

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.

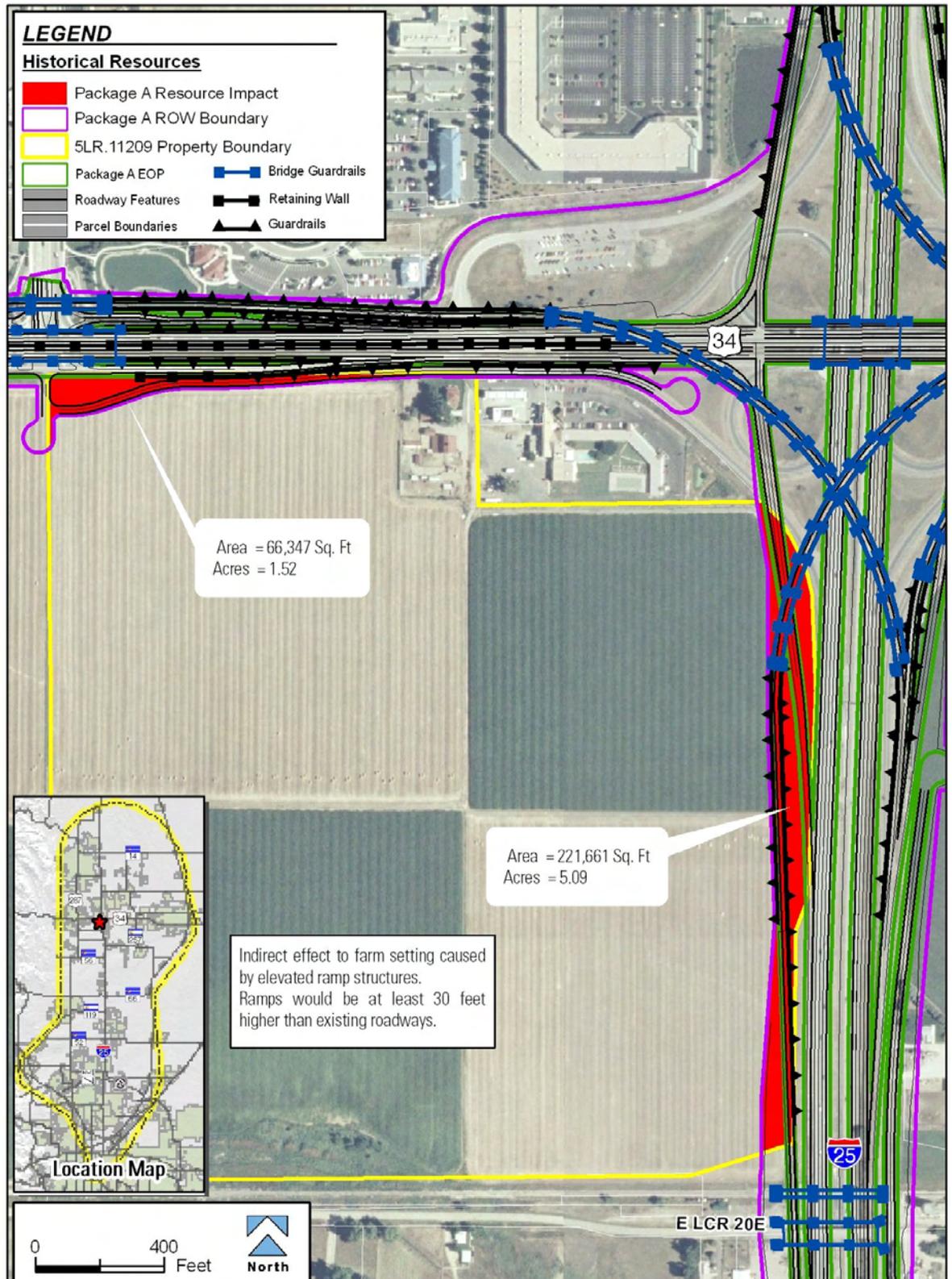
43 The transportation improvements associated with Package A would not substantially diminish  
44 or alter characteristics that render the site eligible for the NRHP. FHWA, FTA and CDOT  
45 therefore have determined that Package A would result in *no adverse effect* to the resource.

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

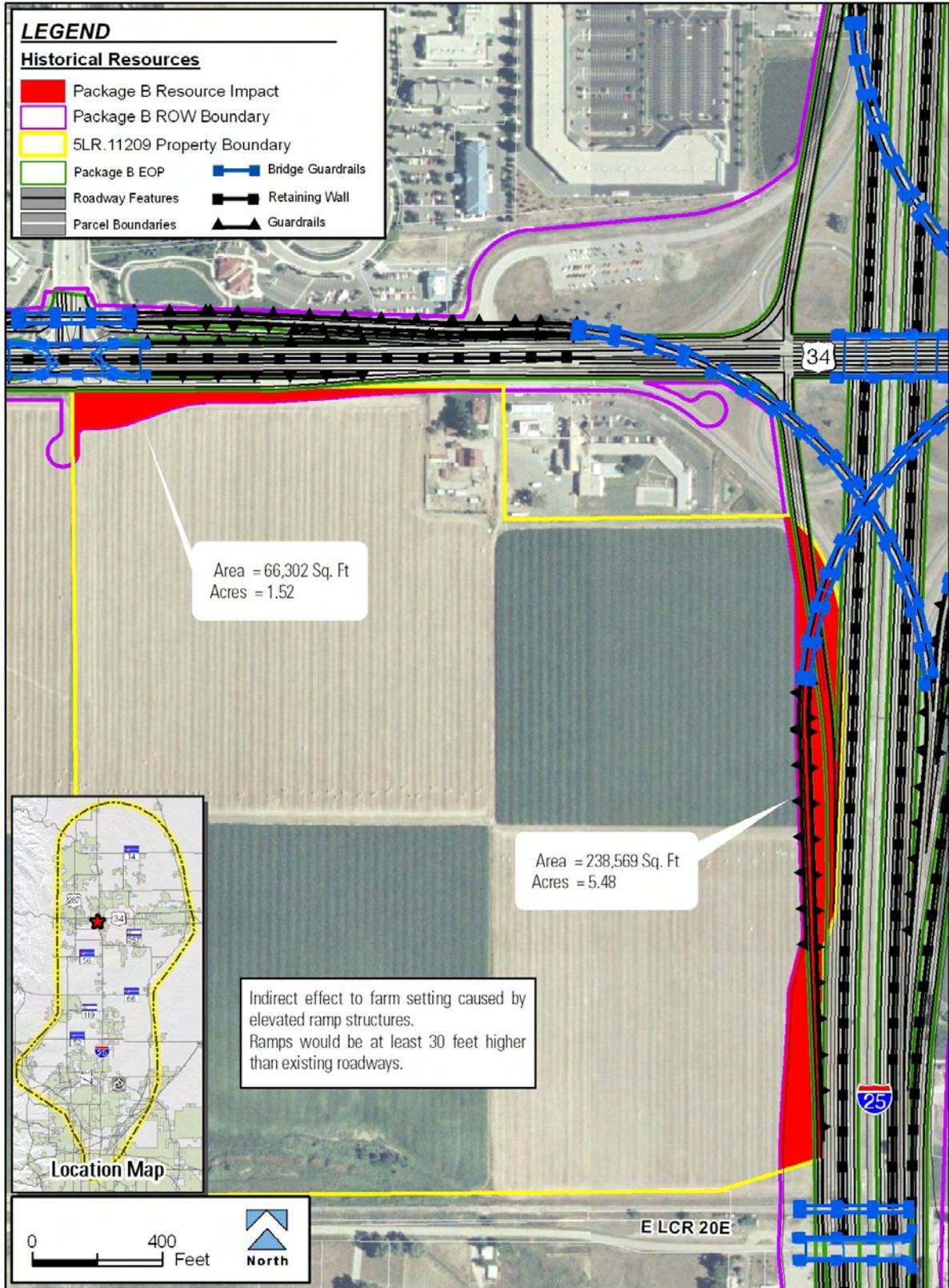
1 improvements to the I-25/US 34 interchange associated with Package B. Direct impacts to the  
2 site would be slightly larger than in Package A due to the additional managed lanes on I-25  
3 creating a slightly wider highway footprint. Construction of these new ramps would cause  
4 direct impacts 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.

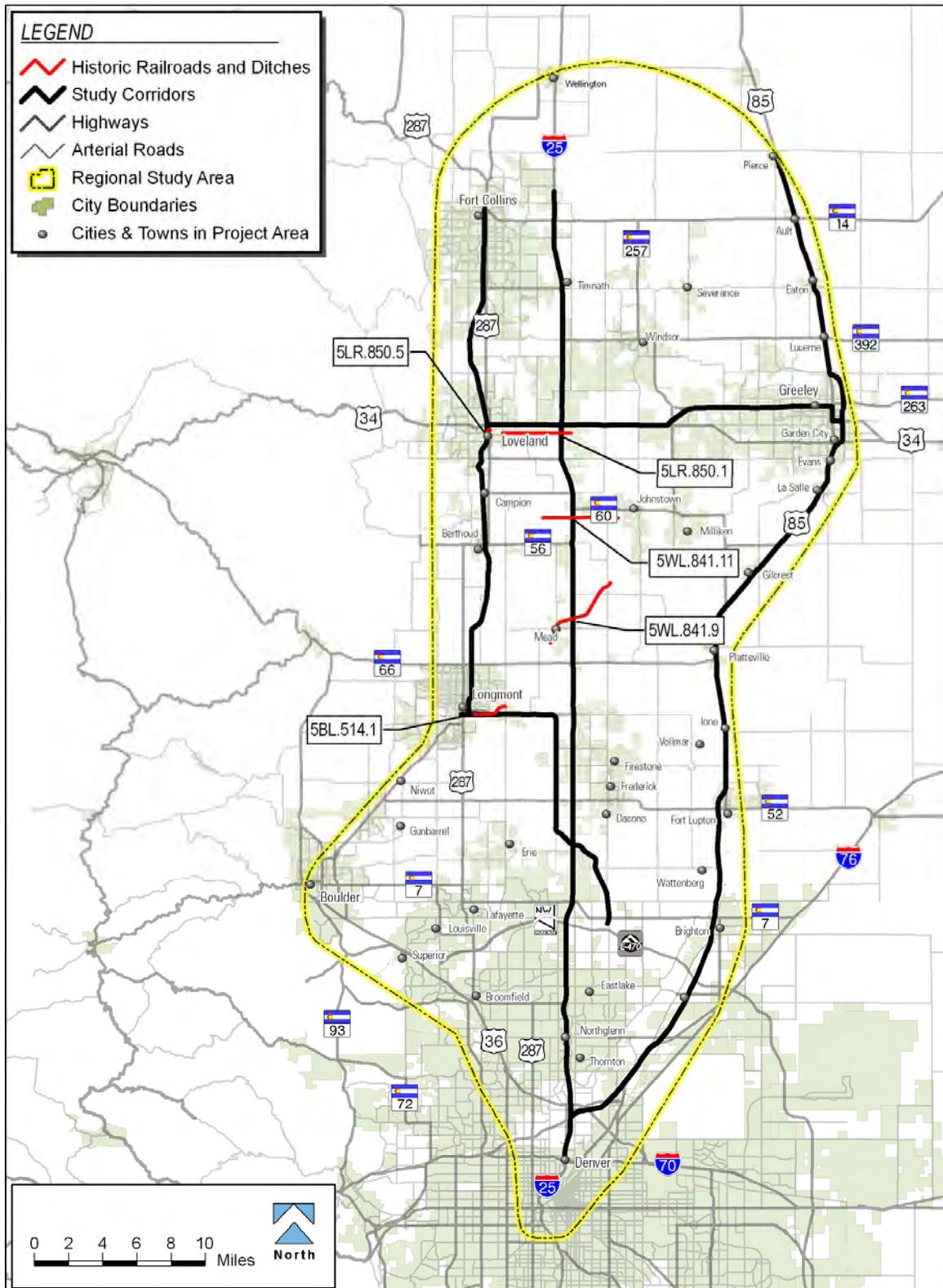
17 **Eligibility Determination:** The entire GWR, in Larimer County (5LR.850), Weld County  
18 (5WL841), and Boulder County (5BL.514), is eligible for the NRHP under Criterion A because  
19 of its important role in the economic development of the Colorado Front Range. All of the  
20 segments passing 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:**

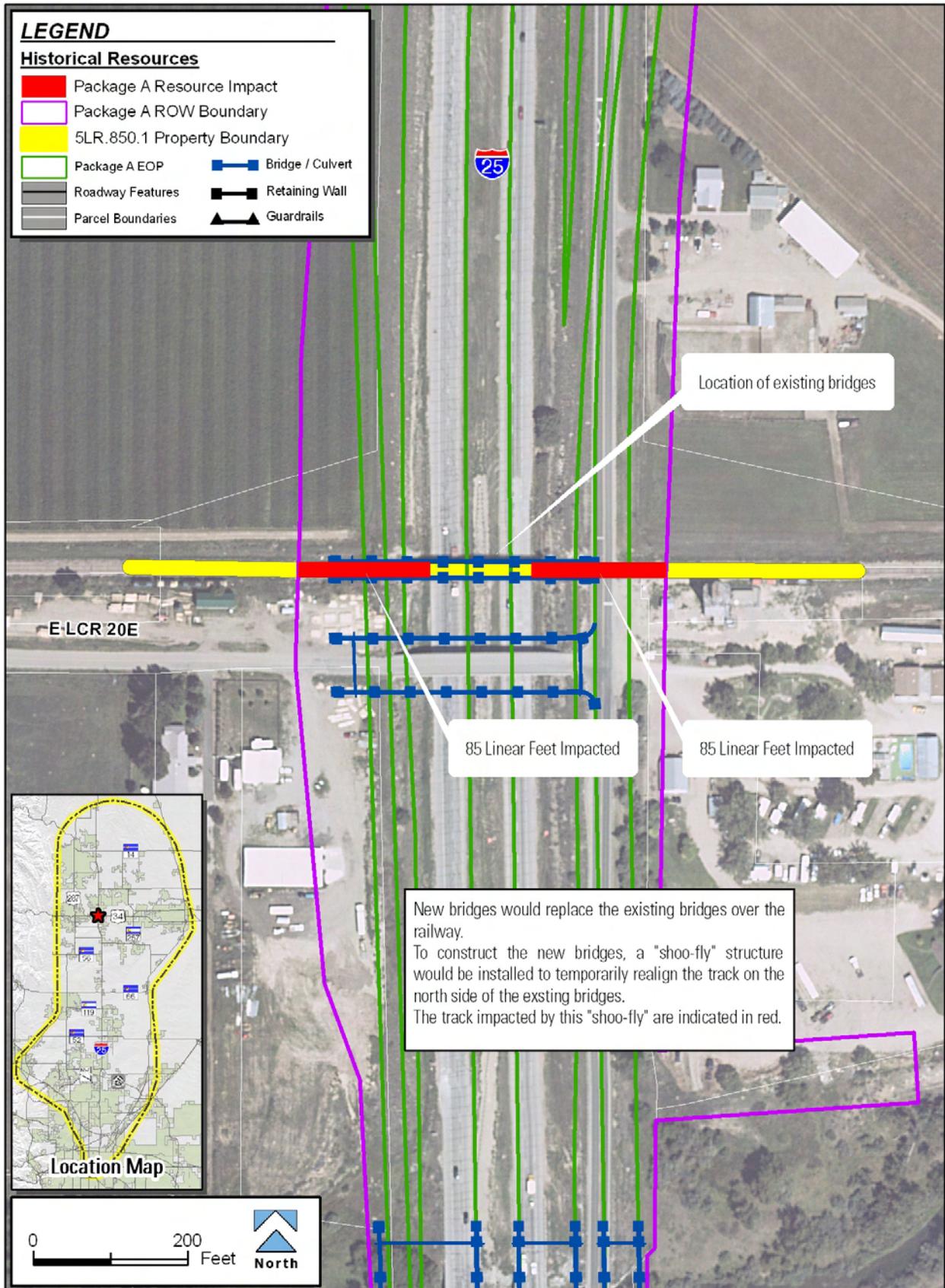
26 In order to determine the effect to the entire linear resource, impacts to each of the segments  
27 passing through the project APE were assessed. These impact assessments are presented  
28 below, followed by a determination of effect to the entire GWR (5LR.850, 5WL.841, 5BL.514).  
29

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**).

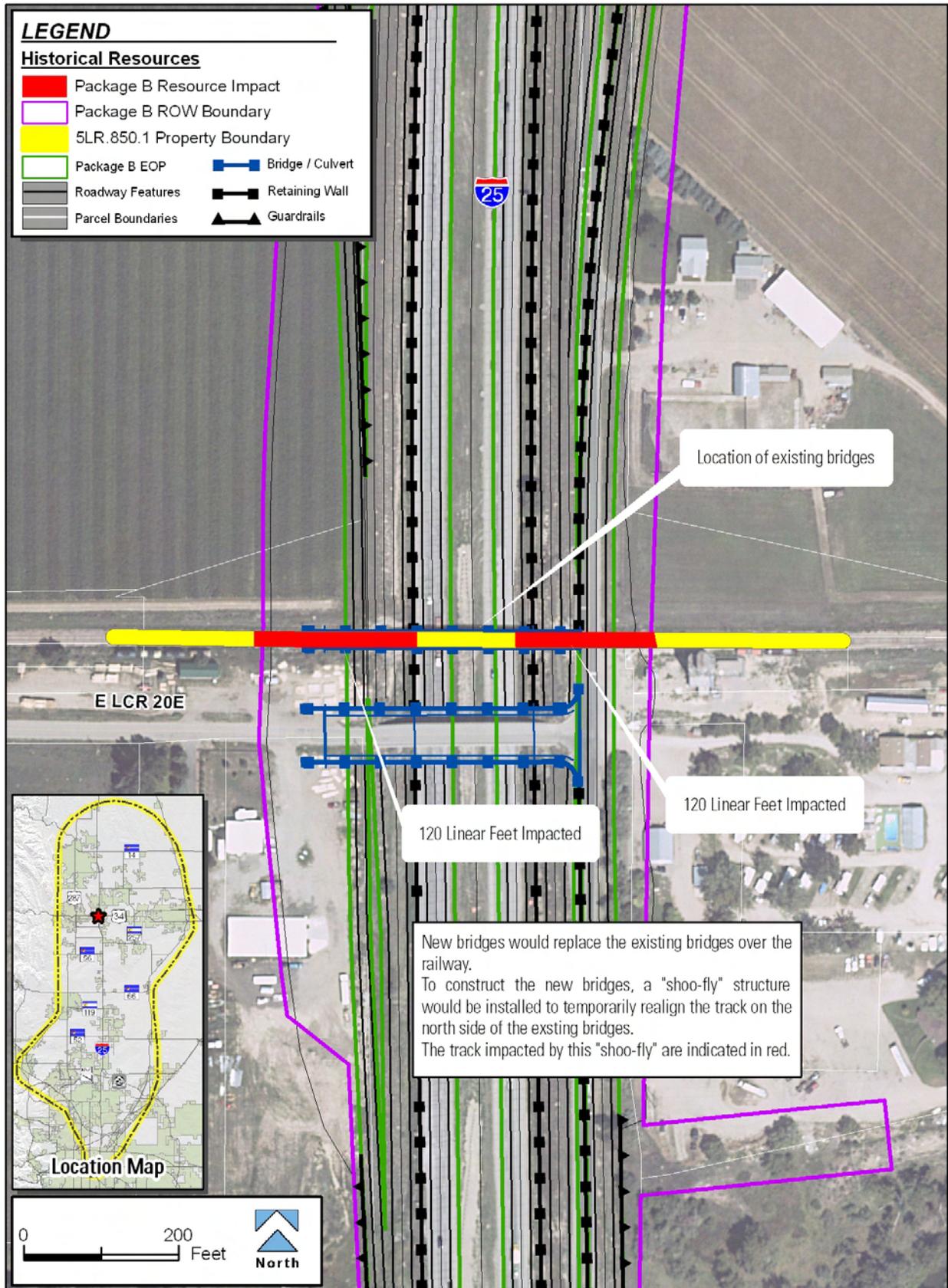
1 Figure 3.15-28 5LR.850, 5WL.841, 5BL.514 (Great Western Railway) – Segments  
2 Intersecting Project APE  
3



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.

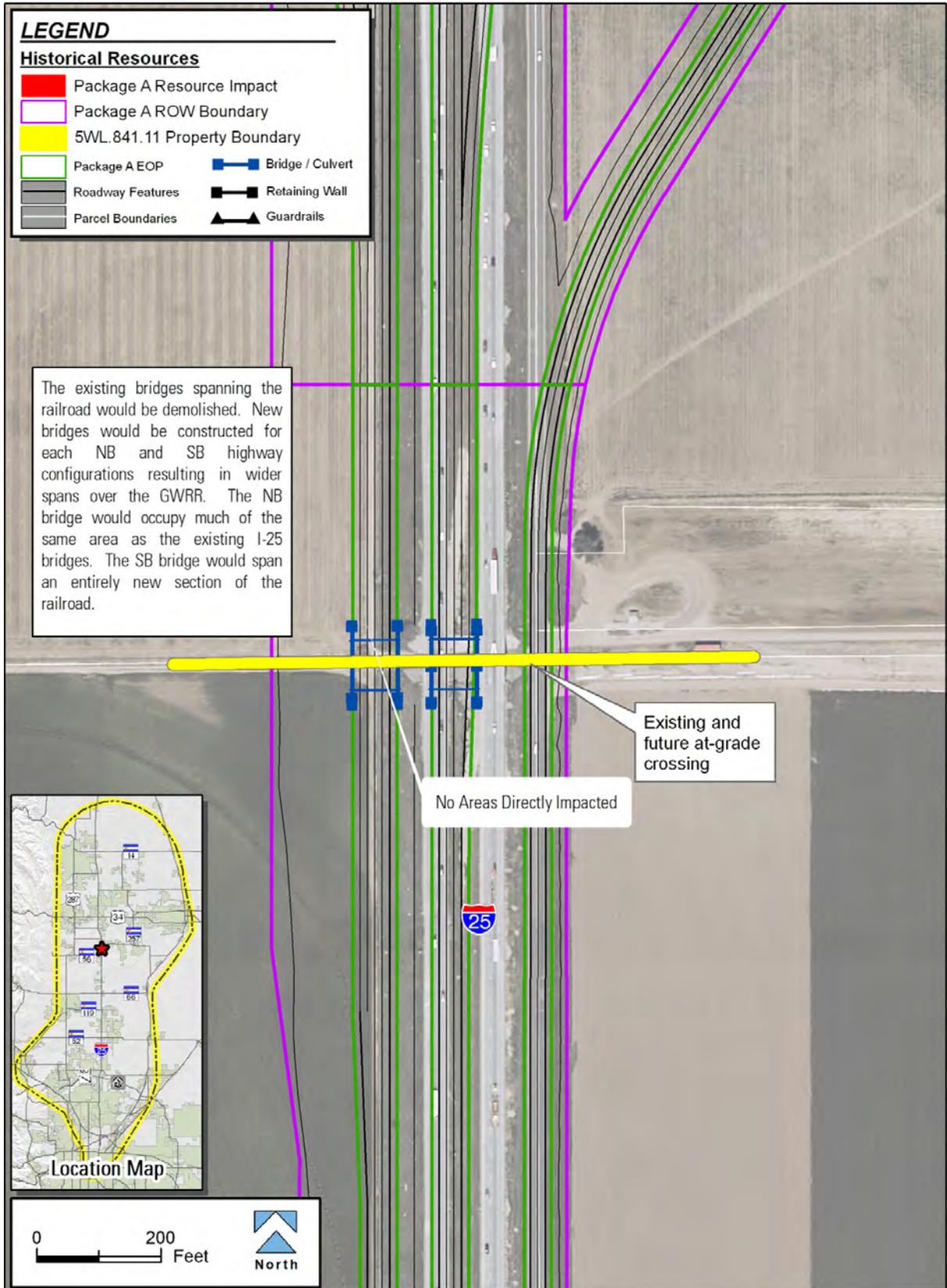
11 The bridge replacement under Package A would place an additional 85 feet of historic railroad  
12 line on a bridge structure similar to its current configuration. By placing that portion of the  
13 railroad already modified by the original construction of I-25 on a bridge, only 85 feet of the  
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

