

COLORADO CULTURAL RESOURCE SURVEY

## Architectural Inventory Form

Date \_\_\_\_\_ Initials \_\_\_\_\_

\_\_\_\_\_  
Determined Eligible- NR  
\_\_\_\_\_  
Determined Not Eligible- NR  
\_\_\_\_\_  
Determined Eligible- SR  
\_\_\_\_\_  
Determined Not Eligible- SR  
\_\_\_\_\_  
Need Data  
\_\_\_\_\_  
Contributes to eligible NR District  
\_\_\_\_\_  
Noncontributing to eligible NR District

### I. IDENTIFICATION

1. Resource number: **5BL.432**
2. Temporary resource number: **N/A**
3. County: **Boulder**
4. City: **None; unincorporated Boulder County**
5. Historic building name: **Road of Remembrance Gateway**
6. Current building name: **Arapahoe Road gateway pillars**
7. Building address: **State Highway 7 (SH 7) /Arapahoe Road, just west of U.S. Highway 287 (North 107<sup>th</sup> Street) intersection, Boulder County**
8. Owner name and address: **Colorado Department of Transportation  
2829 W Howard Place, Denver, CO 80204**

### II. GEOGRAPHIC INFORMATION

9. P.M. **6th** Township **1N** Range **69 W**  
**NE ¼ of NE ¼ NE ¼ of NW ¼ of section 34**
10. UTM references  
North pillar: Zone **13; 4429418 mE ; 491152 mN**  
South monument: Zone **13; 4429392 mE ; 491150 mN**
11. USGS quad name: **Erie, Colorado**  
Year: **1967; Revised 1971** Map scale: **X 7.5' 15'**
12. Lot(s): **Not applicable**  
Block: **Not applicable**  
Plat: **Not applicable**  
Year Platted: **Not applicable**  
Parcel Number: **Not applicable; the north and south pillars are located in CDOT right-of-way for State Highway 7 (Arapahoe Road)**
13. Boundary Description and Justification: **The site boundary is defined as the footprints of both (north and south) pillars flanking Arapahoe Road/SH 7. Arapahoe Road itself is not included in the property boundary for the pillars, since the roadway the pillars originally flanked has been greatly altered and has no historic integrity. In 1983, the north pillar was accidentally destroyed and rebuilt. The rebuilt pillar now stands along the north side of Arapahoe Road roughly 40 feet north of its original 1928-1983 location.**

### III. ARCHITECTURAL DESCRIPTION

14. Building/structure plan (footprint, shape): **Irregular; square-plan pillars/towers with attached and projecting (2 per pillar, on opposing sides) decorative and functional stone buttress walls. At the ends of these buttress walls are low, squat square-plan stone piers that add stability to the walls and pillar structure.**

15. Dimensions in feet (pillar only): Length: **Approx. 10 ft.** x Width: **Approx. 10 ft**  
Height: **Approx. 30 ft.**
16. Number of stories: **Not applicable**
17. Primary external wall material(s): **Stone – multi-colored sandstone flagstone pieces set with mortar in coursed ashlar pattern**
18. Roof configuration: **Not applicable**
19. Primary external roof material: **Stone**
20. Special features: **Segmental stone arch lintels above doors.**
21. General architectural description: **Please refer to the attached captioned photographs. This property consists of two nearly identical tower-like pillars or monuments flanking east-west Arapahoe Road (State Highway 7) close to its intersection with the west side of North 107<sup>th</sup> Street (US Highway 287). They stand on the north and south sides of Arapahoe Road, and originally formed a formal gateway to a nine mile-long direct automobile route to Boulder from the Lincoln Highway (now US 287).**

The pillars were also associated with plans to promote and develop Arapahoe Road from the Lincoln Highway to Boulder into a proposed “Road of Remembrance” referring to the sacrifices of American soldiers in World War I. Both original pillars were erected at the same time (one after the other) and are identical in terms of design, dimensions and construction materials. They present a stately monumental and symmetrical appearance.

The pillars are constructed of locally quarried tabular pieces of multicolored sandstone (flagstone) of various sizes and thicknesses set in mortar and laid in rough courses of ashlar stonework. Each pillar structure consists primarily of a tall, square-plan tower (foundation type unknown), approximately 30 feet tall, and each is equipped with a small internal chamber sealed with small (approximately 4-5 feet high) hinge-hung painted wooden door (likely non-original). These doors are kept locked by CDOT and the chamber interiors were not accessed as part of this 2021 site re-visitation. Stone segmental arches are placed above these small doorways, using vertically oriented pieces of tabular sandstone. With the exception of one small chamber door installed on each pillar, the pillars lack openings, and display elaborate fine stonework. Defining characteristics include tall and very narrow recessed vertical bays that contain what appears to be fixed glass panes (possibly an original design feature) that were subsequently covered in brown paint. Closer inspection of these vertical bays would be necessary to identify the material installed within them, along with archival and historical photograph research.

At the base (northeast corner) of the southern pillar is a cut white limestone cornerstone with the inscribed date “1928” as well as the words “Boulder Lions Club” and the organization’s official seal. Across the road, the northern pillar has a large bronze plaque affixed to its east side. This plaque was affixed to the east side of the original pillar in 1928, and was reinstalled when the pillar was moved, damaged, and reconstructed (1983) in its current location. Placed at the formal dedication of the pillars in June 1928, the plaque’s text reads: “Road of Remembrance Gateway / In Honor of Those Who Served in the World War / Erected by the Lions Club of Boulder, 1928.”

Attached to the east end west sides of each pillar are approximately 12-14 ft-long, low coursed stone ashlar buttress walls, at the far ends of which are attached squat square-plan ashlar stone pillars, each topped by large custom-designed cast concrete scrollwork decorative elements. These walls appear to provide stability and strength to help support the pillars, and are curved

and expanded where they attach to the side of the pillar. Decorative cast concrete capital elements are placed atop the top of each buttress wall.

- 22. Architectural style/building type: **Collegiate Gothic-influenced/road gateway pillars**
- 23. Landscaping or special setting features: **The historic stone pillars are located within a formerly agricultural area of unincorporated Boulder County, and a large parcel on the south side of Arapahoe Road is former farmland that is the site of an impending construction of a large commercial development. An older small rural residential property lies on the north side of Arapahoe Road and is partially obscured from view by mature deciduous trees.**

As a result of intersection improvement projects in 1983 and 2021, Arapahoe Road was been greatly widened and slightly realigned at the junction with North 107<sup>th</sup> Street/US 287 in 1983 and 2021 to improve turning movements and increase vehicle capacity and safety. In order to preserve the south pillar in situ and still construct new right turn lanes, the 2021 project included the construction of a raised, irregularly-shaped "pork chop" traffic island surrounding the south pillar, sited between the main Arapahoe Road eastbound travel lane and the new right turn lane, which carries traffic behind and past the pillar. While the pillar was left in situ, it now sits isolated within the intersection, and its gateway purpose is not readily discernable in part because the northern pillar was relocated 40 feet north of its original location in 1983 and now sits obscured by trees. Currently the connection between the north and south pillars is not obvious.

Modern commercial and residential development in unincorporated Boulder County is transforming the agricultural landscape and modernizing the character of the area including the vicinity of the Arapahoe Road/UD 287 intersection. Former low density agricultural land is undergoing development, and this activity has greatly changed the historic setting of the Arapahoe Road stone pillars.

- 24. Associated buildings, features, or objects: **Arapahoe Road/SH 7**

#### **IV. ARCHITECTURAL HISTORY**

- 25. Date of Construction: Estimate:     Actual: **1928 (April-June) - groundbreaking and laying of cornerstone on April 18, 1928; dedicated June 17, 1928**  
Source(s) of information: **(Meyer 2021:10)**
- 26. Architect: **Meade Walter**  
Source(s) of information: **(Meyer 2021:10)**
- 27. Builder/Contractor: **Lee Roy Watson (stone mason)**  
Source(s) of information: **(Meyer 2021:10)**
- 28. Original owner: **Lions Club of Boulder**  
Source(s) of information: **(Meyer 2021:10)**
- 29. Construction history (include description and dates of major additions, alterations, or demolitions): **In 1928, architect and Lions Club member Meade Walter designed the pillars at "Nine Mile Corner" (Lincoln Highway/US 287 and Arapahoe Road intersection) as a war memorial honoring the 1,000 Boulder County residents who served in World War I, including the architect's son. The pillars closely flanked Arapahoe Road, which was much narrower than at present. The planned memorial pillars would be placed on opposite (north and south sides) of Arapahoe Road to serve as a gateway to the road to Boulder, which was proposed as a World**

War I memorial "Road of Remembrance." According to the architect, the pillars would be built of flagstone, and the design and stonework were intended to replicate "the walls and alcoves of the new University buildings."

Work on constructing the pillars took two months to complete. On April 18, 1928 ground was broken and a cornerstone was laid at the base (northeast corner) of the south pillar. Stone mason Lee Roy Watson built the multi-colored sandstone structures. Watson also is responsible for constructing some of the stone structures at St. Malo in western Boulder County possibly including the impressive stone St. Malo Church/Chapel near Allenspark, Colorado.

The completed stone pillars were dedicated on June 17, 1928. Fifty-five years later, in 1983, a Colorado Highway Department (CHD) intersection improvement project was undertaken, and involved substantial widening on the north side of Arapahoe Road. Flatiron Paving Company (Flatiron) was hired by the Highway Department to perform the intersection improvement work on Arapahoe Road. To accommodate the new intersection design, in April 1983 Flatiron subcontracted with Whitlock House Moving of Louisville to move the north pillar 40 feet to the north of its original location. While digging into the sides of the north pillar in order to jack it up and place steel beams beneath it – which were to be used to slide the pillar to its new location – the sandy soil gave way and the pillar tipped over and slowly fell to the ground and broke to pieces. Flatiron agreed to faithfully rebuild the pillar. The reconstruction plan involved cleaning the unbroken flagstone, and replacing the broken stones with flagstone of matching color. Since Meade Walter's original design plans for the pillars were not available, the damaged pillar was re-assembled and repaired to match the intact south pillar using similar construction methods and materials. Flatiron Paving hired Del's Masonry of Longmont to rebuild the pillar. The work was completed by a couple from Del's Masonry, Lorri and Roy Martinez, in the summer of 1983, and approximately 80% of the original stones were utilized. Costing around \$20,000, the effort took several weeks to finish. The south pillar remains in its original location, but in 2021 a raised "pork chop" traffic island was constructed around it.

30. Original location X (south pillar) Moved X (north pillar)  
Date of move(s): 1983

## V. HISTORICAL ASSOCIATIONS

31. Original use(s): Recreation and Culture - War memorials; Transportation – highway gateway  
32. Intermediate use(s): None  
33. Current use(s): No current use  
34. Site type(s): War memorials; road/highway gateway monuments  
35. Historical background: (Note: Please refer to the unpublished report by William Meyer (2021) for a detailed history of Nine Mile Corner including the war memorial gateway pillars. The following summary includes excerpts from this report.)

The stone pillars currently flanking Arapahoe Road just west of its intersection with U.S. 287 were originally constructed in 1928. Their construction was driven by two different motives. They were envisioned and built as part of a formal, imposing gateway to serve as war memorials flanking a proposed memorial "Road of Remembrance" (Arapahoe Road). Additionally, the gateway, of which the tall stone pillars were the primary feature, was envisioned by civic and business boosters as an effective way to divert traffic traveling on the Lincoln Highway (U.S.

**287) between Longmont and Lafayette by enticing motorists to turn west onto Arapahoe Road and visit the City of Boulder.**

In the 1910s and 1920s, when auto tourism was in its infancy, the Lincoln Highway was one of the most publicized transcontinental roads for American motorists. Businessmen and civic leaders in Boulder were interested in development of the Lincoln Highway to boost tourism and commerce. In the late 1910s and early 1920s Boulder lay ten miles west of the Lincoln Highway, with poor access to the growing commercial traffic along the Lincoln Highway. Boulder's connection to the Lincoln Highway was Arapahoe Road, which intersected the Highway at "Ten Mile Corner." Also known as the Valley Road, in the late 1910s and early 1920s, Arapahoe Road was an unpaved county road traversing the plains into the city.

As automobile use increased dramatically after World War I, the need for more and better automobile roads nationwide spurred a "Good Roads" movement, which involved local action to develop new safe automobile routes connecting communities. In 1919 the Boulder Rotary Club created a "Good Roads Committee" to pursue improving the roads in Boulder County. Working with local commercial associations in Boulder and Longmont, the committee proposed an ambitious road improvement program that included paving the entire length of the Lincoln Highway in the county, and Arapahoe Road from Ten Mile Corner to the city.

Another nationwide movement was gaining momentum concurrently: developing roads into named/designated World War I memorial travel routes, or "roads of remembrance" featuring beautification including tree plantings along the margins of the roadway as promoted by the American Forestry Association. The idea of honoring Americans who participated in World War I with roads of remembrance was championed in newspaper editorials around the country, and became a popular idea, resulting in various plans for roads of remembrance in the United States.

Boulder County embraced the road of remembrance movement, and 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. The preliminary plan included construction of a gateway arch or monument at Ten Mile Corner, along with planting trees and possibly lights on both sides of the road. Boulder American Legion Post 10 quickly assumed sponsorship of Boulder County's proposed "Road of Remembrance." By 1923, Boulder's business community and civic organizations supported the plan for a "Road of Remembrance" to connect with the Lincoln Highway.

The Lincoln Highway became the main north-south road in Boulder County and from northern Colorado to Denver and carried growing tourist traffic in the 1920s. With the increase in automobile travel and the higher speeds of newer cars, the Highway's zig-zag route from Ten Mile Corner to the beginning of the pavement south of Longmont was quite dangerous. Faced with this hazardous situation, in late 1923 the Boulder County Commissioners passed a resolution intended to eliminate these dangers by relocating a portion of the Lincoln Highway (US 287) by constructing a new, straight six-mile stretch of north-south highway south of Longmont, approximately 0.75 mile west of 111th Street. The proposed new highway alignment did not follow existing roads, and required obtaining land for a right of way from farmers along the route.

Construction of the new highway began in 1926 and was completed in 1927, after which focus shifted to the proposed gateway at Nine Mile Corner. As the plan for the gateway evolved, the initial idea of a big entryway arch was abandoned, and the gateway design was changed to include a pair of stone pillars flanking Arapahoe Road, at the east end of the proposed "Road of Remembrance," as well as a small park on the triangular tract formed by the roadways. The Boulder Lions Club, which funded construction of the pillars, wanted them to "mark the new route" opened by the relocated Lincoln Highway, as well as serve as a suitable memorial in honor of those who served our country in World War I. The Road of Remembrance pillars were loosely patterned after the gateway pillars at the entrance to Lookout Mountain Park near Golden.

Plans for the pillars were drawn by Meade Walter, an architect and Lions Club member, whose son had served in the First World War. The pillars would be built of flagstone, and according to Walter it was "designed something like the walls and alcoves of the new University buildings [in Boulder]."

Ground was broken and the cornerstone for the pillars (south pillar) was laid on April 18, 1928. Construction of the pillars took two months. The work was completed by stone mason Lee Roy Watson, who is credited with constructing some of the stone structures at St. Malo in western Boulder County. The pillars were officially and ceremoniously dedicated on June 17, 1928, at which time a small box of documents and mementoes were placed in a niche in the cornerstone.

While work was proceeding on the pillars, preparations were underway for construction of the second phase of the gateway project - the triangular memorial park immediately east of the pillars. A year after the pillars were completed, Boulder American Legion Post 10 constructed the park in the middle of the "wye" at the intersection. The Legion's plan for the park centered on the captured (and deactivated) artillery pieces donated by United States government. On May 19, 1929, American Legionnaires installed a solitary 100 mm captured German cannon on a concrete base in the leased triangular tract of land, and also erected a donated 48' flagpole. 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 pillars.

After completion of the gateway park, support for "Road of Remembrance" project dissipated, and the planned planting of 1,000 trees along the route never came to fruition. Boulder County's interest in the "Road of Remembrance" diminished, and the concept was never fully realized. Although the war memorial pillars and adjacent small park were installed at the road's entrance, none of the other proposed amenities along the route (such as trees) were ever installed, and Arapahoe Road was never formally named or called the "Road of Remembrance."

The gateway pillars remained standing in their original locations until 1983, when the CHD improved and realigned Arapahoe Road. The intersection project expanded the highway right-of-way to the north, and required the north pillar to be relocated 40 feet to the north of its original location. While moving the north pillar it tipped over and when striking the ground broke apart. The project contractor hired a specialized company to faithfully reconstruct the north pillar.

C. 2019-2020, a development company seeking to construct a large new commercial development in the southwest quadrant of the Arapahoe Road/US 287 intersection planned

intersection improvements, including new right-in and right-out turn lanes. Knowing that CDOT would not allow the relocation of the south pillar based upon its historical significance, the developers' roadway design consultant, Galloway, chose to construct a raised "pork chop" traffic island with guard rail surrounding it. The intersection work was completed in 2021. Consequently, the south pillar now sits within Arapahoe Road rather than on the south side of and flanking the road. Since the 2021 intersection improvement project is situated within the State-owned right-of way for Arapahoe Road, CDOT provided the developers with an access permit to complete the work.

After the project was brought to the attention of CDOT's Region 4 Senior Historian (Jason Marmor) by Mr. William Meyer, on behalf of a Boulder Rotary Club working group that is seeking to ensure preservation and periodic inspection and maintenance of the pillars. In accordance with the Colorado State Register Act, CDOT conducted "after-the fact" consultation with the State Historic Preservation Officer (SHPO) and stakeholder organizations (e.g. veterans' groups and historic preservation boards) regarding the significance of the stone pillars and the effect of the 2021 intersection improvement project upon them. CDOT determined that, despite the loss of some integrity, the project caused an adverse effect that would require mitigation. CDOT proposed mitigation consisting of a collaborative process to develop a preservation plan document for the pillars, including consideration of relocation alternatives. The collaborative process would involve CDOT, the SHPO, and various interested governmental agencies, historic preservation boards, veterans' groups, and service organizations. Execution of recommendations from the preservation plan document will depend on funding, leadership and effective collaboration among the interested parties.

36. Sources of information:

**Blakeslee, David Allen**

1983 Warranty Deed from David Allen Blakeslee to the Colorado Department of Highways, for ownership transfer of a 0.142-acre parcel in the SE ¼ of the SW ¼ of Section 27, Township 1 North, Range 69 West, in Boulder County, Colorado. The parcel was designated Parcel No. 5 in plans for Colorado Highway Department Project No. FC-HES 007-2(5). Recorded at the Boulder County Clerk and Recorder's Office on March 7, 1983. Reception No. 536538.

**Daily Times**

1926 "Plans Nearing Completion for Right-of-Way Highway; Local Engineer Working on New Route." The Daily Times. Longmont, Vol. XXXII, Number 60, February 25, 1926.

**Garten, Carol**

1983 "Monument on Highway 7 – 287 Comes Tumbling Down." The Louisville Times. Vol. 69, No. 44, April 20, 1983.

**Meyer, William**

2021 Nine Mile Corner Monument (narrative historical report), 26 pp., unpublished.

**Town of Erie**

**1983 Warranty Deed from the Town of Erie, Colorado to the Colorado Department of Highways, for ownership transfer of a 0.324-acre parcel in the NE ¼ of the NW ¼ of Section 34, Township 1 North, Range 69 West, in Boulder County, Colorado. The parcel was designated Parcel No. 6A in plans for Colorado Highway Department Project No. FC-HES 007-2(5). Recorded at the Boulder County Clerk and Recorder's Office on February 8, 1983. Reception No. 532304.**

**Weiss, Manuel**

**1980 Colorado Cultural Resource Survey Inventory Record for Site 5BL432, "Road to Remembrance Gateway." Boulder County Historical Society, May 12, 1980.**

**VI. SIGNIFICANCE**

37. Local landmark designation: Yes \_\_\_\_\_ No **X** Date of designation: **Not Applicable**  
Designating authority: **Not Applicable**

38. Applicable National (and State) Register Criteria:

- X** A. Associated with events that have made a significant contribution to the broad pattern of our history;  
\_\_\_\_\_ B. Associated with the lives of persons significant in our past;  
**X** C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or  
\_\_\_\_\_ D. Has yielded, or may be likely to yield, information important in history or prehistory.

\_\_\_\_\_ Qualifies under Criteria Considerations A through G (see Manual)

\_\_\_\_\_ Does not meet any of the above National Register criteria

39. Area(s) of significance: **Social History, Architecture**

40. Period of significance: **1928**

41. Level of significance: National \_\_\_\_\_ State \_\_\_\_\_ Local **X**

42. Statement of significance: **The pillars were originally inventoried as the "Road to Remembrance Gateway" in May 1980 by Manuel M. Weiss of the Boulder County Historical Society, as part of the Boulder County Historical Site Survey, Boulder and Broomfield Counties (Report No. MC.LG.R20). Weiss prepared a Colorado Historical Society Inventory Record, and evaluated the gateway pillars as eligible for the National Register of Historic Places (NRHP). Weiss' 1980 inventory form does not provide a narrative explanation of the site's significance in terms of the NRHP eligibility criteria. The resource has a "field eligible" determination date of May 1, 1980.**

**In the summer of 2021 CDOT revisited, rerecorded and reevaluated the pillars. They are the only extant remnants of the 1928 war memorial gateway that formerly included a small triangular park with a captured German artillery piece and flagpole. The site is historically significant under Criterion A for its association with a widespread movement in the 1920s led by fraternal organizations and philanthropic clubs to install public memorials to honor American soldiers who served during the First World War. The pillars and gateway are also associated with enthusiastic civic promotion seeking to attract and divert early motorists from the Lincoln**



Highway/US 287 to Boulder and boost the city's economy. The tall stone pillars standing on Arapahoe Road adjacent to the Lincoln Highway were visually prominent landmarks in this sparsely populated agricultural area, and they were immediately recognized by motorists as forming a gateway to what must have appeared to be an important road.

Under Criterion C, the pillars are significant for their intricate, University of Colorado at Boulder collegiate architecture-inspired design and elaborate stonework construction. They were designed by architect Meade Walter, who does not appear to have been a prominent Colorado architect. The Arapahoe Road pillars are also architecturally significant as particularly elaborate example of stone roadway gateways. There are other somewhat similar stone pillar gateways in Colorado, such as at Lookout Mountain Park near Golden.

43. Assessment of historic physical integrity related to significance: The physical integrity of the Arapahoe Road pillars has been substantially diminished as a result of two intersection improvement projects, in 1983 and 2021. During the 1983 project the north pillar had to be relocated 40 feet to the north, but during the relocation effort it tipped over and broke apart. The pillar was immediately and expertly reconstructed in the selected location 40 feet north of its original location. Although the north pillar looks exactly like the south pillar, the separation of the pillars by 40 additional feet was a major change by creating a much wider roadway than the original road and greatly diminished their appearance as gateway markers.

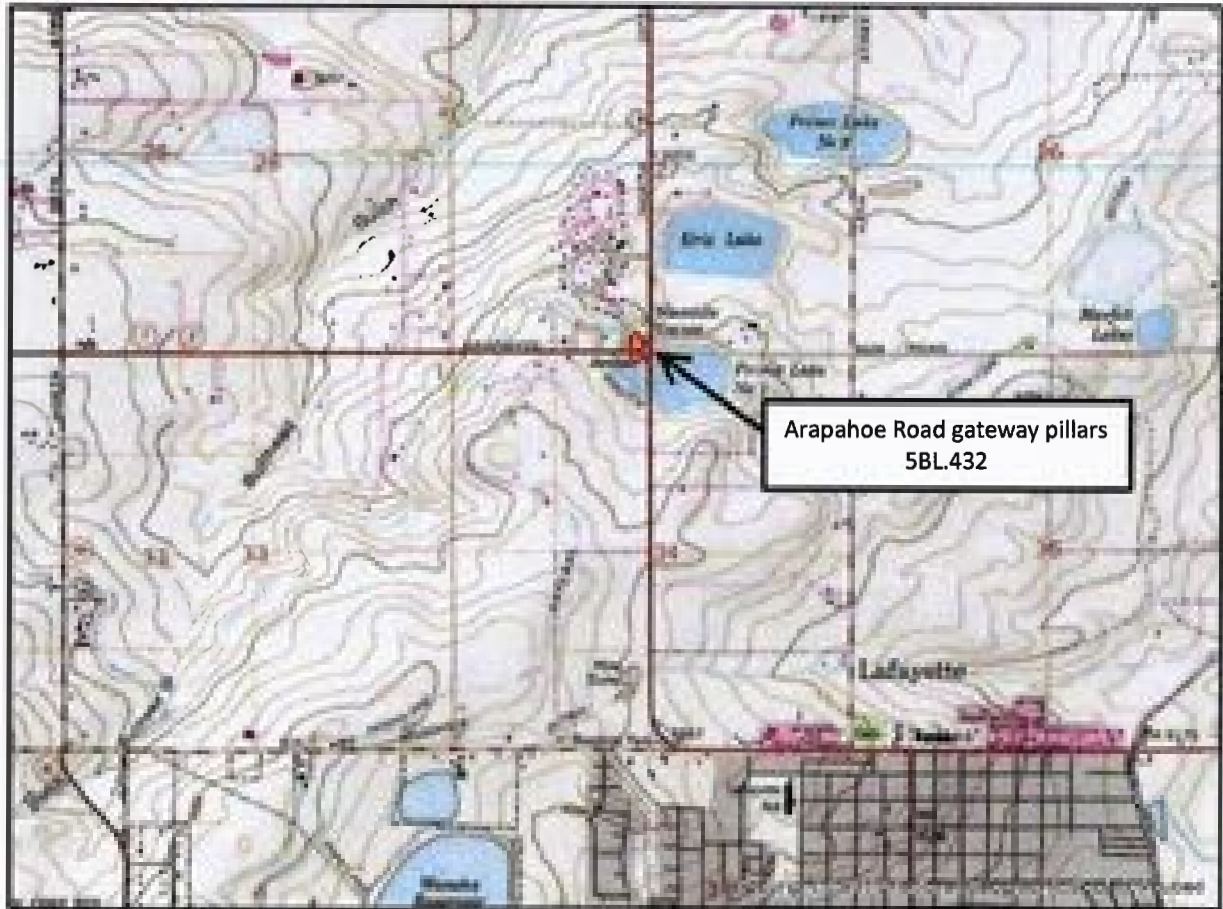
The south pillar remains intact; however recent (2021) construction greatly impacted the integrity of the historic setting - a new right turn lane was built that passes behind the pillar. Additionally, to protect the south pillar from cars, it was surrounded a raised "pork chop" traffic island equipped with guardrail; it now appears to sit within the road and adds a new and serious vehicular hazard.

## VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register (individual) eligibility field assessment:  
Eligible X Not (Individually) Eligible \_\_\_\_ Need Data \_\_\_\_
45. Is there National Register district potential? Yes \_\_\_\_ No X Discuss: The only associated historical resource is Arapahoe Road/State Highway 7 from Nine-Mile Corner (US 287 intersection) to Boulder, which is flanked at its eastern terminus/entrance by the memorial gateway pillars. In the late 1920s this automobile road with flanking gateway pillars was conceived of as a war memorial honoring U.S. sacrifices in World War I, and was referred to as the "Road of Remembrance." Over time the commemorative name of the road was forgotten. Near the intersection with US 287, Arapahoe Road/SH 7 was widened in 1983 and even more substantially altered in 2021 to further widen and improve the intersection for safe vehicular turning movements. The 1983 intersection improvement project required the relocation of the northern pillar. The appearance and character of the highway at the location is considerably different than when the pillars were erected in 1928. Consequently Arapahoe road was not included as a contributing associated resource.  
If there is National Register district potential, is this building:  
Contributing \_\_\_\_ Noncontributing \_\_\_\_
46. If the building is in existing National Register district, is it:  
Contributing \_\_\_\_ Noncontributing \_\_\_\_ Not Applicable X

**IX. RECORDING INFORMATION**

- 47. Photograph numbers: **5BL.432-1 through 5BL.432-24**  
Negatives or digital photo files filed at: **Colorado Dept. of Transportation, Region 4, Greeley**
- 48. Report title: **Post-Project State Register Act Eligibility and Effect Determinations for Improvements to the U.S. Highway 287 and State Highway 7/Arapahoe Road Intersection in Boulder County.**
- 49. Date(s): **October 7, 2021**
- 50. Recorder(s): **Jason Marmor, CDOT Region 4 Senior Historian**
- 51. Organization: **Colorado Department of Transportation**
- 52. Address: **10601 West 10<sup>th</sup> Street, Greeley, CO 80634**
- 53. Phone number(s): **(970) 219-9155**



Location of the Arapahoe Road gateway pillars (5BL.432), shown on a portion of the U.S. Geological Survey 7.5' *Erie, Colorado* topographic quadrangle map (1967; revised 1971).



Sketch map of the Arapahoe Road gateway pillars (5BL.432), prior to the 2021 intersection improvement project.



Arapahoe Road gateway pillars, showing their locations and setting prior to the 2021 intersection project. View looking northwest with south pillar in foreground.



Arapahoe Road gateway pillars (5BL.432), looking west- northwest.



Arapahoe Road gateway pillars (5BL.432), looking northwest.



5BL.432, northern gateway pillar on Arapahoe Road/SH 7, looking northeast.



5BL.432, northern gateway pillar, looking north.



5BL.432, northern gateway pillar, looking west.





5BL.432, northern gateway pillar, looking west-northwest.



5BL.432, south side of northern gateway pillar, looking north and showing the ashlar stonework and tall, narrow window panels that are now sealed with wood.



5BL.432, door on southern face of northern gateway pillar, looking northeast.



5BL.432, northern gateway pillar, looking west-southwest.



5BL.432, northern gateway pillar, looking east-northeast.



5BL.432, wall end pier topped by concrete decorative element, north pillar, looking north.



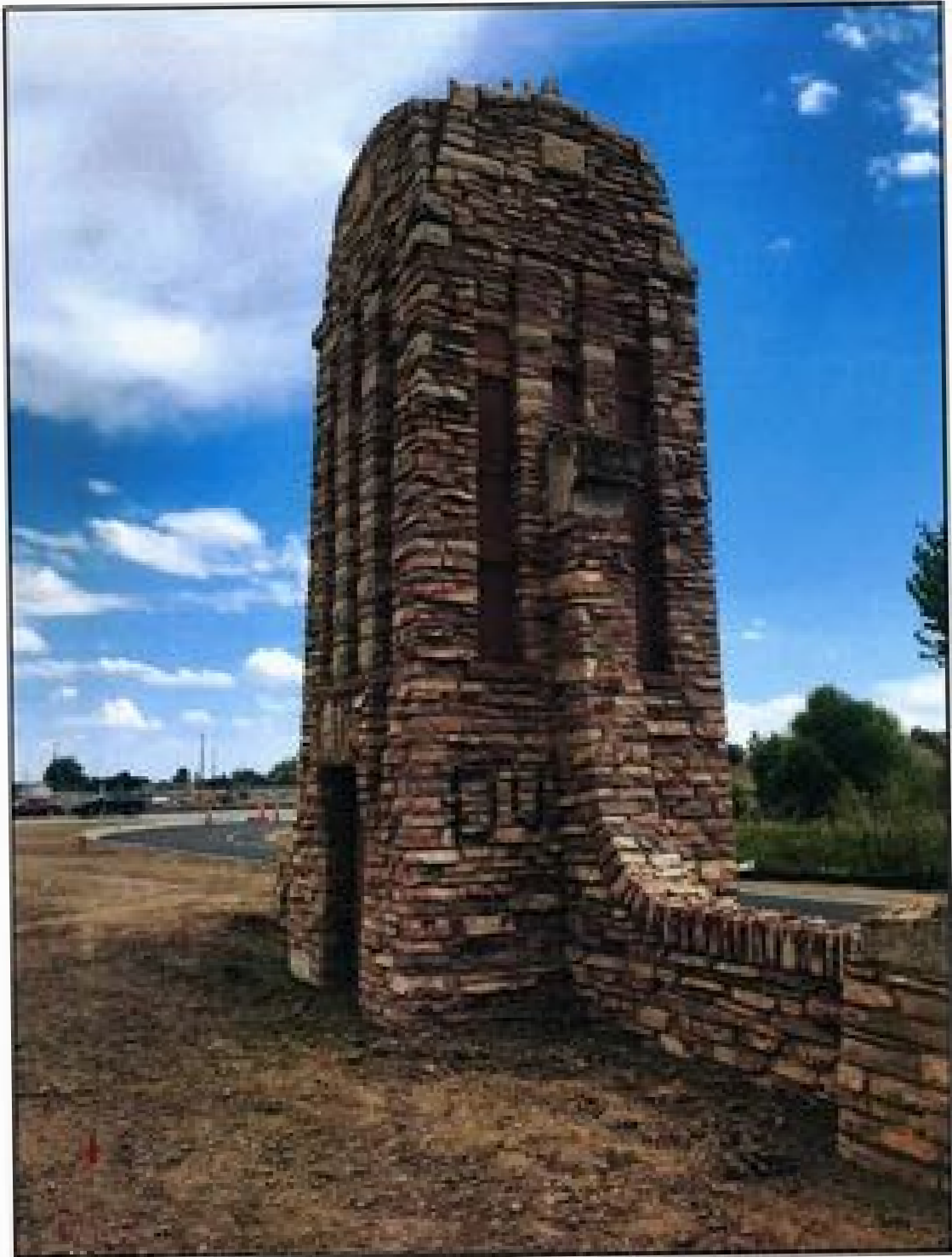
5BL.432, wall and end pier on east side of north pillar, looking northwest.



5BL.432, northern pillar, looking west, with wall end pier topped by concrete decorative element.



5BL.432, northern gateway pillar, looking northwest.



5BL.432, southern gateway pillar, looking east-southeast.

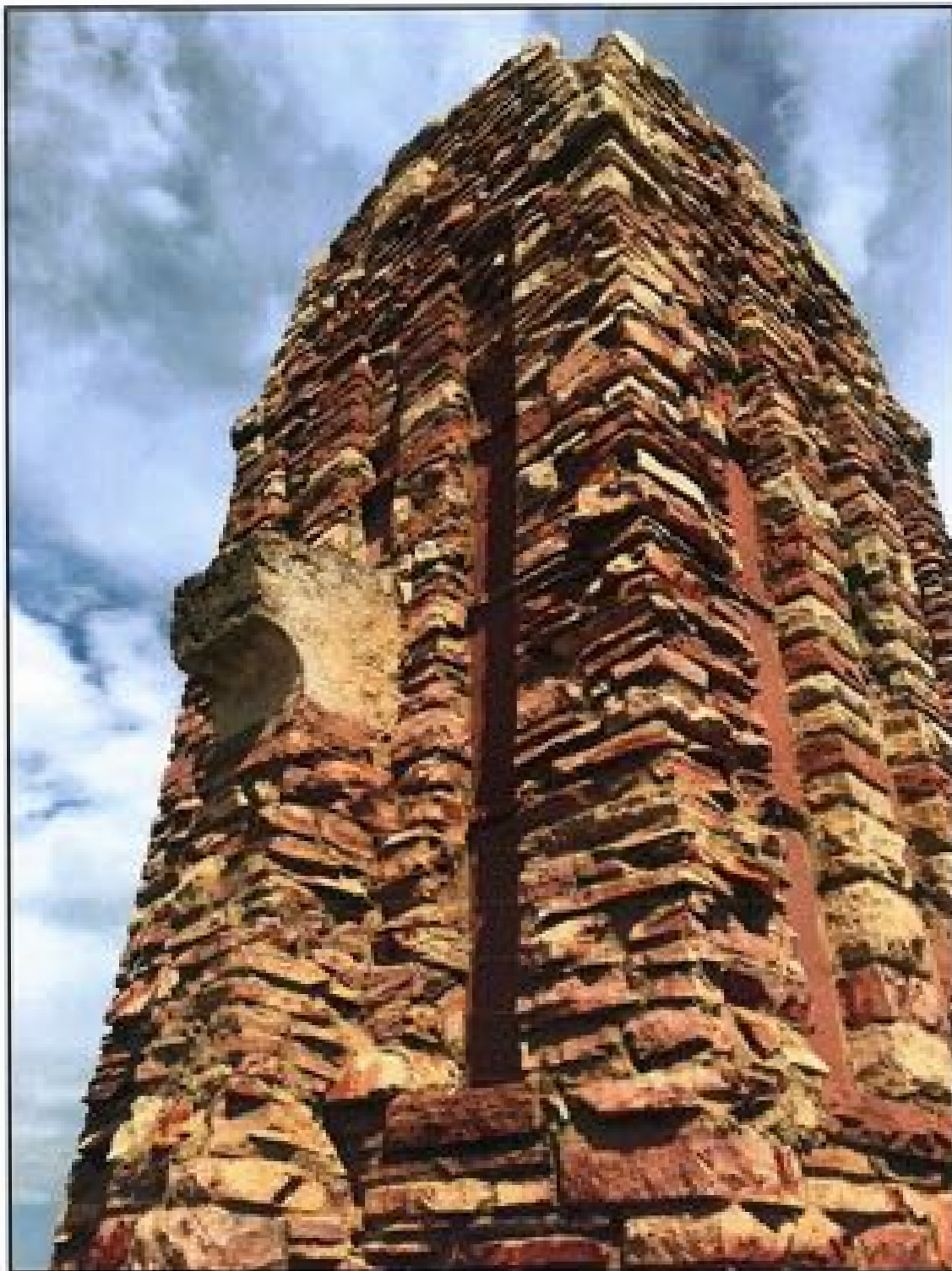




5BL.432, southern gateway pillar, looking east-northeast.



5BL.432, southern pillar, looking east.



5BL.432, close-up of ashlar stonework and concrete element on southern pillar.



5BL.432, wooden door on north side of southern pillar, looking southeast.



5BL.432, northern gateway pillar, looking north.



5BL.432, close-up of cornerstone at base of southern pillar.



5BL.432, west side of southern pillar, looking southeast.



5BL.432, support wall with decorative end pier of southern pillar, looking northwest.



5BL.432, southern pillar, west side pier with decorative cast concrete element, looking NNE.



5BL.432, decorative cast concrete element placed on top of end pier of southern gateway pillar, looking south.