

## VI. IMPLEMENTATION PLAN

### 6.1 Plan Evaluation

To promote the construction of the drainage improvements as funding becomes available, implementation priorities were established and an implementation plan developed. The implementation and phasing of the drainage improvements are dependent on several factors. The factors described below were utilized to establish the priority of implementation for the improvements.

- Improvements that reduced the health and safety hazards to the public and vehicular traffic were considered the highest priority. For example, crossings of State Highway 392 and State Highway 257 received a high priority as well as those areas where potential flooding occurs in highly urbanized areas.
- Improvements to areas likely to incur the most flood damages were considered to be the next highest priority.
- Construction phasing of adjacent improvements was considered. For example, improving a culvert crossing may significantly reduce flood damage upstream of the crossing; however, the downstream channel must be improved in conjunction with the roadway crossing to prevent an increase in flood damages on the downstream property.

### 6.2 Recommended Plan

Results of the implementation planning efforts are presented in Table 6.1. It should be noted that obstacles that hinder the implementation of the comprehensive plans are frequently encountered. In many instances, these obstacles could have been addressed or considered much earlier in the planning process. Consequently, administration of the plan should provide for immediate consideration of: (a) acquisition of property, easements and rights-of-way necessary to construct proposed improvements; (b) identification of potential utility conflicts that will require resolution prior to construction of the improvements; and (c) acquisition of permits required prior to construction of the improvements.

**Table 6.1 Implementation Plan for Town of Windsor.**

Reach-Item	Description	Cost	Subtotal	Priority
L2-5	State Highway 392/Greeley No. 2 Crossing	\$574,000	\$574,000	1
L3-1	New Channel (Sta. 166+00 to 186+00)	\$135,000	\$709,000	1
L4-4	State Highway 392 Crossing Structure	\$151,000	\$860,000	1
L5-1	Kern Reservoir Excavation	\$3,633,000	\$4,493,000	1
L5-3	Kern Reservoir Spillway Improvements	\$162,000	\$4,655,000	1
L5-5	Lower Water Lines	\$73,000	\$4,728,000	1
L5-6	Extend Pedestrian Bridge	\$54,000	\$4,782,000	1
L5-7	Channel/Reservoir Outlet Improvements	\$420,000	\$5,202,000	1
L6-3	State Highway 257 Crossing Structure (Law Basin)	\$88,000	\$5,290,000	1
W1-1	Storm Sewer (36-inch)	\$440,000	\$5,730,000	1
W1-2	Folkstone Detention Pond Improvements	\$149,000	\$5,879,000	1
W1-3	Garden Street Crossing Improvements	\$166,000	\$6,045,000	1
W1-4	Channel Improvements	\$529,000	\$6,574,000	1
W1-5	Chimney Park Detention Improvements	\$360,000	\$6,934,000	1
W1-6	1 <sup>st</sup> St/Chestnut St Floodproofing	\$97,000	\$7,031,000	1
W2-1	7 <sup>th</sup> St/Elm St Floodproofing	\$243,000	\$7,274,000	1
W2-2	3 <sup>rd</sup> St/Oak St Floodproofing	\$243,000	\$7,517,000	1
H-1	10 <sup>th</sup> Street Outfall Channel	\$84,000	\$7,601,000	1
H-3	10 <sup>th</sup> Street Channel Improvements	\$36,000	\$7,637,000	1
H-4	Stone Mountain Crossing Structure	\$178,000	\$7,815,000	1
J-1	WCR 15 Storm Sewer	\$462,000	\$8,277,000	1
O2-1	Replacement of WCR 17 Crossing	\$293,000	\$8,570,000	1
S-1	Channel Improvements at State Highway 257 Crossing	\$12,000	\$8,582,000	1
L1-1	New Channel (Sta. 0+00 to 72+00)	\$1,712,000	\$10,294,000	2
L1-2	Bike Trail Crossing Structure	\$80,000	\$10,374,000	2
L1-3	Whitney Ditch Siphon	\$45,000	\$10,419,000	2
L2-1	New Channel (72+00 to 136+00)	\$1,124,000	\$11,543,000	2
L2-2	Eastman Park Crossing Structure	\$150,000	\$11,693,000	2
L2-3	C&S Railroad Crossing Structure	\$161,000	\$11,854,000	2
L2-4	New Channel (Sta. 136+00 to 163+00)	\$469,000	\$12,323,000	2
L2-6	New Channel (Sta. 0+00 to 8+50)	\$122,000	\$12,445,000	2
L2-7	Check Structure and Wasteway	\$35,000	\$12,480,000	2
L3-2	Greeley No. 2 Improvements WCR 19/State Highway 392	\$10,000	\$12,490,000	2
L4-1	New Channel (Sta. 0+00 to 50+00)	\$358,000	\$12,848,000	2
L4-2	Consolidated Law Ditch Siphon	\$26,000	\$12,874,000	2
L4-3	G.W. Railroad Crossing Structure	\$217,000	\$13,091,000	2
L5-2	Plug Existing Principal Spillway	\$9,000	\$13,100,000	2
L5-4	Greeley No. 2 Improvements at Osterhaut	\$217,000	\$13,317,000	2
L6-2	Springer Ditch Improvements	\$153,000	\$13,470,000	2
L6-1	Windsor Ranch Estates Channel	\$111,000	\$13,581,000	2
H-2	Whitney Ditch Siphon	\$37,000	\$13,618,000	2
H-5	10 <sup>th</sup> Street Improvements	\$37,000	\$13,655,000	2
O1-1	Enlargement of G.W. Railroad Crossing	\$163,000	\$13,818,000	2
O2-2	WCR 17 Detention Pond	\$59,000	\$13,877,000	2
P-3	LCR 30 Detention Pond	\$145,000	\$14,022,000	3
P-2	State Highway 392 Culvert and Swale	\$16,000	\$14,038,000	3
P-1	LCR 5 Culvert and Swale	\$13,000	\$14,051,000	3
T-1	Cache la Poudre Transition	\$133,000	\$14,184,000	3
T-2	New Channel (Sta. 1+00 to 15+70)	\$317,000	\$14,501,000	3
T-3	LCR 32 ½ Crossing Structure	\$122,000	\$14,623,000	3
T-4	New Channel (Sta. 16+00 to 59+50)	\$471,000	\$15,094,000	3
T-5	Greeley No. 2 Siphon, Wasteway, Turnout	\$383,000	\$15,477,000	3