

NORTH I-25
EIS



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HISTORIC RESOURCES SURVEY REPORT

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Colorado Department of Transportation

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OBJECTIVES

This report has been prepared as part of the Environmental Impact Statement which identifies and evaluates multi-modal transportation improvements along approximately 70 miles of the I-25 corridor from the Fort Collins–Wellington area to Denver. The EIS addresses regional and inter-regional movement of people, goods and services in the I-25 corridor in central and northern Colorado. The study is sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT). It has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1 and for compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's regulations.

PROJECT DESCRIPTION

The purpose of this project is to meet long-term travel needs between the Denver metropolitan area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins area. The need for the action is to:

- ▶ Improve safety.
- ▶ Improve mobility and accessibility.
- ▶ Replace and/or rehabilitate aging and obsolete infrastructure.
- ▶ Provide for modal alternatives and interrelationships.

Highway safety has been a large concern as the number of crashes along I-25 has increased substantially over the past decade. The Level of Service of Safety (LOSS) is a qualitative measure that characterizes the safety of a roadway segment in reference to its expected performance. There are several segments of I-25 that have LOSS ratings that have a high potential for crash reduction.

Mobility and accessibility will be compromised without transportation improvements. Without improvements to the travel network, it is projected that 75% of I-25 will be congested and operate over capacity during peak periods of travel. The growth and development in this region is ahead of the transportation infrastructure and the planned improvements are in response to that growth. Many of the interchanges along I-25 were built prior to 1966 when travel demand was much lower. Currently about 60% of the interchanges along I-25 are considered functionally obsolete. The configuration of these interchanges impedes accessibility to and from I-25 and restricts capacity east and west between the northern Colorado communities. Movement of freight in trucks along the interstate is expected to double from 1998 to 2025. The anticipated congestion will create slower travel speeds and longer travel times for both freight and personal travel.

TRANSPORTATION IMPROVEMENT ALTERNATIVES

There are two packages of varied highway widening, commuter rail and bus rapid transit (BRT) options that will be evaluated in the EIS for this project. The specific improvement actions are described below as Package A and Package B.

Package A

This package includes the addition of general purpose lanes along I-25, commuter rail from Fort Collins to the proposed North Metro end of line, and commuter bus along US 85 with alternating service to Denver International Airport.

One additional general purpose lane would be added to I-25 in each direction from SH 14 south to SH 66. The segment of I-25 from SH 66 south to SH 52 is already slated for near-term improvement and is not addressed as part of this project. From SH 52 south to E-470 an additional lane would be added to make an eight-lane cross section.

Recently constructed interchanges would be upgraded or modified if necessary to accommodate future traffic volumes at Level of Service D. Interchanges considered aging would be completely replaced.

Double-tracked commuter rail would be built from Downtown Fort Collins at Mason and Maple along the existing Burlington Northern Santa Fe Railroad right-of-way to the US 36 FasTracks end-of-line at 1st Street and Terry in Longmont. In addition, a connecting line would be built extending north from the North Metro FasTracks end-of-line in Thornton, bending west into Longmont and joining with the main line in Longmont.

The commuter rail service would run every 30 minutes during the AM and PM peak periods when demand is highest and every hour in the off-peak periods. Service to Denver would travel through Longmont and along the North Metro rail line; a transfer would not be necessary. To reach Boulder, northern Colorado riders would transfer to the Northwest Rail line at the Sugar Mill station in Longmont. Two sites are being evaluated for a commuter rail maintenance facility, and nine station locations are planned.

Package A also includes a commuter bus service along US 85 connecting Greeley to Denver Union Station and Denver International Airport. This service would operate every 30 minutes in the AM and PM peak hours and every hour during the off-peak periods. Queue jumps, allowing buses to bypass queued traffic at signalized intersections, will be included to help achieve reliable speeds for bus service. Two maintenance facilities are being evaluated in conjunction with the bus, as well as five commuter bus stations. Four feeder bus routes are proposed to enable riders to access the commuter rail and the commuter bus via local bus service.

Many potential congestion management measures were considered as enhancements to the packages including carpool and vanpools, supportive land use policies, signal coordination, incident management and increased use of bicycle and pedestrian facilities.

Package B

This package includes Express Toll Lanes and Bus Rapid Transit. This improvement package consists of adding one buffer-separated express lane in each direction along the entire I-25 corridor except between SH 60 and Harmony Road where two barrier-separated lanes would be added in each direction. The Tolled Express lanes would be managed similarly to other toll lanes currently within the CDOT system. Electronic payment via transmitter is required. There are no toll booths and no cash is accepted. Similar to package B, recently constructed interchanges would be upgraded or modified if necessary to accommodate future traffic volumes at Level of Service D. Interchanges considered aging would be completely replaced.

Bus Rapid Transit services would operate from Fort Collins and Greeley to Denver Union Station, utilizing the express lanes along I-25. The service from Fort Collins would begin at the Fort Collins South Transit Center, and operate along Harmony Road in mixed traffic until accessing I-25 at its interchange with Harmony Road. During peak hours, buses will depart every 20 minutes with two going to DUS and one going to DIA. During off-peak hours, buses will depart every thirty minutes: one to DUS and one to DIA.

Service from Greeley will begin at the 8th Street and 8th Avenue Transit Center in Downtown Greeley, and serve stops along Highway 34 in mixed traffic until turning north to serve the BRT station at Crossroads. The bus would operate in shared general purpose lanes along with mixed traffic along US 34. Queue jumps, allowing buses to bypass queued traffic at signalized intersections, will be included to help achieve reliable speeds for bus services. Two maintenance facilities are being evaluated in conjunction with the bus, as well as twelve bus rapid transit stations.

Many potential congestion management measures were considered as enhancements to the packages including carpool and vanpools, supportive land use policies, signal coordination, incident management and increased use of bicycle and pedestrian facilities.

PROJECT AREA

In order to include consideration of multi-modal transportation alternatives, the study area extends from US 287 and the Burlington Northern and Santa Fe Railway routes on the west to US 85 and the Union Pacific Railroad line on the east. The study area is shown in Figure 1 and spans portions of seven counties: Adams, Boulder Broomfield, Denver Jefferson, Larimer and Weld. The study area includes more than 30 communities with the major population centers being Fort Collins, Greeley, Loveland and the communities in the northern portion of the Denver metropolitan area.

The study focuses on transportation improvements in three corridors. The first is the I-25 corridor from State Highway 1 in Wellington, south to 84th Ave. in Thornton. The second corridor is the rail corridor along the existing Burlington Northern Santa Fe (BNSF) rail line from Fort Collins south to Longmont. The rail corridor then continues along a new proposed alignment, called the Longmont North Metro. That alignment goes along Highway 119 east from Longmont to Weld County Road 7 which is about 1 mile west of I-25. At Weld County Road 7 it travels in a southward direction until it connects to the existing abandoned Union Pacific Railroad line where it then travels south and east to connect to the proposed FasTracks lines out of Denver. The third corridor evaluated in this study is the US 85 corridor where select locations are proposed for queue jumps and transit stations.

The Area of Potential Effect (APE) for this project is shown generally on Figure 2. It is shown in greater detail on a set of maps included in Appendix A. The APE for this project was discussed at several meetings in early 2006 and further evaluated during a field trip with staff from the State Historic Preservation Officer (SHPO) and Colorado Department of Transportation (CDOT) on June 15, 2006. The boundaries of the APE were agreed to by the SHPO in a letter dated March 12, 2007. Specific APE boundaries have been defined for each of the corridors where proposed transportation improvements are under evaluation—the North I-25 corridor, the commuter rail corridor, and an area for queue jumps in selected areas along US 34 and US 85. The APE boundaries for each specific corridor are described in detail under each of the corridor descriptions that follow and are shown in general in Figure 2. They are shown in detail on air photos in Appendix A.

This area is a formerly rural agricultural corridor that is now characterized by rural residential development, suburban residential development and several large scale commercial developments.

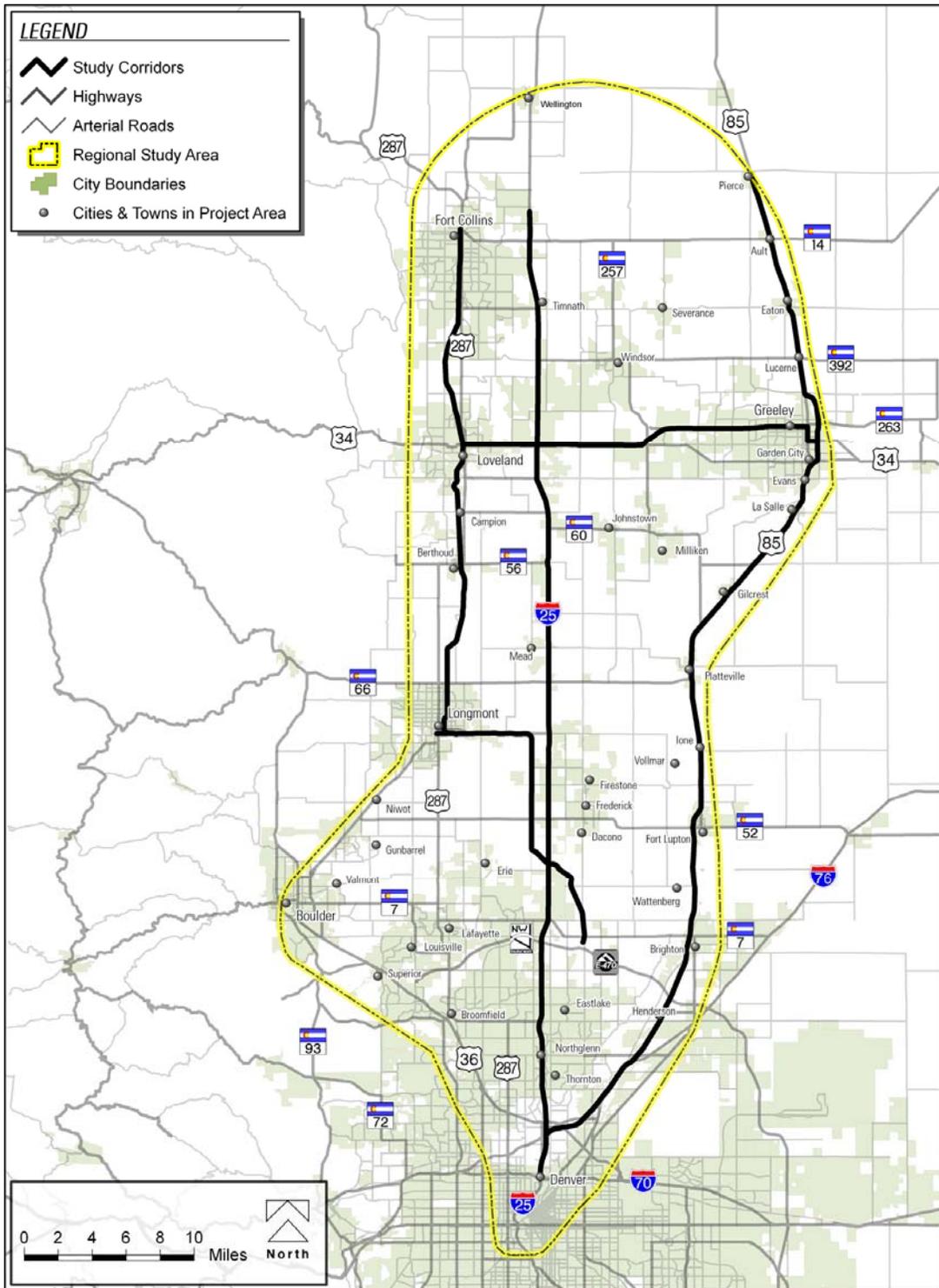
LITERATURE REVIEW

Multiple file searches were conducted for the various corridors in this project. The dates of the file searches range from May 2004 to January 2007. Many local history books and previously published reports proved valuable in providing information about the history of the project area. These are listed in the Bibliography at the end of this report.

RESEARCH DESIGN

The objective of this historic resources survey is to identify significant historic properties over 50 years of age and any historic districts that may be eligible for listing in the National Register of Historic Places (NRHP). Gail Keeley of Hermsen Consultants conducted the survey and research. She was assisted by Patricia Cronenberger. Historic Building Inventory Forms also were prepared for all unsurveyed sites and buildings over 40 years old within the APE.

Figure 2: Area of Potential Effect



Map Document - C&B: (Study_Area_eis.mxd)
3/23/2007

All of the historic resources within the project area were surveyed at the intensive level and photographed. Historic research was conducted at the Office of Archaeology and Historic Preservation at the Colorado Historical Society to determine if there were any properties in the project area with official landmark designation, which are eligible for listing in the NRHP or have been recorded in the state inventory. Historic research was conducted at the Larimer, Weld, Boulder and Adams County Assessor's Offices, the Western History Collection of the Denver Public Library, the Greeley History Museum, the local history collection at the Fort Collins library and museum and other museums and libraries as needed. Individuals associated with significant properties in the survey area were interviewed.

METHODOLOGY

In order to produce a comprehensive inventory of all the historic resources in the project area, a file search, a detailed literature search and a field assessment were undertaken.

The SHPO was contacted periodically during the course of the evaluation for this project. The field survey and historic research were conducted between January 2006 and May 2007 by Gail Keeley and Patricia Cronenberger as described in the Research Design.

Research was undertaken to collect pertinent information on the survey area and on the individual buildings identified as requiring surveys. The primary sources of this information included the local planning departments in the communities and counties in the study area, the Office of Archaeology and Historic Preservation at the Colorado Historical Society, the Western History Collection at the Denver Public Library, files on the railroads, newspaper articles, historic books and maps and other published reports.

As part of the historic compliance work for this project, photographs and historic building inventory forms have been prepared for 193 properties.

The "Results" section of this report includes lists of properties surveyed for this project by study corridor. There is one table for the North I-25 corridor, one for the commuter rail alignment and one for the areas where queue jumps will be built along US34 and US 85 and for the station locations. The tables include the state ID number (number using the Smithsonian Trinomial System [5DV#####]), the street address, name or description and the status of the property. The properties surveyed for this project that were field determined to be eligible for inclusion on the NRHP are all described in the "Results" section of this report. Completed inventories for all of the properties are included in the Appendix B.

HISTORICAL CONTEXT

The development and growth of the study area into what it is today has been influenced by several factors. The most important of those factors are agriculture, railroad development, and transportation linkages via the interstate highway. The following describes those influences and then presents a brief profile of some of the communities along the study

corridors within the greater study area followed by a description of existing and future land uses for each of the corridors.

AGRICULTURE

The early settlers in the area between Denver and Wellington originally came to this area and tried their hands at agriculture. The Homestead Act of 1862 gave them a chance at the land. Most had some background in agriculture in eastern regions of the country where rainfall was more plentiful. Their agricultural practices had to be modified to be successful in this arid region. Areas near water sources developed first. As irrigation canals and ditches were dug, more land came under cultivation.

Initial reports from early explorers didn't tout the agricultural potential of these lands. In fact, in 1806, Lieutenant Zebulon Pike led an expedition to explore the Arkansas and Red Rivers. Pike crossed the plains from St. Louis and began his search to find the headwaters of the South Platte River. Pike was detained after being captured by the Spanish. Upon his release, he prepared reports that proclaimed the lands of eastern Colorado to be desert and unsuitable for farming¹. Later scouts and explorers had the same opinions. In 1820, Major Stephen Long focused on the lack of water and the inability of the land to produce crops in his reports on his exploration. Fifteen years after Major Long, Colonel Henry Dodge scouted the area and came to the same conclusion².



Lt. Zebulon Pike, Denver Public Library

However, in spite of the early reports of Zebulon Pike, Stephen Long and Henry Dodge, there were many who recognized the agricultural potential of the land and took advantage of it. By the 1860s, this area was already an agriculturally productive region when stockmen took advantage of the open rangeland for grazing cattle. By the 1870s, the soil was being successfully used for dryland crop production.

Weld County has been blessed with good soil. It is a large county and has an ample supply of land for farming. Most of the lands are relatively flat prairie. The South Platte River flows through the county as well as the Cache La Poudre River and many smaller waterways. Laurel sandy loam soil is found along some of the watercourses in the county. This soil is nutrient rich and is able to retain water quite well. It has proven to be an excellent soil for growing onions, cabbage and sugar beets. The soil further from the waterways, yet with access to irrigation, is well suited to the production of alfalfa, wheat, oats, bean, corn, and potatoes. The dryland areas without irrigation work well for growing milo maize and kafir, which is another type of maize³.

Some of the earliest settlers came to settle in planned communities in Colorado under the “colony” movement. The premise behind this movement was to have an entire group of people, or colony, settle an area together in a cooperative manner rather than have each family unit head west to start out on their own. Colonies were established at Greeley, Platteville, Green City and Evans. Shortly after the colony communities were established, individual settlers came out to Colorado and moved into Weld County, and then into the Nebraska Territory.

By the late 1880s, agricultural crop production in Weld County really started to increase and farmers took up rangelands to use for crop production. This was the result of new advances in farm machinery, specifically in the development of steam powered tractors, which allowed individual farmers to plant and harvest much larger acreage. By 1895, the Weld County area from Greeley south through Gilcrest had become one of the major potato producing areas of the nation. For many years, potatoes were the largest crop in Weld County. By the early 1900s, Weld county potato farmers were shipping out 12,000 to 14,000 train car loads of potatoes per year with each train car load weighing 20,000 lbs⁴.

Sugar beet cultivation and processing had a major impact in the study area starting in the late part of the 19th century. Sugar beets had gained popularity in Europe as a source of domestic sugar. Sugar beet production slowly spread over to the United States. Regional newspapers, including the Rocky Mountain News, ran an editorial encouraging farmers to take up sugar beet production as a strong cash crop⁵. The state agricultural college in Fort Collins, (now Colorado State University) experimented with the crop of sugar beets and helped publicize its suitability for the irrigated plains.



Irrigating potato fields- -1910
Denver Public Library

The first sugar beet plant to open in Colorado was located in Grand Junction and opened in 1899, financed by Charles Boettcher and John Campion⁶. Two years later, in 1901, a sugar beet processing facility in Loveland was financed by Boettcher and Campion. The local farmers started producing sugar beets in such quantities that the Loveland plant couldn't process them all. As a result, sugar beet processing plants were built in Greeley, Eaton, Ft. Lupton and Windsor. By 1905, the Great Western Sugar Company was formed and the sugar beet boom continued.



Pulling Sugar Beets-1920
Denver Public Library

Thousand of acres were brought into production during the sugar beet boom. This boom also brought many new settlers to the region to grow beets, ship beets and process beets. Sugar beets continued to be a strong part of the region's economy through

World War II. Beet diseases and competition from other sweeteners led to the eventual demise of beets in the state's agricultural picture.

Agricultural endeavors in the study area were impacted strongly in the 1930s when dust blizzards severely impacted the area. The "Dust Bowl", geographically defined by the federal government to include southern but not northeastern Colorado, still had a major impact on the agricultural production in Northern Colorado. The farmers recovered eventually and with hard work continued to prosper. By the middle 1970s, Weld County was ranked number one in the state of Colorado for total crop value⁷.

RAILROADS

The development of the railroads really helped the burgeoning agricultural economy of Weld County. The Union Pacific was the early impetus in railroad development in this area in a round-about fashion. The Union Pacific was not going to route its cross-country line through Colorado except in the extreme northeast corner of the state. Fortuitously, Denver business people developed their own plan to connect Denver with the cross-country rail line. They built a rail line, the Denver Pacific, right through Weld County in a general north-south direction. It was operational by June 1870 and helped the development of northern Colorado in numerous ways. First, it brought settlers out to this land. Second, it was a way to ship agricultural products produced by area farmers to markets.



Colorado & Southern Freight, Fort Collins Public Library

Although the Denver Pacific was the first rail line through Weld County, numerous other rail lines were developed in the ensuing decades that helped extend service to more agricultural areas in the county. The Burlington and Missouri River Railway extended their line west from McCook, Nebraska reaching Denver in the early 1880s. The Union Pacific then built a line from La Salle generally following the valley of the South Platte River eastward to Julesburg. This made a good network and a solid connection to the eastern regions of the United States. In promoting their service, the railroads encouraged thousand of farmers to relocate to this area⁸.

INTERSTATE HIGHWAY DEVELOPMENT

As rural areas developed, the pressure increased for better roads. Roads to service local areas were needed, and there was also pressure for road connections to other regions. On a state level, the legislature established the State Highway Commission in January 1910. The Commission's first job was the designation of a statewide road system to link the county

seats and more populous towns. The Commission designated the first seven state primary roads in May 1910. State Primary Road No. 2 ran from Denver to Fort Collins⁹.

On a national level, on July 11, 1916, President Woodrow Wilson signed the Federal Aid Highway Act into law. Construction of a coast-to-coast highway was authorized by the federal government through this law in 1916. This first transcontinental highway was U.S. 40, which crossed the eastern plains of Colorado and continued on though Denver on Colfax Avenue.

On a state level, Colorado began to apply for federal funding for road and bridge construction. The first two undertakings—Federal Aid Projects 1 and 2, involved work on the North-South Road throughout the state. By 1925, the North-South Road was incorporated into US85 from the New Mexico state line to Denver and US285 from Denver north to Fort Collins¹⁰. This route functioned as the main artery through the state, carrying nearly 75% of Colorado's Highway traffic.

The beginnings of the interstate system came with the passage of the Federal-Aid Highway Act of 1944. That act directed the Bureau of Public Roads to create a master plan for an interstate highway system.¹¹ After the planning, little else was done until the passage of the Federal-Aid Highway Act of 1956, which authorized \$25 billion for 12 years to move forward with construction of a National System of Interstate and Defense Highways. This act also increased the federal portion of the construction costs to 90% for construction of interstate highways and created a Highway Trust Fund. The goal of this act was to complete by 1972, an Interstate Highway System of four-lane divided highways with grade separations for crossings and interchanges at points of ingress and egress¹².

I-25 was completed during the 1960s. It was able to connect with the Valley Highway in Denver, which was completed in November 1958. Traffic far exceeded original projections and numerous improvements and expansions have been constructed. By the late 1980s, new off-ramps known as flyovers helped drivers get on and off I-25 at greater speeds. New growth along the North I-25 corridors necessitated the addition of many new interchanges and the improvements of existing ones.

COMMUNITIES ALONG THE TRANSPORTATION CORRIDORS

I-25

While there are no historic communities located directly on I-25, there are several small communities located within several miles of the interstate. In recent years, however, some of these communities are making efforts to tie in to the economic potential of growth in the corridor. Frederick has annexed land into its town on both sides of I-25. Johnstown, Firestone, Mead, Erie, and Dacono have also made moves to stretch their municipal borders toward the I-25 corridor.

Wellington

Wellington got its start as a community along the Colorado & Southern rail line which was extended to the Wellington post office area in 1903. Wellington incorporated as a town in 1905. It is located twenty miles south of the Wyoming border. In 1923, oil was struck in the Wellington oil field. This helped spur population growth in the predominately agricultural area.

Timnath

The roots of Timnath were established in 1883 when a 5 acre site for a church and parsonage were acquired from the Union Pacific Railroad by the Rev. Charles A. Taylor. Rev. Taylor named the settlement for the biblical town, Timnath, where Samson found his wife, Delilah.¹³ The growth of this town was further enhanced by construction of a loading platform for the railroad at this agricultural hub.

Windsor

Windsor was established as a settlement around the farm of Benjamin Eaton, one of the early settlers in the area who built his farm in 1863. Eaton later became governor of Colorado. A post office was established in 1880 at the settlement which was then called New Liberty. The town was later incorporated as Windsor.

Johnstown

Johnstown was an early agricultural settlement. The plat for the town was laid out by Harvey Parish, a landowner in the area. His son, John, was dying of an appendicitis attack, and he named the town as a memorial to him. John, however, survived his bout with appendicitis and went on to become the mayor of the town¹⁴.

Mead

Mead was founded as a town in 1907. It is an agricultural service area and settlement. Dr. Martin Mead homesteaded in this area in 1886. The town was established by his son and a friend and they named it after the doctor¹⁵.

Firestone

Firestone was established in the early 1900s as a coal mining town. The Denslow Coal & Land Company founded the town on land owned by Jacob Firestone and named it after the owner¹⁶.

Frederick

Frederick was established in 1907. It was organized by three relatives who lived in the south Weld county area. These women, Mary Clark, Maud Clark Reynolds and Mary Clark

Steele, organized a group to start a town on land owned by Frederick Clark. It was named after Frederick Clark who owned the land for the town site.

Dacono

Dacono started out as a coal mine. The settlement around the coal mine grew until it was incorporated into a town in 1908. The mine owner, C. L. Baum, combined the first two letters of the names of his wife, Daisy and her friends Cora and Nona to come up with the town name of Dacono.

Erie

Erie has its roots in agriculture and coal mining. A minister from Erie, Pennsylvania named the town after his home town. Erie, Pennsylvania was originally named after the Erie American Indian tribe.

COMMUTER RAIL CORRIDOR

Fort Collins

In 1862, Camp Collins was built by the 9th Kansas Volunteer Cavalry. The Camp was built in an attempt to protect settlers and travelers along the Colorado branch of the Overland Trail. Two years later, in 1864, the original fort was flooded out and it was reestablished on higher ground in what is now the downtown of present day Fort Collins. Camp Collins later became Fort Collins and then the Town of Fort Collins after the Army left in 1867.¹⁷ By 1872, the town was established with a post office, general store, a small hotel, a school mill and brickyard. The Colorado Central Railroad arrived in 1877, which helped the community thrive as an agricultural center that was now connected to markets far and near. The Colorado Agricultural and Mining College, now Colorado State University, was established in 1879, which helped Fort Collins be regarded as the agricultural, economic and cultural center of the region.

Loveland

Loveland got its start as a stagestop and location for crossing the Big Thompson River. A flour mill was built in 1867 and before long a community started growing with the addition of a hotel, general store and post office. David and Sarah Barnes settled on 320 acres near the Big Thompson River in 1973. Later, they learned of the plans of the Colorado Central Railroad to build its line from Golden to Cheyenne with an alignment that went through their property. The



Local Landmark at 451 Railroad Ave. in Loveland

Barnes' gave the railroad a right-of-way through their property and proceeded to lay out a town site next to the railroad tracks.

Flour mills brought the first prosperity followed by sweet money in the form of sugar beets. Sugar beets accounted for Loveland's economic backbone for about 80 years.

Berthoud

The town of Berthoud grew from an existing settlement at the Overland Stage crossing of the Little Thompson River. The community of Berthoud was platted in 1880 on higher ground slightly north of the original settlement which was called Little Thompson. Seven year later, in 1877, the Colorado Central Railroad arrived and built a passenger and freight depot which became the town hub¹⁸.

Longmont

Longmont was another community started on the "colony" concept. The idea for the community was promoted by a group of Chicago businessmen who wanted to start a new town in Colorado. They sold memberships in the Chicago-Colorado Colony to many adventuresome people who wanted to move West and start new lives. The founding fathers used the money from the memberships to buy 60,000 acres and in 1871 founded the town of Longmont - - named after nearby Longs Peak.

The railroad location in this area helped the prosperity of the new town. The town itself was planned on a 1 square mile piece of land. Main Street was the focus bustling with stores and commerce. Homes were platted out in a grid extending out from Main Street. Industrial buildings were sited near the railroad and along the St. Vrain River. The river was the source of water for several irrigation ditches that were quickly built to transport water to the nearby fields of the eager newly settled farmers.

Rinn

Rinn, located at the intersection of Weld County Roads 7 and 20 ½, started out as a rural post office community. Jake and Samuel Rinn came to Colorado from Pennsylvania and settled in this area. Jake started a store and post office out of his home. His brother, Samuel, purchased the property in the 1890s and managed the post office for about seven years until Rinn was established on a rural postal route in 1901. The post office closed in 1907, but Rinn survived as a service community for local farmers. Samuel Rinn gave land for the construction of a church in 1906 and a parsonage was built in 1911. The Rinn family bible is encased in iron in the church's steeple¹⁹. The Rinn Blacksmith shop was one of the oldest businesses in the area²⁰.

US 85 CORRIDOR

Greeley

Greeley was one of the early towns settled in Colorado under the colony movement. Several of the rural communities in Weld and Boulder counties were established in this fashion. In 1869, Horace Greeley, editor of the New York Tribune, and his agricultural editor, Nathan Meeker, organized the Union Colony which was designed to be an “alcohol-free agrarian utopia”.²¹ The effort was spearheaded by Nathan C. Meeker who put out the call for ambitious individuals with money and high moral standards to form a colony based upon the principles of “cooperation, temperance, religion, education, agriculture and irrigation”²². There were 3000 responses to his invitation and in December 1869, 59 of those eventually formed a joint stock company called the Union Colony. The following year they moved out and started building the town. Structures erected in the town that first year included houses as well as irrigation canals. Some streets were designed to be 100 ft. wide and lined with beautiful trees. By 1870 a newspaper was established and a reading room had been erected. The first school was established in 1872, the courthouse was built in 1883, and the first college was built by 1889.

Evans

Evans, located slightly south of Greeley, was originally settled in 1871 as the St. Louis Western Colony. It was named after John Evans, Colorado’s second territorial governor. Evans was a physician, a railroad builder, politician, real estate investor and founder of universities.

La Salle

La Salle was established in 1909 as the location of the Union Pacific Railroad’s headquarters. The location in what was to become LaSalle, was a result of a disagreement between the UP Railroad and the town of Greeley officials over the facility. The Union Pacific Railroad just picked an undeveloped area for their headquarters and started a new town.

Peckham

Peckham, located between La Salle and Gilcrest, was originally a side track on the Union Pacific Railroad. John Peckham opened a cheese factory by the railroad side in 1898 and the town was named for him.

Gilcrest

Gilcrest was first established as a result of the railroad. It was originally called Dantes. Around 1900, W. K. Gilcrest bought a fair amount of land in the area and organized a bank. A few years later, in 1908, the town was named after him. Gilcrest was also a sugar beet dump location and an important part of a potato growing region.

Platteville

Platteville was founded as a colony in 1871 and was incorporated in 1876. 23 It developed as a service center for the agricultural activities in the area. The name Platteville, comes from the Mallet Brothers' name for the French "Riviere la Platte" —flat river.

Fort Lupton

Lt. Lancaster Lupton established a trading fort in 1836, that later was the origin of the town of Fort Lupton. Lt. Lupton had originally come through the area in 1835 with Colonel Dodge. Lupton saw the possibilities for a lucrative trade, so he returned the following year to establish the trading fort.

Brighton

Brighton has its roots as an agricultural service area. The coming of the railroad helped the prosperity of this community. Oil and gas development, starting in the 1970s and 1980s, has continued to provide an economic boost to this town.

LAND USE

HISTORICAL LAND USE PATTERNS AND CHANGE

The North I-25 study area has historically been made up of isolated small agriculturally - oriented towns surrounded by a quiet, rural agricultural landscape. As the Denver metropolitan area began to grow north, this area became very attractive to developers. The same water resources that have traditionally served agriculture are being converted to urban uses. By the 1980s, suburban areas started to develop adjacent to the towns and in the 1990s and into this century, commercial areas have sprung up all along I-25, in response to growing market pressures. In the 1990s, as housing prices in the metro Denver area began to rise and employment grew in Fort Collins, Greeley, Windsor and Boulder, the relatively inexpensive housing available in the southern Weld County area has become more in demand.

In this context, real estate speculators have identified the area along I-25 and areas adjacent to the existing small cities near I-25 as very attractive for growth. Agricultural uses are becoming more and scarcer as the land uses change to single family residential in most cases, with commercial uses placed adjacent to the existing I-25 interchanges. This growth is due to a large supply of developable land, easy access to I-25, growing development pressures and a very pro-growth political climate in most of the cities and counties in the study area. This growth and development is projected to continue to occur with very large population and employment forecasted for this area by 2030.

Developers see the economic potential in this corridor and are developing commercial facilities to take advantage of the many people who drive I-25 between their jobs and their homes. The development has occurred and is continuing at a rapid pace. This

development has pushed the need for transportation improvements in this corridor to provide adequate levels of safety and mobility to serve the existing development that has burgeoned in recent years.

EXISTING LAND USE AND FUTURE LAND USE TRENDS

This section generally summarizes the existing and future land use for the I-25 corridor, the BNSF/Longmont North Metro Connection commuter railroad corridors and the US 85 corridor. Municipal and county comprehensive plans and other planning documents were evaluated as a basis for developing this information. It is important to note that development is accelerating and land use patterns are changing rapidly in the regional study area, particularly along the I-25 corridor.

I-25 Corridor

Land use along the I-25 corridor, beginning at the town of Wellington in the north to Denver Union Station in the south is defined by the interstate, as well as the interchanges and frontage roads serving the interstate. Land uses are rapidly changing along the I-25 corridor, particularly south of US 34 where agricultural lands are being converted to commercial and residential uses very rapidly. Land uses typically are driven by interchange locations where commercial uses are centered, and stretches between interchanges where agricultural and residential uses are more likely to be accessed by frontage roads. Furthermore, the I-25 corridor, particularly south of SH 119, has a number of oil and gas developments that include access roads, pipelines, wells, or other related facilities.

Land uses have been and will continue to change rapidly along the I-25 corridor, particularly south of US 34 where agricultural lands are being converted to commercial and residential uses on a regular basis. Land uses will continue to be driven by interchange locations where commercial uses are centered, and stretches between interchanges where residential and other commercial uses are more likely to be accessed by frontage roads. Most of the communities along the I-25 corridor will encourage commercial development along I-25 to take advantage of the highway system, visibility, and easy access. Residential uses will be generally set back farther from I-25, although there will remain stretches of historic residential and agricultural lands adjacent to I-25.

At the north end of the study area in Wellington, moderate growth is anticipated and the area will generally continue to have moderate density commercial and residential uses adjacent to I-25. South of Wellington at the SH 14, Prospect Road, and Harmony Road interchanges in Fort Collins, existing agricultural uses will likely be converted into commercial uses to take advantage of access. At the US 34 interchange, agricultural lands are already being converted to commercial uses and this trend is anticipated to continue. South of US 34, there are long stretches of agricultural lands in unincorporated areas without convenient access that will likely remain agricultural until such time that a system of frontage roads or east-west cross roads provide access for development.

Farther south, towns along I-25 such as Mead, Firestone, Frederick, and Dacono in the central portion of the corridor will eventually grow toward each other so that there will be no unincorporated lands separating them. Currently, 64% of the workers in southwest Weld County travel to the Denver region daily. At build out, potential land consumption in southwest Weld County will be 83,000 housing units.²⁴ These towns desire to maintain agricultural lands and open space between each town, but there remains the possibility of large-scale developments being constructed on unincorporated lands adjacent to or in between the towns. From this area south into the Denver metropolitan area, most all agricultural land uses adjacent to I-25 will likely be converted to commercial and residential uses, with some land set aside for open space or recreation.

BNSF/Longmont North Metro Connection Corridor

Land along the BNSF/Longmont North Metro Connection corridor, beginning north of downtown Fort Collins, south to Longmont, east toward Firestone, and southeast to Thornton is closer to the Front Range foothills than either of the other transportation corridors considered in this study. Land use is characterized by urban centers surrounded by suburban residential and neighborhood centers with undeveloped lands separating towns and cities.

The BNSF railroad corridor through Fort Collins, Loveland, Berthoud, and Longmont has more development constraints than the I-25 and US 85 corridors because of an increased number of streams, open space and parks, and existing residential and urban centers. The northern part of the corridor in and around Fort Collins corridor is also more built out than either of the I-25 and US 85 corridors. Therefore, existing land use patterns characterized by urban centers surrounded by suburban residential and neighborhood centers are likely to continue into the near future. Likely future trends will include densification of the existing land uses in the urban centers and some conversion of agricultural lands to residential uses between the urban centers.

Fort Collins is approaching build out and will not likely see large scale conversion of lands to new uses. Much of the currently undeveloped land between Fort Collins and Loveland is dedicated public lands such as natural areas and open space and not likely to be converted to other uses. Some conversion of agricultural lands to commercial or residential uses along the north side of the Loveland city limits can be expected, but most lands within city limits along the BNSF corridor are already developed. The largest areas of undeveloped lands that are not protected as open space are south of Loveland, to the north and south of Berthoud. This area is likely to see more conversion of agricultural land to residential uses.

At the south end of the corridor though Longmont, most of the lands are already developed and will not change much, with the exception of the Sugar Mill property along Ken Pratt Boulevard. In this former industrial property, Longmont proposed a mix of commercial and residential uses that can take advantage of regional transit improvements. East from the Sugar Mill property along SH 119, future land uses would likely be similar to existing, with more commercial and residential development replacing agricultural uses. South along

County Road 7, more residential uses can be expected interspersed among the former and current gravel mining operations and major cross roads such as SH 52 and County Road 8, where commercial uses may tend to concentrate.

As the Longmont North Metro Connection joins with the Union Pacific rail corridor and traverses southeast toward Thornton, much of the existing agricultural lands will likely be developed into residential uses. Only at major cross streets will there be a densification of commercial uses that require access and other infrastructure.

US 85 Corridor

Land use along the US 85 corridor, from the City of Greeley in the north to Denver Union Station in the south, is defined by a number of small town centers separated by long stretches of agricultural lands. Land uses in the town centers typically consist of a short main street with commercial uses surrounded by residential uses.

Industrial uses are often located on the fringe of the towns. There are also two major linear features that parallel US 85 through this corridor that influenced how land has been developed: the Union



US 85 slightly south of LaSalle

Pacific Railroad (UPRR) tracks that closely parallel US 85 to the east and the South Platte River along the west side. As a result of the UPRR, heavier industries and commercial uses tend to be concentrated on the east side of US 85, adjacent to the UPRR tracks. Conversely, the downtown areas of rural municipalities such as Evans, La Salle, Gilcrest, and Platteville are concentrated to the west of US 85 closer to the South Platte River. Fort Lupton, Brighton, and Commerce City are the exceptions and have their downtowns to the east of US 85 and bisected by the UPRR corridor.

Future land uses along the US 85 corridor are anticipated to generally remain similar to existing uses. Some conversion of agricultural lands to commercial and residential uses should be expected, but not as much as along the I-25, BNSF corridors, or east-west corridors. The UPRR and South Platte River that parallel US 85 through this corridor will continue to have a major influence on how land will be developed. Heavier industries and commercial uses will continue to concentrate adjacent to the UPRR tracks, and the downtown areas of rural municipalities such as Evans, La Salle, Gilcrest, and Platteville will continue to be concentrated to the west of US 85 closer to the South Platte River. The South Platte River will generally constrain the westward spread of these towns.

Downtown Greeley will continue to be a commercial center with the addition of mixed use commercial and residential infill projects. Small towns south of Greeley along US 85 including Evans, La Salle, Gilcrest, Platteville, and Fort Lupton anticipate little to moderate

growth. For these communities, maintaining their small town feel and preserving large tracts of agricultural lands between each community will be a priority. The smaller towns hope to encourage more commercial uses in their respective downtowns, creating unique or historical destinations for locals and tourists. It could also be anticipated that the smaller towns will add residents by allowing smaller or medium sized subdivisions to be built on agricultural lands surrounding the core downtowns or along the outer edges older subdivisions. Although with current county development policies, particularly in Weld County, there remains the possibility of large-scale developments being constructed on unincorporated lands adjacent to or in between the towns.

As the US 85 corridor approaches Brighton and the Denver metropolitan area, density of residential and commercial uses will continue to increase with infill projects and eventually, there will be little unincorporated lands separating the cities of Brighton, Commerce City, and Denver. Major commercial areas can be expected at the US 85/C-470/I-76 interchange area and south toward Denver where there is easy access to Denver International Airport and downtown Denver.

RESULTS

Historic resources were evaluated for the study area and the defined Area of Potential Effect (APE), as shown in Figure 2. The APE for this project was discussed at several meetings in early 2006 and further evaluated during a field trip with staff from the State Historic Preservation Officer (SHPO) and Colorado Department of Transportation (CDOT) on June 15, 2006. The boundaries of the APE were agreed to by the SHPO in a letter dated March 12, 2007. Specific APE boundaries have been defined for the three proposed transportation improvement areas under evaluation—the North I-25 corridor including queue jumps along US 34 associated with the bus rapid transit, a commuter rail corridor, and commuter bus along US85. The APE boundaries for each specific corridor are described in detail under each of the corridor descriptions that follow and are shown in general in Figure 2.

Activities undertaken to identify historic resources in the APE included a file search at the Colorado Historical Society, a review of the NRHP and State Register of Historic Places (SRHP) listings, a review of any local landmark listings, and a review of previous historical resource assessments in the general area. In addition, all ditches and railroads in the survey area were evaluated for their historic significance. The bridge survey for Colorado was consulted to determine if any historic bridges were in the study area. The highways in the study area were not evaluated due to recent modifications of the existing 4(f) legislation in Section 138 of Title 23 and Section 303 of Title 49 United States Code. This modified Section 103 (c) (5) acts to exempt the bulk of the Interstate Highway System from consideration as a historic property.

Four main criteria are used to determine if a property is eligible for inclusion on the National Register of Historic Places:

- ▶ Criterion A: The property is associated with events that have made a significant contribution to the broad pattern of our history.
- ▶ Criterion B: The property is associated with the lives of persons significant in our past.
- ▶ Criterion C: The property embodies the distinctive characteristics of a type, period, or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- ▶ Criterion D: The property has yielded or may be likely to yield information important in history or prehistory.

This survey and inventory resulted in the documentation of 193 properties. There were a few properties that had previously been surveyed on the current OAHP survey forms. For those properties, a reevaluation form was prepared. The survey forms prepared for all those properties are included in the appendices to this report.

NORTH I-25 CORRIDOR

The APE for the North I-25 Corridor extends along I-25 from 84th Avenue in Thornton to State Highway 1 in Wellington, Colorado. The APE includes the area within the maximum area of disturbance for this project which is generally the existing ROW plus portions of adjacent properties. In instances where there was an older building exhibiting historic architectural integrity outside of the maximum area of disturbance, but within an approximate 150 foot buffer, that property was also included within the APE.

Intensive surveys were conducted of the properties within the APE. A total of 114 properties were surveyed or re-evaluated in this corridor. These properties are listed from north to south in Table 1. Table 1 provides information on the site number, the address and the property's name or description. It also indicates those that are historic properties eligible for inclusion on the NRHP. There are 32 properties determined eligible for the NRHP in the North I-25 corridor. This includes 7 farms, one residence, one grain elevator, two barns, 8 railroads and 13 ditches. These historic properties are listed in Table 7 and described following that table.

There were several properties which had been previously surveyed in the APE. Most of those surveys were prepared many years ago on the two page survey form. In those cases, a new four page survey form was filled out for those properties. They are marked with an * in the following tables. Some of the previously surveyed properties had four page surveys completed. In those cases, a re-evaluation form was completed for the property. Those are marked with **. Interstate 25 itself was not evaluated due to the modified Section 103 (c) (5) which acts to exempt the bulk of the Interstate Highway System from consideration as a historic property.

Table 1: Properties Surveyed for Historic Significance within Area of Potential Effect for North I-25 Corridor Listed by County from North to South

Site #	Address	Name/Description	Evaluation
LARIMER COUNTY			
5LR.11404	6932 NE Frontage Road	Coal Creek Landscape Installation	Not Eligible
5LR.11403	6500 NE Frontage Road	Kerbel Residence	Not Eligible
5LR.11402	6200 NE Frontage Road	Kesterson Residence	Not Eligible
5LR.11401	5608 NE Frontage Road	Residence—CSU	Not Eligible
5LR.8932.1	T8N/R68W, SW1/4 Sec. 15	Larimer County Ditch	Entire resource is eligible; segment does not support eligibility
5LR.11400	4616 NE Frontage Road	CSU Agricultural Research, Development and Education Center	Not Eligible
5LR.11399	2808 NE Frontage Road	Mountain Vista Greens Golf Course	Not Eligible
5LR.11398	2524 NE Frontage Road	Day Residence	Not Eligible
5LR.11397	2100 NE Frontage Road	K & M Company Residence	Not Eligible
5LR.11396	1320 NE Frontage Road	Einarsen Farm	Eligible
5LR.863.2	T7N/R68W, NE¼ Sec. 4	Larimer and Weld Canal	Entire resource is eligible; segment supports eligibility
5LR.1731.2	T7N/R68W, EC Sec. 9	Colorado & Southern Railroad/BNSF RR	Entire resource is eligible; segment supports eligibility
5LR.11395	1012 SE Frontage Road	Kaplan Residence	Not Eligible
5LR.11394	1101 Smithfield Dr.	Northern Auto Brokers	Not Eligible
5LR.11393	1028 / 1100 SE Frontage Road	Rudolph Farm	Eligible
5LR.11392	3024 SE Frontage Road	Douglas Residence	Not Eligible
5LR.11409.1	T7N/R68W, SE¼ Sec. 16	Cache La Poudre Reservoir Inlet	Entire resource is eligible; segment does not support eligibility
5LR.995.4	T7N/R68W, SE¼ Sec. 16	Lake Canal	Entire resource not eligible
5LR.11410.1	T7N/R68W, SE¼ Sec. 21	Sand Dike Lateral	Entire resource not eligible
5LR.11391	4434 E. County Road 40	Gallatin Residence	Not Eligible
5LR.1327.6	T7N/R68W, SW¼ Sec. 27	Colorado & Southern Railroad	Entire resource is eligible; segment supports eligibility
5LR.2160.1	T7N/R68W, S½ Sec. 34	Boxelder Ditch	Entire resource is eligible; segment supports eligibility
5LR.11390	E. County Road 38 Just east of Cache La Poudre River	Cline Cottage	Eligible
5LR.11389	4805 E. Harmony Road	Swetsville Zoo	Not Eligible

continued

Table 1 (cont'd.): Properties Surveyed for Historic Significance within Area of Potential Effect for North I-25 Corridor Listed by County from North to South

Site #	Address	Name/Description	Evaluation
LARIMER COUNTY (cont'd.)			
5LR.11388	4305 E. Harmony Road	Harmony Gardens	Not Eligible
5LR.11411.1	T7N/R68W, S½ Sec. 10	Arthur Lateral	Entire resource not eligible
5LR.8931.1	T6N/R68W, N½ Sec. 15	Fossil Creek Reservoir Outlet	Entire resource not eligible
5LR.11387	8420 SE Frontage Road	Thayer Farm	Not Eligible
5LR.11386	8606 SE Frontage Road	Kuda Investments Residence	Not Eligible
5LR.8930.1	T6N/R68W, N½ Sec. 27	Louden Ditch	Entire resource is eligible; segment supports eligibility
5LR.1815.2	T5N/R68W, SE¼ Sec. 3	Union Pacific Railroad	Entire resource is eligible; segment supports eligibility
5LR.503.2	T5N/R68W, S½ Sec. 10	Loveland and Greeley Canal	Entire resource is eligible; segment supports eligibility
5LR.8928.2	T5N/R68W, NW¼ Sec. 15	Farmers' Ditch	Entire resource is eligible; segment does not support eligibility
5LR.8928.1	T5N/R68W, N½ Sec. 14-15	Farmers' Ditch	Entire resource is eligible; segment supports eligibility
5LR.1815.3	T5N/R68W, SE¼ Sec. 11	Union Pacific Railroad	Entire resource is eligible; segment supports eligibility
5LR.11209 **	5464 E. Highway 34	Schmer Farm	Eligible
5LR.11385	6228 E. US Highway 34	McKee Residence	Not Eligible
5LR.11384	856 NE Frontage Road	Arndt Residence	Not Eligible
5LR.850.1	T5N/R68W, C Sec. 15	Great Western Railway	Entire resource is eligible; segment supports eligibility
5LR.11408	T5N/R68W, NW¼ Sec. 15	Zimmerman Grain Elevator	Eligible
5LR.11383	5668 E. County Road 20	Nelson Trust Residence	Not Eligible
5LR.11382	640 SE Frontage Road	Hatch Barn	Eligible
5LR.8927.1	T5N/R68W, N½ Sec. 22	Hillsboro Ditch	Entire resource is eligible; segment supports eligibility
5LR.11381	1016 SE Frontage Road	Bath Farm	Not Eligible
5LR.11242 **	5531 State Highway 402	Mountain View Farm	Eligible
5LR.11379	2716 SE Frontage Road	Budget Motel	Not Eligible
5LR.11378	2718 SE Frontage Road	The CB Shop	Not Eligible
5LR.11377	6503 E. County Road 16	Garage/Storage Shed	Not Eligible

continued

Table 1 (cont'd.): Properties Surveyed for Historic Significance within Area of Potential Effect for North I-25 Corridor Listed by County from North to South

Site #	Address	Name/Description	Evaluation
LARIMER COUNTY (cont'd.)			
5LR.5244 *	6501 E. County Road 16	Johnson's Corner Chapel	Not Eligible
5LR.11740	6539 E. County Road 16	Hamilton Farmhouse	Not Eligible
5LR.11739	2842 SE Frontage Road	Johnson's Corner	Not Eligible
5LR.11412.1	T5N/R68W, W½ Sec. 35	Harry Lateral and Middle Harry Lateral Eastern Extension	Entire resource not eligible
5LR.11376	3415 County Road 5	Penning Farm	Not Eligible
5LR.11375	6503 E. County Road 14	Failla Farm	Not Eligible
WELD COUNTY			
5WL.5205	4050 County Road 50	G. A. Hamilton Farm	Not Eligible
5WL.5204	3807 County Road 48	Bashor Barn	Eligible
5WL.5203	3766 County Road 48	Bein Farm	Eligible
5WL.3149.1	T4N/R68W, N1/2 Sec. 10	Handy/Home Supply Ditch Confluence	Entire resource eligible; segment does not support eligibility
5WL.864	T4N/68W, WC Sec. 11	Great Western Railway Buda Siding	Eligible
5WL.841.11	T4N/R68W, EC Sec. 10	Great Western Railway	Entire resource is eligible; segment supports eligibility
5WL.5202	22764 E. I-25 Frontage Road	Johnstown Corridor LLC Residence	Not Eligible
5WL.5201	21990 E. I-25 Frontage Road	Stewart / Creswell Farm	Not Eligible
5WL.5200	3761 E. State Hwy. 56	Hart Farm	Not Eligible
5WL.5199	20166 E. I-25 Frontage Road	Creswell / Kiernes Farm	Not Eligible
5WL.5305.1	T4N/R68W, NE1/4 Sec. 22	Miner and Longan Ditch	Entire resource not eligible
5WL.3148.1	T3N/R68W, NE1/4 Sec.3	Mead Lateral/Farmers Extension Ditch	Entire resource not eligible
5WL.5198	17820 E. I-25 Frontage Road	Olson Farm	Eligible
5WL.5197	17662 E. I-25 Frontage Road	Webber Property	Not Eligible
5WL.5196	17386 E. I-25 Frontage Road	Staver Residence	Not Eligible
5WL.5307.1	T3N/R68W, SW1/4 Sec. 2	McKay Lateral	Entire resource not eligible
5WL.5303	T3N/R68W, SW1/4 Sec. 2	McKay Reservoir and Diversion Ditch	Entire resource not eligible
5WL.5195	4060 County Road 36	Schulz Residence	Not Eligible
5WL.5306.1	T3N/R68W, NE¼ Sec. 10	Unnamed Ditch	Entire resource not eligible
5WL.841.9	T3N/R68W, EC Sec. 10	Great Western Railway	Entire resource is eligible; segment supports eligibility
5WL.5309.1	T3N/R68W, SE¼ Sec. 10	Swift Drainage Ditch	Entire resource not eligible

continued

Table 1 (cont'd.): Properties Surveyed for Historic Significance within Area of Potential Effect for North I-25 Corridor Listed by County from North to South

Site #	Address	Name/Description	Evaluation
WELD COUNTY (cont'd.)			
5WL.5308.1	T3N/R68W, SE¼ Sec. 10	New Thomas Lake Feeder Ditch	Entire resource not eligible
5WL.2186.4	T3N/R68W, SW¼ Sec. 14	Mulligan Reservoir Ditch (lateral)	Not Eligible
5WL.2186.5	T3N/R68W, SE¼ Sec. 15	Mulligan Reservoir Ditch (lateral)	Not Eligible
5WL.2186.15	T3N/R68W, NE¼ Sec. 22	Mulligan Reservoir Ditch (a.k.a. Baugh Ditch)	Not Eligible
5WL.5310.1	T3N/R68W, W edge Sec. 22	Unnamed (Highland Ditch Co. Headgate 90)	Entire resource not eligible
5WL.1978 *	3865 State Highway 66	Rademacher/Hilgers Residence	Eligible
5WL.1977 *	13728 E. I-25 Frontage Road	Rademacher Residence	Not Eligible
5WL.1979 *	3826 – 3854 County Road 28	Anderson Farm	Not Eligible
5WL.1976 *	12632 E. I-25 Frontage Road	Francisco Martinez Residence	Not Eligible
5WL.3147.1	T3N/R68W, NE¼ Sec. 34	Foster Reservoir Outlet	Entire resource not eligible
5WL.1975.1	T2N/R68W, NW¼ Sec. 2	Last Chance Ditch	Entire resource is eligible; segment supports eligibility
5WL.1974.1	T2N/R68W, SW¼ Sec. 3	Rural Ditch	Entire resource not eligible
5WL.3146.1	T2N/R68W, NW¼ Sec. 14	Flume Ditch	Entire resource not eligible
5WL.5194	9762 E. I-25 Frontage Road	McDaniel Residence	Not Eligible
5WL.5193	9748 E. I-25 Frontage Road	Griffin Residence	Not Eligible
5WL.5192	9536 E. I-25 Frontage Road	Applied Films Corp.	Not Eligible
5WL.5191	3909 County Road 20½	Schillinger Residence	Not Eligible
5WL.1973 **	7178 E. I-25 Frontage Road	Johnson Farm	Not Eligible
5WL.5190	3912 –3922 County Road 16	Foos Residence	Not Eligible
5WL.1972 **	6974-6994 E. I-25 Frontage Road	Nelson Farm	Not Eligible
5WL.1970.1	T2N/R68W, SE¼ Sec. 27	Lower Boulder Ditch	Entire resource is eligible; segment does not support eligibility
5WL.1969.1	T1N/R68W, SE¼ Sec. 15	Union Pacific Railroad, Denver & Boulder Valley Branch	Entire resource is eligible ; segment does not support eligibility
5WL.1966.1	T1N/R68W, SE¼ Sec. 22	Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility

continued

Table 1 (cont'd.): Properties Surveyed for Historic Significance within Area of Potential Effect for North I-25 Corridor Listed by County from North to South

Site #	Address	Name/Description	Evaluation
CITY AND COUNTY OF BROOMFIELD			
5BF.184	348 County Road 9	Preble Creek Assoc. Residence	Not Eligible
5BF.72.1	T1N/R68W, NW¼ Sec. 23	Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility
5BF.72.2	T1N/R68W, SW¼ Sec. 23	Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility
5BF.72.3	T1N/R68W, NE¼ Sec. 34	Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility
5BF.105	T1N/R68W, SW¼ Sec. 35	Bull Canal Lateral Ditch (Destroyed)	Not eligible
5BF.76.2	T1S/R68W, NE¼ Sec. 3	Bull Canal	Entire resource is eligible; segment does not support eligibility
ADAMS COUNTY			
5AM.1742	T1S/R68W, NW¼ Sec. 2	Bull Canal Lateral Ditch (Destroyed)	Not Eligible
5AM.457.3	T1S/R68W, NE¼ Sec. 3	Bull Canal	Entire resource is eligible; segment does not support eligibility
5AM.457.8	T1S/R68W, NE¼ Sec. 15	Bull Canal Segment Abandonment	Entire resource is eligible; segment does not support eligibility
5AM.457.2	T1S/R68W, N½ Sec. 22	Bull Canal	Entire resource is eligible; segment supports eligibility
5AM.457.4	T1S/R68W, NW¼ Sec. 27	Bull Canal	Entire resource is eligible; segment does not support eligibility
5AM.1291.3	T2S/R68W, N½ Sec. 10	Farmers Highline Canal	Entire resource is eligible; segment supports eligibility
5AM.1924.1	T2S/R68W, NE¼ Sec. 16	Tuck Lateral	Entire resource not eligible
5AM.1922	T2S/R68W, SE¼ Sec. 15	Croke Reservoir No. 12	Not Eligible
5AM.1923	T2S/R68W, SW¼ Sec. 15	Badding Reservoir	Not Eligible
5AM.1921	10375 Logan Street	Olinger Chapel of the Chimes and Resource Center	Not Eligible

*New 4 page form prepared for previously surveyed property.

**Re-evaluation form prepared.

COMMUTER RAIL CORRIDOR

The APE for the commuter rail corridor extends along the existing Burlington Northern Santa Fe (BNSF) railroad tracks from Fort Collins to Longmont. From Longmont, it follows the new Longmont North Metro alignment eastward along Hwy 119 until Weld County Road 7 when it then continues on the west side of Weld County Road 7 in a southward direction for about 7 miles until it intersects with the existing abandoned Union Pacific Railroad tracks near Erie. The APE includes the existing railroad tracks and ROW along the existing BNSF railroad tracks. There are several areas along the BNSF alignment where curves will be slightly realigned. In those areas of change, the APE includes the adjoining parcels. From Longmont to the south and east, the APE includes the parcels within a 300 ft. corridor along the proposed new alignment.

Intensive surveys were conducted of the properties within the APE. A total of 71 properties were surveyed or re-evaluated in this corridor. These properties are listed in Table 2. That table lists the properties by location and indicates those that are historic properties eligible for inclusion on the NRHP. There are 28 properties determined eligible for the NRHP in the commuter rail corridor. This includes one old city electric plant, one railroad depot, one sugar plant, 3 farms, 8 railroad segments and 14 ditches. These historic properties are listed in Table 7 and described following that table.

Table 2: Properties Surveyed for Historic Significance within Area of Potential Effect for Commuter Rail Corridor Listed by County from North to South

Site #	Address/Location	Name/Description	Evaluation
LARIMER COUNTY			
5LR.1731.1	Larimer/Boulder County line north to Cherry St. in Fort Collins (eclipses 5LR1731.4, 5LR1731.7, and 5LR9888.1)	Colorado Central, Colorado & Southern/Burlington Northern & Santa Fe Railroad	Entire resource is eligible; segment supports eligibility
5LR.11695.1	T7N/R69W, NE¼ Sec. 23	Sherwood Lateral Ditch	Entire resource is not eligible
5LR.10819.2	T7N/R69W, N½ Sec. 26	Larimer County Canal No. 2	Entire resource is eligible; segment does not support eligibility
5LR.10681.1	T6N/R69W, NE¼ Sec. 2	New Mercer Ditch	Entire resource is eligible; segment does not support eligibility
5LR.8930.2	T6N/R69W, SW¼ Sec. 26	Louden Ditch	Entire resource is eligible; segment supports eligibility
5LR.11736	T5N/R69W, NE¼ Sec. 2	Lake Loveland to Horseshoe Lake Carrier Ditch	Entire resource is not eligible

continued

Table 2 (cont'd): Properties Surveyed for Historic Significance Within Area of Potential Effect for Commuter Rail Corridor Listed by County from North to South

Site #	Address/Location	Name/Description	Evaluation
LARIMER COUNTY (cont'd.)			
5LR.11180.2	T5N/R69W, NW¼ Sec. 13	Little Barnes Ditch	Entire resource is not eligible
5LR.850.5	T5N/R69W, NW¼ Sec. 13	Great Western Railway	Entire resource is eligible; segment supports eligibility
5LR.503.4	T5N/R69W, SW¼ Sec. 13	Loveland & Greeley Canal	Entire resource is eligible; segment supports eligibility
5LR.8928.7	T5N/R69W, NW¼ Sec. 24	Farmers Ditch	Entire resource is eligible; segment supports eligibility
5LR.1731.11	T5N/R69W, NW¼ Sec. 24	Colorado Central/Colorado & Southern/Burlington Northern & Santa Fe, Business Spur	Eligible; entire resource is eligible; segment does not support eligibility
5LR.1729.2	T5N/R69W, SE¼ Sec. 23	Big Thompson Ditch	Entire resource is eligible; segment does not support eligibility
5LR.1730.1	T5N/R69W, SE¼ Sec. 35	Lake Ditch	Entire resource is not eligible
5LR.1709.1	T4N/R69W, NE¼ Sec. 2	Home Supply Ditch	Entire resource is not eligible
5LR.1710.1	T4N/R69W, SE¼ Sec. 2	Handy Ditch	Entire resource is eligible; segment supports eligibility
5LR.11737.1	T4N/R69W, SE¼ Sec. 35	Old Ish Ditch	Entire resource is not eligible
5LR.11738.1	T4N/R69W, SE¼ Sec. 35	New Ish Ditch	Entire resource is not eligible
BOULDER COUNTY			
5BL.400.3	Larimer/Boulder County line south to Longmont	Colorado Central/Colorado and Southern/Burlington Northern & Santa Fe Railroad	Entire resource is eligible; segment supports eligibility
5BL.3445.2	T3N/R69W, SE¼ Sec. 2	Ish Ditch	Entire resource is not eligible
5BL.3449.2	T3N/R69W, SE¼ Sec. 11	Supply Ditch	Entire resource is eligible; segment supports eligibility
5BL.3114.28	T3N/R69W, SE¼ Sec. 11	Highland Ditch	Entire resource is eligible; segment supports eligibility

continued

Table 2 (cont'd): Properties Surveyed for Historic Significance Within Area of Potential Effect for Commuter Rail Corridor Listed by County from North to South

Site #	Address/Location	Name/Description	Evaluation
BOULDER COUNTY (cont'd.)			
5BL.3113.67	T3N/R69W, NE¼ Sec. 27	Rough & Ready Ditch	Entire resource is eligible; segment supports eligibility
5BL.4832.28	T3N/R69W, NE¼ Sec. 34	Oligarchy Ditch	Entire resource is eligible; segment supports eligibility
5BL.1245 *	103 Main St., Longmont	Old City Electric Building	Eligible
5BL.1244 *	100 Main St., Longmont	C & S / BNSF Depot	Eligible
5BL.10359.1	T2N/R69W, SE1/4 Sec. 3	Chicago Burlington & Quincy /Burlington Northern	Entire resource is not eligible
5BL.10359.2	T2N/R69W, SE1/4 Sec. 3	Chicago Burlington & Quincy /Burlington Northern - Martin Street Spur	Entire resource is not eligible
5BL.514.1	T2N/R69W, S1/2 Sec. 2	Great Western Railway	Entire resource is eligible; segment supports eligibility
5BL.10355	650 Sugarmill Road	Hilleshog	Not Eligible
5BL.513 **	11939 and 11801 Sugarmill Road	Great Western Sugar	Eligible
5BL.7606 **	1020 Sugar Mill Road	Syngenta Seeds	Not Eligible
5BL.4832.26	T2N/R69W, N1/2 Sec. 12	Oligarchy Ditch	Entire resource is eligible; segment supports eligibility
WELD COUNTY			
5WL.5278	545 Hwy 119	William H. Dickens Farm	Eligible
5WL.2877.1	T2N/R68W, NW1/4 Sec. 7	Union Reservoir Ditch	Entire resource is eligible; segment supports eligibility
5WL.712	T2N/R68W, NE1/4 Sec. 7	Sandstone Ranch	NRHP-Listed. Boundary redefinition recommended.
5WL.5277	745 Hwy 119	Coffin School / Midwest Children's Home	Not Eligible
5WL.5276	1023 Hwy 119	Fairview Estates LLC Residence	Not Eligible
5WL.5275	2010 Hwy 119	Charles Brown Farm	Not Eligible
5WL.5459.1	T2N/R68W, SE1/4 Sec. 9, 16	Idaho Creek Carrier Ditch	Entire resource is not eligible
5WL.5273	10565 County Road 7	D. Koldeway Shed	Not Eligible
5WL.5272	10465 County Road 7	V. Koldeway Residence	Not Eligible
5WL.5270	9777 County Road 7	Lousberg Residence	Not Eligible
5WL.5283	9577 County Road 7	W. Johnson Residence	Not Eligible
5WL.5274	2999 County Road 20.5	Conner Shed	Not Eligible

continued

Table 2 (cont'd): Properties Surveyed for Historic Significance Within Area of Potential Effect for Commuter Rail Corridor Listed by County from North to South

Site #	Address/Location	Name/Description	Evaluation
WELD COUNTY (cont'd.)			
5WL.5268	2964 County Road 20.5	Hardison Residence	Not Eligible
5WL.5271	9465 County Road 7	Clarkson Residence	Not Eligible
5WL.1974.3	T2N/R68W, SW1/4 Sec. 15	Rural Ditch	Entire resource is not eligible
5WL.5460.1	T2N/R68W, SW1/4 Sec. 15	Unnamed Ditch	Entire resource is not eligible
5WL.3146.2	T2N/R68W, NW1/4 Sec. 22	Flume Ditch	Entire resource is not eligible
5WL.5461.1	T2N/R68W, NW1/4 Sec. 27	Boulder and Weld County Ditch	Entire resource is not eligible
5WL.5263	7523 County Road 7	Hingley Farm	Eligible
5WL.1970.7	T2N/R68W, W1/2 Sec. 27	Lower Boulder Ditch	Entire resource is eligible; segment supports eligibility
5WL.5262	6823 County Road 7	Shonrock Residence	Not Eligible
5WL.5571	T2N/R68W, SW1/4 Sec. 34	Shamrock Coal Mine Spur	Entire resource is not eligible
5WL.5462.1	T1N/R68W, SW1/4 Sec. 3	UPRR – Puritan Branch	Entire resource is not eligible
5WL.5269	4471 County Road 7	Favela Residence	Not Eligible
5WL.5267	4453 County Road 7	Mock Farm	Not Eligible
5WL.5259	4223 County Road 7	McGuire Residence	Not Eligible
5WL.1969.1	Union Pacific Segment within Weld County	UPRR, Denver and Boulder Valley Branch	Entire resource is eligible; segment does not support eligibility
5WL.4798	T1N/R68W, SW1/4 Sec. 10	Imperial Coal Mine Spur	Entire resource is not eligible
5WL.2247.11	T1N/R68W, SW1/4 Sec. 10	Community Ditch	Entire resource is eligible; segment supports eligibility
5WL.5572	T1N/R68W, SE1/4 Sec. 15	Eagle Coal Mine Spur	Entire resource is not eligible
5WL.1966.11	T1N/R68W, S1/2 Sec. 14	Bull Ditch segment of the Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility
5WL.852	2322 Weld County Road 11	St. Vrains Town Site	Not Eligible
5WL.1317.11	T1N/R68W, NW1/4 Sec. 24	UPRR - Dent Branch	Entire resource is eligible; segment supports eligibility
5WL.1969.41	T1N/R68W, NW1/4 Sec. 24	UPRR - Denver & Boulder Valley Branch	Entire resource is eligible; segment supports eligibility

continued

Table 2 (cont'd): Properties Surveyed for Historic Significance Within Area of Potential Effect for Commuter Rail Corridor Listed by County from North to South

Site #	Address/Location	Name/Description	Evaluation
WELD COUNTY (cont'd.)			
5WL.1966.8	T1N/R68W, NW1/4 Sec. 25	Bull Ditch segment of the Bull Canal/Standley Ditch	Entire resource is eligible; segment supports eligibility
BROOMFIELD COUNTY			
5BF.191	T1N/68W, NE1/4 Sec. 23	Washington Coal Mine Spur	Entire resource is not eligible
5BF.130.1	Union Pacific Segment within Broomfield County	UPRR Denver & Boulder Valley Branch	Entire resource is eligible; segment supports eligibility
ADAMS COUNTY			
5AM.472.1	Union Pacific Segment within Adams County	UPRR – Dent Branch	Entire resource is eligible; segment supports eligibility
5AM.471.2	T1S/R68W, NE1/4 Sec. 12	German Ditch	Entire resource is not eligible

*New 4 page form prepared for previously surveyed property.

**Re-evaluation form prepared

QUEUE JUMPS ALONG US34 AND US85

The APE for the queue jump improvements occur along 2 highways—US 85 from Platteville through Evans associated with the commuter bus and US 34 from SH 257 to US 85 for the bus rapid transit to make a connection to Greeley. The APE includes the area within the maximum area of disturbance for this project. In instances where there was an older building exhibiting historic architectural integrity outside of the maximum area of disturbance, but within an approximate 150 ft. buffer, that property was also included within the APE.

Intensive surveys were conducted of the properties within the APE. A total of eight properties were surveyed or re-evaluated in these corridors. The properties along US 34 and along US 85 are listed in Table 3 and Table 4 respectively. These tables list the properties by location and indicate those that are historic properties eligible for inclusion on the NRHP. There was one residence determined eligible for the NRHP in these corridors. This historic property is listed in Table 7 and described following that table.

Table 3: Properties Surveyed for Historic Significance within Area of Potential Effect for Queue Jumps in US 34 Corridor Listed from West to East (Weld County)

Site #	Address	Name/Description	Evaluation
5WL2049.1	T5N/R66W, SW¼ Sec. 5; NW¼ Sec. 8	North Boomerang Extension Ditch	Entire resource is not eligible
5WL.5214	2701–2711 W. 10 th St.	Book Rack Shopping Center	Not Eligible
5WL.5298	2605 W. 10 th St.	New Idea Cleaners / Apartments	Not Eligible
5WL.5299	2601 W. 10 th St.	Best In Show Pet Grooming / Checks Cashed	Not Eligible
5WL.5300	2535 W. 10 th St.	Rapp's Service Station	Not Eligible
5WL.5281	2525 10 th St.	Tortilleria Y Panaderia	Not Eligible

Table 4: Properties Surveyed for Historic Significance within Area of Potential Effect for Queue Jumps in US 85 Corridor Listed from North to South (Weld County)

Site #	Address	Name/Description	Evaluation
5WL.5296	3611 Idaho Street, Evans	Goetzel Residence - Flagstone	Eligible
5WL.5282	100 Grand Avenue, Platteville	Thomas Gray Shed	Not Eligible

STATIONS WITHIN THE STUDY AREA

This project also includes potential sites for the locations of stations and operations and maintenance facilities. The specific boundaries of these stations and operations and maintenance facilities were provided. Most of the stations were on vacant land and no buildings were affected. In cases where there were buildings older than 40 years on the site, or historic buildings adjacent to the site, the buildings were surveyed.

A total of 6 properties were surveyed on or adjacent to the station locations. There were no structures on any of the proposed operations and maintenance facility sites. The properties surveyed on or adjacent to station sites are listed in Table 5. That table lists the properties by location and indicates those that are historic properties eligible for inclusion on the NRHP. There are three properties determined eligible for the NRHP on or adjacent to the station sites. These historic properties are listed in Table 7 and described following that table.

Table 5: Properties Surveyed for Historic Significance within Area of Potential Effect for Stations

Site #	Address	Name/Description	Evaluation
5WL.5279	1004 42 nd St., Evans	Reimer Residence	Not Eligible
5WL.5280	923-931 D St., Greeley	Precision Welding and Design	Not Eligible
5LR.11741	4919 S. College Ave.	Residence – City of Fort Collins	Not Eligible
5LR.11380	122 W. 29 th St., Loveland	Bar / Tavern	Not Eligible
5LR.11742	250 Mountain Ave., Berthoud	Grace Place Church / Restaurant / Bookstore	Not Eligible
5BL.10353	11149 Ute Road	Macy Farm	Not Eligible

BRIDGES WITHIN THE STUDY AREA

The Colorado Historic Bridge Inventory database was evaluated to determine if there were any historic bridges in the study area. A total of 24 bridges were surveyed in the study area. Of those, one was determined eligible for inclusion on the NRHP. That bridge is the Little Thompson River Bridge. It was part of a multiple property listing for highway bridges in Colorado that was put on the NRHP in 2000. Table 6 lists the bridges surveyed for historic significance within the APE.

Table 6: Bridges Surveyed for Historic Significance within Area of Potential Effect

Inventory #	Structure Number	Name/Description	NRHP Eligibility
INTERSTATE 25			
WEL053	D-17-O	Timber Stringer Bridge, I-25 Service Rd.	Not eligible
WEL046	D-17-AT	St. Vrain River Bridge, Concrete Arched Deck Girder	Not eligible
WEL051	D-17-M	Bull Canal Bridge, Timber Stringer	Not eligible
WEL045	D-17-AS	St. Vrain River Bridge, Concrete Arched Deck Girder	Not eligible
WEL048	D-17-G	St. Vrain River Bridge, Concrete Arched Deck Girder	Not eligible
WEL022	C-17-BN	Little Thompson River Bridge, Steel, Rigid-connected Camelback Pony Truss, I-25 Service Rd	Eligible
LAR058	C-17-G	Steel I-Beam Stringer Bridge, I-25 Service Rd.	Not eligible
LAR057	C-17-F	Big Thompson River Bridge, Steel I-Beam Stringer, I-25 Service Rd.	Not eligible
LAR056	C-17-CI	Greeley-Loveland Ditch Bridge, Concrete Slab	Not eligible
LAR022	B-17-DI	Cache la Poudre River Bridge Steel I-Beam Stringer	Not eligible
LAR011	B-16-EA	Steel I-Beam Stringer Bridge	Not eligible
LAR013	B-16-FA	Concrete Box Culvert	Not eligible
LAR014	B-16-FB	Concrete Box Culvert	Not eligible
LAR015	B-16-FC	Concrete Box Culvert	Not eligible
LAR016	B-16-FD	Concrete Box Culvert	Not eligible
LAR009	B-16-DP	Larimer County Canal Bridge, Steel I-Beam Stringer	Not eligible
US HIGHWAY 85			
WEL056	D-17-B MINOR	Concrete Box Culvert	Not eligible
WEL036	C-18-N	Latham Canal Bridge, Steel I-Beam Stringer	Not eligible

continued

Table 6 (cont'd.): Bridges Surveyed for Historic Significance within Area of Potential Effect

Inventory #	Structure Number	Name/Description	NRHP Eligibility
US HIGHWAY 85 (cont'd.)			
WEL030	C-18-AH	Latham Canal Bridge, Concrete Deck Girder	Not eligible
WEL034	C-18-K	South Platte River Bridge, Steel I-Beam	Not eligible
WEL029	C-18-AG	South Platte River Bridge, Concrete Deck Girder	Not eligible
WEL032	C-18-G	Cache la Poudre River Bridge Concrete Box Girder, US 85 ML BUS RT SB	Not eligible
WEL035	C-18-L	Greeley Canal Bridge, Concrete Deck Girder	Not eligible
WEL014	B-18-B	Larimer-Weld Canal Bridge, Steel I-Beam Stringer	Not eligible

HISTORIC PROPERTIES

From all the properties that were surveyed for this project or that had previously been surveyed, 66 properties were determined to be historic properties eligible for or listed on the NRHP. This includes 32 properties surveyed on the I-25 corridor, 28 properties surveyed on the Commuter Rail corridor, one property on US 85, one bridge and four properties that have already been listed on the NRHP. See Table 7.

Table 7: Historic Properties within the APE Listed from North to South by Corridor

Site #	Address/Location	Name	Historic Characteristics/ NRHP Eligibility Criterion
North I-25 Corridor and Queue Jumps Along US34			
5LR.11396	1320 NE Frontage Road	Einarsen Farm	Intact early farm complex - Criterion C
5LR.863.2	T7N/R68W, NE¼ Sec. 4	Larimer and Weld Canal	Irrigation
5LR.1731.2	T7N/R68W, EC Sec. 9	Colorado & Southern Railroad	Transportation
5LR.11393	1028–1100 SE Frontage Rd.	Rudolph Farm	Intact early farm complex – Criterion A and C
5LR.1327.6	T7N/R68W, SW¼ Sec. 27	Colorado & Southern Railroad	Transportation
5LR.2160.1	T7N/R68W, S½ Sec. 34	Boxelder Ditch	Irrigation
5LR.11390	E. County Road 38 – Just east of the Cache La Poudre River	Cline Cottage	Intact cottage from early settlers – Criterion C
5LR.8930.1	T6N/R68W, N½ Sec. 27	Louden Ditch	Irrigation
5LR.1815.2	T5N/R68W, SE¼ Sec. 3	Union Pacific Railroad	Transportation
5LR.503.2	T5N/R68W, S½ Sec. 10	Loveland and Greeley Canal	Irrigation

continued

Table 7 (cont'd.): Historic Properties within the APE Listed from North to South by Corridor

Site #	Address/Location	Name	Historic Characteristics/ NRHP Eligibility Criterion
North I-25 Corridor and Queue Jumps Along US34 (cont'd.)			
5LR.8928.1	T5N/R68W, N½ Sec. 14-15	Farmers' Ditch	Irrigation
5LR.1815.3	T5N/R68W, SE¼ Sec. 11	Union Pacific Railroad	Transportation
5LR.11209	5464 E. Highway 34	Schmer Farm	Intact early farm complex – Criterion A and C
5LR.850.1	T5N/R68W, C Sec. 15	Great Western Railway	Transportation
5LR11408	T5N/R68W, C Sec. 15	Zimmerman Grain Elevator	Grain storage
5LR.11382	640 SE Frontage Road	Hatch Barn	Intact balloon framed barn – Criterion C
5LR.8927.1	T5N/R68W, N½ Sec. 22	Hillsboro Ditch	Irrigation
5LR.11242 **	5331 State Highway 402	Mountain View Farm	Early farm complex – Criterion A
5WL.5204	3807 County Road 48	Bashor Barn	Intact barn from early settlers – Criterion C
5WL.5203	3766 County Road 48	Bein Farm	Farm complex of early settlers – Criterion A
5WL.864	T4N/68W, WC Sec. 11	Great Western Railway Buda Siding	Transportation
5WL.841.11	T4N/R68W, EC Sec. 10	Great Western Railway	Transportation
5WL.2985	E. I-25 Frontage Road at Little Thompson River	Little Thompson River Bridge No. C-17-N	On the NRHP
5WL.5198	17820 E. I-25 Frontage Road	Olson Farm	Farm complex of early settlers – Criterion A
5WL841.9	T3N/R68W, EC Sec. 10	Great Western Railway	Transportation
5WL.1978	3865 Highway 66	Rademacher/Hilgers Residence	Good intact example of Craftsman Style residence – Criterion C
5WL1975.1	T2N/R68W, NW¼ Sec. 2	Last Chance Ditch	Irrigation
5WL1966.1	T1N/R68W, SE¼ Sec. 22	Bull Canal/Standley Ditch	Irrigation
5BF72.1	T1N/R68W, NW¼ Sec. 23	Bull Canal/Standley Ditch	Irrigation
5BF72.2	T1N/R68W, SW¼ Sec. 23	Bull Canal/Standley Ditch	Irrigation
5BF72.3	T1N/R68W, NE¼ Sec. 34	Bull Canal/Standley Ditch	Irrigation
5AM457.2	T1S/R68W, N½ Sec. 22	Bull Canal	Irrigation
5AM1291.3	T2S/R68W, N½ Sec. 10	Farmers Highline Canal	Irrigation
5WL.322	955 39 th Avenue, Greeley	White—Plumb Farm	NRHP Centennial Farm

continued

Table 7 (cont'd.): Historic Properties within the APE Listed from North to South by Corridor

Site #	Address/Location	Name	Historic Characteristics/ NRHP Eligibility Criterion
Commuter Rail Corridor			
5LR.1731.1	Larimer/Boulder County line north to Cherry St. in Fort Collins (eclipses 5LR1731.4, 5LR1731.7, and 5LR9888.1)	Colorado Central, Colorado & Southern/Burlington Northern & Santa Fe Railroad	Transportation
5LR.8930.2	T6N/R69W, SW¼ Sec. 26	Louden Ditch	Irrigation
5LR850.5	T5N/R69W, NW¼ Sec. 13	Great Western Railway	Transportation
5LR.503.4	T5N/R69W, SW¼ Sec. 13	Loveland & Greeley Canal	Irrigation
5LR.8928.7	T5N/R69W, NW¼ Sec. 24	Farmers Ditch	Irrigation
5LR.1710.1	T4N/R69W, SE¼ Sec. 2	Handy Ditch	Irrigation
5BL.400.3	Larimer/Boulder County line south to Longmont	Colorado Central / Colorado & Southern Railroad / Burlington Northern & Santa Fe Railroad	Transportation
5BL.3449.2	T3N/R69W, SE¼ Sec. 11	Supply Ditch	Irrigation
5BL.3114.28	T3N/R69W, SE¼ Sec. 11	Highland Ditch	Irrigation
5BL.3113.67	T3N/R69W, NE¼ Sec. 27	Rough & Ready Ditch	Irrigation
5BL.4832.28	T3N/R69W, NE¼ Sec. 34	Oligarchy Ditch	Irrigation
5BL.1245	103 Main St., Longmont	Old City Electric Building	Local landmark – Criterion A and C
5BL.1244	100 Main St., Longmont	Colorado & Southern/ BNSF Depot	Architecture – Richardsonian Romanesque – Criteria A and C
5BL.514.1	T2N/R69W, S1/2 Sec. 2	Great Western Railway	Transportation
5BL.513	11939 and 11801 Sugarmill Road	Great Western Sugar	Officially Eligible for NRHP
5BL4832.26	T2N/R69W, N1/2 Sec. 12	Oligarchy Ditch	Irrigation
5WL.5278	545 Hwy 119	William H. Dickens Farm	Associated with prominent early settler – Criteria B and C
5WL.2877.1	T2N/R68W, NW1/4 Sec. 7	Union Reservoir Ditch	Irrigation

continued

Table 7 (cont'd.): Historic Properties within the APE Listed from North to South by Corridor

Site #	Address/Location	Name	Historic Characteristics/ NRHP Eligibility Criterion
Commuter Rail Corridor (cont'd.)			
5WL.712	T2N/R68W, NE1/4 Sec. 7	Sandstone Ranch	Listed on the NRHP
5WL.5263	7523 County Road 7	Hingley Farm	Intact classic cottage – Criterion C
5WL.1970.7	T2N/R68W, W1/2 Sec. 27	Lower Boulder Ditch	Irrigation
5WL.2247.11	T1N/R68W, SW1/4 Sec. 10	Community Ditch	Irrigation
5WL.1966.11	T1N/R68W, S1/2 Sec. 14	Bull Ditch segment of the Bull Canal/Standley Ditch	Irrigation
5WL.1317.11	T1N/R68W, NW1/4 Sec. 24	UPRR - Dent Branch	Transportation
5WL.1969.41	T1N/R68W, NW1/4 Sec. 24	UPRR - Denver & Boulder Valley Branch	Segment Supports Eligibility
5WL.1966.8	T1N/R68W, NW1/4 Sec. 25	Bull Ditch segment of the Bull Canal/Standley Ditch	Irrigation
5BF.130.1	Union Pacific Segment within Broomfield County	UPRR Denver & Boulder Valley Branch	Segment Supports Eligibility
5AM.472.1	Union Pacific Segment within Adams County	UPRR – Dent Branch	Transportation
Queue Jumps Along US 85			
5WL.5296	3611 Idaho Street, Evans	Flagstone Residence - Goetzel	Unique flagstone construction – Criterion C
5WL.568	13412 US85	Fort Vasquez	On NRHP as early settlement
Station Locations			
5LR.488	409 Railroad Ave., Loveland	Colorado & Southern Depot	On NRHP
	451 Railroad Ave.	City of Loveland Building	Local Landmark
5LR.530	224 Mountain Ave.	Bimson Blacksmith Shop	On NRHP

BRIEF DESCRIPTIONS OF HISTORIC PROPERTIES BY CORRIDOR

I-25 CORRIDOR

5LR.11396 - Einarsen Farm, 1320 NE Frontage Rd. This farm was built in 1890 and retains a good deal of integrity in setting, feeling and design and is eligible under criterion C. The barn is very intact and has been included in list of historic barns in the Fort Collins area.

5LR.11393 - Rudolph Farm, 1028-1100 SE Frontage Rd. This property is significant as a long term farm in Larimer County. The Rudolph family were early settlers and had this land by 1915. The farmhouse was built in 1923 and remains intact.

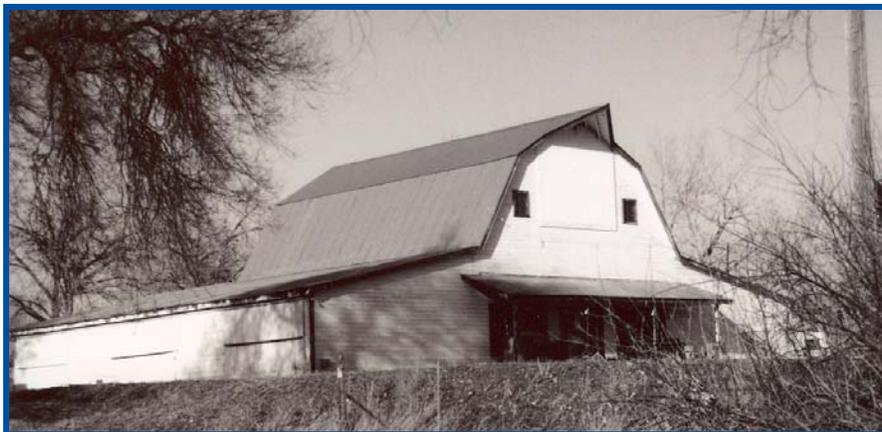
5LR.11390 - Cline Cottage, E. Larimer Co. Road 38, just east of the Cache La Poudre River. This is an intact cottage that was owned by descendants of Thomas Cline, an early Timnath settler in the 1860s. It is eligible under criterion C as an intact vernacular cottage.

5LR.11209 - Schmer Farm, 5464 E. Highway 34. This site, dating to the early 1900s remains a fairly complete example of a Larimer County farm from the run of the century. It is significant for its association with early agriculture around Loveland including sugar beet growing. It is also significant for the architecture of the farmhouse and associated farm buildings.



Schmer Farm

5LR.11382 - Hatch Barn, 640 SE Frontage Rd. This property includes a balloon-framed barn, which is quite unique to this area. It is significant under criterion C for the architecture of the barn.



Hatch Barn

5LR.11242 – Mountain View Farm, 5531 Highway 402. This property was determined officially eligible for the NRHP on July 24, 2006 under criterion A for its role in the early agriculture of the area. It was an early farm that grew hay, grain and sugar beets. Later it was used for cattle and dairy operations.

5WL.5204 - Bashor Barn, 3807 Weld County Rd. 48. This barn is significant under criterion c. It is a 90 year old barn with few alternations. The property was in the Bashor Family for nearly 50 years from 1928 until 1977. Belva Bashor, was the granddaughter of Peter Turner, whose homestead served as the origin of the Town of Berthoud.

5WL.5203 - Bein Farm, 3766 Weld County Rd. 48. The Bein farm has maintained the same basic farm size since the turn of the century when Fred A. Bein settled here. Many of the early farm buildings, most notably the farmhouse and the barn, are still on site and convey the feel of their historic agricultural uses. The period of agricultural development in Weld County is well demonstrated by this farm. Fred Bein, a pioneer Berthoud stockman and farmer, was one of the most widely-known residents of the Berthoud community until his death in 1933.

5WL.2985 - Little Thompson River Bridge, I-25 Frontage Rd. This bridge is located on a segment of the E. I-25 Frontage Road that was once was the old North-South Highway. It is a steel rigid Camelback pony truss bridge and is significant in that it is the last truss remaining from the North- South Highway. It has been listed on the National Register of Historic Places.



Little Thompson River Bridge

5WL.5198 - Olson Farm, 17820 E. I-25 Frontage Rd. This property is significant under criterion A for agriculture, as the land was used for agriculture for many decades by the Olson family, one of the early long-term settlers in the area. It is also significant for the

Ballinger Reservoir on the property which was one of the early water/irrigation features in the area.

5WL.1978 - Rademacher/Hilgers Residence, 3865 Highway 66. This property includes a Craftsman Style house built in 1920 that is largely intact and is eligible for the National Register under criterion C. It is also associated with the Rademacher family which had been in this area since the 1940s.

US 34 CORRIDOR

5WL.322 - White-Plumb Farm, 955 39th Ave., Greeley. This farm has been listed on the National Register of Historic Places. It was originally part of a 160 acre tree claim acquired in 1881, by Civil War veteran, Charles White. The Plumb family moved to the farm in 1923 and lived there until 1997. This farm is in the Centennial Farm program.

COMMUTER RAIL CORRIDOR

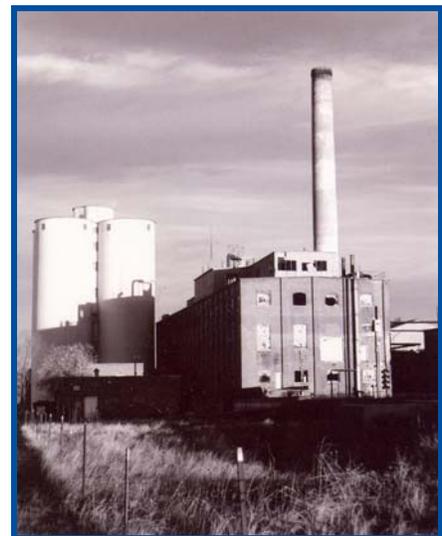
5BL.1245 – Old City Electric Building, 103 Main St., Longmont. This building is significant for its role in the development of Longmont. Longmont was one of the first cities to develop a municipally owned electric generation plant. This building served the city's power needs from 1931 to 1969. It is an excellent example of 1930s industrial architecture with large windows, an open plan and solid brick construction. It has been designated as a local landmark by the City of Longmont.



Colorado & Southern/BNSF Depot

5BL.1244 – Colorado & Southern/BNSF Railroad Depot, 100 Main St., Longmont. This depot is significant for its association with railroad development and for its architecture. It is important as one of two railroad depots in Longmont and as one of the finest small masonry depots in the state. The depot is the only Richardsonian Romanesque style building in Longmont.

5BL.513 - Great Western Sugar Plant, Sugarmill Rd., Longmont. This sugar beet processing facility was built in 1903 and operated until the 1970s. It is significant for its role in the very important sugar beet industry in Colorado.



Great Western Sugar Plant

It was determined officially eligible for inclusion on the NRHP on July 16, 1999.

5WL.712 - Sandstone Ranch, Hwy 119 just east of Longmont. The Sandstone Ranch was NRHP-listed in 1984. It is important for its association with Morse Coffin, one of the early settlers in this area having settled in Boulder County in 1859. He became a preeminent agriculturalist in the area and was co-founder of the first public school district in Colorado.

5WL.5278 - William H. Dickens Farm, 545 Hwy 119, Longmont. This farm is significant for its association with William H. Dickens, one of the earliest settlers in the St. Vrain valley. Dickens step-father, Alonzo N. Allen, was the first Euroamerican to settle in the St. Vrain drainage. Dickens was a prominent farmer and businessman in the area. He built the Dickens Opera House in Longmont and owned several farms around Longmont.

5WL.5263 – Hingley Farm, 7523 County Road 7, Erie. This farm is significant as a very intact example of agricultural architecture in Weld County. Built in 1900, this farmhouse has remained as one of the few intact early agricultural structures in the area.

US 85 CORRIDOR

5WL.5296 - Residence built of Flagstone – Goetzel Residence, 3611 Idaho St., Evans. This house is constructed of rusticated flagstone. It was built in 1943, is an intact example of a flagstone house, and is eligible under criterion C.

5WL.568- Fort Vasquez, Platteville. Fort Vasquez Trading Post, listed on the National Register of Historic Places, was built in 1835 and was the first permanent structure built along the South Platte River. This adobe outpost was near the Trapper's Trail and was built to be near the Cheyenne and Arapaho Indians, who provided buffalo robes to the trading post in trade for kettles, knives, guns, ammunition, blankets, beads and other items.



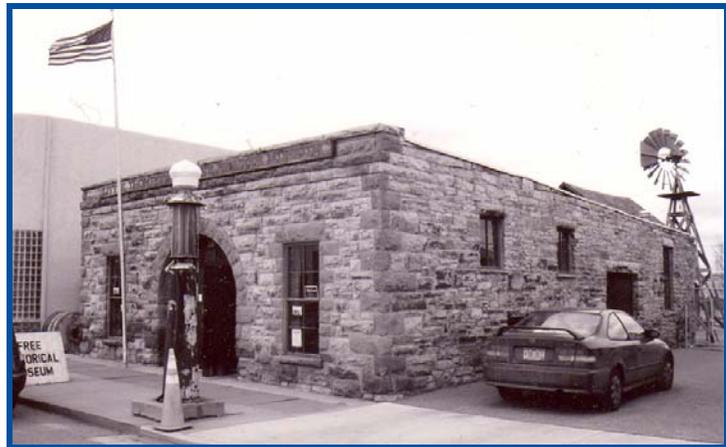
Fort Vasquez

STATION SITES

City of Loveland Building, 451 Railroad Ave., Loveland. This two story handsome brick building is located to the west of the railroad tracks on the Colorado & Southern railroad depot. It has been listed on the Loveland list of local landmarks. The building is owned by the City of Loveland.

5LR. 488 Colorado & Southern Railroad Depot, 409 Railroad Ave., Loveland. This depot was placed on the National Register of Historic Places on June 14, 1982 for its significance in association with railroad development and for its architecture. It was designed by architect Charles B. Martin in the Romanesque Revival style. A sugar beet processing plant had opened in Loveland in 1901, greatly helping the regions economy. The station was built the next year in 1902.

5LR.530, Bimson Blacksmith Shop, 224 Mountain Ave., Loveland. This building was the first blacksmith shop in Berthoud, established in 1893 and remaining open until 1943. Its owner, Alfred G. Bimson, was also the town's mayor and as such, the blacksmith shop served as the town gathering spot. It is significant for that history as well as for its architecture. The building is made of native Lyons sandstone that was quarried west of Berthoud.



Bimson Blacksmith Shop

BRIEF DESCRIPTIONS OF HISTORIC RAILROADS AND DITCHES BY CORRIDOR

I-25 CORRIDOR

5LR.863.2 - Larimer and Weld Canal segment. This recorded segment of the Larimer and Weld Canal retains integrity of original design, function, and location. Therefore it is assessed as supportive of the greater historic site and is thus NRHP eligible.

5LR.1731.2 - Colorado & Southern Railroad segment. In 2001 the Colorado & Southern Railroad was officially designated by OAHF as NRHP eligible. This recorded segment of the railroad retains integrity of original location, design, and function. Therefore, it is assessed as supportive of the greater site and is thus NRHP eligible.

5LR.1327.6 - Colorado & Southern Railroad segment. In 2001 the Colorado & Southern Railroad was officially designated by SHPO as NRHP eligible. This recorded segment of the railroad retains integrity of original location, design, and function. Therefore, it is assessed as supportive of the greater site and is thus NRHP eligible.

5LR.2160.1 - Boxelder Ditch segment. Boxelder Ditch was officially designated NRHP eligible by OAHF in 1996. This segment of the ditch retains integrity of location, design, and function. Therefore, it is found to be supportive of the greater site and thus it is NRHP eligible.

5LR.8930.1 - Louden Ditch segment. OAHHP has designated the Louden Ditch to be NRHP eligible. This segment of the functioning ditch is evaluated as supportive of the greater site and therefore NRHP eligible, because it maintains the original ditch alignment as it courses through a rural setting that is evocative of the historic irrigation era.

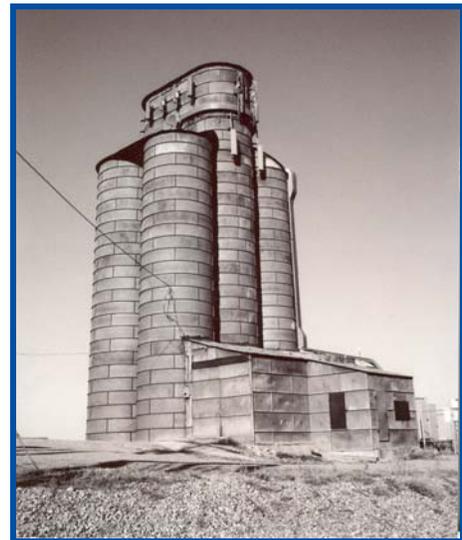
5LR.1815.2 - Union Pacific Railroad segment. In 2001 the Union Pacific Railroad was officially designated by OAHHP as NRHP Eligible. This recorded segment of the railroad retains integrity of original location, design, and function. Therefore, it is assessed as supportive of the greater site and is thus NRHP eligible.

5LR.503.2 - Loveland and Greeley Canal segment. Although portions of this recorded segment have undergone recent changes, most of the original alignment has been preserved at this location and it retains original elements of design and function. The segment supports the eligibility of the greater site and thus is NRHP eligible.

5LR.8928.1 - Farmers' Ditch segment. OAHHP has designated the Farmers' Ditch to be NRHP eligible. This segment of the functioning ditch is evaluated as supportive of the greater site and therefore NRHP eligible, because it maintains the original ditch alignment as it courses through a rural setting that is evocative of the historic irrigation era.

5LR.1815.3 - Union Pacific Railroad segment. In 2001 the Union Pacific Railroad was officially designated by OAHHP as NRHP Eligible. This recorded segment of the railroad retains integrity of original location, design, and function. Therefore, it is assessed as supportive of the greater site and is thus NRHP eligible.

5LR.11408 – Zimmerman Grain Elevator. Built in 1917, this intact steel tile elevator typifies a grain elevator construction style that is uncommon in Colorado. It is in good condition and continues to fulfill its original function as a grain storage facility. Weld and Larimer Counties were the center of a Colorado dryland-farming boom in the early 20th century and the elevator was an important part of this history. For these reasons the Zimmerman Grain Elevator is found to qualify for NRHP eligibility under Criterion A and C.



Zimmerman Grain Elevator

5LR.850.1 - Great Western Railway segment. This segment of the GWR is part of the Loveland to Buda Siding section, which was the first section of the railroad to be built. The railroad in this setting is a manifestation of the historic sugar beet era and the farming communities that the line once served, and it played a role in the growth of the city of Loveland. The recorded segment is still active and retains integrity of location and function. It is assessed as supportive of the eligibility of the greater site.

5LR.8927.1 - Hillsboro Ditch segment. Outside of the I-25 right-of-way, this segment of the functioning ditch appears to have maintained its historic alignment and is visually compatible with the rural landscape through which it runs. Therefore, it is recommended as supportive of the greater site and thus NRHP eligible.

5WL.864 - Great Western Railway Buda Siding: This site is eligible for the NRHP because the ticket office is intact, it sits in its original location, and it may be one of the last remaining buildings of its kind built by the Great Western Railway (GWR). In addition, GWR expressly chose the location as a beet dump to which farmers brought their beet harvest for sale to GWR and so that it could be loaded onto the GWR rail cars for transport to the sugar mills.

5WL.841.11 - Great Western Railway segment: This segment is a part of and first end-of-track point for the Great Western Railway (GWR), Loveland to Buda section, which in 1903 was the first section built for the GWR line. OAHF has designated the GWR as NRHP eligible. The segment is assessed as supportive of the greater site and thus NRHP eligible because it is a part of the inaugural line. In addition, the area through which the segment runs remains essentially rural and thus the railroad in this setting is representative of the historic sugar beet era and the related farming communities that it once served.

5WL.841.9 - Great Western Railway segment. This is a segment of the Great Western Railway (GWR), Johnstown to Liberty section, which was built in 1905 and became GWR property in 1906. The segment is evaluated as supportive of the greater NRHP eligible site because it retains integrity of location in a rural setting where it serves as a dynamic visual reminder of the important role played by GWR in the early agrarian economic development of northeastern Colorado.

5WL.1975.1 - Last Chance Ditch segment. The Last Chance Ditch was designated by OAHF in 2003 as NRHP eligible. Although the ditch segment east of I-25 has recently been realigned, west of I-25 its integrity of location and design remains essentially pristine within the context of a protected rural setting (St. Vrain State Park). These favorable conditions are deemed to prevail over that of the east side and so the segment is evaluated as supportive of the greater site and thus NRHP eligible.

5WL.1966.1 - Bull Canal/Standley Ditch segment. This segment of the Bull Canal/Standley Ditch is in good condition and retains integrity of design, location, and setting. For these reasons it is evaluated as supportive of the greater historic site and is thus NRHP eligible.

5BF.72.1 - Bull Canal/Standley Ditch segment. This segment of the Bull Canal/Standley Ditch is in good condition and retains integrity of location and design in a rural landscape setting. It is evaluated as supportive of the greater historic site and is thus NRHP eligible.

5BF.72.2 - Bull Canal/Standley Ditch segment. This segment of the Bull Canal/Standley Ditch is in good condition and retains integrity of location and design in a rural landscape setting. It is evaluated as supportive of the greater historic site and is thus NRHP eligible.

5BF.72.3 - Bull Canal/Standley Ditch segment. This segment of the Bull Canal/Standley Ditch is in good condition and retains integrity of location and design in a rural landscape setting. It is evaluated as supportive of the greater historic site and is thus NRHP eligible.

5AM.457.2 - Bull Canal segment. This segment of the Bull Canal follows the original alignment of the ditch and is in good, functional condition. Therefore, it is assessed as supportive of the greater historic site and is thus NRHP eligible.

5AM.1291.3 - Farmers Highline Canal segment. This segment of the Farmers Highline Canal retains integrity of location, design, and function. For these reasons it is assessed as supportive of the greater historic site and is thus NRHP eligible.

COMMUTER RAIL

5LR.1731.1 - Colorado Central/Colorado & Southern/Burlington Northern & Santa Fe Railway. This is a 23.4-mile-long segment of the CC/C&S/BNSF railroad that runs north from the Larimer and Boulder County line to Cherry Street in Fort Collins. The line was built in 1877 and has been in constant service for 130 years. During this time it has played a vital role in the economic development of northeastern Colorado and facilitated the growth and development of the Front Range towns of Fort Collins, Loveland, Berthoud, and Longmont, as well as outlying communities. For the first half of its life it provided the best means of rapid, reliable local and long distance transit for passengers and commodities. Although constant maintenance and repair has meant the loss of virtually all the original structural components, the line retains integrity of location by holding to the original alignment. It also retains integrity of design, workmanship, and materials that allow it to be readily identified as a railroad. Finally, its continued service is a dynamic visual reminder of the historic railroading era in Colorado and the West.

5LR.8930.2 - Louden Ditch segment. In 2001 the Louden Ditch was officially declared NRHP eligible by OAHF. The recorded segment is assessed as supportive of the greater site because it retains visual and structural integrity by holding to the historic channel alignment in a rural setting that recalls the early irrigation era. Thus, it is NRHP eligible.

5LR.850.5 - Great Western Railway segment. This segment of the Great Western Railway is in Loveland and is part of the first section built for the GWR in 1903. The segment supports the eligibility of the NRHP eligible site.

5LR.503.4 - Loveland & Greeley Canal segment. In 1984 the Loveland & Greeley Canal was evaluated by OAHF as NRHP eligible. The recorded segment follows the historic channel alignment through the old town area of Loveland. The original integrity of the ditch in this historic setting contributes to an atmosphere evocative of early agriculture in the area

and the important role played by irrigation canals. For these reasons it is assessed as supportive of the greater site and thus is NRHP eligible.

5LR.8928.7 - Farmers' Ditch segment. In 2006 OAHP officially declared the Farmers' Ditch NRHP eligible. The recorded segment retains visual and structural integrity within a semi-rural setting and is therefore assessed as supportive of the greater site and thus NRHP eligible.

5LR.1710.1 - Handy Ditch segment. In 1993 this segment of the Handy Ditch was officially assessed by OAHP as NRHP eligible. It was reevaluated with the same original NRHP eligible assessment.

5BL.400.3 - Colorado Central/Colorado & Southern/Burlington Northern & Santa Fe Railway. This is a 7.8-mile-long segment of the CC/C&S/BNSF railroad that runs south from the Larimer and Boulder County line to S. Pratt Parkway in Longmont. The line was built in 1877 and has been in constant service for 130 years. During this time it has played a vital role in the economic development of northeastern Colorado and facilitated the growth and development of the Front Range towns of Fort Collins, Loveland, Berthoud, and Longmont, as well as outlying communities. For the first half of its life it provided the best means of rapid, reliable local and long distance transit for passengers and commodities. Although constant maintenance and repair has meant the loss of virtually all the original structural components, the line retains integrity of location by holding to the original alignment. It also retains integrity of design, workmanship, and materials that allow it to be readily identified as a railroad. Finally, its continued service is a dynamic visual reminder of the historic railroading era in Colorado and the West.

5BL.3449.2 - Supply Ditch segment. The Supply Ditch is an early irrigation structure that is linked to the early days of irrigation development along the Front Range and in Boulder County. It still serves its original purpose and is well maintained. In addition, it appears to hold to its original historic alignment. For these reasons the entire ditch is recommended as eligible for the NRHP. The recorded segment is in good condition and exhibits all the historic physical characteristics associated with the whole ditch. Therefore, it is found to support the NRHP eligibility of the greater site.

5BL.3114.28 - Highland Ditch segment. The Highland Ditch is an early irrigation structure that is linked to the early days of irrigation development along the Front Range and in Boulder County. It still serves its original purpose and is well maintained. In addition, it appears to hold to most of the original historic alignment. For these reasons the entire ditch is recommended as eligible for the NRHP. The recorded segment is in good condition and exhibits all the historic physical characteristics associated with the whole ditch. Therefore, it is found to support the NRHP eligibility of the greater site.

5BL.3113.67 - Rough & Ready Ditch segment. OAHP officially evaluated the Rough & Ready Ditch as NRHP eligible in 1991. This segment of the ditch is in good condition and

much of its length follows the historic alignment. Therefore, it is assessed as supportive of the greater site and thus it is NRHP eligible.

5BL.4832.28 - Oligarchy Ditch segment. The Oligarchy Ditch has been associated with Boulder County irrigation since its first appropriation date of 1866, which is among the oldest in the county. It has remained in service to the present and appears to have maintained most of its original alignment. For these reasons it is found to qualify as NRHP eligible. The recorded segment retains integrity of location, setting, and design, conditions that are supportive of the greater site and thus it is NRHP eligible.

5BL.514.1 - Great Western Railway segment. This is a segment of the Great Western Railway (GWR) that ties into the Great Western Sugar Mill complex at Longmont (5BL513). The GWR Liberty to Longmont line was constructed in 1906. It was officially designated NRHP-eligible by OAHF in 1999. The railroad segment remains intact.

5BL.4832.26 - Oligarchy Ditch segment. This segment of the Oligarchy Ditch was previously recorded in 1998 and assessed as NRHP-eligible. The segment appears not to have been modified except where it passes under the new SH-119 alignment and it retains integrity of location.

5WL.2877.1 - Union Reservoir Ditch segment. South of SH 119 this ditch was previously recorded in association with the Sandstone Ranch project. The ditch was officially declared NRHP-eligible by OAHF in 1998.

5WL.1970.7 - Lower Boulder Ditch segment. The Lower Boulder Ditch in Weld County was designated eligible for the NRHP in 1993.

5WL.2247.11 - Community Ditch lateral segment. The OAHF officially declared the Community Ditch as NRHP eligible in 1996. The recorded segment retains original integrity in location and setting because it holds to the original channel alignment in a rural setting. Therefore, it supports the NRHP eligibility of the greater site.

5WL.1966.11 - Bull Canal/Standley Ditch segment. This segment is the Bull Canal/Standley Ditch in Weld County. The current segment follows the original historic alignment of the ditch and is therefore assessed as supportive of the greater site and thus evaluated as NRHP-eligible.

5BF.130.1 – Union Pacific, Denver & Boulder Valley Branch. Although presently abandoned, this railroad segment is physically intact and by its presence continues to convey the feeling and association of a railroad. Therefore, it supports the greater sites NRHP eligibility.

5BF.1969.41 – Union Pacific, Denver & Boulder Valley Branch. Although presently abandoned, this railroad segment is physically intact and by its presence continues to convey the feeling and association of a railroad. Therefore, it supports the greater sites NRHP eligibility.

5WL.1317.11 (eclipses .17 segment) - UPRR Dent Branch. The OAHP has officially declared the Union Pacific Railroad Dent Branch eligible for the NRHP. Although presently abandoned, the recorded segment retains integrity of location and setting and the tracks and rails are intact, albeit somewhat deteriorated. The segment is found to support the NRHP eligibility of the greater site.

5WL.1966.8 - Bull Ditch segment of the Bull Canal/Standley Ditch. This segment of the Bull Ditch, which is a part of the Bull Canal/Standley Ditch system, was recorded and evaluated in 2004 as supportive of the greater NRHP eligible site. In addition, the concrete siphon that carries the water under the railroad tracks was found to qualify under NRHP Criterion C as a distinctive engineering feature type.

5AM.472.1 - UPRR Dent Branch. The OAHP has officially declared the Union Pacific Railroad Dent Branch eligible for the NRHP. Although presently abandoned, the recorded segment retains integrity of location and setting and the tracks and rails are intact. Therefore the segment supports the NRHP eligibility of the greater site.

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