

April 1, 2021



**ONE
PARK**

Message from the Corner Office

Hello Park Construction

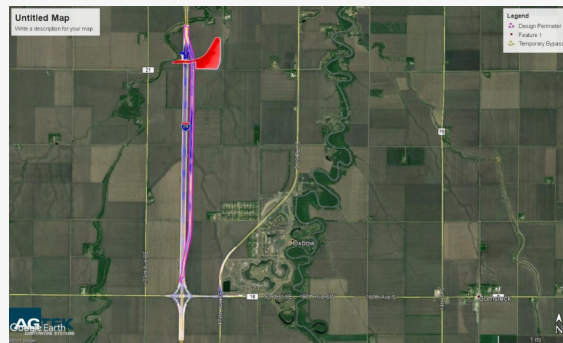
2020 was a successful year for Park Construction, accomplished by you and your coworkers working together in a safe and productive manner. You have handled the COVID pandemic as the professionals you are and I am proud to have each and every one of you on the Park team. Your efforts toward safety were successful. There is still room for improvement and I challenge you to do your part to reduce our incidents and continue to improve the safety on our jobsites.

Park's 2021 season is kicking off in high gear. Our estimating staff has been performing outstandingly well and we have been picking up some great projects. This, along with carryover work from 2020, has us positioned to get another early start (weather permitting) this season. I look forward to seeing you working as a safe and efficient team, that puts out a quality product. Finally, I'd like to thank you for your hard work, dedication to safety, and teamwork within all aspects of our organization.

We are ONE PARK

Jeff Carlson
President

I-29 Project Profile



Project Overview:

As part of the Fargo Moorhead Diversion project, I-29 will be raised to allow a new diversion channel to pass under the highway. Industrial builders out of Fargo, ND are the apparent low bidder on this project. Park Construction will be working as a subcontractor completing the earthwork, aggregates, and utilities for this project. During the first year,

Park Construction will construct a 3.3 mile; 4 lane temporary bypass for highway traffic. This will include hauling of all necessary materials to raise I-29 to stockpiles. Once the traffic has been switched to the temporary bypass, Park will begin removing the existing concrete to an onsite crushing operation. All crushed material will be utilized as aggregate base later in the project. Year two will consist of Park placing all preloaded materials needed to raise I-29 for the 2 new bridges and reconstruction of County Highway 81 & 18. During the final year, work will be done to complete the construction of the levees and removal of the embankment used to construct the temporary bypass.

Project will consist of:

- Earthwork
- Aggregates
- Site Utilities

Project Contract Amount:

- Industrial Builders (General Contractor) \$66,979,789.60
- **Park Construction** (Subcontractor) approximately \$26.5 Million

Duration:

3-year project for Park Construction

Equipment Utilization:

- 35 pieces of equipment (at its peak)
- 15-20 pieces of equipment (at all times)

Estimated Quantities to be Moved each year:

- Year 1: Topsoil - 267,458 CY
- Excavation - 1,499,319 CY
- Road Base - 190,679 TN
- Pavement Removal & Crushing - 161,988 TN

- Year 2: Topsoil - 235,165 CY
- Excavation - 1,117,843 CY
- Road Base - 166,507 TN

- Year 3: Topsoil Replacement - 367,458 CY
- Levee Embankment - 34,615 CY
- Embankment Removal - 294,073 CY

Employee Spotlight! - Mike Nottestad, VP Western Division

***For the month of April, we wanted to celebrate the 20-year
work anniversary of Michael Nottestad.***



Can you tell us more about your background and why Park Construction?

Growing up, even though my family lived in Southern California, North Dakota, and Colorado, I called a small farm west of Minnewaukan, ND my home. For several years I lived with my grandparents and worked on their family farm. I graduated High School from Maddock ND. After high school I worked as a carpenter in Maddock, ND for a year and then I decided I'd try college. I enrolled in the Architectural Drafting program at North Dakota State School of Science and was accepted. While being a 19-year-old genius, who was wise beyond my years I decided, after one semester, that I was too smart (not to mention way too broke) for school and dropped out. School was just cutting into my social life way too much.

It was during this period of self-awareness I was lucky enough to meet a kind old judge who suggested strongly that I join the military. This kind old gentleman didn't care what branch, he just suggested that I do it quickly or he'd make other living arrangements for me. Little did I know at the time, but this was the best thing that could have happened; six weeks later I was in boot camp. As the military is known to do, they rounded out the rough edges and I ended up spending 23 years in the Air Force. Even though I had numerous jobs in the Air Force, my primary duty was replacing guidance sets and re-entry vehicles on the Minuteman III Intercontinental Ballistic Missile System.

During my time in the Air Force, I was able to finish my bachelor's degree in Human Resource Management. After my retirement I thought I'd take a couple of years off and complete my master's degree in Industrial Technology. That grand plan lasted about three months; I retired in May and in July I saw an ad in the paper for something called a "construction office manager" for a company named Park Construction; at the time Park was the prime contractor for the installation of new steam lines at the University of North Dakota. The person Park was looking for had to be proficient in excel, have some scheduling background and be able to manage the as-built drawing process; I thought I could do that and applied. Larry Sikkila interviewed me and thought "maybe I could work out for a while" so he hired me. So, the journey began.

What is the favorite part about your job? What excites you most?

(a). Managing projects and working with the crews in the field to solve problems. (b). Emergency work for the BNSF. This type of work brings out the best in everyone and forces both the owner and the contractor to work as a team.

What has been your biggest achievement/success?

Finding a degree of success in a career field that I was not formally trained in and had

little to no experience in. When I first started with Park, I didn't know the difference between a "blue top" and a Pop Tart. I had to rely on the patience, training, and experience of the superintendents I worked with to teach me the aspects of actually accomplishing the work. Seasoned project managers on staff at the time had to teach me the technical side of the business. I also had to do a fair amount of self-study on my own; try reading the "Principles of Geotechnical Engineering" in your free time...riveting. Due to the support from these fine professionals who took the time to train me and the support of the Carlson family I was able to eventually contribute to the success of Park Construction.

What is one thing you wish you knew before you started working here?

I wish I'd have had the opportunity to get know how to operate a dozer, backhoe, and scraper.

Over the past 20 years, what memory stands out the most?

In 2010 Park was awarded a project with BNSF to raise the rail subgrade between Churches Ferry and Devils Lake ND. The track we were raising supported both Amtrak and BNSF traffic. Part of that project required BNSF to reconstruct a bridge and Park to construct the embankment, through open water, to the abutments. BNSF gave us a 14-day window to get all of this done. Both Park's crews and the BNSF Bridge Crews performed exceptionally well, and we were able to complete our work ahead of schedule. This was a very high-profile project with BNSF, so we had the Director of Engineering, the Division Manager, and the project manager on site to oversee the final track construction and the ceremonial first crossing of the Amtrak over the new bridge and embankment. After the track was in place these three managers from BNSF and I were on the grade patting ourselves on the back for a job well done when we noticed a crack forming in the embankment. Moments later the northwest corner of the embankment fell into Devils Lake and we saw skeletonized track hanging over the void. I then saw a very calm senior BNSF manager walk over to the edge of the fallen embankment and scream something at the top of his lungs that sounded very much like "Duck, my career is over". Come to find out the engineers had missed the fact that there had been an old borrow pit in this area that was covered with water and the weight of the embankment construction caused the edge of the old borrow pit to fail. All well that ends well; Park's crews spent the next several days, working 24/7, dumping 80,000 tons of very expensive riprap into the void to reconstruct the embankment and the manager who thought his career was over is now a VP at BNSF.



New Trucking Foreman

We are pleased to announce that Jennifer Clemens accepted the position of Trucking Foreman at Park Avenue Trucking and has been with us for a couple weeks now.

Jennifer has over 15 years' experience in the trucking field ranging from Dispatching to DOT/FMCSA Compliance. Prior to joining Park, Jennifer held positions as a Safety Director, Office, Compliance and Process Manager and AR & AP Specialist.

Everyone at Park is very excited to have her coming onboard with us this year!

Employee Spotlight! Meet Keith Olson aka Window Licker



Q: How do you spend your offseason?

A: Enjoying time with my family and traveling to warmer climates

Q: If you could switch jobs with anyone at Park, whose job would you want?

A: I would switch with a brand new apprentice.

Q: What is the weirdest job you've ever had?

A: Picking up stones off the bottom of the Mille Lacs lake for a rehab project

Q: What is your dream job?

A: Being a bush pilot in Alaska

Q: Favorite line from a movie?

A: "Badges? We don't need no stinkin' badges" Blazing Saddles

Q: What are you passionate about?

A: Taking care of my special needs son, Isaac

2021 Photo Contests

Take some cool pics of our jobsites, equipment, etc., and you can win a \$75 gift card to the company store! Simply take the photo and send it in to our "news" email address. The winner will be announced monthly and their picture will be the headline.

news@parkconstructionco.com

