

NINE MILE CORNER MONUMENT

Two pillars stand on Arapahoe Road at its intersection with US 287 in Boulder County. Few know that the pillars are a memorial to those who served in WWI. Fewer still know that they were built as an entrance to Boulder, or why the “entrance” was built miles from the city limits.

The Lincoln Highway

The early part of the 20th century saw the rapid expansion of automobile ownership throughout the United States. With this growth came increasing demand for better roads.

In 1913, the Lincoln Highway Association was formed to promote creation of a hard-surfaced road from New York to San Francisco. While the primary route laid out by the Association’s Proclamation ran west from Omaha to Cheyenne, after furious lobbying from Colorado,¹ it also designated a Colorado loop heading southwest from Big Springs, Nebraska, to Denver, and then north through Longmont, Loveland, and Fort Collins, and back to Cheyenne.²

However, no “highway” existed over much of the route. To fill the void in Boulder County, local enthusiasts designated a series of unpaved county roads between Lafayette and Longmont to be the “Lincoln Highway.” This route started on the north edge of Lafayette, and proceeded north on 111th Street from its intersection with Baseline Road. After detouring around a reservoir, the route turned west on Isabelle Road, and then jogged west and north on country roads to Lookout Road, where it turned west to join 107th Street and then north to Longmont.³

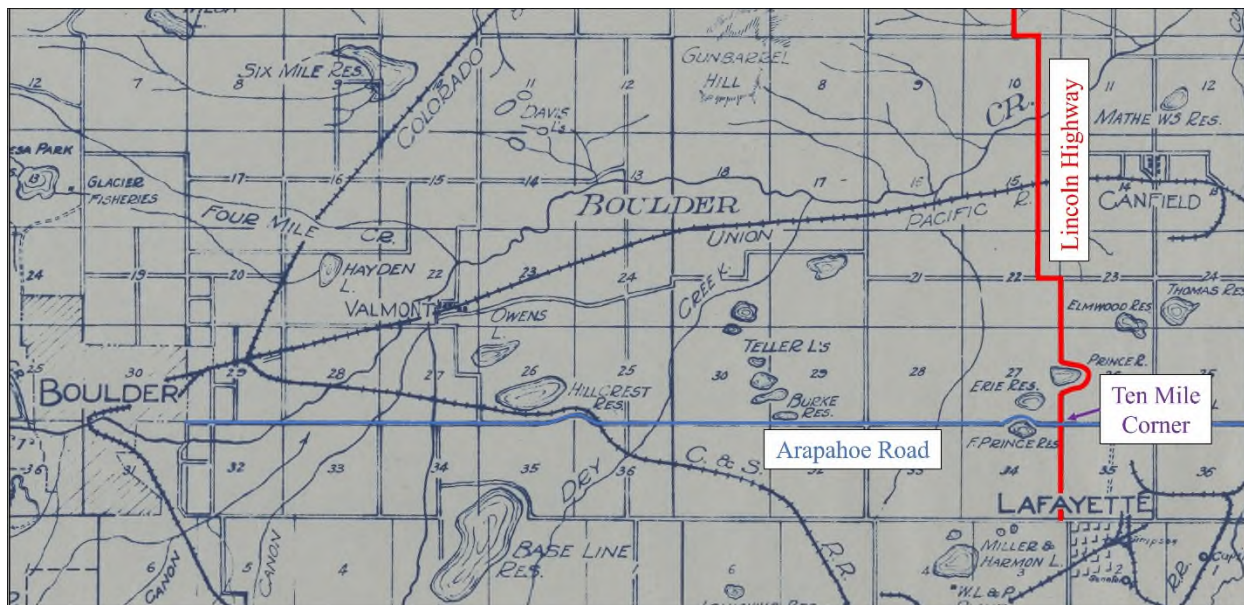
In 1915, over bitter opposition from Colorado interests, the Association removed the Colorado Loop from the designated route.⁴ Thereafter, its road guides simply noted a possible “detour” from Cheyenne to Denver along the western leg of the former Loop.⁵ Boosters in Colorado ignored this change,⁶ and for decades locals continued to refer to the route north from Denver to Cheyenne as the Lincoln Highway.⁷



*The original Lincoln Highway*⁸

The Good Roads Movement and The Road of Remembrance

Boulder's connection to the Highway was Arapahoe Road, which intersected with the Lincoln Highway at the so-called Ten Mile Corner. Also known as the Valley Road, Arapahoe was an unpaved county road running across the plains into the city.



In 1919, the Boulder Rotary Club created a “Good Roads Committee” to work on the issue of improving the roads in the area.¹⁰ Working with the local Commercial Associations in Boulder and Longmont, they proposed an ambitious program to improve the County roads, including paving the entire length of the Lincoln Highway in the County, and Arapahoe Road from Ten Mile Corner to the city.¹¹

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in the world.”¹² Editorial writers around the country took up the cause,¹³ and soon plans for roads of remembrance honoring the soldiers who served in WWI were announced around America.¹⁴

One group that quickly warmed to the road of remembrance concept was the American Legion. Organized in 1919, the Legion’s membership at that time was limited to those who served honorably between April 6, 1917, and November 11, 1918.¹⁵ In 1921, the Commander of the American Legion issued a ringing call to all state departments, urging them to push memorial tree planting everywhere. Shortly thereafter, he died in an auto accident, and soon embryonic Legion posts across the country began announcing plans to help fulfill his dream.¹⁶

Another development in 1919 was the appointment of Edward B. Hill, a player in local Republican politics, as Boulder County Commissioner for District 1.¹⁷ Roads in unincorporated Boulder County were controlled by the Commissioners. Under the then-existing structure, the primary duty of a county commissioner was to maintain the roads in his district. The City of Boulder, Arapahoe Road and the Lincoln Highway south of Longmont were in District 1, under Hill’s jurisdiction.

Before long, news of the road of remembrance movement reached Boulder County.¹⁸ In January 1923, the Boulder Commercial Association, a variety of the Boulder service clubs and the Boulder County Commissioners began working on the development of a “Road of Remembrance” on Arapahoe Road from Boulder to Ten Mile Corner, dedicated to the soldiers from the County who fought in WWI. Inspired by Commissioner Hill,¹⁹ the preliminary plan included construction of an arch or monument at Ten Mile Corner, along with planting trees and possibly lights on both sides of the road.²⁰ Money for the arch would be raised by public subscription,²¹ and most other organizations in Boulder endorsed the plan.²²

Among the first Legion posts organized in Colorado was Boulder Post 10. The newly minted Post 10 quickly took up sponsorship of Hill’s “Road of Remembrance.”²³ By 1923, the outlines of a plan for a “Road of Remembrance” to connect with the Lincoln Highway had the full-throated support of both Boulder’s business community and civic organizations. However, politics, money and just plain stubbornness caused five years to pass before any element of the “Road of Remembrance” could be completed.

Relocation of the Lincoln Highway

Though the Lincoln Highway was a burgeoning tourist thoroughfare in the summer, it was also the main north-south road in Boulder County and from northern Colorado to Denver. With the increase in travel and the higher speeds of newer cars, the dangers of the Highway’s zig-zag route from Ten Mile Corner to the beginning of the pavement south of Longmont became apparent. Four turns, including one named “Dead Man’s Curve,” made this stretch not only dangerous to tourists, but also a hazard to local residents.²⁴

In November 1923, about nine months after the “Road of Remembrance” project was announced, the Boulder County Commissioners passed a resolution intended to eliminate these dangers by constructing a new, straight six-mile stretch of north-south highway. The new road would be built roughly three-fourths of a mile west of 111th Street, from Baseline Road west of Lafayette to Six Mile Corner (the intersection of 107th Street and Mineral Road) south of

Longmont. However, the proposed new highway did not follow existing roads, and would require obtaining land for a right of way from farmers along the route.²⁵

Commissioner Hill championed the relocation of the Lincoln Highway, and by December announced that the plan was about to be approved by the State. He highlighted the dangers of the existing route, and emphasized that this plan would eliminate the dangers presented by the several sharp curves on that stretch of the Highway. A newspaper report of Hill's remarks added:

Mr. Hill stated that the owners of the farms through which the road must be built have expressed a willingness to grant a right-of-way and are anxious that the highway go over the proposed route. They show no inclination to try to prevent it and most of them have stated that they want no remuneration for the land but only ask that their places be left in as good a condition as they were before the road went through and that the expense of any building or fencing moving necessary be borne by the state and county.²⁶

Hill's optimism was either overstated or nearsighted. The plan was supported by many Boulder residents, who were keen on moving this major thoroughfare incrementally closer to Boulder. But the proposal met with significant resistance from a variety of quarters elsewhere in the County. Some farmers, led by Joseph Oscar Vaughn (J.O.V.) Wise, vigorously protested. They maintained that the new road would ruin their farms and that the expense would be prohibitive. The opponents argued that the old route was adequate, and no changes were needed.²⁷

After weeks of debate, the relocation project was put aside. However, it was revived in 1925 when State officials indicated that state funding for paving the Lafayette-Longmont connection would not be considered until the question was settled.²⁸

Opponents again organized to block the relocation plan. In June 1925, the Lafayette Chamber of Commerce voted to protest the change, going so far as to call for court action seeking an injunction against the county commissioners if the project proceeded.²⁹

Leaders of the Longmont Chamber of Commerce had attended the Lafayette meeting,³⁰ and also announced that it vigorously protested the proposed change.³¹ And within a few days, a spat erupted with the Boulder Chamber. The ostensible flashpoint was the Boulder Chamber's distribution of 40,000 tourist folders with a map showing the natural wonders in the area. The Longmonters protested: "The aged or infirmed, without the aid of a powerful finding glass, could not possibly locate Longmont on the map used by Boulder...."³²

The Longmont Chamber also saw other sinister moves afoot when Hill and the Boulder Chamber's "Boulder Good Roads Committee" met privately with the State Highway Commissioners in Denver. This meeting, the Longmonters argued, came on the heels of the prior summer when "Longmont and Northern Colorado was completely isolated to tourist travel with the lack of proper road improvement on detours, until the tourist season was all over."³³

In late June it was announced that the Commissioners would meet with the resident state engineer, W.R. Douglas, to go over the proposed route for the relocated Lincoln Highway, and later explain the exact route to the affected farmers. While the other Commissioners remained silent, Hill reiterated his support for the plan.³⁴

Hill accordingly continued promoting the project and working to obtain the necessary right of way.³⁵ In early July 1925, he announced that he had spent the day with Douglas going over the proposed right-of-way for the new route. Both men indicated that the owners of the land on the south end of the route had already signed up, but that opposition continued from farmers to the north. Hill indicated that he was continuing his efforts to secure the needed right-of-way, and expressed confidence that everything would be wrapped up by September of that year.³⁶

However, led by Wise, four farmers who controlled about 20% of the route refused to sell.³⁷ According to some reports, the other two county commissioners were not in favor of buying the new right-of-way, but instead favored rebuilding the Highway along its existing route. Hill was undaunted, and told the recalcitrant farmers that if they did not agree, he would institute condemnation proceedings.³⁸

Presumably because of the internal battles in Boulder County, the State stepped in. In September, the State Highway Engineer announced that the new paved Lincoln Highway would follow the route championed by Hill.³⁹ On October 2, 1925, the Colorado Attorney General, acting on behalf the Colorado Highway Commission, filed a condemnation action against the obstinate landowners in Boulder District Court.⁴⁰

A month later in November 1925, the Boulder County Commissioners announced that if the condemnation was approved, Arapahoe Road would be paved from its intersection with the new highway to the City of Boulder.⁴¹ This project, if completed, would provide the first paved connection between Boulder and Denver.

On December 23, 1925, a jury awarded the farmers slightly more than \$11,000 for the condemned land.⁴² Initially, the County was hesitant to accept the verdict, and contemplated pursuing an alternative route.⁴³ However, the parties soon resolved their differences and the condemnation award was confirmed.⁴⁴

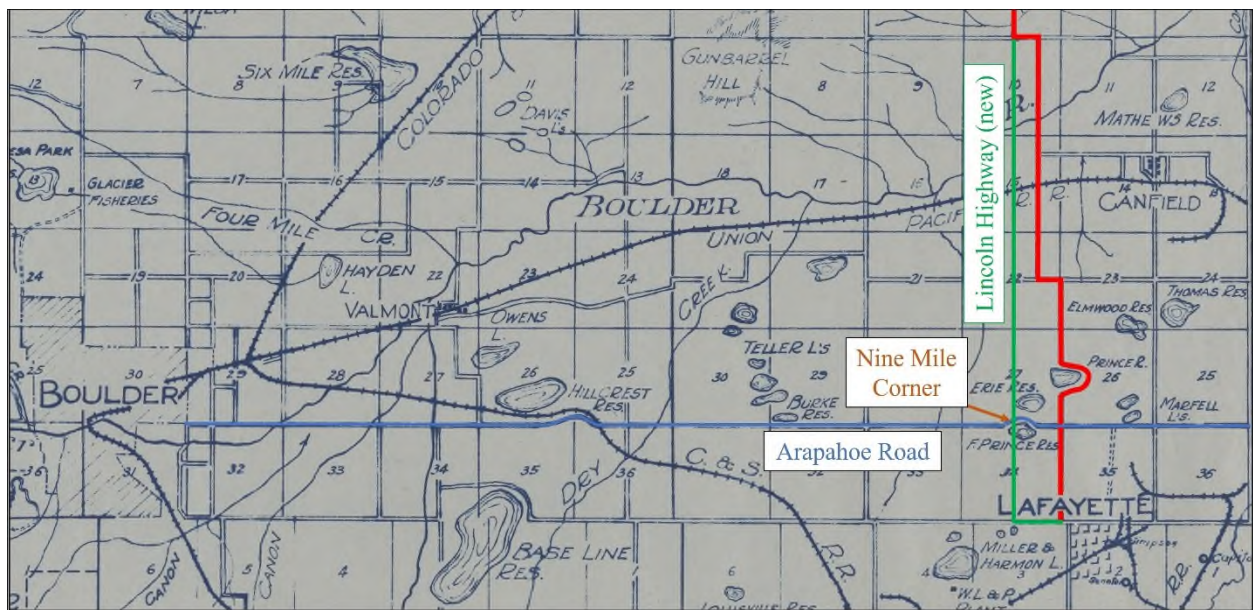
Planning Boulder's Road of Remembrance

The fight over relocation of the Lincoln Highway put the plans for the "Road of Remembrance" along Arapahoe Road to Boulder on the back burner. The Legion had created a fund for the project in about 1924,⁴⁵ but no work had started.

While the Lincoln Highway fight raged, discussions continued about the potential Road. The original concept for the was ambitious. It called for the planting of over 1000 trees to line Arapahoe Road from Ten Mile Corner on the Lincoln Highway to Boulder. At every crossroads, grass and flowers would be planted forming miniature garden spots. At various other points, grassy parkways would be created. Several small lakes adjacent to the road would be incorporated into small parks with trees, benches, playgrounds, and row boats. Irrigation ditches would be constructed to maintain the plants. Adjacent farmers would be urged to construct attractive fences and maintain adjoining fields.⁴⁶

At Ten Mile Corner, boosters continued to push for the creation of the "big arch" to entice tourists to turn toward Boulder.⁴⁷ The Boulder Lions Club soon took over that part of the project, and began to raise money to fund the arch's construction.

But the Legion soon added another element to the planning. In 1922, the parent American Legion began pushing Congress to release some of the nearly 2200 artillery pieces brought back as “souvenirs” by American forces returning from WWI. Local Legion posts were encouraged to lobby Congress for such trophies.⁴⁸ Shipment of the trophy guns began in the summer of 1925,⁴⁹ with Boulder’s Post 10 had receiving four captured artillery pieces.⁵⁰



After the condemnation action was completed, the State and County in early 1926 began to disclose details for the design of the new Lincoln Highway. Douglas, the state's resident engineer, was acutely aware of Boulder's plan for Arapahoe Road.⁵³ Accordingly, its intersection with the relocated Lincoln Highway was designated to be "where the Legion Road of Remembrance will start its way west into Boulder." The State resident engineer went on to state:

While the patriotic symbolism of this design was unmistakable, supporters pointed out another advantage:

The psychology back of the plan is that the casual motorist traveling the main highway will be instinctively attracted by the beautiful entrance to the road and that large numbers who would otherwise miss Boulder will turn their machine into the improved highway and follow it to the city.⁵⁵

The enhanced connection to the Lincoln Highway was an increasingly important objective for the Boulder business community. In the mid-1920s, a push was underway for the federal government to identify routes along established roads across the country, and mark them with standardized number designations. The *cachet* from such official designations was expected to be boon to towns and cities on those routes.⁵⁶

These designations were under discussion in 1925 and 1926, including a plan to designate a transcontinental route from El Paso to the Canadian border. This proposed route incorporated the north-south portion of the Lincoln Highway from Denver to the Wyoming border. Enthusiasts predicted that the new highway would attract millions of tourists each year to Colorado and Wyoming.⁵⁷

Local leaders were thrilled by these developments. Boulder County Commissioner Guy Miller described the new stretch of highway as “part of an interstate road planned by the federal government ... [which] has been characterized as the most stupendous road building program now occupying the attention of federal road builders.”⁵⁸

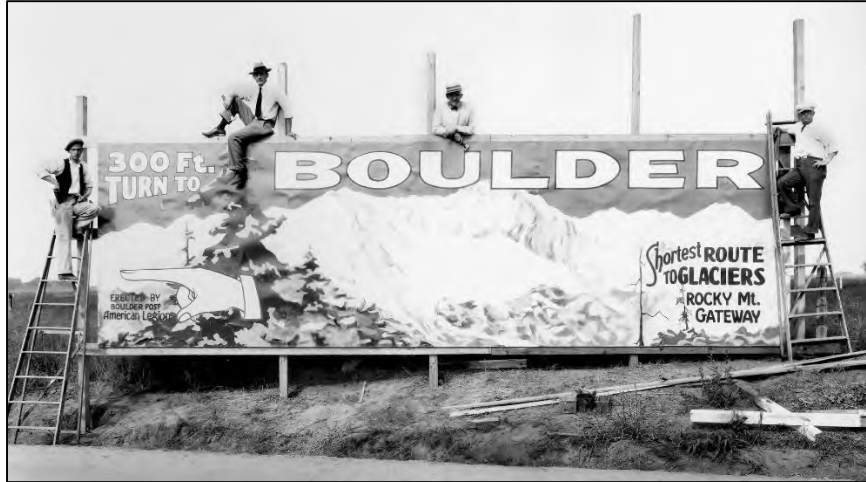
These few miles of road in eastern Boulder County were now, at least to local enthusiasts, part of both the legendary east-west Lincoln Highway and the soon-to-be-created north-south intercontinental federal highway. The push intensified to build the relocated Highway with an “instinctively attractive” entrance – a Gateway – to Boulder, in order to tap into the potential revenue from the increasing numbers of tourists northbound from Denver to Estes Park.

But yet another political dustup interfered. In early 1926, a battle between the Governor and the state highway department indefinitely tied up funding for road projects, including the relocation of the Lincoln Highway and the paving of Arapahoe Road.⁵⁹ Boulder’s dreams of a grand entrance beckoning to tourists traveling north once again were on hold.

The Battle at Ten Mile Corner

The political wrangling in Denver could not have come at a worse time for the folks from Boulder. In January 1926, Hill trumpeted statistics indicating that nearly a half million autos had used the Lincoln Highway from June-September 1925, smashing previous records. Equally important for Boulder, approximately one-fourth of all of the annual traffic on the Lincoln Highway turned west on to Arapahoe Road toward the City.⁶⁰ With a pot of gold beckoning, Longmont and Boulder stepped up their competition. The focal point of the rivalry was Ten Mile Corner, the existing intersection of Arapahoe Road and the original Lincoln Highway.

The opening salvo was fired when the Boulder American Legion erected a large road sign near Ten Mile Corner. Precisely why the Legion was involved in the tourism business is unclear. Regardless, apparently dissatisfied with the results, the Legion next hung a banner across the Lincoln Highway reading “Boulder – Estes Park,” adorned with a large finger pointing west on Arapahoe Road.⁶¹



*Sign at Ten Mile Corner – 1926*⁶²

Heat was added to the competition when a small hut was erected at a cost of \$100 on the east side of the Lincoln Highway at Ten Mile Corner.⁶³ A large sign on the hut identified it as an information bureau and distribution station for road guides.⁶⁴ It was manned by “a rather genial but fluent talker” named David Fairchild, a Legionnaire who sought to persuade tourists to turn west on Arapahoe for Boulder.⁶⁵ According to multiple reports, Fairchild disparaged Longmont and points north, and promoted Boulder as the only town north of Denver worth seeing.⁶⁶

In response, the Longmont Chamber of Commerce publicized that it had prepared a 10’ x 40’ road map showing the distances to all points of interest to be erected at Ten Mile Corner. The Longmont Chamber further boasted that it had acquired 100 new metal road signs to be erected at every crossroad north of Denver. Once erected, the Chamber crowed, no one will ever again have to ask, “Where is Longmont?”⁶⁷

Apparently, Longmont’s crowing was an empty threat, and the signs never existed.⁶⁸ However, on the evening of July 16, 1926, the “Boulder information bureau” hut was destroyed by fire. A debate raged over the cause, with the parties variously blaming men from Longmont and Boulder.⁶⁹ One theory was that “it was an overabundance of Boulder ‘hot air’ which caused the conflagration.”⁷⁰ In any event, the hut was rebuilt by the Boulder American Legion, and Fairchild resumed his post.⁷¹

Though hard feelings continued for some time,⁷² the Battle of Ten Mile Corner soon faded from view, as the completion of the new stretch of the Lincoln Highway moved the traffic west. Yet the energy directed at attracting tourists to Boulder from Ten Mile Corner, particularly by the Legion which was leading the “Road of Remembrance” project, corroborates the conclusion that patriotism was not the sole motive for the Boulder activists.

Construction of Nine Mile Corner

Before construction on the Gateway could begin, the parties waited for the intersection with the new highway to be completed. After a year of infighting, the State finally approved the budget including the construction of the relocated Lincoln Highway.⁷³ Fifty percent of the funding

for the new highway was provided by the federal government as part of Federal Aid Project Nos. 251 B and 281 D.⁷⁴

The first order of business was acquisition of the land for the project. The four farmers who fought the highway had the rights of way on their land transferred to the State Highway Department.⁷⁵ With that accomplished, the remaining farmers who earlier had agreed to sell transferred their portions of the right-of-way to Boulder County.

As part of that acquisition, the County acquired additional land to accommodate the “arcs” (aka the north and south turn lanes) for the “wyé” forming the Gateway envisioned by Hill and Douglas at Nine Mile Corner. Because Arapahoe Road straddles the boundary line between Sections 27 and 34, two separate acquisitions were required. The southern half of the land required for the Gateway was part of the site of the Frank Prince Reservoir, and was acquired by the County from the Schofield Farms in April 1926.⁷⁶ The northern half of the land for the Gateway was purchased by the County from a farmer named Morris Spishakoff a month later in late May 1926.⁷⁷

Grading for the new highway began in 1926 and was completed in 1927.⁷⁸ Paving at the intersection was completed in September 1927,⁷⁹ and Nine Mile Corner was ready for construction of the Gateway.

Building the Monument

While work proceeded on the Highway, planning continued for the Gateway. Douglas had formally submitted his plan for roadway for the new Lincoln Highway in early March 1926. Hill triumphantly reported that this design included the “wyé” at Nine Mile Corner, to be built with both state and federal funds.⁸⁰

As the plan for the Gateway evolved, the idea of a “big arch” was abandoned in favor of a somewhat different design:

The junction point will form the key to the whole beautification plan. Instead of a sharp right angle, enough land will be purchased to allow construction of sweeping curves from both north and south, thus making the turn easier to negotiate. The triangle which will be formed between these two arcs and the main highway will be made into a park and seeded with grass, shrubbery and flowers. Where the two arcs meet a stone gateway somewhat similar to that which guards the entrance to the Denver Mountain Parks above Golden will be erected. This particular phase of the project will be financed by the Lions Club of Boulder.⁸¹

Thus, the Gateway at the east end of the proposed “Road of Remembrance” would have two components: (a) a small park on the triangular tract formed by the roadways, and (b) a stone gateway at the apex of the two arcs financed by funds raised through the Lions Club. The press reported that the “plan has been officially endorsed by most of the organizations in Boulder and it is expected that each will contribute to the financial outlay necessary to place it in effect.”⁸²



Lookout Mountain Park

For their part, the Lions Club wanted its stone structure to “mark the new route” opened by the relocated Lincoln Highway,⁸³ as well as be a “suitable memorial in honor of those who served our country in the great World War.”⁸⁴ Loosely patterned after the pillars at the entrance to Lookout Mountain Park near Golden, the Monument would consist of two pillars flanking the roadway.

Plans for the Monument were drawn by Meade Walter, an architect and Lions Club member, whose son had served in the War.⁸⁵ The planned Monument would be built of flagstone, and “designed something like the walls and alcoves of the new University buildings.”⁸⁶ A three-man committee of Boulder Lions composed of Frank Henderson, Charles Cleveland, and former Boulder Mayor James Brillig spearheaded the project.⁸⁷

Precise original locations of the Monument pillars are presently unknown. However, the pillars as originally constructed flanked Arapahoe Road, which straddles the line between Sections 27 and 34. Accordingly, it is likely that the north pillar was originally constructed in Section 27 on land acquired by the County from Spishakoff. Similarly, it appears probable that the south pillar was built in Section 34 on land acquired by the County from Schofield Farms.

The groundbreaking and laying of the cornerstone for the Monument occurred on April 18, 1928. Approximately 200 officials and citizens gathered at Nine Mile Corner for the occasion. Joining Lions Club officials was Commissioner Hill, the godparent of the project. Members of the Legion and Legion Auxiliary, and representatives of the City of Boulder and the Boulder public schools attended. As part of the ceremony, a small metal box containing documents and mementos was placed by the Lions Club in a notch in the cornerstone.⁸⁸ No mention was made in the press reports of any attendees from Longmont or Lafayette.

Construction of the Monument took two months, with the stonework laid by Lee Roy Watson, a mason who also built some of the structures at St. Malo in western Boulder County.⁸⁹

The Monument was dedicated on June 17, 1928, in a ceremony attended by more than 1,000 people, with music by the Boulder City Band and speeches from numerous dignitaries. The Dedication was described as “a beginning of the program that Boulder has adopted thru the Legion, of making Arapahoe road from the city limits to Nine Mile Corner, a Road of Remembrance.” During the ceremonies Cleveland, on behalf of the Lions, “formally presented the Gateway to the Legion.” City of Boulder Mayor, L.W. Cumberland, also “accepted the gateway in behalf of the city.”⁹⁰



Dedication June 17, 1928

The Gateway Park

While work was proceeding on the Monument, preparations were underway for construction of the second phase of the Gateway project, the triangular park immediately east of the Monument. By 1927, the Legion had raised over \$1000 for the project.⁹¹ On December 30, 1927, Boulder County leased the ground for the park to the trustees for Boulder Post 10 for 99 years with rental payments of \$5.00 per year. The tract was described as “formed by the intersection of Federal Aid Project Road No. 251 B and Federal Aid Project Road No. 281 D.”⁹²

A year after the Monument was completed, Boulder Post 10 built the park in the middle of the “wye” created by Douglas’ design. The Legion’s plan for the park centered on the captured artillery pieces received from United States government. Initially, it was unclear whether more than one of the guns would be placed in the park.⁹³

On May 19, 1929, twenty-five Legion members bolted a single 100 mm captured German cannon⁹⁴ to a concrete base in the leased triangular tract of land.⁹⁵ The Legion also erected a donated 48’ flagpole, and arranged for a nearby neighbor raise and lower the American flag each day. The following week, they graveled the area.⁹⁶ Trees and shrubs were planted in the triangular plot, which was surrounded by barriers comprised of low posts and cables. The shoulder of the roadways of the arcs comprising the “wye” were sufficiently wide to permit parking for those accessing the park and the Monument.



*Gateway, date unknown*⁹⁷

The Decline of the Road of Remembrance

Despite the noble sentiments espoused by the sponsors of the Gateway, the commercial competition between the various cities on the Lincoln Highway shifted from Ten Mile Corner to the new entrance to Boulder. Before the first shovel of dirt was turned for the Monument, Spishakoff, who had just sold land to the County for the north “arc” of the Gateway, began leasing land on his adjacent property near the intersection to out-of-state interests for the erection of “hideous and huge billboards.” Though the Boulder Lions protested, the County Commissioners admitted that they were helpless to stop the activity.⁹⁸

Yet the folks from Boulder were hardly immune to commercialization at Nine Mile Corner. A primary motivation for the “beautification” of Nine Mile Corner was to entice tourists to turn west toward Boulder. Before the Monument was even built, plans were announced by the Boulder Chamber of Commerce in the spring of 1928 to erect their own 10’ x 40’ billboards at the intersection to direct tourists to Boulder. Other cities along the route threatened to do the same.⁹⁹ While it is unclear whether these signs were ever erected, Nine Mile Corner became home to numerous billboards.



*Nine Mile Corner, date unknown*¹⁰⁰

Later, to ensure that travelers did not miss the opportunity, three Boulder service clubs erected a large sign at the intersection unmistakably directing them to the city.



*Nine Mile Corner, date unknown*¹⁰¹

Much to the displeasure of the Boulder sponsors, commercialization of Nine Mile Corner continued. In 1928, Spishakoff sold a small parcel abutting the Lincoln Highway on the entrance to the northern arc to developers,¹⁰² and a gas station and lunch stand operated by Lennie Herring were soon erected at that spot.¹⁰³ The Boulder Lions Club again protested, contending that “it detracts much from the appearance of the beautiful gateway that they have erected.”¹⁰⁴



*Nine Mile Corner, date unknown*¹⁰⁵

With completion of the Gateway Park, the energy for the “Road of Remembrance” project among the various service clubs began to falter. The 1000 trees were never planted, though during the summer of 1928, Legion members planted hollyhock and poppy seed near streams and irrigation ditches along Arapahoe Road.¹⁰⁶

Boulder County’s interest in the Road of Remembrance likewise began to wane. At the insistence of the United States Bureau of Roads, the state highway department had announced in October 1927 that the State, rather than the County, would maintain the Lincoln Highway across the County, as well as Arapahoe Road to Boulder.¹⁰⁷ The latter in fact was designated as part of Colorado State Highway 7, running from Estes Park to Lafayette.¹⁰⁸

Though the plaque on the north pillar stated that it was the “Road of Remembrance Gateway,” the Road remained merely a dream. Apart from the Monument and adjacent park, none of the proposed amenities for the Road were ever constructed. Nor has Arapahoe Road ever been known as the “Road of Remembrance.” While the onset of the Depression and attendant decline in tourism likely were contributing factors, Post 10’s and Boulder’s concept of creating a grand boulevard into the city never materialized.

Legion Park

Though never directly associated with the “Road of Remembrance,” Post 10 and the County also collaborated on another memorial project on Arapahoe Road east of the city. In 1917, long before the “Road of Remembrance” project was conceived, a local Boulder businessman, John Howard Empson, deeded 26 acres to Boulder County, including Goodview Hill on the north side of Arapahoe Road overlooking the Boulder Valley.¹⁰⁹ In 1931, Boulder County commissioners requested the construction of a new scenic road to the top of Goodview Hill to provide a vantage point from which visitors will get an “unparalleled panoramic view.”¹¹⁰

At that point, Post 10 proposed leasing the property “for the purpose of beautifying said tract as a memorial to the soldier dead of the World War.”¹¹¹ In 1932, the Post’s trustees signed another lease with the County, this time for the Goodview Hill property.¹¹²

The new Legion Park was designed by Saco Rienk DeBoer, a noted landscape architect from Denver. The design for the memorial called for 2’ high rock wall, 382 feet long, and 100

feet wide with flagpoles located at each end. Two more of the captured artillery pieces would be installed on platforms near the flagpoles. Notably, two elaborate entrance gateways were planned for the entrance road off Arapahoe Road.¹¹³

In January 1934, a crew from the Civilian Conservation Corps began construction. The memorial park with the commemorative cannons was completed, but the entrance gateways were never constructed. Legion Park was dedicated in late June 1934, and maintenance responsibilities were turned over to Legion Post 10. However, a later study concluded: “It is unclear what work, if any, occurred on the property after the American Legion signed the lease since the country was fast approaching the lowest point of the Great Depression.”¹¹⁴

The Withering of the Gateway

Though the Road of Remembrance faded away, the Gateway remained a notable landmark in east Boulder County. For over two decades, the route east on Arapahoe Road and then south on the highway¹¹⁵ was the primary access between Boulder and Denver. Boulder residents routinely passed between the Monument’s pillars on their way to and from the capital city.

While no records have been located concerning any maintenance on the Monument during the 1930s or 1940s, it was not forgotten by folks from Boulder. For example, the monument often was adorned with decorations during the Holiday season.¹¹⁶ In 1942, the Boulder Chamber of Commerce purchased a new flag for the park, and arranged for Herring to care for it.¹¹⁷

During WWII, the Monument’s patriotic heritage became more prominent. The pillars were used to promote the sale of war bonds, and display other patriotic materials to passers-by. When the County was awarded a flag in recognition of its great response to the Second War Bond Drive, the Governor suggested that rather than be displayed on Flagstaff Mountain, it fly at Nine Mile Corner due to the proximity to Longmont, Lafayette, Louisville, and Boulder.¹¹⁸



*Nine Mile Corner circa 1944*¹¹⁹

When WWII ended, Boulder’s focus began to turn away from Nine Mile Corner. In January 1952, a four-lane toll road known as the Denver-Boulder Turnpike opened, connecting the two cities with a high speed, limited access expressway unlike anything in the state. The intercity route that began in 1928 as the Arapahoe Road – Lincoln Highway connection quickly slipped into irrelevancy for Boulderites. Tourists headed from Denver to Estes Park likewise no longer saw any need to pass through the Gateway to Boulder. The Gateway was no longer a “gateway,” but simply a relic of an earlier time.

Along with the Turnpike, the post-war population explosion in Boulder County began to impact the Gateway. In the mid-1960s, construction began on the Stonehenge subdivision in unincorporated Boulder County on Spishakoff’s former land immediately northwest of the

Monument.¹²⁰ It was soon followed by Arapahoe Ridge, an even larger development on the northeast corner of the intersection that was annexed by the Town of Erie. On the south and west, annexations by Lafayette led to developments that crept closer and closer to Nine Mile Corner. Though it remained in the unincorporated County, the Gateway no longer was out on the prairie, miles from any town.

During this time, the park at the Gateway was falling into disrepair. No record has been located suggesting that Post 10 undertook any maintenance or repair at Nine Mile Corner. Jim Hutchison, a Lafayette historian, observed that over time the cannon and flagpole were “hammered into semiruin by cars of miscalculating motorists.”¹²¹



Cannon at Gateway Park, February 19, 1972 ¹²²

On February 19, 1972, a speeding car struck and badly damaged the cannon. The Legion indicated that the gun would be placed on its axles at the Legion Home in Boulder as soon as the Post obtained equipment to move it. State highway officials indicated that they once wanted the gun removed, but now relocation would not be required until CO 7 (Arapahoe Road) was improved in another six to eight years.¹²³ Apparently, the gun was removed at that time, but the concrete platform remained.

At the same time, Legion Park was falling into significant disrepair. In early 1976, due to the county's concern of the ability of Post 10 to properly maintain the park, Boulder County Parks and Open Space Department took control of the park's maintenance, though the Legion continued its sponsorship of the memorial. Toward that end, the County signed a Memorandum of Agreement with the Legion re-executing their March 1, 1933 lease, and outlining that the County would take responsibility for the care of the park.¹²⁴

Nothing in that document mentioned the Monument at Nine Mile Corner. Nor has any legal instrument regarding control of the Monument, similar to the leases for the two parks, been located. Likewise, no record has been found reflecting any maintenance of the Monument by the County, the State, the Legion, or any other party from 1928 until 1983.

In May 1980, the Monument was part of a Colorado Cultural Resource Survey prepared by the Boulder County Historical Society (BCHS) in accordance with the guidelines of the Colorado State Historic Preservation Office. The Monument's owner was listed as “The Lions Club of Boulder.” The Survey indicated that the Monument was on its original site, had not been altered and was in good condition, though the stone “may need to be repointed in the near future.”¹²⁵ The Monument was not shown as having any architectural significance, but was listed as having historical significance as “associated with significant events or patterns.”¹²⁶ Accordingly, the Monument was considered “field eligible” to be listed on the Colorado Register of Historic Places.¹²⁷

The Survey was submitted to Office of the State Archaeologist of Colorado, given an official site number (5BL.432), and added to the list of properties eligible to be listed on the Register. However, no official determination was made concerning whether the property should be listed on the Register.¹²⁸

The Widening of Arapahoe Road in 1983

As reflected above (see map, p. 6), Arapahoe Road east of the new Lincoln Highway veered slightly northward to avoid the Prince Reservoir. When he designed the “wyé,” Douglas oriented the northern arc to align with the continuation of Arapahoe Road east of Nine Mile Corner.

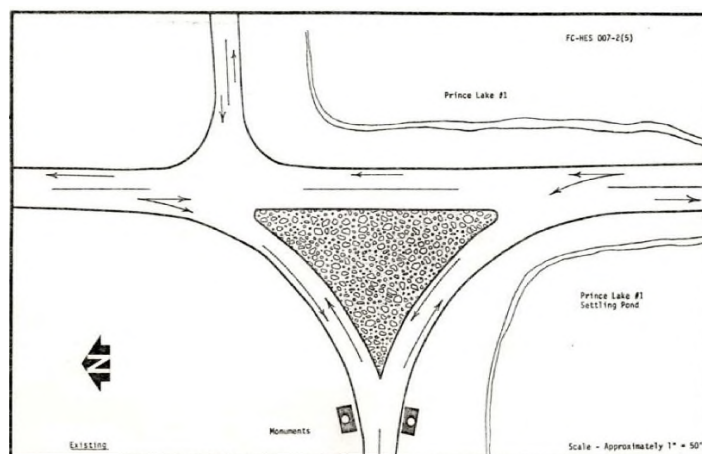


Diagram of Nine Mile Corner prior to 1983¹²⁹

When the Gateway park was completed in 1929, Boulder County’s population was roughly 32,000. By 1980, the number of residents had grown to nearly 190,000, nearly a six-fold increase. Though Nine Mile Corner had ceased to be part of the main thoroughfare between Boulder and Denver, it was used as a local artery by the increasing numbers of residents in the East County. The Colorado Department of Highways (CDOH) soon determined that the existing intersection was “very dangerous.”¹³⁰ The time for “modernizing” the intersection had come.

In the early 1980s, a decision was made to change the configuration of the intersection *inter alia*, by shifting Arapahoe Road on the east side of the intersection to the south to more directly align with Arapahoe Road (SH 7) on the west side, and widening Arapahoe Road west of the intersection. The project, to be funded with federal dollars, was identified by CDOH as Project No. FC-HES 007-2.

In preparation for that project, CDOH in October 1981 prepared a document entitled “Colorado Department of Highways, Project FC-HES 007-2(5), S.H. 7 and U.S. 287, Cultural Resource Report for Historical Resources.” Federal law required that such a report be submitted to the Federal Highway Administration (FHWA) as a prerequisite to obtaining federal funding for a transportation project.¹³¹ Under the Department of Transportation Act of 1966,¹³² if the transportation project proposed to use property considered to be a historic site, then the FHWA was required to find that (a) there was no feasible and prudent alternative that avoids the historic property and (b) the project includes all possible planning to minimize harm to that property.

Accordingly, if CDOH determined that the Gateway was a historic site, then it would be required to take substantial effort and expense to preserve and protect that site as part of its planned project.

In this instance, the proposed project sought to improve safety at the intersection by widening the roadway from 30' to 58', and adding additional traffic lanes. To accomplish these goals, additional right-of-way would be acquired, and the northern pillar would be relocated "about 35 feet to the north in order to accommodate the improved intersection."¹³³

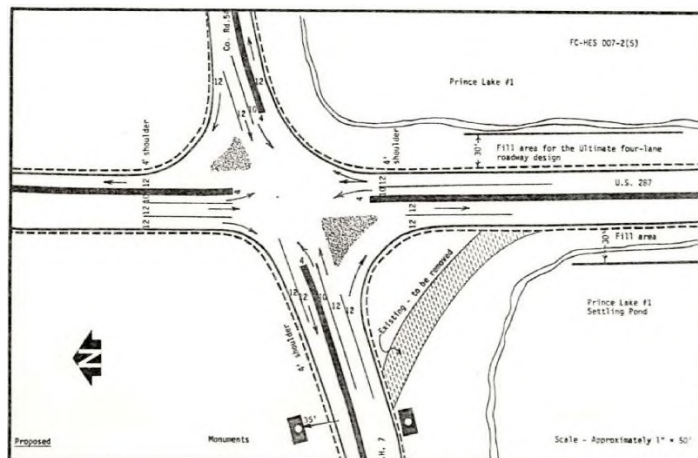


Diagram of Nine Mile Corner 1983-2021¹³⁴

The Report referenced the Stonehenge subdivision, and indicated that Herring's gas station was now "an old, dilapidated house." It also stated that the Gateway had been "constructed in 1928 by the Boulder Lions Club in memory of Boulder County residents who served in World War I." The Park, which the original boosters of the Gateway describe as "the key to the whole beautification plan,"¹³⁵ was described in the Report as a "triangular traffic island in the middle of the intersection." In that park, according to the Report, "only the concrete foundations remain."¹³⁶

The author of the 1981 CDOH Report was aware of the Cultural Resource Survey prepared eighteen months earlier by the BCHS; that Survey was attached as an Appendix to the Report. Nonetheless, though the BCHS in that Survey specifically determined that the Monument was eligible for inclusion on the National Register,¹³⁷ this finding was not mentioned in the CDOH Report. Instead, the CDOH Report reached a diametrically opposite conclusion:

This structure does not appear to meet the eligibility criteria for the National Register of Historic Places. Properties primarily commemorative in nature are not ordinarily considered eligible to the National Register, unless they have been invested with their own historical significance or are integral parts of districts that do meet the criteria.

The gateway does not appear to have any significance of its own. Although it has a pleasing design, it is not distinctive structurally or artistically. Its age is not a significant factor, since it was built in 1928. There are no specific traditions associated with this memorial, and it has no symbolic value of its own. In addition, the integrity of the property has been compromised: the park, which contained the

flagpoles and cannon and which originally was an integral part of the World War I memorial, no longer remains. Vandalism and larceny have reduced the park to nothing more than a traffic island. Since the park was the focal point for appreciating the gateway, the setting and use of the property have been altered. (see photos attached in the Appendix).

As stated in the inventory forms completed for “The Boulder County Historical Site Survey” (attached), the purpose of the Road of Remembrance Gateway has been all but forgotten.¹³⁸ It therefore appears that the Road of Remembrance Gateway lacks the integrity and historical significance to qualify for inclusion in the national Register.¹³⁹

The nature and content of discussions, if any, among Federal, State and County officials concerning these conflicting determinations is not known. In any event, Project FC-HES 007-2(5) was approved and funded by the federal government. As part of this project, the Town of Erie executed a Warranty Deed in February 1983 transferring to the State several small parcels to comprise part of the expanded right of way for Arapahoe Road on the west side of US 287.¹⁴⁰ Additional land for the right of way was acquired by the State from other landowners.¹⁴¹

Flatiron Paving Company was hired by the State to perform the work on Arapahoe Road in 1983. During that work, the remnants of the Gateway Park were demolished to make way for the widened road. With regard to the Monument, Flatiron in April 1983 subcontracted with Whitlock House Moving of Louisville to move the north pillar 40 feet further north.¹⁴²

Prior to moving the Monument, a “methods statement” was submitted to the Highway Department and the State Historical Society, though that document has not been located. According to the state highway department, the plan involved digging into the sides of the north pillar, jacking it up, putting steel beams beneath it, and then sliding it to the new location.¹⁴³



*North Pillar, April 1983*¹⁴⁴

A witness described what occurred when Whitlock attempted to move the pillar: “This old, wet sandy soil just gave way. It took about 10 minutes for it to fall over. It leaned over a little at a time, and the bank was caving in. Then when it hit, it crumbled to pieces. It’s too bad.”¹⁴⁵

Flatiron agreed to rebuild the Monument, with a spokesman commenting: “We’ve got to construct the monument back to what it originally looked like. It’s hard to tell at this point what the cost’ll be. I guess if it wasn’t a historical monument we could get by a lot cheaper.”¹⁴⁶

The reconstruction plan involved cleaning the unbroken flagstone, and replacing the broken stones with flagstone of matching color. Since Walter's original written plans were not available, the rebuilt pillar was modelled after the still-standing south pillar, using similar techniques as the original.¹⁴⁷

Flatiron Paving hired Del's Masonry of Longmont to rebuild the pillar. Del's assigned Lorri and Roy Martinez to do the work. The new pillar was rebuilt approximately 40' north of the location of the original north pillar. The Martinezes completed the work in the summer 1983, using about 80% of the original stones.¹⁴⁸ The restoration work took several weeks, and cost roughly \$20,000.¹⁴⁹



*Rebuilding the north pillar, July 1983*¹⁵⁰

Apart from press reports, no documentation from the 1983 project regarding the Monument has been located. Nor has any survey data been discovered that gives the precise location of the rebuilt north pillar. Based on the best available information, it appears that the north pillar was rebuilt – and currently remains – on land acquired for the widening project by the State in 1983 from a private landowner.¹⁵¹ According to one anecdotal report, the south pillar also was “refurbished” in 1983,¹⁵² though no documents have been located to support that report.

After the north pillar was rebuilt, the spacing between the pillars was significantly increased to allow for the additional traffic lanes.



*1983 Widening and Reconstruction*¹⁵³

With the completion of the 1983 reconstruction of the intersection, the Gateway as planned and constructed in 1928 had been largely demolished. The two sweeping arcs of the roadway

joining at the Monument were replaced by a significantly widened single ribbon of concrete. The park, cannon and flagpole were gone, covered over with hardscape. While it appears that the south pillar remained in its original location, the north pillar had been destroyed and rebuilt 40' from its original location.



Nine Mile Corner 2020

The 2021 Reconstruction of the Intersection

At this time, no documentation has been located to suggest that any significant additional construction occurred near the Monument between 1983 and 2021. However, in 2021, a new project again impacted the remaining portions of the Monument.

The project, known as the Nine Mile Corner Development, lay on the southeast corner of the intersection. In 2015, the Town of Erie announced a public-private partnership with Evergreen Devco, Inc. to develop that 45-acre tract. Devco's original concept plan presented to and approved by the Town of Erie in March 2017 showed no changes to the intersection on the west side of the intersection in the vicinity of the pillars.

Those planning the new development were aware of the potential impacts of the project on the Monument. On October 20, 2015, Tyler Carlson, a principal at Devco, publicly stated that the construction would “complement the existing historical architecture” and “honor the 1928 vision of beautifying the intersection where the historic Road of Remembrance Gateway still stands.”¹⁵⁴ At that time in 2015, Devco began tying its proposed development to the Monument, advertising that its design would be developed “[i]n deference to the Road of Remembrance pillars.”¹⁵⁵ Indeed, for at least the next six years, Devco and its successors used a representation of a pillar as a centerpiece of its marketing website.¹⁵⁶

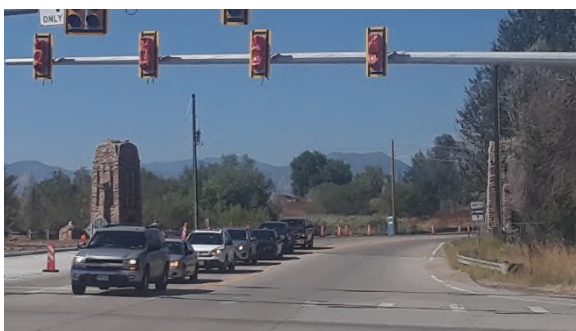
For several years, the development was delayed by litigation between Erie and Lafayette. These disputes eventually were resolved in mid-2019, and construction work began on the project.

At some point after Devco's original concept design was approved, a decision was made to add lanes to Arapahoe Road and reconfigure its intersection with US 287. At this time, no

It is unknown when or how this design was presented to CDOT. Under Colorado State Register of Historic Places Act, §24-80.1-104, C.R.S., CDOT was required to consult with the State Historic Preservation Officer concerning the effect of Devco's proposed intersection widening project on the pillars, and not issue the permit "until a final determination concerning the effect of the" project on the Monument.

Those procedures were not followed. Instead, according to CDOT: "Due to an oversight by CDOT Region 4, the presence of a previously recorded historical resource in the project area was overlooked, and the permit was issued."¹⁶⁶

In the latter half of 2021, operating under the permit issued by CDOT, Devco moved forward with the work on the west side of the intersection. The new right turn lane was built south of the south pillar, and the "pork chop traffic island" was installed around that pillar. In addition, a formidable steel guardrail was constructed on the south, west. and north sides of the pillar, facing oncoming traffic.



Intersection looking west on September 15, 2021



Intersection looking east December 3, 2021

The Current Situation

In the summer of 2021 while Devco's construction work on the intersection was underway, the project came to the attention of officials at CDOT's Region 4 office.¹⁶⁷ CDOT at that time realized that the permit to Devco had been issued without complying with the Colorado State Register of Historic Places Act. Accordingly, CDOT began an "after-the-fact" process to mitigate any adverse impacts on the Monument.¹⁶⁸

As part of this process, CDOT evaluated the impacts of the Devco project on Monument and prepared an Architectural Inventory Form outlining its findings. Concurring with the 1980 finding by the BCHS, CDOT determined that "Based upon an abundance of information, CDOT finds that the memorial pillars meet the eligibility criteria of the State Register of Historic Places." Specifically, CDOT found that the Monument was eligible under both Criteria A and C of the Act.¹⁶⁹

Turning to the intersection widening project, CDOT determined that the "integrity of the pillars (5BL.432) has been greatly impacted by both the 1983 and 2021 intersection improvement projects." Regarding the construction of the right turn lane behind the pillar and the creation of the pork chop traffic island, CDOT determined that "visual impact of these changes is severe." CDOT accordingly determined that "the developer-driven Arapahoe Road and US 287 intersection

improvement project has resulted in an *adverse effect* to 5BL.432, the Arapahoe Road gateway pillars.”¹⁷⁰ At the same time, CDOT found that the raised pork chop traffic island and its reinforced steel guardrail “adds a new and serious vehicular hazard” for eastbound traffic on Arapahoe Road.¹⁷¹

In order to mitigate the adverse effects on the pillars, CDOT proposed to “engage with a number of stakeholders/interested parties and historic preservation agencies to cooperatively develop a plan for their preservation, monitoring and perpetual maintenance.” CDOT indicated that it would invite various consulting parties to participate in a Mitigation Working Group “to hold meetings to discuss and develop a historic preservation plan based on the analysis of all possible preservation alternatives including the potential relocation of one or both of the pillars.”¹⁷²

By letter dated October 26, 2021, CDOT presented these findings and proposed mitigation plan to the SHPO, which initiated the review process required by §24-80.1-104. On November 29, 2021, the SHPO informed CDOT that she (a) concurred that the pillars “are *eligible* for inclusion in the State Register of Historic Places under Criteria A and C,” (b) concurred that Devco’s construction work at the intersection “has adversely affected the pillars,” and (c) was “amenable to the proposed mitigation measures.”¹⁷³

CDOT thereafter invited fifteen consulting parties to participate in a Mitigation Working Group. Most of those parties accepted the invitation, and the Mitigation Working Group began implementing a process to develop a historic preservation plan. By early January 2022, a potential historic preservation professional had been identified to conduct an initial technical analysis of the potential methods and costs of a restoration/relocation project.

However, on January 12, 2022, the Mitigation Working Group was informed that CDOT managers had “concerns about funding,” and that the contact with potential historic preservation professional had been delayed.¹⁷⁴ Roughly a month later, on February 8, CDOT informed the Mitigation Working Group that “Since the situation is not the result of a CDOT or CDOT/Local Agency project with a budget, there are issues like funding and contracting that need to be resolved.” No timeline was provided for the resolution of these issues.¹⁷⁵

The Future

Development in the area is continuing, and perhaps accelerating. At this writing, Lafayette has annexed and approved a new urban mixed-use community with 473 dwelling units plus nearly 30,000 ft² of office/commercial space, which is beginning construction on Arapahoe Road a few hundred feet west of the Monument.¹⁷⁶ Additional developments are in the planning stages to the south and west of the Monument.

No plans have been announced for the property immediately south of the Monument, the former Prince Reservoir No. 1 owned by and within the limits of the Town of Erie. However, under the terms of an Intergovernmental Agreement negotiated between Erie and Lafayette to settle the dispute over Devco’s Nine Mile Corner development, that parcel is now considered to be within the “Lafayette Influence Area,” suggesting that in the future it may be annexed to Lafayette.



Land Ownership 2022 ¹⁷⁷

At the same time, Arapahoe Road/State Highway 7 has become “a critical east-west arterial in the regional transportation system serving Boulder, Lafayette, Erie, unincorporated Boulder County, and the north Denver metropolitan area.”¹⁷⁸ With the ever-increasing population in the area, coupled with the prospect of future development in the vicinity, it appears likely that transportation authorities will undertake additional construction/reconfiguration of the intersection at Nine Mile Corner within the next twenty years.

William D. Meyer
Boulder Rotary Club
Revised March 1, 2022

¹ The Lincoln Highway Association, *The Lincoln Highway: The Story of a Crusade that Made Transportation History*, p. 60, New York: Dodd & Mead, 1935; Wolfe, Mark, “How the Lincoln Highway Snubbed Colorado,” *Colorado Heritage*, p. 3, (Autumn 1999).

² See “Proclamation of route of The Lincoln Highway,” found at https://en.wikisource.org/wiki/Proclamation_of_route_of_The_Lincoln_Highway [accessed August 8, 2021].

³ *Ibid.*

⁴ “Colorado Protesting,” *The Daily Deadwood Pioneer-Times*, March 21, 1915; *The Lincoln Highway: The Story of a Crusade that Made Transportation History*, p. 158; Wolfe, p. 3.

⁵ See *The Complete Official Road Guide of the Lincoln Highway*, Second Edition, p. 117, Detroit: The Lincoln Highway Association, 1916 .

⁶ Wolfe, *supra*.

⁷ Connarroe, Doug, “For two brief years, the (official) Lincoln Highway came through Lafayette,” September 4, 2019, found at <https://www.lafayettehistory.com/the-two-brief-years-that-the-official-lincoln-highway-came-through->

lafayette/ [accessed August 5, 2021]. See, e.g., “Commissioners To Over New Route of Highway Next Week,” *The Daily Times*, June 26, 1925.

⁸ Original map titled “Road and trail map, Boulder County, Colorado,” drawn by Art Boase, circa 1920, located in the Jerry Crail Johnson Earth Sciences & Map Library, University of Colorado (“Boase Map”).

⁹ Original from Boase Map.

¹⁰ Letter dated September 27, 1919 from David H. Holmes to George P. Schumaker, found in “Colorado Roads Scrapbook 1916-1920,” Call No. BHS 300-2-11, maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹¹ “Roads from Lyons to Boulder and Longmont to be paved,” *The Lyons Recorder*, Vol. XIX, No. 31 (July 10, 1920); “Road Enthusiasts Outline Campaign,” *Fort Collins Coloradan*, December 10, 1920; letters dated November 26, 1920 from Harry E. Niven to David H. Holmes, and January 14, 1921 from David H. Holmes to Wm. G. Evans, found in “Colorado Roads Scrapbook 1916-1920,” Call #BHS 300-2-11, maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹² “Charles L. Pack Suggests Highways Instead of Stone Monuments,” *Washington Post*, p. 30, June 15, 1919; “Memorial Trees,” *American Forestry*, Vol XXV, No. 307, p. 1201 (July 1919); *id.*, “For Them a Tree Stands,” p. 1270.

¹³ “Editors Take Up Forest Matters,” *American Forestry*, Vol XXV, No. 307, p. 1296 (July 1919).

¹⁴ “Roads of Remembrance,” *American Forestry*, Vol XXV, No. 309, p. 1334 (September 1919).

¹⁵ See Wheat, George Seay, *The Story of the American Legion*, New York: G. P. Putnam’s Sons, 1919.

¹⁶ “Legion to Plant Trees,” *Los Angeles Herald*, Vol. XLVI, No. 281 (September 24, 1921).

¹⁷ *Lyons Recorder*, Vol. XIX, No. 19 (October 18, 1919).

¹⁸ “Memory Trees to Soldiers,” *Longmont Ledger* (July 1, 1921).

¹⁹ Clipping dated September 7, 1927 titled “Chauncey Vivian Tells the World of Boulder’s Remembrance Road,” (“Vivian Article”) located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado. Vivian was the commander of Boulder Legion Post 10 in the 1920s.

²⁰ “Lions Outlined Plans to Help Clubs of City and Chamber in Their Co-Operative Efforts,” *Boulder Daily Camera*, January 17, 1923, located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

²¹ “County Will Improve Base Line Road,” *The Lafayette Leader*, Vol. XX, No 4 (January 26, 1923).

²² Vivian Article.

²³ Vivian Article.

²⁴ See, e.g., “Auto Overturns, Five Are Hurt,” *The Longmont Call*, Vol. XVIII, No. 15 (December 17, 1915); “‘Bob’ Snow Somersaults In Morgan Ford Truck,” *The Lafayette Leader*, Vol. XV, No 50, (December 13, 1918).

²⁵ “Lafayette People Opposed to Change in Highway Route and Threaten to Bring Injunction,” *The Daily Times*, Vol. XXXI, No. 153 (June 11, 1925).

²⁶ “Tentative Plans Made for Paving,” *The Lafayette Leader*, Vol. XX, No 50 (December 14, 1923).

²⁷ “Lafayette People Opposed to Change in Highway Route and Threaten to Bring Injunction,” *The Daily Times*, Vol. XXXI, No. 153 (June 11, 1925).

²⁸ *Ibid.*

²⁹ *Ibid.*

³⁰ *Ibid.*

³¹ “Farmers on Proposed Highway Route Refuse to Sell County Right-of-Way,” *The Lafayette Leader*, Vol. XXII, No 30 (July 24, 1925).

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- ³² “That Break between Longmont & Boulder,” *The Daily Times*, Vol. XXXI, No. 163 (June 23, 1925).
- ³³ *Ibid.*
- ³⁴ “Commissioners Go Over New Route of Highway Next Week,” *The Daily Times*, Vol. XXXI, No. 166 (June 26, 1925).
- ³⁵ *Ibid.*; “Farmers Signing Up for New Right of Way South of Longmont,” *The Daily Times*, Vol. XXXI, No. 174 (July 7, 1925).
- ³⁶ “Farmers Signing Up for New Right of Way South of Longmont,” *The Daily Times*, Vol. XXXI, No. 174 (July 7, 1925).
- ³⁷ “State Highway Engineer Decides on West Route for New Paved Road,” *The Lafayette Leader*, Vol. XXII, No 37 (September 11, 1925).
- ³⁸ “Farmers on Proposed Highway Route Refuse to Sell County Right-of-Way,” *The Lafayette Leader*, Vol. XXII, No 30 (July 24, 1925).
- ³⁹ “State Highway Engineer Decides on West Route for New Paved Road,” *The Lafayette Leader*, Vol. XXII, No 37 (September 11, 1925).
- ⁴⁰ “State Files Suit to Build New Highway,” *The Daily Times*, Vol. XXXI, No. 247 (October 3, 1925).
- ⁴¹ “State to Pave Longmont Road if Lafayette Stretch is OK,” *The Daily Times*, Vol. XXXI, No. 276 (November 2, 1925).
- ⁴² “Jury Gives Verdict in Highway Case,” *The Daily Times*, Vol. XXXII, No. 8 (December 24, 1925).
- ⁴³ “Right-of-Way Question is Expected to be Paramount One at Meeting of Advisory Board of State Next Week,” *The Daily Times*, Vol. XXXII, No. 25 (January 15, 1926).
- ⁴⁴ “Farmers to Dismiss Road Case Monday Boulder Newspaper Says,” *The Daily Times*, Vol. XXXII, No. 38 (January 3, 1926).
- ⁴⁵ Vivian Article.
- ⁴⁶ *Ibid.*
- ⁴⁷ “County Will Improve Base Line Road,” *The Lafayette Leader*, Vol. XX, No 4 (January 26, 1923).
- ⁴⁸ “Booty from the Boche,” *The American Legion Weekly*, Vol. 4, p. 11 (September 8, 1922).
- ⁴⁹ “Parade to Escort Trophies for Lodge on Lookout,” *Jefferson County Republican*, Vol. 6, No. 36 (July 30, 1925).
- ⁵⁰ Legion Park Landmark Nomination Form (undated), prepared by Boulder County Land Use Department, attached to Agenda for Boulder County Historic Preservation Advisory Board, September 5, 2019 (“Legion Park Nomination Form”).
- ⁵¹ In the early years, the spot was also known as “the new Ten Mile Corner” or “Four Mile Corner,” the latter presumably based on the distance from Lafayette.
- ⁵² Boase Map.
- ⁵³ “Plans for New Road Submitted by Local Engineer to State,” *The Daily Times*, Vol. XXXII, No. 65 (March 3, 1926).
- ⁵⁴ “Plans Nearing Completion for Right of Way Highway; Local Engineer Working on New Route,” *The Daily Times*, Vol. XXXII, No. 60 (February 25, 1926).
- ⁵⁵ Vivian Article.
- ⁵⁶ See Weingroff, Richard F., “From Names to Numbers: The Origins of the U.S. Numbered Highway System,” Federal Highway Administration (June 27, 2017), found at <https://www.fhwa.dot.gov/infrastructure/numbers.cfm> [accessed August 17, 2021].
- ⁵⁷ “World’s Greatest Road May Be Built Through Longmont,” *The Daily Times*, Vol. XXXII, No. 58 (February 23, 1926).

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- ⁵⁸ “Plans Nearing Completion for Right of Way Highway; Local Engineer Working on New Route,” *The Daily Times*, Vol. XXXII, No. 60 (February 25, 1926).
- ⁵⁹ “Right-of-Way Damages Expected by Commissioners in Next Week,” *The Daily Times*, Vol. XXXII, No. 44 (February 6, 1926). *See also* “Governor May Ask Supreme Court Today to Untangle Hiway Mixup,” *The Daily Times*, Vol. XXXII, No. 30 (January 21, 1926).
- ⁶⁰ “One Million Autos Annually Use Lincoln Highway,” *The Daily Times*, Vol. XXXII, No. 35 (September 27, 1926).
- ⁶¹ “‘Right This Way to Estes Park,’ Cries Boulder Man Stationed in Hut at 10-mile Road Intersection,” *The Daily Times*, Vol. XXXII, No. 172 (July 8, 1926); clipping titled “Longmont Editor Objects To Plan Of Boulder To Get Some Tourists,” *Boulder Daily Camera* (July 9, 1926), located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.
- ⁶² Photo from collection maintained by the Carnegie Library for Local History, Boulder, Colorado.
- ⁶³ “Boulder ‘Steering’ Hut Burns Friday Night,” *The Lafayette Leader*, Vol. XIV, No. 30 (July 23, 1926); clipping titled “Legion Information Booth at Ten-Mile Corner Mysteriously Burned to Ground Last Night; Incendiarism Is Suspected,” *Boulder Daily Camera* (July 17, 1926), located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.
- ⁶⁴ “Boulder ‘Steering’ Hut Burns Friday Night,” *The Lafayette Leader*, Vol. XIV, No. 30 (July 23, 1926).
- ⁶⁵ “Boulder Tourist Hut at Ten Mile Corner Burned,” *The Daily Times*, Vol. XXXII, No. 180 (July 17, 1926). *See also* “Water Flow in River,” *The Daily Times*, Vol. XXXI, No. 159 (June 18, 1925).
- ⁶⁶ “‘Right This Way to Estes Park,’ Cries Boulder Man Stationed in Hut at 10-mile Road Intersection,” *The Daily Times*, Vol. XXXII, No. 172 (July 8, 1926); “Boulder Paper Sees Unfairness of ‘Man in Hut’ at Intersection,” *The Daily Times*, Vol. XXXII, No. 179 (July 16, 1926); “Boulder ‘Steering’ Hut Burns Friday Night,” *The Lafayette Leader*, Vol. XIV, No. 30 (July 23, 1926).
- ⁶⁷ “New Longmont Road Sign Will Properly Direct All Tourists to Destination,” *The Daily Times*, Vol. XXXII, No. 174 (July 10, 1926).
- ⁶⁸ *See* Connarroe, Doug, “The battle over Ten Mile Corner and how Nine Mile Corner in Erie got its name,” September 11, 2019, found at <https://www.lafayettehistory.com/how-nine-mile-corner-in-erie-got-its-name/> [accessed June 21, 2021].
- ⁶⁹ “Boulder Tourist Hut at Ten Mile Corner Burned,” *The Daily Times*, Vol. XXXII, No. 180 (July 17, 1926); “Comments: The Tourist Bureau at Ten-Mile Corner,” *The Daily Times*, Vol. XXXII, No. 181 (July 19, 1926); clipping titled “Legion Information Booth at Ten-Mile Corner Mysteriously Burned to Ground Last Night; Incendiarism Is Suspected,” *Boulder Daily Camera* (July 17, 1926), located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.
- ⁷⁰ “Boulder ‘Steering’ Hut Burns Friday Night,” *The Lafayette Leader*, Vol. XIV, No. 30 (July 23, 1926).
- ⁷¹ “Comments: The Tourist Bureau at Ten-Mile Corner,” *Daily Times*, Vol. XXXII, No. 181 (July 19, 1926); “Boulder ‘Steering’ Hut Burns Friday Night,” *The Lafayette Leader*, Vol. XIV, No. 30 (July 23, 1926).
- ⁷² *See* “Boulder-Longmont Joint Program Armistice Day Will Not Be held,” *The Daily Times*, Vol. XXXII, No. 240 (September 25, 1926).
- ⁷³ “Longmont-Lafayette Road Will Be Completed As Budget Is Accepted,” *The Daily Times*, Vol. XXXIII, No. 21 (January 7, 1927).
- ⁷⁴ “Three Paving Districts Will Connect Links Thru Lafayette North,” *The Daily Times*, Vol. XXXII, No. 111 (April 26, 1926). *See also* Lease recorded December 30, 1927 at Book 559, p. 139 in the records of the Boulder County Clerk and Recorder.
- ⁷⁵ Judgment and Decree recorded on February 11, 1926 at Book 530, p. 372 in the records of the Boulder County Clerk and Recorder.

⁷⁶ Deed recorded November 26, 1926 at Book 543, p. 519 in the records of the Boulder County Clerk and Recorder; State Department of Highways, Plan and Profile of Proposed Federal Aid Project No. FC-HES 007-2(5), Right of Way, Sheet 5 ("1983 Right of Way Survey").

⁷⁷ Deed recorded May 26, 1926 at Book 543, p. 52 in the records of the Boulder County Clerk and Recorder; 1983 Right of Way Survey.

⁷⁸ "Grading and Drainage Bids Will Be Opened June 18," *The Lafayette Leader*, Vol. XIV, No. 24 (June 11, 1926).

⁷⁹ "Pouring of Concrete on 6-Mile Stretch South of City Started by Miller," *The Daily Times*, Vol. XXXIII, No. 243 (September 24, 1927).

⁸⁰ "Plans for New Road Submitted by Local Engineer to State," *The Daily Times*, Vol. XXXII, No. 65 (March 3, 1926).

⁸¹ Vivian Article.

⁸² *Ibid.*

⁸³ Architectural/Historical Component Form for Resource No. 5 BL 432 dated May 20, 1980, obtained from the records of the Boulder County Planning Department.

⁸⁴ Clipping dated April 11, 1928, titled "Boulder Lions Club to Lay Cornerstone for New Gate Wednesday," located in folder 328-52-20 maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁸⁵ *Ibid.*

⁸⁶ Undated clipping titled "Lions Club Breaks Ground for Memorial Gateway East of City," located in folder 328-52-20 maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁸⁷ Clipping titled "Lions Club Paid its Respects to Those Who Served in War," *The Boulder Daily Camera*, June 18, 1928, maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁸⁸ Clippings titled "Boulder Lions Club To Lay Cornerstone For New Gate Wednesday," dated April 11, 1928; "Cornerstone for Boulder Lions Memorial Gateway Will Be Laid In Impressive Services," dated April 17, 1928; "Lions Club Breaks Ground for Memorial Gateway East of City," dated April 18, 1928; "Speakers Dedicate Lions Club Gateway to Memory of Boulder World War Dead," dated April 18, 1928, located in folder 328-52-20 maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁸⁹ Information from Gail Elias, Regent, Indian Peaks Chapter, NSDAR.

⁹⁰ Clipping titled "Lions Club Paid its Respects to Those Who Served in War," *The Boulder Daily Camera*, June 18, 1928, maintained by the Carnegie Library for Local History, Boulder, Colorado; "Boulder Gate Is Dedicated," *Fort Collins Express-Courier*, (June 18, 1928). *See also* undated pamphlet titled "Greetings from the Lions in the Den," located in the Lions Club Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁹¹ Vivian Article.

⁹² Lease recorded December 30, 1927 at Book 559, p. 139 in the records of the Boulder County Clerk and Recorder.

⁹³ Clipping titled "Lions Club Paid its Respects to Those Who Served in War," *The Boulder Daily Camera*, June 18, 1928, maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁹⁴ In press reports, there was confusion over which of the guns was installed at Nine Mile Corner. When that gun was destroyed in 1972, one press report referred to it as a 75 mm gun. Clipping dated March 13, 1972 from the *Longmont Times-Call* titled "Direct Hit Means Removal," provided by the Longmont Museum. However, other reports and photographs confirm that the gun at Nine Mile Corner was the 100 mm gun received by Post 10. The captured 77 mm gun was initially installed at Legion Park, and later restored and moved to Post 10's facility on North Broadway in Boulder. *See* Legion Park Nomination Form.

⁹⁵ Clipping dated July 25, 1990, titled "Pillars are war memorial, landmark in east county," located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado. *See also* "Our Neighbors," *The Lafayette Leader*, Vol. XV, No. 15 (May 24, 1929), and "Local Items," *The Lafayette Leader*, Vol. XV, No. 17 (June 7, 1929).

⁹⁶ Legion Park Nomination Form.

⁹⁷ Undated photo from “A.A. Paddock Collection: East Boulder County,” maintained by the Carnegie Library for Local History, Boulder, Colorado.

⁹⁸ “Unable to Prevent Placing Billboards,” *The Daily Times*, Vol. XXXIII, No. 235 (September 25, 1927).

⁹⁹ “Offers the Olive Branch,” *Fort Collins Express-Courier*, (April 11, 1928).

¹⁰⁰ Undated photo from “A.A. Paddock Collection: East Boulder County,” maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹⁰¹ *Ibid.*

¹⁰² Deed dated August 18, 1928 at Book 553, p. 464 in the records of the Boulder County Clerk and Recorder.

¹⁰³ Deeds dated May 19, 1930 recorded at Book 581, p. 380 and September 15, 1931 recorded at Book 582, p. 555 in the records of the Boulder County Clerk and Recorder. *See also* “New Flag for Nine Mile Corner,” *The Lafayette Leader*, Vol. 38, No. 21 (April 17, 1943).

¹⁰⁴ “Boulder County Items,” *The Lafayette Leader*, Vol. XVI, No. 31 (August 3, 1928).

¹⁰⁵ Undated photo from “A.A. Paddock Collection: East Boulder County,” maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹⁰⁶ “Boulder County Items,” *The Lafayette Leader*, Vol. XVI, No. 27 (July 6, 1928).

¹⁰⁷ “Federal Road Bureau Desires to Maintain State Highways,” *Daily Times*, Vol. XXXIII, No. 254 (October 7, 1927).

¹⁰⁸ *See* Deed dated August 18, 1928 at Book 553, p. 464 in the records of the Boulder County Clerk and Recorder.

¹⁰⁹ Deed dated November 26, 1917 at Book 416, p. 278 in the records of the Boulder County Clerk and Recorder.

¹¹⁰ Legion Park Nomination Form.

¹¹¹ Lease recorded March 20, 1933 at Book 612, p. 170 in the records of the Boulder County Clerk and Recorder.

¹¹² *Ibid.*

¹¹³ Legion Park Nomination Form.

¹¹⁴ *Ibid.*

¹¹⁵ In 1925, the United States Secretary of Agriculture approved a controversial plan to implement a system of marked and numbered “interstate highways” on major roads receiving federal funding. These numbered routes were intended to supersede and simplify the burgeoning numbers of privately sponsored “auto trails” such as the Lincoln Highway. *See* Weingroff, *supra*. Records indicate that the route from Lafayette to Longmont was initially included as part of US 85, later renumbered as US 285, then US 87, and finally the current US 287. At the same time, at least in the early years, the road was also referred to as Colorado State Highway 1. *See* Deed dated August 18, 1928 at Book 553, p. 464 in the records of the Boulder County Clerk and Recorder.

¹¹⁶ Undated photo from “A.A. Paddock Collection: East Boulder County,” maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹¹⁷ “New Flag for Nine Mile Corner,” *The Lafayette Leader*, Vol. 39, No. 21 (April 17, 1943).

¹¹⁸ “Bond Flag to Fly at Nine Mile Corner,” *The Lafayette Leader*, Vol. 39, No. 23 (April 30, 1943).

¹¹⁹ Undated photo from “A.A. Paddock Collection: East Boulder County,” maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹²⁰ Plat recorded June 24, 1963 at Plat Book 9, p. 39 in the records of the Boulder County Clerk and Recorder.

¹²¹ Clipping dated July 25, 1990, titled “Pillars are war memorial, landmark in east county,” located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹²² *The Lafayette Leader*, Vol. 71, No. 4 (February 24, 1972).

¹²³ *Ibid*; clipping dated March 13, 1972 from the *Longmont Times-Call* titled “Direct Hit Means Removal,” provided by the Longmont Museum; clipping dated July 25, 1990, titled “Pillars are war memorial, landmark in east county,” located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹²⁴ Legion Park Nomination Form.

¹²⁵ Inventory Record submitted with Architectural/Historical Component Form for Resource No. 5 BL 432 dated May 12, 1980, obtained from the records of the Boulder County Planning Department (“Inventory Record”).

¹²⁶ Architectural/Historical Component Form for Resource No. 5 BL 432 dated May 20, 1980, obtained from the records of the Boulder County Planning Department.

¹²⁷ Inventory Record; information received from CDOT Region 4.

¹²⁸ Inventory Record; information received from CDOT Region 4.

¹²⁹ Colorado Department of Highways, *Project FC-HES 007-2(5), S.H. 7 and U.S. 287, Cultural Resource Report for Historical Resources*, p. 6, October 1981 (“Cultural Resource Report”).

¹³⁰ *Id.*, p. 1.

¹³¹ *See* 49 U.S.C. §470(f) and §1654(f).

¹³² Now codified in 49 U.S.C. §303 and 23 U.S.C. §138

¹³³ *Id.*, p. 1.

¹³⁴ *Id.*, p. 7.

¹³⁵ Vivian Article.

¹³⁶ Cultural Resource Report, p. 2.

¹³⁷ Inventory Record, §III-15.

¹³⁸ The full quote from the Survey read as follows: “Highway 287 became a secondary road with the completion of the Boulder-Denver Turnpike in 1952. Since then the purpose of the Road to [sic] Remembrance Gateway has been all but forgotten, yet is prominence on the Eastern plains of the county lends to its credence as a historical site.” (emphasis added).

¹³⁹ Cultural Resource Report, pp. 3-4.

¹⁴⁰ Warranty Deed recorded February 1, 1983 at Reception No. 532304 in the records of the Boulder County Clerk and Recorder.

¹⁴¹ Warranty Deeds recorded March 7, 1983 at Reception Nos. 536538 and 536539, and Order recorded July 30, 1984 at Reception No. 666149, in the records of the Boulder County Clerk and Recorder.

¹⁴² Clipping dated April 2, 1983 titled “Monument topples,” located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹⁴³ “Monument at Highway 7-287 comes tumbling down,” *The Louisville Times*, Vol. 69, No. 44 (April 20, 1983).

¹⁴⁴ *Louisville Times*, Vol. 69, No. 44 (April 20, 1983).

¹⁴⁵ “Monument at Highway 7-287 comes tumbling down,” *The Louisville Times*, Vol. 69, No. 44 (April 20, 1983).

¹⁴⁶ “Monument at Highway 7-287 comes tumbling down,” *The Louisville Times*, Vol. 69, No. 44 (April 20, 1983); clipping dated April 2, 1983 titled “Monument topples,” located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹⁴⁷ “Monument to be rebuilt,” *The Louisville Times*, Vol. 69, No. 47 (May 11, 1983).

¹⁴⁸ Clipping dated July 9, 1983 titled “Monument going back up,” located in the Boulder Daily Camera Archives maintained by the Carnegie Library for Local History, Boulder, Colorado.

¹⁴⁹ Uncaptioned photo, *The Louisville Times*, Vol. 70, No. 3 (July 6, 1983).

¹⁵⁰ *The Louisville Times*, Vol. 70, No. 3 (July 6, 1983).

¹⁵¹ Warranty Deed recorded March 7, 1983 at Reception No. 536538 in the records of the Boulder County Clerk and Recorder.

¹⁵² Interview with James Hutchison, No. OH1725, Maria Rogers Oral History Program, Boulder Carnegie Library for Local History.

¹⁵³ Photo dated August 5, 1983 from the records of the Boulder County Planning Department.

¹⁵⁴ Munio, Natalie, “87-year-old-pillars devoted to# WWI vets at US-287 & Arapahoe gaining new attention,” *Colorado Hometown Weekly* (November 10, 2015) found at <https://www.coloradohometownweekly.com/2015/11/10/87-year-old-pillars-devoted-to-wwi-vets-at-us-287-arapahoe-gaining-new-attention/> [accessed July 27, 2021].

¹⁵⁵ From screenshot of <http://ninemilecorner.com>, dated November 23, 2015, found at <https://archive.org/web/> [accessed February 22, 2022].

¹⁵⁶ See screenshots from <http://ninemilecorner.com>, dated November 23, 2015, April 15, 2020, and February 6, 2021 found at <https://archive.org/web/> [accessed February 22, 2022].

¹⁵⁷ Letter from James Eussen to Boulder Rotary Club, dated November 18, 2021.

¹⁵⁸ *Ibid.*

¹⁵⁹ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁶⁰ See <https://gallowayus.com/project/nine-mile-corner/> [accessed July 27, 2021].

¹⁶¹ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁶² Letter from James Eussen to Boulder Rotary Club, dated November 18, 2021.

¹⁶³ Infrastructure Construction Documents, Nine Mile Corner, Evergreen Devco Inc., “Arapahoe Road Site Plan,” Drawing R1.2, dated March 17, 2020.

¹⁶⁴ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

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¹⁶⁶ Letter from James Eussen to Boulder Rotary Club, dated November 18, 2021.

¹⁶⁷ *Ibid.*

¹⁶⁸ *Ibid*; Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁶⁹ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁷⁰ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁷¹ Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁷² Colorado Cultural Resource Survey, Architectural Inventory Form, Resource number: 5BL.432, submitted by Colorado Department of Transportation, dated October 7, 2021.

¹⁷³ Letter from Dr. Holly K. Norton to James Eussen dated November 29, 2021.

¹⁷⁴ E-mail to William D. Meyer dated January 12, 2022.

¹⁷⁵ E-mail to William D. Meyer dated February 8, 2022.

¹⁷⁶ *See* Silo Subdivision Final Planned Unit Development (PUD), approved by the Lafayette City Council, October 17, 2017.

¹⁷⁷ Data obtained from Boulder County Assessor's Office website found at <https://www.bouldercounty.org/departments/assessor/> [accessed September 7, 2021].

¹⁷⁸ "Arapahoe Road / CO State Highway 7: Planning & Environmental Linkage (PEL) Study Update," presented to the Boulder County Open Space Board of Trustees, dated August 9, 2017.