

AIA[®] Document G701/CMa[™] – 1992

Change Order - Construction Manager-Adviser Edition

OWNER ☒
CONSTRUCTION MANAGER ☐
ARCHITECT ☐
CONTRACTOR ☐
FIELD ☐
OTHER ☐

PROJECT (Name and address):
JEFFERSON ELEMENTARY SCHOOL
800 SOUTH ALVES STREET
HENDERSON KY 42420

CHANGE ORDER NUMBER: 21-1
INITIATION DATE: 6/26/2020

TO CONTRACTOR (Name and address):
KOBESTEIN CONTRACTING
12600 WARRICK COUNTY LINE ROAD
EVANSVILLE IN 47725

PROJECT NUMBERS: CMA-KDE-000707 / 19-068
CONTRACT DATE: 5/4/2020
CONTRACT FOR: BP#021 COMBO OF BP#1-SITEWORK &
BP#2-PAVING

THE CONTRACT IS CHANGED AS FOLLOWS:

ADDITIONAL COST ASSOCIATED WITH WORK ISSUED AS ASI #1 INCLUDING REMOVAL OF BERMS, ADDITIONAL TREE CLEARING, RIP RAP INSTALLATION AND STORM DRAINAGE ALTERATIONS. ADDITIONALLY, CEMENT STABILIZATION WORK WAS PERFORMED ON A TIME AND MATERIAL BASIS AS DIRECTED IN PR #1 USING UNIT PRICING NEGOTIATED WITH THE CONTRACTOR.

The original Contract Sum was	\$2,326,115.00
Net change by previously authorized Change Orders	\$0.00
The Contract Sum prior to this Change Order was	\$2,326,115.00
The Contract Sum will be increased by this Change Order in the amount of	\$255,340.33
The new Contract Sum including this Change Order will be	\$2,581,455.33

The Contract Time will not be effected.
The date of Substantial Completion as of the date of this Change Order therefore is 8/5/2021

NOT VALID UNTIL SIGNED BY THE CONTRACTOR AND CONSTRUCTION MANAGER.

Codell Construction

CONSTRUCTION MANAGER (Firm Name)

4475 Rockwell Rd., Winchester, KY 40392

ADDRESS

BY (Signature)

(Typed Name)

DATE:

KOBESTEIN CONTRACTING

CONTRACTOR (Firm Name)

12600 WARRICK COUNTY LINE ROAD EVANSVILLE, IN
47725

ADDRESS

BY (Signature)

(Typed Name)

DATE:

HAFER DESIGN

ARCHITECT (Firm Name)

21 SE THIRD STREET, SUITE 800 EVANSVILLE, IN 47708

ADDRESS

BY (Signature)

(Typed Name)

DATE:

HENDERSON COUNTY BOARD OF EDUCATION

OWNER (Firm Name)

1805 SECOND STREET HENDERSON, KY 42420

ADDRESS

BY (Signature)

(Typed Name)

DATE:

PROPOSAL REQUEST

Project:	Jefferson Elem School 800 S Alves Ave Henderson KY	PR No.:	001
Owner:	Henderson County Schools 1805 2nd Street Henderson KY	Date:	May 22, 2020
To:	John Hagan Codell 4475 Rockwell Rd Winchester KY City, State, Zip	Project Number:	1807-244
RE:	Soil Moisture Remediation Plan	Contract for:	BP#1 - Sitework

Please submit an itemized quotation for changes in the Contract Sum and/or Time incidental to proposed modifications to the Contract Documents described herein.
THIS IS NOT A CHANGE ORDER NOR A DIRECTION TO PROCEED WITH THE WORK DESCRIBED HEREIN.

Description:

Per our Teams discussion on May 20, 2020, the design team offers the following summary:

After initial stripping operations, the predominant underlying soft soil are extremely soft due to excessive moisture content. Test pits confirm high moisture content soils are expected to be encountered for at least the next seven feet of cut. Therefore, Koberstein has requested direction from the design team, including the geotechnical engineers, to provide a prescriptive methodology on how they should proceed with the earthwork operations.

After discussions with the contractors, design team, geotechnical engineers, inspectors, project manager and owner, the following direction was discussed and accepted by all as the appropriate process to follow:

- 1) The initial subgrade within the fill areas shall be chemically stabilized to create a 'working platform' for which to support construction traffic and for placement of fill material.
 - a. This initial treatment is assumed to be 16" deep at a 6% dose of cement. However, on-site representatives from LE Gregg shall adjust the depths and/or dose rates, as necessary.
- 2) Subsequent fill shall be placed and compacted in 8" lifts and shall consist of suitable soils meeting optimum moisture content per the geotechnical report (Alt & Witzig dated Feb 11, 2019).
 - a. Moisture content can be obtained through multiple methods. Contractor shall select optimum method based on cost and schedule, including air drying, lime treatment, lime kiln dust treatment and as agreed to by LE Gregg.

- b. Contractor shall coordinate treatment plans, schedule and cost with LE Gregg representative, chemical soil treatment sub-contractor, and Codell representative prior to treatment.
- 3) Once subgrade elevations are established, a final cement stabilization treatment shall be performed.
 - a. This treatment is assumed to be 12" deep at a 5% dose rate. However, on-site representatives from LE Gregg shall adjust the depths and/or dose rates, as necessary.

The above should provide a framework for how to proceed with preparing the soils for placement and compaction. However, the design and management teams would like to establish some bases of values, and unit prices:

- A) To aid the management team with understanding the cost impacts that the above direction will have to the contract amount, we ask that Koberstein provide a detailed description of the quantities, methodology and value for which Koberstein planned to deal with excessively moist soil within the bid amount given the required construction schedule and provided geotechnical report.
- B) The contract documents already identify a value of \$1.00 / SY / 1% dose rate (increase or decrease) of cement stabilization treatment. We would like to expand on that to also include a SY unit price for a variety of depths and dose rates for cement stabilization treatment using the following schedule:

	4%	5%	6%	7%	8%
12"					
14"					
16"					
18"					

- C) As discussed in step 2 above, we anticipate utilizing lime and/or lime kiln dust as one possible method of drying the soils. Please provide a SY unit price for treatments using the following schedule:

	4%	5%	6%	7%	8%
8" soil lift utilizing lime					
8" soil lift utilizing lime kiln dust					

- D) Air-drying the soil may also be a possible method, so please provide a SY unit price to mechanically manipulate (disk) dry the soil per 8" soil lift.

Once these unit costs are agreed upon, LE Gregg will log all quantities and will be used as the basis for pay applications.

Attachments:

By: Eric Rang / Keith Holz

CC: Name of people to copy on correspondence here

PAVEMENT & PARKING NOTES

- [illegible]

GRADING & DRAINAGE NOTI

- [illegible]

6 DETENTION BASINS SHALL BE CONSTRUCTED
SEMI-CONTINUOUS DURING CONSTRUCTION PER

- [illegible]

- * **MR. CONSOLE** AND **MR. GARDNER** (MAY 24) AND **MR. PIERCE** (JULY 26) WERE ACCUSED OF A VIOLATION OF 2005 MICHIGAN TRANSPORTATION ACTS BY DRIVING WITHOUT A LICENSE AND WITHOUT THE PROPER INSURANCE COVERAGE. THEIR CRIMES WERE CHARGED IN COURT.

2 REVISID FLOOD ZONE NOTES

10/10/10

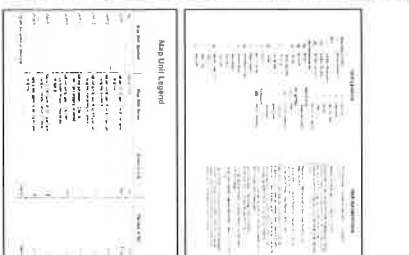
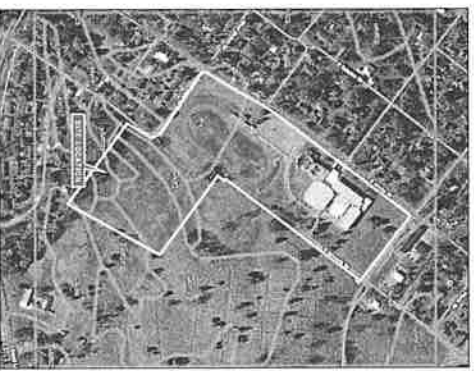
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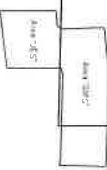
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14. SOME STOCKHOLDERS SHOULD BE SELECTED TO MONITOR AND MEASURE THE QUALITY OF THE INFORMATION PROVIDED BY THE COMPANY.





NO.	DATE	DESCRIPTION
1	10/1/13	EXISTING CONDITIONS/REFERENCE SURVEY
2	10/1/13	EXISTING CONDITIONS/REFERENCE SURVEY
3	10/1/13	EXISTING CONDITIONS/REFERENCE SURVEY
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9	10/1/13	EXISTING CONDITIONS/REFERENCE SURVEY
10	10/1/13	EXISTING CONDITIONS/REFERENCE SURVEY

10/1/13
October 2013

C1.1

BOUNDARY NOTE:
THE PROPERTY BOUNDARY WAS DETERMINED BY THE SURVEYOR BY THE FOLLOWING:
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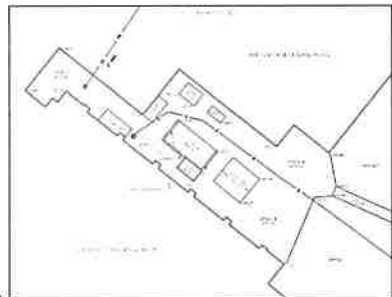
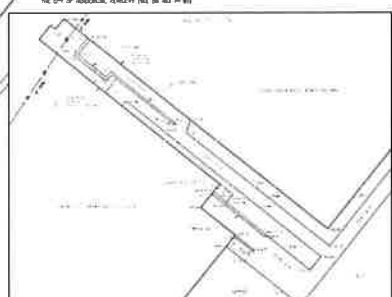
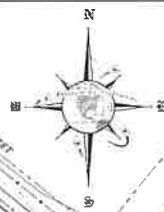
TOTAL AREA BY THIS SURVEY
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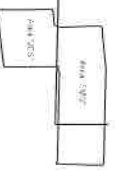
BOARD OF EDUCATION OF HENDERSON, KENTUCKY PROPERTY
DB 101 PP 510, DB 103 PP 143 AND DB 402 PP 02
AND CLOSED RIGHT-OF-WAY OF S. ALVIA STREET AND NORRIS LANE

SCALE: 1" = 80'
GRAPHIC SCALE

NOTES:
1. THE SURVEY WAS MADE BY THE SURVEYOR BY THE FOLLOWING:
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NO.	DATE	DESCRIPTION	BY	CHECKED
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2	10/1/2019	REVISED PERMIT	JES	JES
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9	10/1/2019	REVISED PERMIT	JES	JES
10	10/1/2019	REVISED PERMIT	JES	JES

DEMOLITION PLAN
AREA JES

1807-244 October, 2019

C2.1

- KEYNOTES (Continued)**
- 1A. DEMOLITION SYMBOLS
 - 1B. EXISTING 36" DIA. OF EXISTING ROADS AND DRIVEWAYS
 - 1C. EXISTING 36" DIA. OF EXISTING ROADS AND DRIVEWAYS
 - 1D. EXISTING 36" DIA. OF EXISTING ROADS AND DRIVEWAYS
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 - 1Z. EXISTING 36" DIA. OF EXISTING ROADS AND DRIVEWAYS



- ADDENDUM #1 (10/2019)
1. REVISED AREA OF TREES TO BE REMOVED
 2. REVISED AREA IN NOTE 18 ACCORDINGLY
 3. ARCHITECTS SUPPLEMENTAL INFORMATION #1 (10/5/2019)
 4. ADDED EXISTING BEAM (TO BE PARTIALLY REMOVED) AND EXISTING 36-INCH PIPE (TO BE REMOVED)



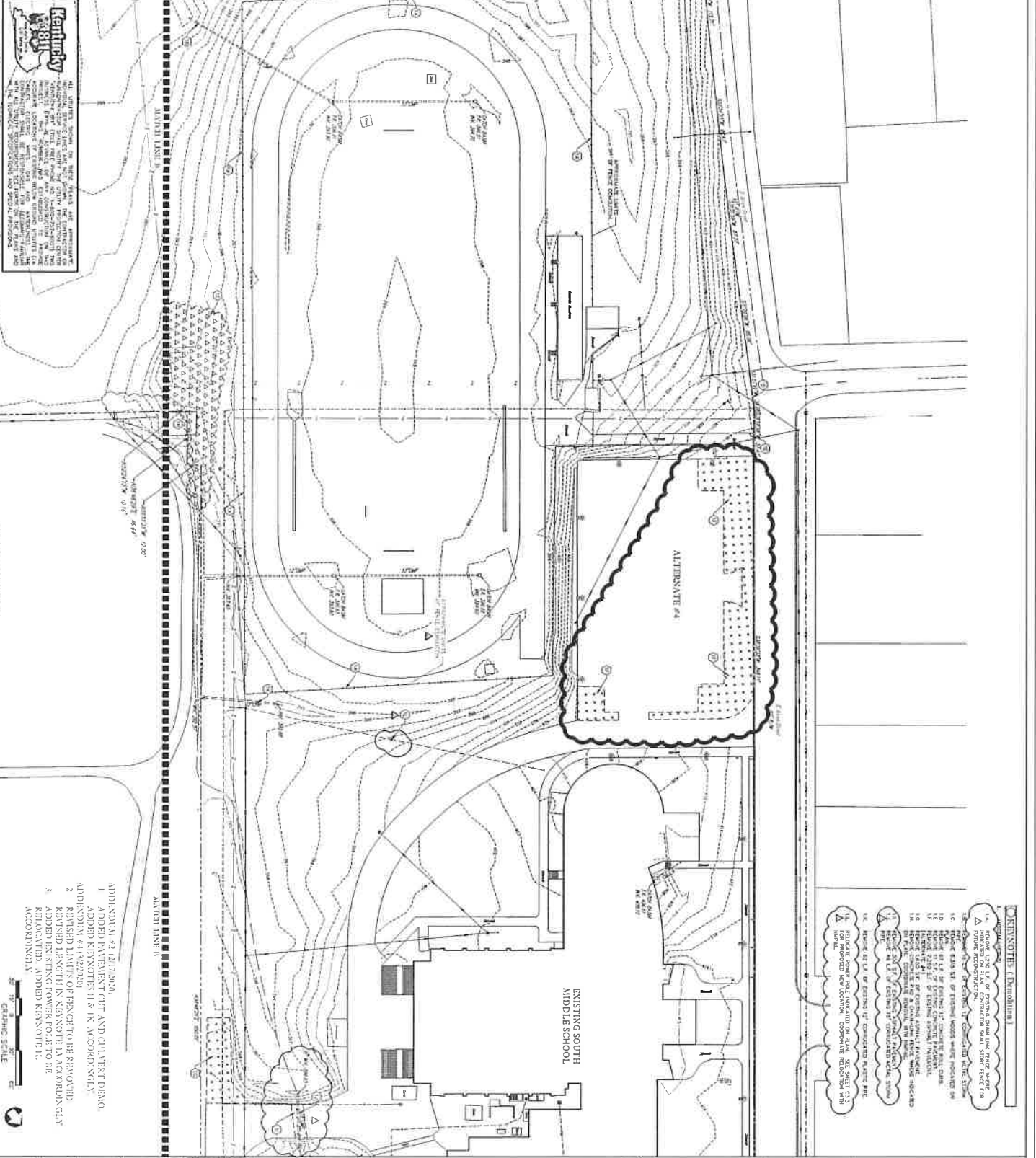
- REVISIONS**
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DATE OF REVISION: 10/20/20

GRAPHIC SCALE

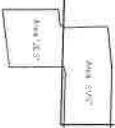
C2.2



- APPENDIX 1: DEMOLITION**
- 1. DEMOLITION: EXISTING SOUTH MIDDLE SCHOOL
 - 2. DEMOLITION: EXISTING PARKING LOT
 - 3. DEMOLITION: EXISTING WALKWAY
 - 4. DEMOLITION: EXISTING LANDSCAPE
 - 5. DEMOLITION: EXISTING FENCE
 - 6. DEMOLITION: EXISTING UTILITY
 - 7. DEMOLITION: EXISTING SIGNAGE
 - 8. DEMOLITION: EXISTING LIGHTING
 - 9. DEMOLITION: EXISTING SECURITY
 - 10. DEMOLITION: EXISTING ACCESS
 - 11. DEMOLITION: EXISTING EGRESS
 - 12. DEMOLITION: EXISTING VENTILATION
 - 13. DEMOLITION: EXISTING HEATING
 - 14. DEMOLITION: EXISTING COOLING
 - 15. DEMOLITION: EXISTING PLUMBING
 - 16. DEMOLITION: EXISTING ELECTRICAL
 - 17. DEMOLITION: EXISTING TELECOMMUNICATIONS
 - 18. DEMOLITION: EXISTING FURNITURE
 - 19. DEMOLITION: EXISTING FIXTURES
 - 20. DEMOLITION: EXISTING EQUIPMENT
 - 21. DEMOLITION: EXISTING MATERIALS
 - 22. DEMOLITION: EXISTING WASTE
 - 23. DEMOLITION: EXISTING DEBRIS
 - 24. DEMOLITION: EXISTING SOIL
 - 25. DEMOLITION: EXISTING WATER
 - 26. DEMOLITION: EXISTING AIR
 - 27. DEMOLITION: EXISTING SOUND
 - 28. DEMOLITION: EXISTING VIBRATION
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 - 32. DEMOLITION: EXISTING HUMIDITY
 - 33. DEMOLITION: EXISTING DRYNESS
 - 34. DEMOLITION: EXISTING WIND
 - 35. DEMOLITION: EXISTING RAIN
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10/1/17



OVERALL
SITE PLAN

1807-244 October, 2019

C3.1

ALTERNATE #1
SHEET C3

SEE EXISTING PLOT SHEET C3.1

1. APPENDIX #1 (2/10/2020)
2. REVISED BASIN 1, BASIN 2 & BASIN 3 AREAS.
3. MODIFIED PAVEMENT MATCHES TO DENOTE HEAVY DUTY VS LIGHT DUTY.
4. APPENDIX #4 (10/02/2020)
5. REVISED BASIN 2 & BASIN 3 AREAS.
6. REVISED TOWER TOLERANCE TO BE RELOCATED. SEE SHEET

GENERAL NOTES

1. CONSTRUCTION SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. BEFORE ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. BEFORE ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. BEFORE ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES.
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10. CONSTRUCTION SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES. BEFORE ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. BEFORE ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES.

PARKING SUMMARY

EXISTING PAVED PARKING AREAS: 100 SPACES
EXISTING ASPHALT DRIVEWAY: 100 SPACES
EXISTING ASPHALT DRIVEWAY: 100 SPACES
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FLOOD ZONE NOTES

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UTILITY NOTE

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1807-244
October, 2019

ADDENDUM #1 (2/10/2020)

1. REVISIONS TO AREA & OUTLET STRUCTURES.
2. MODIFIED RETAINING WALLS TO DENOTE HEAVY DUTY VS. LIGHT DUTY.
3. MODIFIED KENNOTES #2, #5, #28 & #29.
4. MODIFIED STORM SYSTEM LAYOUT. SEE GRADING SHEETS C-0-C-4 FOR DETAILS.
5. REVISED BASIN 3 AREA, FENCE & OUTLET STRUCTURES TO REMOVE RETAINING WALL.
6. SEE SHEET C-4.2 FOR GRADING & ELEVATION INFORMATION.
7. REVISED KENNOTES #23 & #24 TO REFLECT CHANGE IN BASIN 3.
8. REVISED KENNOTE #6 TO DELINEATE HEAVY DUTY VS. LIGHT DUTY SIDEWALK.

ADDENDUM #4 (3/02/2020)

1. REVISED BASIN 3 AREA, FENCE & OUTLET STRUCTURES TO REMOVE RETAINING WALL.
2. SEE SHEET C-4.2 FOR GRADING & ELEVATION INFORMATION.
3. REVISED KENNOTES #23 & #24 TO REFLECT CHANGE IN BASIN 3.
4. REVISED KENNOTE #6 TO DELINEATE HEAVY DUTY VS. LIGHT DUTY SIDEWALK.

NEW ELEMENTARY SCHOOL PFE 397.0

SEE SHEETS C-0-C-3 FOR STORM SYSTEM DETAILS.
SEE SHEETS E-1-E-2 FOR SITE LIGHTING DETAILS.



ALL UTILITIES SHOWN ON THIS PLAN ARE ASSUMED TO BE BASED ON THE LATEST AVAILABLE RECORD DRAWINGS AND FIELD SURVEY DATA. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. THE USER SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTICES FROM THE APPROPRIATE AGENCIES PRIOR TO ANY CONSTRUCTION.

SCALE: 1" = 30'
GRADING SCALE



1807-244 October, 2019

C3.2

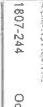
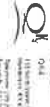
NEW ELEMENTARY SCHOOL



1015 Anna Street
Hendricks, Kentucky 42120

HAFER

1015 Anna Street
Hendricks, Kentucky 42120





100% Design
Masterplan/Pre-Design

HAFER
ARCHITECTS



10/14/17



1807-244 October 2019

C3.3

APPENDIX #1 (CONTINUED)

1. REVISED BASIN 2 AREA & OUTLET STRUCTURE
2. MODIFIED PAVEMENT PATTERNS TO DETAIL
3. HEAVY DUTY VS LIGHT DUTY
4. MODIFIED SEWERAGE #2
5. MODIFIED STORM SYSTEM LAYOUT SEE GRADING SHEETS C3.0-C3.4 FOR DETAIL

APPENDIX #2 (CONTINUED)

1. REVISED BASIN 2 AREA & OUTLET STRUCTURE
2. MODIFIED PAVEMENT PATTERNS TO DETAIL
3. HEAVY DUTY VS LIGHT DUTY
4. MODIFIED SEWERAGE #2
5. MODIFIED STORM SYSTEM LAYOUT SEE GRADING SHEETS C3.0-C3.4 FOR DETAIL
6. ADDITIONAL DETAIL FOR DETAIL
7. ADDITIONAL DETAIL FOR DETAIL
8. ADDITIONAL DETAIL FOR DETAIL
9. ADDITIONAL DETAIL FOR DETAIL
10. ADDITIONAL DETAIL FOR DETAIL

SEE ENLARGED PLAN SHEET C3.4

ALTERNATE #4

DETENTION BASIN 2

EXISTING SOUTH MIDDLE SCHOOL

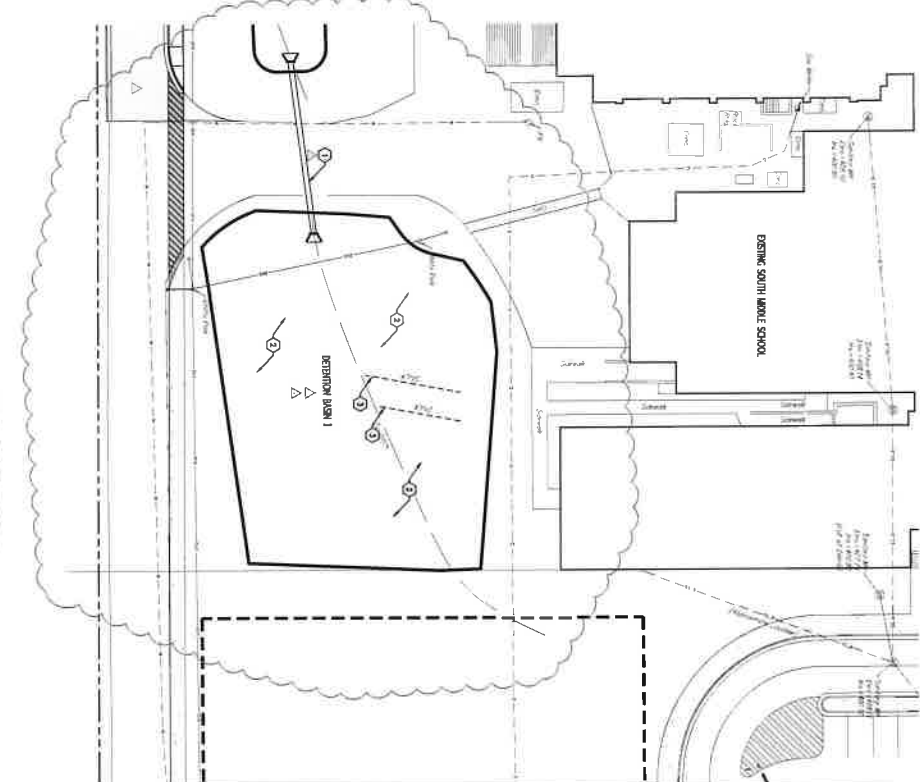
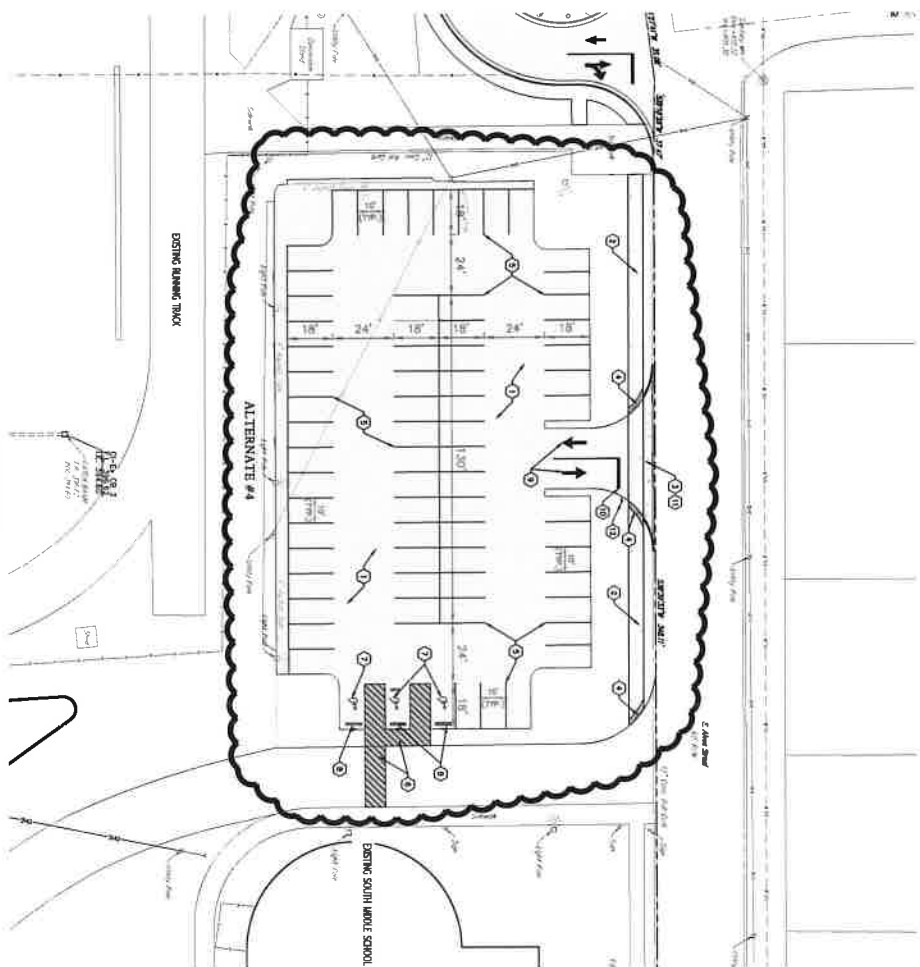
MAINTENANCE LINE A

SCALE: 1"=30'



SHEET C3.3

SEE SHEETS C3.0-C3.4 FOR STORM SYSTEM DETAILS
SEE SHEETS E7.1-E7.3 FOR SITE LIGHTING DETAILS



- [illegible]

ALTERNATE #4

1. CONSTRUCT STORM LINE AS WHERE INDICATED ON PLANS. SEE SHEET C-4 FOR GRADING AND DRAINAGE DETAILS.
2. RECONSTRUCT TO DRAINAGE AREA DETENTION BASIN. SEE SHEET C-4 FOR DETAILS.
3. REPAIR EXISTING 4' DIA PIPE AFTER REPAIRING DETENTION BASIN.

KEYNOTES (Site Layout)

[illegible]

APPENDIX 1 (2/10/2020)

1. ADDED BASIS 1 ENLARGEMENT & KEY NOTES
2. REVISED RASIN AREA & OUTLET STRUCTURE
3. MODIFIED PAVEMENT PLAT CLUES TO DRAINAGE
HEAVY DUTY VS. LIGHT DUTY

- APPENDIX 4 (3.07.2020)
-
- REVISED ALTERNATE KEYNOTES

SEE SHEETS C10-C13 FOR STORAGE SYSTEM DETAILS.
SEE SHEETS E7-E7.3 FOR SITE LIGHTING DETAILS.



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 www.hafer.de

On Express
OK!

Architect
Skinner Design Assoc.
101 Second Street
Henderson, KY 42420
Telephone 270.835.8470

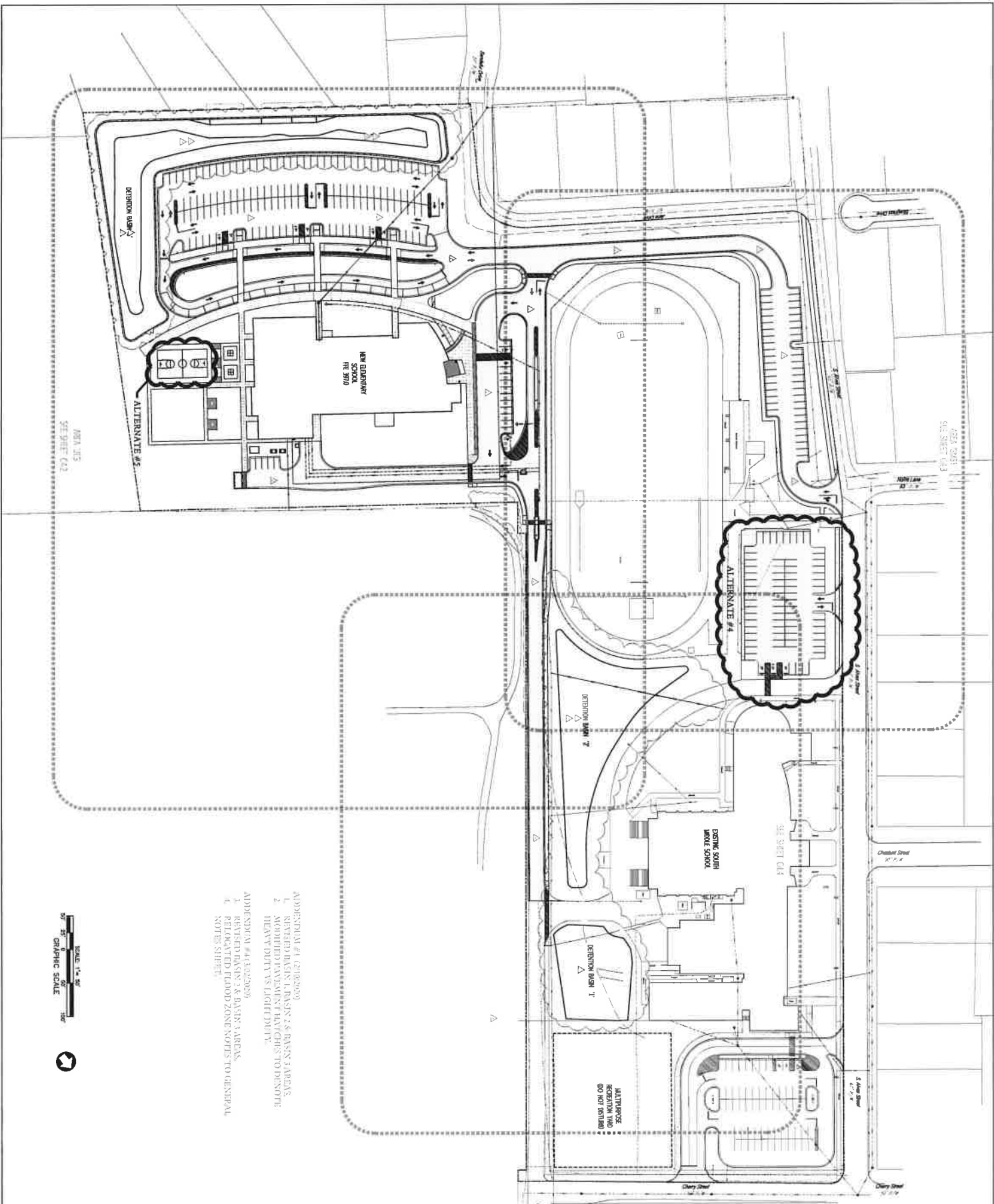
10/24/19

[illegible]

Editorial Note: The authors of this article have no financial or other relationships that could have influenced the results or conclusions of this study.

Drawing No. _____

C4.1



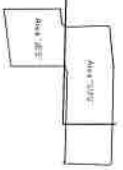
ADDITIONAL # (12/06/2019)
 1. REVEALED BASIN 2 & BASIN 3 AREAS
 2. MODIFIED MANHOLE HATCHES TO DENOTE
 HEAVY DUTY & LIGHT DUTY
 ADDENDUM #4 (10/25/2019)
 1. REVEALED BASIN 2 & BASIN 3 AREAS
 2. RELAYED FLOOD ZONE NOTITS TO GENERAL
 NOTES SHEET

SCALE 1" = 50'

0 25 50 75 100

GRAPHIC SCALE





NO.	DATE	DESCRIPTION
1	10/1/17	ISSUED FOR PERMIT
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6	10/1/17	ISSUED FOR PERMIT
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8	10/1/17	ISSUED FOR PERMIT
9	10/1/17	ISSUED FOR PERMIT
10	10/1/17	ISSUED FOR PERMIT

GRADING PLAN
AREA JES

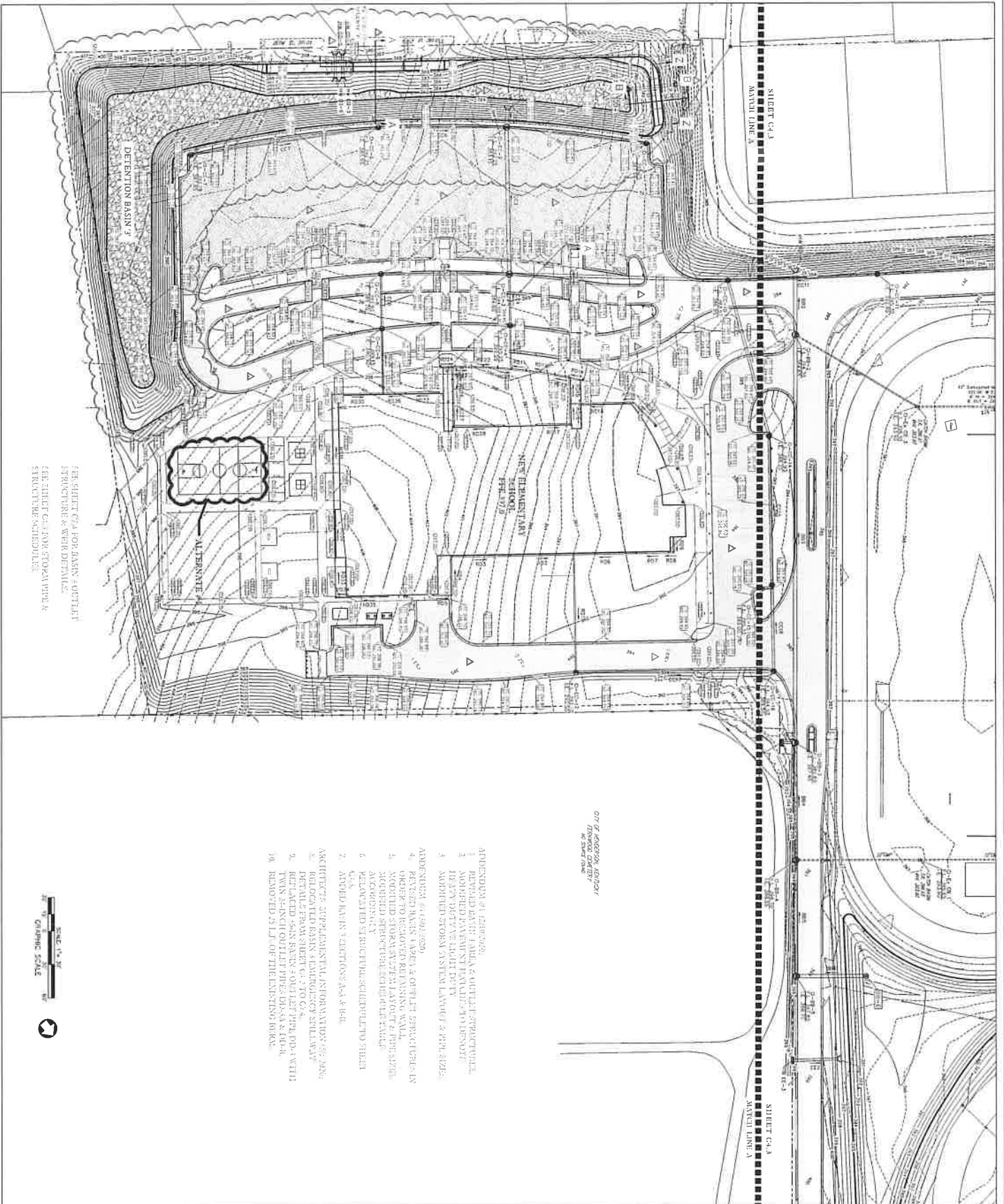
1807-244 October, 2019
Drawing No.

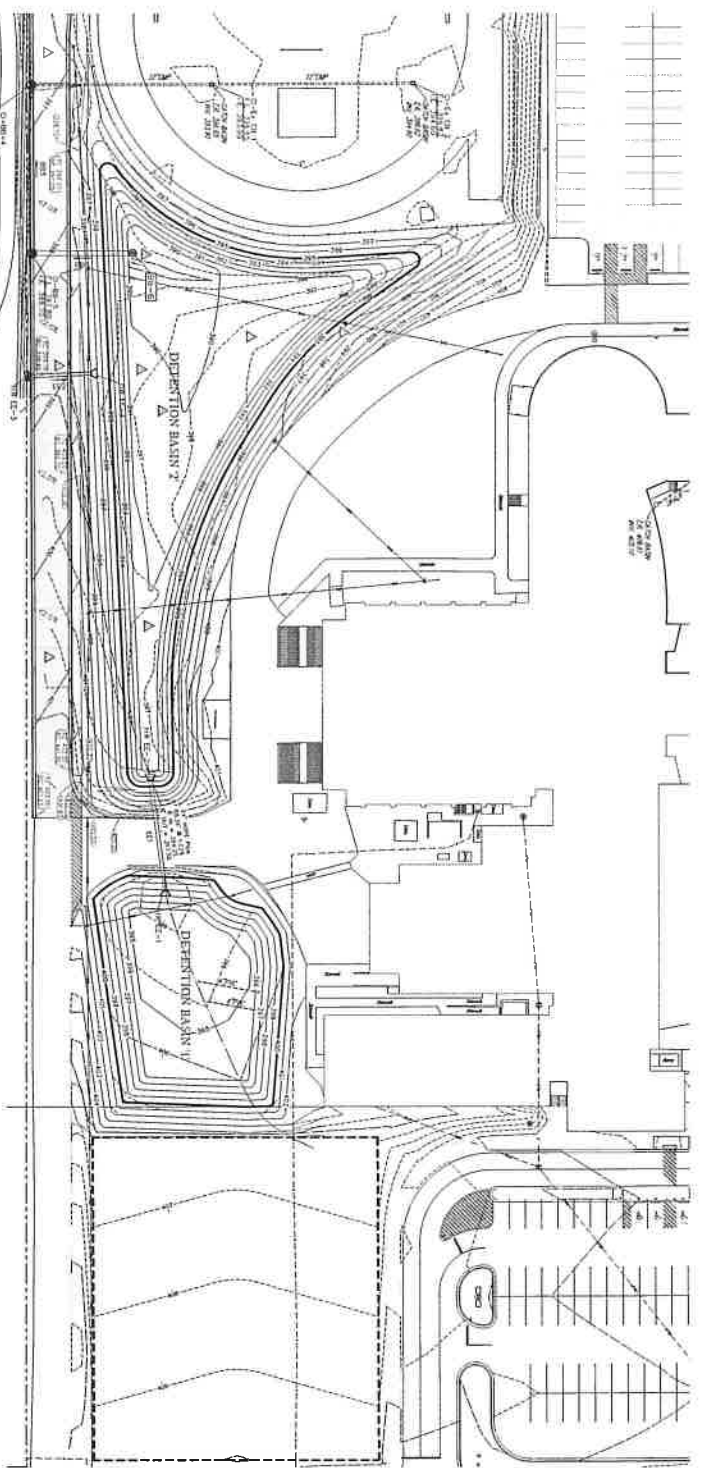
C4.2

OUT OF EXISTING ROADWAY
IMPROVE CATCHMENT
OF STREET DRAIN

- APPENDIX A (1/20/2020)
1. REVISED BASIN AREA & OUTLET STRUCTURE
 2. MODIFIED EXISTING DRAINAGE TO DETAIL
 3. MODIFIED STORM SYSTEM LAYOUT & P&ID
 4. MODIFIED BASIN AREA & OUTLET STRUCTURE IN ORDER TO REMOVED DETENTION WALL
 5. MODIFIED STORM SYSTEM LAYOUT & P&ID
 6. MODIFIED STORM SYSTEM LAYOUT & P&ID
 7. DETENTION BASIN SECTION A-A & B-B
 8. ARCHITECT'S SUPPLEMENTAL INFORMATION (1/20/2020)
 9. DETAIL OF BASIN EXTERIOR WALL
 10. DETAIL OF BASIN EXTERIOR WALL
 11. DETAIL OF BASIN EXTERIOR WALL
 12. DETAIL OF BASIN EXTERIOR WALL
 13. DETAIL OF BASIN EXTERIOR WALL
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 16. DETAIL OF BASIN EXTERIOR WALL
 17. DETAIL OF BASIN EXTERIOR WALL
 18. DETAIL OF BASIN EXTERIOR WALL
 19. DETAIL OF BASIN EXTERIOR WALL
 20. DETAIL OF BASIN EXTERIOR WALL

SEE SHEET C4.1 FOR BASIN & OUTLET
STRUCTURE & WEIR DETAILS
SEE SHEET C4.2 FOR TOP & BOTTOM
STRUCTURE SCHEDULES

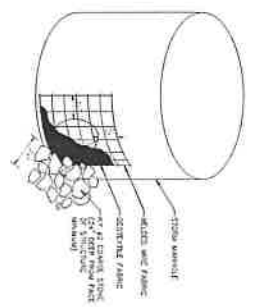
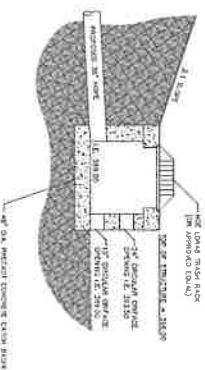




SHEET C4.1 FOR STORM PIPE
& STRUCTURE SCHEDULES

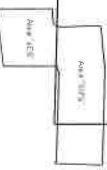
- APPENDIX A1 (2/16/2020)
1. ADDED SHEET C4.1 TO PLAN SET TO SHOW ENLARGED BASIN 1 & BASIN 2
 2. AREAS WITH MODIFIED GRADING, OUTLET STRUCTURES & DETAILS.
 3. MODIFIED PAVEMENT LAYERS TO DESPOT HEAVY DUTY VS LIGHT DUTY.
 4. MODIFIED STORM SYSTEM LAYOUT & PIPE SIZES.

- APPENDIX A1 (3/26/2020)
1. MODIFIED BASIN 1 GRADING.
 2. HEAVY DUTY PAVEMENT LAYERS TO DESPOT HEAVY DUTY VS LIGHT DUTY.
 3. ADDED CULVERT E2 TO PLAN.
 4. ADDED RELOCATED POWER POLE TO PLAN. ADDED REVERSE 725 CONCERNING POWER POLE RELOCATION.
 5. REFINED OUTLET STRUCTURE BB-6 DETAIL.
 6. REFINED OUTLET STRUCTURE BB-6 DETAIL.
 7. REFINED OUTLET STRUCTURE BB-6 DETAIL.
 8. REFINED OUTLET STRUCTURE BB-6 DETAIL.
 9. REFINED OUTLET STRUCTURE BB-6 DETAIL.
 10. REFINED OUTLET STRUCTURE BB-6 DETAIL.



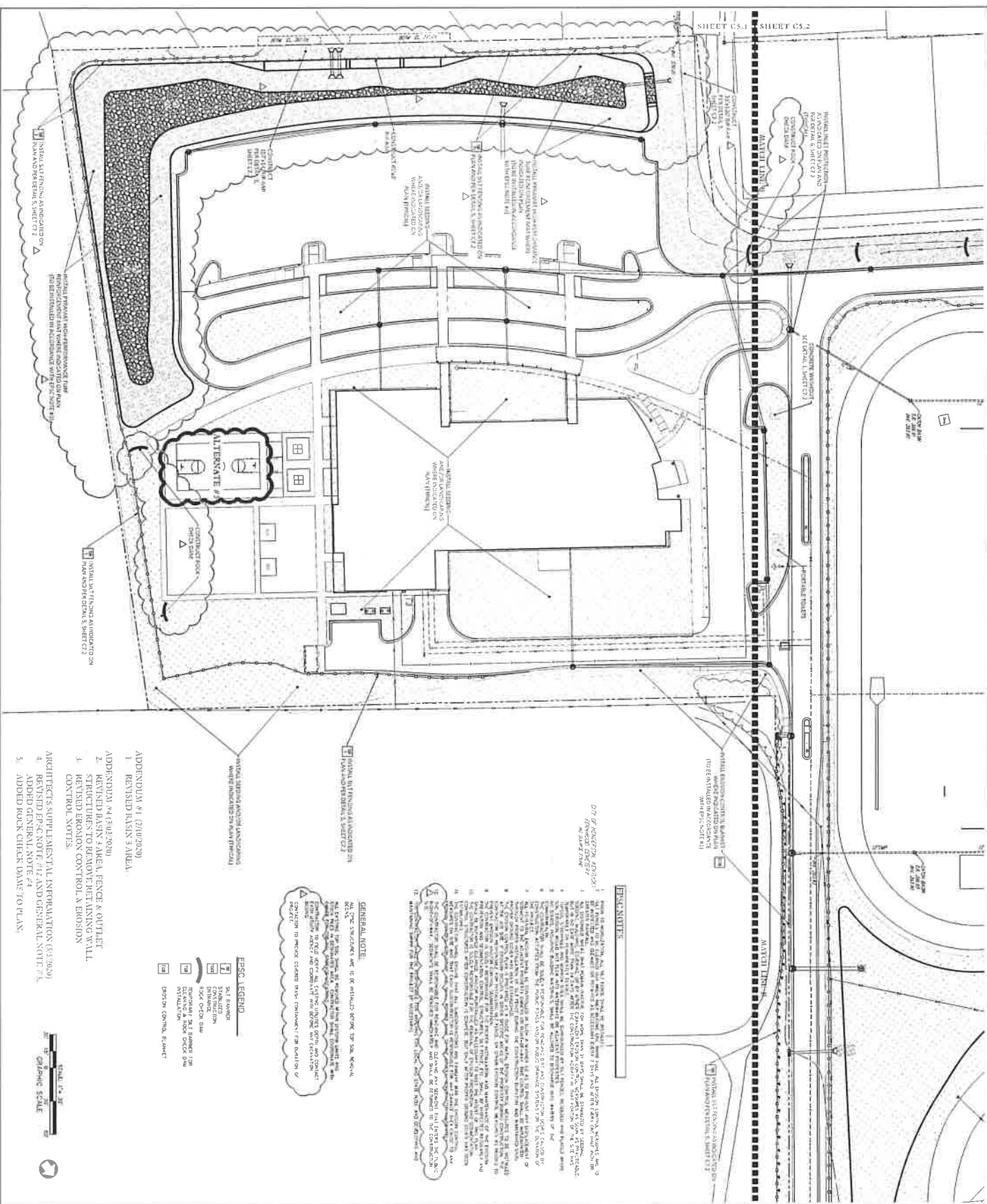
OUTLET STRUCTURE BB-6
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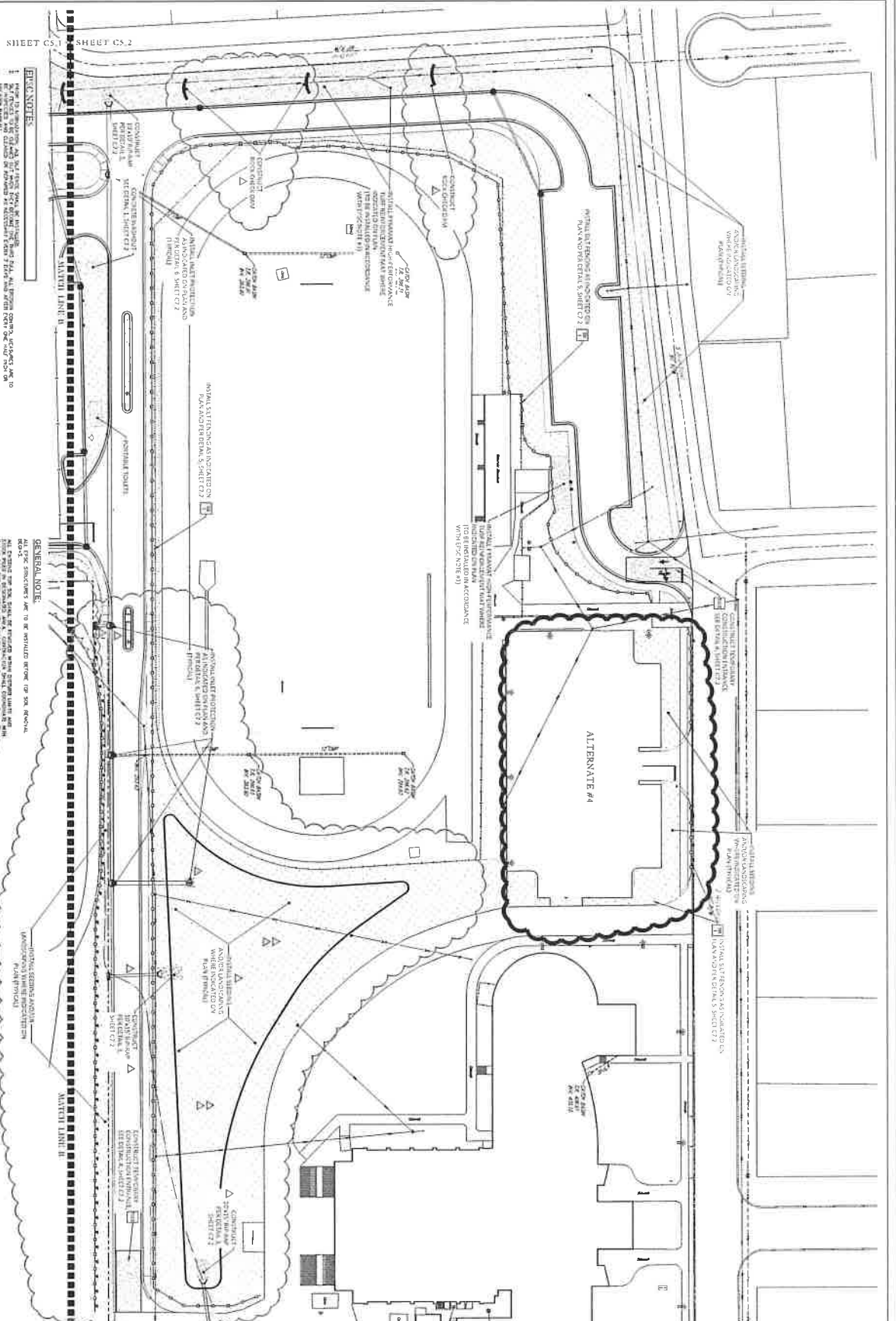
OUTLET PROTECTION
2



NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	10/14/17	HO'S DESIGN GROUP	HO'S DESIGN GROUP
2	ISSUED FOR CONSTRUCTION	10/14/17	HO'S DESIGN GROUP	HO'S DESIGN GROUP
3	ISSUED FOR AS-BUILT	10/14/17	HO'S DESIGN GROUP	HO'S DESIGN GROUP

DRAINAGE PLAN
AREA 51MSZ





SHEET C5.1 SHEET C5.2

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, AS APPLICABLE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL DEBRIS AND WASTE.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND TRAFFIC CONTROL DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL NATURAL RESOURCES.
9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDING AND DOCUMENTATION OF ALL WORK.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETION AND FINAL INSPECTION OF ALL WORK.

GENERAL NOTE

ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

EPSC LEGEND

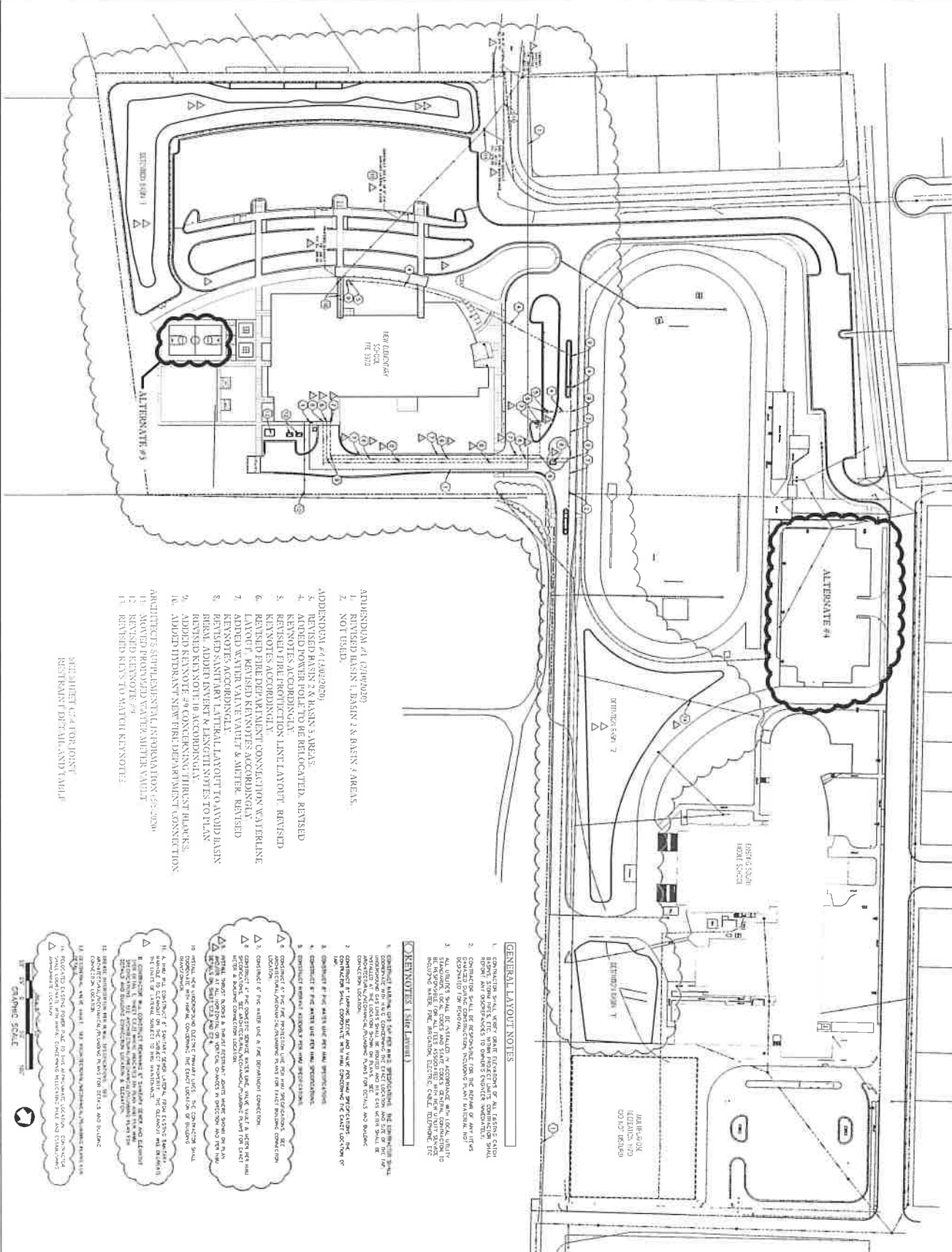
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- 9. 1" = 1' SCALE
- 10. 1" = 1' SCALE

APPENDIX A

1. REVISED BASIN 2 AREA
2. REVISED BASIN 2 AREA & ASSOCIATED
3. REVISED BASIN 2 AREA & ASSOCIATED
4. REVISED BASIN 2 AREA & ASSOCIATED
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10. REVISED BASIN 2 AREA & ASSOCIATED

GRAPHIC SCALE

C5.2



GENERAL LAYOUT NOTES

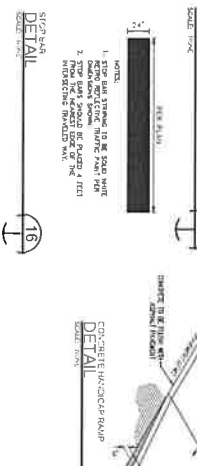
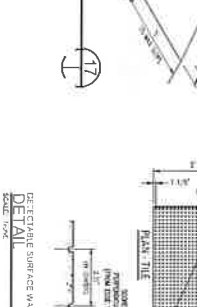
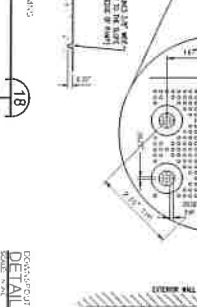
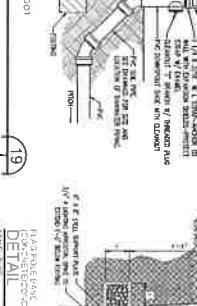
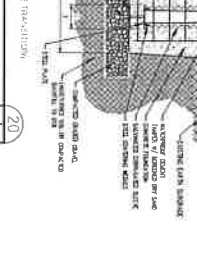
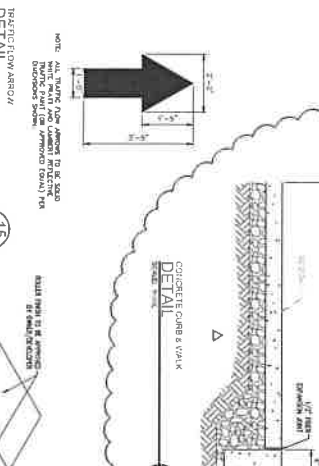
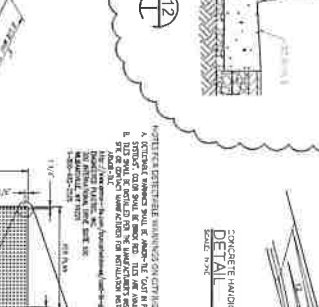
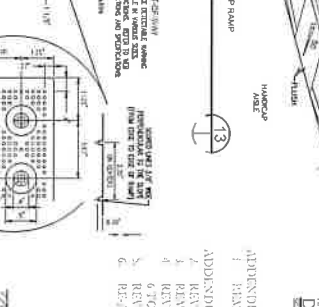
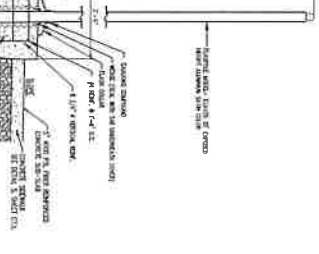
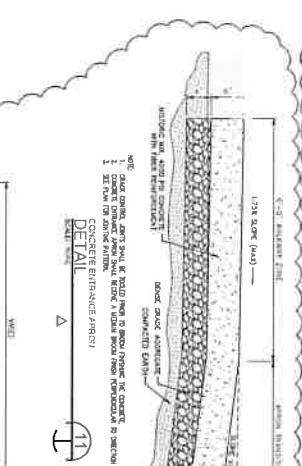
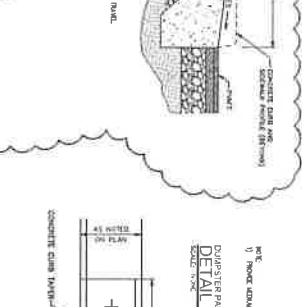
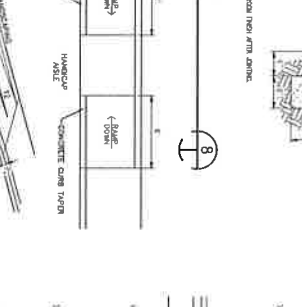
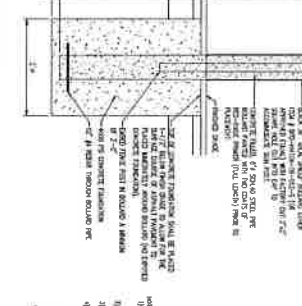
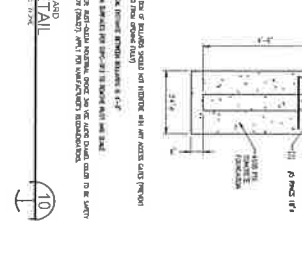
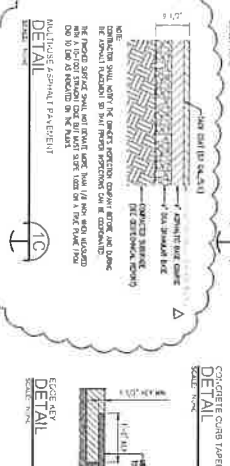
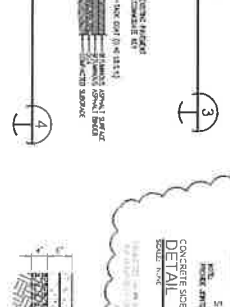
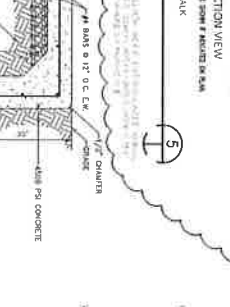
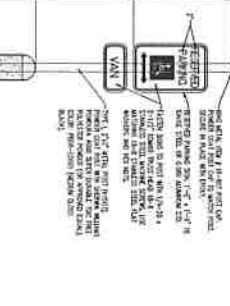
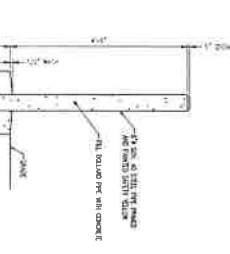
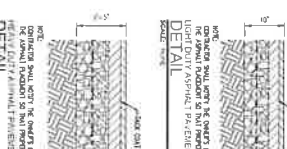
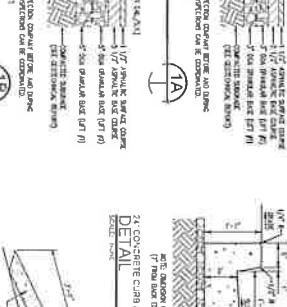
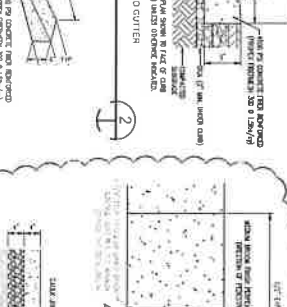
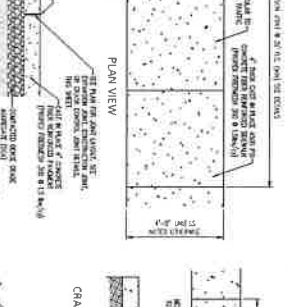
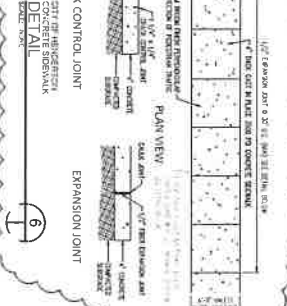
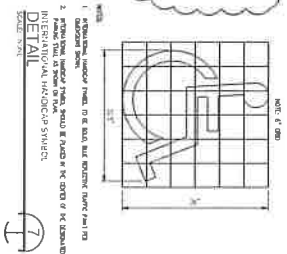
KEYNOTES (Site Layout)

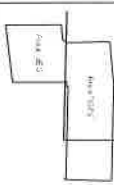
1. CONTRACTOR SHALL OBTAIN THE NECESSARY PERMITS AND APPROVALS FOR THE ERECTION OF THE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FOR THE ERECTION OF THE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FOR THE ERECTION OF THE STRUCTURE.
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1. *ADDEDDED *ref 1* (202/200)
2. REVISED BASIN 2 TO BASIN 3, MEANS.
3. ADDED POWER TOLERANCE TO BE RIGIDIFIED, REVISED
4. REVENUES ACCORDINGLY.
5. REVENUES ACCORDINGLY, LINE LAYOUT, REVISED
6. KINNOTES ACCORDINGLY.
7. REVISED FIELD DEPARTMENT CONNECTION WATERLINE LAYOUT
8. ADDED VALVE VALVE VALVE & METER, REVISED KINNOTES ACCORDINGLY.
9. REVISED SANITARY LATERAL LAYOUT TO AVOID BASIN
10. MEAN, ADDED REVERSE KINNOTES TO PLAN
11. REVISED KINNOTES TO ACCORDINGLY.
12. REVISED KINNOTES TO ACCORDINGLY.
13. ADDED DITCHES NEW FIELD DEPARTMENT CONNECTION
14. REVISED KINNOTES TO ACCORDINGLY.
15. ADDED PROPOSED LATERAL, INFORMATION 156-700
16. ADDED PROPOSED WATER METER VALVE
17. REVISED KINNOTES TO ACCORDINGLY.
18. REVISED KINNOTES TO ACCORDINGLY.

SEE JUST CAUTION! RESTRAINT DITTO AND TAIL

11. RECORD THE VALUE OF Δ ON THE TOP OF EACH OF THE TWO PLATES. Δ IS PROPORTIONAL TO THE POWER RATIO IN THE DIFFRACTION REGION. CONSTRUCT A LINE GRAPH WITH Δ ON THE Y-AXIS AND θ ON THE X-AXIS. THE GRAPH SHOULD BE A STRAIGHT LINE.

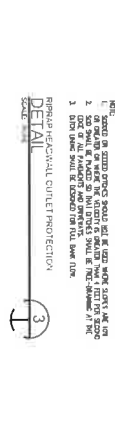
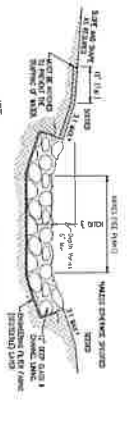
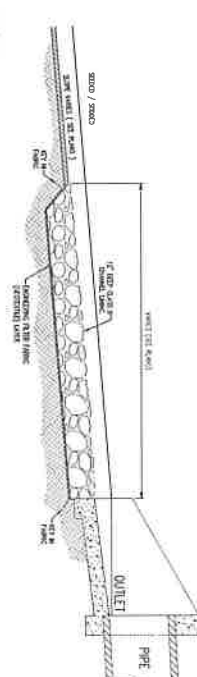




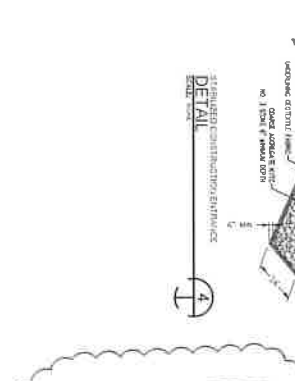
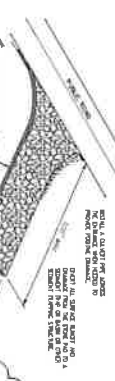
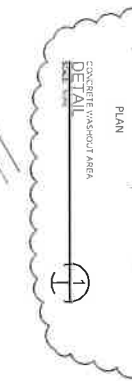
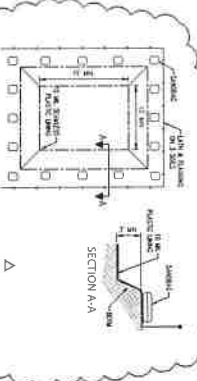
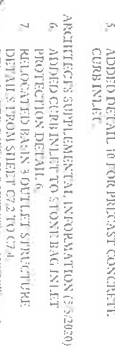
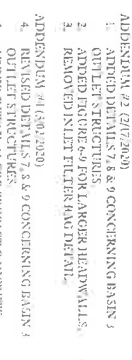
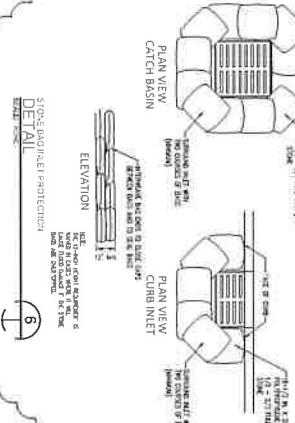
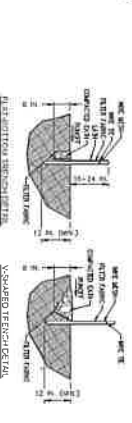
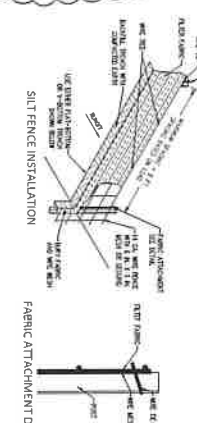
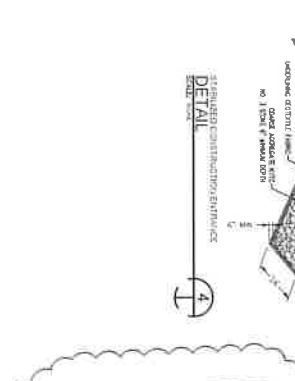
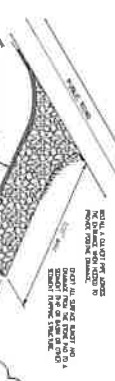
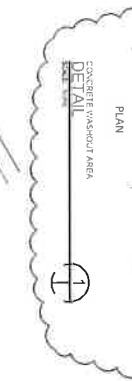
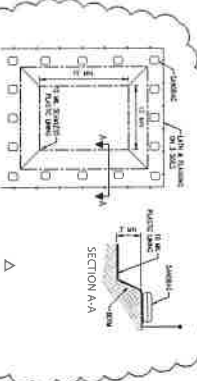
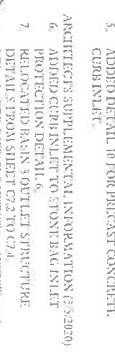
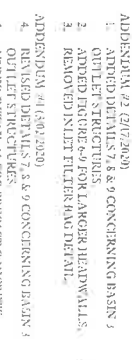
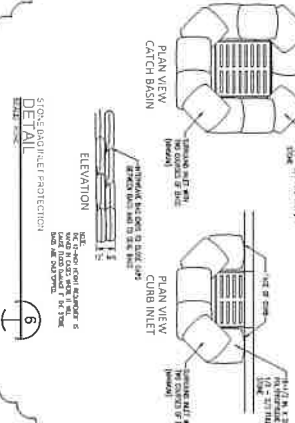
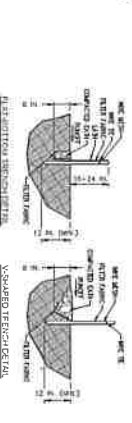
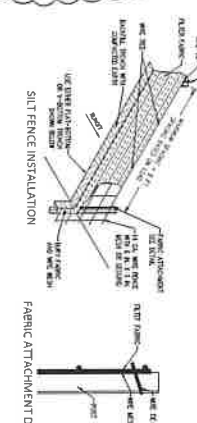
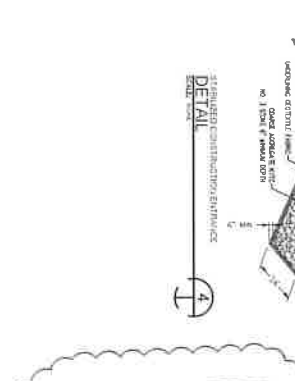
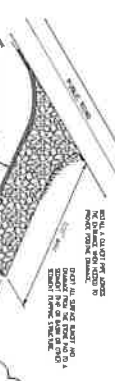
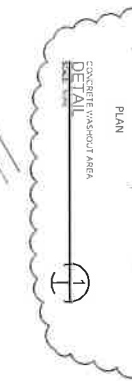
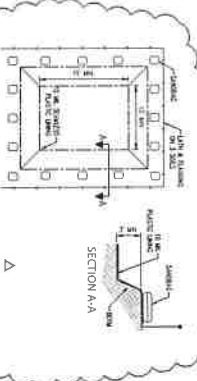
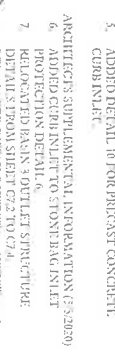
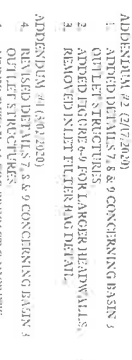
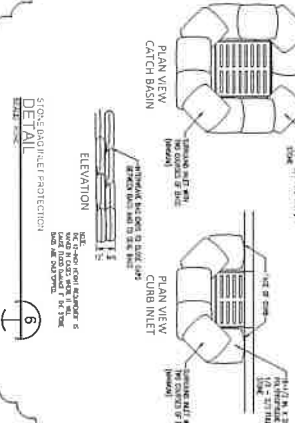
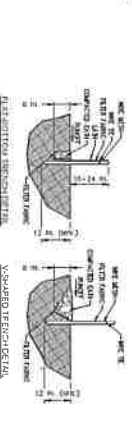
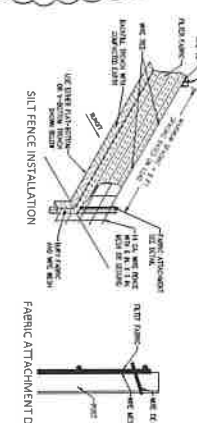
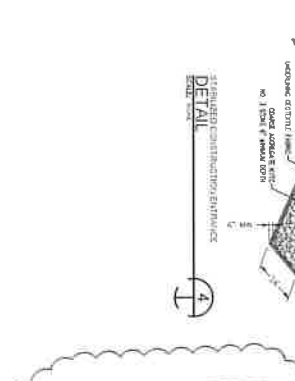
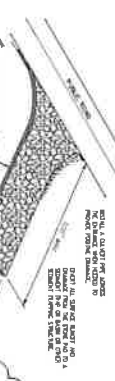
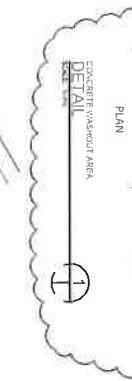
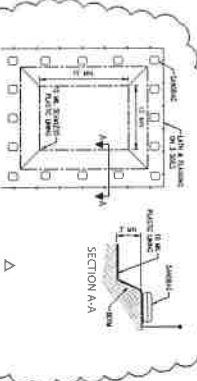
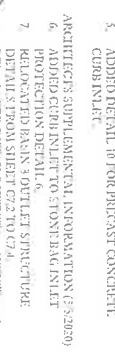
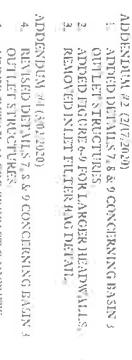
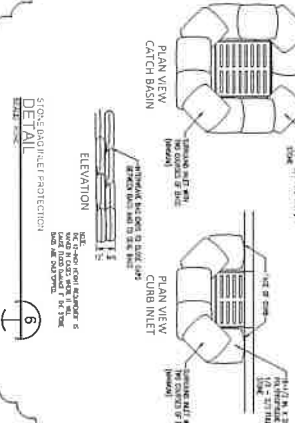
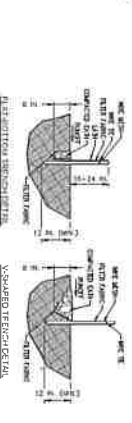
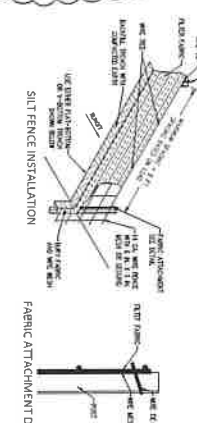
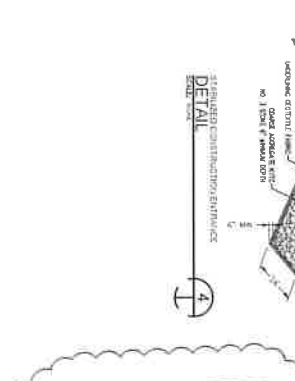
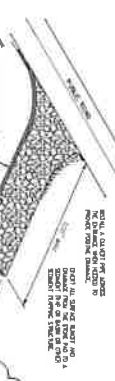
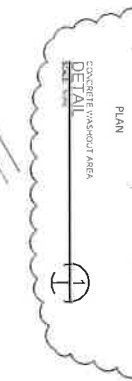
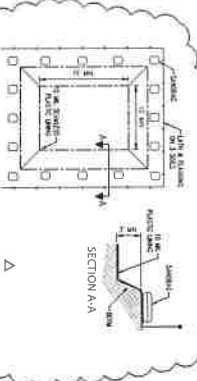
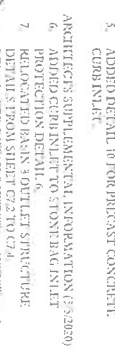
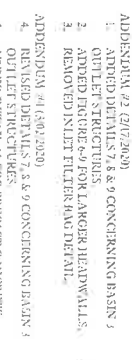
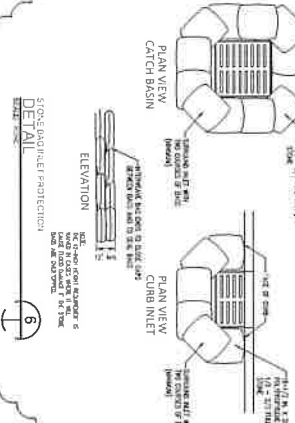
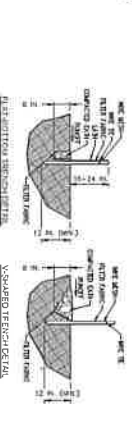
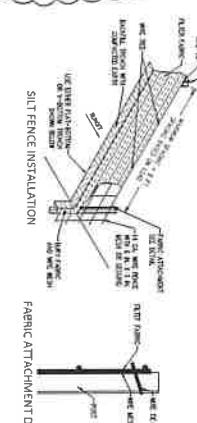
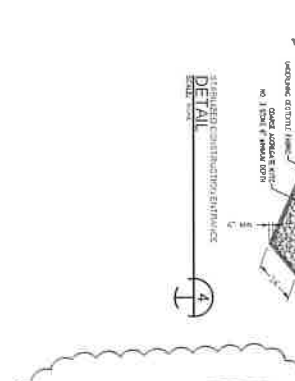
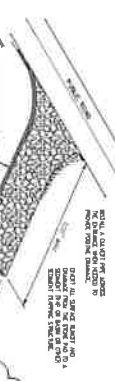
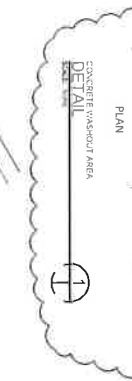
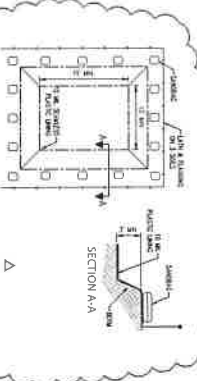
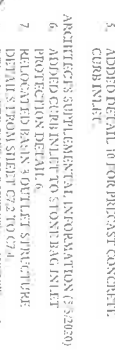
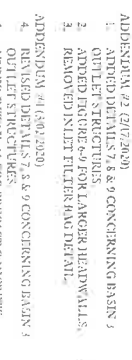
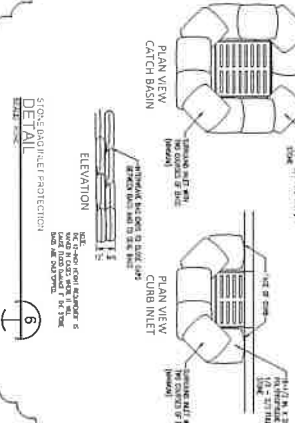
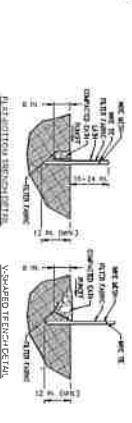
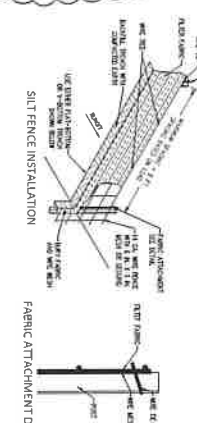
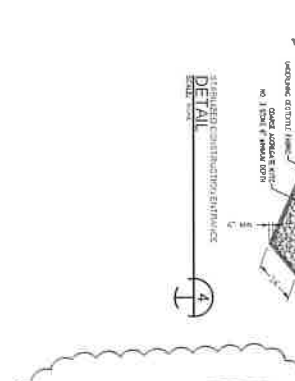
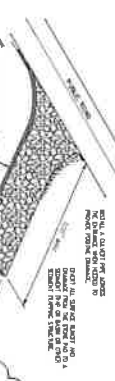
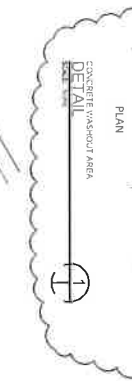
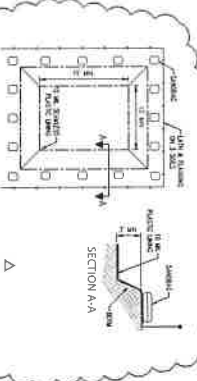
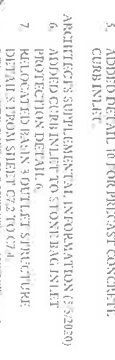
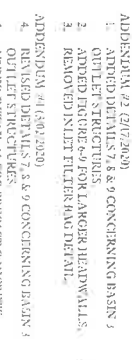
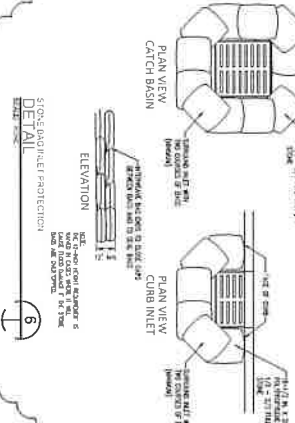
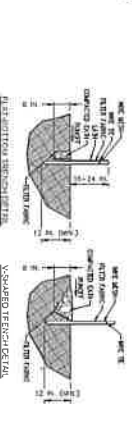
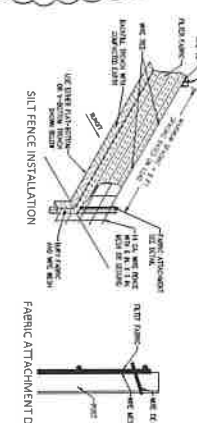
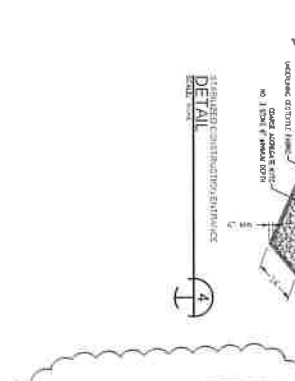
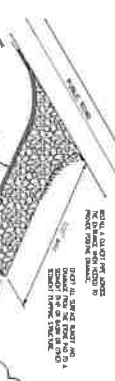
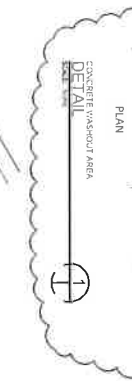
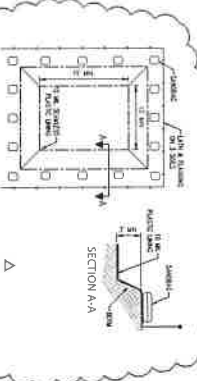
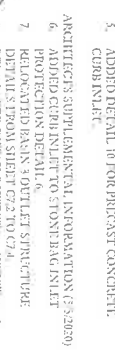
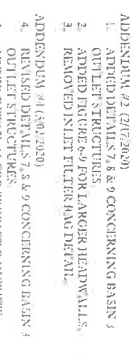
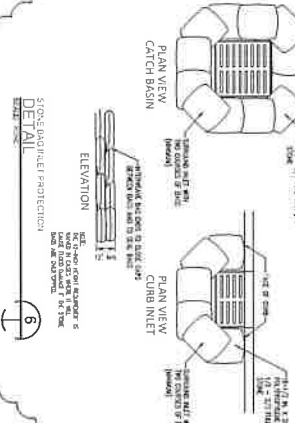
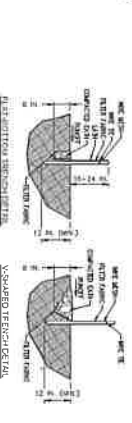
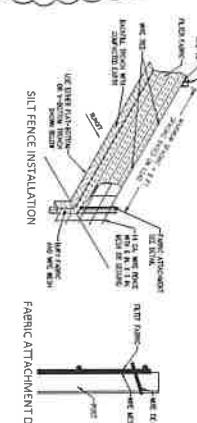
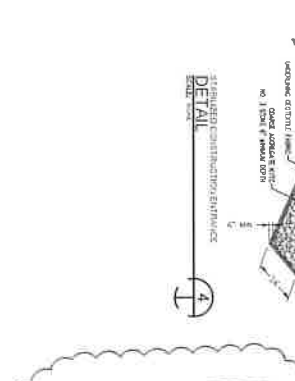
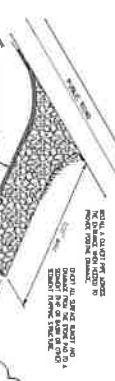
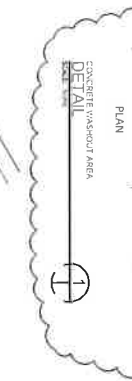
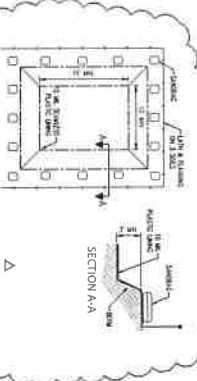
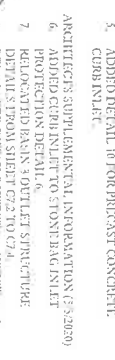
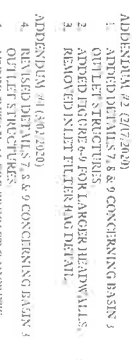
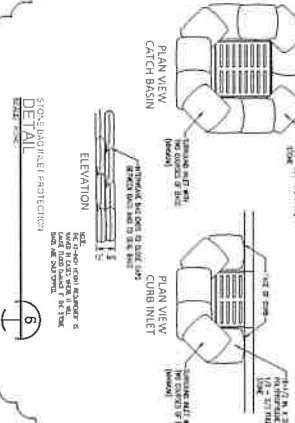
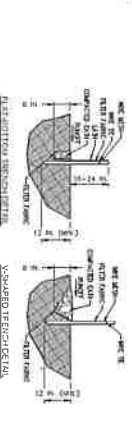
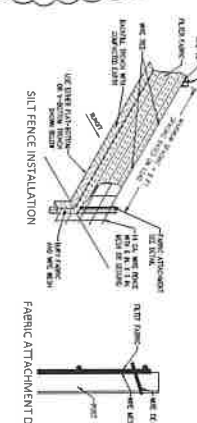
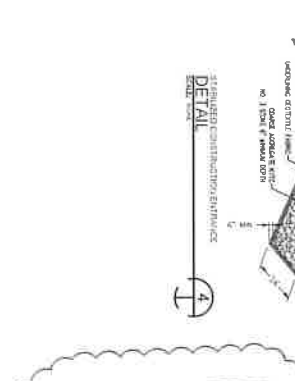
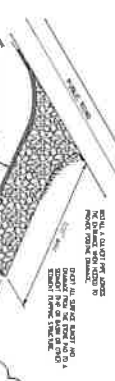
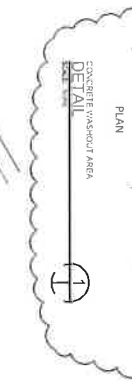
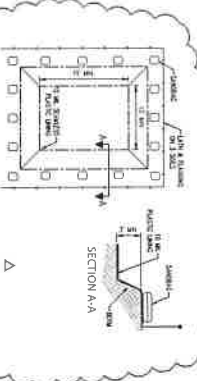
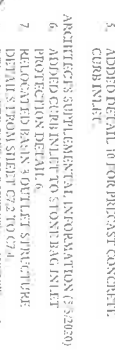
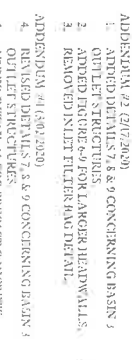
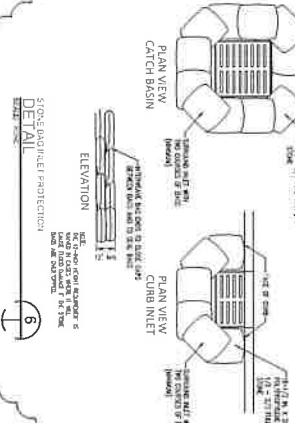
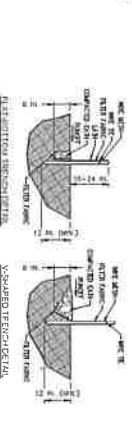
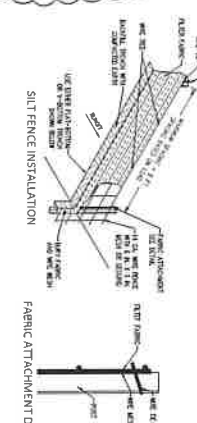
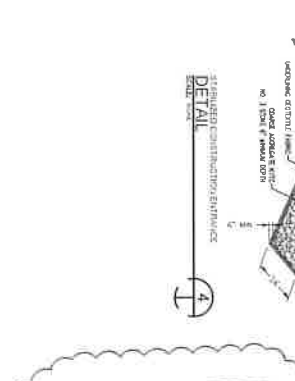
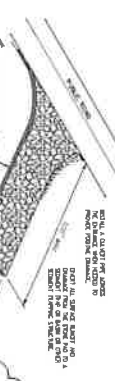
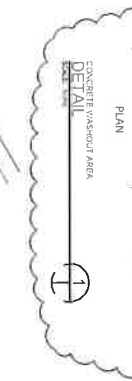
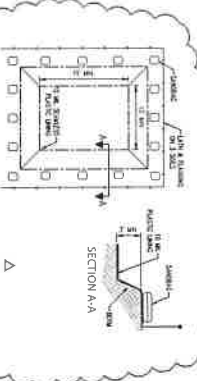
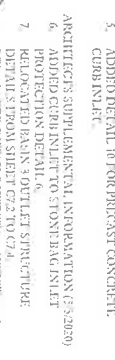
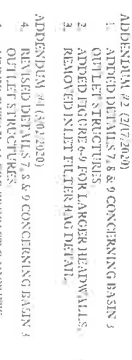
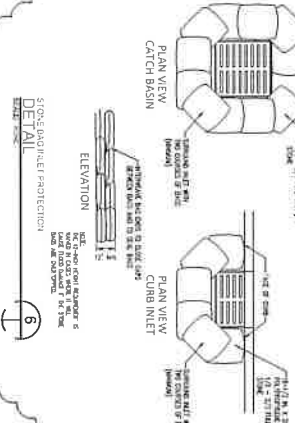
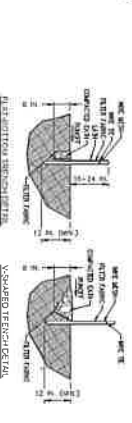
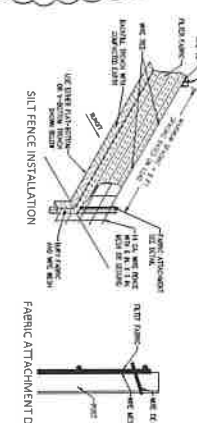
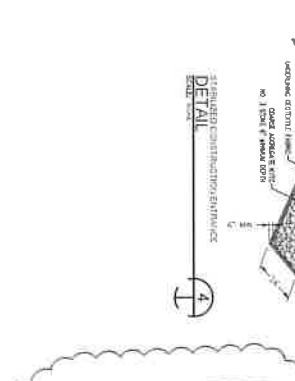
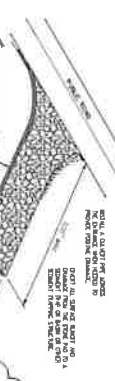
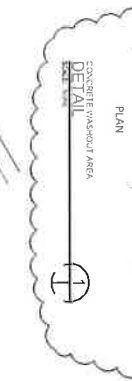
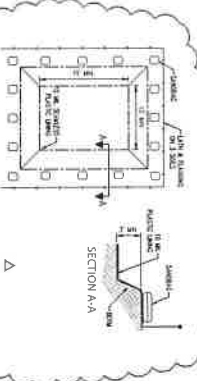
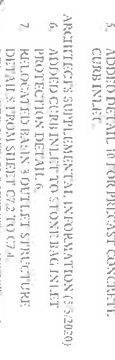
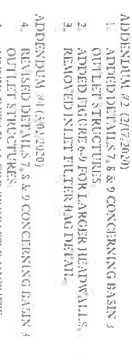
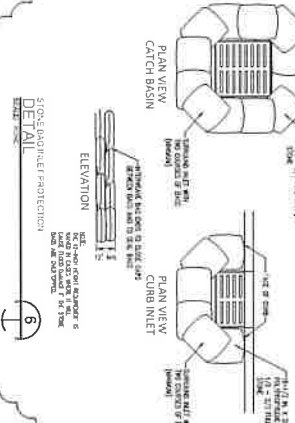
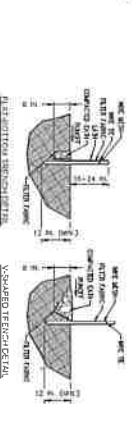
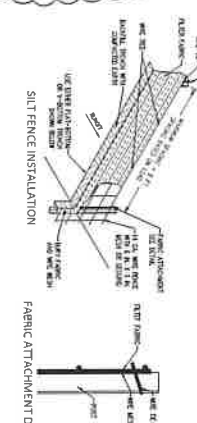
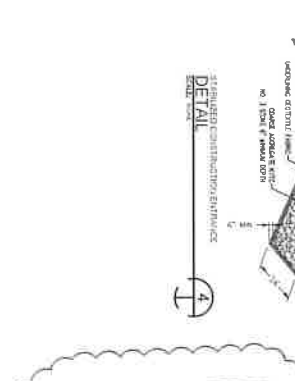
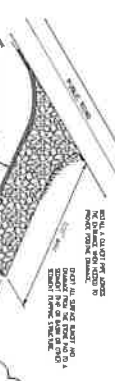
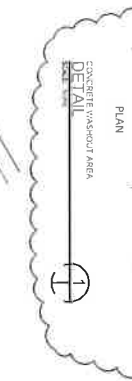
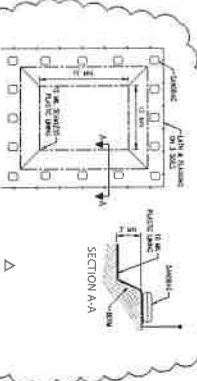
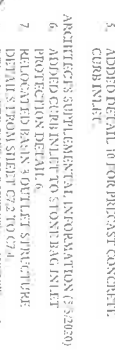
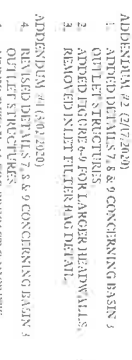
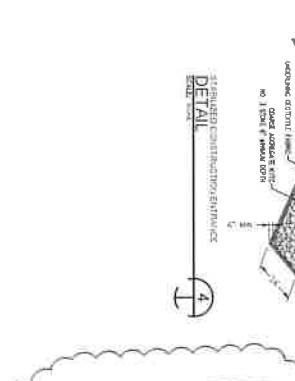
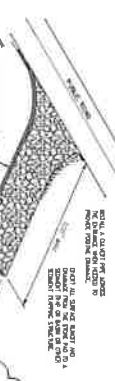
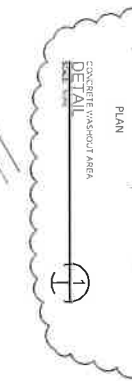
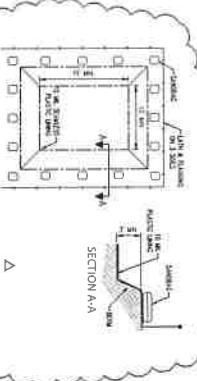
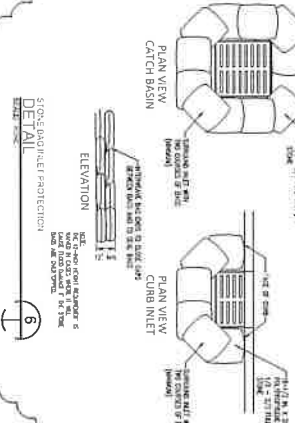
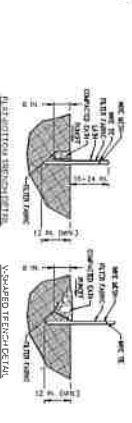
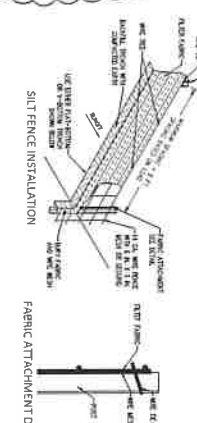
ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE
1	CONCRETE	100	YD	100.00
2	STEEL	50	LB	50.00
3	BRICK	1000	BRK	100.00
4	MORTAR	100	YD	100.00
5	PAINT	100	YD	100.00
6	LABOR	100	HR	100.00
7	EQUIPMENT	100	HR	100.00
8	PERMIT	1	PER	100.00
9	INSURANCE	1	PER	100.00
10	PROF. FEE	1	PER	100.00
11	TOTAL			1000.00

1607-244 October, 2019

C7.2



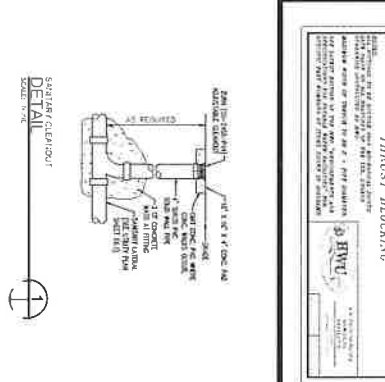
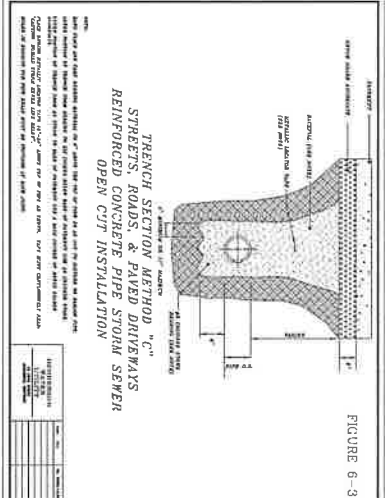
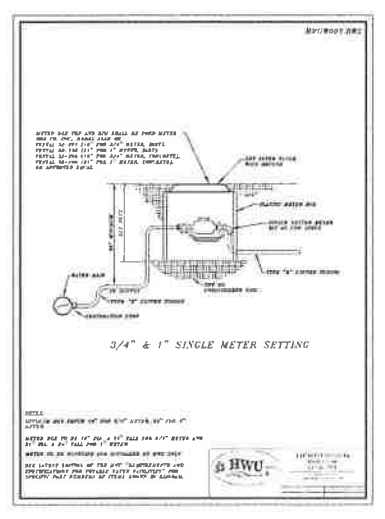
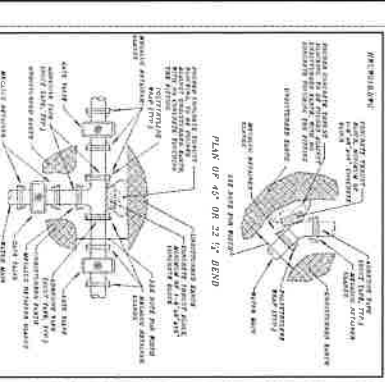
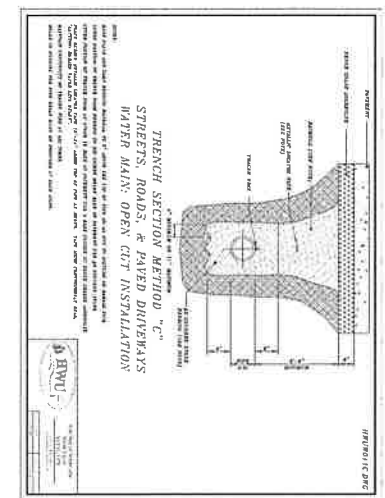
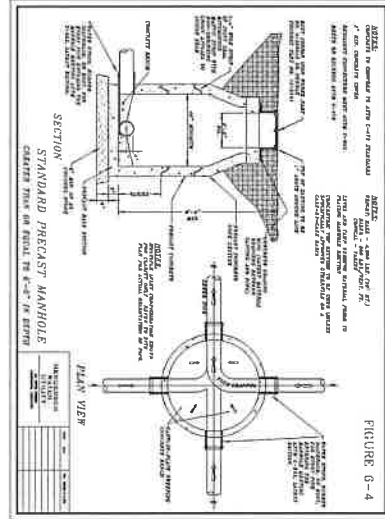
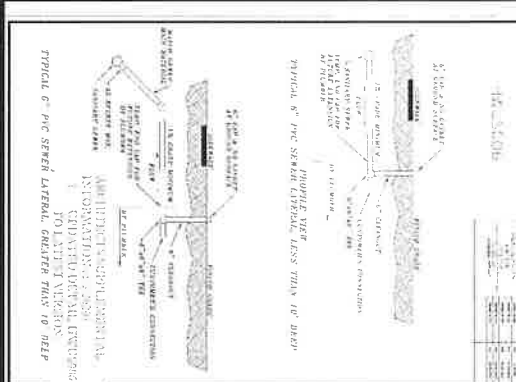
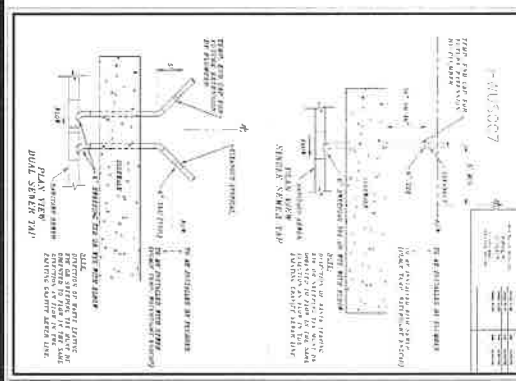
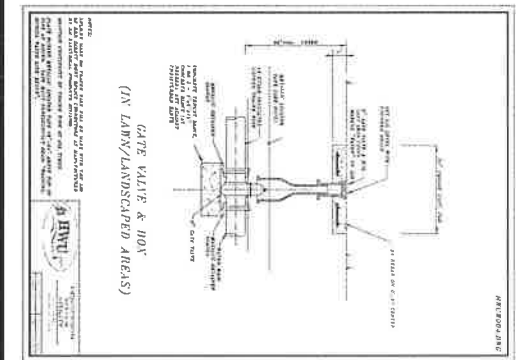
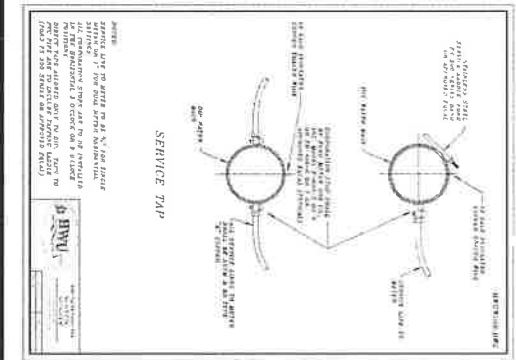
ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE
1	CONCRETE	100	YD	100.00
2	STEEL	50	LB	50.00
3	BRICK	1000	BRK	100.00
4	MORTAR	100	YD	100.00
5	PAINT	100	YD	100.00
6	LABOR	100	HR	100.00
7	EQUIPMENT	100	HR	100.00
8	PERMIT	1	PER	100.00
9	INSURANCE	1	PER	100.00
10	PROF. FEE	1	PER	100.00
11	TOTAL			1000.00





1007-244 October, 2019

C7.3



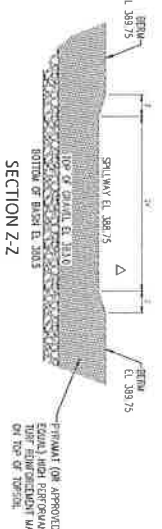
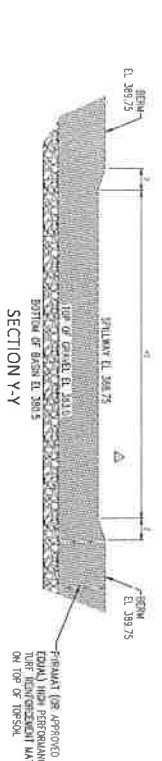
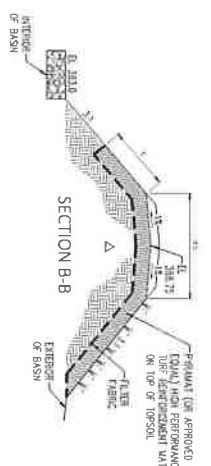
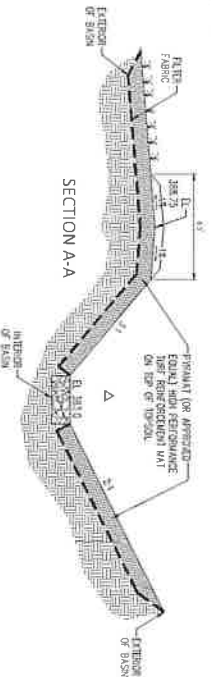


NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/14/11
2	ISSUED FOR CONSTRUCTION	10/14/11
3	ISSUED FOR CONSTRUCTION	10/14/11
4	ISSUED FOR CONSTRUCTION	10/14/11
5	ISSUED FOR CONSTRUCTION	10/14/11
6	ISSUED FOR CONSTRUCTION	10/14/11
7	ISSUED FOR CONSTRUCTION	10/14/11
8	ISSUED FOR CONSTRUCTION	10/14/11
9	ISSUED FOR CONSTRUCTION	10/14/11
10	ISSUED FOR CONSTRUCTION	10/14/11

Construction
Details

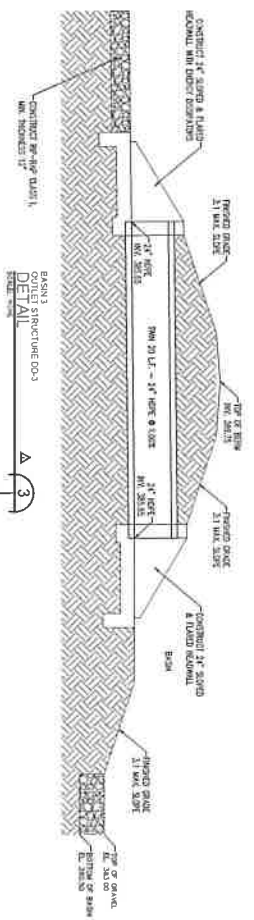
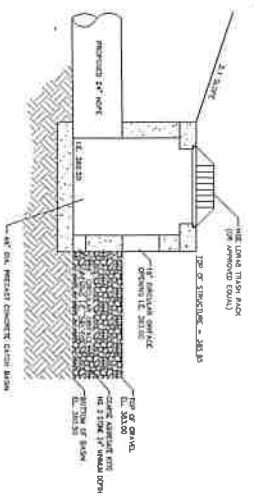
1807-244 October, 2019
Drawing No.

C7.4



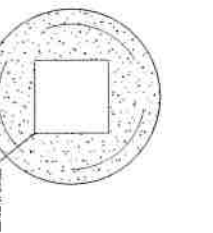
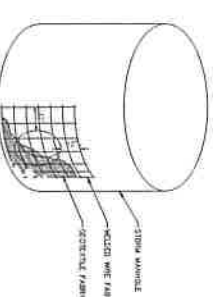
EMERGENCY SPILLWAY A
DETAIL
1

EMERGENCY SPILLWAY B
DETAIL
2



EMERGENCY SPILLWAY A
DETAIL
1

EMERGENCY SPILLWAY B
DETAIL
2



EMERGENCY SPILLWAY A
DETAIL
1

EMERGENCY SPILLWAY B
DETAIL
2

1. FINISH FOR APPROVED EQUAL HIGH PERFORMANCE TUFF REINFORCEMENT MAT ON TOP OF TOPSOIL
2. TOP OF GRAVEL E. 311.0
3. BOTTOM OF BASIN E. 300.5
4. SPILLWAY E. 308.75
5. FINISH E. 309.75
6. FINISH E. 308.75

1. FINISH FOR APPROVED EQUAL HIGH PERFORMANCE TUFF REINFORCEMENT MAT ON TOP OF TOPSOIL
2. TOP OF GRAVEL E. 311.0
3. BOTTOM OF BASIN E. 300.5
4. SPILLWAY E. 308.75
5. FINISH E. 309.75
6. FINISH E. 308.75

1. FINISH FOR APPROVED EQUAL HIGH PERFORMANCE TUFF REINFORCEMENT MAT ON TOP OF TOPSOIL
2. TOP OF GRAVEL E. 311.0
3. BOTTOM OF BASIN E. 300.5
4. SPILLWAY E. 308.75
5. FINISH E. 309.75
6. FINISH E. 308.75

EMERGENCY SPILLWAY A
DETAIL
1

EMERGENCY SPILLWAY B
DETAIL
2

EMERGENCY SPILLWAY A
DETAIL
1

EMERGENCY SPILLWAY B
DETAIL
2

Koberstein

T&M WORKSHEET

Jefferson Elementary

CONTRACTOR: Koberstein Contracting, Inc.
 CM: Codell
 DESCRIPTION OF JOB: Cement stabilization - Jefferson

DATE: 6/8/2020
 SUPERVISOR: Mike Freudenberg

(A) LABOR BREAKDOWN - does not include OH&P						
RATE TYPE (Project Manager, Superintendent, Operator, Laborer)	HOURLY RATE (X)			# OF HOURS (Y)		
	ST	OT	DT	ST	OT	DT
Foreman	\$ 67.72	\$ 87.40	\$ 107.07	8	3	
Operator	\$ 57.41	\$ 73.43	\$ 89.44	8	2	
Laborer	\$ 48.71	\$ 61.27	\$ 73.83	4		
TOTAL FROM SUPPLEMENTAL LABOR SHEET						
(A) TOTAL LABOR COST:						\$ 1,604.94

(B) MATERIAL COST			
MATERIAL LIST	COST	QTY	TOTAL COST
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
TOTAL FROM SUPP. MATERIAL SHEET			\$ -
(B) TOTAL MATERIAL COST:			\$ -

(C) EQUIPMENT COST:			
EQUIPMENT LIST	COST/HR	QTY	TOTAL COST
Roller	\$ 125.00	6	\$ 750.00
D6 Dozer	\$ 85.00	10	\$ 850.00
260 Excavator	\$ 110.00	2	\$ 220.00
Triaxle	\$ 50.00	3	\$ 150.00
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
TOTAL FROM SUPP. EQUIP. SHEET			\$ -
(C) TOTAL EQUIPMENT COST:			\$ 1,970.00

(D) SUB-CONTRACTOR TOTAL	
SUB - Mt. Carmel	\$ 79,632.00
7584 sy @ \$10.50/SY	\$
	\$
	\$ -
	\$
SUB GRAND TOTAL	\$ 79,632.00

(E) MISCELLANEOUS COSTS:	
DESCRIBE ITEM	COST
Henderson Labor Tax	\$ 24.07
TOTAL FROM SUPP. MISC SHEET	
(C) TOTAL MISC COST:	

GRAND TOTAL	
LABOR (A)	\$ 1,604.94
MATERIAL (B)	\$ -
EQUIPMENT (C)	\$ 1,970.00
SUBS (D)	\$ 79,632.00
MISC. (E)	\$ 24.07
TOTAL	\$ 83,231.01
15% Fee	\$ 12,484.65
GRAND TOTAL:	\$ 95,715.67

COMMENTS: _____

APPROVAL: _____

Koberstein

T&M WORKSHEET

Jefferson Elementary

CONTRACTOR: Koberstein Contracting, Inc.
 CM: Codell
 DESCRIPTION OF JOB: Cement stabilization - Jefferson

DATE: 6/9/2020
 SUPERVISOR: Mike Freudenberg

(A) LABOR BREAKDOWN - does not include OH&P							
RATE TYPE (Project Manager, Superintendent, Operator, Laborer)	HOURLY RATE (X)			# OF HOURS (Y)			TOTAL COST (SUM of X x Y)
	ST	OT	DT	ST	OT	DT	
Foreman	\$ 67.72	\$ 87.40	\$ 107.07	5			\$ 338.60
Operator	\$ 57.41	\$ 73.43	\$ 89.44	3			\$ 172.23
Laborer	\$ 48.71	\$ 61.27	\$ 73.83				\$ -
TOTAL FROM SUPPLEMENTAL LABOR SHEET							
(A) TOTAL LABOR COST:							\$ 510.83

(B) MATERIAL COST			
MATERIAL LIST	COST	QTY	TOTAL COST
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
TOTAL FROM SUPP. MATERIAL SHEET			\$ -
(B) TOTAL MATERIAL COST:			\$ -

(C) EQUIPMENT COST:			
EQUIPMENT LIST	COST/HR	QTY	TOTAL COST
Roller	\$ 125.00	3	\$ 375.00
D6 Dozer	\$ 85.00	5	\$ 425.00
260 Excavator	\$ 110.00		\$ -
Triaxle	\$ 50.00		\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
TOTAL FROM SUPP. EQUIP. SHEET			\$ -
(C) TOTAL EQUIPMENT COST:			\$ 800.00

(D) SUB-CONTRACTOR TOTAL	
SUB - Mt. Carmel	\$ 13,104.00
1248 sy @ \$10.50/SY	\$ -
	\$ -
	\$ -
SUB GRAND TOTAL	\$ 13,104.00

(E) MISCELLANEOUS COSTS:	
DESCRIBE ITEM	COST
Henderson Labor Tax	\$ 7.66
TOTAL FROM SUPP. MISC SHEET	\$ -
(C) TOTAL MISC COST:	\$ 7.66

GRAND TOTAL	
LABOR (A)	\$ 510.83
MATERIAL (B)	\$ -
EQUIPMENT (C)	\$ 800.00
SUBS (D)	\$ 13,104.00
MISC. (E)	\$ 7.66
TOTAL	\$ 14,422.49
15% Fee	\$ 2,163.37
GRAND TOTAL:	\$ 16,585.87

COMMENTS: _____

APPROVAL: _____

Koberstein

T&M WORKSHEET

Jefferson Elementary

CONTRACTOR: Koberstein Contracting, Inc.
 CM: Codell
 DESCRIPTION OF JOB: Cement stabilization - Jefferson

DATE: 6/10/2020
 SUPERVISOR: Mike Freudenberg

(A) LABOR BREAKDOWN - does not include OH&P						
RATE TYPE (Project Manager, Superintendent, Operator, Laborer)	HOURLY RATE (X)			# OF HOURS (Y)		
	ST	OT	DT	ST	OT	DT
Foreman	\$ 67.72	\$ 87.40	\$ 107.07	8		
Operator	\$ 57.41	\$ 73.43	\$ 89.44	8		
Laborer	\$ 48.71	\$ 61.27	\$ 73.83			
TOTAL FROM SUPPLEMENTAL LABOR SHEET						
(A) TOTAL LABOR COST:						\$ 1,001.04

(B) MATERIAL COST			
MATERIAL LIST	COST	QTY	TOTAL COST
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
TOTAL FROM SUPP. MATERIAL SHEET			\$ -
(B) TOTAL MATERIAL COST:			\$ -

(C) EQUIPMENT COST:			
EQUIPMENT LIST	COST/HR	QTY	TOTAL COST
Roller	\$ 125.00	8	\$ 1,000.00
D6 Dozer	\$ 85.00	8	\$ 680.00
260 Excavator	\$ 110.00		\$ -
Triaxle	\$ 50.00		\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
TOTAL FROM SUPP. EQUIP. SHEET			\$ -
(C) TOTAL EQUIPMENT COST:			\$ 1,680.00

(D) SUB-CONTRACTOR TOTAL	
SUB - Mt. Carmel	\$ 101,650.50
9681 sy @ \$10.50/SY	\$
	\$
	\$ -
	\$
SUB GRAND TOTAL	\$ 101,650.50

(E) MISCELLANEOUS COSTS:	
DESCRIBE ITEM	COST
Henderson Labor Tax	\$ 15.02
TOTAL FROM SUPP. MISC SHEET	\$ -
(C) TOTAL MISC COST:	\$ 15.02

GRAND TOTAL	
LABOR (A)	\$ 1,001.04
MATERIAL (B)	\$ -
EQUIPMENT (C)	\$ 1,680.00
SUBS (D)	\$ 101,650.50
MISC. (E)	\$ 15.02
TOTAL	\$ 104,346.56
15% Fee	\$ 15,651.98
GRAND TOTAL:	\$ 119,998.54

COMMENTS: _____

APPROVAL: _____



20004
EW#1

DAILY JOB REPORT

JOB NAME:

Tarleton School

DATE:

6-8-20

JOB NUMBER:

KY20034

CONTRACTOR NAME:

Keller Bros

CITY/STATE:

Henderson Ky

COUNTY:

Henderson

PHYSICAL ADDRESS:

TODAY'S PRODUCTION :

	PROCESS	MATERIAL	SPREAD RATE	DEPTH	SQ YDS	Tons	# OF LOADS
1	Cement Stabilization	Cement	6%	16	7584	302.39	12
2							
3							
4							

Total SY's and Tons

7584 302.39

WATER SOURCE:

GALLONS OF WATER:

WILL WE BE BILLED:

IF YES WHO WILL BILL US:

COMMENTS:

GENERAL INFORMATION ABOUT THE JOB, WEATHER, AND THE DAILY PRODUCTION

Installed subgrade in 11 areas. Section shown was completed.

PLEASE INCLUDE TICKET NUMBERS:

6227, 6230, 174, 046 801 378, 561, 384, 506, 763, 101, 844

ACCIDENTS/DAMAGES:

DETAILED INFORMATION ABOUT ANY INJURIES OR DAMAGES TO STRUCTURES AND EQUIPMENT.

NOTE: IF AN INCIDENT OCCURS THE OFFICE AND SAFETY DEPARTMENT MUST BE NOTIFIED IMMEDIATELY

I AGREE THAT THE QUANTITIES STATED ABOVE ARE REPRESENTATIVE OF THE WORK DONE ON THIS DATE

MT CARMEL REP.

Justin Thompson

CUSTOMER REP.



KOSMOS CEMENT COMPANY

BILL OF LADING

TICKET NUMBER

6227

COMPANY NAME:
KOSMOS CEMENT COMPANYLOCATION INFORMATION:
4869 LOUISVILLE PLANT
15301 DIXIE HIGHWAY
LOUISVILLE, KY 40272DATE TO SHIP:
06/08/2020TICKET DATE:
06/08/2020BEGIN LOAD:
4:27 amTICKET TIME:
4:35 amPO:
NO POORDER:
MT CARMEL-JEFFERSON SCHOOLORDER NO:
1371

DISPATCH:

SHIPPING UNIT:
2245732VEHICLE DESCRIPTION:
9999-4869-6,GENERIC TANKTRACTOR LIC.
172TRAILER 1
529

TRAILER 2:

CARRIER NO:
999999CARRIER NAME:
CJAMSDRIVER:
BRAD LEEPINCOTERMS
PICKUPSHIP TO:
3146361 MT CARMEL-JEFFERSON SCHOOL
800 S ALVES ST

HENDERSON KY 42419SOLD TO:
3146361 MT CARMEL STABILIZATION GROUP INC
PO 458
MOUNT CARMEL, IL 62863-0458

SHIPPING INSTRUCTIONS:

SEALS:

QTY	UOM	MATERIAL NO.	MATERIAL DESCRIPTION	SCALE	SIL
25.14	TON	1470925	BULK TYPE I/II	1	3

KOSMOS CEMENT BILL OF LADING RECEIVED, subject to the terms and conditions in this Bill of Lading the product ("Covered Goods") described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated, which said carrier agrees to carry to its usual place of delivery at said destination. It is mutually agreed as to each carrier of all or any of said Covered Goods over all or any portion of said route destination, and as to each party at any time interested in all or any of said Covered Goods that every service to be performed hereunder shall be subject to all the terms and conditions of this Bill of Lading. The term "carrier," throughout this Bill of Lading shall mean any person or corporation in possession of the product. Carrier represents that it has reviewed, and understands and agrees to all the terms and conditions stated in and incorporated by this Bill of Lading, which terms and conditions supercede, to the extent allowed by law, any and all other terms and conditions.

CARRIER / AGENT CERTIFIED

Actual Delivery to destination as shown above

Received by
Consignee
Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SCALE LBS:

GROSS LB:	78,480
TARE LB:	28,200
NET LB:	50,280
SHORT TONS	25.14
METRIC TONS	22.81

Signature - KOSMOS CEMENT COMPANY

☐ PREPAID ☐ FREIGHT COLLECT

Received by Carrier

Per (Driver or Customer)

Jeffrey W. Litsev
Weighmaster
Time In Gate: 4:35 am



BILL OF LADING

TICKET NUMBER

KOSMOS CEMENT COMPANY

6230

COMPANY NAME
KOSMOS CEMENT COMPANYLOCATION INFORMATION:
4869 LOUISVILLE PLANT
15301 DIXIE HIGHWAY
LOUISVILLE, KY 40272DATE TO SHIP
06/08/2020TICKET DATE:
06/08/2020BEGIN LOAD:
4:53 amTICKET TIME:
4:57 amPO
NO POORDER:
MT CARMEL-JEFFERSON SCHOOLORDER NO:
1371

DISPATCH:

SHIPPING UNIT
2245732VEHICLE DESCRIPTION:
9999-4869-6, GENERIC TANKTRACTOR LIC:
196TRAILER 1
549

TRAILER 2

CARRIER NO
999999CARRIER NAME
CJAMSDRIVER:
ALAN CROWDERINCOTERMS:
PICKUPSHIP TO:
3146361 MT CARMEL-JEFFERSON SCHOOL
800 S ALVES ST

HENDERSON KY 42419SOLD TO:
3146361 MT CARMEL STABILIZATION GROUP INC
PO 458
MOUNT CARMEL, IL 62863-0458

SHIPPING INSTRUCTIONS:

SEALS:

QTY	UOM	MATERIAL NO.	MATERIAL DESCRIPTION	SCALE	SIL
25.02	TON	1470925	BULK TYPE I/II	1	3

KOSMOS CEMENT BILL OF LADING RECEIVED, subject to the terms and conditions in this Bill of Lading the product ("Covered Goods") described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated, which said carrier agrees to carry to its usual place of delivery at said destination. It is mutually agreed as to each carrier of all or any of said Covered Goods over all or any portion of said route destination, and as to each party at any time interested in all or any of said Covered Goods that every service to be performed hereunder shall be subject to all the terms and conditions of this Bill of Lading. The term "carrier," throughout this Bill of Lading shall mean any person or corporation in possession of the product. Carrier represents that it has reviewed, and understands and agrees to all the terms and conditions stated in and incorporated by this Bill of Lading, which terms and conditions supercede, to the extent allowed by law, any and all other terms and conditions.

CARRIER / AGENT CERTIFIED

Actual Delivery to destination as shown above

Received by

Consignee

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SCALE LBS:

GROSS LB: 79,320

TARE LB: 29,280

NET LB: 50,040

SHORT TONS 25.02

METRIC TONS 22.70

Signature - KOSMOS CEMENT COMPANY

☐ PREPAID ☐ FREIGHT COLLECT

Jeffrey Litsey

Weighmaster

Time In Gate: 4:57 am

Received by Carrier

Per (Driver or Customer)

LafargeHolcim (US)
JOPPA
GRAND CHAIN IL 62941-2306
Customer Service

0809500174

2195

Bill of Lading: 809500174

Ship To #1668877

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Shipping information Page 1 of 1
Ship Date 06/08/2020 Time In: 06:17
Rq.Div.Date/Time 06/08/2020 09:00 Time Out: 06:22
Customer PO/Dt
Order Number/Date 1124100503 / 06/05/2020
Customer Number 1945
Reference

Conditions

Scaled Weight (Bulk Only)

Delivery FP
Route

* Gross Weight 78,100 lb
* Tare Weight 29,500 lb
Net Weight 48,600 lb

Carrier/Vehicle Details

Carrier Code 4003375
Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC
Contract#
Vehicle 319

Certified For State
Job Number KY20034
Acc. Charge
Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
9	PORTLAND,TYPE III, LOW ALKALI	6001	JOPPA, IL	48,600 lb	24.300 tn

Total Weight 24.300 tn

Certification Statement

THIS PRODUCT HAS A LIMESTONE ADDITION > 5.0% BY MASS OF THE CEMENT.

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages owned), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 1(D) on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-3, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading with the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth to or prescribed by the relevant tariff, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by O.C. 936-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. 1-43, set forth in the Rules for the Carriage of Express and Non-Container Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

* = Manual Weights

Loaded By: Eric Cockrel

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Driver

Customer

C19 PD 74665
SLM

LafargeHolcim (US)

JOPPA
GRAND CHAIN IL 62941-2306

0809652046

2195

Customer Service

Bill of Lading: 809652046

Ship To #1668877

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Shipping Information

Page 1 of 1

Ship Date 06/08/2020

Time In: 06:34

Rq.Div.Date/Time 06/08/2020 08:00

Time Out: 06:38

Customer PO/Dt

Order Number/Date 1124097751 / 06/05/2020

Customer Number 1945

Reference

Conditions

Scaled Weight (Bulk Only)

* Gross Weight 78,460 lb

* Tare Weight 29,260 lb

Net Weight 49,200 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Contract#

Vehicle 322

Certified For State

Job Number

KY20034

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
9	PORTLAND,TYPE I/II, LOW ALKALI	6001	JOPPA, IL	49,200 lb	24.600 tn

Total Weight

24.600 tn

Certification Statement

THIS PRODUCT HAS A LIMESTONE ADDITION > 5.0% BY MASS OF THE CEMENT.

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 1 (D) on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time intervenes in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff; if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-3, dated February 1, 1936 and in effect to December 31, 1967, set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading setting forth the carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariff, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by O.C. 936-79, April 3, 1979, when the said goods originating in Quebec are to be carried by a motor carrier, (5) for approved by the Board of Transport Commissioners for Canada by general order No. 1-3, set forth in the Rules for the Carriage of Express and Non-carriage Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

* = Manual Weights

Loaded By: Eric Cockrel

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

C19 P750 229
SI WY

LafargeHolcim (US)
JOPPA
GRAND CHAIN IL 62941-2306
Customer Service

0809666805

2195

Bill of Lading: 809666805

Ship To #1668877

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Shipping information Page 1 of 1
Ship Date 06/08/2020 Time In: 06:11
Rq.Div.Date/Time 06/08/2020 08:00 Time Out: 06:15
Customer PO/Dt :
Order Number/Date 1124097750 / 06/05/2020
Customer Number 1945
Reference

Conditions

Scaled Weight (Bulk Only)

Delivery FP
Route

* Gross Weight 77,140 lb
* Tare Weight 28,800 lb
Net Weight 48,340 lb

Carrier/Vehicle Details

Carrier Code 4003375
Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC
Contract#
Vehicle 1897

Certified For State
Job Number KY20034
Acc. Charge
Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
9	PORTLAND,TYPE I/II, LOW ALKALI	6001	JOPPA, IL	48,340 lb	24.170 tn

Total Weight 24.170 tn

Certification Statement

THIS PRODUCT HAS A LIMESTONE ADDITION > 5.0% BY MASS OF THE CEMENT.

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subject to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-8, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading on the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariff, classification, notices and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by O.C. 986-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. 1-43, set forth in the Rules for the Carriage of Express and Non-carried Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

* = Manual Weights

Loaded By: Eric Cockrel

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

090874666
CEMA

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809455378

5456

Customer Service

Bill of Lading: 809455378

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/08/2020

Time In: 08:29

Rq.Dlv.Date/Time 06/08/2020 13:31

Time Out: 08:35

Customer PO/Dt

Order Number/Date 1124122130 / 06/05/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Gross Weight 79,900 lb

Tare Weight 27,840 lb

Net Weight 52,060 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Contract#

Vehicle 772/529

Certified For State

Job Number KY20034

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE III, LOW ALKALI	6003	STE. GENEVIEVE, MO	52,060 lb	26.030 tn

Total Weight 26.030 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, it on its route, otherwise to deliver to another carrier on the route to said destination. See Article 1 (D) on the reverse side hereof for definitions of U.S. Sales, and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected (for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading in the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariff, classification, visures and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by D.C. 956-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809539561

5456

Customer Service

Bill of Lading: 809539561

Ship To #1668877

Shipping Information

Page 1 of 1

Ship Date 06/08/2020

Time In: 12:37

Rq.Div.Date/Time 06/08/2020 00:00

Time Out: 12:42

Customer PO/Dt

Order Number/Date 1124147167 / 06/08/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.

JEFFERSON SCHOOL

800 S. ALVES ST.

HENDERSON KY 42419

USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight 79,920 lb

Route

Tare Weight 29,380 lb

Net Weight 50,540 lb

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 670/322

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	50,540 lb	25.270 tn

Total Weight 25.270 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual places of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1936 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by D.C.M.C.-78, April 4, 1977, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-Carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809609884

5456

Customer Service

Bill of Lading: 809609884

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/08/2020

Time In: 08:37

Rq.Dlv.Date/Time 06/08/2020 13:31

Time Out: 08:43

Customer PO/Dt

Order Number/Date 1124122131 / 06/05/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Gross Weight 79,920 lb

Tare Weight 29,200 lb

Net Weight 50,720 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Contract#

Vehicle 196/549

Certified For State

Job Number KY20034

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE III, LOW ALKALI	6003	STE. GENEVIEVE, MO	50,720 lb	25.360 tn

Total Weight 25.360 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11 D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected (for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading to the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariff, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by P.C. 504-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-Carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809610506

5456

Customer Service

Bill of Lading: 809610506

Ship To #1668877

Shipping Information

Page 1 of 1

Ship Date 06/08/2020

Time In: 10:15

Rq.Div.Date/Time 06/08/2020 13:31

Time Out: 10:21

Customer PO/Dt

Order Number/Date 1124122132 / 06/05/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight 79,800 lb

Route

Tare Weight 29,260 lb

Net Weight 50,540 lb

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 773/319

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE III, LOW ALKALI	6003	STE. GENEVIEVE, MO	50,540 lb	25.270 tn

Total Weight

25.270 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 1 (3) on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) at the bill of lading described by O.C. 986-19, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available; all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809612762

5456

Customer Service

Bill of Lading: 809612762

Ship To #1668877

Shipping information Page 1 of 1
Ship Date 06/08/2020 Time In: 11:14
Rq.Dlv.Date/Time 06/09/2020 10:01 Time Out: 11:19
Customer PO/Dt
Order Number/Date 1124165628 / 06/08/2020
Customer Number 1945
Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only):
Gross Weight 79,900 lb
Tare Weight 29,120 lb
Net Weight 50,780 lb

Delivery FP
Route

Carrier/Vehicle Details

Carrier Code 4003375
Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC
Contract#
Vehicle 196/549

Certified For State
Job Number KY20034
Acc. Charge
Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	50,780 lb	25.390 tn

Total Weight 25.390 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, it on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11-B on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subject to (for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by U.C. 384-72, April 4, 1977, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. T-41, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809628101

5456

Customer Service

Bill of Lading: 809628101

Ship To #1668877

Shipping Information

Page 1 of 1

Ship Date 06/08/2020

Time In: 12:01

Rq.Dlv.Date/Time 06/09/2020 10:01

Time Out: 12:03

Customer PO/Dt

Order Number/Date 1124165629 / 06/08/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.

JEFFERSON SCHOOL

800 S. ALVES ST.

HENDERSON KY 42419

USA

Conditions

Scaled Weight (Bulk Only)

Gross Weight 79,880 lb

Tare Weight 27,720 lb

Net Weight 52,160 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Contract#

Vehicle 172/529

Certified For State

Job Number KY20034

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	52,160 lb	26.080 tn

Total-Weight: 26.080 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 10 on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulation pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by O.C. 986-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. 1-4, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges

(Signature of consignor)

Customer

LafargeHolcim (US)

OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809639844

5456

Customer Service

Bill of Lading: 809639844

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/08/2020

Time In: 11:02

Rq.Dlv.Date/Time 06/09/2020 11:01

Time Out: 11:08

Customer PO/Dt

Order Number/Date 1124165630 / 06/08/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight

79,940 lb

Route

Tare Weight

28,420 lb

Net Weight

51,520 lb

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 776/1897

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	51,520 lb	25.760 tn

Total Weight

25.760 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, it on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff; if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by U.C. 186-79, April 4, 1979, when the said goods originate in Quebec and to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. 1-63, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)



2004
EW #1

DAILY JOB REPORT

JOB NAME:

Jefferson School

DATE:

6-9-00

JOB NUMBER:

KY2024

CONTRACTOR NAME:

Koberstein

CITY/STATE:

Henderson Ky

COUNTY:

Henderson

PHYSICAL ADDRESS:

TODAY'S PRODUCTION :

	PROCESS	MATERIAL	SPREAD RATE	DEPTH	SQ YDS	Tons	# OF LOADS
1	Cement Stabilization	Cement	6%	16	1248	49.94	2
2							
3							
4							

Total SY's and Tons

1248 49.94

WATER SOURCE:

GALLONS OF WATER:

WILL WE BE BILLED:

IF YES WHO WILL BILL US:

COMMENTS:

GENERAL INFORMATION ABOUT THE JOB, WEATHER, AND THE DAILY PRODUCTION

Cement stabilized subgrade in all areas,

PLEASE INCLUDE TICKET NUMBERS:

573, 322

ACCIDENTS/DAMAGES:

DETAILED INFORMATION ABOUT ANY INJURIES OR DAMAGES TO STRUCTURES AND EQUIPMENT.
NOTE: IF AN INCIDENT OCCURS THE OFFICE AND SAFETY DEPARTMENT MUST BE NOTIFIED IMMEDIATELY.

I AGREE THAT THE QUANTITIES STATED ABOVE ARE REPRESENTATIVE OF THE WORK DONE ON THIS DATE

MT CARMEL REP.

CUSTOMER REP.

LafargeHolcim (US)
JOPPA
GRAND CHAIN IL 62941-2306
Customer Service

0809557322

2195

Bill of Lading: 809557322

Ship To #1668877

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Shipping information Page 1 of 1
Ship Date 06/09/2020 Time In: 05:58
Rq.Dlv.Date/Time 06/09/2020 07:00 Time Out: 06:05
Customer PO/Dt
Order Number/Date 1124097782 / 06/08/2020
Customer Number 1945
Reference

Conditions

Delivery FP
Route

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name: SOUTHERN ILLINOIS MOTOR XPRESS INC

Contract#

Vehicle 322

Scaled Weight (Bulk Only)

* Gross Weight 79,180 lb
* Tare Weight 30,560 lb
Net Weight 48,620 lb

Certified For State

Job Number KY20034

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
9	PORTLAND,TYPE I/II, LOW ALKALI	6001	JOPPA, IL	48,620 lb	24.310 tn

Total Weight 24.310 tn

Certification Statement

THIS PRODUCT HAS A LIMESTONE ADDITION > 5.0% BY MASS OF THE CEMENT.

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 1D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987, set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading on the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier, or (3) of the bill of lading set forth in or prescribed by the relevant tariff, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by O.C. 985-79, April 3, 1979, when the said goods originating in Quebec are to be carried by a motor carrier (5) for approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

* = Manual Weights

Loaded By: Eric Cockrel

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

C19P758229
SEM

LafargeHolcim (US)

JOPPA
GRAND CHAIN IL 62941-2306

0809426573

2195

Customer Service

Bill of Lading: 809426573

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/09/2020

Time In: 06:08

Rq.Div.Date/Time 06/09/2020 07:00

Time Out: 06:14

Customer PO/Dt

Order Number/Date 1124097783 / 06/08/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

* Gross Weight 79,140 lb
* Tare Weight 27,880 lb
Net Weight 51,260 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 258

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
9	PORTLAND, TYPE I/II, LOW ALKALI	6001	JOPPA, IL	51,260 lb	25.630 tn

Total Weight 25.630 tn

Certification Statement

THIS PRODUCT HAS A LIMESTONE ADDITION > 5.0% BY MASS OF THE CEMENT.

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article I D on the reverse side hereof for Reimbursements of U.S. Sales, and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-8, dated February 1, 1989 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by O.C. 980-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners for Canada by general order No. 1-43, set forth in the Rules of the Quebec and New-France Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

* = Manual Weights

Loaded By: Eric Cockrel

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges

Customer

(Signature of consignor)

C 19 P 8 34429
ST 101



20009
EM#1

DAILY JOB REPORT

JOB NAME:

Todderson School

DATE:

6-10-20

JOB NUMBER:

KY20034

CONTRACTOR NAME:

Robinson

CITY/STATE:

Henderson Ky

COUNTY:

Henderson

PHYSICAL ADDRESS:

TODAY'S PRODUCTION :

	PROCESS	MATERIAL	SPREAD RATE	DEPTH	SQ YDS	Tons	# OF LOADS
1	Cement Stabilization	Cement	6%	16	9681	332.59	13
2							
3							
4							

Total SY's and Tons

9681 332.59

WATER SOURCE:

GALLONS OF WATER:

WILL WE BE BILLED:

IF YES WHO WILL BILL US:

COMMENTS:

GENERAL INFORMATION ABOUT THE JOB, WEATHER, AND THE DAILY PRODUCTION

Cement Stabilized sub grade in fill areas.

PLEASE INCLUDE TICKET NUMBERS:

576, 6508, 6509, 291, 292, 297, 298, 179, 988, 264, 263, 120, 275

ACCIDENTS/DAMAGES:

DETAILED INFORMATION ABOUT ANY INJURIES OR DAMAGES TO STRUCTURES AND EQUIPMENT
NOTE: IF AN INCIDENT OCCURS THE OFFICE AND SAFETY DEPARTMENT MUST BE NOTIFIED IMMEDIATELY

I AGREE THAT THE QUANTITIES STATED ABOVE ARE REPRESENTATIVE OF THE WORK DONE ON THIS DATE

MT CARMEL REP.

CUSTOMER REP.

TICKET NUMBER



BILL OF LADING

KOSMOS CEMENT COMPANY

6508

COMPANY NAME
KOSMOS CEMENT COMPANYLOCATION INFORMATION:
4869 LOUISVILLE PLANT
15301 DIXIE HIGHWAY
LOUISVILLE, KY 40272DATE TO SHIP:
06/10/2020TICKET DATE:
06/10/2020BEGIN LOAD:
4:56 amTICKET TIME
5:01 amPO:
NO POORDER:
MT CARMEL-JEFFERSON SCHOOLORDER NO:
1371

DISPATCH:

SHIPPING UNIT:
2245727VEHICLE DESCRIPTION:
9999-4869-10, GENERIC TANKTRACTOR LIC:
196TRAILER 1:
549

TRAILER 2:

CARRIER NO:
999999CARRIER NAME:
CJAMSDRIVER:
ALAN CEOWDERINCOTERMS:
PICKUPSHIP TO
3146361 MT CARMEL-JEFFERSON SCHOOL
800 S ALVES ST
HENDERSON KY 42419SOLD TO
3146361 MT CARMEL STABILIZATION GROUP INC
PO 458
MOUNT CARMEL, IL 62863-0458

SHIPPING INSTRUCTIONS:

SEALS:

QTY

UOM

MATERIAL NO

MATERIAL DESCRIPTION

SCALE

SILO

25.08 TON 1470925 BULK TYPE I/II

1 2

KOSMOS CEMENT BILL OF LADING RECEIVED, subject to the terms and conditions in this Bill of Lading the product ("Covered Goods") described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated, which said carrier agrees to carry to its usual place of delivery at said destination. It is mutually agreed as to each carrier of all or any of said Covered Goods over all or any portion of said route destination, and as to each party at any time interested in all or any of said Covered Goods that every service to be performed hereunder shall be subject to all the terms and conditions of this Bill of Lading. The term "carrier," throughout this Bill of Lading shall mean any person or corporation in possession of the product. Carrier represents that it has reviewed, and understands and agrees to all the terms and conditions stated in and incorporated by this Bill of Lading, which terms and conditions supercede, to the extent allowed by law, any and all other terms and conditions.

CARRIER / AGENT CERTIFIED

Actual Delivery to destination as shown above

Received by
Consignee

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SCALE LBS:

GROSS LB: 79,380

TARE LB: 29,220

NET LB: 50,160

SHORT TONS 25.08

METRIC TONS 22.75

☐ PREPAID ☐ FREIGHT COLLECT

Signature - KOSMOS CEMENT COMPANY

Jeffrey Litsey

Weighmaster

Time In Gate: 5:01 am

Received by Carrier

Per (Driver or Customer)



BILL OF LADING

TICKET NUMBER

KOSMOS CEMENT COMPANY

6509

COMPANY NAME:
KOSMOS CEMENT COMPANYLOCATION INFORMATION:
4869 LOUISVILLE PLANT
15301 DIXIE HIGHWAY
LOUISVILLE, KY 40272DATE TO SHIP:
06/10/2020TICKET DATE:
06/10/2020BEGIN LOAD:
5:15 amTICKET TIME:
5:19 am

PO:

NO PO

ORDER:

MT CARMEL-JEFFERSON SCHOOL

ORDER NO:

1371

DISPATCH:

SHIPPING UNIT:
2245727VEHICLE DESCRIPTION:
9999-4869-10, GENERIC TANKTRACTOR LIC:
182TRAILER 1:
565

TRAILER 2:

CARRIER NO:
999999CARRIER NAME:
CJAMSDRIVER:
DAVIDINCOTERMS:
PICKUPSHIP TO:
3146361 MT CARMEL-JEFFERSON SCHOOL
800 S ALVES ST
HENDERSON KY 42419SOLD TO:
3146361 MT CARMEL STABILIZATION GROUP INC
PO 458
MOUNT CARMEL, IL 62863-0458

SHIPPING INSTRUCTIONS:

SEALS:

QTY	UOM	MATERIAL NO.	MATERIAL DESCRIPTION	SCALE	SIL
25.57	TON	1470925	BULK TYPE I/II	1	2

KOSMOS CEMENT BILL OF LADING RECEIVED, subject to the terms and conditions in this Bill of Lading the product ("Covered Goods") described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated, which said carrier agrees to carry to its usual place of delivery at said destination. It is mutually agreed as to each carrier of all or any of said Covered Goods over all or any portion of said route destination, and as to each party at any time interested in all or any of said Covered Goods that every service to be performed hereunder shall be subject to all the terms and conditions of this Bill of Lading. The term "carrier," throughout this Bill of Lading shall mean any person or corporation in possession of the product. Carrier represents that it has reviewed, and understands and agrees to all the terms and conditions stated in and incorporated by this Bill of Lading, which terms and conditions supercede, to the extent allowed by law, any and all other terms and conditions.

CARRIER / AGENT CERTIFIED

Actual Delivery to destination as shown above

Received by

Consignee

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SCALE LBS:

GROSS LB: 79,560

TARE LB: 28,420

NET LB: 51,140

SHORT TONS 25.57

METRIC TONS 23.20

Signature - KOSMOS CEMENT COMPANY

☐ PREPAID ☐ FREIGHT COLLECT

Received by Carrier

Per (Driver or Customer)

Jeffrey Litsey

Weighmaster

Time In Gate: 5:19 am

LafargeHolcim (US)
2500 Portland Rd.
Grand Chain, IL 62941-2306

Bill of Lading: M2195 - 0 - 0291

Ship To

Al. Central Station Group
Jefferson School
800 S. Alas ST
Louisville KY 40219

Shipping Information

Ship date 6-16-20

Req. Delv. Date

Customer PO#

Job Number

Customer Number 1945

Reference

Conditions

Delivery

Drop Charge ☐

Scaled Weight (Bulk Only)

Gross weight 79,020

Tare Weight 28,500

Net weight 50,520

Carrier/Vehicle Details

Carrier Code 4003375

Carrier Name SI MX

Contract #

Vehicle # 347

Certified For State

Shipping Details

Material	Description	Silo	Valuation Type	Quantity	Weight
9 Type IV	Type I/II	9	2195		28,500 79,020

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading. The property described above, in good order, except as noted (contents and condition of packages unknown), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.		
Shippers imprint in lieu of stamp, not a part of Bill of Lading as approved by I.C.C.	If the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad, or Western Weighing Bureau, whichever has jurisdiction according to agreement	Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement: The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges. (Signature of consignor)
The paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.		
WARNING: DRY OR WET PRODUCT CAN CAUSE IRRITATION AND SEVERE BURNS TO EYES AND SKIN. THIS PRODUCT CONTAINS SMALL AMOUNTS OF CRYSTALLINE SILICA, WHICH HAS BEEN LISTED AS A HUMAN CARCINOGEN. ALSO REPEATED INHALATION OF CRYSTALLINE SILICA CAN CAUSE SILICOSIS, A DISABLING AND POTENTIALLY FATAL LUNG DISEASE. Precautions: Avoid contact with eyes and skin. Wear eye protection, rubber boots and gloves. Cover arms and legs adequately. Use only with adequate ventilation. In dusty conditions use NIOSH approved respirator. First Aid: In case of contact with skin or eyes, flush thoroughly with water. Seek prompt medical attention in case of contact with eyes or if skin irritation persists. For more details see Material Safety Data Sheet (MSDS) available from the supplier.		
Loaded By: [Signature]		
Driver		
Customer [Signature]		

LafargeHolcim (US)
2500 Portland Rd.
Grand Chain, IL 62941-2306

Bill of Lading: M2195-0-0292

Ship To

M. J. Carmel Stabilization Group
Jefferson School
10 S. Alvers St
Pensacola KY 42419

Shipping Information

Ship date 6-10-20
Req. Delv. Date
Customer PO#
Job Number
Customer Number 1945
Reference

Conditions

Delivery FP
Drop Charge ☐

Scaled Weight (Bulk Only)

Gross weight 79,020
Tare weight 27,880
Net weight 51,140

Carrier/Vehicle Details

Carrier Code 4003375
Carrier Name JEMA
Contract # 258
Vehicle #

Certified For State

Shipping Details

Material	Description	Silo	Valuation Type	Quantity	Weight
9: Type II	Type I/II	#1	2195		27880 79,020 25.57 Tons

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading. The property described above, in good order, except as noted (contents and condition of packages unknown), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Shippers imprint in lieu of stamp, not a part of Bill of Lading as approved by I.C.C.

If the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad, or Western Weighing Bureau, whichever has jurisdiction according to agreement.

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges

The paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

(Signature of consignor)

WARNING: DRY OR WET PRODUCT CAN CAUSE IRRITATION AND SEVERE BURNS TO EYES AND SKIN. THIS PRODUCT CONTAINS SMALL AMOUNTS OF CRYSTALLINE SILICA, WHICH HAS BEEN LISTED AS A HUMAN CARCINOGEN. ALSO REPEATED INHALATION OF CRYSTALLINE SILICA CAN CAUSE SILICOSIS, A DISABLING AND POTENTIALLY FATAL LUNG DISEASE.

Precautions: Avoid contact with eyes and skin. Wear eye protection, rubber boots and gloves. Cover arms and legs adequately. Use only with adequate ventilation. In dusty conditions use NIOSH approved respirator.

First Aid: In case of contact with skin or eyes, flush thoroughly with water. Seek prompt medical attention in case of contact with eyes or if skin irritation persists. For more details see Material Safety Data Sheet (MSDS) available from the supplier.

Loaded By: [Signature]
Driver: [Signature]
Customer: [Signature]

LafargeHolcim (US)
2500 Portland Rd.
Grand Chain, IL 62941-2306

Bill of Lading: M2195-0-0297

Ship To

At Grand Settlement Group
Jefferson School
PO Box 54
Henderson KY 42419

Shipping Information

Ship date 6-16-20
Req. Delv. Date
Customer PO#
Job Number
Customer Number 1945
Reference

Conditions

Delivery

Drop Charge ☐

Scaled Weight (Bulk Only)

Gross weight 77,000
Tare Weight 27,000
Net weight 50,000

Carrier/Vehicle Details

Carrier Code 4003375
Carrier Name SIMX
Contract #
Vehicle # 705

Certified For State

Shipping Details

Material	Description	Silo	Valuation Type	Quantity	Weight
9	Type III	#1	2195		25.14

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading. The property described above, in good order, except as noted (contents and condition of packages unknown), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Shippers imprint in lieu of stamp, not a part of Bill of Lading as approved by I.C.C.

If the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad, or Western Weighing Bureau, whichever has jurisdiction according to agreement.

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

The paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

WARNING: DRY OR WET PRODUCT CAN CAUSE IRRITATION AND SEVERE BURNS TO EYES AND SKIN. THIS PRODUCT CONTAINS SMALL AMOUNTS OF CRYSTALLINE SILICA, WHICH HAS BEEN LISTED AS A HUMAN CARCINOGEN. ALSO REPEATED INHALATION OF CRYSTALLINE SILICA CAN CAUSE SILICOSIS, A DISABLING AND POTENTIALLY FATAL LUNG DISEASE.

Precautions: Avoid contact with eyes and skin. Wear eye protection, rubber boots and gloves. Cover arms and legs adequately. Use only with adequate ventilation. In dusty conditions use NIOSH approved respirator.

First Aid: In case of contact with skin or eyes, flush thoroughly with water. Seek prompt medical attention in case of contact with eyes or if skin irritation persists. For more details see Material Safety Data Sheet (MSDS) available from the supplier.

Loaded By:
Driver
Customer

LafargeHolcim (US)
2500 Portland Rd.
Grand Chain, IL 62941-2306

Bill of Lading: M2195 - 0 - 0298

Ship To

MT Cement Stabilization Group
Jackson school
80 SALVO ST
Henderson KY 42419

Shipping Information

Ship date 6-1-20
Req. Delv. Date
Customer PO#
Job Number 1443
Customer Number
Reference

Conditions

Delivery

Drop Charge ☐

Scaled Weight (Bulk Only)

Gross weight

Tare Weight

Net weight

Carrier/Vehicle Details

Carrier Code

Carrier Name

Contract #

Vehicle #

Certified For State

Shipping Details

Material	Description	Silo	Valuation Type	Quantity	Weight
9	Type I/II	6001 #1	2195		25.15 TN

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading. The property described above, in good order, except as noted (contents and condition of packages unknown), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Shippers imprint in lieu of stamp, not a part of Bill of Lading as approved by I.C.C.

The paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

If the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad, or Western Weighing Bureau, whichever has jurisdiction according to agreement.

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The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

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Precautions: Avoid contact with eyes and skin. Wear eye protection, rubber boots and gloves. Cover arms and legs adequately. Use only with adequate ventilation. In dusty conditions use NIOSH approved respirator.

First Aid: In case of contact with skin or eyes: flush thoroughly with water. Seek prompt medical attention in case of contact with eyes or if skin irritation persists. For more details see Material Safety Data Sheet (MSDS) available from the supplier.

Loaded By:

Driver:

Customer:

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809653179

5456

Customer Service

Bill of Lading: 809653179

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/10/2020

Time In: 08:34

Rq.Dlv.Date/Time 06/10/2020 00:00

Time Out: 08:41

Customer PO/Dt

Order Number/Date 1124143439 / 06/10/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FOB

Gross Weight 79,900 lb

Route

Tare Weight 28,120 lb

Net Weight 51,780 lb

Carrier/Vehicle Details

Carrier Code 4000000

Certified For State

Carrier Name CUSTOMER VEHICLE

Job Number

Contract#

KY20034

Vehicle 182/565

Acc. Charge

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	51,780 lb	25.890 tn

Total Weight

25.890 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subject to the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading on the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carriers services when said goods are carried by a motor carrier; or (4) of the bill of lading described by U.C. 986-79, April 3, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners prior to Canada by general order No. 1-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

DWR C Jones

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809536988

5456

Customer Service

Bill of Lading: 809536988

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/10/2020

Time In: 10:59

Rq.Dlv.Date/Time 06/10/2020 10:01

Time Out: 11:05

Customer PO/Dt

Order Number/Date 1124022289 / 06/09/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Gross Weight 79,880 lb

Tare Weight 27,780 lb

Net Weight 52,100 lb

Delivery FP

Route

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 707/258

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6001	STE. GENEVIEVE, MO	52,100 lb	26.050 tn

Total Weight 26.050 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article I of the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected (for all) U.S. Sales to all the terms and conditions of Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by D.C. 980-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-Express Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back hereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809617264

5456

Customer Service

Bill of Lading: 809617264

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/10/2020

Time In: 10:47

Rq.Dlv.Date/Time 06/10/2020 10:01

Time Out: 10:57

Customer PO/Dt

Order Number/Date 1124022290 / 06/09/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight 79,980 lb

Route

Tare Weight 28,220 lb

Net Weight 51,760 lb

Carrier/Vehicle Details

Certified For State

Carrier Code 4003375

Job Number

KY20034

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Acc. Charge

Contract#

Equip. Type 5000056

Vehicle 738/347

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	51,760 lb	25.880 tn

Total Weight

25.880 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of "U.S. Sales" and "Canadian Sales" respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subjected for all U.S. Sales, to all the terms and conditions of Uniform Domestic Freight Bill of Lading set forth in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-5, dated February 1, 1966 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the Bill of Lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carriers' services when said goods are carried by a motor carrier; or (4) of the bill of lading described by U.C. 966-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier. (5) or approved by the Board of Transport Commissioners for Canada by special order No. 1-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including, thereon on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor)

Customer

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106
Customer Service

0809612263

5456

Bill of Lading: 809612263

Ship To #1668877

Shipping information Page 1 of 1
Ship Date 06/10/2020 Time In: 08:43
Rq.Div.Date/Time 06/10/2020 00:00 Time Out: 08:48
Customer PO/Dt
Order Number/Date 1123660895 / 06/10/2020
Customer Number 1945
Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FOB
Route

Gross Weight 79,840 lb
Tare Weight 28,940 lb
Net Weight 50,900 lb

Carrier/Vehicle Details

Carrier Code 4000000
Carrier Name CUSTOMER VEHICLE
Contract#
Vehicle 196/549

Certified For State

Job Number KY20034
Acc. Charge
Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	50,900 lb	25.450 tn

Total Weight 25.450 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 113 on the reverse side hereof for descriptions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1956 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading of the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carriers' services when said goods are carried by a motor carrier; or (4) of the bill of lading described by D.C. 156-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

DWR C. Jones

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809629120

5456

Customer Service

Bill of Lading: 809629120

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/10/2020

Time In: 12:24

Rq.Dlv.Date/Time 06/10/2020 13:31

Time Out: 12:30

Customer PO/Dt

Order Number/Date 1124026394 / 06/10/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight

79,900 lb

Route

Tare Weight

28,060 lb

Net Weight

51,840 lb

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 707/A08

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6001	STE. GENEVIEVE, MO	51,840 lb	25.920 tn

Total Weight 25.920 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any portion of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. Sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. 1-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or (2) of the bill of lading set forth in the water carrier as provided in its tariff of rules and regulations when said goods are carried by a water carrier; or (3) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or (4) of the bill of lading described by D.C. 986-79, April 4, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) or approved by the Board of Transport Commissioners for Canada by general order No. 1-43, set forth in the Rules for the Carriage of Express and Non-carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Customer

(Signature of consignor)

Owl Southern 31.

LafargeHolcim (US)
OWENSBORO TERMINAL
OWENSBORO KY 42303-0106

0809652275

5456

Customer Service

Bill of Lading: 809652275

Ship To #1668877

Shipping information

Page 1 of 1

Ship Date 06/10/2020

Time In: 11:23

Rq.Div.Date/Time 06/10/2020 11:01

Time Out: 11:31

Customer PO/Dt

Order Number/Date 1124022291 / 06/09/2020

Customer Number 1945

Reference

MT. CARMEL STABILIZATION GROUP, INC.
JEFFERSON SCHOOL
800 S. ALVES ST.
HENDERSON KY 42419
USA

Conditions

Scaled Weight (Bulk Only)

Delivery FP

Gross Weight 79,880 lb

Route

Tare Weight 26,800 lb

Net Weight 53,080 lb

Carrier/Vehicle Details

Carrier Code 4003375

Certified For State

Carrier Name SOUTHERN ILLINOIS MOTOR XPRESS INC

Job Number

KY20034

Contract#

Acc. Charge

Vehicle 216/705A

Equip. Type 5000056

Shipping Details

Material	Description	Silo	Source	Quantity	Weight
1615	PORTLAND, TYPE I/II, LOW ALKALI	6003	STE. GENEVIEVE, MO	53,080 lb	26.540 tn

Total Weight 26.540 tn

Certification Statement

Shipping Instruction

Received, subjected to the classification and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above, in good order, except as noted (contents and condition of packages own), marked, consigned as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to the usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. See Article 11D on the reverse side hereof for definitions of U.S. Sales and Canadian Sales, respectively. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed here under shall be subjected for all U.S. sales to all the terms and conditions of Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment and for all Canadian Sales to all the following terms and conditions: (1) approved by the Board of Transport Commissioners for Canada by general order No. T-5, dated February 1, 1986 and in effect to December 31, 1987 set forth in the Canadian Freight Classification and also available at all railway agency stations and freight offices upon request, when said goods are carried by a rail carrier, or (4) of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier, or (4) of the bill of lading described by O.C. 986-79, April 3, 1979, when the said goods originating in Quebec are to be carried by a motor carrier; (5) for approved by the Board of Transport Commissioners for Canada by general order No. T-43, set forth in the Rules for the Carriage of Express and Non-express Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns. Shipper hereby certifies that it is familiar with all the terms and conditions of said bill of lading including those on the back thereof, set forth in the classification or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for itself and its assigns.

For U.S. Sales, if the shipment moves between two ports by carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight. If the shipment moves by rail, the description and weight indicated on this bill of lading are correct, subjected to verification by the individual railroad or Western Weighing Bureau, whichever has jurisdiction according to agreement.

For U.S. Sales, the paper bags used for this shipment conform to the specifications and rules set forth in the governing Rail and Motor classifications.

Loaded By: Darrell Reed

Driver

Subjected to section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to consignee without recourse of consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges

Customer

(Signature of consignor)

DWR Southern IL

KCI CHANGE ORDER / EXTRA WORK COSTS

Project: Jefferson Elementary School

ORDER NO. S: ASI 001

Submit To: Codell Construction

Change Order: TBD
Date: 5/11/2020

ASI 001 Plan Changes - Rev Pricing

Item	Description	Quantity	Unit	Unit Price	Extended
1	Remove Pipe and Berm (Partial)	1	LS	\$ 798.00	\$ 798.00
2	Additional Clearing	1	LS	\$ 13,565.00	\$ 13,565.00
3	Add 24" Pipe and End Sections	1	LS	\$ 9,156.00	\$ 9,156.00
4	Deduct 36" Pipe and End Sections	1	LS	\$ (5,976.00)	\$ (5,976.00)
5	Additional 6" Excavation DB-3	1	LS	\$ 8,316.00	\$ 8,316.00
6	Rip Rap Check Dams	1	LS	\$ 2,492.00	\$ 2,492.00

Total \$ 28,351.00
OH&P 15% \$ ~~4,252.65~~
\$ 32,604

20,035
3005.25
23,040.25