

Grand Junction, Colorado.

March 8th 1926.

The City Council of the City of Grand Junction met in regular adjourned session at 7:30 o'clock P.M. with President Bell presiding. Those present and answering at roll call were Councilmen Bell, Bear, Ellison, Fairley, Logsdon, Meders, Moslander. City Manager Thompson, City Attorney Hinman and City Clerk Peck were present.

The following resolution was introduced and read:

RESOLUTION

A RESOLUTION ADOPTING DETAILS AND SPECIFICATIONS FOR PAVING CERTAIN STREETS IN THE CITY OF GRAND JUNCTION, COLORADO, TO BE DESIGNATED AS PAVING DISTRICT NUMBER 15; DESIGNATING MATERIALS TO BE USED: THE ESTIMATED COST THEREOF, AND DETERMINING THE NUMBER OF INSTALLMENTS AND THE TIME IN WHICH THE COST THEREOF SHALL BE PAYABLE, THE RATE OF INTEREST ON UNPAID INSTALLMENTS, AND THE DISTRICT OR LANDS TO BE ASSESSED FOR THE SAME.

WHEREAS, By resolution heretofore passed and adopted by the City Council of the City of Grand Junction, Colorado, on the 6th day of January, A. D. 1926, the City Engineer was ordered and directed to prepare and furnish full details and specifications for the laying of a 1 1/2" Warrenite Bithulithic or a 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase; or a "2" Warrenite Bithulithic pavement on a 3" black base; or a 6" Portland Cement concrete pavement, with curbs and gutterings on the streets hereinafter described within the hereinafter described boundaries, which boundaries shall include territory known as Paving District No. 15, and that said Engineer make and furnish an estimate of the total cost of said improvements, exclusive of the per centum of the cost of collection and other incidentals, and of interest to the time the first installment of the cost becomes due, as well as a map of the district, from which map the approximate share of the total cost of said paving and improvements that will be assessed upon each piece of real estate in the district may be readily ascertained, and

WHEREAS, Said Engineer has filed with the City Clerk all the maps, specifications and surveys of said proposed Paving District No. 15, as well as all schedules, plans and specifications and approximations of cost and all other matters and things required of him in and by said Council in complete form and substance as therein required, and

WHEREAS, it appears to the Council and said Council does hereby find from the said maps, certificates of survey, schedules, plans, specifications and approximations of cost as provided and

filed by said Engineer as aforesaid that the proposed Paving District No. 15 is comprised of the lots and parcels of land embraced within the boundaries hereinafter described and in said maps and surveyors certificates as follows, to-wit:

Grand Avenue---

Beginning at the Northwest corner of Lot 24, Block 77; thence East to the Northeast corner of Lot 17, Block 6, Dundee Place; thence south to the Southeast corner of Lot 16, Block "A", Keith's addition to the City of Grand Junction; thence West to the Southwest corner of Lot 1, Block 78; thence North to the place of beginning.

White Avenue---

Beginning at the Northwest corner of Lot 24, Block 78; thence East to the Northeast corner of Lot 17, Block "B" Keith's Addition; thence South to the Southeast corner of Lot 16, Block "E", Keith's Addition; thence West to the Southeast corner of Lot 5, Block 94; thence South to the North line of Rood Avenue; thence West along the North line of Rood Avenue to a point 125 feet west of the Southeast corner of Block 95; thence North 125 feet, thence West 151.5 feet thence South to the North line of Rood Avenue; thence West to the Southwest corner of Lot 21, Block 96; thence north to the Southwest corner of Lot 12, Block 96; thence West to the Southwest corner of Lot 1, Block 99; thence North to the place of beginning.

Also Chipeta Avenue---

Beginning at the Northwest corner of Lot 32, Block 48; thence East to the Northeast corner of Lot 17, Block 1 Lincoln Park Addition; thence South to the Southeast corner of Lot 16, Block 1 Dundee Place; thence West to the Southwest corner of Lot 1, Block 63; thence north to the place of beginning.

The description of streets to be paved being as follows:

Grand Avenue from the East side of First Street to the East side of Thirteenth Street; White Avenue from the East side of First Street to the East side of Fourteenth Street; Fifth Street from the North side of Rood Avenue to the South side of White Avenue; Sixth Street from the North side of Rood Avenue to the South side of White Avenue; Chipeta Avenue from the West side of Eighth Street to the East side of Thirteenth Street.

WATER CONNECTIONS CONSTRUCTED OR RENEWED

Lead service pipe connections from the City water mains shall be made to all lots not already so connected before the paving foundation is laid.

Curbing and guttering to be constructed, extended and reconstructed on the streets to be paved to conform with ordinance covering location of curbing, except where curbs are now constructed in compliance with the ordinances and conforming to the aforesaid specifications and gutters are to be constructed to conform to the curbing. Necessary drainage to be provided.

DESCRIPTION OF THE GRAND RIVER VALLEY RAILWAY COMPANY'S PORTION FOR PAVING FOR TRACKS LYING WITHIN THE PROPOSED PAVING DISTRICT NUMBER 15 IN THE CITY OF GRAND JUNCTION.

Beginning at the South line of White Avenue on Fourth Street; thence North to the North line of White Avenue; also beginning on the South line of Grand Avenue on Fourth Street thence North to the North line of Grand Avenue; also beginning at the South line of White Avenue on Tenth Street; thence North to the North line of White Avenue; also beginning on the South line of Grand Avenue on Tenth Street; thence North to the North line of Grand Avenue; also beginning on the South line of Chipeta Avenue on Tenth Street; thence North to the North line of Chipeta Avenue; also beginning at the South line of White Avenue on Twelfth Street; thence North to the North line of White Avenue, also beginning at the South line of Grand Avenue on Twelfth Street; thence North to the North line of Grand Avenue, also beginning at the South line of Chipeta Avenue on Twelfth Street; thence North to the North line of Chipeta Avenue. The total linear distance of paving is 700 feet; the width being two feet outside of each rail of the track. The total width being approximately nine feet equal to 700 square yards.

WHEREAS, it further appears from said Engineers report that the estimated and probable total cost of each of the three types of paving and other improvements therein specified, exclusive of the per centum of the cost of collection and other incidentals and of interest to the time the first installment becomes due, and excluding the cost of the paving of the street and alley intersections in said streets are as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock sub-base, and other improvements therein specified, \$188,710.54.

2" Warrenite Bithulithic pavement on a 3" black base and other improvements there in specified \$187,728.13.

6" Portland Cement concrete pavement and other improvements therein specified, \$186,540.81.

WHEREAS, It further appears from said Engineers report that the estimated and probable total cost of paving for street and alley intersections of said streets to be paid for by the City of Grand Junction, with each of the following types of paving are as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on
2 1/2" Black base with a 3" crushed rock sub-base \$52,450.11.
2" Warrenite Bithulithic pavement on a 3" black base \$52,103.29.
6" Portland Cement concrete pavement \$51,770.54.

WHEREAS, It further appears from said Engineer's report that the estimated and probable total cost, regardless of which type of paving is used, and other improvements as therein specified, exclusive of the percentum of the cost of collection and other incidentals and of interest to the time the first installment of said cost becomes due, to be paid by the Grand River Valley Railway Company is \$30,80.00, and

WHEREAS, It further appears from said Engineer's report that the estimated and probable total cost, of each type of paving and other improvements therein specified, exclusive of the percentum of the cost of collection and other incidentals and of interest to the time the first installment of said cost becomes due is as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on
a 2 1/2" black base with a 3" crushed rock subbase \$241,160.65.
2" Warrenite Bithulithic on a 3" black base \$239,831.42.
6" Portland Cement concrete pavement \$238,311.35.

WHEREAS, The method of assessment to be adopted shall be as follows: That the extent of the district to be assessed for said improvements is all the real estate within said district abutting on each side of the aforesaid streets and alleys which are to be improved. That the probable cost of each type of paving and improvements as shown by the total estimate of the Engineer is \$185,630.54 for a 1 1/2" Warrenite Bithulithic or a 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase type of pavement and other improvements therein specified; \$184,648.13 for a 2" Warrenite Bithulithic on a 3" black base type of pavement and other improvements therein specified; \$183,460.81 for a 6" Portland Cement concrete type of pavement and other improvements therein specified, which amounts do not include the cost of the improvements to be made by the Street Railway nor the cost of collection and other incidentals, nor the cost of interest hereinafter referred to, nor the cost of paving of the street and alley intersections in said streets;

The maximum share of said total cost per front foot that will be assessed upon any lot or lands abutting upon the streets to be improved as aforesaid, for each type of paving shall not exceed the following:

WHITE AVENUE

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase pavement, and other improvements therein specified \$6.272.

2" Warrenite Bithulithic on a 3" black base, and other improvements therein specified \$6.236.

6" Portland Cement concrete pavement and other improvements therein specified \$6.195.

GRAND AVENUE

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase and other improvements therein specified \$8.063.

2" Warrenite Bithulithic on a 3" black base and other improvements therein specified \$8.02.

6" Portland Cement concrete pavement and other improvements therein specified, \$7.961.

CHIPETA AVENUE

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase and other improvements therein specified \$6.265.

2" Warrenite Bithulithic on a 3" black base and other improvements therein specified \$6.229.

6" Portland Cement concrete pavement and other improvements therein specified \$6.188.

FIFTH STREET

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase and other improvements therein specified \$8.687.

2" Warrenite Bithulithic on a 3" black base and other improvements therein specified \$8.624.

6" Portland Cement concrete pavement and other improvements therein specified \$8.571.

SIXTH STREET

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase and other improvements therein specified \$6.231.

2" Warrenite Bithulithic on a 3" black base and other improvements therein specified \$6.196.

6" Portland Cement concrete pavement and other improvements therein specified \$6.156.

The above specified total cost per front foot does not include the cost of lead service, and to the above amounts and rates including the cost of the improvements to be made by the Street Railway Company, or to so much thereof as shall be necessary to pay the actual cost of said improvements and general assessments (except the amount for paving street and alley intersections of the streets and alleys to be paved) there will be added the cost of lead service connections, also 2 per centum for cost of collection and other incidentals, and also interest at the rate of not to exceed 6 per centum per annum on the bonds issued and sold from time to time to raise funds for the payment of said total cost (except the amount for paving street and alley intersections), said interest to run from the time of issue of said bonds to the time of the first installment when the assessment becomes due; that the total cost of said improvements, together with interest and the per centum to be added for collection, etc., as aforesaid, except as otherwise herein specified, will be assessed upon the real estate in said district abutting on the streets and alleys which are to be improved as aforesaid, said district to be divided into four equal zones paralleling the streets and alleys to be improved. The manner of apportioning the cost to each zone to be as follows:

40% of the cost per front foot upon the zone immediately adjoining the street to be improved, being Zone No. 1.

30% of the cost upon the next adjoining, or Second Zone.

20% upon the next adjoining or Third Zone.

10% upon the next adjoining or Fourth Zone.

In case of the construction, repair or extension of lead service pipe connections the whole cost thereof shall be assessed to the lots to which connections are made.

That the width of the pavement to be laid in the streets to be paved is as follows: 36 feet wide from curb to curb on White Avenue; 48 feet wide from curb to curb on Grand Avenue; 36 ft. wide from curb to curb on Chipeta Avenue; 50 feet wide from curb to curb on Fifth Street; 36 feet wide from curb to curb on Sixth Street.

That the schedule showing the approximate amounts to be assessed upon the several lots and parcels of property is as follows:

PAVING DISTRICT NO. 15, ESTIMATED SCHEDULE OF ASSESSMENTS

SCHEDULE OF ASSESSMENT

for

PAVING DISTRICT NO. 15

Block	Lots
45	18-34 Inc.
46	17-32 Inc.
47	17-32 Inc. High School
48	17-32 Inc.
63	1-16 Inc.
64	1-16 Inc.
65	1-16 Inc.
66	1-17 Inc.
67	18-34 Inc.
68	17-32 Inc.
69	17-32 Inc.
70	17-32 Inc.
71	21-29 Inc.
71	1-5 Inc.
72	17-31 Inc.
73	17-32 Inc.
74	17-32 Inc.
75	17-32 Inc.
76	17-32 Inc.
77	13-24 Inc.
78	1-24 Inc.
79	1-32 Inc.
80	1-32 Inc.
81	1-32 Inc.
82	1-32 Inc.
83	1-15 Inc.
83	17-31 Inc.
84	1-29 Inc. School District #1
Block	Lot
85	1-32 Inc.
86	1-32 Inc.
87	1-32 Inc.
88	1-34 Inc.
89	1-17 Inc.
90	1-16 Inc.
91	1-16 Inc.
92	1-16 Inc.
93	6-19 Inc.
94	1-15 Inc.
94	26-30 Inc.
95	1-21 Inc.
95	28-32 Inc.
96	1-21 Inc.
97	1-16 Inc.
98	1-16 Inc.
99	1-12 Inc.
	Lincoln Park Addition
1	17-32 Inc.
	Dundee Place Addition

1	1-16 Inc.
6	17-32 Inc.
	Keiths Addition
A	1-32 Inc.
B	17-32 Inc.
D	1-16 Inc.
E	1-16 Inc.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL

OF THE CITY OF GRAND JUNCTION, COLORADO:

Section 1. That the reports so made by T. E. Thompson as Engineer of said City with respect to said proposed Paving District No. 15 be and the same are hereby accepted, provided however, that the Council reserves the right and power to hereafter adopt and determine which type of paving shall be laid in said streets, after having received bids thereon, and subject to said reservation, the report of said Engineer together with details, specifications, estimates, plans, maps, schedules prepared and filed with the Clerk and the recommendation of said Engineer as to the kinds of materials to be used in each type of paving and other improvements, be and the same are hereby approved and adopted.

Section 2. That the above total estimated and probable total cost of the aforesaid type of paving to be designated, and other improvements therein specified and the respective portions thereof to be assessed upon the respective lots and lands in said District as aforesaid as well as the amount to be paid by the Street Railway Company or so much thereof as may be necessary to pay the actual cost of said improvements and the general expenses (except the cost of paving the street and alley intersections), will be added two per cent for the cost of collection and other incidentals, and that there also be added an amount sufficient to pay the interest to the next succeeding date upon which general taxes or the first installment thereof, are, by the laws of the State of Colorado made payable.

Section 3. That the said assessment shall be due and payable within thirty days of the final publication of the assessing ordinance assessing the whole actual cost of said improvements (except cost of paving street and alley intersections), against said real estate and Street Railway Company without demand, providing however that any owner who shall pay his full assessment within the period of thirty days after the final publication of the assessing ordinance without demand shall be entitled to an allowance of the per centum added for the cost of collection and other incidentals, and of the interest from the date of payment to the time when the first installment comes due on all payments made during the said period of thirty days; Or in case any owner of real estate or said Street Railway shall fail to pay the whole of said assessment against his property within said thirty days from and after the final publication of the

assessing ordinance, assessing the same, then the whole cost of said improvement so assessed against his property shall be payable in ten equal annual installments of the principal with interest upon said unpaid installments, payable semi-annually at the rate of not exceeding six per cent per annum; The first of said installments shall be due and payable upon the next succeeding date after the final publication of the assessing ordinance, assessing the same, upon which date the first installment of general taxes is by the laws of the State of Colorado, made payable and the remainder of said installments shall be due and payable successively on the same day each year thereafter until all are paid.

Section 4. That the City Attorney is hereby directed to prepare a resolution in accordance with the charter of the City of Grand Junction and Ordinance 178, adopted and approved on the eleventh day of June, 1910, as amended, which resolution when duly adopted and enforced shall create within the corporate limits of the City of Grand Junction a paving district known as Paving District No. 15 with the same territory and boundaries as hereinbefore set forth and provided in and by said resolutions and the order of the City Council for the paving in said District as contemplated by said charter and City ordinance No. 178, as amended, and in accordance with the plans, maps, specifications, details and estimates of the Engineer of said City hereinbefore referred to and now on file in the office of the City Clerk, which said resolution shall also designate the type of paving to be laid in the several streets and alleys in said District hereinbefore described, and in accordance with the order or resolution of the City Council hereafter to be made.

Section 5. That the said proposed resolution creating said Paving District and ordering the proposed improvements therein be considered for passage and adoption by the City Council on Wednesday the 14th day of April, A. D. 1926 at the hour of 7:30 P.M.

Section 6. That a notice be issued by the City Clerk and published for two days each week for two consecutive weeks in the Daily Sentinel, a daily newspaper of general circulation, published in the City of Grand Junction, therein giving notice to the owners of real estate in said proposed Paving District No. 15 and to all persons interested generally of the improvements proposed. Number of installments and time at which the cost of improvements will be payable. The rate of interest on unpaid installments, the extent of the District to be assessed by setting forth the boundaries thereof, the probable cost as shown by the estimates of the Engineer, the maximum share of said total estimate per front foot that will be assessed upon any lot or lands included in the District at the time hereinbefore set, Wednesday the 14th day of April, 1926 at the hour of 7:30 P.M., or as soon thereafter as the matter can be taken up when the Council will consider the ordering of the proposed improvements and hear all complaints and objections that may be made in

writing concerning the proposed improvement by owners of real estate to be assessed or any person interested, and that said maps and estimates and all proceedings of the Council in the premises are on file and can be seen and examined at the office of the City Clerk during business hours at any time prior to 7:30 o'clock P.M. on Wednesday the 14th day of April, A. D. 1926, by any person or persons interested.

Said notice hereinbefore provided for shall be in words and figures as follows, to-wit:

NOTICE

Of a proposition to create a Paving District in the City of Grand Junction, Colorado, to be known and designated as Paving District No. 15.

All owners of real estate, which is included within the boundaries hereinafter described and all persons interested generally, are hereby notified, that the City Council of the City of Grand Junction has adopted full details and specifications (reserving the right and power to hereafter determine the type of paving to be laid after having received bids thereon) for paving certain streets and alleys, hereinafter described, for constructing curbs and gutters on said streets, to provide for drainage, and for connecting the lots fronting on said streets to the City water mains with lead pipe, in the proposed paving District within the Corporate limits of the City of Grand Junction, Colorado, to be known and designated as Paving District No. 15, the boundaries of said district being described as follows:

Grand Avenue---

Beginning at the Northwest corner of Lot 24, Block 77; thence East to the Northeast corner of Lot 17, Block 6, Dundee Place; thence South to the Southeast corner of Lot 16, Block "A", Keith's Addition to the City of Grand Junction; thence West to the Southwest corner of Lot 1, Block 78; thence North to the place of beginning.

White Avenue---

Beginning at the Northwest corner of Lot 24, Block 78; thence East to the Northeast corner of Lot 17, Block "B" Keith's Addition; thence South to the Southeast corner of Lot 16, Block "E", Keith's Addition; thence West to the Southeast corner of Lot 5, Block 94; thence South to the North line of Rood Avenue; thence West along the North line of Rood Avenue to a point 125 feet west of the Southeast corner of Block 95; thence North 125 feet, thence West 151.5 feet, thence South to the North line of Rood Avenue; thence West to the Southwest corner of Lot 21, Block 96; thence North to the Southwest corner of Lot 12, Block 96;

thence West to the Southwest corner of Lot 1, Block 99; thence North to the place of beginning.

Also Chipeta Avenue---

Beginning at the Northwest corner of Lot 32, Block 48; thence East to the Northeast corner of Lot 17, Block 1, Lincoln Park Addition; thence South to the Southeast Corner of Lot 16, Block 1, Dundee Place; thence West to the Southwest corner of Lot 1, Block 63; thence North to the place of beginning.

THE STREETS AND ALLEYS TO BE PAVED IN THE PROPOSED PAVING DISTRICT NO. 15 IN THE CITY OF GRAND JUNCTION, COLORADO, ARE AS FOLLOWS:

Grand Avenue from the East side of First Street to the East side of Thirteenth Street; White Avenue from the East side of First Street to the East side of Fourteenth Street; Fifth Street from the North side of Rood Avenue to the South side of White Avenue; Sixth Street from the North side of Rood Avenue to the South side of White Avenue; Chipeta Avenue from the West side of Eighth Street to the East side of Thirteenth Street.

Curb and gutter to be constructed, extended and reconstructed on the streets to be paved, gutters are to conform to the curbing.

Necessary drainage to be provided. Lead Service pipe connections from the City water mains shall be made to all lots not already so connected before the paving foundation is laid.

Description of the Grand River Valley Railway's portion for tracks lying within the Proposed Paving District No. 15.

Beginning at the South line of White Avenue on Fourth Street; thence North to the North line of White Avenue; also beginning on the South line of Grand Avenue on Fourth Street; thence North to the North line of Grand Avenue; also beginning at the South line of White Avenue on Tenth Street; thence North to the North line of White Avenue; also beginning on the South line of Grand Avenue on Tenth Street; thence North to the North line of Grand Avenue; also beginning on the South line of Chipeta Avenue on Tenth Street; thence North to the North line of Chipeta Avenue; also beginning at the South line of White Avenue on Twelfth Street; thence North to the North line of White Avenue, also beginning at the South line of Grand Avenue on Twelfth Street; thence North to the north line of Grand Avenue, also beginning at the South line of Chipeta Avenue on Twelfth Street; thence North to the north line of Chipeta Avenue. The total linear distance of paving is 700' feet; the width being two feet outside of each rail of the track. The total width being approximately nine feet, equal to 700 square yards.

That the probable cost of said paving for each of the following described types of paving, and other improvements therein specified in said proposed Paving District No. 15, as shown by

the estimate of the City Engineer, exclusive of the percentum of the cost of collection and other incidentals and of interest to the time of the first installment of said cost becomes due, (and exclusive of the estimated cost of the paving of the street and alley intersections in the streets and alleys to be paved which is to be paid by the City) is as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" Black base with a 3" crushed rock sub-base, \$ 188,710.54.

2" Warrenite Bithulithic pavement on a 3" black base \$ 187,728.13.

6" Portland Cement concrete pavement \$186,540.81.

That the method of assessment to be adopted in the District shall be as follows: The extent of the district to be assessed for said improvements is all the real estate within said described district abutting upon each side of the aforesaid streets and alleys which are to be improved.

The probable cost of said improvements as shown by the total estimate of the City Engineer using either of the three following described types of paving, which amounts do not include the cost of collection and other incidentals, nor the cost of interest hereinafter referred to, are as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock sub-base, \$241,160.65.

2" Warrenite Bithulithic pavement on a 3" black base, \$239,831.42.

6" Portland Cement concrete pavement \$238,311.35.

That the probable cost of said improvements to be borne by The Grand River Valley Railway Company is \$3080.00, which amount does not include the cost of collection, and other incidentals nor the cost of interest hereinafter referred to.

That the probable cost of each type of paving for the paving of the street and alley intersections in said streets and alleys to be borne by the City of Grand Junction is as follows:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock sub-base, \$52,450.11.

2" Warrenite Bithulithic pavement on a 2" black base, \$52,103.29.

6" Portland Cement concrete pavement \$51,770.54.

The maximum share per front foot that will be assessed upon any lot or lands abutting upon the streets and alleys to be so improved, as aforesaid:

1 1/2" Warrenite Bithulithic or 1 1/2" asphaltic concrete top on a 2 1/2" black base with a 3" crushed rock subbase:

White Avenue \$6.272.

Grand Avenue \$8.063.

Chipeta Avenue \$6.265.

Fifth Street \$8.687.

Sixth Street \$6.231.

2" Warrenite Bithulithic pavement on a 3" black base:

White Avenue \$6.236.

Grand Avenue \$8.02.

Chipeta Avenue \$6.229.

Fifth Street \$8.624.

Sixth Street \$6.196.

6" Portland Cement concrete pavement:

White Avenue \$6.195.

Grand Avenue \$7.961.

Chipeta Avenue \$6.188.

Fifth Street \$8.571.

Sixth Street \$

;comment;
Text illegible
;\com;
56.

To the above amounts and rates or so much thereof as may be necessary to pay the actual cost of said improvements and general expenses (excepting the amount to be paid by the City of Grand Junction for the paving of the street and alley intersections in the streets and alleys to be paved) there will be added two per centum for cost of collection and other incidentals and also interest at the rate of not to exceed six per cent per annum on the bonds issued and sold from time to time to raise funds for the payment of said total cost (excepting the cost of street and

alley intersections): Said interest to run from the date of issue of said bonds to the time of the first installment becomes due; that the total cost of the said improvements together with interest and the percentage to be added for collection, etc., as aforesaid, except as otherwise herein provided will be assessed upon the real estate in said district abutting on the streets and alleys which are to be improved as aforesaid, to be divided into four equal zones paralleling the streets and alleys to be improved. The manner of apportioning the cost of each zone will be as follows:

40% of the cost per front foot upon the zone immediately adjoining the streets and alleys to be improved being zone No. 1

30% of the cost upon the next adjoining or second zone.

20% of the cost upon the next adjoining or third zone.

10% of the cost upon the next adjoining or fourth zone.

That the said assessment shall be due and payable without demand within thirty days from and after the final publication of the assessing ordinance, assessing the whole cost (except cost of street and alley intersections) against said real estate and street Railway, provided however, that any owner who shall pay his full assessment within said period of thirty days may receive a discount of the two per cent added for the cost of collection and other incidentals, and also a discount on such payment not exceeding six per cent per annum from the date of said payment to the date the first installment is payable; or in default thereof, in ten equal annual installments of principal and interest thereon not to exceed six per cent per annum on unpaid installments, and the first of said installments shall be due and payable upon the next succeeding date after the final publication of said assessing ordinance upon which the first installment of the general taxes is by the laws of the State of Colorado made payable, and the remainder of said installments shall be due and payable successively on the same day in each year thereafter until paid in full; That the maps of said proposed paving district showing the streets and alleys to be improved and the boundaries and extent said district and also each and every lot and tract of land to be assessed for the cost of said improvements, the estimates of the Engineer and all proceedings of the Council in the premises are on file and can be seen and examined by any person interested at the office of the City Clerk during business hours at any time on or before 7:30 P.M. on Wednesday the 14th day of April A.D. 1926, on which date and at said hour the Council will hear, in the Council Chamber in the City Hall in the City of Grand Junction, all complaints and objections concerning the proposed improvements or any part thereof that may be made in writing, and in full conformity with the provisions of Ordinance No. 178 of the City of Grand Junction, as amended, by the owner of any real estate to be assessed, or by any person interested.

Dated at Grand Junction, Colorado, March 8 1926.

By Order of City Council.

/s/ Fred A. Peck

City Clerk

Councilman Meders moved, seconded by Councilman Moslander that the the resolution as read be passed and adopted, upon which motion the following vote was cast: Councilmen voting "Yea": Bell, Ellison, Fairley, Logsdan, Meders, Moslander & Bear. All the Councilmen voting "Yea" the President declared the motion carried and the resolution duly passed and adopted.

The Strange-Maguire Paving Company made application for permission to erect and operate a paving plant on property leased from the D. & R. G. Ry. Company in the vicinity of the intersection of the ry. tracks with West Main Street. Upon motion of Councilman Meders, seconded by Councilman Moslander a revocable permit was granted.

Sidewalk petitions requesting sidewalk districts created on South Seventh Street and on the West Side were filed and upon motion of Councilman Meders, seconded by Councilman Bear the petitions were ordered checked to ascertain if the required amount of frontage was signed for.

Councilman Meders moved, seconded by Councilman Bear that the City Manager investigate the possibility of the sale of the numerous tax sale certificates held by the City. Motion carried.

Joe Leff filed a written request that he be given until June 1st 1926 in which to move his junk yard out of the fire limits. Upon motion of Councilman Logsdan, seconded by Councilman Meders that the request be granted, all the Councilmen voted "YEA" and the President declared the motion carried.

J.W. Good representative of Geo. W. Vallery & Company appeared before the Council offering to buy the bonds to issued by the contemplated Paving District No. 15.

Councilman Ellison moved, seconded by Councilman Moslander that the sale of said bonds be not considered until a later date. The majority of the Councilmen voting "NO" the motion was declared lost.

Mr. Good of Geo. W. Vallery & Company of Denver then made a written offer for approximately \$193,500 bonds to be issued by the contemplated Paving District No. 15, his offer being \$981.85 per \$1000 bond for bonds bearing 4 3/4% per annum, the bonds to be dated May 1st 1926 and due on or before May 1st 1938.

Councilman Logsdon moved, seconded by Councilman Fairley that the offer of Geo. W. Vallery & Company made through their representative J. W. Good of \$981.85 per \$1000 for 4 3/4% bonds dated May 1st 1926 be accepted, said acceptance conditioned upon the creation of said district and the letting of the construction contract. Upon this motion the following vote was cast: Councilmen voting "YEA" Bear, Fairley, Logsdon, & Bell; Councilmen voting "NAY" Ellison, Meders, Moslander. The majority of the Councilmen voting "YEA" the President declared the motion carried, and the President of the Council & the City Clerk authorized to sign the contract for the sale of said bonds on behalf of the City.

There being no further business to come before the meeting the Council adjourned, upon motion of Councilman Meders, seconded by Councilman Bear.

/s/ Fred A. Peck

City Clerk