

MICROFILM # 702 10-

FIRST AMENDMENT TO

THE APPROVED PRELIMINARY
REPORT AND SERVICE PLAN FOR
ORGANIZATION OF THE
DURANGO WEST METROPOLITAN
DISTRICT NO. 1
La Plata County, Colorado

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State of Colorado La Plata County

PREPARED BY: **KEN WEATHERS & Associates**

Post Office Box 2913
Durango, Colorado 81301

NOVEMBER, 1981

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*Indicates Exhibits

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SECTION I

SUMMARY

The Service Plan for the Durango West Metropolitan District No. 1 was approved by the La Plata County Commissioners in 1978. Subsequent to that time, several situations have occurred which were not previously anticipated and have caused the District to propose an amendment to the original Service Plan. This amendment includes:

- 1.) addition of the road systems within the District to the facilities operated and maintained by the Metropolitan District.
- 2.) Addition of parks and recreation to the functions authorized to be performed by the District.
- 3.) Increase in the total bond authorization.
- 4.) Increase in the maximum payable interest rate.

The original Service Plan of the District is to be considered in full force and effect except as specifically modified by this first amendment. The amendments which the District proposes to make in the original Service Plan are as follows:

ROAD SYSTEMS

The original Service Plan and organization of the District authorized the District to perform services relative to sanitary sewage disposal and domestic water supply only. The District now proposes to accept the responsibility of operation and maintenance of the road systems within the District. This service would include repair, maintenance, snow removal, and maintenance of drainage systems relative to all roads within the District. The original developer of land within the District had anticipated that the

road systems would be operated and maintained by La Plata County. La Plata County has not accepted these roads for maintenance to date, and has indicated that they do not anticipate accepting the roads in the near future. The previous developer of the lands within the District had made no other provisions for maintaining the road systems and has subsequently sold the project to another entity, thereby leaving no entity to operate and maintain the roads. The District is the only entity willing and able at this time to maintain the road systems.

PARKS AND RECREATION

The original Service Plan proposed for the District did not address parks and recreation. The District is not authorized by any election to participate in the functions of parks and recreation, including the operation and maintenance of common areas. The present areas within the District that have been developed contain numerous common areas which were intended to be deeded to the Property Owners Association for the general use of all the residents of the area. The Durango West Property Owners Association has subsequently requested that the District accept the responsibility for operating and maintaining the common areas within the general function of parks and recreation. The Association made this request based upon their feelings that the District could better serve the residents, that the function had been complicated by the formation of an additional Property Owners Association within the District, that the District has the ability to generate the necessary revenues to maintain the common areas, and that financial efficiencies could be obtained by elimination of duplication of effort relative to insurance policies, property taxes, administrative costs, billing systems, and others.

ADDITIONAL GENERAL OBLIGATION BONDS

At the Special Election of the District held on August 22, 1978, a total of \$1,650,000 in general obligation bonds was approved for financing the capital expenditures required within the District. Of the total \$1,650,000, \$838,000 was anticipated for water needs and \$812,000 was anticipated for sewer needs. Subsequent to that time, several factors have occurred which indicate that additional funds will be required for capital expenditures in the future. Additional costs of water will require additional expenditures and bond authorization. The addition of the road systems into the District function will also require a small capital expenditure and the fact that development has occurred slower than originally projected, has increased the anticipated effect of inflation upon all costs within the District. In total, an additional \$1,452,395 in authorized bond requirements are anticipated.

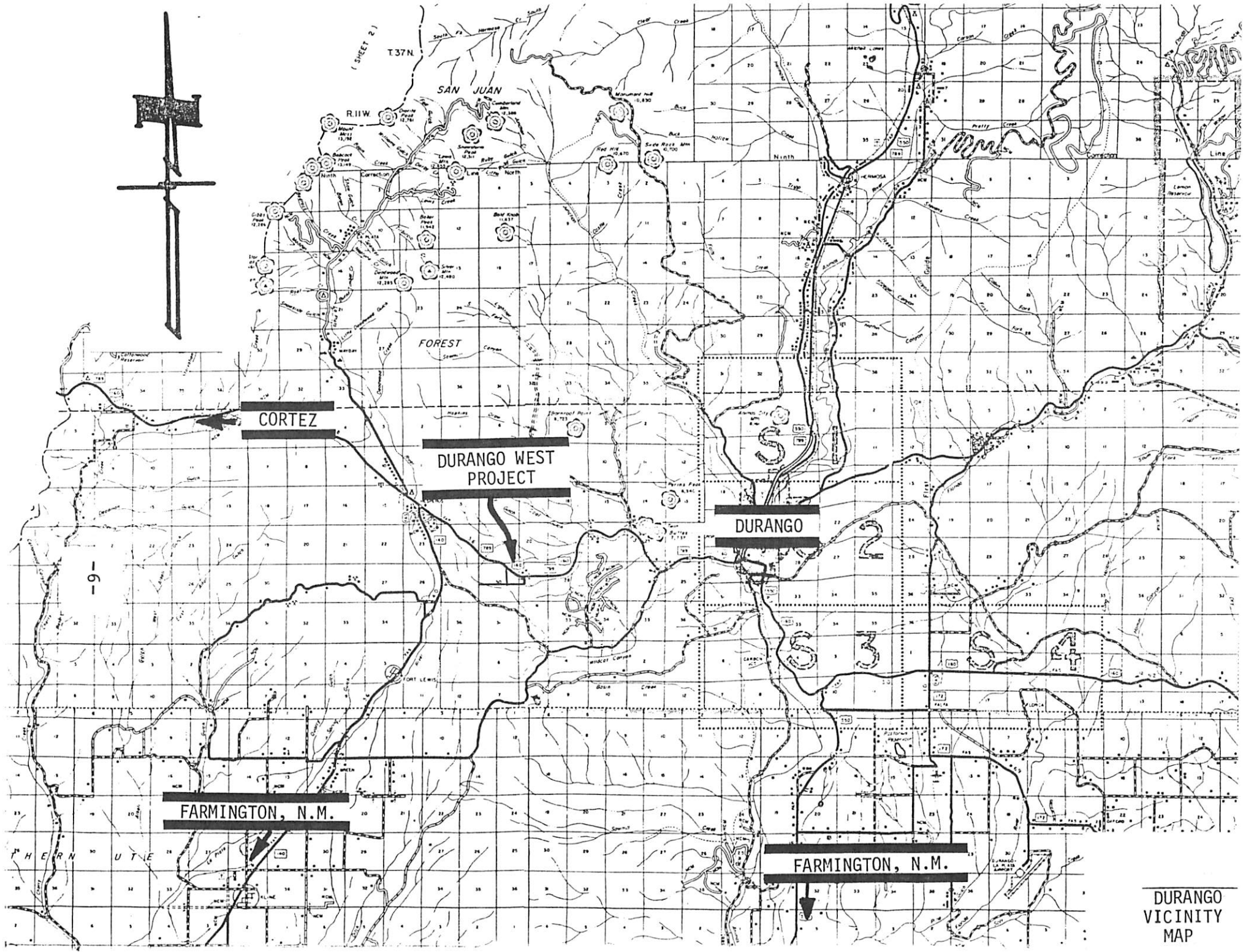
BOND INTEREST RATE AUTHORIZED

The original bond authorization of \$1,650,000 was approved at a maximum net effective interest rate of 8.60% per annum. The current national economic environment now makes it impossible to sell any bond issue at the original authorized interest rate. The District has found that it would be necessary to increase the maximum net effective interest rate to 20% per annum to insure that a bond issue could be sold to pay for any essential capital improvements.

AVAILABILITY OF SERVICE THROUGH OTHER MUNICIPALITIES

The existing and proposed systems provide the only feasible way

of providing these critical services to the Durango West community. There is no other municipality or service available to serve this area.



(SHEET 2)

T. 37N

SAN JUAN

R. 11W

FOREST

CORTEZ

DURANGO WEST
PROJECT

DURANGO

FARMINGTON, N.M.

FARMINGTON, N.M.

DURANGO
VICINITY
MAP

-9-

NORTHERN ROUTE

SECTION III

DEVELOPMENT STATUS

THE DEVELOPER

Throughout 1977 and the first part of 1978, sales of lots and development of dwelling units within the District proceeded as was projected in the original PROJECTED SCHEDULE OF DEVELOPMENT. After that time, all categories of development including lots developed, lots sold, mobile homes occupied, and conventional units occupied were below those projected in the original Service Plan. This slow down in development is primarily attributed to the fact that the sole developer within the District was Colorado West of Durango, Inc. and that organization did not meet its original sales projections. During this period of time, there was no on-site sales office or sales sign indicating who to contact for sales information within the development by Colorado West. In the first year, Colorado West had taken the initiative and had placed modular home units within the development for sale with good results. In the years after 1978, Colorado West did not make any effort to place units on lots and there was an obvious decline in both sales and build-out rates. In the spring of 1981, Colorado West of Durango, Inc. sold all of their interests in properties within the District, except for the Mobile and Modular Home Subdivision, Filing No. 1, to JTK Limited Partners, a partnership managed out of Phoenix, Arizona. JTK has subsequently taken a more active and aggressive role in marketing the subdivision land within the District. JTK has revised the covenants within Woodridge to permit only modular or conventional homes and

retained the covenants in Pinetop which would allow double and single-wide mobile homes. This policy has insured that the tax base for the District will retain a balance between conventional homes and mobile homes. JTK then began an active program of marketing and development including the completion of asphalt streets with curb and gutter in Pinetop and Woodridge, contracting with a high volume real estate brokerage firm in Durango for sales, installation of four mobile homes as homes for sale, and approval of the subdivision by the Veteran's Administration, Farmer's Home Administration, and the Federal Land Bank. In addition, JTK has been aggressive in seeking financing for the project and has obtained approval of financing of double-wide mobile homes, set up permanently on lots by Federal Land Bank. This is the first time that the Federal Land Bank in this region has agreed to finance a mobile home, set up on a lot, and it indicates the confidence that organization has in the quality and value of the product developed by JTK.

LOT SALES

Lot sales since the summer of 1978 have been disappointing. In the 2½ years between October of 1978 and June of 1981, only 25 lots were sold for a total of 110 lots. This sales rate is well below that projected in the original Service Plan and resulted in the District having cumulative lot sales of less than half those projected in the Service Plan, by mid 1981. Subsequent to the purchase of the development by JTK, the sales rate has improved in spite of the fact that this area, as well as the nation is in the worst housing recession in the post-war period. JTK has anticipated that although they may not maintain the lot sales rate projected in the District's original Service Plan, they will get the developments progressing again, and are anticipating lot

sales averaging 35 per year. The following graph indicates the projected versus actual lot sales within the District for the period between October 15, 1978 and the present. In addition, the graph shows the "revised projected development" rate anticipated by JTK. The anticipated rates have been used in the new PROJECTED SCHEDULE OF DEVELOPMENT which has been used in the District's revised financial plan.

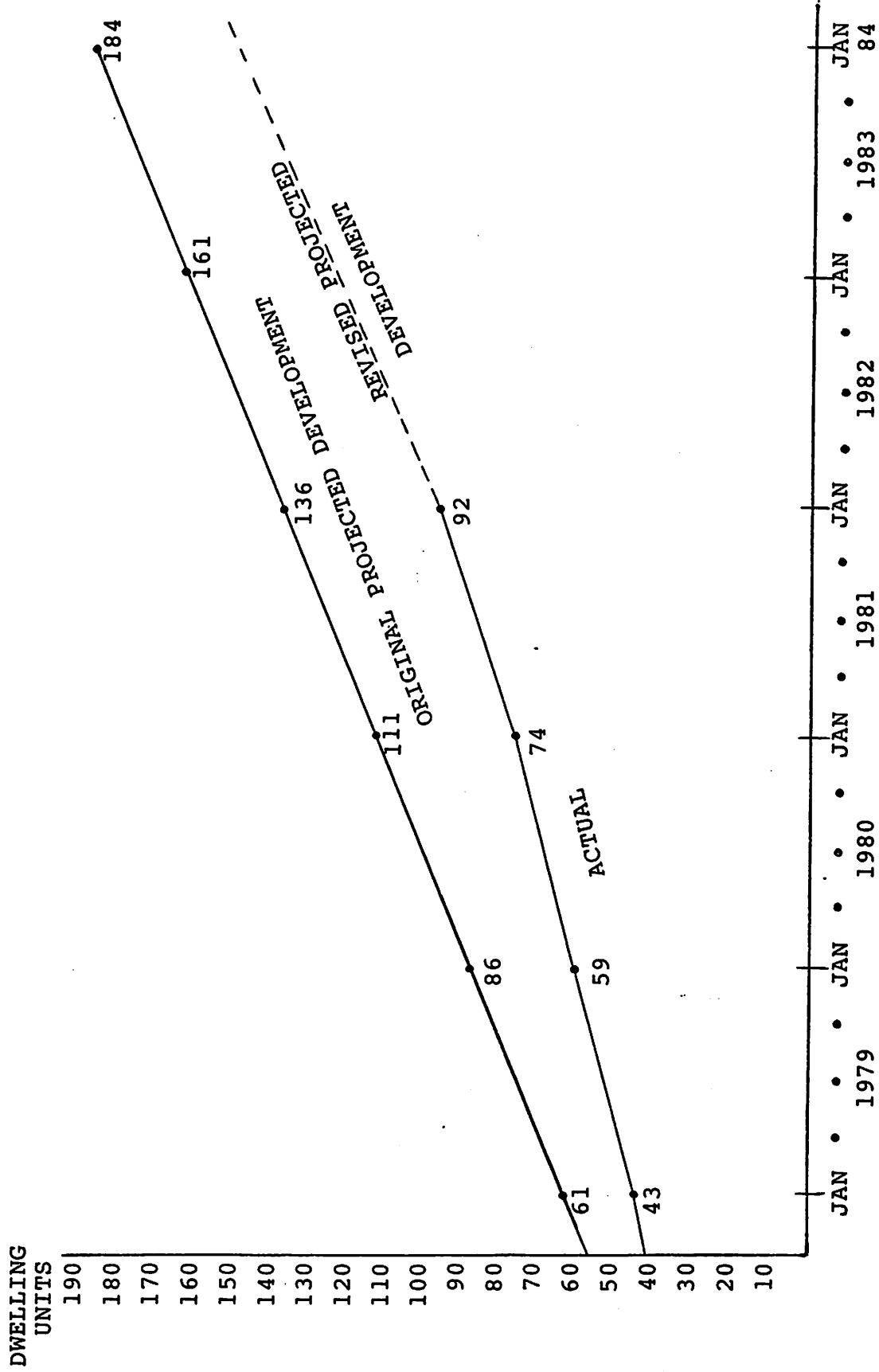
DWELLING UNITS DEVELOPED

The total number of units developed within the District has also been below the original projected schedule of development. Between October 15, 1978 and June of 1981, approximately 35 homes were added to the inventory within the District. Most of these homes were added within the first phase of Durango West and were not related to lot sales in the second phase of development. Thirty of these units were mobile home units with only five being conventional or modular homes. This can primarily be attributed to the fact that a mix of mobile homes and conventionals were allowed in the first phase, thereby discouraging conventional and/or modular homes.

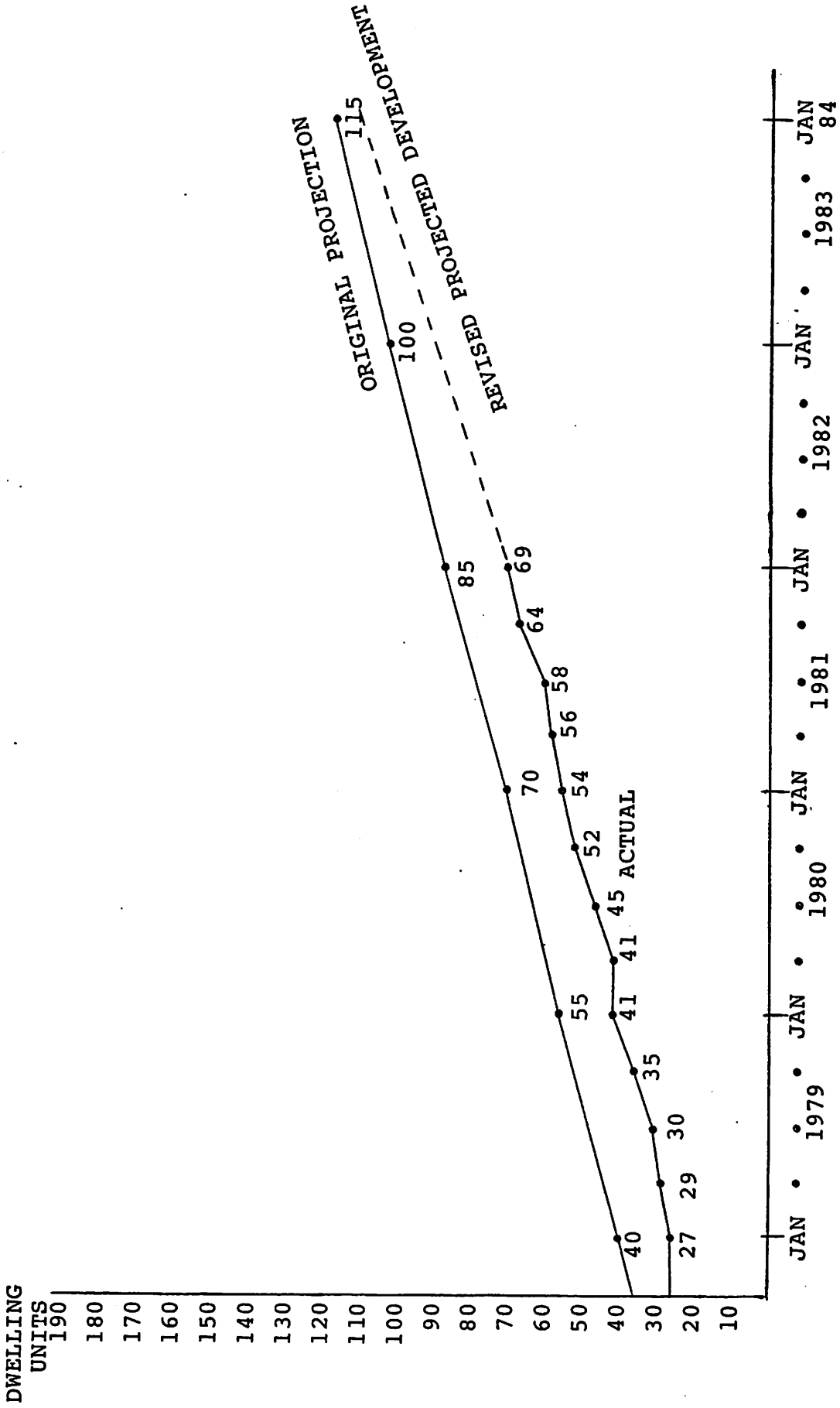
After purchase of the project by JTK and the initiation of the previously described development and sales program by that partnership, the number of dwelling units within the District has increased and progress can be seen within the subdivision. JTK estimates that approximately twenty mobile homes and eight conventional homes per year will be built within the project. It may be noted that although JTK's estimate of lot sales was lower than the original Service Plans projected development, their anticipated number of dwelling units per year is greater than the original Service Plan schedule of development. This is primarily due to the fact that JTK intends to place more emphasis on developing units and selling unit packages versus selling unimproved lots. This new approach to development of the lands within the district will benefit the District greatly and is a very positive sign.

The following three graphs indicate the projected versus actual development of dwelling units within the District and the breakdown of those projections by conventional and mobile homes. The graph also indicates the "revised projected development."

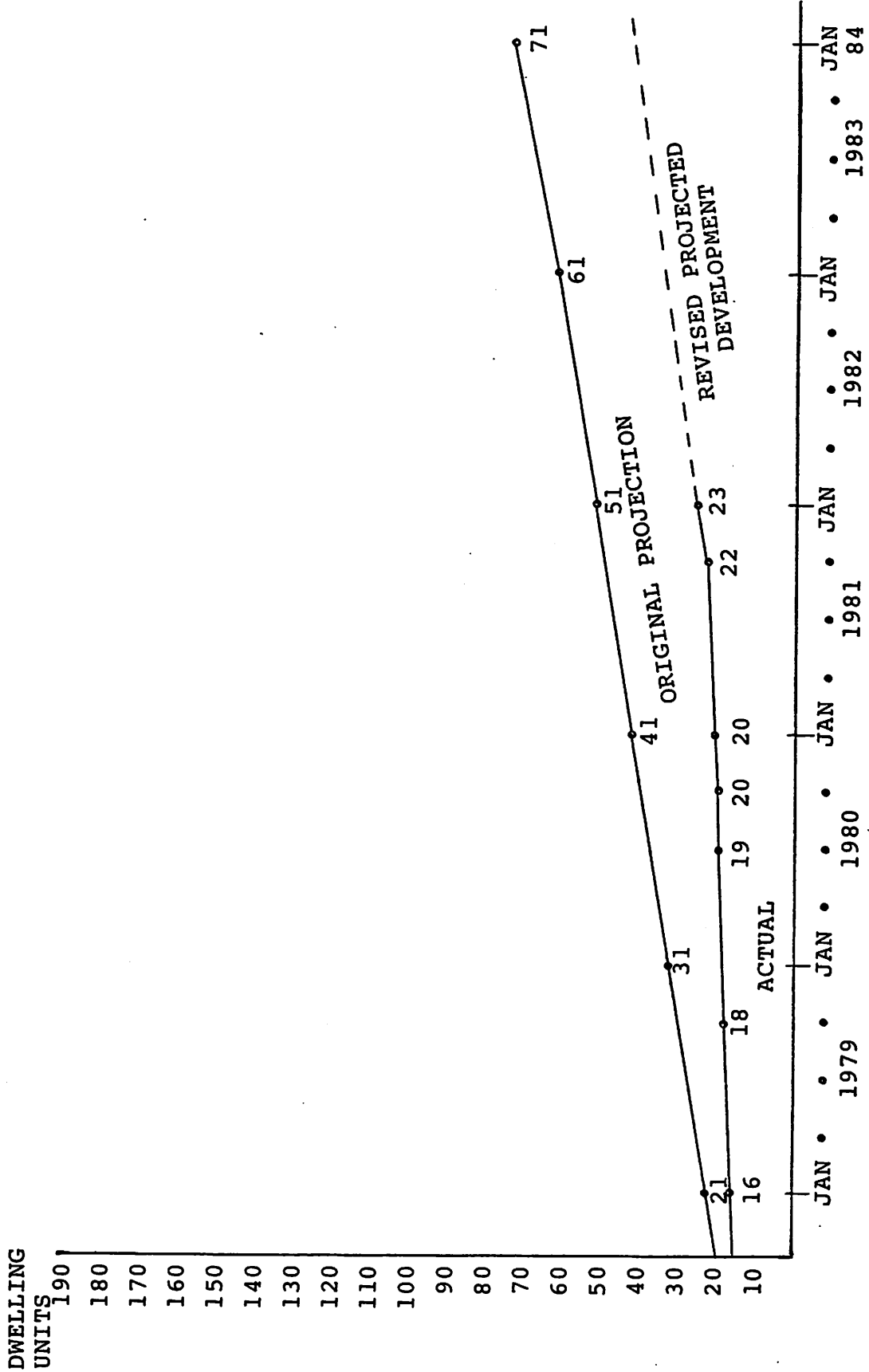
TOTAL DWELLING UNITS
PROJECTED VS ACTUAL



MOBILE HOME
DWELLING UNITS
PROJECTED VS ACTUAL



CONVENTIONAL
DWELLING UNITS
PROJECTED VS ACTUAL



SECTION II

BOUNDARIES AND SERVICE AREA

The area to be served by the Durango West Metropolitan District No. 1 is the same as that proposed in the original Service Plan for the organization of the District. This area is approximately seven miles west of Durango on U. S. Highway 160 and contains approximately 112 acres, densely covered with pine and scrub oak. The District currently encompasses the Durango West Mobile and Modular Home Subdivision, Filing No. 1; Woodridge at Durango West, Filing No. 1; and Pinetop at Durango West, Filing No. 1, in addition to undeveloped land. The general location of Durango West is shown on the following two drawings with a complete legal description included in Appendix A. Subsequent to the submittal of the original Service Plan for the District, the developer revised the Preliminary Plan for the Mobile and Modular Home Subdivision. The revised plan resulted in a decreased cost for the development of sewer and water systems and reduced the original estimated density by 6 to a total of 381 single family, detached, residential units. This revised master plan was approved by La Plata County Board of County Commissioners and was approved by the Durango West Metropolitan District Board of Directors.

DEVELOPMENT OF LOTS

The original Service Plan projected that an additional 134 lots would be developed in 1979 for a total of 238 lots. The Metro District installed sewer and water lines to an additional 119 lots in 1979, for a total of 223 lots within the District served by sewer and water. Subsequent to that time, Colorado West of Durango completed construction of gravel roads to those 119 lots, but did not complete the curb and gutter and asphalt as was originally intended and as was required by the County. It is believed that the lack of curb and gutter and asphalt was a contributing factor to the slow pace of sales throughout 1979, 1980 and the first part of 1981. Subsequent to JTK's purchase of the Pinetop and Woodridge Subdivision, they have completed construction of curb, gutter and asphalt on a majority of the roads within the second phase. Improvements to the entrance to Durango West have also begun to stop the deterioration of the entrance and to establish a new image for the development. Those improvements include a new entrance sign, construction of acceleration and deceleration lanes, new landscaping, and re-asphalting deteriorated portions of the entrance road.

REVISED PROJECTED SCHEDULE OF DEVELOPMENT

The following chart indicates the revised projected schedule of development which is anticipated for future years within the District. These projections were arrived at through consultation between the District and the new developers and is believed to be realistic considering the effort which has been expended by JTK since they have purchased the lands within the District.

PROJECTED SCHEDULE OF DEVELOPMENT

CALENDAR YEAR	DEVELOPED LOTS		LOT SALES		MOBILE HOMES		CONVENTIONAL HOMES		TOTAL HOMES	
	PER PHASE	CUMM	PER YEAR	CUMM	PER YEAR	CUMM	PER YEAR	CUMM	PER YEAR	CUMM
1981		223		122		69		23		92
82		223	35	157	20	89	8	31	28	120
83		223	35	192	20	109	8	39	28	148
84		223	35	227	20	129	8	47	28	176
85	80	303	35	262	25	154	8	55	33	209
86		303	35	297	25	179	10	65	35	244
87	84	387	35	332	25	204	10	75	35	279
88		387	35	367	25	229	10	85	35	314
89		387	24	391	25	254	10	95	35	349
90					20	274	8	103	28	377
91					8	282	6	109	17	391

All cumulative figures at end of year

SECTION IV

ROAD SYSTEMS

As stated in the summary, the District now proposes to accept the responsibility of operation and maintenance of road systems within the District. This service includes repair, maintenance, and snow removal relative to roads and maintenance of the drainage systems.

CONSTRUCTION COSTS

All construction costs relative to development of roads in the present or future phases within the District will be borne by the Developers of lots. The District has no intention at this time of being involved in the construction of roads within the District other than that relative to insuring that construction of roads meets the specifications established by the District.

OWNERSHIP OF ROADS

All roads within the District are presently dedicated to the general public. As such, the County has certain responsibilities relative to ownership and law enforcement in those areas, but has not accepted responsibility for maintenance of those roads. It is anticipated that no change in the original dedication of the roads will be made and that the District will be responsible only for operation and maintenance of the street systems. As such, the roads will be open to the use of the general public for the specific benefit of the residents within the District.

ROAD SPECIFICATIONS

General road specifications for the improvement of streets within the District have been developed by the District's Engineer, Goff Engineering. These specifications are being used for construction of the roads within the second phase and may be changed as deemed appropriate by the Board of Directors of the District upon recommendation by the Engineer. (specifications are included in Appendix B)

In general, these specifications require that all streets be paved and constructed with curb and gutter. In the first phase of development within the District, street widths averaged 22 feet. In the second phase of development in the District, street widths are 30 feet.

Acceleration and deceleration lanes are being constructed on Highway 160 adjoining the entrance to the Durango West project. These A and D lanes are being constructed by the Developer at the request of the Colorado State Department of Highways and are being developed to Colorado State Department of Highways specifications. The District will bear no costs relative to the construction, operation, or maintenance of the acceleration and deceleration lanes. The acceleration and deceleration lanes are located on Colorado State Highway right-of-way and will become property of the State Highway Department.

OPERATION AND MAINTENANCE COSTS

There has been some deterioration of the roads in Phase I due to lack of maintenance over the period of the past several years.

The District is anticipating expending approximately \$8,000 on deferred maintenance items in the first phase to bring those roads up to an adequate standard. The District does not anticipate improving the roads within the first phase to meet the current standards in the immediate future, because of the large sums of money that would be required to rebuild those roads. The major problems with the roads in the first phase appears to be related to the poor drainage in several areas which allows the sub-base of the roads to become saturated during the spring snow runoff periods and to hasten deterioration. Although several stretches of roads in the first phase will probably require greater maintenance than the anticipated average in the next several years, this factor has been taken into account in estimating the operation and maintenance costs of all roads within the District and has been incorporated into the complete financial plan. The following chart indicates the estimated cost of road maintenance within the District for the years 1982 through 1994. The first column indicates the estimated cost anticipated for snow plowing, patching, other minor repair and a fund for replacement of roads all in current (1981) dollars. The cost of operation and maintenance increases from \$9,000 to \$13,000 per year in 1983, from \$13,000 to \$19,000 per year in 1985, and \$19,000 to \$26,000 per year in 1987 because of the addition of additional roads to the District's system. The next column indicates those previously estimated road maintenance costs using an annual average inflation rate of 8%.

ROAD MAINTENANCE COST

<u>YEAR</u>	<u>EST. COST OF ROAD MAINT. IN CONST. DOLLARS</u>	<u>COST OF ROAD MAINT. WITH 8% ANNUAL INFLATION FACTOR</u>
1982	9,000	9,000
3	13,000	14,040
4	13,000	15,165
5	19,000	23,935
6	19,000	25,950
7	26,000	38,200
8	26,000	41,260
9	26,000	44,560
1990	26,000	48,125
1	26,000	51,975
2	26,000	56,130
3	26,000	60,620
4	26,000	65,470

The operation and maintenance costs of the road system is incorporated into the total operation and maintenance costs and the projected financial plan which appears in the financial portion of this modified Service Plan.

EFFECT ON FINANCIAL PLAN

The addition of the operation and maintenance of roads within the District to the District's function has a significant impact upon the financial plan of the District and upon the rates which the District will charge to lot owners within the District. The change will result in the District being required to charge an additional estimated fee of \$9.00 per month per lot owner for every lot owned in the District in 1982. That rate will increase because of normal inflationary factors to \$11 in 1983, \$12 in 1984, \$13 in 1985, etc., as indicated on the projected revenue rates located in the financial section of this modified Service Plan. It should be noted that the extra costs for road maintenance reflects only the actual cost of maintaining the roads within the District.

In the past there has been no charge for road maintenance within the District because the only maintenance performed was the snow plowing and that was performed by the developer at no cost to the lot owners. Now that the previous developer has liquidated his land holdings within the District, the lot owners will have to absorb the cost of operation and maintenance. The fee charged by the District for this service is, therefore, a new charge which the lot owners have not been subject to in the past.

The Board of Directors of the Durango West Property Owner's Association, the property owners in a general meeting of the Property Owner's Association, and the Board of Directors of the Durango West Metropolitan District No. 1, have all agreed in

concept that the Metropolitan District is the best entity to accept the roads within the District for maintenance. There is no entity willing and able, at this time, to maintain the road systems within the area defined by the Durango West Metropolitan District No. 1.

SECTION V

PARKS AND RECREATION

The developments within the District have included platted common areas ranging from narrow strips of land behind most lots to large areas which could be used for recreational purposes. These common areas were intended to be dedicated to the Property Owner's Associations, subject to public utility easements and access provisions.

The original District Service Plan did not address parks and recreation. The District, would like to accept a deed to all the common areas within the District from the appropriate Property Owner's Associations and the developer for operation and maintenance within the general function of parks and recreation.

The developments within the District have included common areas ranging from narrow strips of land behind most lots to large areas which could be used for recreational purposes. These common areas were intended to be dedicated to the Property Owner's Associations with easements reserved for utilities and required access as controlled by the Property Owner's Association, covenants, and deed restrictions.

CONSTRUCTION COSTS

There are no costs anticipated for construction of recreational facilities within the District to be funded out of a general obligation bond issue. The District may find in the future, that

it desires to make some improvements to the common areas for recreational purposes from funds generated out of general revenues or through a special Authorized Bond Issue. Use of general funds for improvements to the common areas is appropriately left to the discretion of the District's Board and would be made only when sufficient funds were available to meet all other obligations, including appropriate contributions to bond reserves. Improvements to the common areas funded from a general obligation Bond Issue would require another modification to the service plan and an associated authorizing election. The improvements to the present common areas which include landscaping at the entrance islands and landscaping of the entrance right-of-way have been completed by the Developers and all costs for such work has been borne by the Developers.

OWNERSHIP

Ownership of all common areas is anticipated to be in fee simple, deeded to the Metropolitan District. This ownership will be subject to easements for Public Utilities and access by the Public Utilities and other entities as provided for in covenants and deed restrictions. The District anticipates that it will allow access to all common areas for all residents and lot owners within the District, but will retain the right to restrict access to some common areas for the benefit of the safety or general welfare of the residents, lot owners or the general public.

OPERATION AND MAINTENANCE

The District will be responsible for the operation and maintenance of the common areas. The maintenance will include any clearing or cleaning necessary for the health or welfare of the

District or its residents and the maintenance of the landscaped areas at the entrance to the subdivision. The District may in the future develop recreational areas for which it will be responsible. The District will carry insurance which will cover any liability associated with ownership, operation and maintenance of the common areas.

The cost associated with operating and maintaining the common areas will include irrigation water costs, landscaping maintenance, insurance, periodic inspection and possible clearing of brush.

EFFECT ON FINANCIAL PLAN

The overall effect of accepting the common areas and the street lights into the functions of the District will be to increase the fees charged to the residents by the District. At the same time, property owners in the District will realize a decrease in the Property Owner's Association dues which are presently being collected for this service. The District will assume responsibilities which were previously assumed by the Property Owner's Association and in doing so, will gain some efficiencies which will reduce the overall cost to the individual property owners. Savings in cost will be realized through reduction of property taxes paid, efficiencies of operation, efficiencies in billing, and efficiencies in purchasing, such as the acquisition of liability insurance. It is estimated that the present costs incurred by the Property Owner's Association will be reduced by approximately 30% when those functions are assumed by the District.

All costs and revenues associated with incorporating the functions of parks and recreation into the District, have been included in the financial projections in the financial section of this Service Plan.

SECTION VI

ADDITIONAL GENERAL OBLIGATION BONDS

The original Bond Authorization of \$1,650,000 is estimated to be short of the future required needs of the District. It is anticipated that an additional \$1,452,395 in additional authorized bonds will be required. The major reasons for this needed increase are the unanticipated high costs of water development, the addition of roads to the District's services, general inflationary factors, and the slow development rate within the District which has magnified the inflationary effect on development costs.

WATER SUPPLY

The original service plan proposed that the District receive its water supply from several 700 foot deep wells which would deliver approximately 84 gallons per minute and cost approximately \$36,300 each to develop. The development cost would include the cost of drilling the well, preparing the well, and install pumping and treatment systems. This assumption has been proven to be inaccurate in that the 700 foot well that was developed, produced approximately 20 gallons per minute of very high quality water, and accurate estimates now project the cost of such a well to be \$122,000 in current (1981) dollars. This cost includes drilling a well 700 feet deep to the Point Lookout sandstone formation, casing said well, and performing sophisticated fracturing techniques to increase the well's yield in the tight Point Lookout sandstone formation. The estimated cost of future wells within the District was based upon this cost, plus an 8% per year multiplier to account for the effects of inflation.

The historic annual use of water within the District indicates that one well of 20 gallons per minute production will serve 70 dwelling units. This estimate is supported by actual usage within the District which is summarized on the following page. The charts which follow in this section entitled "Estimated Construction Costs" and "Estimated Construction Costs Per Year" are based upon the assumptions that one well will serve 70 dwelling units and that the preceding cost estimates are correct.

The fact that the cost of supplying water to units within the District, has increased greatly over that originally anticipated, has caused the District Board to re-evaluate its position concerning water meters. The Board has concluded after much consideration that maximum effort must be made towards conservation of the existing and proposed future water supplies. The Board has decided to begin using water meters and has included \$60,000 in its estimate of 1982 improvements to be funded by a proposed bond issue for installation of new meters and meter pits. This \$60,000 will be repaid through direct charges allocated to homeowners within the District at a rate yet to be determined by the board.

Because of the high cost of money and the development status to date, the District is not requesting additional authorization which will insure the construction of water mains within the future development phases in the District. When future development phases are anticipated by Developers within the District, the District's Board will evaluate the cash position of the District based upon the revenue rates projected in this plan and the projected future capital needs and determine if the District has sufficient cash reserves to contribute to the construction of future water lines. The District will make every effort possible to assist financially in the construction of future water lines, including the possibility that additional bond authorization would be requested.

ESTIMATED CONSTRUCTION COSTS

1982 Improvements		
New Water Main	\$ 4,000	
New Water Well	100,000	
Pumps and Controls	12,000	
Pump Building	6,000	
New Meter Pits	60,000	
Road and Drainage Improvements	<u>8,000</u>	
TOTAL 1982 IMPROVEMENTS		\$ 190,000
1983 Improvements		
New Water Well	\$120,000	
Pumps and Controls	14,000	
Pump Building	6,000	
New Water Main	<u>13,000</u>	
TOTAL 1983 IMPROVEMENTS		\$ 153,000
1985 Pressure Station	36,000	
Water Storage Tank	<u>50,000</u>	
TOTAL 1985 IMPROVEMENTS		\$ 86,000
1986 Water Well		\$ 178,600
1988 Water Well		\$ 216,100
1990 Water Well	\$261,500	
Sewer Plant Improvements	<u>40,000</u>	
TOTAL 1990 IMPROVEMENTS		<u>\$ 301,500</u>
TOTAL ALL IMPROVEMENTS		\$1,125,200

ESTIMATED CONSTRUCTION COSTS BY YEAR

<u>YEAR</u>	<u>DWELLING UNITS</u>	<u>WELL IMPROVEMENTS</u>	<u>OTHER WATER MD 1</u>	<u>ROAD AND DRAINAGE MD 1</u>	<u>SEWER IMPROVEMENTS</u>	<u>TOTAL CONSTRUCTION</u>
1981	85					
1982	113	122,000	60,000	8,000		190,000
1983	141	153,000				153,000
1984	169					
1985	202		86,000			86,000
1986	237	178,600				178,600
1987	272					
1988	307	216,100				216,100
1989	342					
1990	370	261,500			40,000	301,500
1991	387					
		<u>931,200</u>	<u>146,000</u>	<u>8,000</u>	<u>40,000</u>	<u>1,125,200</u>

All construction costs estimated assuming inflation costs at 10% per year.

The total authorized bonds required for water is being increased by \$1,438,936 from \$838,000 to \$2,276,936.

ROADS

As stated in the previous section, additional bonds authorized for road repairs and drainage improvements in the first phase, total \$8,000 for direct construction costs, plus a total of \$5,459 for the cost of issuing said bonds. These funds will be used only for the improvements of roads in the first phase to bring them up to current minimum standards.

GENERAL INFLATIONARY FACTORS

General inflationary factors have exceeded those rates anticipated in the original service plan. This has occurred primarily because the national inflation rate has been higher than originally anticipated and also because development has been slower than originally anticipated, thereby increasing the cost of improvements in future years. All construction costs estimated in this Service Plan are inflated at an annual compounded rate of 10% per annum. These construction costs are then carried forward to all financial planning and are incorporated in the total additional authorized bond requirements.

SUMMARY OF ADDITIONAL AUTHORIZED BONDS

The following charts entitled "Bond Issues Required for Construction" and "Additional Authorized Bond Requirement" indicate the additional bonds required by service. Although it appears that the sewer fund still will have a surplus of bond authorization,

BOND ISSUES REQUIRED FOR CONSTRUCTION

1982	\$343,000	(Expended 1982 and 1983)	
		Water System	\$335,000
		Sanitary Sewer System	0
		Road Systems	8,000
		Total Construction Cost	<u>\$343,000</u>
		Cost of Issue	\$202,000
		Total Bond Issue	<u>\$545,000</u>
1985	\$615,700	(Expended in 1985, 1986 and 1987)	
		Water System	\$264,600
		Sanitary Sewer System	0
		Road System	0
		Total Construction Cost	<u>\$264,600</u>
		Cost of Issue	190,400
		Total Bond Issue	<u>\$455,000</u>
1988	\$572,600	(Expended in 1988 and 1990)	
		Water System	\$477,600
		Sanitary Sewer System	40,000
		Road System	0
		Total Construction Cost	<u>\$517,600</u>
		Cost of Issue	375,400
		Total Bond Issue	<u>\$893,000</u>
		TOTAL BOND ISSUES FOR CONSTRUCTION	\$1,125,200
		TOTAL COST OF ISSUES	<u>767,800</u>
		TOTAL	<u>\$1,893,000</u>

ADDITIONAL AUTHORIZED BOND REQUIREMENT

	<u>WATER</u>	<u>SEWER</u>	<u>ROADS</u>	<u>TOTAL</u>
Original Authorized Bonds	\$838,000	\$812,000	0	\$1,650,000
1978 Issue	329,386	400,614	0	730,000
1979 Issue	135,305	159,695	0	295,000
Balance Unissued	373,309	251,691	0	625,000
Estimated Bond Needs Through 1990	1,812,245	67,296	13,459	1,893,000
Additional Authorization Required	1,438,936	(Surplus) 0	13,459	\$1,452,395

this surplus cannot be transferred to the water or road funds. Upon approval of this Service Plan and approval of the election establishing the new bond authorization, the District will have a total of \$3,102,395 bonding capability authorized. Of this total, \$13,459 will be for roads, \$812,000 will be for sewer and \$2,276,936 will be for water improvements.

SECTION VII

INCREASED MAXIMUM EFFECTIVE INTEREST RATE

The original Bond Authorization of \$1,650,000 was approved at a maximum effective interest rate of 8.60% per annum. The revised Service Plan and proposed election would approve a maximum net effective interest rate of 20.00% per annum on the newly authorized \$1,452,395 in addition to the remaining unauthorized balance from the original \$1,650,000 Bond Authorization.

Current national economic conditions since the original Service Plan was developed in 1978, now dictate that a maximum net effective interest rate of greater than 8.60% per annum is required in order to market this type of a bond issue. In today's market, the District may be able to sell newly authorized bonds at approximately a 15.50% effective rate, but the District's Board has concluded that a 20% rate should be authorized to insure that bonds would be marketable even in a worsened bond market if the situation required that the District obtain funds immediately.

SECTION VIII

FINANCIAL PLAN

In a growing development area such as Durango West, it is essential that the utility systems be constructed in phases approximately as described in this Service Plan. All utility systems will be built in logical increments only as needed by actual (rather than predicted) land development rates. Any parts of the utility systems constructed, but not utilized, represent an economic loss to the District. Phased development will minimize this loss and result in more efficient financing and operations. The Board of Directors of the Durango West Metropolitan District No. 1 will exercise their discretionary powers in determining the most appropriate scheduling of development and funding for future improvements.

The Financial Plan assumes that the District will, in general, be developed at a rate consistent with the previously described development rates. Services will not be extended at rates faster than those indicated in the development schedule, unless circumstances (sales and build-out rates) indicate that it is economically feasible and will not be detrimental to the financial stability of the District. Further, it is assumed that areas will be developed in logical sequence so that the unit investment costs of water and sewer facilities will be reasonable. The time limit stated for payment of tap privilege fees and availability of service charges as described later, have the purpose of protecting the financial integrity of the District as well as fairly apportioning system costs. These provisions remove much of the hazard involved in predicting the growth rate and also permit more reliable service rate predictions.

The financial information incorporated in this section was provided by Quinn & Company Inc., Denver, Colorado; with source information for those projections developed by Ken Weathers and Associates of Durango, Colorado. All projections are based upon the best information available at this time.

CAPITAL REQUIREMENTS

The total estimated capital requirements are summarized in the following Exhibits G-1 and H-1. The cost estimates are as derived in the preceding sections and reflect all of the anticipated revisions to the additional authorized bonds and to the maximum authorized interest rates. The capital requirements do not include land acquisition costs within the District boundaries or any acquisition costs relative to obtaining additional water rights. The following exhibits A-1, B-1, C-1, D-1, and E-1, summarize the actual and projected five bond issues in 1978, 1979, 1982, 1985, and 1988 respectively. These exhibits indicate the total amount of each bond issue and the total principal and interest payments per year, as well as the total accumulated debt service requirements for previous years.

OPERATION AND MAINTENANCE COSTS

Estimates of District operation and maintenance costs have been projected and are indicated in the following table. These financial projections include an 8% per annum inflationary factor. The operation and maintenance estimates include administrative and billing costs, power, heat, chemicals, contract repairs and maintenance and operational labor associated with the functions performed by the District.

TOTAL BONDING AUTHORIZATION
(CAPITALIZED COSTS)

	<u>TOTAL</u>	<u>SEWER</u>	<u>WATER</u>	<u>ROADS</u>
Phase I - 1978	730,000	400,614	329,386	0
Phase II - 1979	295,000	159,695	135,305	
Phase III - 1982	545,000	531,540		13,460
Phase IV - 1985	455,000		455,000	
Phase V - 1988	<u>893,000</u>	<u>69,010</u>	<u>823,990</u>	<u> </u>
Surplus (projected)	<u>184,395</u>	<u>184,395</u>	<u> </u>	<u> </u>
	3,102,395	1,345,254	1,743,681	13,460

DURANGO WEST METROPOLITAN DISTRICT NO. 1
BOND ISSUES REQUIRED FOR CONSTRUCTION

EXHIBIT "G-1"

1982 Issue	\$343,000.00 Construction Costs (Ken Weathers & Associates)	\$343,000.00
	Add: Capitalized Reserve, Interest, Discount & Contingency	<u>202,000.00</u>
	PROJECTED 1982 BOND ISSUE REQUIRED	<u>\$545,000.00</u>
1985 Issue	\$264,600.00 Construction Costs (Ken Weathers & Associates)	\$264,600.00
	Add: Capitalized Reserve, Interest, Discount & Contingency	<u>190,400.00</u>
	PROJECTED 1985 BOND ISSUE REQUIRED	<u>\$455,000.00</u>
1988 Issue	\$517,600.00 Construction Costs (Ken Weathers & Associates)	\$517,600.00
	Add: Capitalized Reserve, Interest, Discount & Contingency	<u>375,400.00</u>
	PROJECTED 1988 BOND ISSUE REQUIRED	<u>\$893,000.00</u>

TOTAL BOND ISSUES FOR CONSTRUCTION:

\$1,125,200.00 Construction Costs (Ken Weathers & Associates)	\$1,125,200.00
Add: Capitalized Reserve, Interest, Discount & Contingency	<u>767,800.00</u>
PROJECTED TOTAL BOND ISSUES REQUIRED	<u>\$1,893,000.00</u>

DURANGO WEST METROPOLITAN DISTRICT NO. 1
ADDITIONAL AUTHORIZED BOND REQUIREMENT

EXHIBIT "H-1"

	WATER	SEWER	* ROADS	TOTAL
Original Authorized Bonds	\$ 838,000	\$ 812,000	\$ -0-	\$1,650,000
1978 Issue	(329,386)	(400,614)	-0-	(730,000)
1979 Issue	<u>(135,305)</u>	<u>(159,695)</u>	<u>-0-</u>	<u>(295,000)</u>
 Balance Authorized but currently unissued	 \$ 373,309	 \$ 251,691	 \$ -0-	 \$ 625,000**
 Estimated Bond Needs Through 1990 (Exhibits "A-1/E-1")	 <u>(1,812,245)</u>	 <u>(67,296)</u>	 <u>(13,459)</u>	 <u>(1,893,000)</u>
 Additional Authorized Bonds Required at Special Election	 <u>\$(1,438,936)</u>		 <u>\$ (13,459)</u>	 <u>\$(1,452,395)***</u>
 Balance of Authorized and un-used present Sewer Authorization		 <u>\$ 184,395</u>		 <u>184,395</u>

NET AMOUNT

\$(1,268,000)

- * Road Maintenance Service to be placed on ballot at Special Election.
- ** Authorized Rate to be increased to 18%.
- *** Recommend that additional Authorized Bonds be set on ballot, as follows:

\$ 1,439,500.00	Water
13,500.00	Roads
<u>\$ 1,453,000.00</u>	Total Authorization Request (Rounded)

\$730,000.00
 DURANGO WEST METROPOLITAN DISTRICT NO. 1
 LA PLATA COUNTY, COLORADO
 GENERAL OBLIGATION WATER & SEWER BONDS, SERIES 1978
 DATED: OCTOBER 15, 1978
 DUE: OCTOBER 15, 1981/1998

EXHIBIT "A-1"

REMAINING DEBT SERVICE REQUIREMENTS:

YEAR	PRINCIPAL	"A" COUPON RATE	"A" INTEREST AMOUNTS		"B" INTEREST AMOUNTS		TOTAL DEBT SERVICE REQUIREMENTS
			APRIL 15	OCTOBER 15	APRIL 15	OCTOBER 15	
			1982	\$ 2,000	6.75%	\$ 27,856.65	
1983	2,000	6.75%	27,789.15	27,789.60	-0-	-0-	57,578.75
1984	10,000	7.00%	27,721.65	27,722.10	-0-	-0-	65,443.75
1985	25,000	7.00%	27,371.65	27,372.10	-0-	-0-	79,743.75
1986	30,000	7.25%	26,496.65	26,497.10	-0-	-0-	82,993.75
1987	30,000	7.25%	25,409.15	25,409.60	-0-	-0-	80,818.75
1988	35,000	7.25%	24,321.65	24,322.10	-0-	-0-	83,643.75
1989	40,000	7.50%	23,052.90	23,053.35	-0-	-0-	86,106.25
1990	45,000	7.50%	21,552.90	21,553.35	-0-	-0-	88,106.25
1991	50,000	7.60%	19,865.40	19,865.85	-0-	-0-	89,731.25
1992	55,000	7.75%	17,965.40	17,965.85	-0-	-0-	90,931.25
1993	55,000	7.75%	15,834.15	15,834.60	-0-	-0-	86,668.75
1994	60,000	7.75%	13,702.90	13,703.35	-0-	-0-	87,406.25
1995	65,000	7.75%	11,377.90	11,378.35	-0-	-0-	87,756.25
1996	70,000	7.875%	8,859.15	8,859.60	-0-	-0-	87,718.75
1997	75,000	7.875%	6,102.97	6,103.28	-0-	-0-	87,206.25
1998	80,000	7.875%	3,149.92	3,150.08	-0-	-0-	86,300.00
TOTALS	\$ 729,000		\$ 328,430.14	\$ 328,437.36	\$ 2,820.00	\$ -0-	\$1,388,687.50

Required Reserve Fund. \$ 198,859.00 "Minimum Amount" (Combined Acct. #I and #II).
 Initial Deposits: (At Closing)
 Reserve Fund Acct. #I 103,477.50 "Minimum Amount" Deposited (Not to exceed).
 Reserve Fund Acct. #II. 6,022.50 \$89,359.00 additionally to be deposited.
 Total Initial Deposits. \$ 109,500.00 \$89,359.00 additionally to be deposited.
 Subsequent deposits:
 Reserve Fund Acct. #II. 42,000.00 \$47,359.00 additionally to be deposited.
 Reserve Fund Acct. #II. 16,299.75 \$31,059.25 additionally to be deposited (12-31-80)

ORIGINAL WATER AND SEWER AUTHORIZATION AT 8.60% NET EFFECTIVE INTEREST RATE MAXIMUM. \$1,650,000.00
 SEWER AUTHORIZATION \$812,000.00 WATER AUTHORIZATION \$838,000.00
 SERIES 1978 (400,614.00) SERIES 1978 (329,386.00). (730,000.00)

\$295,000.00
 DURANGO WEST METROPOLITAN DISTRICT NO. 1
 LA PLATA COUNTY, COLORADO
 GENERAL OBLIGATION WATER & SEWER BONDS, SERIES 1979
 DATED: AUGUST 1, 1979
 DUE: OCTOBER 15, 1981/1998

EXHIBIT "B-1"

REMAINING DEBT SERVICE REQUIREMENTS:

YEAR	PRINCIPAL	"A"		"A" INTEREST AMOUNTS		"B" INTEREST AMOUNTS		TOTAL DEBT SERVICE REQUIREMENTS
		COUPON RATE	APRIL 15		OCTOBER 15			
1982	\$ 1,000	6.75%	\$ 10,919.50	\$ 10,919.25	\$ -0-	\$ 2,400.00	\$ 25,238.75	
1983	3,000	6.75%	10,885.75	10,885.50	2,400.00	2,400.00	29,571.25	
1984	5,000	6.75%	10,784.50	10,784.25	2,400.00	2,400.00	31,368.75	
1985	5,000	7.00%	10,615.75	10,615.50	2,400.00	2,400.00	31,031.25	
1986	5,000	7.00%	10,440.75	10,440.50	2,400.00	2,400.00	30,681.25	
1987	15,000	7.00%	10,265.75	10,265.50	-0-	-0-	35,531.25	
1988	15,000	7.25%	9,740.75	9,740.50	-0-	-0-	34,481.25	
1989	15,000	7.25%	9,197.00	9,196.75	-0-	-0-	33,393.75	
1990	15,000	7.25%	8,653.25	8,653.00	-0-	-0-	32,306.25	
1991	15,000	7.375%	8,109.50	8,109.25	-0-	-0-	31,218.75	
1992	20,000	7.375%	7,556.36	7,556.14	-0-	-0-	35,112.50	
1993	25,000	7.375%	6,818.84	6,818.66	-0-	-0-	38,637.50	
1994	25,000	7.50%	5,896.94	5,896.81	-0-	-0-	36,793.75	
1995	30,000	7.50%	4,959.44	4,959.31	-0-	-0-	39,918.75	
1996	30,000	7.625%	3,834.44	3,834.31	-0-	-0-	37,668.75	
1997	35,000	7.625%	2,690.66	2,690.59	-0-	-0-	40,381.25	
1998	35,000	7.75%	1,356.25	1,356.25	-0-	-0-	37,712.50	

TOTALS \$ 294,000 \$ 132,725.43 \$ 132,722.07 \$ 9,600.00 \$ 12,000.00 \$ 581,047.50

Required Reserve Fund. \$ 87,739.00 "Minimum Amount" (Combined Acct. #I and #II).
 Initial Deposits: (At Closing)
 Reserve Fund Acct. #I 41,816.25 "Minimum Amount" Deposited (Not to exceed).
 Reserve Fund Acct. #II. * -0- \$45,922.75 additionally to be deposited.
 *Transfers from the Income Account shall be made "After any transfers or payments required to be made to the Reserve Fund established by the 1978 Bond Resolution, to Reserve Account II of the 1979 Reserve Fund."
 Subsequent deposits:
 Reserve Fund Acct. #II. \$ -0- \$45,922.75 additionally to be deposited.*

BALANCE WATER AND SEWER AUTHORIZATION AT 8.60% NET EFFECTIVE INTEREST RATE MAXIMUM. \$ 920,000.00
 SEWER AUTHORIZATION \$411,386.00 WATER AUTHORIZATION \$508,614.00
 SERIES 1979 (150,605.00) SERIES 1979 (125,305.00) (295,000.00)

NOTE: ASSUMING A VOTED RATE OF NOT TO EXCEED 18%, AND PROJECTED ISSUANCE AT NEAR MAXIMUM.

\$545,000.00*
PROPOSED

EXHIBIT "C-1"

DURANGO WEST METROPOLITAN DISTRICT NO. 1
LA PLATA COUNTY, COLORADO
GENERAL OBLIGATION WATER, SEWER & ROAD BONDS, SERIES 1982*
DATED: FEBRUARY 1, 1982*
DUE: OCTOBER 15, 1984/2001*

YEAR	PRINCIPAL	COUPON RATE	"A" INTEREST AMOUNTS*		"B" INTEREST AMOUNTS**		PROJECTED DEBT SERVICE REQUIREMENTS	1978/1979 DEBT SERVICE REQUIREMENTS	PROJECTED CUMULATIVE DEBT SERVICE REQUIREMENTS
			APRIL 15	OCTOBER 15	APRIL 15	OCTOBER 15			
1982	\$ -0-	-	\$ 19,669.28	\$ 47,206.25	\$ 6,812.50	\$ 16,350.00	\$ 90,038.03	\$ 85,772.50	\$ 175,810.53
1983	-0-	-	47,206.25	47,206.25	6,812.50	-0-	101,225.00	87,150.00	188,375.00
1984	2,000	16.50%	47,206.25	47,206.25	-0-	-0-	96,412.50	96,812.50	193,225.00
1985	3,000	16.50%	47,041.25	47,041.25	-0-	-0-	97,082.50	110,775.00	207,857.50
1986	5,000	16.50%	46,793.75	46,793.75	-0-	-0-	98,587.50	113,675.00	212,262.50
1987	5,000	16.50%	46,381.25	46,381.25	-0-	-0-	97,762.50	116,350.00	214,112.50
1988	5,000	16.50%	45,968.75	45,968.75	-0-	-0-	96,937.50	118,125.00	215,062.50
1989	5,000	16.50%	45,556.25	45,556.25	-0-	-0-	96,112.50	119,500.00	215,612.50
1990	5,000	16.50%	45,143.75	45,143.75	-0-	-0-	95,287.50	120,412.50	215,700.00
1991	5,000	16.50%	44,731.25	44,731.25	-0-	-0-	94,462.50	120,950.00	215,412.50
1992	5,000	16.50%	44,318.75	44,318.75	-0-	-0-	93,637.50	126,043.75	219,681.25
1993	5,000	16.50%	43,906.25	43,906.25	-0-	-0-	92,812.50	125,306.25	218,118.75
1994	5,000	16.75%	43,493.75	43,493.75	-0-	-0-	91,987.50	124,200.00	216,187.50
1995	5,000	16.75%	43,075.00	43,075.00	-0-	-0-	91,150.00	127,675.00	218,825.00
1996	5,000	16.75%	42,656.25	42,656.25	-0-	-0-	90,312.50	125,387.50	215,700.00
1997	5,000	17.00%	42,237.50	42,237.50	-0-	-0-	89,475.00	127,587.50	217,062.50
1998	10,000	17.00%	41,812.50	41,812.50	-0-	-0-	93,625.00	124,012.50	217,637.50
1999	130,000	17.25%	40,962.50	40,962.50	-0-	-0-	211,925.00	-0-	211,925.00
2000	155,000	17.50%	29,750.00	29,750.00	-0-	-0-	214,500.00	-0-	214,500.00
2001	185,000	17.50%	16,187.50	16,187.50	-0-	-0-	217,375.00	-0-	217,375.00

\$ 545,000 \$ 824,098.03 \$ 851,635.00 \$ 13,625.00 \$ 16,350.00 \$ 2,250,708.03 \$ 1,969,735.00 \$ 4,220,443.03

Bond Years = 9,644.03985

"A" INTEREST COST. \$1,675,733.03 = 17.37584% \$ 545,000.00 Gross Bond Issue Amount
 "B" INTEREST COST. 29,975.00 = .31081% (29,975.00) 5-1/2% Discount
 TOTAL INTEREST COST. \$1,705,708.03 = 17.68665% \$ 515,025.00 Spendable Net Bond Proceeds
 5-1/2% DISCOUNT. 29,975.00 = .31082% (77,253.75) Capitalized Reserve Fund Acct. #1; to be accumulated
 NET EFFECTIVE INTEREST COST/RATE \$1,735,683.03 = 17.99747% to \$285,502.08 (2-1/2 times average annual debt
 service; \$2,250,708.03 + 19.708333 years x 2.5) with
 \$ 437,771.25 \$208,248.33 to be accumulated in Acct. #II.
 (90,038.03) Capitalized interest - 1982

* Denotes that these items may be changed to correspond with District's timing needs and the then current market rates.

** Denotes "B" Coupons at 6% for the period 2-1-82/10-15-82; 2-1/2% 10-15-82/4-15-83.

\$ 347,733.22
 (343,000.00) PROJECTED CONSTRUCTION COSTS
 \$ 4,733.22 Available for additional election expenses.

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NOTE: ASSUMING A VOTED RATE OF NOT TO EXCEED 18%, AND PROJECTED ISSUANCE AT NEAR MAXIMUM.

\$455,000.00*
PROPOSED

EXHIBIT "D-1"

DURANGO WEST METROPOLITAN DISTRICT NO. 1
LA PLATA COUNTY, COLORADO
GENERAL OBLIGATION WATER & SEWER BONDS, SERIES 1985*
DATED: APRIL 15, 1985*
DUE: OCTOBER 15, 1987/2004*

YEAR	PRINCIPAL	* "A" COUPON RATE	"A" INTEREST AMOUNTS*		"B" INTEREST AMOUNTS**		PROJECTED DEBT SERVICE REQUIREMENTS	EXHIBIT "C-1" PROJECTED CUMULATIVE DEBT SERVICE REQUIREMENTS	PROJECTED CUMULATIVE DEBT SERVICE REQUIREMENTS	
			APRIL 15	OCTOBER 15	APRIL 15	OCTOBER 15				
1985	\$ -0-	-	\$ -0-	\$ 39,218.75	\$ -0-	\$ 19,337.50	\$ 58,556.25	207,857.50	\$ 266,413.75	
1986	-0-	-	39,218.75	39,218.75	2,275.00	2,275.00	82,987.50	212,262.50	295,250.00	
1987	1,000	16.50%	39,218.75	39,218.75	2,275.00	2,275.00	83,987.50	214,112.50	298,100.00	
1988	1,000	16.50%	39,136.25	39,136.25	2,270.00	1,135.00	82,677.50	215,062.50	297,740.00	
1989	1,000	16.50%	39,053.75	39,053.75	-0-	-0-	79,107.50	215,612.50	294,720.00	
1990	2,000	16.50%	38,971.25	38,971.25	-0-	-0-	79,942.50	215,700.00	295,642.50	
1991	5,000	16.50%	38,806.25	38,806.25	-0-	-0-	82,612.50	215,412.50	298,025.00	
1992	5,000	16.50%	38,393.75	38,393.75	-0-	-0-	81,787.50	219,681.25	301,468.75	
1993	5,000	16.50%	37,981.25	37,981.25	-0-	-0-	80,962.50	218,118.75	299,081.25	
1994	5,000	16.50%	37,568.75	37,568.75	-0-	-0-	80,137.50	216,187.50	296,325.00	
1995	5,000	16.50%	37,156.25	37,156.25	-0-	-0-	79,312.50	218,825.00	298,137.50	
1996	5,000	16.50%	36,743.75	36,743.75	-0-	-0-	78,487.50	215,700.00	294,187.50	
1997	5,000	16.50%	36,331.25	36,331.25	-0-	-0-	77,662.50	217,062.50	294,725.00	
1998	5,000	16.75%	35,918.75	35,918.75	-0-	-0-	76,837.50	217,637.50	294,475.00	
1999	10,000	16.75%	35,500.00	35,500.00	-0-	-0-	81,000.00	211,925.00	292,925.00	
2000	10,000	17.00%	34,662.50	34,662.50	-0-	-0-	79,325.00	214,500.00	293,825.00	
2001	10,000	17.00%	33,812.50	33,812.50	-0-	-0-	77,625.00	217,375.00	295,000.00	
2002	105,000	17.25%	32,962.50	32,962.50	-0-	-0-	170,925.00	-0-	170,925.00	
2003	125,000	17.25%	23,906.25	23,906.25	-0-	-0-	172,812.50	-0-	172,812.50	
2004	150,000	17.50%	13,125.00	13,125.00	-0-	-0-	176,250.00	-0-	176,250.00	
			\$ 455,000	\$ 668,467.50	\$ 707,686.25	\$ 6,820.00	\$ 25,022.50	\$ 1,862,996.25	\$ 3,663,032.50	\$ 5,526,028.75

Bond Years = 7,961.5

"A" INTEREST COST	\$1,376,153.75	= 17.28511%	\$ 455,000.00	Gross Bond Issue Amount
"B" INTEREST COST	31,842.50	= .39996%	(25,025.00)	5-1/2% Discount
TOTAL INTEREST COST	\$1,407,996.25	= 17.68507%	\$ 429,975.00	Spendable Net Bond Proceeds
5-1/2% DISCOUNT	25,025.00	= .31432%	(64,496.25)	Capitalized Reserve Fund Acct. #I; to be accumulated
NET EFFECTIVE INTEREST COST/RATE	\$1,433,021.25	= 17.99939%	\$ 365,478.75	to \$238,845.67 (2-1/2 times average annual debt service; \$1,862,996.25 + 19.5 years x 2.5) with \$174,349.42 to be accumulated in Acct. #II.
			(100,050.00)	Capitalized Interest - 1985 and 1/2 of 1986.
			\$ 265,428.75	
			(264,600.00)	PROJECTED CONSTRUCTION COSTS

* Denotes that these items may be changed to correspond with the District's timing needs and the then current market rates.
** Denotes "B" Coupons at 8-1/2% for the period 4-15-85/10-15-85; 1% 10-15-85/4-15-88; 1/2% 4-15-88/10-15-88.

NOTE: ASSUMING A VOTED RATE OF NOT TO EXCEED 18%, AND PROJECTED ISSUANCE AT NEAR MAXIMUM.

\$893,000.00*
PROPOSED

EXHIBIT "E-1"

DURANGO WEST METROPOLITAN DISTRICT NO. 1
LA PLATA COUNTY, COLORADO
GENERAL OBLIGATION WATER & SEWER BONDS, SERIES 1988*
DATED: APRIL 15, 1988*
DUE: OCTOBER 15, 1990/2006*

YEAR	PRINCIPAL	* "A" COUPON RATE	"A" INTEREST AMOUNTS*		"B" INTEREST AMOUNTS**		PROJECTED DEBT SERVICE REQUIREMENTS	EXHIBIT "D-1" PROJECTED CUMULATIVE DEBT SERVICE REQUIREMENTS	PROJECTED CUMULATIVE DEBT SERVICE REQUIREMENTS
			APRIL 15	OCTOBER 15	APRIL 15	OCTOBER 15			
1988	-0-	-	\$ -0-	\$ 77,452.50	-0-	\$ 40,185.00	117,637.50	297,740.00	\$ 415,377.50
1989	-0-	-	77,452.50	77,452.50	2,232.50	2,232.50	159,370.00	294,720.00	454,090.00
1990	1,000	16.50%	77,452.50	77,452.50	2,232.50	1,428.80	159,566.30	295,642.50	455,208.80
1991	1,000	16.50%	77,370.00	77,370.00	-0-	-0-	155,740.00	298,025.00	453,765.00
1992	1,000	16.50%	77,287.50	77,287.50	-0-	-0-	155,575.00	301,468.75	457,043.75
1993	1,000	16.50%	77,205.00	77,205.00	-0-	-0-	155,410.00	299,081.25	454,491.25
1994	1,000	16.50%	77,122.50	77,122.50	-0-	-0-	155,245.00	296,325.00	451,570.00
1995	1,000	16.50%	77,040.00	77,040.00	-0-	-0-	155,080.00	298,137.50	453,217.50
1996	1,000	16.50%	76,957.50	76,957.50	-0-	-0-	154,915.00	294,187.50	449,102.50
1997	1,000	16.50%	76,875.00	76,875.00	-0-	-0-	154,750.00	294,725.00	449,475.00
1998	1,000	16.50%	76,792.50	76,792.50	-0-	-0-	154,585.00	294,475.00	449,060.00
1999	1,000	16.50%	76,710.00	76,710.00	-0-	-0-	154,420.00	292,925.00	447,345.00
2000	1,000	16.75%	76,627.50	76,627.50	-0-	-0-	154,255.00	293,825.00	448,080.00
2001	1,000	16.75%	76,543.75	76,543.75	-0-	-0-	154,087.50	295,000.00	449,087.50
2002	71,000	17.00%	76,460.00	76,460.00	-0-	-0-	223,920.00	170,925.00	394,845.00
2003	85,000	17.00%	70,425.00	70,425.00	-0-	-0-	225,850.00	172,812.50	398,662.50
2004	95,000	17.00%	63,200.00	63,200.00	-0-	-0-	221,400.00	176,250.00	397,650.00
2005	290,000	17.50%	55,125.00	55,125.00	-0-	-0-	400,250.00	-0-	400,250.00
2006	340,000	17.50%	29,750.00	29,750.00	-0-	-0-	399,500.00	-0-	399,500.00

\$ 893,000 \$1,296,396.25 \$1,373,848.75 \$ 4,465.00 \$ 43,846.30 \$3,611,556.30 \$4,666,265.00 \$8,277,821.30

Bond Years = 15,375.5

"A" INTEREST COST.	\$2,670,245.00	= 17.36688%	\$ 893,000.00	Gross Bond Issue Amount
"B" INTEREST COST.	48,311.30	= .31421%	(49,115.00)	5-1/2% Discount
TOTAL INTEREST COST.	\$2,718,556.30	= 17.68109%	\$ 843,885.00	Net Spendable Bond Proceeds
5-1/2% DISCOUNT.	49,115.00	= .31944%	(126,582.75)	Capitalized Reserve Fund Acct. #I; to be accumulated
NET EFFECTIVE INTEREST COST RATE	\$2,767,671.30	= 18.00053%	\$ 717,302.25	to \$488,048.15 (2-1/2 times average annual debt service; \$3,611,556.30 ÷ 18.5 years x 2.5) with \$361,465.40 to be accumulated in Acct. #II.
* Denotes that these items may be changed to correspond with the District's timing needs and the then current market rates.			(197,322.50)	Capitalized Interest - 1988 & 1/2 1989.
** Denotes "B" Coupons at 9% for the period 4-15-88/10-15-88; 1/2% 10-15-88/4-15-90; .32% 4-15-90/10-15-90.			\$ 519,979.75	PROJECTED CONSTRUCTION COSTS
			(517,600.00)	Contingencies
			\$ 2,379.75	

The estimate for cost of maintaining roads within the District was based upon the available information. Although these estimates are believed to be accurate, it should be noted that there are no other roads built to these specifications in this vicinity which have been maintained for a period of years, and can therefore, be used for comparisons. These estimates of road maintenance were developed from actual costs of snow removal by the Developer in the previous years, estimated depreciation, and general maintenance factors.

INCOME REQUIREMENTS

The total District operating income must be sufficient to cover debt service, system operation and maintenance costs, and maintain sufficient reserves. The previous exhibits present the debt service schedules as designed by Quinn & Company, Inc. The schedule shown is a reasonable one and demonstrates the project's feasibility. The preceding table projects the operating maintenance costs for the District in the years ahead.

Additional income is anticipated from serving developments outside the District. Although this source of income is a proven and reliable source, it has not been included in the financial projections which follow in order to develop conservative financial plans. The major source of District income will be the actual rates and charges for services set by the District Board of Directors. Tentative rates and charges schedules have been computed and are presented herein for the purpose of informing land owners in the District of the probable costs of water, sewer, and road service. The rate distribution proposed has been discussed with the Developers, the prospective underwriter, the Property Owner's Association, and the District Board. Two considerations are significant in the establishment of a rate structure.

PROJECTED OPERATING AND MAINTENANCE COST
(WITH 8% INFLATION FACTOR)

<u>YEAR</u>	<u>EST. O & M COST OF EXISTING SYSTEMS W/O ROADS AND COMMON AREAS</u>	<u>EST. COST OF ROAD MAINTENANCE</u>	<u>TOTAL O & M COST WITHOUT INFLATION FACTOR</u>	<u>TOTAL O & M WITH 8% INFLATION FACTOR</u>
1982	\$35,810	\$ 9,000	\$44,810	\$48,390
83	38,150	13,000	51,150	59,840
84	39,130	13,000	52,130	65,680
85	40,120	19,000	59,120	74,500
86	41,100	19,000	60,100	88,350
87	42,090	26,000	68,090	92,360
88	42,920	26,000	68,920	117,850
89	43,310	26,000	69,310	128,200
1990	43,700	26,000	69,700	139,400
91	44,100	26,000	70,100	151,420
92	44,490	26,000	70,490	164,240
93	44,890	26,000	70,890	178,640
94	46,280	26,000	72,280	196,600

1. The rates set must produce enough income to sustain system operation, contribute to the debt service, and maintain reserves.
2. The rates should be set equitably so that persons will pay for service in approximate proportion to the actual benefits.

The various potential methods of obtaining District income and the recommended initial rates for the District are discussed in the following paragraphs. The initial rates have been computed so that they should be adequate on a long-term basis if development proceeds as projected.

WATER SERVICE CHARGE

The water service charge for the District was originally based upon a flat rate schedule. It is anticipated that the District will convert to a water meter rate and in this event the overall revenue generated by the water service charge will not exceed that which was generated under the original flat rate structure. For purposes of simplification, the following projections are based upon flat rate water service charges which can be assumed to be an average of the meter charges to all users within the District.

The water service charge will be charged to all water users within the District on a monthly basis. A minimum monthly fee will be charged to insure that all lot owners will contribute to the capital improvement cost associated with their lots.

SEWER SERVICE CHARGE

This charge should be billed monthly in conjunction with the water service bill as a payment for sewer service. This charge

is designed to pay the cost of the operation and maintenance of the sewer system and to cover a portion of the debt service for sewage facilities. This sewer service charge can be based upon a flat rate or a metered basis and it is anticipated at this time that it will remain on a flat rate basis. The recommended sewer service charges are anticipated to increase annually as per the following chart entitled "projected revenue rates". All other rates will be consistent with the original service plan.

CONNECTION CHARGES

It is anticipated that a charge be made for actual connections to the existing service lines which will reimburse the District for the direct cost of installing a meter pit, providing a meter with fittings, locating the service tap, inspecting the installation, and/ or turning the service on or off. The connection charges are anticipated to start at \$400 per connection in 1982 and increase as projected in the following chart entitled "Projected Revenue Rates".

TAP INCOME

A tax levy on property is a common method of obtaining revenue to support metropolitan districts. The water and sewer systems are the property of the entire District and raise property values within the District. It is projected that the mill levy will be increased to 20 mills in 1982 and remain at that level in the foreseeable future. It must be remembered that the bonds will be a general obligation issue which is backed by ad valorem property taxes. If later found to be desirable or necessary, the Board could increase the mill levy in order to make up income deficiencies

PROJECTED REVENUE RATES

<u>YEAR</u>	<u>PROJECTED MILL LEVY</u>	<u>MONTHLY WATER USER/AVAIL RATES</u>	<u>MO. RD. MAINT. FEE</u>	<u>MONTHLY SEWER USER/AVAIL RATES</u>	<u>TAP FEES</u>	<u>CONNECTION FEE</u>
1982	20	\$16.50	\$ 9	\$16.50	\$1,500	\$400
83	20	17.50	11	17.50	2,000	440
84	20	19.00	12	19.00	2,500	480
85	20	21.00	13	21.00	3,000	530
86	20	22.50	15	22.50	3,500	590
87	20	24.00	16	24.00	4,000	640
88	20	26.00	18	26.00	4,000	710
89	20	28.00	19	28.00	4,000	780
1990	20	30.50	21	30.50	4,000	860
91	20	33.00	23	33.00	4,000	860
92	20	35.50	23	35.50	4,000	860
93	20	35.50	23	35.50	4,000	860
94	20	35.50	23	35.50	4,000	860
95	20	35.50	23	35.50	4,000	860

NOTES:

1. In addition to tap fee, owner must pay for the cost of a meter and possibly a meter pit at the time of construction of a house, in the form of a "connection fee".
2. Tap fees are due upon sale of a lot.
3. Availability fees begin 6 months after utilities are available on Developer-owned lots and 6 months after the first sale by the Developer to a new lot purchaser.

or possibly to lower other parts of the rate structure. In a like manner, the Board may decide to decrease mill levies in the future, although, this is not projected at the present time.

TAP FEES

These fees are to be collected by the Developer at the time of the lot sale and are to be paid directly to the District. The fact that the Developer may not collect the fee and pay it directly to the District does not relieve the future property owner of the liability for paying the tap fees. Tap fees are designed to pay that part of the system capital cost which cannot be amortized when service charges and tax levies are set at reasonable rates. Tap fees are contributions to construction as required to result in economically feasible systems. The amounts are to be included in land sales prices, which is reasonable since the availability of utility service immediately increases the land values.

The recommended tap fees for the District is estimated to be increased to \$1,500 beginning in 1982 and increased thereafter as per the preceding chart entitled projected revenue rates.

WATER AND SEWER STANDBY CHARGES (Availability Fees)

In order to insure partial District income as needed for debt service retirement, it is necessary to establish a standby charge schedule. Provisions for standby charges should be contained in the sales contract between the Developer and land buyer to insure that land purchasers are aware of the potential standby regulations. The standby regulations presently include the following provisions.

1. Standby charges will be paid by the Developer beginning six months after the water and sewer lines as needed to

- serve the subject property, have been installed, if the Developer still owns the lot. That is, the Developer will have at least six months after development to sell the lot before being effected by the standby provisions.
2. After the initial lot sale by the Developer, the new owner or owners will not be effected by the standby charges for a period of six months after the initial sale.
 3. The standby charge for water will be the same as the normal water service charge until such time as meter rates become effective. At that time, it is anticipated that the standby service charge will be equivalent to the minimum water user rate charged.
 4. The standby charge for sewer will be the same as the normal sewer service charge until such time as meters are installed at which time it is anticipated that the rate will be equivalent to the minimum sewer service charge.
 5. The standby charge does not apply to areas served outside the District.

PROPERTY OWNER'S ASSOCIATION CHARGES

In the event that the District assumes the additional responsibilities presently incurred by the Durango West Property Owner's Association, an additional fee would be charged to all lot owners in the same manner as presently established in the Property Owner's By-laws. These additional fees would exactly offset any costs incurred by the District in accepting the Property Owner's Association responsibilities. It is anticipated that the District could assume responsibilities presently assumed by the Property Owner's Association without effecting this Service Plan materially.

PROJECTED CASH FLOW

The following charts (Exhibit F-1) indicate the total projected cash flow for the District through the year 2006. The projected income incorporates the previously described projected revenue rates with the development schedule and includes mill levy revenue, tap fee revenue, user fees, connection fees, standby charges, road maintenance fees, and interest from reserve fund balances. The total of these revenues results in a gross revenue from which is subtracted the expenses of operation and maintenance, debt service requirements, and reserve fund deposits to result in annual surplusses available. Annual surplusses do not begin to occur until the year 1991 according to the estimated projections.

DURANGO WEST METROPOLITAN DISTRICT NO. 1

EXHIBIT "F-1"

PROJECTED CASH FLOW

(1) YEAR	(1) ASSESSED VALUATION	(2) PROJECTED REVENUE MILLS	(3) NET TAP FEE		(4) USER FEES				(5) CONNECTION FEE				(6) STANDBY CHARGES				(7) ROAD MAINT. FEE			
			NO.	AMOUNT	ANNUAL RATE	NO.	AMOUNT	ANNUAL RATE	NO.	AMOUNT	ANNUAL RATE	NO.	AMOUNT	ANNUAL RATE	NO.	AMOUNT				
1981	\$ 557,240	20																		
1982	602,400	20	11,145	35	52,500	396	92	36,432	400	120	48,000	396	131	51,876	108	223	24,084			
1983	774,200	20	12,048	35	70,000	420	120	50,400	440	28	12,320	420	103	43,260	132	223	29,436			
1984	946,000	20	15,484	35	87,500	456	148	67,488	480	28	13,440	456	75	34,200	144	223	32,112			
1985	1,117,800	20	18,920	35	105,000	504	176	88,704	530	33	17,490	504	47	23,688	156	223	34,788			
1986	1,305,800	20	22,356	35	122,500	540	209	112,860	590	35	20,650	540	94	50,760	180	303	54,540			
1987	1,511,800	20	26,116	35	140,000	576	244	140,544	640	35	22,400	576	59	33,984	192	303	58,176			
1988	1,717,800	20	30,236	35	140,000	624	279	174,096	710	35	24,850	624	108	67,392	216	387	83,592			
1989	1,923,800	20	34,356	24	96,000	672	314	211,008	780	35	27,300	672	73	49,056	228	387	88,236			
1990	2,118,800	20	38,476	-	-0-	732	349	255,468	860	28	24,080	732	38	27,816	252	387	97,524			
1991	2,255,600	20	42,376	-	-0-	792	377	298,584	860	14	12,040	792	14	11,088	276	391	107,916			
1992	2,335,500	20	45,112	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1993	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1994	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1995	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1996	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1997	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1998	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
1999	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2000	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2001	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2002	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2003	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2004	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2005	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			
2006	2,335,500	20	46,710	-	-0-	852	391	333,132	860	-	-0-	852	-	-0-	276	391	107,916			

(1) Assessed Valuation projections are based upon the Schedule of Development, computed as follows:

1981 Assessed Valuation certified (1982 collections) \$ 557,240.00

Annually: Added lots sold x \$1,000.00

Added mobile homes (\$16,000.00) assessed @ \$3,240.00

Added conventional homes \$35,000.00 valued, assessed @ \$9,000.00

(2) Projected mill levy, as shown, is based upon the projected assessed valuation as set forth for the prior year; 100% tax collections used.

(3) Net tap fee is based upon 1982 tap fees of \$1,500.00 increasing to \$4,000.00 for 1987 & thereafter; tap fees are due upon sale of lot.

(4) Based upon Total Homes Projected; number at end of preceeding year.

(5) Connection Fee is based upon \$400.00 in 1982 increasing to \$860.00 in 1990 & thereafter, beginning with 1981 balance of 92 homes added annually the Total Homes Projected.

(6) Based upon Total Lots to which lines have been installed and service available; based 6 months...

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DURANGO WEST METROPOLITAN DISTRICT NO. 1

PROJECTED CASH FLOW

EXHIBIT "F-1"
(Continued)

YEAR	(8) INTEREST (Prior Page) RES. FD. BALANCES		GROSS REVENUE	(9) OP. & MAINT.	(10) PROJECTED DEBT SERVICE REQUIREMENTS	ANNUAL BALANCES	(11) CURRENT BAL. & RESERVE FUND DEPOSITS A/C#I		(12) CURRENT BAL. & RESERVE FUND DEPOSITS A/C#II		(13) ANNUAL SURPLUS AVAILABLE
	\$	\$					\$	\$	\$	\$	
1981							(a) 115,293.75		64,322.25		-0-
1982	224,037	29,492	253,529	48,390	* 85,772.50	119,366.50	222,547.50		183,688.75	(a)(b)	-0-
1983	217,464	53,744	271,208	59,840	188,375.00	22,993.00	222,547.50		206,681.75	(a)(b)	-0-
1984	250,224	55,457	305,681	65,680	193,225.00	46,776.00	222,547.50		253,457.75	(a)(b)	-0-
1985	288,590	66,287	354,877*	91,990	* 207,857.50	55,029.50	287,043.75		308,487.25	(a)(b)	-0-
1986	383,666	85,601	469,267*	109,000	* 253,756.25	106,510.75	287,043.75		414,998.00	(a)(b)(c)	-0-
1987	421,220	100,512	521,732*	114,760	298,100.00	108,872.00	287,043.75		523,870.00	(a)(b)(c)	-0-
1988	520,166	115,754	635,920*	142,700	* 297,740.00	195,480.00	413,626.50		719,350.00	(a)(b)(c)(d)	-0-
1989	505,956	165,906	671,862*	155,500	* 374,405.00	141,957.00	413,626.50		861,307.00	(a)(b)(c)(d)	-0-
1990	443,364	185,780	629,144*	163,480	455,208.80	10,455.20	413,626.50		871,762.20	(a)(b)(c)(d)	-0-
1991	472,004	187,244	659,248*	164,580	453,765.00	40,903.00	413,626.50		885,367.40	(a)(b)(c)(d)	27,297.80
1992	486,160	189,149	675,309	164,240	457,043.75	54,025.25	413,626.50		885,367.40	(a)(b)(c)(d)	54,025.25
1993	487,758	189,149	676,907	178,640	454,491.25	43,775.75	413,626.50		885,367.40	(a)(b)(c)(d)	43,775.75
1994	487,758	189,149	676,907	196,600	451,570.00	28,737.00	413,626.50		885,367.40	(a)(b)(c)(d)	28,737.00
1995	487,758	189,149	676,907	196,600	453,217.50	27,089.50	413,626.50		885,367.40	(a)(b)(c)(d)	27,089.50
1996	487,758	189,149	676,907	196,600	449,102.50	31,204.50	413,626.50		885,367.40	(a)(b)(c)(d)	31,204.50
1997	487,758	189,149	676,907	196,600	449,475.00	30,832.00	413,626.50		885,367.40	(a)(b)(c)(d)	30,832.00
1998	487,758	189,149	676,907	196,600	449,060.00	31,247.00	413,626.50		885,367.40	(a)(b)(c)(d)	31,247.00
1999	487,758	189,149	676,907	196,600	447,345.00	32,962.00	413,626.50		885,367.40	(a)(b)(c)(d)	32,962.00
2000	487,758	189,149	676,907	196,600	448,080.00	32,227.00	413,626.50		885,367.40	(a)(b)(c)(d)	32,227.00
2001	487,758	189,149	676,907	196,600	449,087.50	31,219.50	413,626.50		885,367.40	(a)(b)(c)(d)	31,219.50
2002	487,758	189,149	676,907	196,600	394,845.00	85,462.00	413,626.50		885,367.40	(a)(b)(c)(d)	85,462.00
2003	487,758	189,149	676,907	196,600	398,662.50	81,644.50	413,626.50		885,367.40	(a)(b)(c)(d)	81,644.50
2004	487,758	189,149	676,907	196,600	397,650.00	82,657.00	413,626.50		885,367.40	(a)(b)(c)(d)	82,657.00
2005	487,758	189,149	676,907	196,600	400,250.00	80,057.00	413,626.50		885,367.40	(a)(b)(c)(d)	80,057.00
2006	487,758	189,149	676,907	196,600	399,500.00	80,807.00	413,626.50		885,367.40	(a)(b)(c)(d)	80,807.00

(8) Interest projected, on Acct. #I, at 17%-1982; 18%-1983 and thereafter. On Acct. #II, at 7.45% thru 1983; then 14% thereafter, except that portion applicable to the 1978 and 1979 Issues restricted to 7.45% (appx.).

(9) See Table of Operating & Maintenance (with 8% inflation factor); * denotes additional cost of meter & meter pits included.

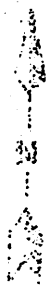
(10) Debt Service Requirements (Actual & Projected per Exhibits "A-1/E-1"); * denotes, after deducting capitalized interest.

(11) & (12) Reserve Funds;	REQUIRED ACCOUNT #I	ACCOUNT #II	Issue	ACCUMULATED BALANCES TO ACCUMULATE
	\$198,859.00	\$103,477.50	\$ 95,381.50	1978 (a) Issued \$ 64,322.25
	87,739.00	41,816.25	45,922.75	1979 (a) Issued -0-
	285,502.08	77,253.75	208,248.33	1982 (b) Projected -0-
	238,845.67	64,496.25	174,349.42	1985 (c) Projected -0-
	488,048.15	126,582.75	361,465.40	1988 (d) Projected -0-
	<u>\$1,298,993.90</u>	<u>\$413,626.50</u>	<u>\$885,367.40</u>	<u>\$ 64,322.25</u>
				<u>\$ 821,045.15</u>

(13) Surplus, if accumulated as indicated may be used for any local District

A tract of land located in Sections 19, 20 and 21, T. 33 N., R. 10 W., S. 4 R.M., in La Plata County, Colorado, lying south of Highway 160, and more particularly described as follows:

- Beginning at the NE corner of Section 19 (also being the NE corner of Section 29),
 - Thence S 49° 48' 18" W, 2617.51 feet;
 - Thence N 00° 19' 40" E, 2605.06 feet to the NE corner of said Section 20;
 - Thence S 00° 15' 30" W, 327.77 feet to the SW R.O.W. of U.S. Highway 160;
 - Thence along the arc of a curve to the right with a central angle of 20° 05' 20" and a radius of 1666.22 feet for a distance of 277.1 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 34° 28' 45" E, 746.32 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 40° 23' 40" E, 173.21 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 48° 41' 17" E, 199.73 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 51° 29' 00" E, 200.19 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 63° 32' 55" E, 139.93 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 71° 06' 10" E, 139.81 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 75° 46' 15" E, 99.53 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 81° 00' 45" E, 59.66 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 83° 50' 30" E, 122.42 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 89° 16' 35" W, 711.1 feet along the SW R.O.W. of U.S. Highway 160;
 - Thence S 89° 38' 10" W, 106.02 feet to the point of beginning.
- Contains 112.243 acres, more or less.



This is to certify that this plat was prepared from field notes of a survey made by me under my supervision and according to the best of my knowledge and belief.

[Signature]

 Surveyor

Registered Professional Engineer
 Registered Land Surveyor
 Colorado Registration No. 5974



Platting by Solar Observation

FOR THE USE OF:

James Street
 Durango West Metro and
 Modular Home Subdivision

DURANGO WEST METRO.
DISTRICT NO. 1

Section 10, T. 33 N., R. 10 W., S. 4 R.M.
 DATED March 24, 1978

CONSTRUCTION OF
STREETS, CURB AND GUTTER
IN AREA "A" OF
PINETOP AND WOODRIDGE
LOCATED AT
DURANGO WEST MOBILE HOME SUBDIVISION
LA PLATA COUNTY, COLORADO

- TECHNICAL SPECIFICATIONS -

GOFF ENGINEERING & SURVEYING, INC.
DURANGO, COLORADO

AUGUST
1981

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SECTION 4

SPECIAL CONDITIONS

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SECTION 4

SPECIAL CONDITIONS

4.01. DESCRIPTION OF THE PROJECT. The work included within this project will consist, generally of the following:

Grading and stabilization of existing street base, additional base course and levelling course, curb & gutter, pavement and special drainage construction.

4.02. GENERAL CONDITIONS PREVAIL. If any conflict exists between the General Conditions and any portion of these Specifications or Plans, the General Conditions will prevail.

4.03. BIDDER'S FINANCIAL CONDITIONS AND PREVIOUS EXPERIENCE. The District may require any Bidder to submit the following data prior to approval of any Construction Contract.

- a. Permanent address of place of business.
- b. A list of equipment which the Bidder proposes to use on the project along with a statement of condition for each piece of equipment.
- c. A financial statement, listing assets and liabilities, dated not more than sixty (60) days prior to bid opening date.
- d. A list of similar projects which the Bidder has constructed, including size and location.
- e. A list of proposed Sub-contractors.

4.04. RIGHTS-OF-WAY. Rights-of-way lines, easement boundaries, roads, lanes and property lines are as designated on the drawings. The Contractor shall confine his construction activities to within these boundaries unless special permission is granted by private property owners or public agencies to the Contractor for special purposes such as borrow, construction storage yard, etc. Ingress and egress routes to the job sites will be over lands approved by the Engineer and property owner or public agency involved.

4.05. LINES AND GRADES. All work done under this contract shall be done to the lines, grades and elevations shown on the Plans. The detail layout of structures and staking of individual items shall be done by the Contractor in accordance with the Plans and Specifications. The Engineer shall provide a bench mark and control points from which the Contractor's stake out can be accomplished. In any case, the Contractor shall be responsible for the

detailed layout of the finished structures. The Engineer shall provide centerline or offset stakes and necessary vertical control for pipeline work. For sewer lines, this will consist of two offset stakes and one on-line stake for each manhole, suitable for grading with a laser. Any additional staking required by the Contractor for other style of grading will be at his own expense. The Contractor shall keep the Engineer informed in advance of the times and places at which he wishes to work in order that lines and grades may be furnished and necessary measurements for record and payments may be made. Any work done without having been properly located and established by base lines, off-set stakes, bench marks, or other basic reference points located and established or checked by the Engineer may be ordered removed and replaced at the Contractor's cost and expense.

4.06. INSPECTION. The Engineer and his representatives shall, at all times, have access to the work during its construction, and shall be furnished with every reasonable facility for ascertaining that the stock and materials used and employed, and the workmanship are in accordance with the requirements and intentions of the Specifications.

All work done and all materials furnished shall be subject to inspection and approval. If any work should be covered up without approval or consent of the Engineer, it must, if required by the Engineer, be uncovered for examination at the Contractor's expense. Re-examination of questioned work may be ordered by the Engineer and if so ordered, the work must be uncovered by the Contractor. If such work be found in accordance with the Contract Documents, the Owner shall pay the cost of re-examination and replacement. If such work be found not in accordance with the Contract Documents, the Contractor shall pay such cost unless he shall show that the defect in the work was caused by another Contractor; and in that event, the Owner shall pay such cost.

The inspection of the work shall not relieve the Contractor of any of his obligations to fulfill his contract as prescribed, and defective work shall be made good and unsuitable materials shall be rejected, notwithstanding that such defective work and materials have been previously overlooked and accepted on estimates for payment. All work shall be tested to the satisfaction of the Engineer before acceptance.

4.07. PRESERVATION OF MONUMENTS. The Contractor shall carefully preserve all monuments, bench marks, reference points, and stakes and in the case of willful or careless destruction of the same, will be charged with the resulting

expense of replacement and shall be responsible for any mistakes or loss of time that may be caused by their unnecessary loss or disturbance. In the case of any permanent monuments or bench marks which must be removed or disturbed in the construction of the work the Contractor shall carefully protect and preserve the same until they can be properly referenced for relocation. The Contractor shall furnish such materials and assistance as are necessary for the proper replacement of monuments or bench marks at his own cost.

4.08. EXISTING FENCES. For passing men, equipment and materials to and from the job site the Contractor will use existing fence gates and roads as much as possible, keeping gates closed behind each passage. When this is not possible or in the construction right-of-way the Contractor may temporarily remove portions of fence to facilitate construction progress. Temporary gates will be constructed which can be closed nightly or at any time the area is vacated if there is grazing stock on either side or at the desire of the property owner. At the completion of construction all such temporary fence openings shall have been repaired to a quality as good as or better than the adjacent fence or permanent gates constructed.

4.09. UTILITIES. The expense for all electrical power, gas, sanitary facilities, telephone service and other utilities consumed or utilized by the Contractor shall be borne by the Contractor. Also, all water used, for wetting and compacting or other shall be at the expense of the Contractor.

4.10. MAINTAINING HIGHWAY TRAFFIC. All construction within and along federal, state, county, city and private road and highway right-of-way will be carried out with the least possible interruption to normal traffic flow. All applicable safety provisions shall be adhered to, including barricades, flagmen, right flashing warnings, signs and proper detours. At least one way traffic shall be maintained along county and city streets at all times. Passage along private roadways and across driveways will be open every night and morning; also, during the day except as absolutely necessary to complete a crossing. No crawler type tractors will be allowed directly on any paved road surface.

4.11. STORAGE AND USE OF EXPLOSIVES. The use and handling of explosives during the course of construction shall be in accordance with all applicable laws and requirements prevailing. The Contractor shall obtain any required licenses or permission prior to commencing blasting. Only persons skilled in the use of explosives shall be employed in the handling and use of such materials.

4.12. SAFETY AND SANITARY CONVENIENCES.

A. Safety

All work performed on this project will be subject to the applicable provisions of the Federal Occupational Safety and Health Act of 1970, and the Colorado Occupational Safety and Health Act of 1972, whichever may govern. All provisions of the Codes will be in force and conformance may be subject to inspection by Federal and/or State Inspectors at any time. Any discrepancies found will be corrected and immediately upon notice.

B. Sanitary Conveniences

The Contractor shall provide and maintain at all times suitable sanitary facilities for use of those employed on this project without committing any public nuisance. All toilet facilities shall be subject to the approval of the Colorado Health Department, through the San Juan Basin Health Unit.

4.13 CLEANUP. The Contractor shall employ diligent cleanup practices during the course of the contract. All job site areas shall be maintained clean for safe working conditions including keeping walkways and driveways open and uncluttered. Combustible material may be burned on the site only by permit. Scrap metal and other non-combustible material must be hauled away from the site to an established dump site.

If the Contractor neglects cleanup during construction to point deemed unsafe or undesirable by the Engineer, the Engineer may, in writing, notify the Contractor that further progress in construction will be halted until the site cleaning once again meets the Engineer's approval. No additional compensation will be due to the Contractor for job shutdown under these conditions.

4.14. RIGHT TO CHANGE LOCATION AND DRAWINGS. When additional information regarding the geological formations, or other conditions becomes available as a result of excavation, testing or other exploratory work, the Engineer may find it desirable to change alignment, dimensions or design of one or more of the features of the work to conform to the new disclosed conditions. Toward this end the Owner reserves the right to make any such reasonable changes and the Contractor's plant shall be laid out and his operations shall be conducted so as to accomodate reasonable changes, and the Contractor shall be entitled to no additional compensation therefore.

4.15. SERVICE INTERRUPTION. If, during the course of construction, it becomes necessary to interrupt the existing water, sewer, gas or power service facilities, the following procedure shall be adhered to:

At least four (4) days prior to any service interruption, the Contractor shall submit a written request to the Engineer stating the nature of the interruption, the reason and length of service interruption and all other pertinent details. Said request must be approved jointly by the utility company and the Engineer.

4.16. MEASUREMENT OF WORK. The number of units for each bid item shown on the Bid are estimated quantities. The actual number of units of each item of work may be more or less than the corresponding estimated on Unit Prices on this account. The actual units constructed for each bid item shall be considered the basis for payment and all lengths will be measured on the centerline of the work whether straight or curved. The Contractor will be paid the contract price for each unit of work done, such price to include the cost of all work described in the specifications.

SECTION 5

CONCRETE

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SECTION 5

CONCRETE

5.01. GENERAL. All concrete work shall conform to all requirements of ACI 301-72 "Specifications for Structural Concrete for Buildings", and to ACI 318-71 "Building Code Requirements for Reinforced Concrete", except as modified below. ACI 301-72 shall be considered part of these specifications as if written here in full.

The Contractor shall maintain on the site at all times during construction a copy of ACI 318 and ACI 301 as well as a copy of these specifications.

5.02. STRENGTH. All poured in place concrete shall attain a strength of 3000 psi in 28 days after day of pour.

5.03. MAXIMUM SIZE AGGREGATE. In accordance with ACI 302, but not exceeding $3/4$ ", for all double reinforced thin sections.

5.04. REINFORCEMENT STEEL. Unless otherwise shown on the drawings, all reinforcement steel shall be grade 40 (fy-40,000 psi). Reinforcement steel shall conform to ASTM 615 "Specifications for Deformed Billet Steel Bars for Concrete Reinforcement."

5.05. CEMENT. Shall be Type II conforming to ASTM C150 "Specifications for Portland Cement".

5.06. AIR ENTRAINMENT. All concrete elements which will be exposed to the weather, deposited on grade or will be in contact with backfill shall be proportioned to resist destructive exposure. (Sec. 3.04, ACI 301). Other concrete may be air entrained provided other requirements are met.

5.07. SLUMP. Concrete shall be proportioned and produced to have a slump of 4" or less. Tolerances in slump measurements are as per Section 3.05 of ACI 301. The slump test shall conform to ASTM C143 "Test for Slump of Portland Cement Concrete".

5.08. METHOD OF PROPORTIONING CONCRETE. Concrete shall be proportioned in accordance with Sec. 3.8 of ACI 301. The Contractor shall advise the Engineer, in writing, the methods he chooses to follow in proportioning concrete. Hand mixing will not be permitted.

5.09. USE OF EARTH CUTS AS FORMS. Shall be permitted only with the specific approval of the Engineer.

5.10. TOLERANCES. Unless otherwise shown on the drawings, formwork shall be constructed so that the concrete surfaces will conform to the tolerance limits listed in Table 4.3.1 of ACI 301.

5.11. PLAIN BARS. Shall not be used except as shown specifically on the drawings.

5.12. WELDED WIRE FABRIC. Unless otherwise shown on the drawings, welded fabric shall conform to ASTM A185 "Specifications for Welded Steel Wire Fabric for Concrete Reinforcement".

5.13. CONSTRUCTION JOINTS. Joints not shown on the drawings shall be in conformance to Sec. 6.1 of ACI 301. Approval of the type and location of construction joints by the Engineer shall be required. Bonding shall be obtained by roughening the surface of the concrete in an approved manner, which will expose the aggregate uniformly and will not leave laitance, loosened particles of aggregate or damaged concrete at the surface.

5.14. EXPANSION JOINTS. Premolded expansion joints shall conform to ASTM D-1751 or D-1752, "Specifications for preformed expansion joint fillers for Concrete Paving and structural construction."

5.15. FINISHES. See Section 7 for special finishes for curb & gutter. All other finishes (other than form finishes) shall be trowel and/or broom finish as directed by the Engineer.

5.16. TESTING. Concrete testing shall conform to CRS16 of ACI 301. Each of the services described in Section 16.3 and 16.4 shall be performed by an agency designated by the Engineer at the Owner's expense. Services described in Section 16.5 and 16.7 shall be performed by an approved agency at the Contractor's expense.

5.17. WEATHER CONDITIONS. Concreting in cold weather shall be in accordance with Section 7.6.1 of ACI 301 and shall comply with ACI 306, "Recommended Practice for Cold Weather Concreting". Concreting in hot weather shall be in accordance with ACI 305 "Recommended Practice for Hot Weather Concreting".

5.18. INSPECTION. The Contractor shall notify the Engineer, prior to pouring any concrete, when all reinforcing steel is erected. The Engineer shall inspect and issue approval of same before the concrete pour is commenced.

SECTION 6

GRADING, GRAVEL AND MISCELLANEOUS EARTHWORK

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SECTION 6

GRADING, GRAVEL AND MISCELLANEOUS EARTHWORK

6.01. GENERAL. The street and curb and gutter preparatory work is to be constructed to the lines and grades as shown on the plans. It shall be the responsibility of the Contractor to perform all clearing, shaping, stabilization, excavation, backfill, graveling, sloping, grading and compacting to bring the completed surfaces to the correct finish grades, lines and dimensions and specified compaction as indicated ready to receive pavement. All suitable in place gravel removed from one portion of the excavation may be used, insofar as possible, for backfill and for such other purposes as may be called for in the plans and specifications. Material deemed unsuitable for these purposes shall be disposed of as directed by the Engineer. The Contractor is expected to familiarize himself completely with the type of excavation to be performed and the type of material to be handled.

6.02. CONSTRUCTION STANDARDS. "The Standard Specifications for Road and Bridge Construction", State Department of Highways, Division of Highways, State of Colorado, as adopted January 1, 1976, are hereby made a part of these specifications as shall be referred to as the Construction Standards.

6.03. SHAPING AND STABILIZATION. All areas within the road construction limits shall be shaped and stabilized to the extent necessary to carry out the construction required. The limits of work proposed by the Contractor shall be approved by the Engineer and special care shall be taken not to damage any trees, fences or other items outside of the approved boundaries.

The base course gravel previously placed on the streets will be left in place with the exception of certain minor cuts and fills needed to establish base course grade. All existing gravel surfaces shall be scarified and rolled to the required densities prior to receiving the levelling course.

6.04. SUBGRADE. Standard Proctor Density as determined by AASHTO T99 shall be required by these specifications for any minor such work on roadway, and curb and gutter as may be described below.

All surfaces shall be compacted to provide a maximum dry density of 95% to a depth of one foot below the base of fills and cuts.

Where fill is necessary or scarification or over excavation has disturbed the subgrade, material shall be deposited in loose lifts not to exceed 8 inches and rolled and compacted to the above density. Wetting or drying shall be used to bring the fill to optimum moisture content during such compacting operations.

6.05. BASE COURSE. Base material shall consist of crushed rock, gravel, sand, together with a binding material which, when combined with the balance of the base materials, will result in a product which will conform to the mechanical analysis and other requirements of these specifications. All components of this material shall be free from vegetable matter or balls of clay. The material shall be uniformly graded and meet the requirements of the Construction Standards, Paragraph 703.03, Class 2. The base course shall be filled, shaped, graded and compacted to the required elevation below finished grade. Compaction shall also be 95% of the maximum dry density.

6.06. LEVELLING COURSE. Levelling course material shall consist of crushed rock, gravel, sand, together with a binding material which, when combined with the balance of the base materials, will result in a product which will conform to the mechanical analysis and other requirements of these specifications. All components of this material shall be free from vegetable matter or balls of clay. The material shall be uniformly graded and meet the requirements of the Construction Standards, Paragraph 703.03, Class 6. The levelling course material shall be filled, shaped, graded and compacted to the required elevation below finished grade. Compaction shall also be 95% of the maximum dry density.

6.07. CLASSIFICATION OF EXCAVATION. No classification for purposes of payment will be made of any material excavated as to its class, nature, origin or condition. The Contractor shall be solely responsible for his deductions and conclusions as to the nature or condition of the terrain and materials to be encountered in performing the required excavation and earthwork under this Contract. No additional allowance above the unit prices bid will be made on account of the actual conditions or the Contractor's interpretations varying from those shown on the drawings or on account of any of the material being wet or frozen.

6.08. BLASTING. Blasting will be permitted only when proper precautions are taken for the protection of all persons, the work, and public and private properties. Any damage done to the works or to public or private property by blasting shall be repaired by the Contractor at his own expense. Storage, transportation and handling of explosives by the Contractor shall be in strict compliance with all applicable Federal, State and local regulations.

6.09. DUST CONTROL. The Contractor shall employ all means necessary and shall furnish all labor, equipment and materials required to carry out proper and

efficient dust control wherever and as often as necessary to reduce the dust nuisance, and to prevent dust which has originated from his operations from damaging cultivated fields and dwellings and from causing a hazard to traffic or a nuisance to persons. The Contractor will be held liable for any damage resulting from dust originating from his operations under this Contract, whether on the rights-of-way or elsewhere. The cost of sprinkling or of other methods of dust control shall be included in the prices bid for the other items or work.

6.10. EXISTING UTILITIES. The construction site may contain water, gas, power and telephone; some or all of which are buried throughout the site. The Contractor shall take care to have these utilities located by the utility companies prior to excavation.

6.11. STREET TEST DATA. Auger test holes into the existing base course materials have been performed by Goff Engineering and Surveying, Inc. This information is available in the Engineer's office.

SECTION 7
CURB, GUTTER & SIDEWALK

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SECTION 7

CURB, GUTTER & CROSSPANS

7.01. GENERAL. The curb and gutter for Pinetop and Woodridge shall be the standard integral curb/gutter as shown on the plans. Crosspans shall be of reinforced concrete with integral aprons as shown on the plans.

7.02. LINE AND GRADE. All integral curb/gutter and crosspans shall be constructed true to the lines and grades shown on the plans. The top face of the curb shall not vary from a true plane by more than 1/8 inch in 10 feet and the upstanding face of the gutter or sidewalk shall not vary from a true plane by more than 1/4 inch in 10 feet.

7.03. SLIPFORMS. A mechanical, travelling slipform type of curb and gutter placement machine will be allowed as long as all specifications and tolerances noted herein are adhered to. A test section of 100 feet of integral curbside will be poured prior to acceptance of the machine and placement. If the test section does not prove in compliance, it shall be removed and another machine or standard forming will be reverted to. Pans are to be formed by standard form means.

7.04. BACKFILLING. Backfill against the back of the curb shall be as shown on the plans and performed so as not to disturb the newly poured curbside. Compaction of such fill shall be to 90% of maximum dry density as determined by ASTM D-698.

7.05. CARE AND PROTECTION. When completed, the curbside shall be protected from the elements for at least 2 days and protected from vehicular traffic for at least 7 days. Any broken, cracked, honey-combed or rough concrete, or any work which is not constructed to the lines, grades and tolerances given or which is disturbed from such lines and grades, shall be removed and replaced as directed by the Engineer.

7.06. EXPANSION CONTROL. Prefabricated asphaltic impregnated expansion joint material, one-half (1/2") minimum thickness, will be installed at minimum 40 feet on centers and at beginning and end of all radii and at pan/apron connections. In addition, weak plane joints will be set at a minimum 10 feet on centers.

SECTION 8

PAVING

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SECTION 8

PAVING

8.01. GENERAL. The Contractor shall be responsible for shaping, rolling and setting to proper grades and lines all levelling course for streets prior to tacking and paving. Paving shall be completed with a minimum rolled depth as shown and with surface struck true along the top edge of gutter and to other adjoining surfaces such as manhole lids and valve boxes.

8.02. TACK COAT. Prior to paving, all concrete surfaces, such as gutter and pan faces shall be shot with an MC-70 tack coat or an approved equal to assure bonding and sealing.

8.03. ASPHALT PAVING. Hot mixed bituminous paving shall be applied, leveled, shaped and rolled into place in order to meet the finished grades shown. Paving materials shall be in accordance with the requirements of the Construction Standards of Section 6.02. Aggregate shall conform to Grading E, Section 703.4 of the Construction Standards.

8.04. WEATHER CONDITIONS. No paving shall be permitted when the base is frozen or wet or when the ambient air temperature is below 40° F. If the weather will not permit completion of paving for some time, the primer shall be applied prior to any shut down period.

8.05. PAVING EQUIPMENT. Paving lay down machines shall be as specified in Paragraph 401.10 in the above stated Construction Standards.

8.06. MIX DESIGN. A job mix design for the bituminous asphalt paving mix shall be submitted to the Engineer for approval prior to any paving. The job mix shall include the percent (by weight) of aggregates, fines, bitumen, and additives. A minimum of 0.5 percent "no-strip" additive shall be included where aggregated shows stripping characteristics.

SECTION 9

ACCELERATION/DECELERATION LANES

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SECTION 9

ACCELERATION/DECELERATION LANES

9.01. GENERAL. U.S. Highway 160 Access Lanes will be constructed as shown on the plans on the south portion of the highway only. Work shall be in accordance with these specifications plus all applicable Colorado Department of Highways Regulations, including safety, signage, flagging as required.

9.02. STANDARDS. Materials and construction shall be in accordance with the 1976 Edition of "Standard Specifications for Road and Bridge Construction" of the State Department of Highways, Division of Highways, State of Colorado and in accordance with the "State Highway Access Code" adopted July 16, 1981.

9.03. MATERIALS.

- A. Base Course to be ABC Class 1
- B. Levelling Course to be ABC Class 6
- C. Prime Coat to be CSS-1H
- D. Bituminous Pavement to be Grading "E"- Mix Design to be submitted.

9.04. ACCEPTANCE. Prior to acceptance under this contract, the Contractor shall present a letter from the Colorado Division of Highways stating that the access lanes are approved and ready for use.

SECTION 10

UTILITY APPURTENANCES

<u>PARAGRAPH</u>	<u>TITLE</u>	<u>PAGE</u>
10.01.	GENERAL	10-1
10.02.	MANHOLES	10-1
10.03.	VALVE BOXES	10-1
10.04.	COMPACTION	10-1

SECTION 10

UTILITY APPURTENANCES

10.01. GENERAL. Existing sewer manhole rings and covers along with water valve boxes shall be raised flush with the finish grade at the locations shown on the plans. Paving shall take place against such raised appurtenances.

10.02. MANHOLES. Manhole rings and covers shall be raised by means of standard concrete grade rings, mortared to the existing cone. Backfill around shall be carefully placed and tamped to prohibit displacement of the rings and settlement around the manhole.

10.03. VALVE BOXES. Valve boxes shall be raised by means of threaded box extensions wherever the existing extension is to the maximum. Backfill around shall be carefully placed and tamped to prohibit cracking and settlement around the box.

10.04. COMPACTION. All backfill around raised utility appurtenances shall be to 95% maximum dry density.

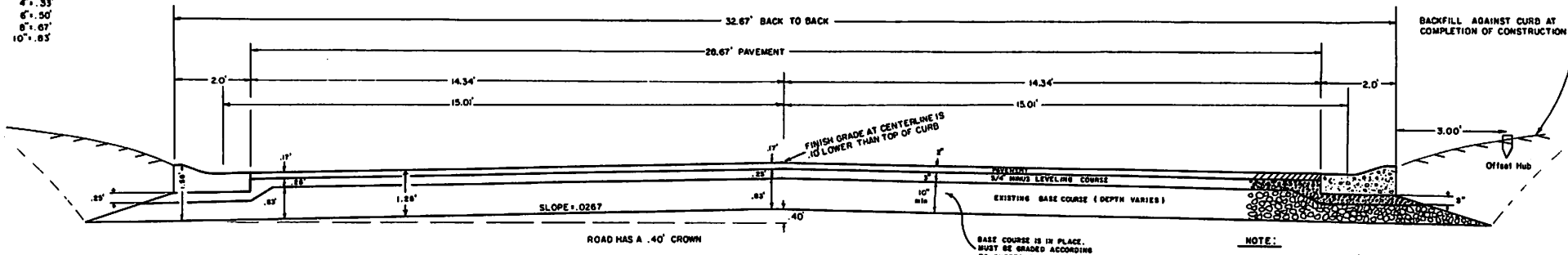
SECTION 11

DRAWINGS

Drawings titled "Pinetop & Woodridge - Streets"
Sheets 1 thru 5, form a part of these Plans and
Specifications but are bound under separate cover.

WOODRIDGE AND PINETOP STREET PLANS

1" = .06'
2" = .17'
3" = .25'
4" = .33'
6" = .50'
8" = .67'
10" = .83'

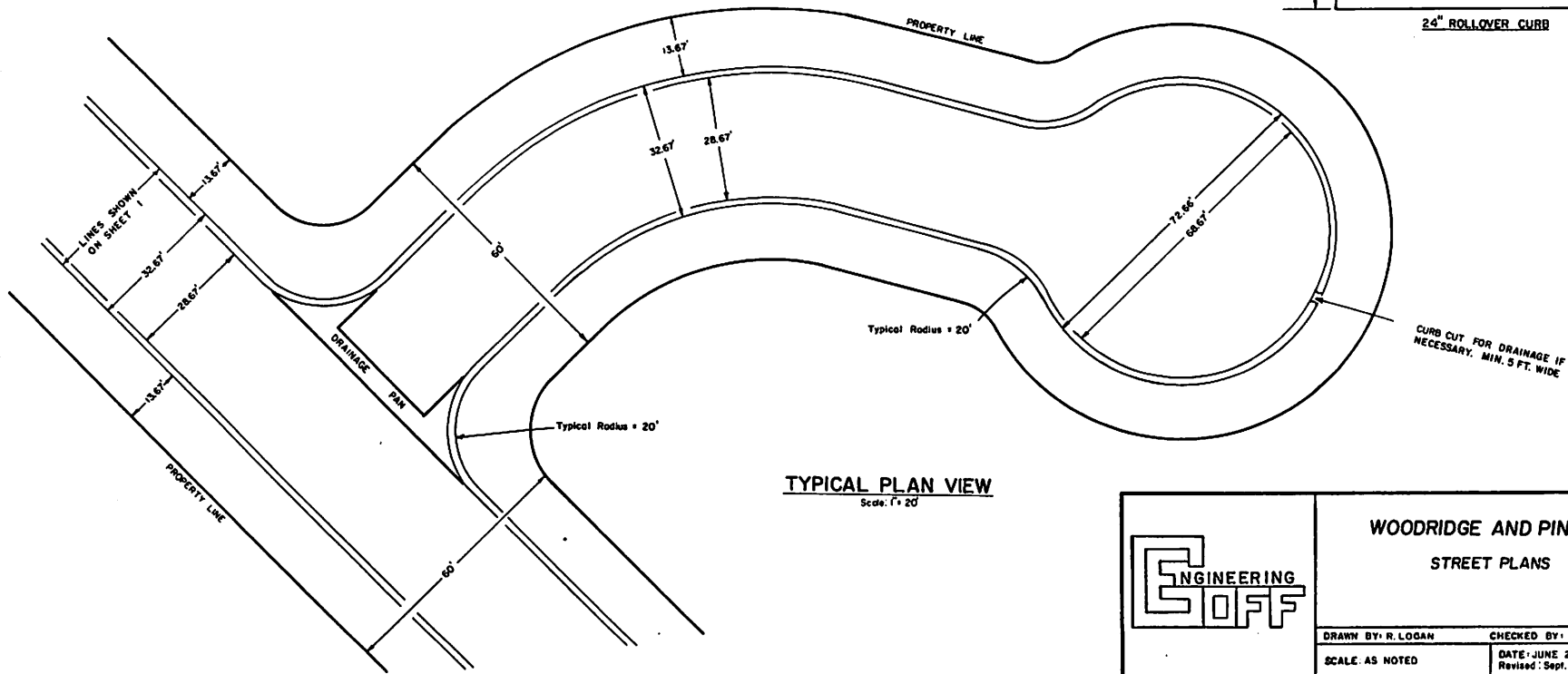
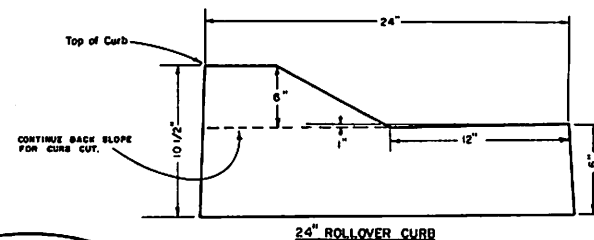
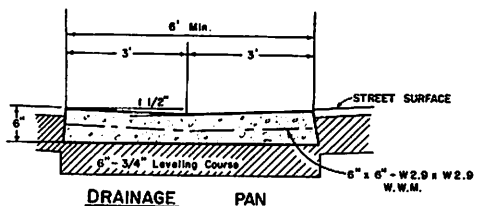


TYPICAL CROSS SECTION

Scale: 1/2" = 1'

NOTE:

1. Hubs are offset 3.00' from each curb.
2. All Cut/Fill are from top of offset hub to the top of the curb.



TYPICAL PLAN VIEW

Scale: 1" = 20'

	WOODRIDGE AND PINETOP		SHEET 4 OF 5
	STREET PLANS		
	DRAWN BY: R. LOGAN	CHECKED BY: D. CRITES	
SCALE: AS NOTED	DATE: JUNE 26, 1981 Revised: Sept. 25, 1981		
P. O. BOX 97	DURANGO, COLORADO	(303) 247-1705	



LA PLATA COUNTY

1060 EAST SECOND AVENUE, DURANGO, COLORADO 81301 - PHONE 303-259-4000

BOARD OF COUNTY
COMMISSIONERS
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July 8, 1981

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26616 HIGHWAY 160

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SOCIAL SERVICES
1060 EAST SECOND AVENUE

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POST OFFICE BOX 99

Animas Regional Planning Commission
P. O. Box 2160
Durango, Colorado 81301

Re: Service Plan Modification - Durango West
Metropolitan District No. 2

Pursuant to the requirements of 32-1-208(3),
CRS 1973, attached please find a proposed modifi-
cation to the service plan for Durango West Metro-
politan District No. 2. The Board of County
Commissioners has set the public hearing on this
modification for August 4, 1981, at 9:00 a.m.
Pursuant to the requirements of the statutes, a
representative of the Planning Commission should
be prepared to present your recommendations to the
Board of County Commissioners at said hearing.

Sincerely,

Leta Sauer
La Plata County
Clerk and Recorder

DLD:LS:nh