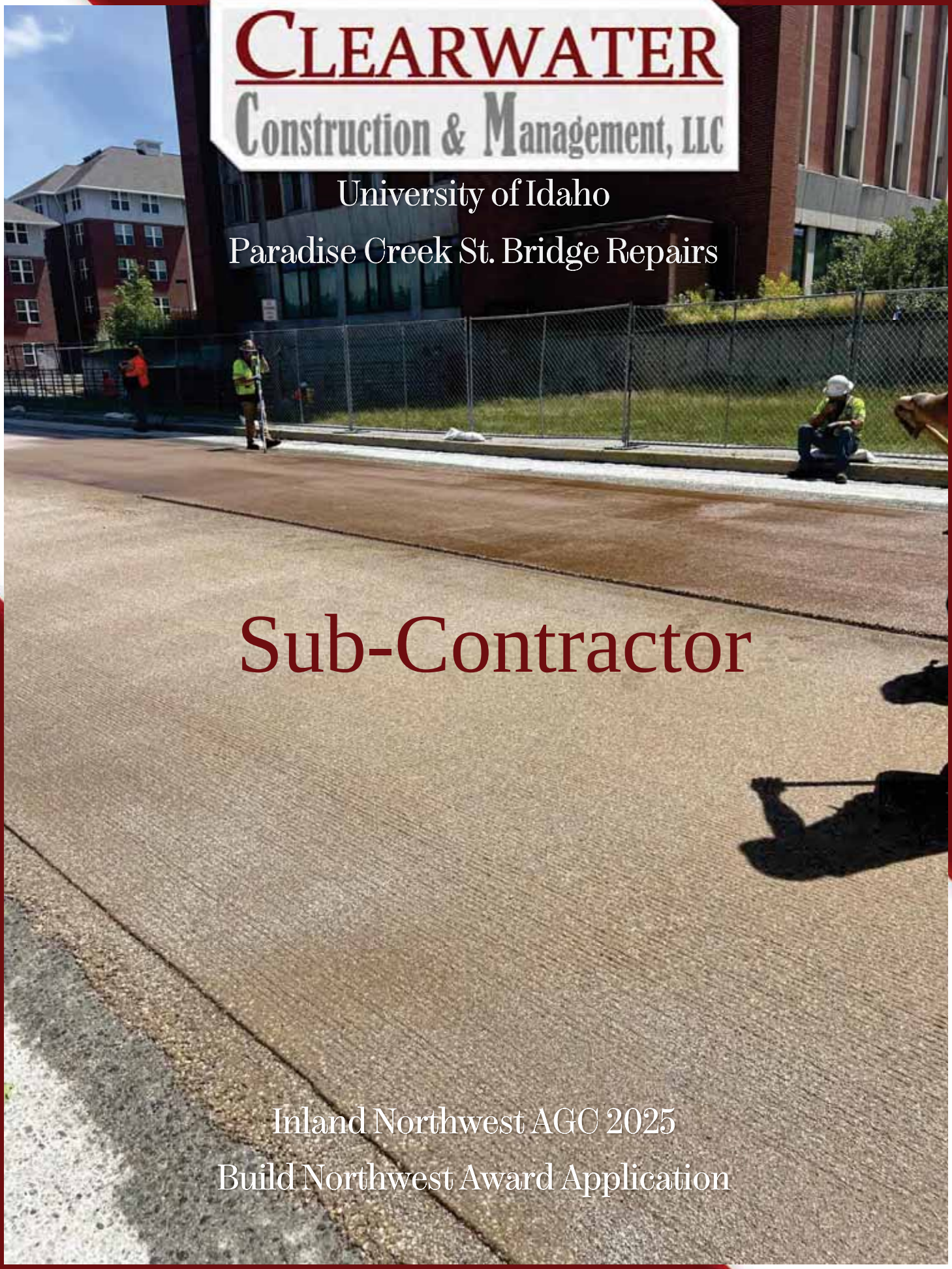
University of Idaho
Paradise Creek St. Bridge Repairs
Project Summary

The Paradise Creek St Bridge Repair project on the University of Idaho campus is a worthy recipient of the Build Northwest Award for the category or Subcontractor because of the resiliency, determination and focus on safely completing the project 40 days prior to substantial completion. This despite many unknown variables lurking beneath the surfaces of the maintenance deferred bridge. The repair scope had two phases along an approximately 1100-foot bridge: phase one sub-structure and phase two deck surface repairs.

Phase one had a significant challenge since there was a running creek along the entire 1100-foot length below the bridge. A normally simple task, entering and exiting the work area, was riddled with challenges of ice, snow, rising and falling creek levels and a deep pond at both exits of the bridge. Providing entry to the sub-structure required placement of a prefabricated temporary bridge to safely enter and exit the work area. Clearwater carefully coordinated with the prime contractor and local fire marshal on a plan in the event of a rapid creek rising scenario that involved self-rescue and quick emergency response. Lighting was generously provided by Clearwater for visibility in a near zero visibility environment for a well-lit and safe workspace. Kayaks were used to shuttle equipment safely in and out of the sub-structure to prevent slips, trips and falls. The kayaks could also serve as a shuttle for potentially injured workers or a ride out downstream should the creek rise unexpectedly. Ultimately the precautions taken facilitated the completion of approximately 60SF of overhead spall repairs below the deck in a safe, timely, and effective manner.

The phase two project location encompassed two busy roads on campus with student parking, dormitories, wood chip truck traffic for the campus boiler, and significant foot traffic at the recreation center. The true surface repairs needed were not readily apparent and hidden below the severely degraded asphalt on the deck. The work could start at the summer break and had to be completed within four months of that date. Immediately after the parking lot was empty, fences were erected, traffic control implemented, and deck milling proceeded. It was quickly apparent after the deck was scarified and chain dragged that there was significantly more damage than estimated, approximately 40% additional deck surface repairs. Several road surface challenges were encountered that required swift action at all project levels and decisions were quickly made to help meet the schedule. The laborious task of chipping, rebar preparation and concrete surface preparation was completed weeks ahead to help facilitate the expedited placement of the PPC overlay for the bridge deck. Thanks to the coordination and cooperation of all parties, the project was completed 40 days ahead of schedule and the bridge re-opened for a neighboring construction project and the students return to fall classes.

CLEARWATER
Construction & Management, LLC



CLEARWATER
Construction & Management, LLC

University of Idaho

Paradise Creek St. Bridge Repairs

Sub-Contractor

Inland Northwest AGC 2025

Build Northwest Award Application

Project Narrative

Paradise Creek St. Bridge Repairs

A. Difficulty in Construction

The project started beneath the bridge structure to avoid interruption to university traffic. A cold, icy and flowing creek beneath the structure was the first of many challenges. Wearing thermal waders, the team braved the cold flowing waters to reach the 60+ repair locations with all the equipment to perform their work. Low light and significant overhead work while wearing respirators was the norm.

Once school was released, construction began on the bridge deck. The surface had been milled several years prior and left little surface area to scarify for the new overlay. The crew took care not to damage the reinforcing bar that was near the surface of the deck. After 1100 feet, only one bar was struck with minimal effect. During milling, two intersections of the bridge were discovered to have significantly more asphalt depth than the rest of the bridge. We presented the asphalt elevation issue to the prime contractor and a decision needed to be made quickly to ensure we had time to order material being procured out of state by a third-tier sub. Thankfully, a decision was reached in time to increase our material order to infill these areas with PPC. After milling was completed, the crew began chipping unsound concrete on the deck surface and clean rust from exposed rebar using small hand tools to limit the material removal for overlay.

B. Unusual Techniques

Below the bridge deck presented challenges from the start. Simply entering the culvert style opening was preceded by a four-foot-deep pond depending on creek flow. This required us to fly in a prefabricated bridge to provide ingress and egress to the underground structure. The challenges did not stop there. Kayaks were utilized to float in materials, tools and even people to the work areas along the substructure.

C. Final Appearance and Quality of the Finished Product

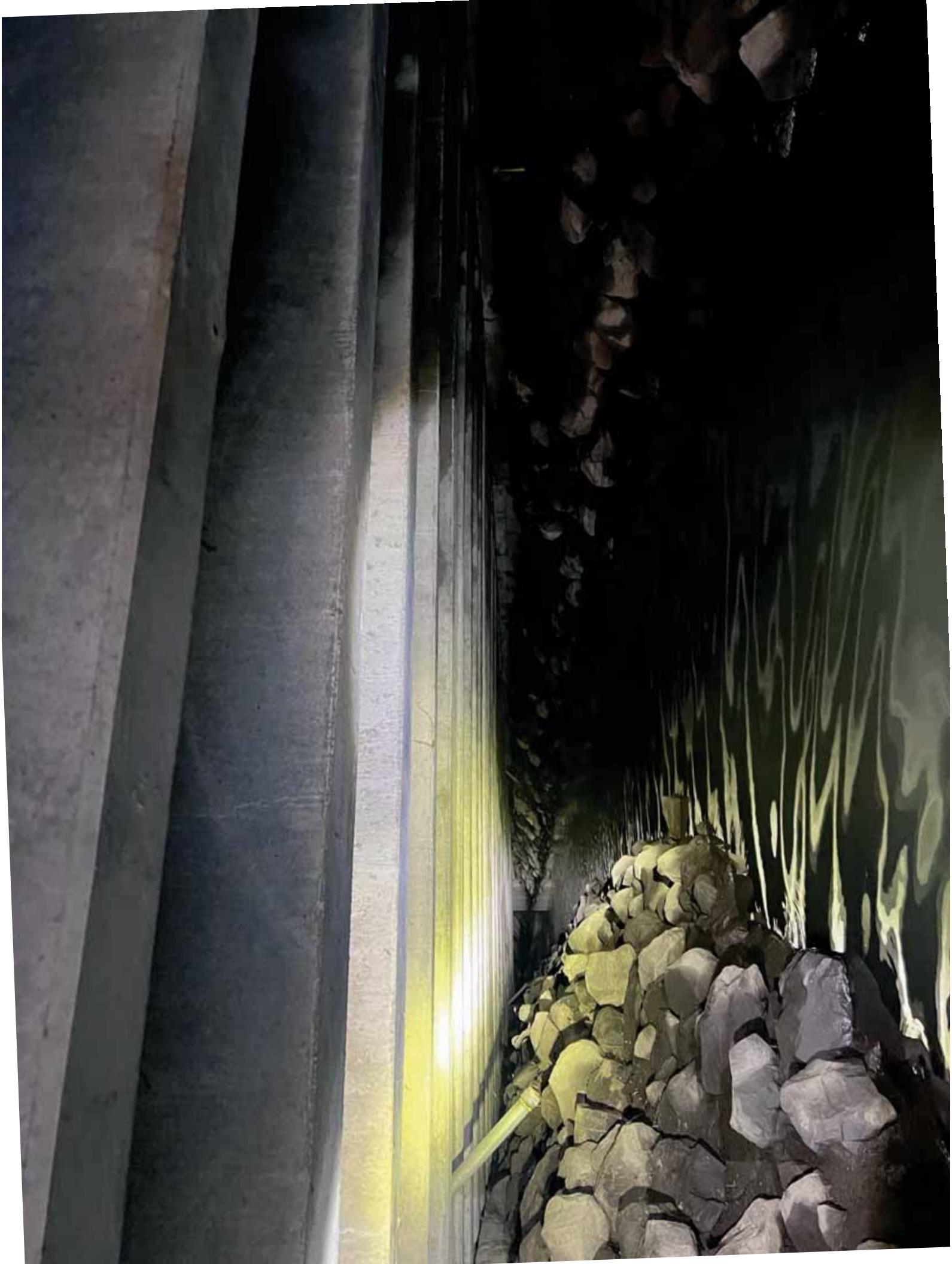
Several decisions were made to enhance the overall quality of the bridge resurfacing. The intersections were placed back with the PPC product which allowed a single membrane along the entire surface versus using asphalt which had been problematic in the past. The approach on the west end of the deck had a three-inch lip from a tunnel structure protruding upward perpendicular to the road. The approach was repaired to meet grade at the bridge transition and remove an annoyance for those driving on the bridge.

D. Timeliness of Completion

Our timelines were determined by nature and necessity. Work in the sub-structure needed to be completed before the spring run-off to be clear of the creek bed before the water depth was too great. That work also needed to be completed in time to start the bridge surface repairs when school was released for summer break. Sub-structure work was completed on time and surface work commenced the day after school was released for break. With so many unknowns beneath the surface, we had to work with our project partners to make timely and efficient decisions to repair the various bridge surfaces. Thanks to the diligence of all project partners, the bridge was turned over 40 days before substantial completion.

E. Company's Safety Performance on this Project

Safety was paramount during construction on this project as is the expectation with any job we perform. PPE was readily available to manage the variety of construction activities taking place. Despite the cold, wet conditions below the surface, concrete debris fragmenting every direction, mechanical equipment and an unpredictable creek level, the job was completed without significant injury to any of the many employees and subcontractors on site.

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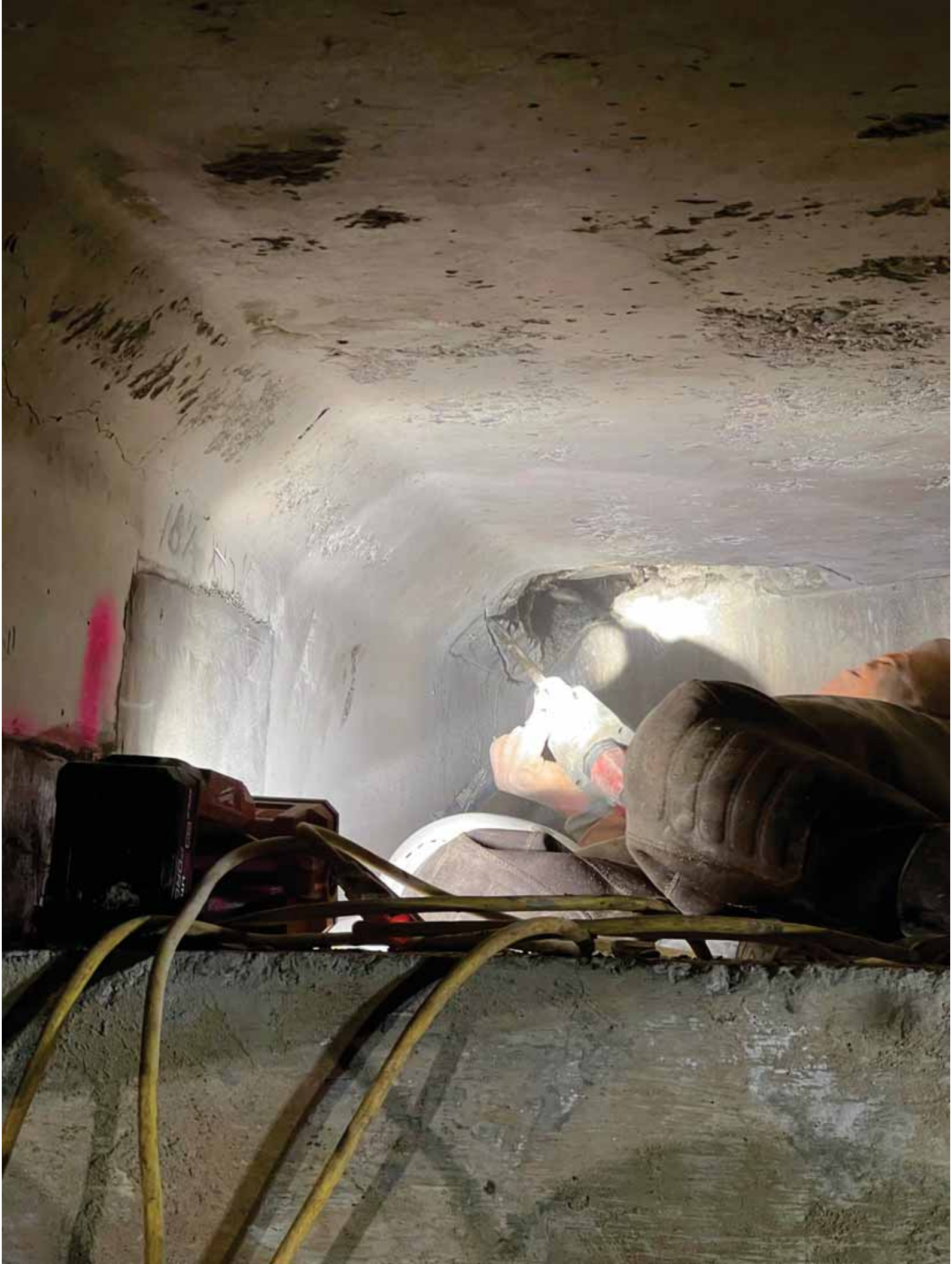


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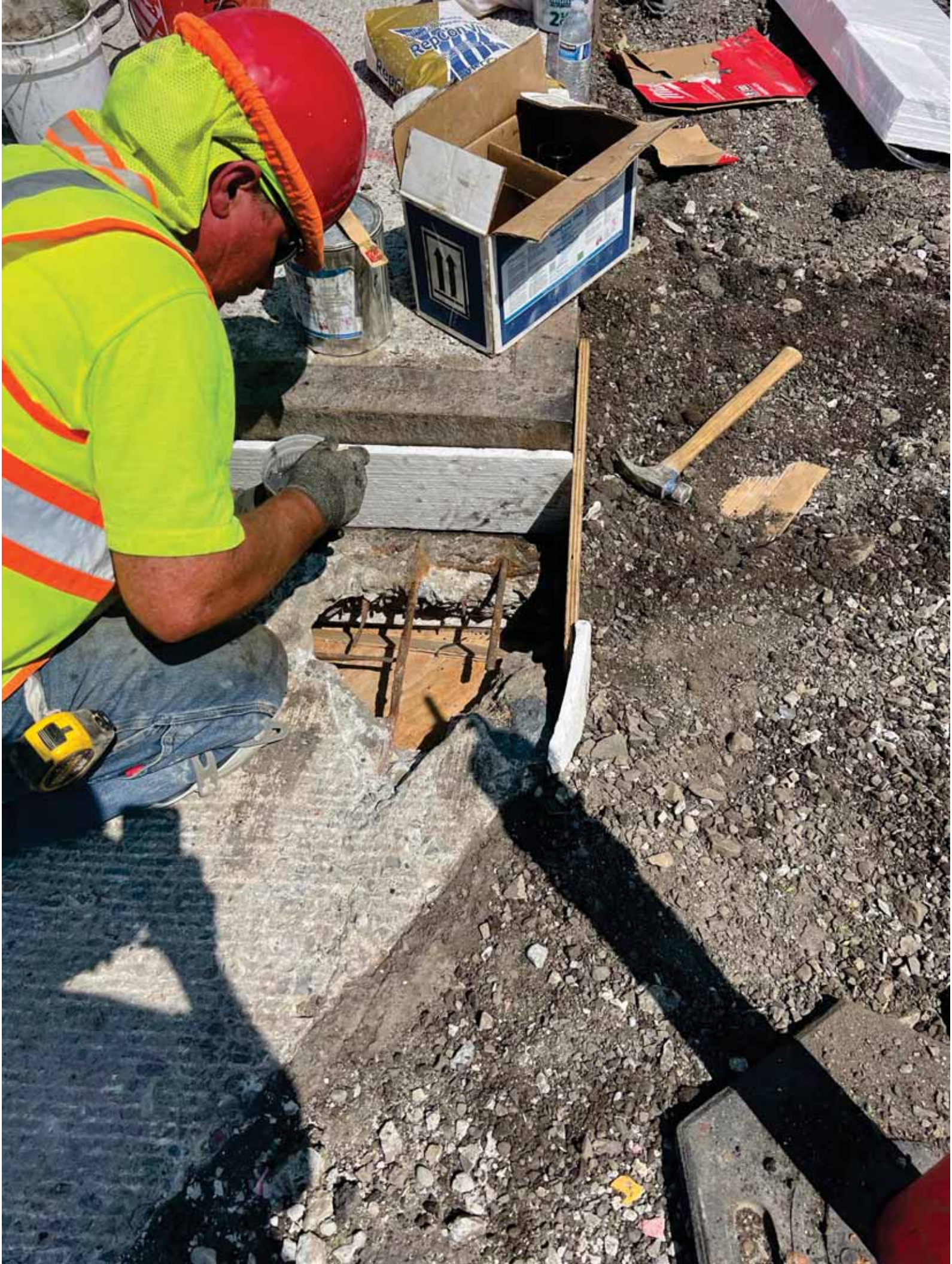

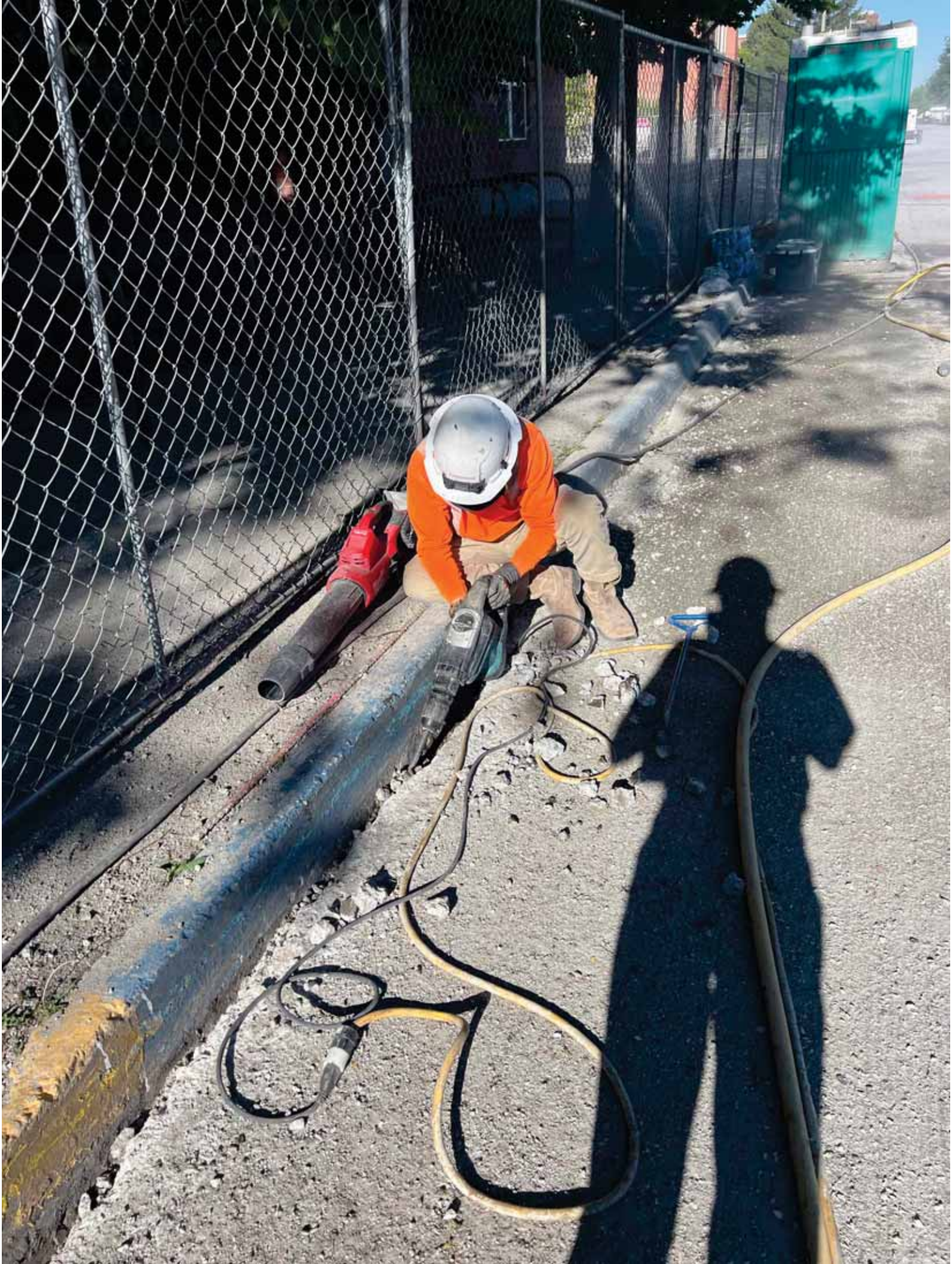


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