

BILL NO. _____

ORDINANCE NO. _____

A BILL TO CREATE AN ORDINANCE ENTITLED:

“AN ORDINANCE TO AMEND CENTRALIA CITY CODE SECTION 18-33 CONCERNING SPEED LIMITS.”

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF CENTRALIA, MISSOURI, as follows:

SECTION 1. Subsection C of Section 18-33 of the Centralia City Code is hereby changed, altered and amended to read as follows:

C. The speed limit on the following streets shall be as follows and shall be posted:

1. On Missouri Highway 22 from two thousand five hundred seventy (2,570) feet west of Missouri Highway 124 to five hundred fifty (550) feet west of Missouri Highway 124, the speed limit shall be sixty (60) miles per hours; from five hundred fifty (550) feet west of Missouri Highway 124 to Barr Street, the speed limit shall be forty (40) miles per hour; from Barr Street to Jefferson Street, the speed limit shall be thirty (30) miles per hour; from Jefferson Street to Remington Street, the speed limits shall be forty (40) miles per hour; and from Remington Street to one thousand seven hundred (1,700) feet east of Country Club Drive, the speed limit shall be fifty (50) miles per hour.

2. On Missouri Highway 124 from one thousand one hundred (1,100) feet south of Highway CC to Missouri Highway 22, the speed limit shall be fifty (50) miles per hour.

3. On Missouri Highway 151 from Fountain Street to Missouri Highway 22, the speed limit shall be forty-five (45) miles per hour.

4. On Jefferson Street from two hundred thirty-five (235) feet south of Gano Chance Drive to six hundred fifty (650) feet north of Gano Chance Drive, the speed limit shall be forty (40) miles per hour; from six hundred fifty (650) feet north of Gano Chance Drive to Barnes Street, the speed limit shall be thirty (30) miles per hour; from Barnes Street to Poage Street, the speed limit shall be twenty (20) miles per hour; from Poage Street to Missouri Highway 22, the speed limit shall be twenty-five (25) miles per hour; and from Missouri Highway 22 to one thousand four hundred (1,400) feet north of Missouri Highway 22, the speed limit shall be forty (40) miles per hour.

5. On Lakeview Street from Highway 124 to Adams Street, the speed limit shall be thirty (30) miles per hour; from Adams Street to Central Street, the speed limit shall be twenty (20) miles per hour, except for any part of the street in a school zone; and from Jefferson Street to one hundred twenty-seven (127) feet east of Ivy Street, the speed limits shall be thirty (30) miles per hour.

6. On Gano Chance Drive from Columbia Street to two thousand seven hundred (2,700) feet east of Jefferson Street, the speed limit shall be thirty-five (35) miles per hour.

7. On Highway CC from five hundred (500) feet west of Missouri Highway 124 to Missouri Highway 124, the speed limit shall be thirty-five (35) miles per hour.

8. On West Singleton Street from Missouri Highway 124 to the COLT Railroad railroad tracks the speed limits shall be thirty-five (35) miles per hour; and from the COLT Railroad railroad tracks to Hickman Street, the speed limit shall be thirty (30) miles per hour.

9. On North Allen Street from Railroad Street to Switzler Street the speed limit shall be twenty (20) miles per hour; and from Switzler Street to Missouri Highway 22, the speed limit shall

be thirty (30) miles per hour.

10. On Cox Street from Rollins Street to Jefferson Street, the speed limit shall be twenty (20) miles per hour.

11. On Booth Street from Jefferson Street to seven hundred (700) feet east of Orchard Street, the speed limit shall be twenty-five (25) miles per hour.

12. On Sims Street from Jefferson Street to Allen Street, the speed limits shall be twenty-five miles per hour, except for any part of the street in a school zone when in effect.

13. On Switzler Street from Howard Burton Drive to West Southgate Street, the speed limit shall be thirty (30) miles per hour.

14. On Walnut Street from Rodemyre Street to South Street, the speed limit shall be twenty (20) miles per hour.

15. On Rodemyre Street from Walnut Street to Jefferson Street, the speed limit shall be twenty (20) miles per hour.

16. On Columbia Street from Sims Street to County Land Drive, the speed limit shall be twenty (20) miles per hour; and from Country Land Drive, to Gano Chance Drive, the speed limits shall be twenty-five (25) miles per hour.

SECTION 2. All ordinance or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. This ordinance shall take effect and be in full force and effect from and after the date of its passage and approval.

PASSED this 16th day of July, 2012.

Mayor

ATTEST:

City Clerk

This ordinance approved by the Mayor this 16th day of July, 2012.

Mayor

ATTEST:

City Clerk

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Bids for Purchase of Scrap Metal

| | |
|---------------------------|------------|
| Shannon & Bertha Jackson | \$3,750.00 |
| Greg Smith/Smith Hauling. | \$1,800.00 |
| Frank Johns | \$5,151.00 |

BILL NO.

ORDINANCE NO.

A BILL TO CREATE AN ORDINANCE ENTITLED:

“AN ORDINANCE AUTHORIZING AND DIRECTING THE MAYOR AND CITY CLERK OF THE CITY OF CENTRALIA, MISSOURI, TO EXECUTE A CONTRACT WITH APAC-MISSOURI, INC., COLUMBIA, MISSOURI RELATING TO INSTALLATION OF ASPHALT OVERLAYS ON SEVERAL STREETS.”

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF CENTRALIA, MISSOURI, as follows:

SECTION 1. The Mayor and City Clerk of the City of Centralia, Missouri are hereby authorized and directed to execute a contract on behalf of the City of Centralia, Missouri, with APAC--Missouri, Inc. of Columbia, Missouri, relating to installation of asphalt overlays on several city streets at a cost of Seventy eight dollars and ninety cents (\$78.90) per ton of asphalt.

SECTION 2. This ordinance shall take effect and be in full force and effect from and after the date of its passage and approval.

PASSED this 16th day of July, 2012.

Mayor

ATTEST:

City Clerk

This ordinance approved by the Mayor this 16th day of July, 2012.

Mayor

ATTEST:

City Clerk

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BID TABULATION

WATER & SEWER SUPPLY

TOTAL = \$ 5240.76

H. D. SUPPLY WATERWORKS

TOTAL = \$ 5524.74

Distribution Bid
City of Centralia

ATTN: MIKE



- 12 - 3/4" x 5/8" meter yokes, 15" tall, ball valves, compression by multi purpose $88.35 = 1060.20$
(VBR72-15W-4133)
 - 20 - 3/4" brass compression couplings C49-33 $10.49 = 209.80$
 - 20 - 3/4" multi purpose fittings for meter yokes #71 COMPLETE $5.35 = 107.00$
 - 12 - 3/4" x 5/8" key ball valves $21.72 = 260.64$
 - 4 - 4" hymax couplings $120.25 = 481.00$
 - 4 - 8" hymax couplings $189.50 = 758.00$
 - 20 - 8" mega lug kits (For 4900) $46.45 = 929.00$
 - 6 - 6" mega lug kits (For 4900) $30.00 = 180.00$
 - 10 - top hats for sch. 40 pipe $24.50 = 245.00$
 - 8 - 1" valve box risers $5.59 = 44.72$
 - 8 - 2" valve box risers $7.55 = 60.40$
 - 6 - rolls (500') of #12 trading wire $60.00 = 360.00$
 - 20 - 18" meter jar frame and lid with pre drilled hole for radio's $27.25 = 545.00$
- TOTAL 5,240.76

*Please fax back quote by Wednesday, June 27, 2012 at 5:00pm. Thanks, Mike

THANKS,
SHAWN KITS

von Thun Enterprises LLC
2223 Shelby 127
Leonard, Mo. 63451
Ph: 660 762 9274
Fax: 660 762 4660

Estimate

| DATE | ESTIMATE # |
|----------|------------|
| 7/6/2012 | 192 |

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|---------------------|
| City Of Centraillia |
|---------------------|

| DESCRIPTION | AMOUNT |
|--|-------------|
| dust control (per running foot up to 22 ft wide) | 0.80 |
| Total | 0.80 |

Material Safety Data Sheet

Substance Identification

Identity: LIGNIN SULFONATE **CAS #:** 8061-53-8
Trade Names: LS-50, Ammonium Lignin Sulfonate, Ligninsulfonic Acid

Manufacturer: The Prince Manufacturing Co.
One Prince Plaza
Quincy, IL 62301
217-222-8854
Emergency: Chemtrec
1-800-424-9300

Components and Contaminants

| <u>Chemical Name:</u> | <u>CAS #</u> | <u>OSHA PEL</u> | <u>ACGIH TLV</u> | <u>Percent</u> |
|-----------------------|--------------|----------------------|----------------------|----------------|
| Lignin Sulfonate | 8061-53-8 | 15 mg/m ³ | 15 mg/m ³ | 100% Lignin |

Physical Data

| | | | |
|--------------------------------|---------------------------|---|-----|
| Boiling Point: | 212° F | Specific Gravity (H₂O=1): | 1.2 |
| Vapor Pressure (mm/Hg): | NA | Melting Point: | NA |
| Vapor Density (Air=1): | NA | Evaporation Rate (Butyl Acetate=1): | NA |
| Solubility in Water: | 100% | | |
| Appearance and Odor: | brown liquid, woody odor. | | |

Fire and Explosion Hazard Data

Flash Point: > 330° F
Flammable Limits: LEL NA UEL NA
Extinguishing Media: Foam, CO₂, dry chemical or water.
Special Fire Fighting Procedures: In the event of fire, wear full protective clothing and NIOSH-approved self-contained breathing apparatus with full face piece operated in the pressure demand or other positive pressure mode.
Unusual Fire and explosion hazards: None

Reactivity Data

Stability: Stable under ordinary conditions of use and storage.
Conditions to avoid: Heat above boiling.
Incompatibility (materials to avoid): Strong oxidizers (possible ignition) and strong alkalis (ammonia release)
Hazardous Decomposition or Byproducts: Thermal decomposition may release toxic oxides of carbon, sulfur and nitrogen.
Hazardous Polymerization: Will not occur.

Health Hazard Data

Route of Entry: **INHALATION:** Inhalation of high concentrations may cause irritation of the upper respiratory tract.
SKIN: No
INGESTION: Ingestion of lignin may cause abdominal pain and nausea.

Health Hazard Data (cont.)

| | |
|---|--|
| Health Hazards (Acute and Chronic): | Respiratory and skin irritation may result from prolonged overexposure. |
| Carcinogenicity: | NTP: No IARC Monographs: No |
| Signs and Symptoms of Exposure: | None known. |
| Aggravation of Pre-existing Conditions: | Persons with impaired respiratory function may be more susceptible to the effect of this substance. |
| Emergency and First Aid Procedures: | IF INHALED , remove to fresh air and seek medical attention for any breathing difficulty. IN CASE OF SKIN CONTACT , wash with soap & water. Seek medical attention if redness and irritation persist. IN CASE OF EYE CONTACT , flush eyes immediately with water for at least 15 minutes. Seek medical attention if irritation persists. IF INGESTED , induce vomiting immediately by giving two glasses of water and sticking finger down throat. Never give anything by mouth to an unconscious person. Call a physician immediately. |

Precautions for Safe Handling and Use

| | |
|--|---|
| Material Release or Spill Precautions: | Should a spill occur, ventilate area. If in a closed area, clean-up personnel require respiratory protection. Recover uncontaminated material for use. Precautions should be taken to prevent the spread of this product into publicly-owned treatment works, streams, ponds or lakes. If the spread of lignin is possible then a plan and schedule for containment and removal should be in place. |
| Waste Disposal Method: | Dispose of unreclaimable material in a RCRA-approved waste facility. |
| Handling and Storing Precautions: | Protect containers from damage and keep closed when not in use. |
| Other Precautions: | Observe good personal hygiene. Wash after handling. |

Control Measures

| | |
|---|---|
| Respiratory Protection: | Use NIOSH approved respirator with an organic vapor cartridge and particulate filter. |
| Ventilation: | A system of local and/or general exhaust is recommended to keep employee exposures below the Airborne Exposure Limits. Local exhaust is generally preferred because it can control the emissions of the contaminant at its source, preventing dispersion of it into the general work area. Please refer to the ACGIH document, "Industrial Ventilation, A Manual of Recommended Practices", most recent edition, for details. |
| Protective Gloves: | Yes |
| Eye Protection: | Safety goggles are recommended. |
| Other Protective Clothing or Equipment: | Use other protective equipment when necessary in order to avoid prolonged exposure to skin. |
| Work and Hygienic Practices: | Observe good personal hygiene. Wash after handling. |

SARA Title III Section 313 Supplier Notification

This product does not contain chemicals subject to the reporting requirements of section 313 of the Emergency Planning and Community Right-to-Know Act of 1986 and of 40 CFR 372.45:

This information must be included in all MSDS's that are copied and distributed for this material.

Section IV: Dust Control and Stabilization

All gravel roads will give off dust under traffic. After all, they are unpaved roads that typically serve a low volume of traffic, and dust is usually an inherent problem. The amount of dust that a gravel road produces varies greatly. In areas of the country that receive a high amount of moisture, the problem is greatly reduced. Arid or semi-arid regions such as the desert southwest and much of the great plains region in the USA are prone to long periods of dry weather. Similar regions around the globe can have similar weather patterns. Dust can really bring complaints in these areas if there are

residences located near the road and traffic is high.

The quality and type of gravel also has some effect on the amount of dust. Some limestone gravels can dust severely while some glacial deposits of gravel with a portion of highly plastic clay can take on a strong binding characteristic that will resist dusting remarkably well. Still, in prolonged dry weather, there will be dust! Whether to provide some type of dust control or not can be a hard decision to make. Virtually all methods of dust control require annual treatment.

The cost can be prohibitive if traffic volume is low. On the other hand, if traffic is high, the cost of dust control can more than pay for itself with the benefits of reduced material loss and reduced need for blade maintenance. (28) At this point, many agencies will face pressure to pave the road. It may actually be a good economic decision in the long run, especially if there is good indication that traffic will continue to increase in the future. However, never pave a road before it is ready! There is good information on making this decision in Appendix D.

Types of Stabilizers

Chlorides

These are the most commonly used products across the country. They fall into three categories: Calcium Chloride in flake or liquid form, Magnesium Chloride generally in liquid form, and Sodium Chloride (road salt). Sodium is seldom used and is the least effective. Calcium and Magnesium Chloride can be very effective if used properly. They

are hygroscopic products which, in simplest terms, means they draw moisture from the air and keep the road surface constantly damp. They are reasonably simple to use.

Resins

These are products available under various commercial names. The basic composition is lignin sulfonate which is a

by-product of the pulp milling industry. The product is sometimes called "tree sap" in the field. These products work best when incorporated into the surface gravel. They then provide cohesion to bind the soil particles together.

Natural Clays

Some regions of the country have excellent deposits of natural clay that

are highly plastic and provide strong cohesion when added in the right quantity to gravel. However, in prolonged dry weather, these roads will seldom be completely dust free. It can be difficult as well to haul the clay onto the road and mix it into the gravel. Because it is highly plastic, it tends to stick to the truck boxes and requires quite an effort to mix with the gravel.

Asphalts

The use of cut-back liquid asphalts to surface-treat gravel roads was once popular for dust control. However, because of the great amount of fuel oil

or kerosene in these products, they have been banned in many places. Some emulsified asphalts may work for this purpose, but their use is very limited. The product must be applied with special asphalt application equipment.

Soybean Oil

This product is known technically as Acidulated Soybean Oil Soapstock. It is a by-product of the caustic refining process of soybean oil. It is a biodegradable material that has many of the characteristics of a light petroleum-based oil. It will penetrate a gravel surface and provide a light bonding

of the gravel that effectively reduces dust when it is used properly.

Other Commercial Binders

There are too many of these to mention individually. They are marketed under various trade names across the country. It is always wise to try a test section of no more than 1000 feet in length to see how any of these products work with your gravel. One caution: do not use waste products such as crankcase drain oil from engines. This is harmful to the environment and is in violation of EPA rules.

Benefits of Stabilization

Once a road is stabilized there are several benefits. On high volume roads, these benefits can make stabilization very cost effective.

Reduced Dusting

It may be hard to justify the use of any of these products for dust control alone. However, when the products are working well, the added benefit of a stabilized surface that controls the loss of fines through dusting is a great economic benefit. When the fines are lost from a gravel surface, the stone and sand-sized particles that remain will tend to remain loose on the surface, leading to some distresses like washboarding and reduced skid resistance. It will become very hard to maintain. Fresh gravel with a higher percentage of fines needs to be hauled in. This becomes very expensive.

Reduced "Whip Off" of Aggregate

This is another economic bonus to dust control when it is working well. As mentioned earlier, when dust control

products are working well, the fine material in the gravel cannot loosen and dust away. This also means that the stone portion of the gravel will tend to remain embedded in the surface and will not be lost to the edge of the road or even whipped off onto the inslope from heavy traffic. Studies have shown that as much as one ton of aggregate per mile is lost each year for each vehicle that passes over a road daily. This means that a road carrying 200 vehicles per day will experience the loss of 200 tons of aggregate per mile each year. (7) Obviously this will vary with the amount of rainfall received, the quality of the gravel and other factors. Retaining aggregate is a good added benefit to dust control.

Reduced Blade Maintenance

A road surface that remains tightly bound and stable will require much less blade maintenance. The manufacturers of some dust control products highly recommend that the surface should not be bladed at all after their products

are applied. While extra blading, shaping and mixing is needed to prepare a road for dust control, the overall need for blade maintenance should be greatly reduced. This can be a great savings in equipment expense and labor. A county highway official once commented: "I don't react to dust complaints. All gravel roads have dust. But I do react to high maintenance costs. When we have to regrade a road frequently and do blade maintenance frequently, then it's time to look at stabilizing the surface with Magnesium Chloride. Reduced maintenance is what we're after. Dust control is just a bonus!"

Application Tips

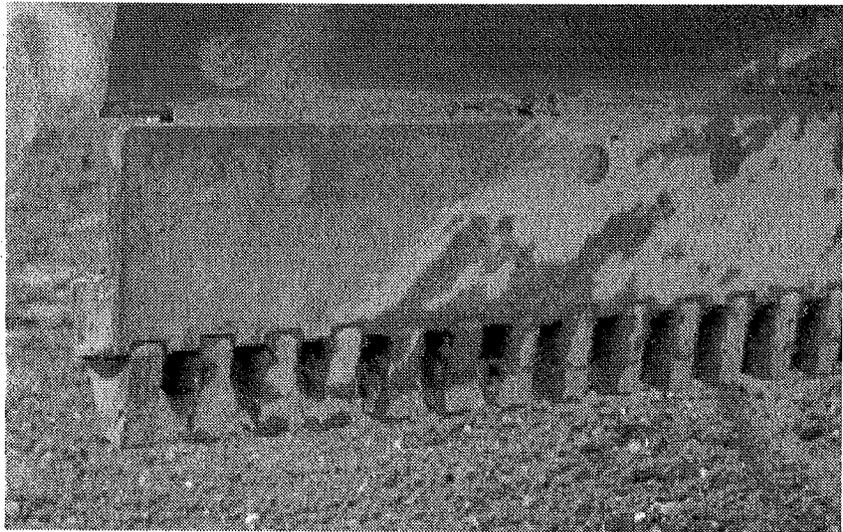
There is not enough space to cover application tips for all products. Since the Chlorides are the most commonly used products, we will address the use of those. However, some or all of these tips would apply to the use of most other products as well.

Need for Good Surface Gravel

Keep in mind the Chlorides are not binders. They simply draw moisture from the air. The gravel itself must have a good gradation — particularly a good percentage of fine material with some plasticity. This will give the gravel a natural binding characteristic. The Chlorides then will take over and keep the surface damp and it will remain tightly bound. It will not give up its fines in the form of dust. This point cannot be emphasized enough. If good gravel is not present on the road, it will be wise to haul in good fresh gravel prior to treatment. The cost of the Chloride treatment has been virtually wasted on some roads when the gravel was poor and very short-lived dust control resulted.

Road Preparation

This is another critical point in preparing for dust control treatment. Make sure the road has a good crown in the driving surface. Also, make sure there is good shoulder drainage. Standing water anywhere in the roadway will cause the surface to soften and fail. It will leave a pothole in an otherwise good, stabilized roadway. These can be hard to correct afterwards without disturbing the stabilized surface around it. Another key to preparation is to loosen a minimum of one to two inches of the existing surface and leave it loose at a uniform depth across



The carbide-tipped bits on a cutting edge can be a valuable tool in preparing a road for Chloride treatment. They penetrate the road and give a shallow scarifying effect to loosen and mix the existing gravel. This leaves a nice uniform loose layer of material on the surface.



the roadway. This allows the Chloride to penetrate evenly and quickly into the gravel.

Do not compact the surface at all prior to applying chlorides.

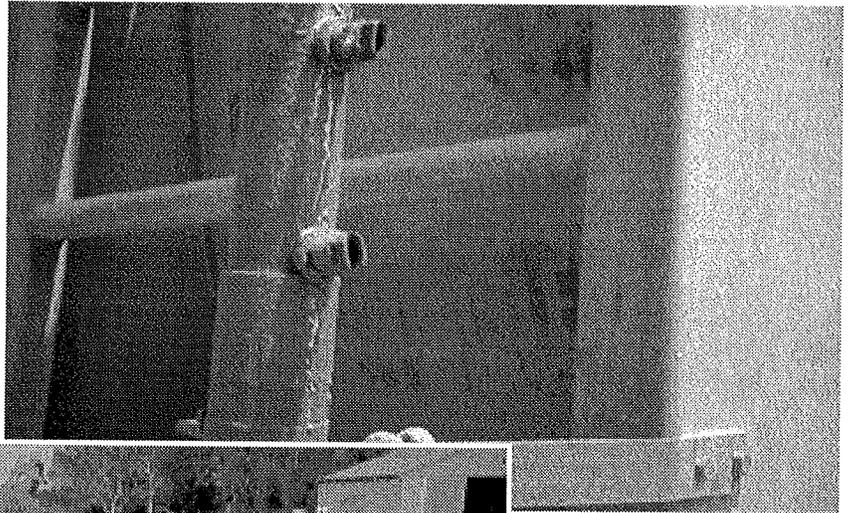
This road has been prepared well for a liquid Magnesium Chloride treatment. Notice the uniform, loose and nicely crowned surface looking over the hilltop. There is also good shoulder drainage as well. This is an excellent example of road preparation.

Applying the Product

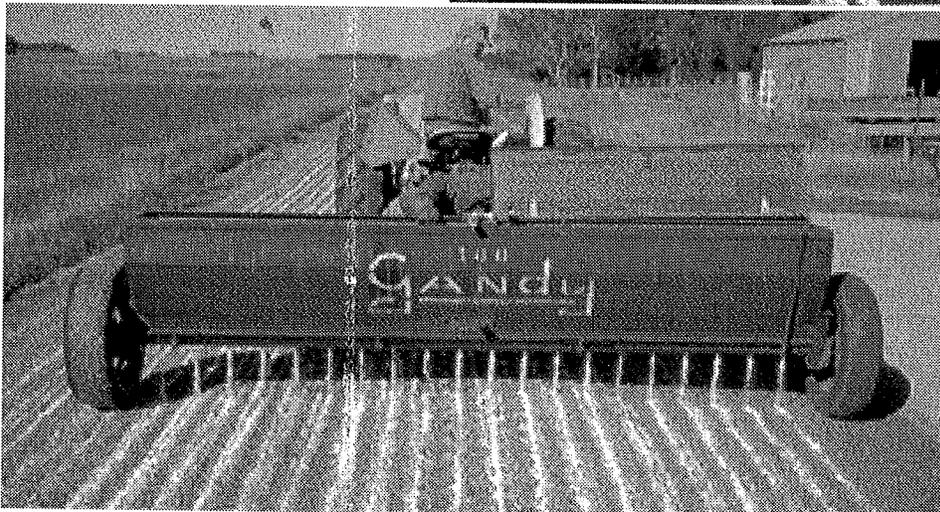
The most important need here is for equipment that can be calibrated accurately and that will apply either the liquid or flakes evenly across the surface. Then a good application rate needs to be selected. This will vary with the type of gravel being treated and the length of time dust control is needed. Check with vendors and experts in your area to see what recommended rates are. Next, watch the weather! If rain is forecast or appears to be likely, don't take a chance. Rain on a freshly treated surface will leach out and dilute the Chloride and cause it to run off the road. It can temporarily harm grass on adjacent areas. But the bigger problem will be very poor performance afterwards. Also, it is ideal to keep traffic off of the road for up to two hours after application. This is not always possible, but it is very helpful. It is recommended that one side of the road be treated at a time. Rolling can be helpful, but is not essential. If rollers are used, pneumatic ones are best, and watch to see that the gravel does not start picking up from the surface. If that happens, wait until the surface cures a bit before finishing rolling.



Example of a good piece of application equipment. This truck has a pressurized spray bar with a computerized application system that meters the liquid Chloride with extreme accuracy.



This photo shows part of the spray bar with spraying nozzles.



A very effective, yet simple method of applying flake Chloride accurately with an old farm fertilizer spreader. These machines can be calibrated with great accuracy. Quick cleanup afterward is important since Chloride is corrosive to equipment. Once it is bound in the gravel, corrosive effect on vehicles is very low.

Optimum Moisture

It is important to have the gravel close to optimum moisture just before applying Chlorides. This will cause the product to be absorbed much more quickly and evenly into the gravel. Never apply the Chloride to dry gravel. It will not be evenly absorbed and may show failure in spots.

Test Sections

It is always wise to try a test section of dust control/stabilization treatment if this type of work has not been done before. If there is uncertainty about the suitability of the gravel being used or if there is doubt about the equipment, and/or other products being applied, the process can be tried on a 500-1000 foot road test section. If the process fails at the test section level, then only a small investment and time are lost. Also you have less public complaint.

The outcome from the failed test section will present an opportunity to analyze what may have gone wrong. Another test section can then be tried with a modified process and/or materials. If field performance proves satisfactory, the process can then be applied to larger jobs.



A water truck being used to prewet some very dry gravel just prior to treatment. This dramatically improves the success of the treatment.

Lignin Sulfonate -Know the Facts !

Much is known about the use of Lignosulfonates (also called lignin sulfonate and sulfite lignins) and its application on unimproved road surfaces as a soil stabilization and dust control agent. It has never been responsibly suggested that the use of lignin would have any negative impacts on our environment and/or human health. This document will discuss lignin from a factual, practical and scientific basis. Lignin contains no constituents that are considered hazardous by any Government agency. Further, its health rating is 0, which simply means exposure offers little or no risk to either plants or humans. Further, the constant referral by the opponents to its use as a soil stabilization and dust control agent on the roads of Storm Mountain as an "oil slick" or as creating something like an "oil slick" is scientifically impossible. Lignin simply contains no oil based contaminants. Like magnesium chloride it is soluble in water. Further, lignin is biodegradable.

What is Lignin Sulfonate

Commercial lignin is produced as a co-product of the paper industry. It is separated from trees by a chemical pulping process. Lignins are products of sulfite pulping. Kraft lignins (also called sulfate lignins) are obtained from the kraft pulping process. Other delignification technologies use an organic solvent or a high pressure steam treatment to remove lignins from plants. Because lignins are very complex natural polymers with many random couplings, the exact chemical structure is not known. Physical and chemical properties differ depending on the extraction technology. For example, while lignins are **hydrophilic** (will dissolve in water), kraft lignins are **hydrophobic** (will not dissolve in water). The usefulness of commercial lignin products comes from their dispersing, binding, complexing and emulsifying properties. Industry first began to use lignins in the 1880s when lignin sulfonates were used in leather tanning and dye baths. Since then, they have even found applications in food products, serving as emulsifiers in animal feed and as raw material in the production of vanillin (widely used as an ingredient in food flavors, in pharmaceuticals and as a fragrance in perfumes and odor-masking products). Lignin uses have expanded into literally hundreds of applications - impacting on many facets of our daily lives.

For the purposes of this document we are concerned with lignin's use as a very effective and economical adhesive, acting as a binding agent or "glue" in pellets or compressed materials. Lignosulfonates are used on unpaved roads to reduce environmental concerns from airborne dust particles and to stabilize the road surface. These binding properties also make the product a useful component of the making of charcoal briquettes, ceramics, linoleum paste, and plywood and particle boards to name a few.

Lignins have a long history of use on roads as a method for dust control and surface stabilization. Lignin road products are derived from the lignin that naturally binds cellulose fibers together to give trees and plants firmness. These products are a safe and economical alternative to petroleum and salt-based products that are also sometimes applied to road surfaces.

The original method of applying Lignins to road surfaces for dust control was very simple: dilute raw Lignin solutions were sprayed in light applications onto dirt roads. Over time, road surfaces began to show an

improved stabilization, increasing the appeal of using Lignins. Lignin is well suited for a variety of uses such as parking lots, driveways, and road shoulders, where pavement is too costly and dust conditions become intolerable. The properties of raw lignin are enhanced when used, in combination with other stabilizers such as magnesium chloride. This is because lignins have a natural adhesive property when moist. When applied to dirt roads, the Lignin solution coats individual road particles with a thin adhesive-like film that binds the particles

together, while the magnesium chloride attracts the water molecules which also helps to bind the individual road particles together. The lignin further acts as a dispersant, allowing the particles to pack closer together for a stronger surface. Consequently, water uptake by the road bed surface is greatly reduced and the binder is less likely to be washed away by rain.

Benefits of Lignins for Road Applications

Creates a Denser, Firmer Road Cap - Lignin treatment eliminates the sliding hazards of loose dirt and gravel by binding them into a hard, skid-resistant surface.

Safe for the Environment - Lignins are non-toxic when properly applied, making them safe for foliage and surface water surrounding roadways. Lignins are not corrosive and can be applied without special equipment or clothing.

Improves Safety - By controlling dust clouds, visibility on dirt roads is significantly increased, adding to driving comfort and safety.

Reduces Road Repairs - Hardened road surfaces are less likely to suffer the ribbed "washboard" effect common with untreated gravel or dirt roads. As a result, frequent grading can be reduced or eliminated.

Commercial Lignin products meet the specifications of the U.S. Forest Service Administration, General Service Administration and local and regional government standards. Lignin use on roads has been endorsed by various agencies for decades.

In the development of this document, studies conducted by the following agencies were consulted:

1. The Lignin Institute, a non-profit trade association of manufacturers and suppliers of lignin products.



Centralia Park Board

Mike Kinkead, President
Laurie Peavler, Vice President
Bev Reynolds, Treasurer
Harold Beasley, Harold Ward
Jodean Newsted, Dale Davidson
Richard Dickerson, Dick Ward

**CENTRALIA PARK BOARD
ANNUAL REPORT TO BOARD OF ALDERMAN
2011-12 OPERATING YEAR**

CENTRALIA MUNICIPAL SWIMMING POOL:

The Centralia Municipal Swimming Pool opens on Memorial Day and Closes on Labor Day.

The pool had a total of 18,468 swimmers this year. We were open 81 days for an average attendance of 228.

Our Water Safety Instructor held 5 - two week sessions of Red Cross Swim Lessons with a total of 194 participants and a Lifeguard Class and re-certification Lifeguard Class with 11 participants.

A total of 106 swimmers joined the Centralia Hurricanes Swim Team this year. The team is a member of the Mid-Missouri Swim Conference and participated in 5 away swim meets and we hosted 3 home swim meets.

A total of 46 private pool parties were booked. These are held after our regular day ends at 7 PM.

A free swim time for senior citizens was held each Friday morning from 10 to 11 AM with 12 participants.

Our Water Safety Instructor held a water safety program at the pool for the "Parent's As Teachers" program.

Boy Scout Troop 90 used our pool for completion of some of their Merit Badges.

The Centralia High School physical education classes used the pool for class time during the first 7 days of school in August.

CENTRALIA BALL FIELDS:

202 Summer League games for baseball, softball, instructional t-ball and whiffle ball was sponsored by the Optimist Club and played on our ball fields.

The Senior and Junior Babe Ruth Teams played their games on the North baseball field.

A Softball Clinic hosted by Coach Jill Angell and the Centralia High School girls' softball team was held at Nathan A. Toalson Bicentennial Park ball fields for the youth of Centralia, CBMS players, and CHS players.

A Softball Mini Camp hosted by Coach Jill Angell and the Centralia High School girls' softball team was held at Nathan A. Toalson Bicentennial Park ball fields and City Recreation Park South ball field for 6 days and played 14 softball ball games with 18 out of town softball teams attending.

One Private tournament was held at the City Recreation Park South Field in June during Anchor Fest.

The High School Softball Team hosted a six-week long softball league at Nathan A. Toalson Bicentennial Park ball fields and City Recreation Park ball fields. A total of 12 teams participated with 10 being from out of town.

The High School Softball Team practiced and played home games at Nathan A. Toalson Bicentennial Park ball fields.

Middle School Softball Team practiced and played games using the City Recreation Park South field and Nathan A. Toalson Bicentennial Park ball fields.

Both the High School and Middle School hosted all day Softball Tournaments at Nathan A. Toalson Bicentennial Park ball fields.

The High School Cross Country Team hosted a cross country meet in the City Recreation Park and had 11 other schools participate.

The High School Baseball Team practiced and played home games on City Recreation Park North field.

One private baseball tournament was held at City Recreation Park North Baseball Field in July.

CENTRALIA CITY PARKS AND CITY SQUARE:

The Centralia Intermediate School used Nathan A. Toalson Bicentennial Park for class recess time.

All Chance Elementary, Centralia Intermediate School, and Chester Boren Middle School end of the year picnics were held in the Centralia Parks and Shelters again this year.

The Missouri Department of Conservation used the Centralia Recreation Park to sponsor a conservation day for all Centralia 2nd grade students.

The Annual Anchor Festival was held on June 3 through June 5 in the City Square. We provide all the picnic tables, bleachers, and trash barrels. Our employees also provide clean up of the park grounds during the three days.

July 4th activities were held in the City Parks with the annual Bell Ringing Ceremony, sponsored by the GFWC Sorosis Club, being held in the City Square and the evening fireworks display, sponsored by the City of Centralia, held in the City Recreation Park.

We provided assistance to the Centralia Chamber of Commerce with labor and materials for the 2nd Annual BBQ Contest held in and around the City Square.

We provide delivery and then pick up of picnic tables, bleachers, trash barrels, etc to numerous groups and individuals through out the spring, summer and fall. Examples: bleachers delivered to Centralia Cemetery for the Memorial Day VFW Program, bleachers delivered to the New Beginnings Church for "Biker Sunday", and bleachers and picnic tables delivered to the Battlefield site.

ROUTINE MAINTENANCE OF CENTRALIA CITY PARKS

The Centralia Park and Recreation Department, under the direction of the Park Director, maintain the City Parks as follows:

Mow and trim City Recreation Park, Nathan A. Toalson Bicentennial Park, Jaycee Park, and the City Square.
Mow and trim City Water Plant, East and West water towers, and railroad right a ways.

We drag and maintain all ball fields in all parks for a total of 5 fields and provide field marking equipment and powder for ball games.

The Park Department operates concessions stands located at City Recreation Park, Nathan A. Toalson Bicentennial Park, and at the Centralia Municipal Swimming Pool as a source of revenue.

Employees open/close and clean restroom (10 total) daily at all parks.

Employees pick up trash from 55 barrels located through out the parks twice per week during high usage time in summer months and as need during the off season time.

Employees provide general maintenance of all park facilities as needed to keep the Centralia Parks looking good for all activities of our community.

CENTRALIA RECREATION CENTER :

As of March 15, 2012 we had a total of 2084 members and our total attendance for the year was 61,500.

During the third year of operation, we have provided various sponsored activities as follows:

Various fitness classes (aerobics, Zumba and yoga) for all fitness levels have been held.

We provided the facilities for the Centralia Friends of the Park Basketball League practices and games during the month of December, January, and February.

In February, we hosted a youth basketball tournament at the Centralia Recreation Center in which 44 teams from various mid-Missouri towns participated.

During the 9 months that school is in session, we provide an after school "Kids Club" for children ages 8 and up.

EMPLOYEES:

We employed Tad Dunn as Park Director to lead a seasonal staff at the Park Maintenance Department of 3 full time and 3 part time park maintenance employees, 1 part time Secretary/Maintenance employee, 3 Assistant Pool Managers, 9 Lifeguards and 8 basket checker/concession employees at the Centralia Municipal Swimming Pool. At the Centralia Recreation Center, we employ 1 part time custodian, 4 part time Receptionist/Clerical employees, 3 Aerobic/Zumba Instructors, 1 director and 3 assistants for Kids Club.

We would like to thank the Mayor, Board of Aldermen, and City Staff for their continued support and help this past year.

Respectfully yours,



Mike Kinkead, Park Board President
and Park Board Members: Harold Ward, Beverly Reynolds, Harold Beasley, JoDean Newsted, Dale Davidson,
Richard Dickerson, Laurie Peavler, and Richard Ward