



1 **5LR.11209 (Schmer Farm)**

2 **Resource Description:** The Schmer
3 Farm is located at 5464 East US 34
4 and dates to the early 1900s. The 124-
5 acre property is a fairly complete
6 example of a Larimer County farm from
7 the turn of the century. The farm is
8 operational and includes a well
9 preserved farmhouse, barn and
10 outbuildings.



Schmer Farm

11 **Eligibility Determination:** This
12 historic farm is NRHP-eligible under
13 Criterion A for its association with early agriculture in the Loveland area, including sugar beet
14 cultivation. It is also NRHP-eligible under Criterion C for containing excellent examples of
15 agricultural architecture.

16 **Effect Determination – Package A:** This historic farm would be directly impacted by proposed
17 improvements to the I-25/US 34 interchange associated with Package A. Direct impacts to the site
18 would result from the construction of new interchange ramps, including long curving, elevated
19 ramps from westbound US 34 to southbound I-25, and a new southbound on-ramp from eastbound
20 US 34 on the southwest quadrant of the interchange, replacing the existing loop ramp. Land taken
21 from the farm would be necessary to provide a foundation for support piers for the new elevated
22 flyover ramps between US 34 and I-25. Additionally, land would be needed from the farm to allow
23 construction of fill slopes used to support the widened highway lanes and near-grade ramps,
24 located just west of the existing southbound on-ramp. Construction of these new ramps would
25 create direct impacts to as many as 5.09 acres of land along the east edge of the property. Another
26 small area of direct impact would occur west of the farmhouse, where a new access would be
27 constructed from US 34 to the frontage road leading to the Schmer farmhouse, gas station, and
28 hotel on the southwest corner of the interchange. A total of 1.52 acres of farmland would be directly
29 impacted in this location. The combined 6.61 acres of open farmland subject to direct impacts
30 under Package A amounts to approximately 5.3 percent of the total 124-acre occupied by this
31 historic farm. No direct impacts to the historic farm building complex along US 34 would occur under
32 Package A (see **Figure 3.15-26**).

33 Under Package A, traffic noise is expected to decrease approximately four decibels from the
34 No-Action Alternative levels in the vicinity of the Schmer farmhouse due to shielding of
35 highway traffic noise by the new on-ramp in the I-25 interchange. The on-ramp which brings
36 westbound US 34 traffic directly to southbound I-25 is elevated 30 feet higher than the existing
37 highway feature in the area and introduces an additional transportation element into the setting
38 of the Schmer Farm. Transportation features have been part of the rural atmosphere and
39 setting of the Schmer Farm since the 1960s, when Interstate 25 and US 34 were completed.
40 The new indirect effects to the farm setting would not substantially impair the function, setting,
41 or architectural qualities that render the farm NRHP-eligible. The farm would remain
42 operational and would be protected from encroachment during construction.

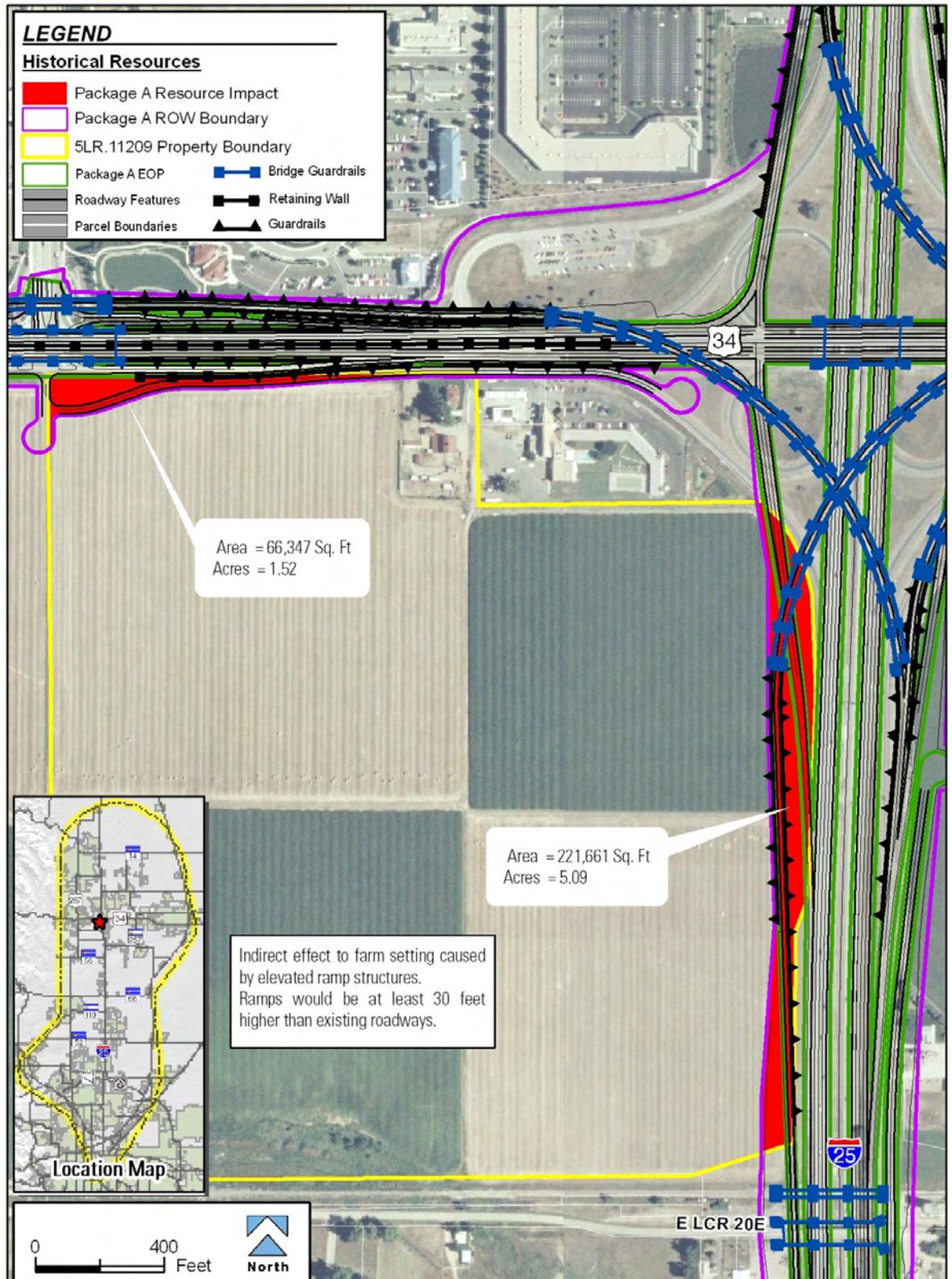
43 The transportation improvements associated with Package A would not substantially diminish
44 or alter characteristics that render the site eligible for the NRHP. FHWA, FTA and CDOT
45 therefore have determined that Package A would result in *no adverse effect* to the resource.

46 **Effect Determination – Package B:** Impacts from Package B are similar in nature to those
47 expected under Package A. This historic farm would be directly impacted by proposed

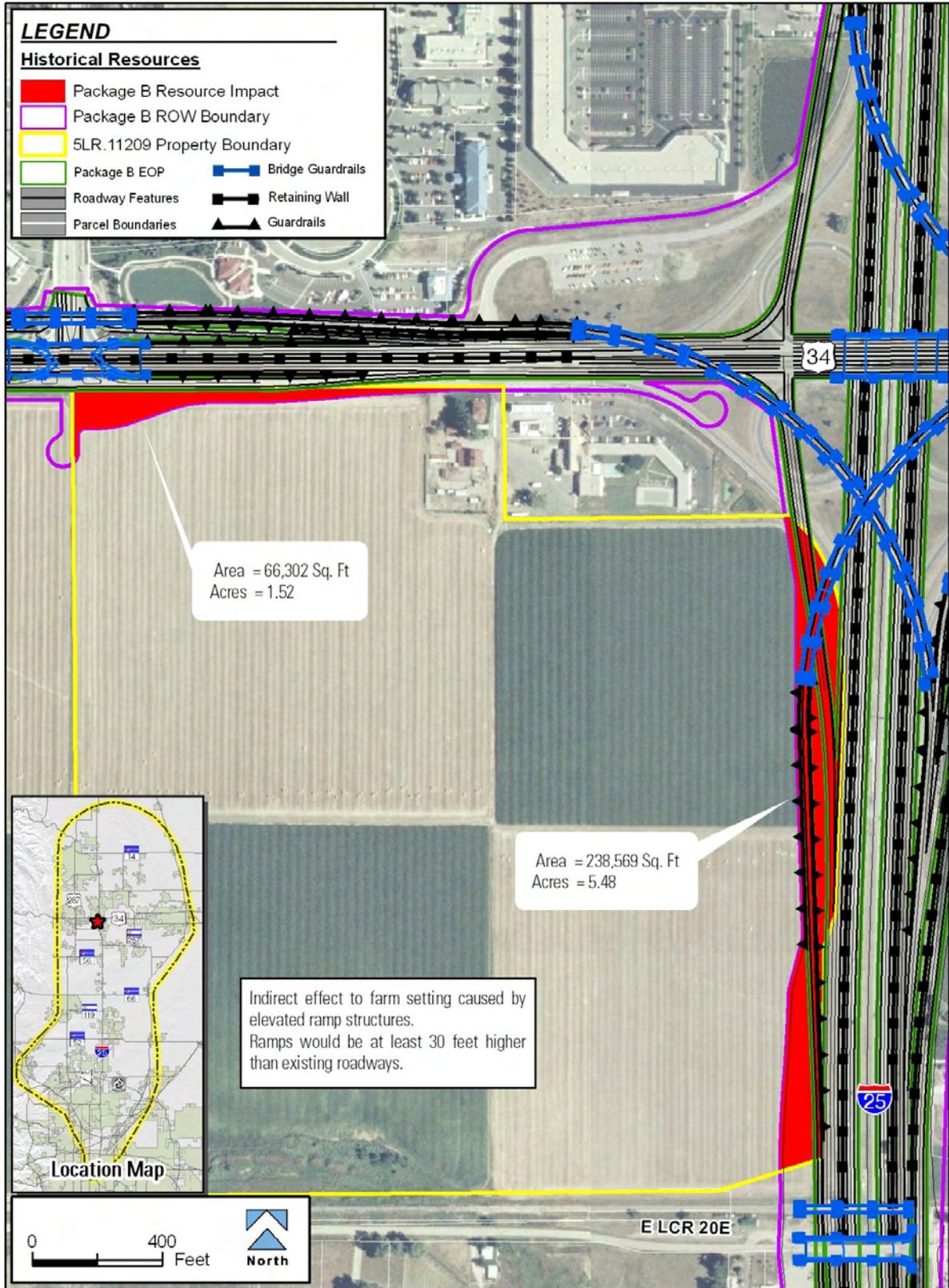
1 improvements to the I-25/US 34 interchange associated with Package B. Direct impacts to the
2 site would be slightly larger than in Package A due to the additional managed lanes on I-25
3 creating a slightly wider highway footprint. Construction of these new ramps would cause
4 direct impacts to as many as 5.48 acres of land along the east edge of the property. . Another
5 small area of direct impact would occur west of the farmhouse, where a new access would be
6 constructed from US 34 to the frontage road leading to the Schmer farmhouse, gas station,
7 and hotel on the southwest corner of the interchange. A total of 1.52 acres of farmland would
8 be directly impacted in this location. The combined 7.0 acres of open farmland subject to
9 direct impacts under Package B amounts to approximately 5.6 percent of the total 124-acre
10 occupied by this historic farm. Indirect effects would be the same as for Package A (see
11 **Figure 3.15-27**).

12 The transportation improvements associated with Package B would not substantially diminish
13 or alter characteristics that render the site eligible for the NRHP. FHWA, FTA and CDOT
14 therefore have determined that Package B would result in *no adverse effect* to the resource.

1 Figure 3.15-26 5LR.11209 (Schmer Farm) – Package A



1 Figure 3.15-27 5LR.11209 (Schmer Farm) – Package B



2

1 **5LR.850, 5WL.841, 5BL.514 (Great Western Railway)**

2 **Resource Description:** The total length of the entire historic Great Western Railway (GWR)
3 is 110 miles. Six segments of the GWR resource in Larimer, Weld, and Boulder counties pass
4 through the North I-25 Draft EIS APE (see **Figure 3.15-28**).

5 The 15.7 mile-long GWR Loveland to Buda section (5LR850) was built in 1902-03 by the
6 Loveland Construction Company and contains Larimer County segments 5LR.850.1 and
7 5LR.850.5 as well as Weld County segment 5WL.841.11. Segment 5LR.850.1 is
8 approximately 1,241 feet long. The GWR is conveyed over I-25 in this portion of the APE by a
9 non-historic bridge. Segment 5LR.850.5 is approximately 551 feet long. Segment 5WL.841.11
10 is the first end-of-track point for the Loveland to Buda section, and the portion within the
11 project APE is 784 feet long.

12 The GWR Johnstown to Liberty section was built in 1905-1906 and is 12 miles long. Within the
13 APE in Weld and Boulder Counties this section contains segments 5WL.841.9 and 5BL.841.1.
14 Segment 5WL.841.9 is 1,241 feet long, and segment 5WL.841.1 is 784 feet in length. The
15 Boulder County segment (5BL.514.1) of the GWR Johnstown to Longmont section was
16 constructed in 1903, and is approximately 2.1 miles long.

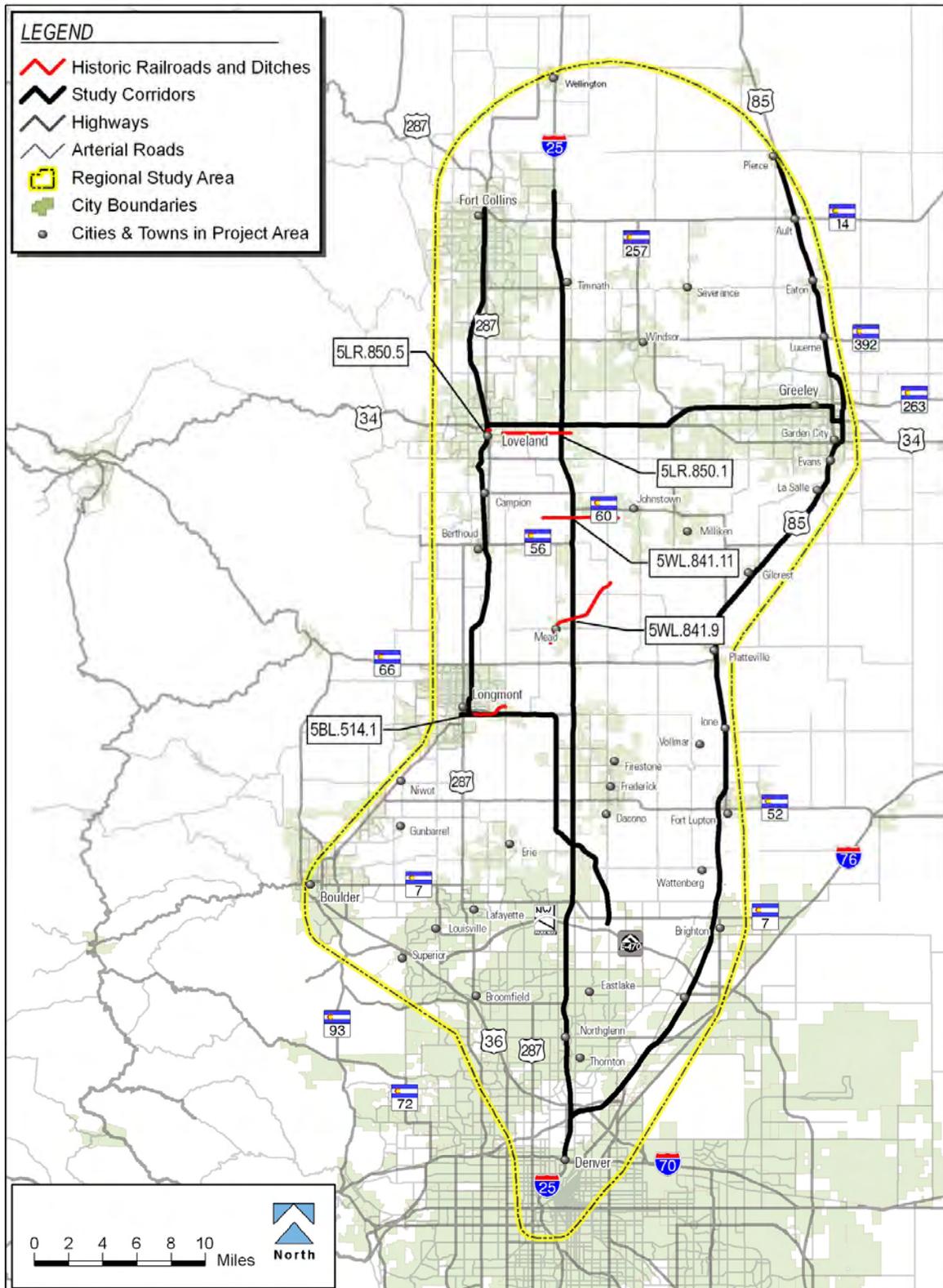
17 **Eligibility Determination:** The entire GWR, in Larimer County (5LR.850), Weld County
18 (5WL841), and Boulder County (5BL.514), is eligible for the NRHP under Criterion A because
19 of its important role in the economic development of the Colorado Front Range. All of the
20 segments passing through the APE (5LR.850.1, 5LR.850.5, 5WL.841.11, 5WL.841.9,
21 5WL.841.1 and 5BL.514.1) retain sufficient integrity of location and association to support the
22 eligibility of the entire linear resource; however, those portions of the railroad spanning I-25
23 have been modified and have lost integrity of design and workmanship by being placed on a
24 bridge during the 1960s.

25 **Effect Determination:**

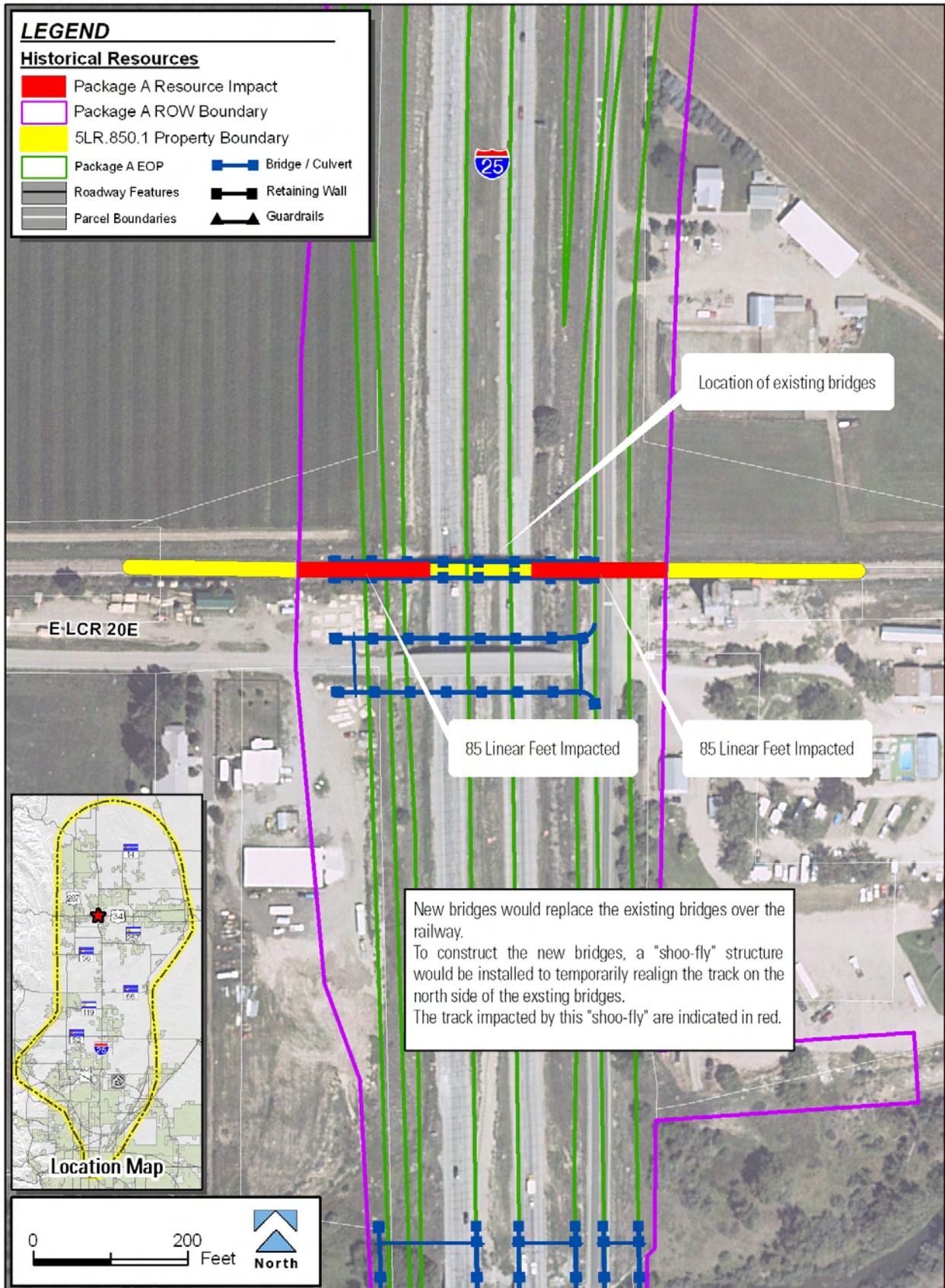
26 In order to determine the effect to the entire linear resource, impacts to each of the segments
27 passing through the project APE were assessed. These impact assessments are presented
28 below, followed by a determination of effect to the entire GWR (5LR.850, 5WL.841, 5BL.514).
29

30 **Impacts to segment 5LR.850.1—Package A:** Presently, this historic railroad segment spans
31 I-25 via a non-historic 210-foot-long steel girder railroad bridge. Package A involves the
32 widening of I-25 through this area, changing it from the existing configuration of two
33 northbound and two southbound traffic lanes, to a new section containing three general
34 purpose lanes in each direction or a total of six traffic lanes. In order to accommodate this
35 wider section, it would be necessary to replace the existing bridge carrying the GWR over I-
36 25 with a 295-foot-long bridge structure. The new bridge would be 85 feet longer than the
37 existing structure spanning I-25. The proposed new bridge would be either of post-tensioned
38 concrete or steel plate girder construction, and would remain at the same vertical height as the
39 existing railroad bridge (see **Figure 3.15-29**).

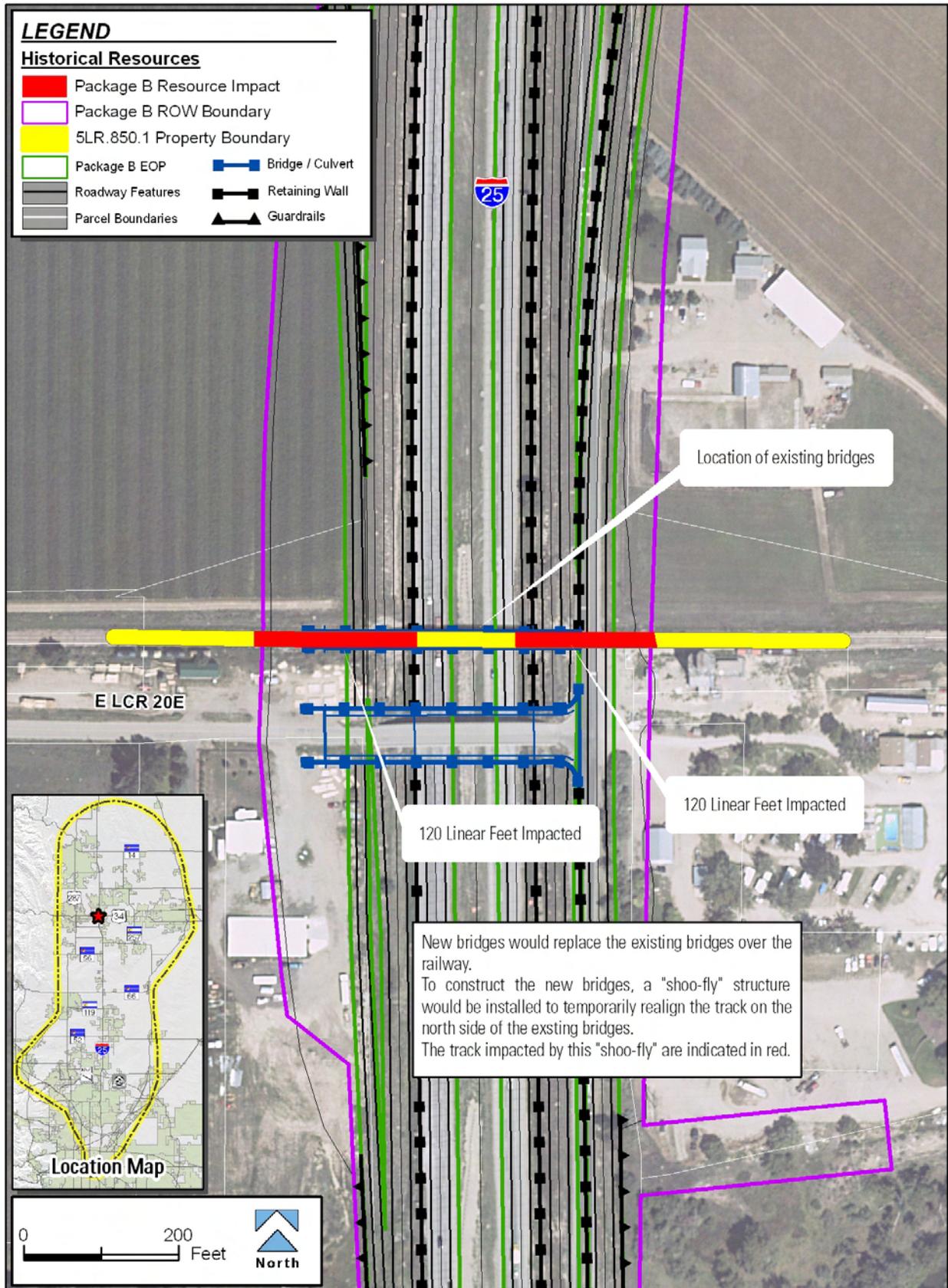
1 Figure 3.15-28 5LR.850, 5WL.841, 5BL.514 (Great Western Railway) – Segments
2 Intersecting Project APE
3



1 Figure 3.15-29 5LR.850.1 (Great Western Railway) – Package A



1 Figure 3.15-30 5LR.850.1 (Great Western Railway) – Package B



1 In order to replace the existing bridge with a longer structure, it would be necessary to
2 construct a temporary “shoo-fly” structure, whereby a section of railroad would be temporarily
3 re-aligned to cross I-25 on the north side of the existing railroad bridge. This measure would
4 prevent a disruption in rail service, while the old bridge is demolished and the new bridge
5 structure is being constructed in its place. A new rail crossing would be constructed north of
6 the existing bridge. The shoo-fly structure would require altering the existing historic railroad
7 grade at either end of the existing bridge (approximately 85 feet at each end to provide a
8 smooth transition to the new alignment), curving to form the bypass of the existing bridge.
9 Once the latter step has been completed, the shoo-fly would be removed, and rail traffic would
10 be restored to its historic east-west alignment.

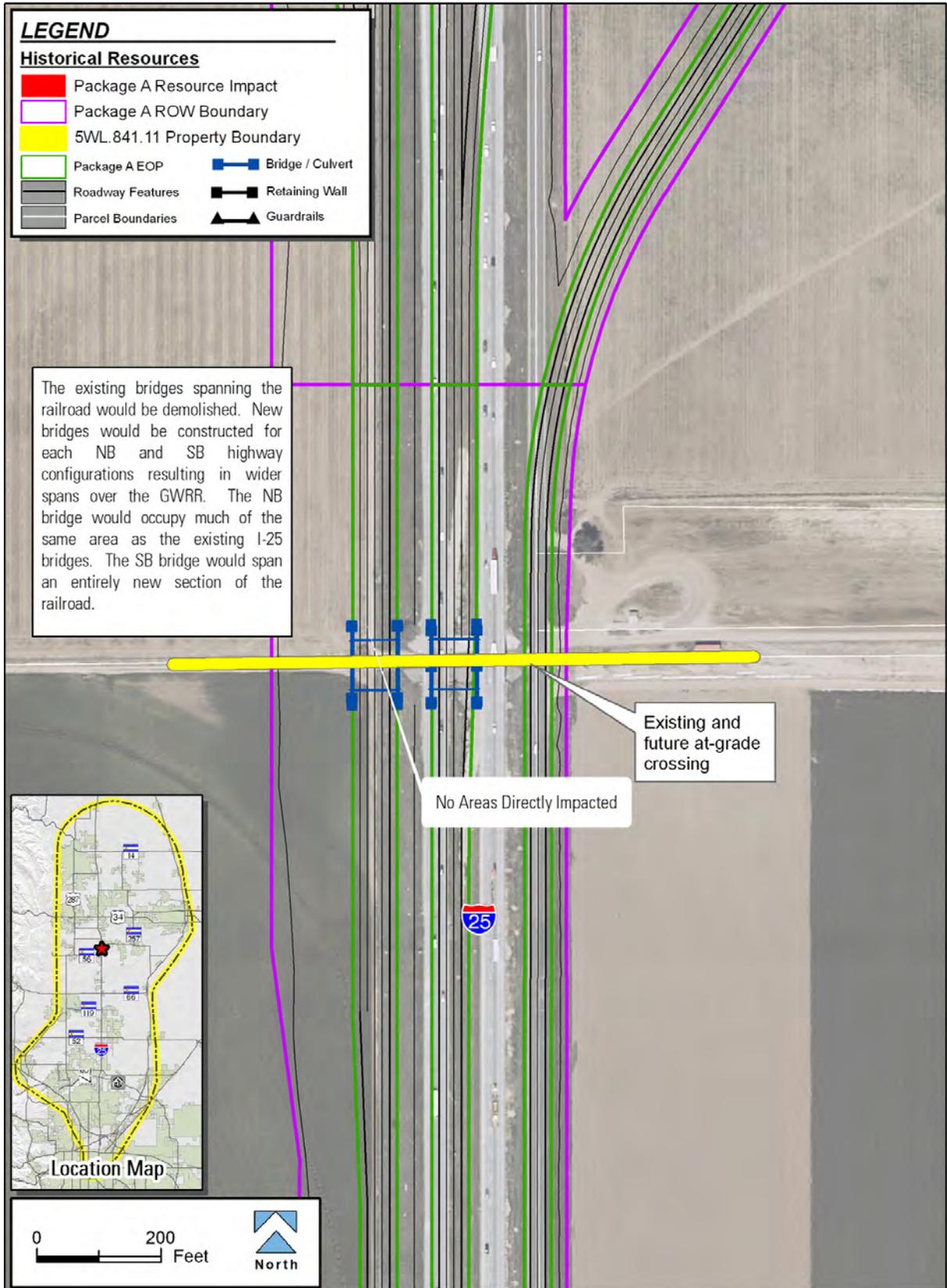
11 The bridge replacement under Package A would place an additional 85 feet of historic railroad
12 line on a bridge structure similar to its current configuration. By placing that portion of the
13 railroad already modified by the original construction of I-25 on a bridge, only 85 feet of the
14 railroad retaining good physical integrity would be altered by placement on a longer bridge
15 structure. The new bridge would be similar in terms of elevation and the location where it
16 spans I-25, and thus would not introduce a new and different visual element into the railroad's
17 setting. This change would not substantially diminish or alter characteristics that render it
18 eligible for the NRHP.

19 **Impacts to segment 5LR.850.1—Package B:** Presently, this historic railroad segment spans
20 I-25 via a (non-historic) 210-foot-long steel girder railroad bridge. Package B involves widening
21 of I-25 through this area, changing it from the existing configuration of two northbound and two
22 southbound traffic lanes, to a new section containing a total of eight lanes: two managed lanes
23 plus two general purpose lanes in each direction. In order to accommodate this much wider
24 section, it would be necessary to replace the existing bridge carrying the GWR over I-25 with a
25 330-foot-long bridge structure. The new bridge would be 120 feet longer than the existing
26 structure spanning I-25. The proposed new bridge would be either of post-tensioned concrete
27 or steel plate girder construction, and would remain at the same vertical height as the existing
28 railroad bridge.

29 Similar to Package A, construction of a shoo-fly would be needed during construction (see
30 **Figure 3.15-30**).

31 The bridge replacement under Package B would place an additional 120 feet of historic
32 railroad line on a bridge structure relatively similar to its current configuration. By placing that
33 portion of the railroad already modified by the original construction of I-25 on a bridge, only
34 120 feet of the railroad retaining good physical integrity would be altered by placement on a
35 longer bridge structure. The new bridge would be similar in terms of elevation and the location
36 where it spans I-25, and thus would not introduce a new and different visual element into the
37 railroad's setting. This change would not substantially diminish or alter characteristics that
38 render it eligible for the NRHP.

1 Figure 3.15-31 5WL.841.11 (Great Western Railway) – Package A



1 **Impacts to segment 5WL.841.11—Package A:** In this location, the existing I-25 northbound
2 and southbound roadways span this historic railroad with twin 82-foot long, 38-foot wide
3 concrete slab bridges. Neither bridge is historic. Under Package A, the northbound and
4 southbound roadways would be re-aligned to the west of their current alignments, and would
5 be wider, containing three general purpose lanes in each direction. The new northbound and
6 southbound roadways would span the historic railway on new, approximately 24 foot-wider, 79
7 foot-long pre-stressed concrete girder-type bridge structures. The old bridges would be
8 demolished. The new bridge piers would be placed outside the limits of this historic railway, so
9 that no direct impacts would occur. The existing east frontage road would be slightly widened
10 but would remain in its existing alignment, and the existing at-grade railroad crossing would be
11 maintained (see **Figure 3.15-31**).

12 Removal of the old bridges and returning most of the associated fill slopes to a more natural
13 terrain shape and elevation would partially restore the historic landscape of the railway setting.
14 A temporary construction easement would be necessary to demolish and re-grade slopes
15 within the railroad right-of-way. The new bridges would place a portion of the railway
16 underneath the bridge deck. This increased 48 feet of overhead cover due to a wider bridge
17 decks would be an indirect effect to the historic setting of the railway; however, would not
18 substantially diminish or alter the function, alignment, character, or other attributes that render
19 the railway NRHP-eligible.

20 **Impacts to segment 5WL.841.11—Package B:** Under Package B, this section of I-25 is in
21 the transition zone between a highway section containing two general purpose lanes with one
22 buffer-separated managed lane in each direction, to a wider section containing two general
23 purpose lanes plus two barrier-separated managed lanes in each direction(see **Figure 3.15-**
24 **32**). The northbound and southbound roadways would be re-aligned to the west of their
25 current alignments, and these new roadways would span the historic railway on two new,
26 approximately 70 foot-wider, 79-foot-long pre-stressed concrete girder-type bridge structures
27 similar to those proposed for Package A. The bridge piers would be placed outside the limits of
28 this historic railway, and no direct impacts would occur. The old bridges would be demolished.
29 The existing east frontage road would be slightly widened but would remain in its existing
30 alignment, and the existing at-grade railroad crossing would be maintained (see **Figure**
31 **3.15-32**).

1 Figure 3.15-32 5WL.841.11 (Great Western Railway) – Package B

