



APRIL 2022

# SPOTLIGHT

*Integrity, Respect, Expertise ... Since 1944*

A PUBLICATION FOR AND ABOUT THE DEDICATED EMPLOYEES OF SHELLY & SANDS, INC.



CONSTRUCTION OF I-70 THROUGH ZANESVILLE, OH IN 1962

## **SHELLY & SANDS PARTNERS WITH ODOT DISTRICT 5 ON MAJOR, ZANESVILLE INFRASTRUCTURE IMPROVEMENT**

Original construction on the Muskingum River Bridge—and Interstate 70 generally—was started in 1960 by Peter Kiewit & Sons. Roadwork to Norwich opened in 1962, while work on the west side of the bridge to Gratiot began a short time later and opened in 1964. Today, Shelly & Sands has partnered with ODOT on an \$88 million contract to reconstruct 5.5 miles of the interstate, including the Muskingum River Bridge.

**Original construction on the Muskingum River Bridge—and Interstate 70 generally—was started in 1960.**

The project—one of the largest in Shelly & Sands history—will run into late 2027. Employees from the Construction, Bridge and Paving Divisions will be involved.

ODOT Project 210221 is taking place in Shelly & Sands' hometown of Zanesville, "where we have a strong relationship with ODOT District 5," noted Steve Williams, Shelly & Sands Government Affairs Director.

"Partnering with a local contractor with strong ties to the community has significant benefits," said Justin Shotwell, District Construction Engineer for ODOT District 5. "Shelly & Sands cares about the area and wants to do a good job. They do a lot of work across the state, especially in District 5. ODOT and Shelly & Sands have relationships in place that will help with the complexities of a project this

size. That will help us to deliver a good product to the traveling public."

The reconstruction project has been many years in the making, calling for replacement of pavement and bridges that are aging and requiring more frequent maintenance, Shotwell explained. "We will provide new infrastructure through Zanesville so that the safety and maintenance is up to par."

The project does not redesign routing or access, he added. "We're almost entirely reconstructing what already exists. The road stays four-lane, two lanes in each direction, with the same access to downtown Zanesville."

**The project—one of the largest in Shelly & Sands history—will run into late 2027.**

Even with no major changes to the highway, the project will present several notable challenges. Traffic control will be a significant issue, Williams noted, because over 40,000 vehicles use that stretch of highway every day, and more than a quarter of them are trucks. Shelly & Sands is required to keep two lanes open in each direction during the day.

Access to the worksite will be a challenge, said Joe Clemens, Shelly & Sands project superintendent. "Everything is very hard to get to. In the first phase,

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# CORPORATE UPDATES

## President and Chief Operating Officer Messages



We began the 2021 season with optimism that the unprecedented challenges of the previous year were behind us and that the world as we knew it would finally get back to normal. Unfortunately, as we all know, that was not the case. Federal and State rules and regulations once again presented us with difficulties and issues

that we hoped we were done having to navigate. That said, I could not be prouder of how we faced and overcame these obstacles. In an environment where many companies and industries have been struggling, we were able to adapt and persevere through these challenges to have another positive year once again. While 2021 will not set any records, we were able to maintain strong revenues and turn a profit. Thank you for working so hard to help make such a tough year successful.

As we look ahead to 2022 there are reasons to be optimistic. The Federal Infrastructure Bill that was recently passed last year allocates billions of additional dollars to states to be devoted specifically for, among other things, new highway projects and bridge repairs and replacements. You do not need me to tell you that we are positioned as well as anyone to compete for, win, and construct these projects when the time comes. While Ohio and West Virginia's state transportation budgets remain relatively level, we are confident that just like in previous years we will continue to get our share of the work. This, combined with our strong backlog of work on hand and the potential new federal funding, means that as a company we are in a very solid position with good reason for optimism going forward.

While the world may not get back to what it once was, there is reason to believe that the uncertain and restrictive environment we have all had to deal with these past years will begin to resolve and provide us the opportunity to move ahead with more certainty in the upcoming construction season. As we do, and as always, let's do so with safety as our top priority so that we can have another successful year.

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**Colby Graham**  
President | Shelly & Sands, Inc.



The people of Shelly & Sands continued a tradition of success in 2021. And to us I believe success is completing our work safely while performing quality work and also making a profit. Making a profit has been a tall order in our current environment. Our largest customers, Ohio and West Virginia, have not had as large a

program as to what we have become accustomed so the competition has been pretty stiff the last couple of years. So great job everyone!



Shelly & Sands was also named a finalist for the Sheldon G. Hayes Award for I-70 in Muskingum County. That means it was in the top three projects in the country. Shelly & Sands was also awarded another Larry H. Lemmon Award for SR 682 and SR 691 in Athens County. In all, Shelly & Sands earned 13 Quality In Construction Awards from NAPA. Additionally, the company won the 2022 Don Conaway Partnering Award for projects over \$20 million for the I-71 South Side Mega Fix in Franklin County. Congratulations and thank you to all those involved.

At almost 2 million man hours, we maintained a combined recordable rate of 1.6 and 0.5 lost time rate. Most important, no fatal injuries. If you have any doubt in the safety of an operation, please use the safety department as a resource. They will be glad to help.

Our overall contract volume including our share of the Joint Venture will be up around 6% and retail sales will be up around 16% over 2020. At around \$400 million in backlog, we are in good shape and we will strive to continue to book our share of the work out to bid. Keep up the good work in 2022 ... and be SAFE!

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**Michael W. Cline**  
Chief Operating Officer | Shelly & Sands, Inc.



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COLE GRAHAM SPEAKS AT I-70 ZANESVILLE RECONSTRUCTION PROJECT "KICKOFF"

we're building the middle two lanes, and we really can't get there without a lane closure," which will only be allowed at restricted times overnight. "The job isn't overly complicated," but the work area is very tight, only 36 feet wide, he added.

The project also includes 16 bridges, noted Ryan Grezlik, Shelly & Sands bridge superintendent. "Once you clear one out, you don't have access to the next one. We're thinking outside the box on how to get supplies and manpower to the next one." Options might include pouring concrete from below and setting beams in different ways, such as over a barrier wall and closed lane. The Muskingum River Bridge is 920 feet long, so "the

challenge will be pouring it with the time restrictions we have." In addition, three bridges go over railroad tracks, increasing access issues.

"Joe also can't do his roadway work until most of the bridges are built," Grezlik added. For each phase of the project, the first year will be mostly bridgework, and the second year will be mostly roadwork in the same area. The final few months will include paving.

**"Partnering with a local contractor with strong ties to the community has significant benefits."**

Justin Shotwell; District Construction Engineer, ODOT District 5

"The Zanesville corridor is already tight for space. Construction inconvenience adds to that," ODOT's Shotwell said. "We are encouraging people to follow the speed limits, which change when workers are present. With a project of this size, footprint and length, public safety is the biggest challenge, and priority."

"Overall for our district, this is the largest project we've had in a while," Shotwell said. "We've needed it for some time. It will be a long project with a lot of headaches, but we're excited to get it done and have this infrastructure replaced and updated for Zanesville. It will have wide-ranging benefits for the community."

Shelly & Sands is proud to partner with ODOT on this long-awaited project in a community we call home.

## ZANESVILLE HOME OFFICE

Another year has come and gone and while we continue to face daily challenges in our current working environment, the team at Shelly & Sands continues to persevere. The true resiliency of individuals throughout the company is nothing short of amazing. After a year of lockdowns and continued difficult working conditions resulting from COVID-19,



While those challenges were present for us, everyone stepped up and performed to help Shelly & Sands have yet another successful year. Our volume for the year will be just a touch above last year's and the bottom line will continue its positive trend. The financial health of the company is as strong as ever and we are prepared to continue our progress forward even during these challenging times. I would like to thank all of you for your efforts and wish you a safe year!

**Brian Anderson - Chief Financial Officer**

**The true resiliency of individuals throughout the company is nothing short of amazing.**

our team across the entire company wants nothing more than to get to work and do their jobs. Meanwhile, the news today is awash with reports involving supply chain constraints and workforce shortages.

# AREA NEWS

## COLUMBUS/CHILLICOTHE AREA ASPHALT

The 2021 season was another good year for the area. Columbus crews completed 49 projects, placing around 411,000 tons of HMA. In the Columbus and Delaware areas, we worked for general contractors including Complete General, Double Z, Miller Brothers Construction, Savko and The Ruhlin Co.



Here are just a few projects I would like to highlight that our crews completed this construction season:

Todd Carpenter and crew placed 17,750 tons of HMA for ODOT on project 200564 FRA 161 and 33,000 tons of HMA for the City of Columbus resurfacing project.

In the Columbus and Delaware areas, we worked for general contractors including Complete General, Double Z, Miller Brothers Construction, Savko and The Ruhlin Co.

Jason Sayre and crew, with help from Eugene Long and his crew, completed two projects for the Columbus Regional Airport Authority, one at Rickenbacker and one at John Glenn. Together, they totaled 70,000 tons of P401 HMA. Jason also paved on other projects, including the Columbus resurfacing and Savko projects.

Dan Montenaro and crew paved multiple projects, first finishing up the I-71 Southside Mega Fix. They then moved to ODOT 200407 FRA 270, where they placed 50,000 tons of 12.5MM HMA. They also performed work on Hamilton Road South, Morse/161 and Hamilton Road North.

Chad Green and crew finished the Lazelle Road project this fall. They were on the Columbus resurfacing project and other city projects most of the summer.

Ryan Jones and crew did pavement repair and planing on

various ODOT and City of Columbus projects. They worked most of their hours at night due to the number of jobs with time restrictions.

Jason Clossman and crew also did pavement repair and planing on ODOT and City of Columbus projects such as SR 161, which had 235,000 square yards of planing.

Jennifer Dunkle and crew did over 3,800 cubic yards of pavement repair on the Columbus resurfacing project and pavement planing and berming on multiple projects in the Columbus area.

In the Chillicothe area, paving foreman Billy Scherer and crew placed 95,000 tons of HMA, including 44,000 tons for the Ross County Engineer and 14,000 tons for the Pike County Engineer.



The Chillicothe crew also paved several ODOT projects, including:

1. ODOT 210030 Pike SR 32: a mill and overlay of SR 32 in Pike County with 17,328 tons of 424B Fine Graded Polymer HMA.
2. ODOT 210097 ROS SR 104: a mill and overlay of SR 104 with 10,612 tons of 448 T1 HMA and minor bridge repair.
3. ODOT 210268 Jackson SR 93/139: a mill and overlay of SR 93 and 139 in the city of Jackson with 3,345 tons of 448 T1 HMA.
4. ODOT 210174 Pike CR 66: a construction project where we were a subcontractor for the DGM Construction Co. The crew placed 3,976 tons of base, intermediate and surface HMA.

Overall, our foremen and crews did an exceptional job during 2021, covering a wide variety of projects. A big thank you to everyone for your hard work. With the worked already booked and the amount of potential work coming 2022 looks to be another good year for the area.

Here's to a safe, successful 2022 season.

**Luke Gussler**



## MANSFIELD

2021 was another challenging season with COVID, rain, office personnel health issues, and the passing of our asphalt superintendent, Jason "Jake" Chrastina. Jake had over 25 years with Mansfield Asphalt/Shelly & Sands. Jake's hard work and dedication as a laborer on a paver led to him becoming a paving foreman and eventually our asphalt superintendent. Jake's knowledge and personality will always be with the Mansfield Division as he impacted many of our lives and careers so positively.

The area asphalt plants combined to produce 344,000 tons of asphalt. Plant #7 produced 153,285 tons, Plant 17 90,320 tons, and Plant 21 100,370 tons. Shelly & Sands crews placed around 242,000 tons of asphalt on various jobs, totaling close to \$25 million.

Congratulations to Drew Vanhouten and Chad Elliott on their promotions to foreman and to Jason Johnson on his promotion to asphalt foreman.

**Jake's knowledge and personality will always be with the Mansfield Division as he impacted many of our lives and careers so positively.**

One of Mansfield's most challenging obstacles was completion dates and scheduling the workers needed. Five jobs totaling 154,025 tons had to be completed around the same time, including the US 30 Richland progression. Scheduling and communication were critical in finishing these jobs on time.

The Route 23 resurfacing was a \$6.6 million project placing 65,418 tons, including 7,000 tons of 18-inch full-depth lateral repairs—that's more than 800 repairs. Foremen Drew Vanhouten and Chad Elliott led this project. Chad's crew milled through the day, while Drew and foreman Jared Payne paved at night. While restricted times proved difficult, this project turned out very well thanks again to good

communication between the day and night crews.

We also worked on SR 3 in Knox County, 16 miles of two-lane highway through small communities and ending in Mount Vernon. Most of the project—including pavement repairs, milling, and resurfacing—was led by paving foremen Bill Ball and Jarred Payne. Foreman Chad Elliott did an excellent job on castings for this project.



SETTING BEAM FOR DRILLED SHAFT ON US 30, MANSFIELD

US 30 Ashland was a smaller project where our crew's attention to detail paid off. This \$3.8 million project consisted of extensive full-depth concrete repairs. We had to critically transition bridges and end joints to tie into the 3.25-inch overlay.

A special thanks goes out to Marty Spring for helping to fill a void while transitioning Jason Johnson to asphalt superintendent.

We wish longtime employee Jim Miller a happy retirement. Jim began with Mansfield Asphalt/S&S in February 1987, and his 35 years of experience will be greatly missed.

I want to thank every single person who worked long hours, weekends and nights to complete these projects. Great effort by staff, foremen, employees and plant managers made it all possible.

With over 160,000 tons booked for the upcoming season, we expect another big year in the Mansfield area. Wishing everyone a safe and successful 2022 season!

**Clint Sellers**

## RAYLAND

Despite a slow start to 2021 due to cold, wet weather, the Rayland Division had a busy 2021. With the wet start and the volume of work completed, many of our crews often worked six or seven days a week. As a result, everyone was ready for a well-deserved break when it finally came.

The numbers bear out the fact that we were busy. Our crews paved over 70 miles of highway, laid more than 275,000 tons, and completed more than 60 projects.

Something unusual about 2021 was that we were working on six four-lane highways—far more four-lanes than is typical. In fact, in my 20 years here, we've never had so much highway work.

Since we only have one prep crew, Jeff Ackerman and his

team were busy staying ahead of three paving crews. For the most part, they had to mill a section of highway, clean it, then jump to another highway and do the same thing, then go back to the first highway and prep another section.

We continued to work on the West Virginia Department of Highways Mining Panels project, working on Panel 19 in 2021. With the mining panel contracts, our crews help maintain a stretch of highway and make any repairs necessary as mining takes place under the road. For 2022, we'll be working on Mining Panel 20, which calls for the demolition of a bridge on I-70. Two temporary bridges will be built, and they'll be replaced with a permanent bridge after the mining is completed. While Shelly & Sands won't build the bridges, we'll be doing all paving on the job.

# AREA NEWS

## RAYLAND



BARNESVILLE-BRADFIELD AIRPORT, BELMONT COUNTY



US 22, JEFFERSON COUNTY



I-70, BELMONT COUNTY

We'll also be working on WVDOH's design-build projects for WV-2 as paving subcontractor on two stretches—Kent to Franklin, which calls for over 50,000 tons, and Proctor to Kent, which will be more than 200,000 tons. Both projects start this year, with the Proctor to Kent leg scheduled to be

Megan Temple, a graduate of The Ohio State University, has joined the office staff, where she'll help with bidding and estimating. The other office staff members are Sam Haverty, Rita Lantz, Stacie Toto and Kayla Vargo.

In this first-of-a-kind project, we're monitoring and maintaining anything that happens to the surface of an interstate highway in West Virginia as coal mining operations proceed under the road.

completed in 2025. Littman Excavating is the contractor on the Kent to Franklin section, and All Construction is the contractor on the Proctor to Kent section.

Our mix plants also had an excellent year, with two of them passing the 100,000-ton mark for production and the third just barely missing that milestone. The foremen are Ken Vargo (Plant 23, Weirton), Isaac Nicewanger (Plant 22, Morristown) and Kevin Shull (Plant 9, Benwood). This was Kevin's first year as plant manager, and he set a very customer-friendly tone.

I'd also like to thank our crew foremen—Rick Smith, Brian Medley, Jeff Ackerman, Justin Sheppard and Jodi Johnson—and their crew members for all their hard work in 2021. I look forward to working with everyone in 2022.

**Chad Taylor**



## AKRON/YOUNGSTOWN CONSTRUCTION



The Akron/Youngstown Construction Division had an average year in terms of workload. Our focus: completing the work promptly and under budget. A few projects were unusual, and Shelly & Sands rose to the occasion.

On the Rocky River, crews showed creativity in an erosion control project. Three of our work locations were on the east side of the river, with no access point on that side. Brian Morczek and his crew devised an excellent plan to get workers and materials where they

**We removed an old railroad bridge over I-80. Two 500-ton cranes lifted the bridge and set it on the ground, where we dismantled it.**

needed to go. They used a boat and tether system to pull themselves across the river. With the help of ALL Crane, they built a causeway and placed the crane in the middle of the river to bucket the stone from one side to the other. In all, the project required 2,000 tons of stone, and the bucket only carried 5 tons at a time, so it was a significant undertaking.

In another project assisted by ALL Crane, we removed an old railroad bridge over I-80. Two 500-ton cranes lifted the bridge and set it on the ground, where we dismantled it. I've never seen anything like it before.

One of our biggest current projects is on the Ohio Turnpike, where we're excavating existing pavement, stabilizing the subgrade, repairing drainage, placing stone and asphalt, and doing some ramp and toll plaza work. The superintendent is Dan Kirsch and foreman is Brett Weidenthal. In addition to the normal hazards of working on a busy highway, our crews were onsite 24 hours a day and responded to traffic accidents in our work zone. Last year, our crews responded to over 70 traffic-related accidents.

Other projects we worked on last year include:

**Project 21-0096**, widening and resurfacing .53 miles of Tallmadge Road, .27 miles of Mogadore Road and reconstruction of the I-76/Tallmadge Road interchange ramps. Superintendent is Fred Weidenthal and foreman is Shawn Kaminski. The most difficult phase involved the 45-day closure of the I-76 off-ramp. Our concrete and paving crews had to coordinate closely to complete everything in a timely fashion. Chris Stillion and Tony Wheeler, with help from Lionel Construction, got the work done on time so Ed Duncan and the paving crew had plenty of time to pave.

**Project 19-130**, improvements to Canton Road and US 224. This project was delayed in 2020 due to challenges encountered by project manager Pete Kinzer and foremen Ed Thurik and Brian Rice. In 2021, we resumed work with Joe Sudal and many others in successfully completing the job.

**Project 19-0552**, noise wall. Andrew Thacker and Mark Schoonover dealt with traffic control, crane placement, delivery schedule, and product quality issues to successfully complete this wall, along with a new noise wall along I-271 and repairs to an existing barrier along I-77.

**Project 21-0362**, converting the junction of US 30 and SR 603 into an RCUT intersection. Scott Bradbury and Roger Landis were able to complete the 2021 portion despite the project's late selling date. Hopefully, we'll have a dry start to the season so we can get a jump on the 2022 portion, which has strenuous traffic restrictions starting on Memorial Day.

Our crews also provided support for Dave Shannon, Ed Thurik and Matt Thurik on the \$160 million Belt Way design/build joint venture with The Ruhlin Company.

Thanks to every member of the team for your hard work and commitment to Shelly & Sands. I wish you a safe and prosperous 2022 season.

**Gene Galloway**

## AKRON/YOUNGSTOWN - ASPHALT



SR 82, TRUMBULL COUNTY



MARKET STREET; BOARDMAN, OH

Although the pandemic gave us a rocky start to the 2020, 2021 was an exceptional year for the Akron/Youngstown Asphalt team. We dealt with massive volumes of HMA and completed more work than I've ever seen us do. It was an exciting challenge to get everything done on time.

After a slow season with COVID restrictions in 2020, 2021 started with a bang when we landed two major projects. One was a reconstruction project on the Ohio Turnpike with over 245,000 tons of hot mix asphalt. The other was the largest joint venture in Shelly & Sands' history with The Ruhlin Company. The work is on the Central Interchange, between I-77/I-76/SR 8, with over 325,155 tons of HMA.

The asphalt plants produced over 580,000 tons of HMA in the Akron, Youngstown and Warren areas, well over 100,000 tons more than the year prior.

We had more tons booked in our area than ever before. Jim Bronstup, Jon Schoonover and the rest of our team began scheduling what we thought would be an impossible season to get completed.

In addition to the two big projects, we were awarded over 30 paving projects thanks to our chief estimator, Mike Schossler. Most of those projects had to be completed by Thanksgiving. We needed all entities on board, and we couldn't have accomplished the near-impossible without the help of our paving crews, aggregate plant, asphalt plants, quality control, shop and office staff.

We also received four National Asphalt Paving Association (NAPA) Quality in Construction Awards.

- **Project 606-29, SR 82/616 in Trumbull County.** Paving foreman Ed Duncan and prep/traffic control foreman Kim Richards and their crews did an amazing job completing this project safely and on-time.

- **Project 571-20 Mahoning County SR 7.** Credit goes to the expert planning of paving foreman Jeff Kester and his crew, which milled and paved the project in its entirety.
- **Project 4021-20 Portage/Trumbull County border along SR 305 and SR 534 in Southington and Nelson Townships.** Paving foreman Jeff Kester and milling prep foreman Bruce Pierce achieved an award-worthy project based on their attention to detail.
- **City of Warren City Streets Project which included over 43 streets.** Credit for this success goes to Matt Full, Marvin Speicher, Bruce Pierce, Kim Richards, Dan Atkinson, and all their crew members.

Asphalt and aggregate plants in Northeast Ohio also had an amazing 2021 season. The asphalt plants produced over 580,000 tons of HMA in the Akron, Youngstown and Warren areas, well over 100,000 tons more than the year prior. New Plant 27 foreman Joe Sackin, Jonas Stutzman, Ed Winters, Ernie Cross and their staff put in tireless effort.

Our aggregate plant also had a fantastic season, producing and selling over 400,000 tons of sand and gravel while relocating the mining to the north side of the permitted property. We thank Dean Binegar for a great season, and we send best wishes on his retirement. Welcome new foreman, Rich Willyard!

Our huge 2021 season required the help of everyone on our team. The efforts put forth by everyone were truly amazing. I would like to especially thank the Graham family for continuing to invest in the Northeast Ohio market and providing our staff with state-of-the-art amenities to accomplish our work.

Thank you, everyone, for an exceptional 2021 season. I'm looking forward to our team having a safe, healthy and successful 2022.

**Frank Donadee**



## MARIETTA/PARKERSBURG

The Marietta/Parkersburg area had a busy season in 2021. Our crews placed around 150,000 tons in Ohio, working on three dozen jobs ranging from four-lanes to parking lots. The West Virginia (Kelly Paving) crews had a similar workload, placing 130,000 tons on 40 different projects.



I-77, WASHINGTON COUNTY



PARKERSBURG STREETScape PROJECT

Plant production was also up substantially from 2020. At Plant 2, Gary Work and his crew produced 140,000 tons, up from 110,000 tons. At Plant 14, Dennis Jones and crew produced 140,000 tons, up from 118,000 the previous year.

Our paving and construction crews worked on some challenging projects where their experience and strategic planning helped ensure success.

Mike Hylbert's paving crew spent much of the season working on SR 800/225 in Monroe County, placing 60,000 tons. These roads have steep hills and sharp turns, which present challenges to crews rolling pavement and dump truck drivers negotiating turns. Thanks to their

Plant production was also up substantially from 2020.

experience, our crews could anticipate these concerns and deal with them successfully. Considering the difficulty of this project, it went extremely well.

Mike Bell's paving crews worked long hours and up to seven days a week to finish many Ohio and West Virginia projects. Between two projects on I-77, they placed 45,000 tons. They placed another 30,000 tons on SR 7, right alongside our equipment yard.

Dustin Jones and crew worked on something different—placing stone on the North Bend Rail-Trail Bike Path. This two-year project covers 50 miles. In 2021, we completed 21 miles, placing 20,000 tons of gravel. As this is a bike path, it goes through woods, over countless bridges, and through 11 tunnels. In most spots, it's not wide enough for more than one truck, and in some places, there's not enough space for a truck to turn around. That means the crew can't easily truck in all the stone they need, and it takes a while to get the material. In one area, there was

nowhere for trucks to turn around for two miles so drivers had to back up for a two-mile stretch, including through a tunnel, before turning around.

Scott Mayle and his concrete crew spent much of their season working on a streetscape project in downtown

Parkersburg. The project included a 3-foot-wide strip of stamped and colored concrete (see above). This was the first time this crew had worked with colored concrete. They took their time, did it right the first time, and received praise from Parkersburg officials for their craftsmanship.

I'm looking forward to the challenges 2022 will bring because our area is equipped with a great group of personnel who continue to prove there's no obstacle they cannot overcome.

Mark Robinson and the Gradall crew worked countless hours, moving from project to project, and performing whatever task necessary to prepare projects for our paving crews and concrete crew to proceed without delay.

It looks like 2022 will be another busy year. We have about 30,000 tons of stone remaining to place on the bike path, and we've already booked nearly as much material as our plants produced last year. I'm looking forward to the challenges 2022 will bring because our area is equipped with a great group of personnel who continue to prove there's no obstacle they cannot overcome.

**Scott Hamm - Area Manager**

**Roger Thomas - VP Southern Division**

## ZANESVILLE

The Zanesville area was busy from the start of the 2021 season. As the year progressed, we kept adding projects to our schedule, including a handful that we'll work on for years.

ODOT Project 221-20, Muskingum County, is the reconstruction of I-70 through downtown Zanesville. (Read more about this project on front cover.) This \$88 million job runs through 2027 and includes over 120,000 tons of asphalt pavement with many mobilizations over the duration. The final year will include a mill and fill of 12.5MM Superpave Pavement to be performed at night under restricted hours.

The other major project is ODOT Project 208-21, Muskingum County, involving SR 60 from the Morgan/Muskingum county line and heading north for 8.25 miles. This \$19.8 million job will be three years in duration, with Shelly & Sands performing 52,000 tons of pavement with multiple mobilizations during the first two years.

In addition to our ODOT contracts, the Zanesville region successfully bid in every county we can reach from each Mar-Zane plant, including Athens, Guernsey, Harrison, Hocking, Morgan, Muskingum, Noble and Tuscarawas. Our paving crews placed over 150,000 tons of HMA on county roads.



### The award represents an incredible team effort by all.

Late in the year, we received a huge compliment with the news that Shelly & Sands and our area was a Top 3 finalist for the Sheldon G. Hayes Award, the most prestigious award the National Asphalt Pavement Association gives. It was the second consecutive year our area was recognized, this time for ODOT Project 617-19 Muskingum County I-70.

The award represents an incredible team effort by all. The work began with Mike Kirkbride's crews performing over 415,750 square yards of milling/prep. Then, Tom Adams' crew placed over 31,500 tons of 19MM Superpave Pavement, with Derrick Treadway's crew placing 12.5MM Pavement equating to over 36,250 tons of Superpave Pavement. Larry Ewart and his crew produced most of the mix at Mar-Zane Plant 6 Zanesville. Jim Campbell and his crew at Mar-Zane Plant 13 provided some of the 19MM. Also key were Mar-Zane Lab and Josh Sample's



technicians, who provided the test results required to comply with ODOT's joint density and mat density compaction specifications.

Ladies and gentlemen, thank you for striving to be the best in your field. You have excelled, placing Shelly & Sands at the highest level in our industry, recognized as one of the premier paving contractors in the nation. You all deserve thanks and congratulations.

Our 2022 bookings are ahead of last year, with over 225,000 tons totaling over \$48 million in work booked.

During 2021, Mar-Zane asphalt plants produced 400,850 tons. Plant 3 Gnadenuhthen (Scott Dille) produced 83,605 tons; Plant 4 Haydenville (Ed Junn) 61,200 tons; Plant 6 Zanesville (Larry Ewart) 141,650 tons; and Plant 13 Bylesville (Jim Campbell) 113,600 tons.

In all, our paving crews placed over 312,000 tons of HMA under the leadership of Tom Adams, Derrick Treadway and Tim Fletcher. Mike Kirkbride and Rick Van Wye and their crews handled prep, including milling, cleaning and layout.

Our 2022 bookings are ahead of last year, with over 225,000 tons totaling over \$48 million in work booked. ODOT's forecast looks very promising for the Zanesville area, and the smaller municipalities are getting more funding resources, which will lead to additional projects to bid.

In closing, I would like to congratulate two foremen on their retirement. They both started with Shelly & Sands in the Columbus area in the early 1990s, and I had the pleasure of working in the field with both when we were laborers. Mike Kirkbride became a prep foreman and gravitated back towards his hometown of Zanesville. Tim Fletcher worked his way up to a screed person on Jim Hamm's paving crew, then relocated to Zanesville where he eventually become a foreman.

Congratulations to each of you on your retirement. We will miss you both.

**Todd Young**



# DIVISION NEWS

Mar-Zane Materials – Asphalt Division



KELLY PAVING PLANT #23; WEIRTON, WV

With an early start to the 2021 season, Mar-Zane Asphalt experienced a slight increase in production in 2021, which along with an aggressive repairs, maintenance, and improvements program kept everyone in the division very busy. The Marion and Youngstown plants led the way in production with the twelve asphalt plants realizing a combined increase over their 2020 production numbers.

As the DOTs continue to design more and more complex liquid asphalt blends, we continue to add liquid tanks and asphalt silos to keep up with demand.

During early 2021, an aggressive plant maintenance and upgrade program prepared us to supply the needed asphalt for DOT projects and the private sector.

Plants in Northeast Ohio received much of the maintenance and upgrades with the Youngstown plant receiving extensive repairs, Warren plant undergoing electrical and automation upgrades and Akron upgrading a mixer/dryer facelift, along with some electrical upgrades.

As the DOTs continue to design more and more complex liquid asphalt blends, we continue to add liquid tanks and asphalt silos to keep up with demand. Plant #2 Marietta received a third silo and two 25,000-gallon liquid tanks while Plant #21 Mansfield and Plant #27

Warren each received a 30,000-gallon vertical tank. The asphalt tank and silo additions will help lessen the burden on our plant managers and allow us to serve our customers more quickly and efficiently.



LARRY EWART, MAR-ZANE FABRICATION SHOP

With the end of the 2021 season comes the retirement of Harry Hudson (Plant 8) and Tim Judge (Plant 14). Best of luck to these gentlemen in their retirement!

While an uptick in production coupled with an aggressive effort towards repairs, maintenance and plant upgrades kept everyone very busy in 2021, I'm happy to say all was completed while keeping safety a top priority. 2022 looks to be another busy season so let's take on the challenge in a safe and healthy manner. Thanks to all who pitched in to make 2021 another successful asphalt season.

**Tom Jones**

## RAYLAND TERMINAL



2.8 MILLION GALLON ASPHALT TANK AND TRUCK LOADING RACK CONSTRUCTED IN 2019

The biggest challenges we faced in 2021 were mostly related to supply chain and logistics issues. We purchase a lot of chemicals and raw materials, not only domestically but globally, for our manufacturing processes. In some cases, lead times were up to eight months, and occasionally product became completely unavailable.

The national carrier crisis added another logistical hurdle to bringing in materials as well as getting the finished product to our customers. Relatedly, I'd like to commend our crew for the great job they did in making sure we kept sufficient supply for all of our finished products.

I want to also thank the Grahams for being willing to invest in the company to ensure we were able to forecast and store the materials needed to keep Shelly & Sands supplied.

Aside from those issues, 2021 was a top-tier year for modified asphalt and emulsions. In addition to supplying Shelly & Sands, we experienced strong external sales as we continue to grow the business.

In physical upgrades at the terminal, we expanded the southwest containment wall to allow for the new heaters and future tank space. The expansion also has a safety component. The new wall configuration gives tanker truck operators more room to pull into and out of the yard, improving access to the facility.

We also added a lab mill that we can use to research and develop products like emulsions. This replica of our plant allows us to make experimental mixes one gallon at a time—compared to the 6,000 gallons our plant produces per batch—thereby saving us large quantities of material. As raw materials are constantly changing, this amazing tool keeps us ahead of the game.

Thank you to all S&S Terminal employees for your hard work and persistence through these unique times.

**Josh Reed**

## QUALITY DEPARTMENT



Shelly & Sands paving crews continued their winning ways in 2021, winning 13 National Asphalt Paving Association (NAPA) Quality in Construction Awards.

**This is the third year in a row that Shelly & Sands has been in contention for this prestigious honor.**

Our winning projects included the resurfacing of about 7 miles of I-70 just east of Zanesville, which was a Top 3 finalist for the Sheldon G. Hayes Award. This is the third year in a row that Shelly & Sands has been in contention for this prestigious honor.

We also won a NAPA Larry Lemon Award for our work on SR 682 and SR 691 in Athens County. This marks the third year in a row that Shelly & Sands has won this award, which is given to the top 10 paving projects of less than 50,000 tons.

Our Quality in Construction winners were:

- **Rayland Division:**  
Barnesville-Bradfield Airport
- **Marietta Division:**  
I-77 in Washington County  
SR 800 and SR 255 in Fly, Ohio
- **Zanesville Division:**  
SR 376 in Morgan County



## QUALITY DEPARTMENT



US 32 RESURFACING, PIKE COUNTY

SR 682 and SR 691 in Athens County (Larry Lemon Award)

US 22 and SR 800 in Guernsey County

I-70 in Muskingum County (Sheldon G. Hayes finalist)

### Columbus Division:

SR 93 and SR 139 in Jackson County

SR 32 in Elm Grove, Ohio

### Youngstown:

SR 534 and SR 305 in Southington, Ohio

Warren City Streets

SR 7 in Mahoning County

SR 82 in Trumbull County

Additionally, 16 of our projects were nominated for Ohio Flexible Pavement Awards.

The lab had some personnel changes. After 30 years of service with the Mar-Zane Lab, Harold Walton has decided to retire. However, he'll be working as a part-time consultant. Thanks to Harold for your dedication and service and we look forward to working with him in this new role.

Shane Crum has stepped into a supervisor role, supervising quality for the Rayland and Marietta areas. In addition, Andy Mill moved into the supervisor position in Zanesville, supervising the Zanesville and Columbus markets.

Jeff McGowan has been busy managing the Aggregate Quality Program as well as all the smoothness projects for Shelly & Sands. Because we've seen an increased amount of smoothness projects, we've added a third profiler to the fleet. These systems allow us to monitor our asphalt pavement and bridge decks for smoothness.



LAB TECHNICIAN JUSTIN WILSON PROCESSES GYRATOR SAMPLE

I'd also like to thank our lab employees for their efforts in keeping the lab on track during 2021, as we were often short on employees as COVID-19 regained momentum. There were periods when as many as three lab technicians at a time were in quarantine. Thankfully everyone has fully recovered, and we're hopeful we'll have a healthier 2022.

**Ed Morrison**

# DIVISION NEWS

Construction Central Ohio



JESSIE SHREVE, N HAMILTON RD., COLUMBUS



GROVE CITY, JOE HAMILTON CREW



KOMATSU PC88 OPERATOR JOSIAH KENNEDY/NS-218 INTERMODAL FROM CHICAGO

In 2021, the Central Ohio Construction Division again completed over \$100 million in work on projects spanning several counties. 2021 started slowly and finished strong, with several projects working through this winter to stay on schedule.

**In 2021, the Central Ohio Construction Division again completed over \$100 million in work on projects spanning several counties.**

If 2020 was the year of COVID-19, then 2021 was the year we dealt with lingering effects of COVID, which for us meant delays in utility work. During 2020, the pandemic put some local utilities behind in completing projects, which subsequently became a challenge for our crews and impacted our 2021 work and schedules.

When utilities aren't complete, we are unable to be as productive as we'd like. Starting on a project then having to return later to finish tends to be less efficient in terms of workflow. In some cases, we secured a deadline extension. In other situations, we came up with alternative, more creative, ways to approach the project.

Utility delays also meant we had to shift workers around to keep them busy, and many employees ended up working multiple projects. Jeff Harper and his team did an excellent job of keeping everyone

working, and I appreciate everyone's willingness to switch locations as needed.

Despite the challenges, we finished up many projects in Central Ohio during 2021.

One of the most notable projects we wrapped up was the I-71 South Side Mega Fix. Nate Gruezke and Jeff Lee and their crews spent their summer finishing the job and punching out the project. This is one of the largest projects Shelly & Sands has ever completed with more than 100 Central Ohio Construction employees working on it over the years. The entire team can be proud of their work on this project, which is practically at the front door of our office. We are proud to say anyone coming to our office will see and experience our work on this project.

**If 2020 was the year of COVID-19, then 2021 was the year we dealt with lingering effects of COVID.**

A very aggressive schedule was also required to complete the final phases of the Lazelle Road project. Two railroad bridges were replaced as we had a 60-day road closure to perform all the work under the bridges, including waterlines, new curb and gutter, new pavement, new sidewalks, and cast-in-place retaining walls. At some points, as many as six crews were working in a tight area, only 1,500 feet long. Getting that many





BRIDGE DIVISION/LAZELLE ROAD

crews and equipment into a small area requires both careful scheduling and a safety-conscious mindset from all our employees. Crews often worked six or seven days a week. Foremen and teams working on this project included Adam Viney, Tim Fish, Tyler Hamm and Tom Bates. This was Tim's first year as a foreman.

The I-71 South Side Mega Fix project is one of the largest projects Shelly & Sands has ever completed with more than 100 Central Ohio Construction employees working on it.

Foreman Mike Watson and his crew completed the final phases of the I-270 noise wall project. During this multi-year project, we added 264,000 square feet of noise wall, including 819 drilled shafts along the east side of the interstate. This is one of the biggest noise wall projects we've ever undertaken. It came with the usual noise wall challenges such as restrictions on hours and working very close to moving traffic, and the team did a great job working within those constraints.

As usual, residents and drivers in a number of additional Columbus-and-surrounding-area communities benefited from the efforts of our other crews busy working on a variety of road projects, sanitary sewer mainlines, underground utilities, sidewalks, drainage projects and roadways in the region.

I would like to thank everyone involved, including those not mentioned, for helping make 2021 safe and successful. If it weren't for those of you who get up early, stay out of town, and work long hours and weekends, none of our success would be possible.

Steve Roby, one of our project superintendents, retired in 2021. He was with the Central Ohio Construction Division for several years. Before that, he worked for Shelly & Sands in Northeast Ohio. We appreciate all his hard work and wish him an enjoyable retirement.

I would like to thank everyone involved, including those not mentioned, for helping make 2021 safe and successful. If it weren't for those of you who get up early, stay out of town, and work long hours and weekends, none of our success would be possible.

The estimating team has booked several new projects to keep everyone busy during the 2022 season. We've already booked more than \$40 million in work in Columbus, Grove City, and at Rickenbacker Airport. Let's make 2022 another safe and prosperous season.

**Dusty Wilson**

## BRIDGE DIVISION



During the 2021 construction season, the Bridge Division performed \$39.4 million in total volume, pouring 30 bridge decks for 22 projects. The work was spread across 14 counties in Ohio and one in West Virginia. Crews working for 21 foremen were involved, with Simon Hendershot and T.J. Sassor the newest to fill foreman roles.

Our division had several major accomplishments during the 2021 season, including completion of the Lazelle Road bridges carrying both Norfolk Southern and CSX rail lines, in addition to five other projects with railroad involvement.

**The Bridge Division performed \$39.4 million in total volume, pouring 30 bridge decks for 22 projects. The work was spread across 14 counties in Ohio and one in West Virginia.**

We removed and replaced the deck on a 350-foot concrete I-beam bridge, marking the first time an ODOT bridge deck has been replaced on existing I-beams.

We value-engineered the Mansfield US 30 project, reducing it from five phases to two. Our changes enabled us to perform full-width construction of eight bridges in four months.

We also kicked off bridge demolition on the Zanesville I-70 project, which will include seven pairs of mainline, four ramps and two overhead structures. Major structures include the 900-foot nine-span bridge over the Muskingum River and a four-span 400-foot bridge over the Licking River.

In 2021, the Bridge Division was challenged with supply chain issues that made it difficult to get many of the materials we needed, from bearings to rebar to beams. Often, we were able to switch phases, redesign the project, or work out of sequence while we waited for supplies, and in some cases, we were able to extend the deadlines.

While work may have been down a little in 2021, we have a large backlog of work for the coming season, including some very large projects. Our total backlog is five projects totaling \$54 million, with 25 deck pours scheduled for the season. These projects are in Muskingum, Richland, Belmont, Jefferson, Columbiana and Jackson counties. Significant projects include the second half of the Richland US 30 project and the Zanesville I-70 project.

The Bridge Division is also involved in Shelly & Sand's joint venture with The Ruhlin Company in Akron, working on a \$160-million reconstruction of the I-77/I-76 interchange. While this project is underway, Mike Currier, Greg Sykes, Tim Neiswonger, Josh Seeley and Pete Kinzer will be dedicated to it full time.

Austin Bates has moved to the Engineering Department to fill Mike Currier's position while Mike works on the joint venture.

Congratulations to Tom Bates, who has retired after 20 years with the Bridge Division.

We'd also like to extend our sympathy to the family of Bob Wells, who passed away in October.

Thanks to all employees for their hard work and dedication. We've got a busy year on tap, and we know we can count on you.

**Bob Hunt - Chief Engineer**

**Tony Wood - Bridge Manager**



## EQUIPMENT OPERATIONS



For the equipment shops, 2021 was a successful year as we focused on our core mission of repairing and replacing equipment, so our crews always have the machines they need. The biggest challenge the equipment shops faced in 2021 was parts availability, which has been a worldwide issue. Because of parts shortages, it sometimes took longer than normal for us to complete repairs. We also had to deal with rising shipping costs.

Jayden Wofter is our apprentice mechanic. This is the first time we've had an apprentice mechanic.

Despite the challenges, we've stayed on schedule, keeping up with equipment repairs and purchasing new items as needed.

We added several new people to the department:

- Shade Fluharty has joined the Rayland division as a shop mechanic.
- Jayden Wofter is our apprentice mechanic. We're working with the Operating Engineers union, which runs a four-year apprenticeship program. Jayden will be working in different shops and areas during his apprenticeship to gain a variety of experience. This is the first time we've had an apprentice mechanic, and we think this is an important program because there's currently a shortage of mechanics.
- Preston Henderson has joined the Zanesville shop, where he'll be tracking equipment hours for maintenance and revenue purposes.
- Christina Foor is the new Columbus parts runner.

Additionally, Justin Rodgers has moved to a new role after 20 years as a low-boy driver for Shelly & Sands. Justin has taken on the position of small equipment and tool manager.



I'm saddened to note the passing of two of our co-workers this year.

Steve Schlosser, the previous equipment manager, had been in the construction industry for more than 40 years, and everyone in the industry knew and liked Steve. I can't tell you how many equipment shows I've attended where I've run into people who knew Steve and asked about him.

Brian Holzschuher, one of our field mechanics, also passed in 2021. Brian had a big heart, and he really liked keeping the operators happy and the equipment running.

In closing, I'd like to thank all our employees for their hard work in 2021 and wish you a good 2022.

**Mark Smith**



## CONCRETE DIVISION



BRIGGS SCHAFFER AND  
EMILY MCENDREE;  
MCCONNELSVILLE, OH  
SIDEWALKS



FOREMAN MIKE WISEMAN'S CREW, HAMILTON ROAD SOUTH



There's no question, concrete is definitely a team effort at Shelly & Sands. Last year, the Concrete Division worked on close to 90 projects all over Ohio and West Virginia. We'd like to thank everyone in the division for their hard work and dedication in making 2021 another successful season. Here are some highlights of what our crews did last year.

Chris Hall and his crews poured curb, sidewalk, and pavement in Grove City and performed an entire roadway replacement on Westbelt Business Park in Franklin County. Greg Schafer's crew assisted.

There's no question, concrete is definitely a team effort at Shelly & Sands. Last year, the Concrete Division worked on close to 90 projects all over Ohio and West Virginia.

Chris Stillion's crew installed more than 50,000 sy of concrete pavement and many miles of barrier wall assisted by Tony Wheeler's crew. They worked on US 30 in Richland County, I-70 in Muskingum County and the Ohio Turnpike.

Scott McDowell's crew worked many night shifts doing nearly 20,000 sy of full-depth rigid replacement on US 22 in Jefferson County, I-77 in Washington County, and I-270 in Franklin County.

Tim Manion and crew spent much of the season pouring decks and approaches on nearly every bridge project that Shelly & Sands had contracted all over Ohio and West Virginia.

Lane Gilbraith's crew installed barrier wall by hand along with curb, walk and many other items on US 30 in Richland County and other projects.

Rusty Thompson's crew handled streetscape projects for the City of Cambridge and an ODOT project on South Street in Zanesville near Dutro Ford. They also installed over 150 curb ramps on the City of Columbus Resurfacing Project.

Mark Shaw's crew installed buff wash finished sidewalk on High Street in Columbus and worked on I-70 in Muskingum County. Mark also installed stamped concrete on other projects with great success.

Greg Kirkendall and his crew operated the Miller Curb Machine and slipped over 45,000 linear feet of curb.

Mike Wiseman's crew worked on Morse Road and Hamilton Road in Columbus, doing concrete pavement, driveways, walk and curb.

Oden Larson's crew installed median and barrier walls on projects in Franklin, Washington and Jefferson counties and worked on I-77 in Akron.

Jeff Yunk brought his 25 years of experience slipping over 18,000 linear foot of barrier wall with his crew on numerous projects including the ODOT project on SR 42 in Delaware Ohio.

We'd like to thank all Concrete Division employees and crews for their efforts in 2021. The workload for the upcoming year is promising, and we're looking forward to another successful season.

**Jim Bushby - Concrete Superintendent**

**Travis Wood - Concrete Manager**

**Brian Little - VP**



# DIVISION NEWS

Mar-Zane Materials – Aggregate Division



PLANT 1, PIT EXPANSION WORK

All plants combined had a slight increase in sales of sand and gravel for 2021. Additionally, our crushing plants continue to process RAP and recycled concrete.

At Plant 1, we're preparing to move the dredge later this year. In preparation, Nick Jarrett and his crew—along with the help of Kenny Brozak, Mike Moore and Cody Evans—installed 5,300 feet of conveyors. As soon as the area we're dredging sand from is depleted, we will move to the other side of the property. That will probably be in the late spring or early summer, but we want to get all the sand possible out of the current location first.

We also continued to encounter challenges related to our plans for Plant 16 in Ravenna. While we've secured the permits we've been waiting for, the gas company is resistant to us installing a conveyor across the gas line. We're exploring alternatives so that we can start mining the new property.

Several of our foremen retired from Mar-Zane Materials in 2021, and in each case, we were able to promote an experienced plant employee into the foreman's position. Specifically,

- Dean Binegar retired from Plant 16, and Richard Williard took over as foreman.
- Larry Decker retired from Plant 2, and Gary Grimes took over foreman duties.
- Kent Ewers retired from Plant 14, and Isaac Fulk is the new foreman.

We all send our best wishes to our retirees, and to their newly-installed replacements.

I'd like to thank all Mar-Zane Materials employees for their hard work in 2021. We couldn't do it without you.

**Bill McLaughlin**

## SOUTHEAST CONSTRUCTION DIVISION

Things were slow to get underway in 2021 with our biggest challenge being finding enough work for everyone. However, the picture changed quickly when the Southeast Division was awarded two major projects in Muskingum County—I-70 and SR 60. We'll be working on these projects in the coming season and into the future.

During 2021, Southeast Division crews worked on a variety of projects.

City of Cambridge sewer project: Randy Hollabaugh's crew performed 2,300 linear feet of sanitary line and 12 manholes.

Barnesville Airport: Osa Ponchak's and Jeff Fish's crews performed 65,000 cubic yards of excavation, 12,000

linear feet of underdrain, 29,400 square yards of cement stabilized base and 7,800 tons of surface asphalt.

SR 60: Jake Nichols' and Adam Eisenman's crews performed full-depth pavement replacement, installed underdrains, and placed stone. Our asphalt division placed 6,000 tons of asphalt. This project will be a big focus in the coming season, and it's challenging because it's a two-lane road where we're using barrier walls at traffic lights to control traffic. And since it's only four miles from our office, we know all eyes are on it and our performance.

I-70: (You can read more about this project on the front cover). Joe Clemens and Ryan Grezlik will head up the workforce on this project, which will run through 2026.



I-70 UNDERWOOD STREET RAMP (EAST BOUND); ZANESVILLE, OH

The project includes 45,000 cubic yards of excavation, 50,000 cubic yards of embankment, and 170,000 square yards of cement stabilization. There will be more than 10 miles of temporary barrier walls and 95,000 linear feet of underdrain. Osa Ponchak and Jason Spring lead the crews on this project.

Andy Abel and his crew worked on projects throughout Ohio and West Virginia.

I'd like to thank all the men and women of the Southeast Division for their hard work making 2021 successful. We have a backlog of work for this year already, and I'm expecting it to be another banner year.

**Bruce Wolverton**

## CORPORATE NEWS

### HEALTH & MEDICAL



Do you really know what your medical insurance covers? Most people say "I'm not going to the doctor, I'm not sick" - does that sound familiar?

Providers offer services that can actually be at no-cost to the employees just for going and getting the procedures done—preventative services. There are several different types of preventative care services that can benefit the entire family. Note: These services are at no-cost to the employee only when performed by a provider in your plan's network. Also, there are some restrictions pertaining to age or if you are at higher risk for the disease. Please visit [healthcare.gov/preventive-care](https://healthcare.gov/preventive-care) to

check or ask your provider before the appointment to make sure.

Below are some examples of what is considered preventative:

- Diabetes screening
- Wellness visits with Primary Care physician (all ages)
- Tobacco use screening
- Colonoscopy
- Blood pressure screening



- Depression screenings
- Mammogram (women)
- Bone density screenings (women)
- Immunizations (children)
- Vision screening (children)

\*Please note, some services can involve a diagnostic concern if an abnormal scan comes back. Those services are not considered preventative.

For employees with the Shelly & Sands benefits, the Benefits Guide can be found on the Shelly & Sands website at [www.shellyandsands.com](http://www.shellyandsands.com) for a review of what is offered.

Also, please take advantage of the Cleveland Clinic telehealth service. At \$0 to employees who carry the Shelly & Sands group health insurance plan, it's an excellent option.

If you need help finding doctors in the Shelly & Sands network, or have more questions regarding your Shelly & Sands health insurance ... please don't hesitate to reach out to me.

Have a great, and healthy, year!

**Dana Bowling**

## CORPORATE NEWS

### 401K

It was a wild year and except for a few brief adjustments, the markets brushed off news that could have derailed equities in years past. A pandemic with its new variants, a contested presidential election, historically high inflation, supply chain disruptions, labor shortages, and correction forecasts that never materialized—none of these events interfered with stocks marching to new all-time highs.

Despite these and other challenges, global gross domestic product grew, completing the transition from recovery to expansion and eventually surpassing its pre-pandemic peak. Domestically, the Dow Jones Industrial average gained 18.7% followed by the Nasdaq Composite at 21.4% and the S&P 500 Index rising 26.9%. In fact, the S&P 500 saw seventy (70) all time highs in 2021, a record that is second only to 1995. Global equities, as measured by the MSCI All Country World Index increased 18.54%. Developed international stocks, as represented by the MSCI World ex USA Index, rose 12.62%, especially stronger than emerging markets which saw the MSCI Emerging Markets Index fall -2.54%.

In comparison, fixed income markets experienced more moderate returns than the equity markets, with the Bloomberg Global Aggregate Bond Index returning -1.39%. For the year, corporate bonds generally outperformed their government counterparts. Global corporate bonds provided better returns than global Treasury and government related bonds by 0.82%.

Participation in the Shelly & Sands, Inc. Employees 401(k) Retirement Plan improved to 97.80% representing a 0.41% increase over the prior year. The goal remains to have 100% participation. The average deferral rate increased from 9.00% to 9.40%. Total value of plan assets grew 15.87% year over year. Retirement Wellness Scores of 70% and above registered at 50% (industry average: 21.9%). Please remember that Shelly & Sands will match 50% of your deferral up to the first 4% which means if you

defer 4%, the company will GIVE you 2%. Make sure you are contributing into the retirement plan.

The Investment Committee continues to meet regularly to monitor available investments in accordance with the Plan's stringent Investment Policy Statement, to review plan fees and expenses and to consider other plan enhancements. For 2022, one fund will be replaced with all previous fund assets being mapped/transferred to its replacement fund.

Please note the contribution limits for 2022 have been increased to \$20,500 plus an additional \$6,500 in catch-up contributions for those who are over or will turn age 50 during the calendar year.

The Principal Financial Group continues their commitment to technology offering website enhancements to their user-friendly tools, calculators and online webinars/seminars which are accessible in their planning center. Calculators are available to assist you with consideration for the Roth 401(k) elective deferral and Roth 401(k) conversion options. The asset allocation tool, Retireview<sup>®</sup>, remains one of the effective ways to utilize the plan's robust investment menu. Principal's website address is: [www.principal.com](http://www.principal.com). Also, at [shellyandsands.com](http://shellyandsands.com) under the "Employee Services" menu option, there is a link to their website.

Always remember, as the plan's financial professional, my services are available to all participants. Please contact me at (419) 566-8364 to answer your questions or to schedule an individual meeting. At anytime, should you find yourself not receiving the answers or information you need, please contact Dana Bowling in the Zanesville office.

**Rex Linkenbach, CFP<sup>®</sup>, CRPC<sup>®</sup>, AIF<sup>®</sup>**  
**Registered Representative**

# SAFETY NEWS

Safety Department



CPR TRAINING, MALACHI MAXWELL

Sincere thanks to all Shelly & Sands employees who have actively supported injury prevention efforts during the 2021 construction season. We work in an extremely challenging environment where the actions of others can greatly affect our lives. Proper planning and execution of work is essential to providing a safe work environment. We must continue to analyze our work and take a systematic approach toward developing the most effective measure to control the hazards we are faced with.

As we all expected going into 2021, our lives continued to be affected by COVID-19. The Shelly & Sands COVID-19 Exposure, Prevention, Preparedness and Response Plan was updated multiple times to stay consistent with CDC guidance. OSHA issued an Emergency Temporary Standard (ETS) that mandated vaccinations or weekly testing for employers with 100 employees or more. The ETS was challenged in court by multiple entities and on January 13th the U.S. Supreme Court issued a decision preventing OSHA from enforcing its ETS on COVID-19 until it is fully litigated.

As a result of the Supreme Court's decision, OSHA officially ended the litigation effective January 26th. OSHA issued a statement that "OSHA is not withdrawing the ETS to the extent that it serves as a proposed rule" and "it will prioritize a permanent COVID-19 standard for health care workers." Shelly & Sands recognizes getting vaccinated is a personal choice, but we do encourage all workers become fully vaccinated. We will continue to follow our COVID-19 Exposure, Prevention, Preparedness and Response Plan employing the best practices to prevent the spread of the COVID-19 virus and its variants.

I am proud to announce that Kelly Paving received the

2021 Contractors Association of West Virginia President's Award. This award was for initiatives members took to develop and implement new safety procedures to help overcome the hurdles faced during the COVID-19 pandemic. Kelly Paving was recognized for the hands-free wash stations created by the Shelly & Sands Safety Department. It can be difficult for employees to practice good hygiene at construction sites. The handwashing stations we developed are a long-term solution providing our employees a designated place to wash their hands with soap and water while not touching any surfaces.

The Shelly & Sands Safety Committees continue to be an effective way for management to stay apprised of injury/illness prevention measures. Two subcommittees were created to focus on high-hazard activities. The Traffic Control Committee has focused on safe flagging procedures and traffic control set-up activities, while the Excavation Safety Committee has focused on trench protection equipment and its use.

In 2022, we will continue to take a systematic approach toward injury prevention. To help achieve zero injuries, Shelly & Sands will ensure that all employees are properly trained, provide the best tools and equipment to perform work in a safe manner, promote safe work practices, audit work areas to identify unsafe conditions and behaviors and take necessary actions to correct them, and investigate all incidents to determine their root causes to prevent recurrence. The Safety Department is a resource to all Shelly & Sands employees, please feel free to use us. We will do our utmost in continuing to work with you to create and maintain a safe and healthy work environment.

**Gary Tuttle**





## GONE, BUT NOT FORGOTTEN

**James Taylor**, 63, passed away Aug 20, 2021. James worked as an operator and plant foreman at Mar-Zane in Columbus. He is survived by his parents, Dale and Phyllis Taylor of Chesterhill, a son Eric (Mallory) Taylor of Zanesville, a daughter, Amy (Trent) Junn of Stockport, 2 brothers, Jerry Taylor of Zanesville and Joe Taylor of Proctorville, 2 sisters, Jean Dille of Chesterhill and Jill Gillespie of Chesterhill and 5 grandchildren.

**Fern Detty**, 84, passed away October 3, 2021. Fern was a very active member of Richmond Dale Church of God. She retired from Miami Gravel/Shelly & Sands where she had worked for 47 years. Also surviving are a son, Jeffrey Detty; a daughter, Robin (Jason) Wills, both of Richmond Dale; grandchildren, Chaz Willis, Breanna (Dylan) Luzader and Brittany Willis; 3 great grandchildren; brothers, James Darrell "Sank" (Donna) Fairchild, of Chillicothe, Garry Wesley Fairchild, Jerry (Georganna) Fairchild, both of Richmond Dale; sisters, Ruth Cole, of Florida and Carolyn (Neil) Swebston, of Chillicothe; and numerous nieces and nephews.

**Earl Ross**, 77, passed away October 4, 2021. Earl had proudly served his country in the US Army in Vietnam. He was past Commander of the Deerwalk VFW and past District Commander of the Wood County VFW 1212. He had worked at Union Insulating for over twenty five years and worked at Carl Kelly Paving, retiring through Laborer Union 1085. Earl is survived by his wife Mary Blackwell Ross, children John Ross, Jessica Ross Weekley, Brian Ross, Tim Ross, grandchildren Aric, Chance, Harleigh, Branden, Colten, Rachael, sisters Karen Jean Lowther (Stan), Mary Camp (Lowell), Linda Hart (Herman), brother George Ross (Sue) and several nieces and nephews.

**George Ross**, 68, passed away January 12, 2022. After graduating, he worked for WV Department of Highways and Mountaineer Contracting. He then went to work for Kelly Paving where he retired with 28 years service. George enjoyed farming and had several girlfriends (his cows). He never said no to anyone who needed a helping hand. George was a loving husband, father, grandfather and brother and will be sadly missed by all. He was a member of Pt. Pleasant Baptist Church, Fallen Timber.

**Brian Holzschuher**, 58, passed away October 19, 2021. Brian was a hard worker and loved working as a heavy equipment mechanic. There was nothing that he could not fix. The old saying held true for Brian, if you love your work you never have to work a day in your life. His coworkers were his friends and he loved them dearly. He is survived by his loving wife Shannon (McBee) Holzschuher whom he married October 3, 2015; wonderful daughter Katie (Scott) Schlegel; step-sons Jesse James and Ryan James; beautiful granddaughter Grace Schlegel; "Grandpa Sweetie" to Landon James, Skyla James and Arlin James; parents Francis & Shirley Holzschuher; sister Brenda (Chuck) Ford.

**Gregory Durback**, 67, passed away November 19, 2021. Greg was a 1972 graduate of Ripley High School and would later retire from Kelly Paving and the City of Ripley. He was a member of the Operating Engineers Union and the Mountain Top Ministries, Ripley. He enjoyed basketball and spending time with his children and grandchildren. Survivors include his wife of 41 years, Ava Joan (Wilkinson) Durback; children, Jason Durback (Tina), Josh Durback (Cassie), Zack Durback (Missy) and Jessalyn Stephens (Jeremy); grandchildren, Anthony, Brandon, Julie, Isabella, McKenzie, Erin, Gracie, Ariaah, Syllas, Kailey, Kelsey, and Kye Durback and Selah and Haven Stephens; sisters, Darlene Orendorf, Cindy Miller (Donnie) and Diane Franklin.

**Steve Schlosser**, 63, passed away November 23, 2021. Steve began his career in 1979 as a heavy equipment mechanic at Mansfield Asphalt, now Shelly & Sands. Playing a vital role in building quality roadways throughout Ohio, he was able to work his way through the ranks and eventually retire from Shelly & Sands as the Equipment Superintendent in April of 2018. In addition to his wife, children and grandchildren, Steve is survived by his parents Stephen Robert and Phyllis Ann (Letizia) Schlosser, Mother-in-Law Phyllis Hughett, sister Julie (Randy) Doup, brother-in-law Steve (Shelley) Hughett, and numerous nephews and nieces. Steve was preceded in death by his brother Thomas Schlosser, father-in-law Marv Hughett, Grandparents Joseph and Betty Schlosser and Carl and Mary Letizia.

**Charles Wade**, 85, passed away September 22, 2021. He was a part of the Laborers Union Local 1216 for 46 years and worked for Mansfield Asphalt from 1975-2001. Charles collected model cars and enjoyed mowing the grass so much that it became like a hobby for him. A simple family man at heart, he cherished time spent with his family, especially his kids and grandkids, and enjoyed playing cards with them when they came over to his house every Sunday. Charles is survived by his beloved wife, Delores (Bryant) Wade; children, Charles Wade Jr., Mark (Cathy) Wade and Carla (Shane) Spencer; 15 grandchildren; 37 great-grandchildren; good friend and co-worker for over 40 years, Stephen Rolly; 19 year old dog, Cujo; and two daughters-in-law, Beverly Wade and Karen Wade.

**Paul Herold**, 69, passed away August 31, 2021. Paul retired from Mansfield Asphalt, a job he truly loved. He was a member of Journey Life Center. A devoted father, and grandfather there was nothing Paul would not do for his family. Paul was optimistic even in the world we live in today, as he searched for the good in everything. He saw the importance in laughter and he had an awe-inspiring sense of humor. King Herold laughed up until the day he died.

Surviving are his children, Richard (Jessie) Herold, Christina Keske, and Danny (Cheri) Herold; his grandchildren, Sydney and Albe Keske, Wyatt and Ava Herold; his three nieces; and his step grandchildren, Jessica, Airel, Dallas, and Bailey. In addition to his parents, he was preceded in death by his two sisters.

**Jason Chrastina**, 44, passed away March 23, 2021. Success followed Jake into his career. He worked as a road construction manager for Shelly & Sands for nearly 25 years. When problems would arise, team members could call him for guidance and problem solving. He is survived by his wife Layne Chrastina of Butler, son Kadin Chrastina of Lynchburg,

Virginia and daughters Pacey and Charlotte Chrastina of Butler; father Gary (Karrie) Chrastina of Butler; sisters Angie (Mike) Lewis of Bellville, and Cassie Chrastina (Bob Hawse) of Columbus; mother-in-law Debbie Walker of Galena and father-in-law Chet (Tonya) Walker of Bellville; brother-in-law Lincoln (Kerri) Walker of Bellville and sister-in-law Goldie (Pete) Moritz of Galena; nieces and nephews MaGuire and Makenna Lewis, and Carter, Kennedy, and Chloe Deucore, Montana, Jaxen, and Brooklyn Walker and McCoy, Margo, and Vivien Moritz; numerous aunts, uncles, cousins and a large circle of friends.

**Robert Wells**, 75, passed away October 26, 2021. Bob graduated from Old Washington High School in 1964. He was drafted into the Army in 1969. He then built houses over the years in Guernsey County working for Gene Thompson and Frame Construction. Later, he went to work for Shelly & Sands, where he was a foreman building bridges, retiring at the age of 72. Bob is survived by his wife, Connie (West) Wells, whom in married in December 2014; his stepchildren, Angie (Kevin) Otte, Jennie (Logan) Schultice, and Ryan (Sarah) West; and eleven step-grandchildren who he loved very much, Peyton, Kyle, Brody, Alyse, and Emery Otte, Addie, Mason Schultice, Keagan Meeks, Claire Kenley, and Chloe West. The oldest of thirteen siblings, Bob is survived by three brothers, Sam, Bruce, and Richard Wells (Denise Bott); and eight sisters, Holly (Gordon) Wade, Janice and Janet Wells, Linda Fairchild, Connie (Joe) Talbert, Laverre Ann (Tom) Allen, Robin Joseph, and Barb (Steve) Furbee. Also surviving is his mother-in-law, Middie (Don) Shuster; sisters-in-law, Carla (Scott) Marsh and Cheryl (Rick) Dunlap; a brother-in-law, Bill Warne; his very special, dear close friends, Betty and Steve Hinson, Mandy and Aaron Schaffer, and Barb, Jeff, and Christy Snedegar; many nieces and nephews; and his fellow co-workers from Shelly & Sands.

## 2021-2022 RETIREES

### SHELLY & SANDS

#### Tom Bates

04/01/02 - 11/25/21

#### Danny Brill

09/20/99 - 12/03/21

#### Jay Cottrill

09/10/07 - 11/30/20

#### Tim Dagrava

12/19/01 - 06/11/21

#### Dale Dailey

03/07/05 - 04/02/21

#### Tim Fletcher

08/12/91 - 11/12/21

#### Mike Hylbert

4/25/83 - 2/28/22

#### Mike Kirkbride

04/23/90 - 11/19/21

#### Barb Lanning

07/11/94 - 01/01/22

#### Jerry Marshall

08/07/06 - 06/25/21

#### Michael Robinson

06/21/93 - 08/07/20

#### Cindy Searles

08/29/00 - 06/30/21

#### Roy White

12/14/94 - 10/26/21

#### Jane Wilson

09/10/81 - 04/02/21

### MAR-ZANE MATERIALS

#### Aggregate Division

#### Dean Binegar

03/30/06 - 12/03/21

#### Kent Ewers

05/16/05 - 11/1/21

### MAR-ZANE MATERIALS

#### Asphalt Division

#### Harry Hudson

5/17/98 - 06/30/21

#### Tim Judge

04/12/04 - 07/31/21

Each and every employee contribution to the success of Shelly & Sands is valued and appreciated. Ensuring your day-to-day well-being and success is our top priority.