

# CLEARWATER Construction & Management, LLC



INLAND NORTHWEST AGC 2025  
BUILD NORTHWEST AWARD APPLICATION



# 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)       Heavy & Utilities       Small Projects  
 Building (\$10 million and over)       Sub-Contractor       Special Projects  
 Highway & Transportation       Out of Area

### 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: Korie Palmer Title: Project Manager

Email: Korie@clearwaterconstruction.us

### PROJECT TEAM INFORMATION

Owner: Idaho Transportation Department

General Contractor: M.A. DeAtley Construction Inc.

Lead Architect: NA Lead Engineer: ITD Bridge & Jacobs

Major Sub-Contractors: Adams & Smith, Myers and Sons, Harris Rebar, Inland Foundation, Rhodes Crane

### PROJECT INFORMATION

Project Name: US-95, Thorn Creek Road to Moscow, Ph.1

Location: US-95 South of Moscow, ID

Contract Amount: \$11,834,611

Date Project Started: December 2021

Completion Date: September 2025

What was the percentage of volume of work on this project performed with your own field personnel? 77 %

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.

## ITD- US-95 Thorn Creek to Moscow Bridges

### Project Summary

The Idaho Transportation Department's long-awaited US-95 Thorn Creek to Moscow project fulfilled a 25-year vision: completing a safe, four-lane divided highway connecting Lewiston to Moscow. Clearwater Construction, partnering with M.A. DeAtley Construction, built two 316-foot steel girder bridges over Eid Road and a third

80'x80' voided girder slab bridge after a mid-project redesign. Despite lawsuits, environmental permitting delays, material cost volatility, and complex site conditions, the team delivered all three bridges with exceptional quality, innovation, and safety — finishing ahead of the revised schedule.

This project faced unprecedented challenges — legal delays, permit withdrawals, and post-COVID material price instability. Yet, the team remained agile, restructuring schedules, sourcing, and storing steel years in advance, and maintaining progress under tight restrictions. Their ability to pivot ensured work continued even during permit halts.

Constructing two 316-foot-long bridges more than 75 feet above live traffic required intricate planning, precision crane operations, and constant coordination across multiple agencies. The team engineered on-site solutions for crane placement and stability in limited space, showcasing innovation and problem-solving under pressure.

When a regional crane operator strike threatened critical deadlines, Clearwater collaborated with another company from Coeur d'Alene to ensure the project stayed on schedule — a testament to the strong partnerships and supportive construction community of the Inland Northwest.

The finished bridges integrate seamlessly with the landscape, demonstrating exceptional craftsmanship. ITD inspectors commended Clearwater's concrete work, and the project's final appearance enhances the scenic highway experience.

Across several years, over 25,300 manhours, and challenging weather conditions, the project achieved a zero-injury record. This safety achievement underscores superior planning, communication, and dedication to worker well-being.

Although lawsuits and redesigns delayed the start, Clearwater completed the bridges ahead of the revised schedule — a remarkable accomplishment for such a complex and evolving infrastructure project.

The **US-95 Bridges from Thorn Creek to Moscow** exemplify perseverance, innovation, and teamwork. Through coordination, craftsmanship, and commitment to safety, Clearwater Construction and M.A. DeAtley delivered a project that not only met technical and aesthetic goals but also realized a decades-old community vision. This project is a model of **engineering excellence, collaboration, and resilience**, making it a deserving recipient of the **Inland Northwest AGC 2025 Build Northwest Award**.



## Project Narrative

### ITD- US-95 Thorn Creek to Moscow Bridges

#### A. Difficulty in Construction

After years of negotiations and lawsuits, ITD finally put last segment of 5.8-mile realignment of the US-95 out to bid in 2021. Their team was so excited to see a 20+ year old dream of making a separated four lane highway from Lewiston to Moscow. Unfortunately, immediately following the beginning of construction another lawsuit came in, and several government agencies pulled their permit putting a stop to any work in

“wetland areas”. Luckily, this project was made up of an effective team that came together and was able to pivot and keep the bridges moving forward. The team determined that a lot of work could continue and we would proceed with everything available. This was a pivot for everyone both on schedule and work but also with coordination and access through the 5.8 mile long project. Instead of starting at the south mile, the project would now start on the north end. Clearwater schedule was impacted as the embankment and settlement period would not be as specified. (see timeliness section for details)

In addition, this was a time after COVID when steel costs were extremely volatile, and our actual work would not take place for several years. ITD does not have a material escalation clause for steel.



Collaborating with our suppliers we proceeded with procuring the Steel Girders and pan decking required to complete both 316-foot-long bridges. The pan decking was stored in our yard for several years as well as the bridge bearings. The girders were fabricated and waiting for delivery in the suppliers' yard. This allowed for procuring and ITD agreed to pay for stored materials on hand while we waited for the permitting on the jobsite.

Bridge projects often have a variety of challenges, and these bridges were no different. They were 2 separate bridges over 75' in the air, over live traffic. With a

jobsite that was full of large equipment running from north to south and back continuously. In addition, there was blasting only a few hundred feet from the new south embankments. DeAtley's and

## US-95, Thorn Creek Rd. to Moscow Bridges

Clearwater's Superintendents had to work together to keep everyone safe and provide space for all the various operations. Space was a commodity to say the least. To set the steel girders a large LTM 1300 crane was brought in, which had a footprint that did not fit in the existing Eid road. The road had to be brought up to create a flat, level location for the crane, but also widened the road immediately next to our new columns. Then the ramps on and off the new level spot had to be created to actually be able to get the crane into position. This exercise alone took several onsite meeting and days of work. With a little innovation, some coordination with the local traffic, LHTAC and safety agency, we were able to get the crane into position and set all 10 girders. Which had to be held until stabilized and welded.

Working near live traffic is always a challenging task and safety is always a concern, but as a team we were able to work with the local agencies and community to come together and get this project built.

### B. Unusual Techniques

While there was no real unusual techniques in the building of these bridges, there were many hardships that proved what a great community we build in, here in the Northwest. During the second phase of the Thorn Creek Bridge. We had a hard deadline to open up the new highway, and we had trades

scheduled ontop of each other including Crane operators to set the final Girders. Unfortunatley, 2 weeks prior to the scheduled Girder set we were notified of the Operators Strike. Rhodes crane understood the pressure of our schudule and worked with us to find another outfit out of Coeur d'alene to come in and save us. With only a couple of days until set, and girders allready staged onsite, CDA Crane was able to move cranes around and get us both cranes and operators to place girders on schedule. The set went flawlessly and its all thanks to the community and partenering of the companies here in the Inland Northwest.



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## US-95, Thorn Creek Rd. to Moscow Bridges

### C. Final Appearance and Quality

Bridges are inherently impressive structures, and the Thorn Creek Bridge exemplifies this through its elegant subtlety — seamlessly integrating into the surrounding landscape. Approaching from the hill and looking down onto the original bridges over Eid Road reveals a striking and visually captivating scene. Conversely, viewing the structures from below on Eid Road highlights their exceptional craftsmanship and structural quality.

The final parapets on all three bridges demonstrate outstanding workmanship, requiring minimal touch-up or correction. Both project inspectors and ITD representatives have commended the superior quality of Clearwater's concrete work.

The new roadway alignment provides a smooth, well-designed driving experience enhanced by remarkable views — with the completed bridges serving as a defining visual and technical feature of the corridor.

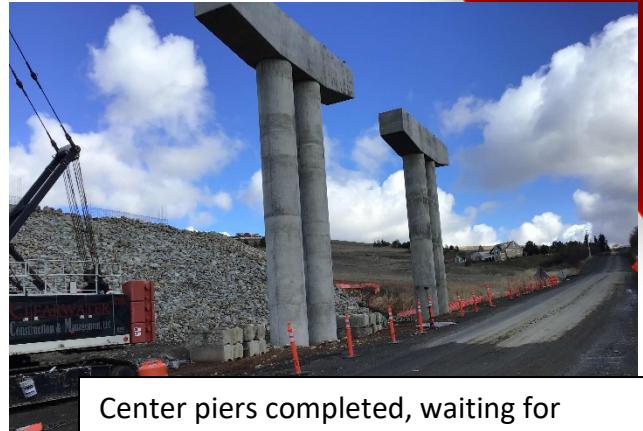


## US-95, Thorn Creek Rd. to Moscow Bridges

### D. Timeliness of Completion

This project had an incredibly unique situation and after it was all said and completed and fully open to traffic it was less than 1 year after the original substantial completion.

The project was bid in 2021 with an initial plan to complete the project by October of 2024. After the project was stalled right out of the gate with another lawsuit, the start and finish were both at risk. Next to the north embankment was considered wetlands and was not to be touched. The north embankment could not be completed until the permitting office re-issued the permits.



Center piers completed, waiting for settling period

The contract also required 9 months of settlement prior to Clearwater being able to begin the concrete work on the bridges. The original plan was to have the embankment completed by December of 2022 allowing for the settling period in 2023. Clearwater would then be able to proceed with the two original bridges over Eid Road in September of 2023.

ITD was finally able to allow DeAtley to proceed with wetland work September 25, 2023. This pushed the embankment work and the start of the settling period all the way back to end of 2023. This delay meant abutment concrete could not begin until 2024. To help try and stay on schedule Clearwater was able to complete the center piers in 2023 but had to leave and come back in 2024 to complete the two bridges over Eid Road. Originally the Idaho Transportation Department asked that we have both north and



south Bound Bridges open to traffic by end of 2024 so that the north half of the project could get opened to the public, as was the original contract completion date. Clearwater completed both bridges in their entirety in the required timeline, and the Bridges were available by October 2024.

The other part of the wetland change/lawsuit created a full redesign of the south mile of the project and created the 3<sup>rd</sup> bridge on the project. This design was not provided to Clearwater until October of 2024. The following season 2025 Clearwater and DeAtley were finally able to complete the project including a full new phased construction bridge and miles of new MSE walls both of which were change orders due to the change in permitting. Clearwater completed the new bridge on September 12<sup>th</sup>, 2025, allowing traffic to travel from Moscow to Lewiston on the new 4 lane alignment. This was a full month ahead of the schedule agreed to for the change order.

## US-95, Thorn Creek Rd. to Moscow Bridges

### E. Company's Safety Performance on this Project

This project included tens of thousands of man hours with many contractors and live traffic. The first two bridges were built over 75 feet in the air. Clearwater is proud that throughout the several years of work on this project we came away with no injuries and a spotless safety record.

On the bridges over Eid Road there were a number of safety concerns including large heavy crane picks, a fall hazard of over 75 feet elevated, hot work in summer, unbelievably windy conditions all the time, and many others.



Windy conditions persisted year round, Creating Dust storms, and Lightning Storms.

On the bridge over Thorn Creek, we had live traffic, wetlands, and a congested jobsite. We worked together with ITD, & DeAtley to create a safe jobsite and were able to coordinate with the local police to help slow the traffic down around the construction of the bridges.

Even with all these hazards our team kept safety first and completed the Bridges with no injuries or accidents.

# Construction Season Starts On U.S. 95 South of Moscow



*Last year, earthwork was completed on more than 2.5 mi. of the new alignment, putting the project at approximately 30 percent complete. More than \$17 million has been spent so far on the project.*

The 2023 construction season began in February for U.S. Highway 95 south of Moscow. Work started near Eid Road and will include building a rock embankment for the site of the two new bridges and excavation on the north side of Reisenauer Hill. Controlled blasting is expected to resume weekly and continue throughout the spring.

Work in 2023 and 2024 will see the construction of two bridges over Eid Road and pave the new set of lanes. Each season of construction will generally occur between April and October.

Last year, earthwork was completed on more than 2.5 mi. of the new alignment, putting the project at about 30 percent complete. More than \$17 million has been spent so far on the project.

Expanding the highway to four lanes on a new alignment will not only add capacity and reduce travel times, but also significantly improve safety.

It is anticipated that drivers will be able to take the new route in fall 2024.

## Design Details

Approximately 6.5 mi. of highway will be expanded to four lanes divided by a 34-ft. median in the rural section. Shoulders will

gather on the roadway, and a 30-ft. clear zone will provide a safe area if a vehicle goes off the road. County road intersections will have right and left turn lanes and some current access points will be combined to limit the number of new intersections and driveways. In the urban section just south of Moscow, a center turn lane, curbs, gutters and sidewalks will be added.

## Project Funding

As part of Gov. Brad Little's Leading Idaho initiative, the 2021 Idaho Legislature dedicated \$126 million of one-time funds from Idaho's budget surplus to transportation projects statewide. The funds were split 60/40 between ITD and local jurisdictions. This project is partially paid for with ITD's portion of the funds that will accelerate projects to replace bridges, restore pavements, and improve mobility in communities across Idaho.

## About Project

The new alignment will tie in at Reisenauer Hill, where the current four-lane section ends and reconnect near the grain bins on the south end of Moscow.

Compared to the existing route, after con-

*Work will include building a rock embankment for the site of the two new bridges and excavation on the north side of Reisenauer Hill.*



With a flatter grade and fewer approaches, the new route will provide safer travel between Moscow and Lewiston.

Generally, U.S. 95 will be shifted to the east less than three-quarters of a mile and ITD is in the process of relinquishing its jurisdiction of what will be old U.S. 95 to North Latah Highway District.

*(All photos courtesy of Idaho Transportation Department.)*



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#### Design Details

Approximately 6.5 mi. of highway will be expanded to four lanes divided by a 34-ft. median in the rural section. Shoulders will be widened, curves will be made easier to navigate and the grade will be less steep. New ditches will keep precipitation from

gathering on the roadway, and a 30-ft. clear zone will provide a safe area if a vehicle goes off the road. County road intersections will have right and left turn lanes and some current access points will be combined to limit the number of new intersections and driveways. In the urban section just south of Moscow, a center turn lane, curbs, gutters and sidewalks will be added.

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#### About Project

The new alignment will tie in at Reisenauer Hill, where the current four-lane section ends and reconnect near the grain bins on the south end of Moscow.

Compared to the existing route, after construction, U.S. 95 will ascend at a gentler grade up Reisenauer Hill to the prairie below Paradise Ridge. The highway will cut

through small hills below the ridge to maintain a consistent grade, cross over Eid Road via two bridges and descend into Moscow.

Generally, U.S. 95 will be shifted to the east less than three-quarters of a mile and ITD is in the process of relinquishing its jurisdiction of what will be old U.S. 95 to North Latah Highway District.

With a flatter grade and fewer approaches, the new route will provide safer travel between Moscow and Lewiston.

For more information about the project, visit [itdprojects.org/us95thorncreektomoscow](http://itdprojects.org/us95thorncreektomoscow).

*(All photos courtesy of Idaho Transportation Department.)*



*Work in 2023 and 2024 will see the construction of two bridges over Eid Road and paving the new set of lanes. Each season of construction will generally occur between April and October. This year it starts a bit earlier.*