



**APPENDIX D:
SECTION 106 EFFECT DETERMINATIONS**

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1 REVISED EFFECTS DETERMINATIONS

2 **5LR.11209 (Schmer Farm)**



Schmer Farm

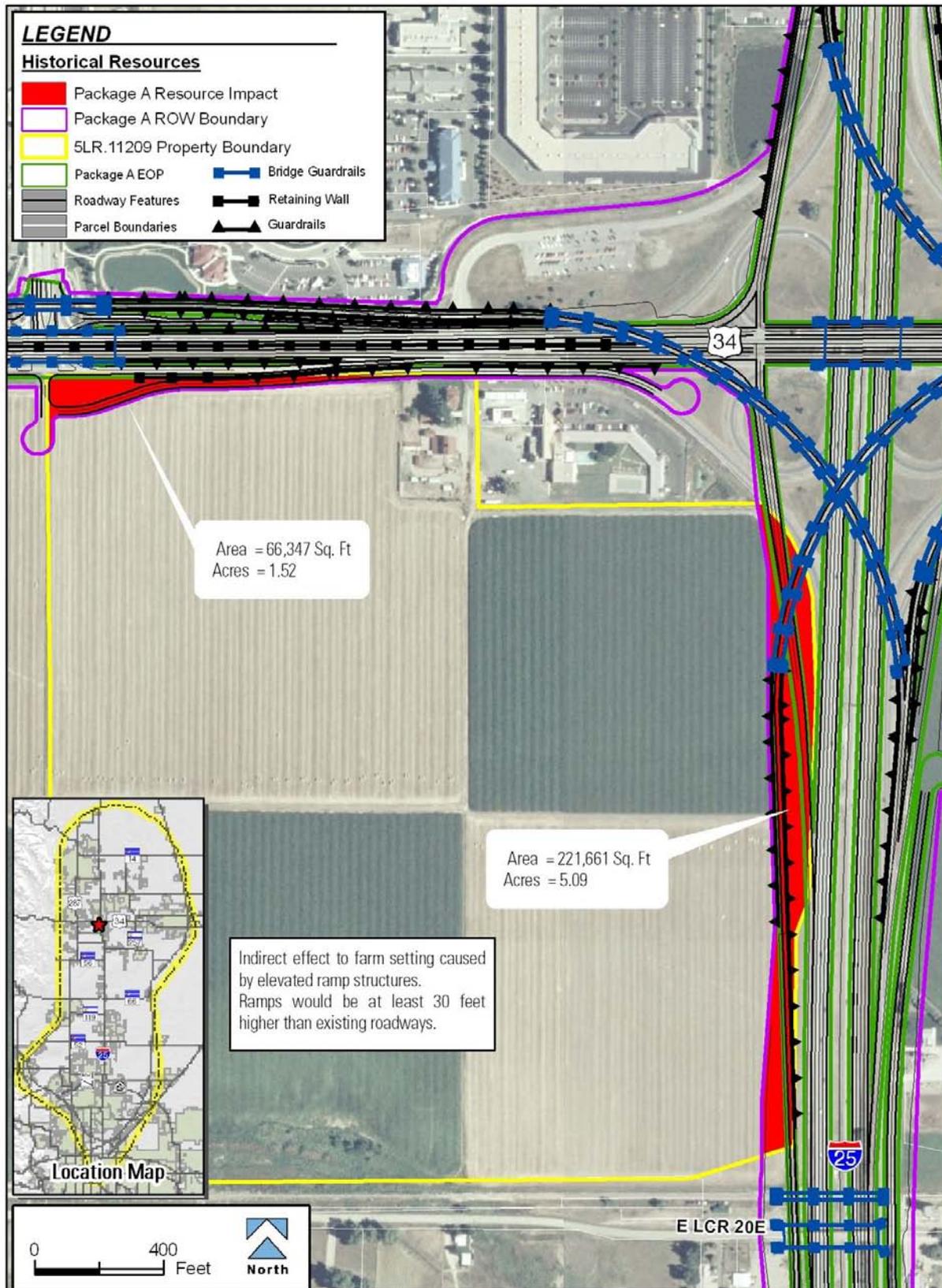
3 **Resource Description:** The Schmer Farm is
4 located at 5464 East US 34 on the southwest
5 corner of I-25 and US 34. Dating to the early
6 1900s, the farm remains a fairly complete
7 example of a Larimer County farm from that
8 time period. The farm continues to have a land
9 base, and it is still currently used for farming.
10 At one time, it was used for growing of sugar
11 beets but now it is used for growing corn and
12 grains. The original size of the farm was
13 160 acres. The farm's size has been reduced 25 percent from the original 160 acres and is
14 currently 119.5 acres. Twenty-eight acres at the northeast corner of the property were sold by
15 the owners in 1962 for commercial development at the I-25 entry ramp from US 34 and
16 another twelve acres have been sold since that time.

17 **Eligibility Determination:** On August 17, 2006, CDOT determined, and the SHPO concurred,
18 that the Schmer Farm was officially eligible for the NRHP under Criterion A for its associations
19 with 20th century farming, including sugar beet growing. It is also eligible under Criterion C as
20 representative of the architecture typically associated with Loveland and Larimer County farms
21 during the first half of the 20th century.

22 **Effect Determination – Package A:** This historic farm would be directly impacted by
23 proposed improvements to the I-25/US 34 interchange associated with Package A. Direct
24 impacts to the site would occur in two locations, along the eastern boundary of the site and in
25 a small area on the northern edge of the property. Direct impacts would result from the
26 construction of new interchange ramps, including long curving, elevated ramps from
27 westbound US 34 to southbound I-25, and a new southbound on-ramp from eastbound US 34
28 on the southwest quadrant of the interchange, replacing the existing loop ramp.

29 Land acquired from the farm would be necessary to provide a foundation for support piers for
30 the new elevated flyover ramps between US 34 and I-25. Additionally, land would be needed
31 from the farm to allow construction of fill slopes used to support the widened highway lanes
32 and near-grade ramps located just west of the existing southbound on-ramp. Farmland
33 acquisition related to construction of these new ramps would directly impact as many as
34 5.09 acres of land in an 1,800-foot by 124-foot strip along the east edge of the property.
35 Another small area of direct impact would occur west of the farmhouse, where a new access
36 would be constructed from US 34 to the frontage road leading to the Schmer farmhouse, gas
37 station, and hotel on the southwest corner of the interchange. Approximately 1.52 acres of
38 farmland would be directly impacted in this location. The combined 6.61 acres of open farmland
39 subject to direct impacts under Package A amounts to approximately 5.5 percent of the total
40 119.5 acres occupied by this historic farm. No direct impacts to the historic farm building
41 complex along US 34 would occur under Package A. See **Figure 3.15-36** for direct impacts
42 associated with Package A.

1 Figure 3.15-36 5LR.11209 (Schmer Farm) – Package A



1 Under Package A, traffic noise is expected to decrease approximately four decibels from the
2 No-Action Alternative levels in the vicinity of the Schmer farmhouse due to shielding of
3 highway traffic noise by the new on-ramp in the I-25 interchange. Indirect effects include the
4 on-ramp, which would bring westbound US 34 traffic directly to southbound I-25 and would be
5 elevated 30 feet higher than the existing highway feature in the area introducing an additional
6 transportation element into the visual setting of the Schmer Farm. Transportation features
7 have been part of the rural atmosphere and setting of the Schmer Farm since the 1960s, when
8 I-25 and US 34 were completed.

9 The location, design, materials and workmanship of the farm would remain the same. The
10 mountains to the west of the farm continue to be a key element of its historic setting. The
11 setting of the land to the north of the Schmer farm has changed significantly. What was once
12 all agricultural land has been developed over the last decades into commercial development
13 with the Loveland Outlet Stores and other retail businesses directly north of the Schmer Farm
14 and the large Promenade Shops at Centerra to the northeast. The highways on both the north
15 and east have been there for over forty years and were a part of the setting when the property
16 was determined eligible for the NRHP. The feeling would remain one of an active farm
17 established in the early part of the 20th century.

18 The Schmer Farm was determined significant under the National Register Criteria A and C.
19 Significance under Criterion C relates to the farm's excellent examples of agricultural
20 architecture. The design of Package A has included measures that result in the complete
21 avoidance of all the architectural character-defining features associated with the property and
22 no direct impacts to the historic farm building complex will occur. The farm would remain
23 operational and would be protected from encroachment during construction.

24 The Schmer Farm's significance under Criterion A relates to its association with 20th century
25 Loveland area farming, including its history of sugar beet growing, which means the
26 agricultural fields retain integrity and are considered character-defining features of the
27 property. An adverse effect happens when a "change of the character of the property's use or
28 of physical features within the property's setting that contribute to its historic significance" and
29 when there is an "(i)ntroduction of visual, atmospheric, or audible elements that diminish the
30 integrity of the property's significant historic features." Package A would directly impact
31 6.61 acres of character-defining agricultural land and also construct an elevated roadway
32 within the historic boundary of the property.

33 Through consultation with the SHPO, FHWA and CDOT have determined that the
34 transportation improvements associated with Package A would result in an *adverse effect* to
35 this farm. This is due to change of the character and physical use of the character-defining
36 feature of the agricultural fields to transportation use, as well as the introduction of visual
37 elements that diminish the qualities that make the property eligible for the NRHP, but not so
38 much that the property would lose its eligibility for the NRHP.

39 **Effect Determination – Package B:** Impacts resulting from Package B transportation
40 improvements are similar in nature to those expected under Package A, although slightly more
41 acreage would be acquired under Package B than in Package A because of the additional
42 managed lanes on I-25, creating a slightly wider highway footprint.

43 This historic farm would be directly impacted by proposed improvements to the I-25/US 34
44 interchange associated with Package B. Direct impacts to the site would occur in two

1 locations, along the eastern boundary of the site and in a small area on the northern edge of
2 the property. Direct impacts would result from the construction of new interchange ramps,
3 including long curving, elevated ramps from westbound US 34 to southbound I-25, and a new
4 southbound on-ramp from eastbound US 34 on the southwest quadrant of the interchange,
5 replacing the existing loop ramp.

6 Land acquired from the farm would be necessary to provide a foundation for support piers for
7 the new elevated flyover ramps between US 34 and I-25. Additionally, land would be needed
8 from the farm to allow construction of fill slopes used to support the widened highway lanes
9 and near-grade ramps located just west of the existing southbound on-ramp. Farmland
10 acquisition related to construction of these new ramps would directly impact as many as
11 5.48 acres of land in an 1,800-foot by 134-foot strip along the east edge of the property.
12 Another small area of direct impacts would occur west of the farmhouse, where a new access
13 would be constructed from US 34 to the frontage road leading to the Schmer farmhouse, gas
14 station, and hotel on the southwest corner of the interchange. Approximately 1.52 acres of
15 farmland would be directly impacted in this location. The combined 7.0 acres of open farmland
16 subject to direct impacts under Package B amounts to approximately 5.9 percent of the total
17 119.5 acres occupied by this historic farm. No direct impacts to the historic farm building
18 complex along US 34 would occur under Package B. See **Figure 3.15-37** for direct impacts
19 associated with Package B.

20 Indirect effects include the on-ramp, which would bring westbound US 34 traffic directly to
21 southbound I-25 and would be elevated 30 feet higher than the existing highway feature in the
22 area introducing an additional transportation element into the visual setting of the Schmer
23 Farm. Transportation features have been part of the rural atmosphere and setting of the
24 Schmer Farm since the 1960s, when I-25 and US 34 were completed.

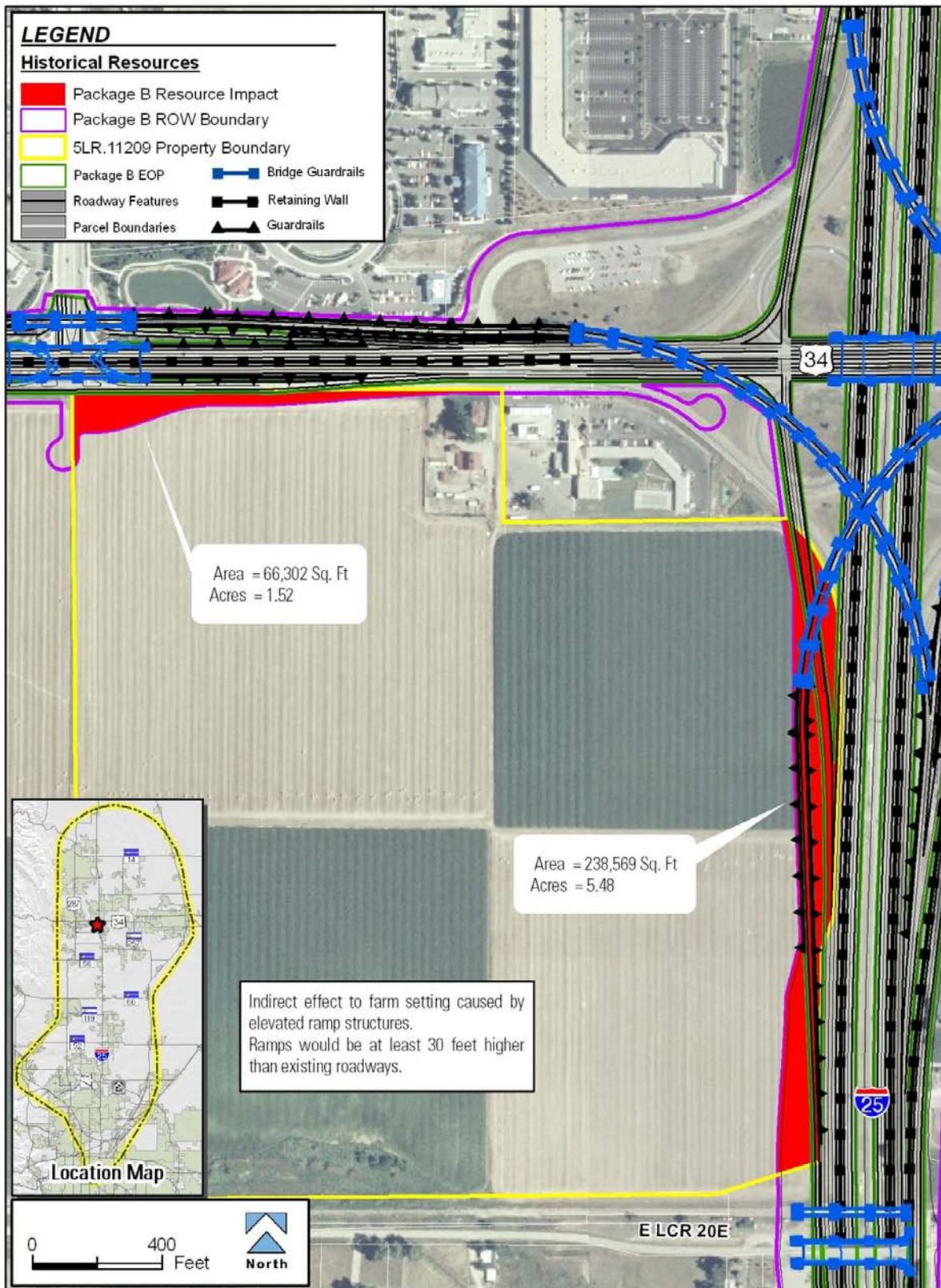
25 The location, design, materials and workmanship of the farm would remain the same. The
26 mountains to the west of the farm continue to be a key element of its historic setting. The
27 setting of the land to the north of the Schmer farm has changed significantly. What was once
28 all agricultural land has been developed over the last decades into commercial development
29 with the Loveland Outlet Stores and other retail businesses directly north of the Schmer Farm
30 and the large Promenade Shops at Centerra to the northeast. The highways on both the north
31 and east have been there for over forty years and were a part of the setting when the property
32 was determined eligible for the NRHP. The feeling would remain one of an active farm
33 established in the early part of the 20th century.

34 The Schmer Farm was determined significant under the National Register Criteria A and C.
35 Significance under Criterion C relates to the farm's excellent examples of agricultural
36 architecture. Design of Package B has included measures that result in the complete
37 avoidance of all the architectural character-defining features associated with the property and
38 no direct impacts to the historic farm building complex will occur. The farm would remain
39 operational and would be protected from encroachment during construction.

40 The Schmer Farm's significance under Criterion A relates to its association with 20th century
41 Loveland area farming, including its history of sugar beet growing, which means the
42 agricultural fields retain integrity and are considered character-defining features of the
43 property. An adverse effect happens when a "change of the character of the property's use or
44 of physical features within the property's setting that contribute to its historic significance" and
45 when there is an "(i) introduction of visual, atmospheric, or audible elements that diminish the

- 1 integrity of the property's significant historic features." Package B would directly impact
2 7.0 acres of character-defining agricultural land and also construct an elevated roadway within
3 the historic boundary of the property.
- 4 Through consultation with the SHPO, FHWA and CDOT have determined that the
5 transportation improvements associated with Package A would result in an *adverse effect* to
6 this farm. This is due to change of the character and physical use of the character-defining
7 feature of the agricultural fields to transportation use, as well as the introduction of visual
8 elements that diminish the qualities that make the property eligible for the NRHP, but not so
9 much that the property would lose its eligibility for the NRHP.

1 Figure 3.15-37 5LR.11209 (Schmer Farm) – Package B



1 **Effect Determination – Preferred Alternative:** Impacts resulting from Preferred Alternative
2 transportation improvements are similar in nature to those expected under Packages A and B
3 although slightly less acreage would be acquired under the Preferred Alternative than under
4 Packages A and B because of the removal of the center median of I-25 under the Preferred
5 Alternative. This historic farm would be directly impacted by proposed improvements to the
6 I-25/US 34 interchange associated with the Preferred Alternative. Direct impacts to the site
7 would result from the construction of new interchange ramps, including long curving, elevated
8 ramps from westbound US 34 to southbound I-25, and a new southbound on-ramp from
9 eastbound US 34 on the southwest quadrant of the interchange, replacing the existing loop
10 ramp. Land taken from the farm would be necessary to provide a foundation for support piers
11 for the new elevated flyover ramps between US 34 and I-25. Additionally, land would be
12 needed from the farm to allow construction of fill slopes used to support the widened highway
13 lanes and near-grade ramps, located just west of the existing southbound on-ramp.
14 Construction of these new ramps would create direct impacts to as many as 3.86 acres of land
15 along the east edge of the property.

16 One of the new elevated westbound US 34 to southbound I-25 ramp would begin on US 34
17 slightly east of the current I-25 interchange. The ramp would rise to a height of approximately
18 63 feet over I-25 and curve to the southwest on an alignment slightly west of existing I-25. The
19 curve will begin to encroach on the Schmer farmland at a point approximately 700 feet south of
20 the centerline of US 34 which is approximately 200 feet south and 1100 feet east of the
21 existing farm buildings. The existing commercial development of a hotel, restaurant and gas
22 station separates the farm property from this ramp at the northeast corner of the farm. As the
23 elevated ramp gradually curves into southbound I-25 it would attain a height of 60 feet due
24 east of the farm buildings and would be at a height of approximately 30 feet above ground and
25 supported on retaining walls when it is approximately 1200 feet southeast of the farm
26 buildings. The ramp would be below ground level near Larimer County Road 20E at the south
27 boundary of the Schmer Farm.

28 Another new elevated ramp would bring northbound traffic from I-25 to westbound US 34. This
29 ramp would be built on the east side of I-25 and would not be adjacent to the Schmer farm but
30 would elevate to height of approximately 40 feet due east of the farm. The ramp would be
31 located about 150 feet north of the farm.

32 Two retaining walls would be built adjacent to the Schmer Farm. One retaining wall would be
33 located on the east side of the farm extending along the ramp described above. The wall
34 would not extend above the existing farmland at the south boundary of the farm. It would then
35 rise to a height of 30 feet midway between the north and south boundaries of the farm. From
36 that point, the ramp would be a bridge and not supported by retaining walls. The other
37 retaining wall would be located along most of the north border of the farm on the south side of
38 US 34. This wall would be approximately 70 feet from the existing farmhouse and would
39 extend approximately 1300 feet. It would be at a height of approximately four feet directly in
40 front of the existing farmhouse and at heights ranging from four to nine feet in other segments
41 of the wall.

42 Both of these ramps would result in indirect effects as new elevated structures introduced into
43 the visual element of the Schmer farm. The retaining walls under the ramp and along the north
44 side of the property are similar visual indirect effects.

1 Another new ramp would be built on the east side of I-25 that would carry northbound I-25
2 traffic to eastbound US 34 traffic. This additional new ramp would be located on the east side
3 of I-25 and not elevated, it is not expected to affect any elements of the Schmer farm as it is.

4 Another small area of direct impact would occur west of the farmhouse, where a new access
5 would be constructed from US 34 to the frontage road leading to the Schmer farmhouse, gas
6 station, and hotel on the southwest corner of the interchange. A total of 1.52 acres of farmland
7 would be directly impacted in this location. The combined 5.38 acres of open farmland subject
8 to direct impacts under Preferred Alternative amounts to approximately 4.5 percent of the total
9 119.5 acres occupied by this historic farm. No direct impacts to the historic farm building
10 complex along US 34 would occur under the Preferred Alternative (see **Figure 3.15-38**). The
11 grade of US 34 directly in front of the house would be three feet higher than the current grade
12 of US 34. The grade of I-25 on the east would be between 5 to 15 feet below existing ground.

13 Guidelines for assessing historic integrity of agricultural properties are set forth in the National
14 Register Bulletin, "Guidelines for Evaluating and Documenting Rural Historic Landscapes",
15 (U.S. Department of Interior, National Park Service, [1989, revised 1999]). According to those
16 guidelines, "historic integrity requires that the various characteristics that shaped the land
17 during the historic periods be present today in much the same way they were historically"
18 (page 21). The integrity of the agricultural setting of the Schmer farm was first compromised in
19 the 1960s when I-25 was built adjacent to its eastern border. The subsequent development of
20 a hotel and gas station on the property's northeast corner during the early 1970s resulted in a
21 direct loss to the farm site's integrity. The losses of integrity associated with the development
22 of the highway and the associated commercial development at the US 34/I-25 interchange
23 have occurred over 40 years ago. Those impacts were evident when the property was
24 determined eligible for the NRHP in 2006. In spite of the loss of these agricultural components,
25 the farm buildings and remaining farm land still had enough integrity to convey significance
26 in 2006 when the farm was determined eligible for the NRHP under Criteria A and C.

27 The production of sugar beets was the main reason the Schmer Farm and many others in
28 northern Colorado developed and this association is an important part of its agricultural history.
29 Sugar beet production in Larimer County started in 1901 with the opening of Great Western's
30 first sugar beet processing facility in northern Colorado at Loveland. Northern Colorado sugar
31 beet production was profitable for most of the 20th century, but declined significantly after the
32 closure of the Great Western sugar plants in 1985. Since the mid-1980s, northern Colorado
33 farmers, like the Schmers, have grown other crops like corn and grains. The Schmers adapted
34 to changes in the weather, markets and land use over the past 25 years. Specifically, the
35 Schmer Farm has changed the crops it produces and has sold off part of the land for
36 commercial development in order to infuse cash to keep the farm viable. Because of these
37 modifications over the decades, the farm still continues in production and is able to convey
38 significance under Criteria A and C.

39 The impacts associated with this project would occur along the eastern edge of the farm
40 adjacent to I-25 where the original integrity of the farm was compromised with the highway's
41 intrusion on the visual landscape some 40 years ago and where a portion of the land was
42 developed in the 1960s. There would be no materially different visual perception of the farm
43 from this project. The farm buildings would not be directly affected, agricultural production
44 would continue and the farm would continue to convey significance in terms of its association
45 with agricultural development in Larimer County. Farm operations would continue on as it was
46 in 2006, when determined eligible for the NRHP, except for the removal of 5.38 acres for the

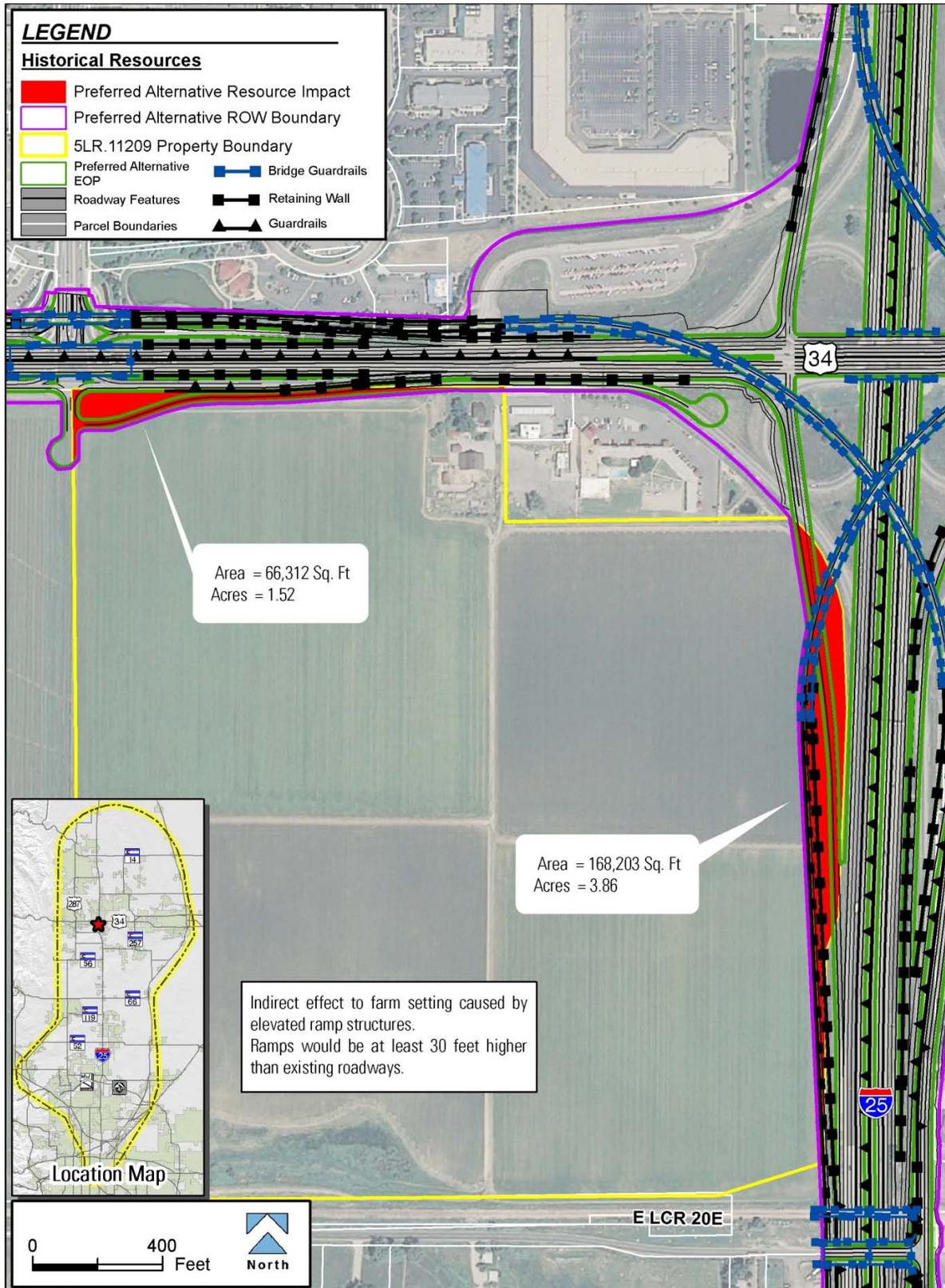
1 Preferred Alternative in a thin strip of land along portions of the north and east borders of the
2 farm as shown on **Figure 3.15-38**. In recent growing seasons, the Schmer farm land was
3 planted with about half the acreage in corn and the other half in grain. The land was planted to
4 the edge of their property which abuts the I-25 ROW on the east and the US 34 ROW on the
5 north. All of the 5.38 acres that are to be taken for the Preferred Alternative are currently used
6 as agricultural land. The northern portion of the take strip on the east edge of the property has
7 recently been planted in corn. The remainder of the agricultural land that would be taken has
8 been planted in grains. In spite of a loss of 5.38 acres for the improvement of I-25, the Schmer
9 Farm still continues as a working farm. After the introduction of the Preferred Alternative, it
10 would remain a working farm conveying significance under Criteria A and C.

11 Under the Preferred Alternative, traffic noise is expected to decrease approximately ten
12 decibels from the No-Action Alternative levels in the vicinity of the Schmer farmhouse due to
13 shielding of highway traffic noise by the new on-ramp in the I-25 interchange. The on-ramp
14 which brings westbound US 34 traffic directly to southbound I-25 is elevated 30 feet higher
15 than the existing highway feature in the area and introduces an additional transportation
16 element into the setting of the Schmer Farm. Transportation features have been part of the
17 rural atmosphere and setting of the Schmer Farm since the 1960s, when I-25 and US 34 were
18 completed. The new indirect effects to the farm setting would not substantially impair the
19 function, setting, or architectural qualities that render the farm NRHP-eligible. The farm would
20 remain operational and would be protected from encroachment during construction.

21 The character of this area has changed drastically over the past two decades. The area is now
22 mainly characterized by urban commercial development. The changes to the I-25/US 34
23 interchange as a result of this project will not be the driving force for indirect or cumulative
24 effects in this area. These indirect impacts are not the kind that would not have occurred but
25 for this proposed project. The change from predominantly agriculture to predominately
26 commercial development has already occurred. There has been an interstate interchange
27 providing access to this area for about 50 years. This change in land use has occurred over
28 many decades with most of the change occurring in the last two decades. Transportation
29 features have been part of the rural atmosphere and setting of the Schmer Farm since the
30 1960s, when I-25 and US 34 were completed.

31 The visual representations presented on the following two pages illustrate the existing setting
32 of the farm and the change with the Preferred Alternative. The location, design, materials and
33 workmanship of the farm would remain the same. The Preferred Alternative would not affect
34 any of the farm buildings. The setting would not be affected by the Preferred Alternative. The
35 mountains to the west of the farm continue to be a key element of its historic setting. The
36 setting of the land to the north of the Schmer farm has changed significantly. What was once
37 all agricultural land has been developed over the last decades into commercial development
38 with the Loveland Outlet Stores and other retail businesses directly north of the Schmer Farm
39 and the large Promenade Shops at Centerra to the northeast of the farm. The highways on
40 both the north and east have been there for over forty years and were a part of the setting
41 when the property was determined eligible for the NRHP. The feeling would remain one of an
42 active farm established in the early part of the 20th century. The association is still strong as it
43 is clear that this is still an active farm. The Schmer Farm was determined eligible under
44 Criterion A for its association with 20th century Loveland area farming, including its history of
45 sugar beet growing. That association would not change as a result of this project.

1 Figure 3.15-38 5LR.11209 (Schmer Farm) – Preferred Alternative



- 1 The Schmer Farm was determined significant under the National Register Criteria A and C.
2 Significance under Criterion C relates to the farms excellent examples of agricultural
3 architecture. Design of the Preferred Alternative has included measures that result in the
4 complete avoidance of all the architectural character-defining features associated with the
5 property and no direct impacts to the historic farm building complex will occur.
- 6 The Schmer Farm's significance under Criterion A relates to its association with 20th century
7 Loveland area farming, including its history of sugar beet growing, which means the
8 agricultural fields retain integrity and are considered character-defining features of the
9 property. An adverse effect happens when a "change of the character of the property's use or
10 of physical features within the property's setting that contribute to its historic significance" and
11 when there is an "(i) introduction of visual, atmospheric, or audible elements that diminish the
12 integrity of the property's significant historic features." The Preferred Alternative would directly
13 impact 5.38 acres of character-defining agricultural land and also construct an elevated
14 roadway within the historic boundary of the property.
- 15 Through consultation with the SHPO, FHWA and CDOT have determined that the
16 transportation improvements associated with the Preferred Alternative would result in an
17 *adverse effect* to this farm. This is due to change of the character and physical use of the
18 character-defining feature of the agricultural fields to transportation use, as well as the
19 introduction of visual elements that diminish the qualities that make the property eligible for the
20 NRHP, but not so much that the property would lose its eligibility for the NRHP.

1

Schmer Farm Looking North



Schmer Farm – view looking north showing existing setting with barn and house visible in left center of photo.



Schmer Farm – view looking north with visual representation of Preferred Alternative improvements.

2

1

Schmer Farm Looking Southeast



Schmer Farm – view looking southeast showing existing setting with house and barn in foreground.



Schmer Farm – view looking southeast with visual representation of the Preferred Alternative improvements (in background, indicated by arrow).

2

1 **5LR.11242 (Mountain View Farm)**

2 **Resource Description:** The Mountain View Farm is located at 5531 SH 402, at the northwest
3 corner of I-25 and SH 402 several miles southeast of Loveland. The farm appears to date to
4 the mid-1970s with lands being acquired from other landowners along SH 402 including
5 Kenneth Wolfe, the Kelly's and Masts. The current farm boundaries came from at least two
6 previous ownerships. Through the 1970s and 1980s lands were bought and sold by Mountain
7 View Farms, Inc. as they established their land base, including a major addition to the land
8 base in 1986 from Kenneth Wolfe. The current owners, Arlo and Barbara Johnston, have been
9 involved in real estate speculation elsewhere in the Loveland area. The Johnstons do not live
10 on the property; rather they rent the house and use the other buildings for their farming
11 operations. The original farm located in this area (160 acres in SW ¼ of Section 22) was
12 patented on June 1895 by William A. Bean under the Timber Culture Act. In the past, the farm
13 has been used for growing of sugar beets, hay, grain and for dairy operations. In the 1950s
14 and 1960s the farm was rented to Carl Rieckle. He grew barley, corn, sweet corn and raised
15 cattle on the farm.

16 In 1915, this site was a 160-acre farm but it is currently 136.2 acres. Some of the land at the
17 southeast corner of the farm was developed into the I-25 / SH 402 Interchange. The
18 farmhouse, which was built in 1923, was moved onto this site after the construction of I-25 and
19 then remodeled in 1964. There are five historic buildings on the site, six modern buildings and
20 nine modern features. The historic buildings include the farmhouse, a milking parlor built in the
21 1950s, a calving shed, a feedlot shed and another shed all dating to the 1930s.

22 **Eligibility Determination:** On July 24, 2006, the CDOT determined, and the SHPO
23 concurred, that the Mountain View Farm was officially eligible for the NRHP under Criterion A
24 for its association with 20th century farming. The integrity of the historic agricultural setting was
25 compromised in the 1960s when I-25 was built adjacent to its eastern border. However, the
26 land that is now owned and used by Mountain View Farms was not assembled until after the
27 construction of I-25. The introduction of the interstate highway adjacent to the farm in the
28 1960s also affected the feeling and association by the introduction of the highway as a modern
29 non-agricultural element. Those impacts were evident when the property was determined
30 eligible for the NRHP in 2006.

31 **Effect Determination – Package A:** This historic farm would experience direct impacts
32 associated with proposed improvement of the I-25/SH 402 interchange. Package A would re-
33 align the I-25 southbound off-ramp west of the existing off-ramp, and would require the
34 acquisition of a 60 to 100-foot-wide strip of cultivated farmland at the east edge of the historic
35 farm property to accommodate the proposed new off-ramp from southbound I-25 to SH 402.

36 The grade of the new off-ramp would be higher than the existing off-ramp. The first 400 feet of
37 the new ramp exiting I-25 would be up to 5.5 feet higher than the existing ground. The next
38 900 feet would be up to 7 feet lower than the existing ground and the remaining 850 feet would
39 be up to 26.5 feet higher than the existing ground.

40 Currently, SH 402 is located under I-25. The Preferred Alternative would modify this grade
41 separation so that SH 402 would be located over I-25. The grade of SH 402 directly in front of
42 the Mountain View farm buildings would vary from 0 to 6 feet higher than the current grade of
43 SH 402. As the road continues east, it would climb to a height of 22 feet at the intersection with
44 the southbound off-ramp and the northbound on-ramp. The grade of I-25 on the east side of

1 the Mountain View Farm would be a maximum of 10 feet higher than existing ground level
2 along the northern third of the farm property and a maximum of 25 feet lower than existing
3 ground level for the remainder of the property.

4 Another direct impact would occur near the farmhouse as a result of widening along the north
5 edge of SH 402 to add turn and through lanes at the off-ramp. The new width of roadway
6 along SH 402 would convert a maximum of 100 feet of farm property at the intersection with
7 the southbound off-ramp, tapering to a 20-foot-wide strip of new transportation right-of-way
8 near the driveway to the farmhouse. The highway overpass and ramp intersections would be
9 approximately 22 feet above the highway at the bridge similar to the existing interchange
10 configuration. However, the Package A design necessitates extending the slope from the
11 elevated overpass and ramp intersections westward to the existing grade of SH 402 much
12 closer to the historic farmhouse than is the case with the existing interchange configuration. No
13 historic buildings would experience a direct impact from these transportation improvements.

14 A total area of 4.76 acres of land would be converted from open farmland to paved roadway
15 and fill slopes within the historic farm boundary. This area amounts to approximately
16 3.5 percent of the 136.2 acre farm. No historic buildings would be directly impacted by these
17 transportation improvements (see **Figure 3.15-57**). However, the presence of the existing I-25
18 highway ramps and interchange already introduce modern elements into this agricultural
19 setting. Under Package A, the fill slopes and ramps are moved closer to the eastern edge of
20 the farm, and would be slightly taller than the existing slopes, ramps and overpass. Another
21 change would be construction of a proposed new park-and-ride lot on the south side of SH 402
22 near the farm.

23 Traffic noise levels at the farmhouse in 2035 with Package A improvements in place were
24 calculated to be the same as existing conditions and three decibels lower than
25 No-Action (2035). This is because the new I-25 interchange ramps would partially block noise
26 from I-25 to the farmhouse, so overall; Package A would provide a traffic noise benefit. Away
27 from the farmhouse on farm property, there would not be a difference between No-Action and
28 Package A traffic noise levels.

29 A temporary construction easement may be requested along the eastern edge of the property
30 for to allow haul roads, construction access, and/or staging areas to facilitate roadway
31 widening and slope building. No permanent impacts would be anticipated from this temporary
32 construction activity on the farmland property, and no farm structures would be affected.
33 Construction-related noise generated by construction equipment and trucks would be
34 temporary in nature, but would not permanently affect the character of the farm setting. Thus,
35 indirect effects caused by temporary construction activities are not expected to substantially
36 diminish the function, character, or attributes that render the farm or farm buildings
37 NRHP-eligible.

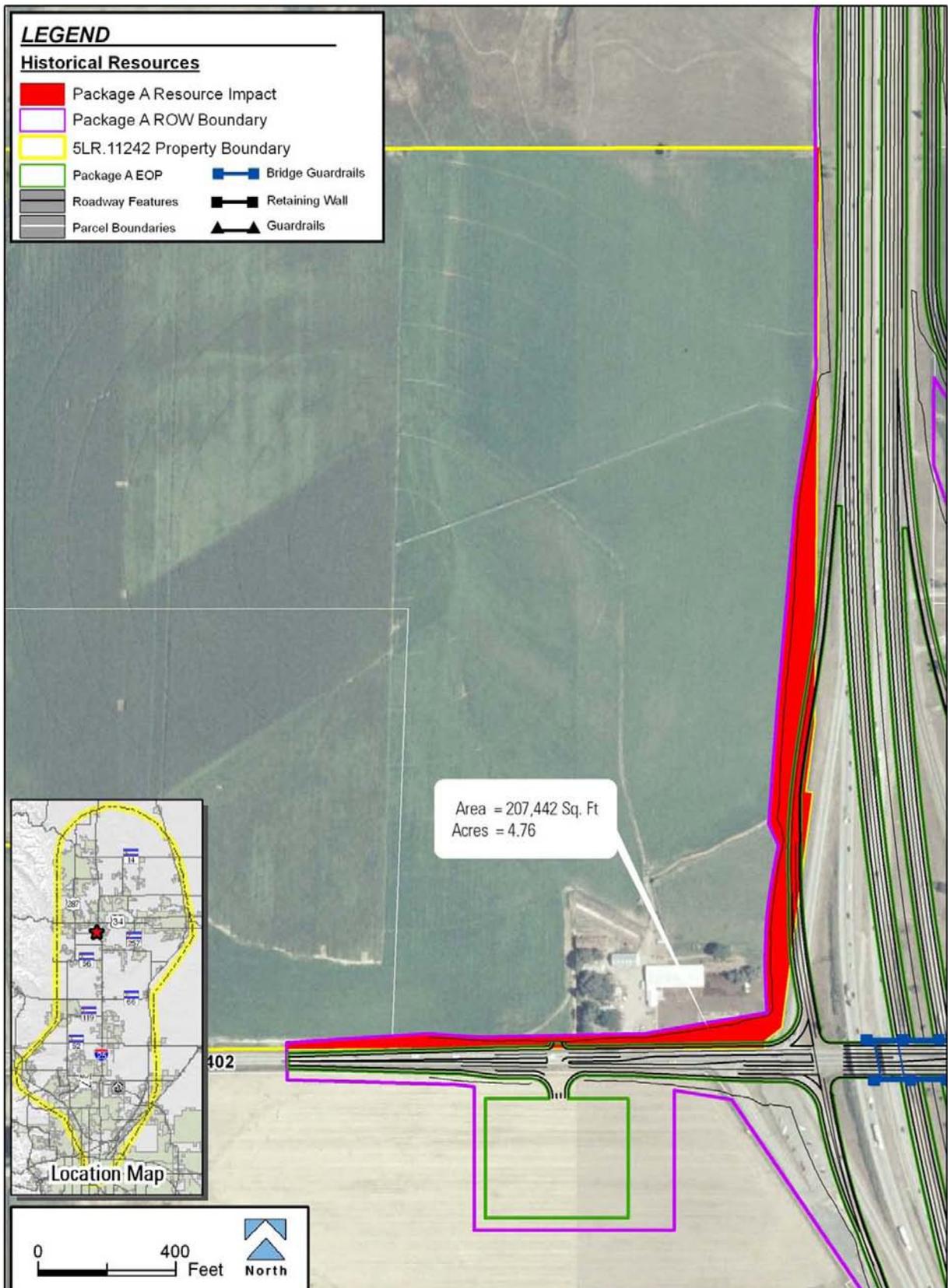
38 The impacts associated with Package A would occur along the eastern edge of the farm
39 adjacent to I-25 where the original integrity of the farm was compromised with the highway's
40 intrusion on the visual landscape some 40 years ago. The farm buildings would not be directly
41 affected, agricultural production would continue and the farm would continue to convey
42 significance in terms of the lands' association with early agricultural development in Larimer
43 County. The land in the far southeast corner of the property is being used as a cattle feed lot
44 and pasture. To the north of the pasture, the land is being used to produce grain. Air photos
45 from previous years show that parts of the land on this farm have been irrigated with center

1 pivot irrigation. A concrete-lined irrigation ditch lateral is located along the east side of the
2 property in the take strip. The land that would be taken along the southern property boundary
3 has recently been cropped with grains.

4 The location, design, materials and workmanship of the farm would remain the same. The
5 mountains to the west of the farm continue to be a key element of its historic setting. The
6 interstate highway on the east has been there for over forty years and was a part of the setting
7 when the property was determined eligible for the NRHP. The feeling would remain one of an
8 active farm. The association is still strong as it is clear that this is still an active farm. The
9 Mountain View Farm was determined eligible under Criterion A for its association with
10 20th century Larimer County farming. That association would not change as a result of
11 implementation of Package A.

12 Through consultation with the SHPO, FHWA and CDOT have determined that the
13 transportation improvements associated with Package A would result in an *adverse effect* to
14 this farm. This is due to change of the character and physical use of the character-defining
15 feature of the agricultural fields to transportation use, as well as the introduction of visual
16 elements that diminish the qualities that make the property eligible for the NRHP, but not so
17 much that the property would lose its eligibility to the NRHP.

1 Figure 3.15-57 5LR.11242 (Mountain View Farm) – Package A



1 **Effect Determination – Package B:** Anticipated direct impacts of the property under
2 Package B (see **Figure 3.15-58**) are similar in character and extent to those expected from
3 Package A improvements. Package B would re-align the I-25 southbound off-ramp west of the
4 existing off-ramp, and would require the acquisition of a 60-foot- by 3,900-foot-long strip of
5 farmland adjacent to I-25 and SH 402. The additional impact over Package A results from the
6 wider footprint required to accommodate the managed express lanes.

7 The grade of the new off-ramp would be higher than the existing off-ramp. The first 400 feet of
8 the new ramp exiting I-25 would be up to 5.5 feet higher than the existing ground. The next
9 900 feet would be up to 7 feet lower than the existing ground and the remaining 850 feet would
10 be up to 26.5 feet higher than the existing ground.

11 Currently, SH 402 is located under I-25. The Preferred Alternative would modify this grade
12 separation so that SH 402 would be located over I-25. The grade of SH 402 directly in front of
13 the Mountain View farm buildings would vary from 0 to 6 feet higher than the current grade of
14 SH 402. As the road continues east, it would climb to a height of 22 feet at the intersection with
15 the southbound off-ramp and the northbound on-ramp. The grade of I-25 on the east side of
16 the Mountain View Farm would be a maximum of 10 feet higher than existing ground level
17 along the northern third of the farm property and a maximum of 25 feet lower than existing
18 ground level for the remainder of the property.

19 Another direct impact would occur near the farmhouse as a result of widening along the north
20 edge of SH 402 to add turn and through lanes at the off-ramp. The new width of roadway
21 along SH 402 would convert a maximum of 100 feet of farm property at the intersection with
22 the southbound off-ramp, tapering off near the driveway to the farmhouse. The highway
23 overpass and ramp intersections would be approximately 22 feet above the highway at the
24 bridge similar to the existing interchange configuration. However, Package B design
25 necessitates extending the slope from the elevated overpass and ramp intersections westward
26 to the existing grade of SH 402 closer to the historic farmhouse than is the case with the
27 existing interchange configuration.

28 A total area of 5.28 acres of land would be directly impacted from open farmland and
29 converted to paved roadway and fill slopes within the historic farm boundary. This area
30 amounts to approximately 3.9 percent of the 136.2-acre farm. No historic buildings would be
31 directly impacted by these transportation improvements. The presence of the existing I-25
32 highway ramps and interchange already introduce modern elements into this agricultural
33 setting. However, the larger fill slopes and ramps would be moved closer to the eastern edge
34 of the farm. They would be slightly taller than the existing slopes, ramps, and overpass, which
35 results in the introduction of visual elements that were less obvious in the existing conditions.
36 Another change would be construction of a proposed new park-and-ride lot on the south side
37 of SH 402 near the farm.

38 Traffic noise levels at the farmhouse in 2035 with the Package B improvements in place were
39 calculated to be the same as existing conditions and three decibels lower than
40 N-Action (2035). This is because the new I-25 interchange ramps would partially block noise
41 from I-25 to the farmhouse, so overall, Package B would provide a traffic noise benefit. Away
42 from the farmhouse on farm property, there would not be a difference between No-Action and
43 Package B traffic noise levels.

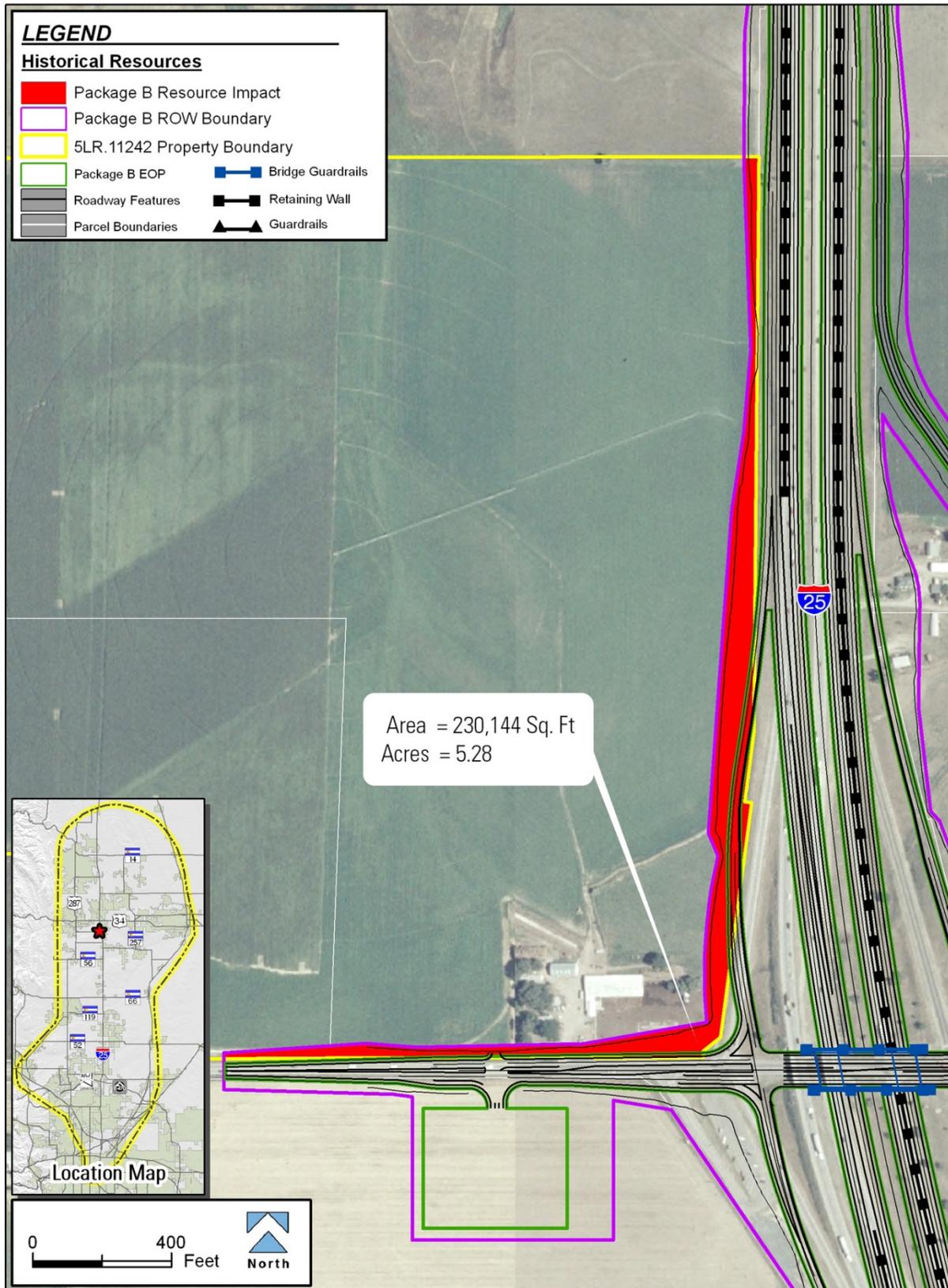
1 A temporary construction easement may be required along the eastern edge of the property to
2 allow haul roads, construction access, and/or staging areas to facilitate roadway widening and
3 slope building. No permanent impacts would be anticipated from this temporary construction
4 activity on the farmland property, and no farm structures would be affected. Construction-
5 related noise generated by construction equipment and trucks would be temporary in nature.

6 The impacts associated with Package B would occur along the eastern edge of the farm
7 adjacent to I-25 where the original integrity of the farm was compromised with the highway's
8 intrusion on the visual landscape some 40 years ago. The farm buildings would not be directly
9 affected, agricultural production would continue and the farm would continue to convey
10 significance in terms of the lands' association with early agricultural development in Larimer
11 County. The land in the far southeast corner of the property is being used as a cattle feed lot
12 and pasture. To the north of the pasture, the land is being used to produce grain. Air photos
13 from previous years show that parts of the land on this farm have been irrigated with center
14 pivot irrigation. A concrete-lined irrigation ditch lateral is located along the east side of the
15 property in the take strip. The land that would be taken along the southern property boundary
16 has recently been cropped with grains.

17 The location, design, materials and workmanship of the farm would remain the same. The
18 mountains to the west of the farm continue to be a key element of its historic setting. The
19 interstate highway on the east has been there for over forty years and was a part of the setting
20 when the property was determined eligible for the NRHP. The feeling would remain one of an
21 active farm. The association is still strong as it is clear that this is still an active farm. The
22 Mountain View Farm was determined eligible under Criterion A for its association with
23 20th century Larimer County farming. That association would not change as a result of
24 implementation of Package B.

25 Through consultation with the SHPO, FHWA and CDOT have determined that the
26 transportation improvements associated with Package B would result in an *adverse effect* to
27 this farm. This is due to change of the character and physical use of the character-defining
28 feature of the agricultural fields to transportation use, as well as the introduction of visual
29 elements that diminish the qualities that make the property eligible for the NRHP, but not so
30 much that the property would lose its eligibility to the NRHP.

1 Figure 3.15-58 5LR.11242 (Mountain View Farm) – Package B



1 **Effect Determination – Preferred Alternative:** Anticipated direct impacts of the property
2 under the Preferred Alternative are similar in character and extent to those expected from
3 Package A and B improvements. The Preferred Alternative would re-align the I-25 southbound
4 off-ramp west of the existing off-ramp, and would require the acquisition of a 45-foot wide by
5 2,800-foot long strip of cultivated farmland at the east edge of the historic farm property to
6 accommodate the proposed new off-ramp from southbound I-25 to SH 402.

7 The grade of the new off-ramp would be higher than the existing off-ramp. The first 400 feet of
8 the new ramp exiting I-25 would be up to 5.5 feet higher than the existing ground. The next
9 900 feet would be up to 7 feet lower than the existing ground and the remaining 850 feet would
10 be up to 26.5 feet higher than the existing ground.

11 Currently, SH 402 is located under I-25. The Preferred Alternative would modify this grade
12 separation so that SH 402 would be located over I-25. The grade of SH 402 directly in front of
13 the Mountain View farm buildings would vary from 0 to 6 feet higher than the current grade of
14 SH 402. As the road continues east, it would climb to a height of 22 feet at the intersection with
15 the southbound off-ramp and the northbound on-ramp. The grade of I-25 on the east side of
16 the Mountain View Farm would be a maximum of 10 feet higher than existing ground level
17 along the northern third of the farm property and a maximum of 25 feet lower than existing
18 ground level for the remainder of the property.

19 Another direct impact would occur near the farmhouse as a result of widening along the north
20 edge of SH 402 to add turn and through lanes at the off-ramp. The new width of roadway
21 along SH 402 would convert a maximum of 100 feet of farm property at the intersection with
22 the southbound off-ramp, tapering off near the driveway to the farmhouse. The highway
23 overpass and ramp intersections would be approximately 22 feet above the highway at the
24 bridge similar to the existing interchange configuration. However, the Preferred Alternative
25 design necessitates extending the slope from the elevated overpass and ramp intersections
26 westward to the existing grade of SH 402 closer to the historic farmhouse than is the case with
27 the existing interchange configuration.

28 A total area of 1.82 acres of land would be directly impacted from open farmland and
29 converted to paved roadway and fill slopes within the historic farm boundary. This area
30 amounts to approximately 1.3 percent of the 136.2-acre farm. No historic buildings would be
31 directly impacted by these transportation improvements (see **Figure 3.15-59**). The presence of
32 the existing I-25 highway ramps and interchange already introduce modern elements into this
33 agricultural setting. However, the larger fill slopes and ramps would be moved closer to the
34 eastern edge of the farm. They would be slightly taller than the existing slopes, ramps, and
35 overpass, which results in the introduction of visual elements that were less obvious in the
36 existing conditions. Another change would be construction of a proposed new park-and-ride lot
37 on the south side of SH 402 near the farm.

38 Traffic noise levels at the farmhouse in 2035 with the Preferred Alternative in place were
39 calculated to be the same as existing conditions and three decibels lower than
40 No-Action (2035). This is because the new I-25 interchange ramps would partially block noise
41 from I-25 to the farmhouse, so overall; the Preferred Alternative would provide a traffic noise
42 benefit. Away from the farmhouse on farm property, there would not be a difference between
43 No Action and Preferred Alternative traffic noise levels.

44 A temporary construction easement may be required along the eastern edge of the property to
45 allow haul roads, construction access, and/or staging areas to facilitate roadway widening and

1 slope building. No permanent impacts would be anticipated from this temporary construction
2 activity on the farmland property, and no farm structures would be affected. Construction-
3 related noise generated by construction equipment and trucks would be temporary in nature.
4 Thus, indirect effects caused by temporary construction activities are not expected to
5 substantially diminish the function, character, or attributes that render the farm or farm
6 buildings NRHP-eligible.

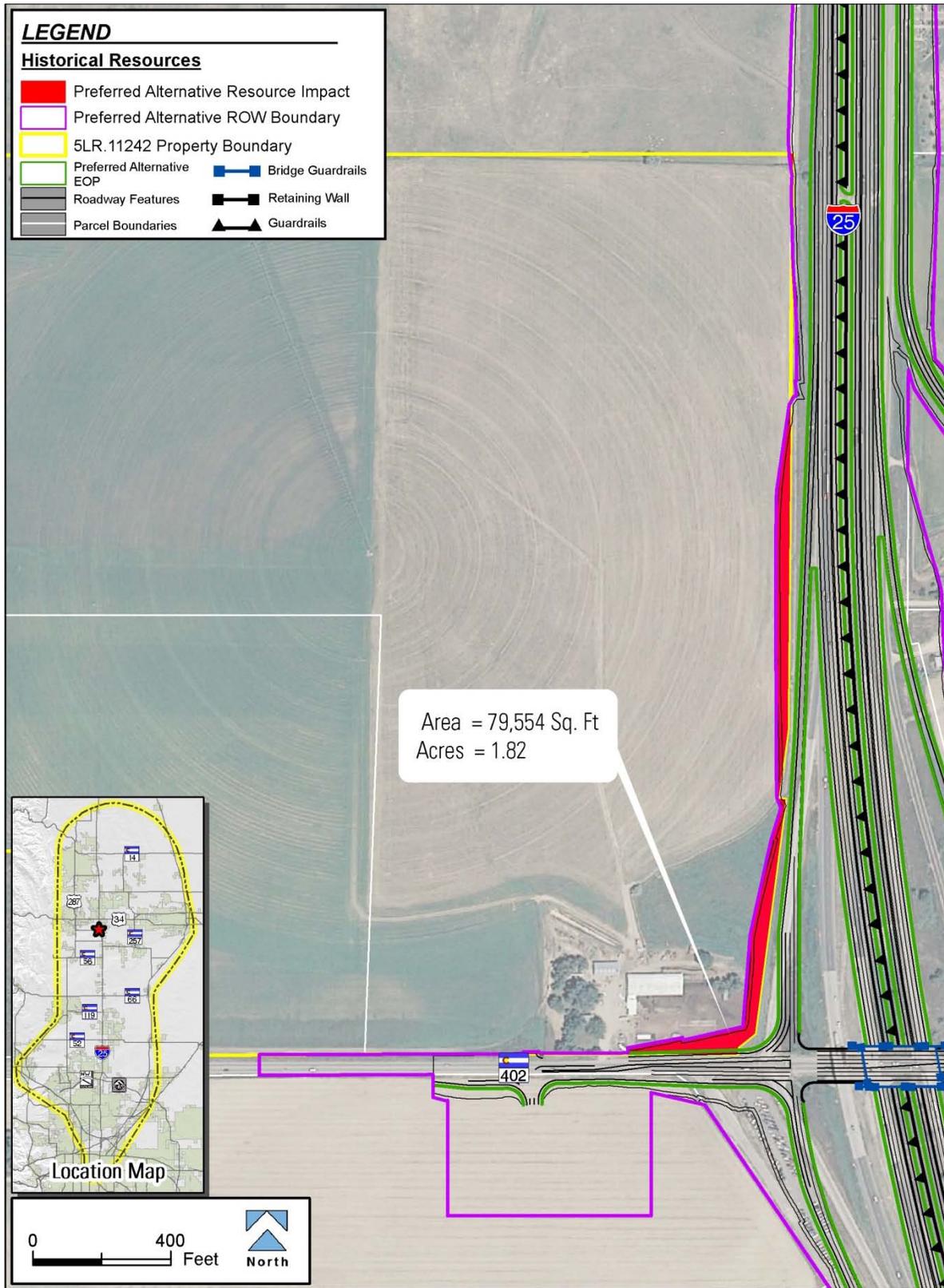
7 The impacts associated with the Preferred Alternative would occur along the eastern edge of
8 the farm adjacent to I-25 where the original integrity of the farm was compromised with the
9 highway's intrusion on the visual landscape some 40 years ago. The farm buildings would not
10 be directly affected, agricultural production would continue and the farm would continue to
11 convey significance in terms of the lands' association with early agricultural development in
12 Larimer County. CDOT's determination is that the farm was still significant in 2006, in spite of
13 the changes to the setting, feeling and association. The farm would continue on as it was in
14 2006 except for the removal of 1.82 acres in a thin strip of land along portions of the east and
15 south borders of the farm. The land in the far southeast corner of the property is being used as
16 a cattle feed lot and pasture. To the north of the pasture, the land is being used to produce
17 grain. Air photos from previous years show that parts of the land on this farm have been
18 irrigated with center pivot irrigation. A concrete-lined irrigation ditch lateral is located along the
19 east side of the property in the take strip. The land that would be taken along the southern
20 property boundary has recently been cropped with grains.

21 The visual representations presented on the following two pages illustrate the existing settings
22 on the farm and the change with the Preferred Alternative. The location, design, materials and
23 workmanship of the farm would remain the same. The Preferred Alternative would not affect
24 any of the farm buildings nor would the setting be affected. The mountains to the west of the
25 farm continue to be a key element of its historic setting. The interstate highway on the east has
26 been there for over forty years and was a part of the setting when the property was determined
27 eligible for the NRHP. The feeling would remain one of an active farm. The association is still
28 strong as it is clear that this is still an active farm. The Mountain View Farm was determined
29 eligible under Criterion A for its association with 20th century Larimer County farming. That
30 association would not change as a result of implementation of the Preferred Alternative. It
31 would remain a working farm that conveys significance under Criteria A and C.

32 Modifications to the I-25/SH 402 interchange as a result of this project will not be the driving
33 force for indirect or cumulative effects in this area. The indirect effects from the visual changes
34 resulting from SH 402 over vs. under I-25 would not spur development of this area but for this
35 proposed project. There has been an interstate interchange providing access to this area for
36 about 50 years. The character of the area has remained agricultural over these past five
37 decades. Moving an off-ramp slightly west and changing the crossing of SH 402 from over the
38 highway to under the highway would not force change the character of this area.

39 Through consultation with the SHPO, FHWA and CDOT have determined that the
40 transportation improvements associated with the Preferred Alternative would result in an
41 *adverse effect* to this farm. This is due to change of the character and physical use of the
42 character-defining feature of the agricultural fields to transportation use, as well as the
43 introduction of visual elements that diminish the qualities that make the property eligible for the
44 NRHP, but not so much that the property would lose its eligibility to the NRHP.

1 Figure 3.15-59 5LR.11242 (Mountain View Farm) – Preferred Alternative



Mountain View Farm Looking South



Mountain View Farm – view looking south showing existing setting along eastern property boundary with barn of right side of photo (house is west of barn, out of frame).



Mountain View Farm – view looking south with visual representation of the Preferred Alternative. (Slope shown in brown to be revegetated with native grass.)

Mountain View Farm Looking Northeast



Mountain View Farm – view looking northeast showing existing setting along southern property boundary.



Mountain View Farm – view looking northeast with visual representation of the Preferred Alternative.

1 **5WL.5203 (Bein Farm)**

2 **Resource Description:** The Bein Farm is located at 3766 CR 48, near the I-25 and SH 60
3 interchange. This property was owned by Fred Bein, a pioneer Berthoud stockman and farmer
4 and one of the most widely-known residents of the Berthoud community until his death in
5 1933. The property contains a variety of farm buildings constructed in the late 19th century.
6 The 1915 Map of Irrigated Farms of Northern Colorado showed that the Bein family owned
7 320 acres. The historic property boundary of this parcel was the land in the east half of
8 Section 10, Township 4N, Range 68W. An examination of additional historical maps and
9 directories shows that the land was still owned by the Bein family through 1956. The current
10 size of the remaining historic farm is approximately 288.5 acres and it is still used for farming.

11 The production of sugar beets was the main reason this farm and many others in northern
12 Colorado developed and this association is an important part of its agricultural history. Sugar
13 beet production in this region started in 1901 with the opening of Great Western's first sugar
14 beet processing facility in northern Colorado at Loveland. Sugar beet production in northern
15 Colorado was strong for over 80 years, but declined significantly after the closure of the Great
16 Western sugar plants in 1985. Since that time, much of the farmland in northern Colorado has
17 been used to produce other crops. The Bein Farm has been producing irrigated crops. The
18 continued association of the Bein farm with the sugar beet industry was lost in the mid-1980s
19 when the Great Western sugar plants closed. In order for farms to continue their existence,
20 they have to make modifications to adjust to many changing factors including weather, the
21 agricultural markets and changes in surrounding land use. The Bein Farm, like most others,
22 has undertaken many modifications including changes in crops produced to keep it in
23 operation over the decades. In spite of these modifications over the decades, the farm still
24 continues in production and is able to convey significance under Criterion A.

25 **Eligibility Determination:** The Bein Farm is eligible for the NRHP under Criterion A because
26 of its important association with early ranching and farming in the Berthoud area during the
27 late 19th century. The integrity of the agricultural setting of the Bein farm was compromised in
28 the 1960s when I-25 was built adjacent to its eastern border. This alteration has affected the
29 feeling and association by the introduction of an interstate highway as a modern non-
30 agricultural element. The loss of integrity associated with the development of the highway
31 occurred over 40 years ago. Those impacts were evident when the property was determined
32 eligible for the NRHP on August 19, 2007. At that time, the assessment was that the farm
33 buildings and associated farm land still had enough integrity to convey significance under
34 Criterion A.

35 **Effect Determination – Package A:** This historic farm is located on the west side of the
36 mainline of I-25, and on the southwest quadrant of the I-25/SH 60 interchange, both of which
37 would be improved under Package A. Package A includes widening of I-25 in this area to
38 accommodate three general purpose lanes in each direction. The proposed wider highway
39 template would require the acquisition and permanent conversion of a 150-foot-wide,
40 4,600-foot-long strip of cultivated farmland west of the existing southbound I-25 lanes into new
41 highway and slopes, resulting in a direct impact. West of I-25, SH 60 would be widened to
42 provide for a safe transition from the interchange ramps to the existing roadway section. The
43 new SH 60 roadway would consist of four general lanes and turning lanes at the interchange,
44 tapering back to two general lanes on the west side of the existing driveway to the farm

1 building complex. Widening of SH 60 would require the acquisition and permanent conversion
2 of a 110-foot-wide, 800-foot-long strip of cultivated farmland south of the existing SH 60 into
3 new highway and slopes, resulting in a direct impact.

4 The combined I-25 widening along the length of the Bein Farm, realignment of the southbound
5 on-ramp from the SH 60 interchange, and the widening and reconfiguring of a tapered section
6 of SH 60 on the west side of this interchange would directly impact 17.94 acres along the east
7 and north edges of the property. This comprises approximately 6.2 percent of the historic
8 farm's total 288.5 acres. No farm buildings would be directly impacted (see **Figure 3.15-60**).

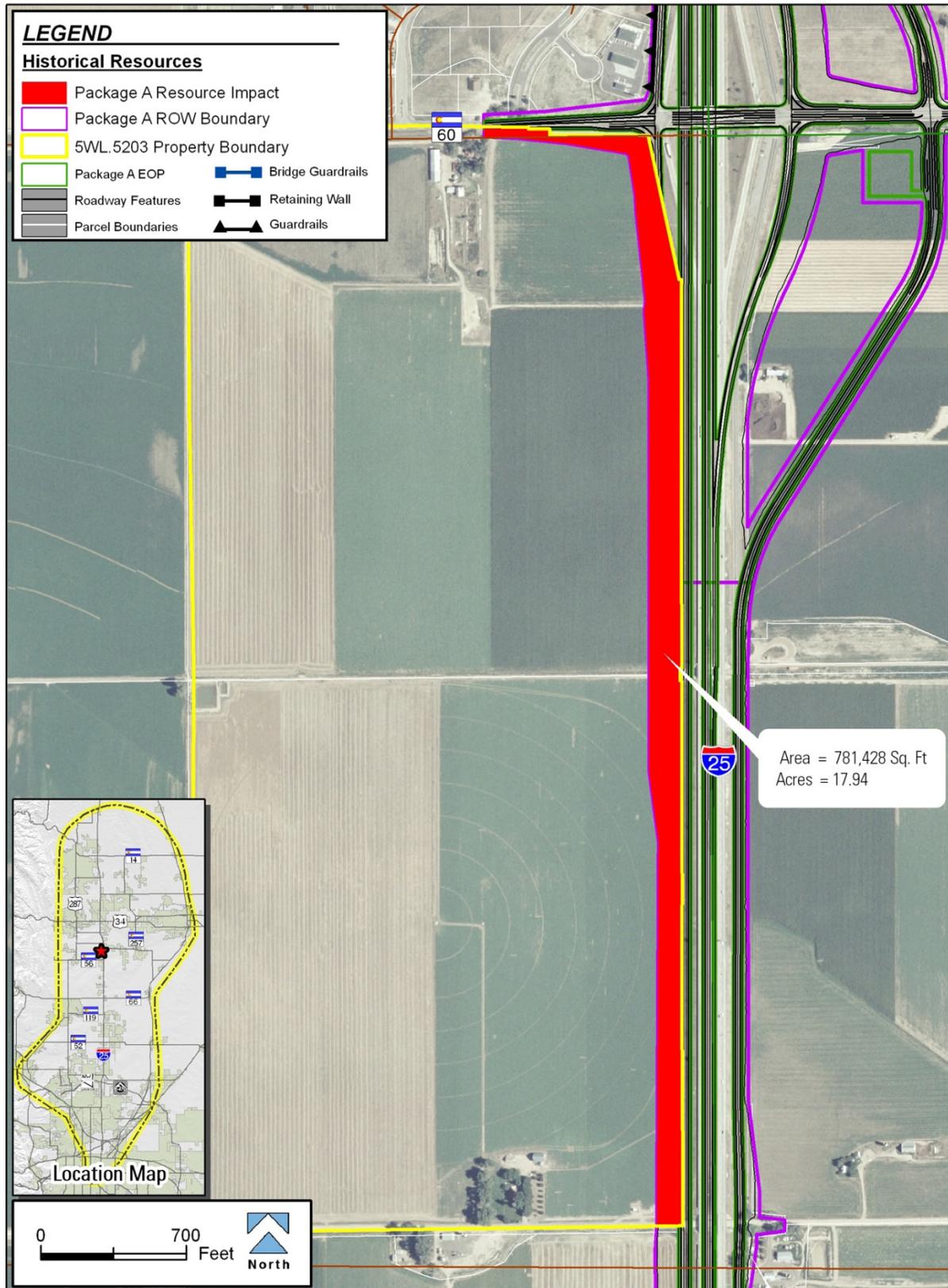
9 There would be no change to the historic access to this property. The retaining wall along the
10 southbound off-ramp is located on the opposite side of the interchange from the historic farm
11 and would not result in a direct impact of the property.

12 The impacts associated with Package A would occur along the eastern edge of the farm
13 adjacent to I-25 where the original integrity of the farm was compromised with the highway's
14 intrusion on the visual landscape some 40 years ago. There would be no materially different
15 visual perception of the farm from Package A. The farm buildings would not be directly
16 affected, agricultural production would continue and the farm would continue to convey
17 significance in terms of its association with early agricultural development in Weld County. The
18 location, design, materials, and workmanship of the farm would remain the same. The
19 mountains to the west of the farm continue to be a key element of its historic setting. The
20 setting of the land to the north of the Bein farm has changed. What was once all agricultural
21 land has been developed over the last decades into commercial and industrial development.
22 The feeling would remain one of an active farm established in the early part of the
23 20th century. The association is still strong as it is clear that this is still an active farm.

24 The farm would continue on as it was in 2007 when determined eligible for the NRHP except
25 for the removal of approximately 17.94 acres in a strip of land along portions of the north and
26 east borders of the farm. In recent growing seasons, the Bein farm land was irrigated cropland.
27 The center pivot irrigation system sits on the property today. The land was planted to the edge
28 of their property which abuts the I-25 right-of-way on the east and the CR 38 right-of-way on
29 the north. All of the 17.94 acres that are to be directly impacted for Package A are currently
30 used as irrigated cropland. The Bein Farm, in spite of a loss of these 17.94 acres of land for
31 the improvement of I-25, would still convey significance under Criterion A.

32 Through consultation with the SHPO, FHWA and CDOT have determined that the
33 transportation improvements associated with Package A would result in an *adverse effect* to
34 this farm. This is due to change of the character and physical use of the character-defining
35 feature of the agricultural fields to transportation use, but not so much that the property would
36 lose its eligibility to the NRHP.

1 Figure 3.15-60 5WL.5203 (Bein Farm) – Package A



1 **Effect Determination – Package B:** Package B calls for the widening of I-25 in this area to
2 accommodate two general purpose lanes plus two barrier-separated managed lanes in each
3 direction. The resulting direct impacts from widening of I-25 are similar to Package A, but
4 require a modified southbound I-25 on-ramp to connect with the wider TEL section in
5 Package B.

6 Impacts resulting from modifications to SH 60 are the same as Package A. Total direct impacts
7 to the farm would be 20.04 acres along the east and north edges of the property, comprising
8 approximately 6.9 percent of the historic farm's total 288.5 acres. No farm buildings would be
9 directly impacted (see **Figure 3.15-61**).

10 Indirect effects would be the same as with Package A. The direct and indirect impacts to the
11 historic farm building complex along SH 60 that would occur under Package B would not
12 substantially diminish characteristics that render the site eligible for the NRHP.

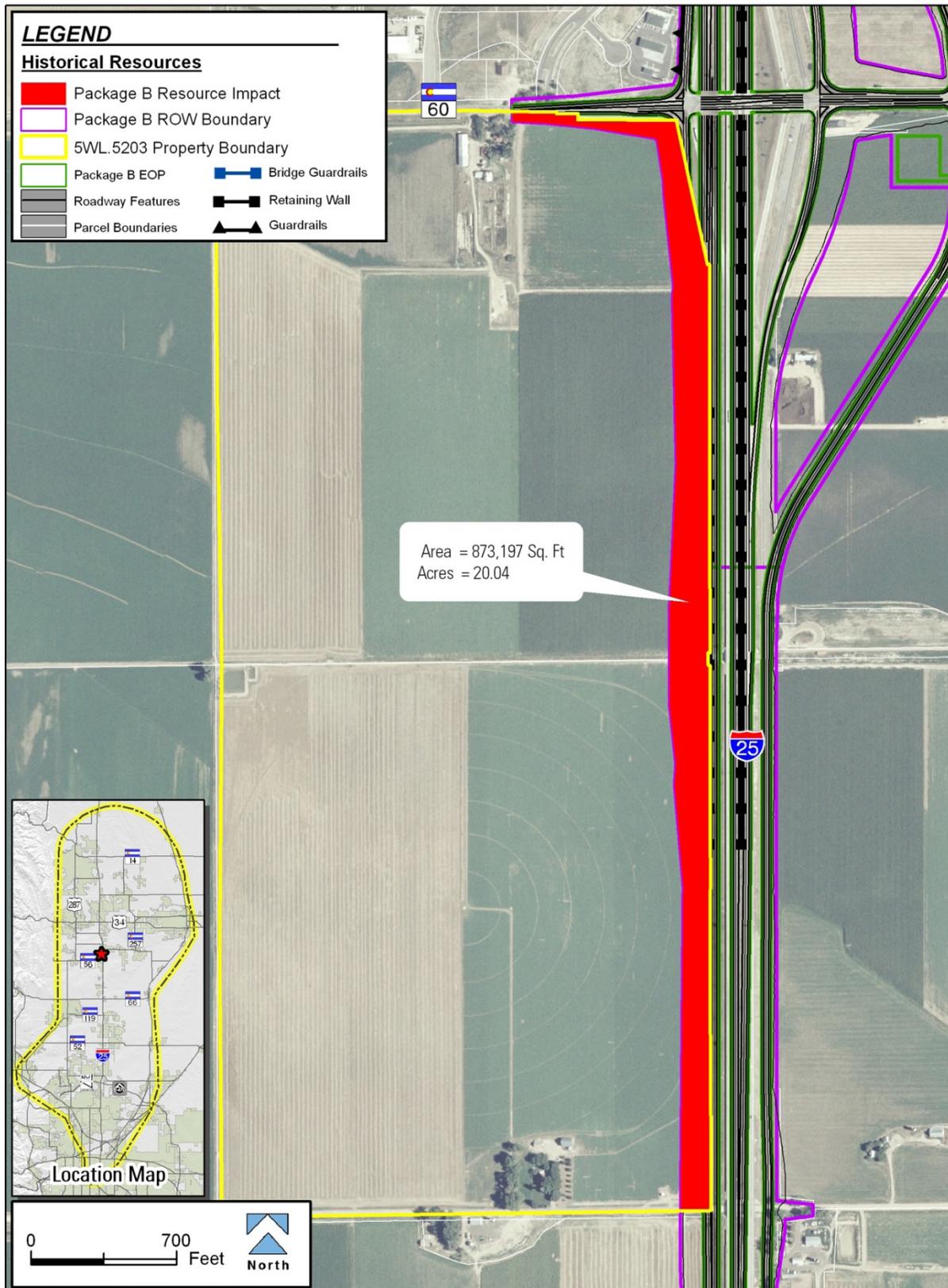
13 There would be no change to the historic access to this property. The retaining wall along the
14 southbound off-ramp is located on the opposite side of the interchange from the historic farm
15 and would not result in a direct impact of the property.

16 The impacts associated with Package B would occur along the eastern edge of the farm
17 adjacent to I-25 where the original integrity of the farm was compromised with the highway's
18 intrusion on the visual landscape some 40 years ago. There would be no materially different
19 visual perception of the farm from Package B. The farm buildings would not be directly
20 affected, agricultural production would continue and the farm would continue to convey
21 significance in terms of its association with early agricultural development in Weld County. The
22 location, design, materials, and workmanship of the farm would remain the same. The
23 mountains to the west of the farm continue to be a key element of its historic setting. The
24 setting of the land to the north of the Bein farm has changed. What was once all agricultural
25 land has been developed over the last decades into commercial and industrial development.
26 The feeling would remain one of an active farm established in the early part of the
27 20th century. The association is still strong as it is clear that this is still an active farm.

28 The farm would continue on as it was in 2007 when determined eligible for the NRHP except
29 for the removal of approximately 20.04 acres in a strip of land along portions of the north and
30 east borders of the farm. In recent growing seasons, the Bein farm land was irrigated cropland.
31 The center pivot irrigation system sits on the property today. The land was planted to the edge
32 of their property which abuts the I-25 right-of-way on the east and the CR 38 right-of-way on
33 the north. All of the 20.04 acres that are to be directly impacted for Package B are currently
34 used as irrigated cropland. The Bein Farm, in spite of a loss of these 20.04 acres of land for
35 the improvement of I-25, would still convey significance under Criterion A.

36 Through consultation with the SHPO, FHWA and CDOT have determined that the
37 transportation improvements associated with Package B would result in an *adverse effect* to
38 this farm. This is due to change of the character and physical use of the character-defining
39 feature of the agricultural fields to transportation use, but not so much that the property would
40 lose its eligibility to the NRHP.

1 Figure 3.15-61 5WL.5203 (Bein Farm) – Package B



1 **Effect Determination – Preferred Alternative:** This historic farm is located on the west side
2 of the mainline of I-25, and on the southwest quadrant of the I-25/SH 60 interchange, both of
3 which would be improved under the Preferred Alternative. The Preferred Alternative calls for
4 the widening of I-25 in this area to accommodate three general purpose lanes and one TEL in
5 each direction. The combined I-25 widening along the length of the Bein Farm, re-alignment of
6 the southbound on-ramp from the SH 60 interchange, and the widening and reconfiguring of a
7 tapered section of SH 60 on the west side of this interchange would directly impact
8 16.10 acres in a 170-foot wide by 4,600 foot long strip of farmland along the eastern edge and
9 a 45-foot wide by 800-foot long strip along the north edge of the property.

10 West of I-25, SH 60 would be widened to provide for a safe transition from the interchange
11 ramps to the existing roadway section. The new SH 60 roadway would consist of four general
12 lanes and turning lanes at the interchange, tapering back to two general lanes on the west side
13 of the existing driveway to the farm building complex. The combined I-25 widening along the
14 length of the Bein Farm, re-alignment of the southbound on-ramp from the SH 60 interchange,
15 and the widening and reconfiguring of a tapered section of SH 60 on the west side of this
16 interchange would directly impact 16.10 acres along the east and north edges of the property.
17 This comprises approximately 5.6 percent of the farm's total 288.5 acres. No farm buildings
18 would be directly impacted (see **Figure 3.15-62**).

19 There would be no change to the historic access to this property. The retaining wall along the
20 southbound off-ramp is located on the opposite side of the interchange from the historic farm
21 and would not result in an indirect impact to the property.

22 The impacts associated with the Preferred Alternative would occur along the eastern edge of
23 the farm adjacent to I-25 where the original integrity of the farm was compromised with the
24 highway's intrusion on the visual landscape some 40 years ago. There would be no materially
25 different visual perception of the farm from the Preferred Alternative. The farm buildings would
26 not be directly affected, agricultural production would continue and the farm would continue to
27 convey significance in terms of its association with early agricultural development in Weld
28 County. The location, design, materials, and workmanship of the farm would remain the same.
29 The mountains to the west of the farm continue to be a key element of its historic setting. The
30 setting of the land to the north of the Bein farm has changed. What was once all agricultural
31 land has been developed over the last decades into commercial and industrial development.
32 The feeling would remain one of an active farm established in the early part of the
33 20th century. The association is still strong as it is clear that this is still an active farm.

34 The farm would continue on as it was in 2007 when determined eligible for the NRHP except
35 for the removal of approximately 16.10 acres in a strip of land along portions of the north and
36 east borders of the farm. In recent growing seasons, the Bein farm land was irrigated cropland.
37 The center pivot irrigation system sits on the property today. The land was planted to the edge
38 of their property which abuts the I-25 right-of-way on the east and the CR 38 right-of-way on
39 the north. All of the 16.10 acres that are to be taken for the Preferred Alternative are currently
40 used as irrigated cropland. The Bein Farm, in spite of a loss of these 16.10 acres of land for
41 the improvement of I-25, would still convey significance under Criterion A.

42 Through consultation with the SHPO, FHWA and CDOT have determined that the
43 transportation improvements associated with the Preferred Alternative would result in an
44 *adverse effect* to this farm. This is due to change of the character and physical use of the
45 character-defining feature of the agricultural fields to transportation use, but not so much that
46 the property would lose its eligibility to the NRHP.

Figure 3.15-61 5WL.5203 (Bein Farm) – Preferred Alternative

