CHAPTER 5
ON THE ROAD: FIVE CASE STUDIES

To broaden perspectives for addressing the challenges of evaluating the historic significance of roads, field reconnaissance was conducted along five road segments selected as a sample of different types of roads around the state (Figure 22). This chapter discusses issues related to evaluating the historic significance and integrity of those five case studies.

BEALE WAGON ROAD

The first roads constructed in territorial Arizona were the work of military surveyors and laborers. Long segments of those wagon roads were little more than marked trails, and such primitive roads are not directly related to the territorial and state highway system that became the focus of this overview as it evolved. Nevertheless, the Beale Wagon Road was field inspected as an example of a military wagon road to provide perspective on the later highway system. The reconnaissance focused on segments of the road in the vicinity of Kingman (Figures 23 through 26). Segments of the road in the Kingman area this area had been previously recorded as site AZ G:13:1 (ARS) (Curtis and Stone 1989) and site AZ F:16:38 (ASM) (Crary 1994).

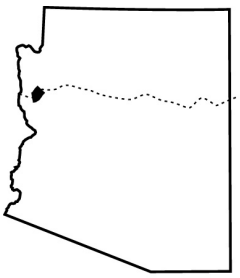
Historic Significance

The Beale Wagon Road is associated with the context of Military Wagon Roads in Arizona from 1846 to 1909, as well as with a historically important person, Lt. Edward Beale (Thompson 1983). Lt. Beale and his troop of soldiers surveyed and constructed a 1,000-mile road from Fort Smith, Arkansas to the Colorado River between 1857 and 1859. The Beale Wagon Road became a popular immigrant trail during the 1860s and 1870s, until the coming of the transcontinental railroad across northern Arizona in the 1880s. During the twentieth century, the National Old Trails Highway, the National Park to Park Highway, U.S. Highway 66, and Interstate 40 have all followed the general corridor of Beale's road built for wagons.

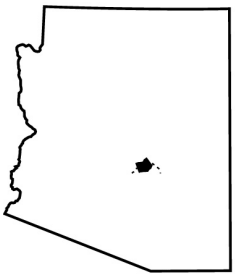
Historic Integrity

After almost a century and a half, some segments of the original Beale Wagon Road remain intact and are visually distinctive. Such segments of the road on the Kaibab National Forest are designated as a historic recreational trail (Cleland 1989). Other segments have been identified on the Petrified Forest National Park (Chappel 1976), and other recognizable segments are known only to trail buffs and historians (Smith nd, 1984, 1991). Parts of the road have been completely obliterated.

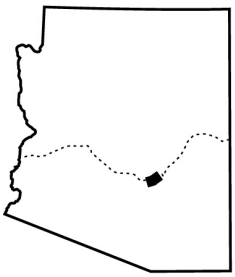
Those segments of the Beale Wagon Road that can be firmly identified as part of the original road possesses integrity of **association** with the context of military wagon roads in territorial Arizona. The wagon road retains integrity of **location** where it is distinguishable in a single alignment (that is, where it did not experience the generations of multiple alignments that some automobile roads along the same general route have experienced.) The road retains integrity of **setting** along the rural portions of its length where modern features such as transmission lines and nearby paved roads are not obviously intrusive. The **design, materials,** and **workmanship** of a wagon road are modest, consisting primarily of a route that takes advantage of easy topography and clearing of vegetation and rocks from a narrow path, with



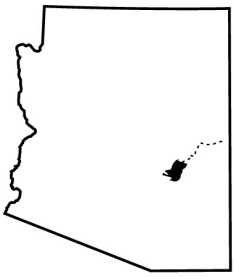
Beale Wagon Road
Example of mid-nineteenth-century wagon road.



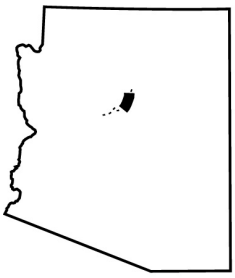
State Highway 88 - Apache Trail
Early twentieth-century wagon road for constructing Roosevelt Dam, and 1920s state highway system desiginated as part of both.



Old US 60 (from Superior to Calypool Tunnel)
Segment of early highway abandoned by mid-twentieth-century improvements.

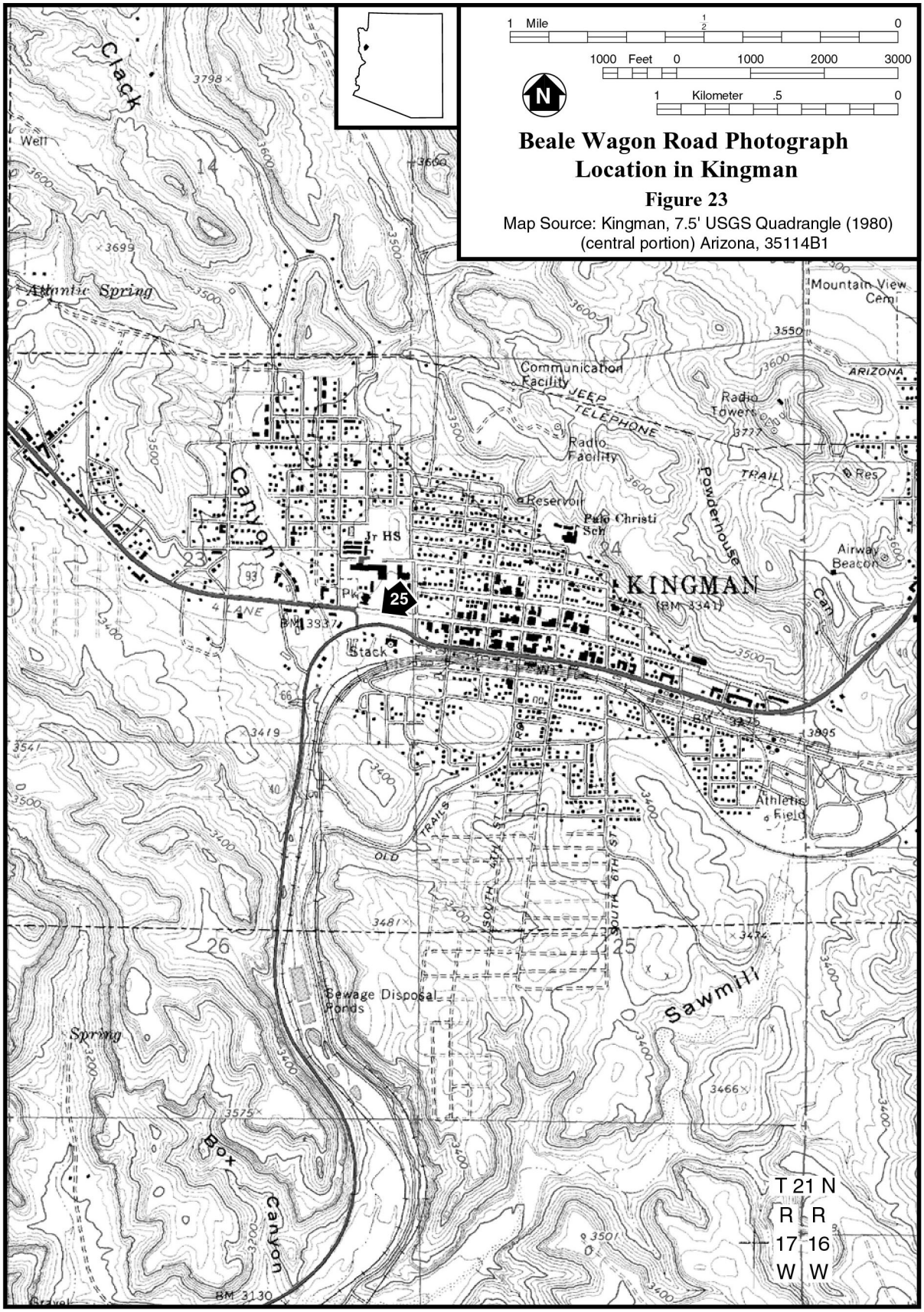


Old State Highway 73
1920s state highway mostly converted to Indian Roads.



Old State Highway 79
1920s-1930s state highway that has been renumbered and upgraded but remains in use.

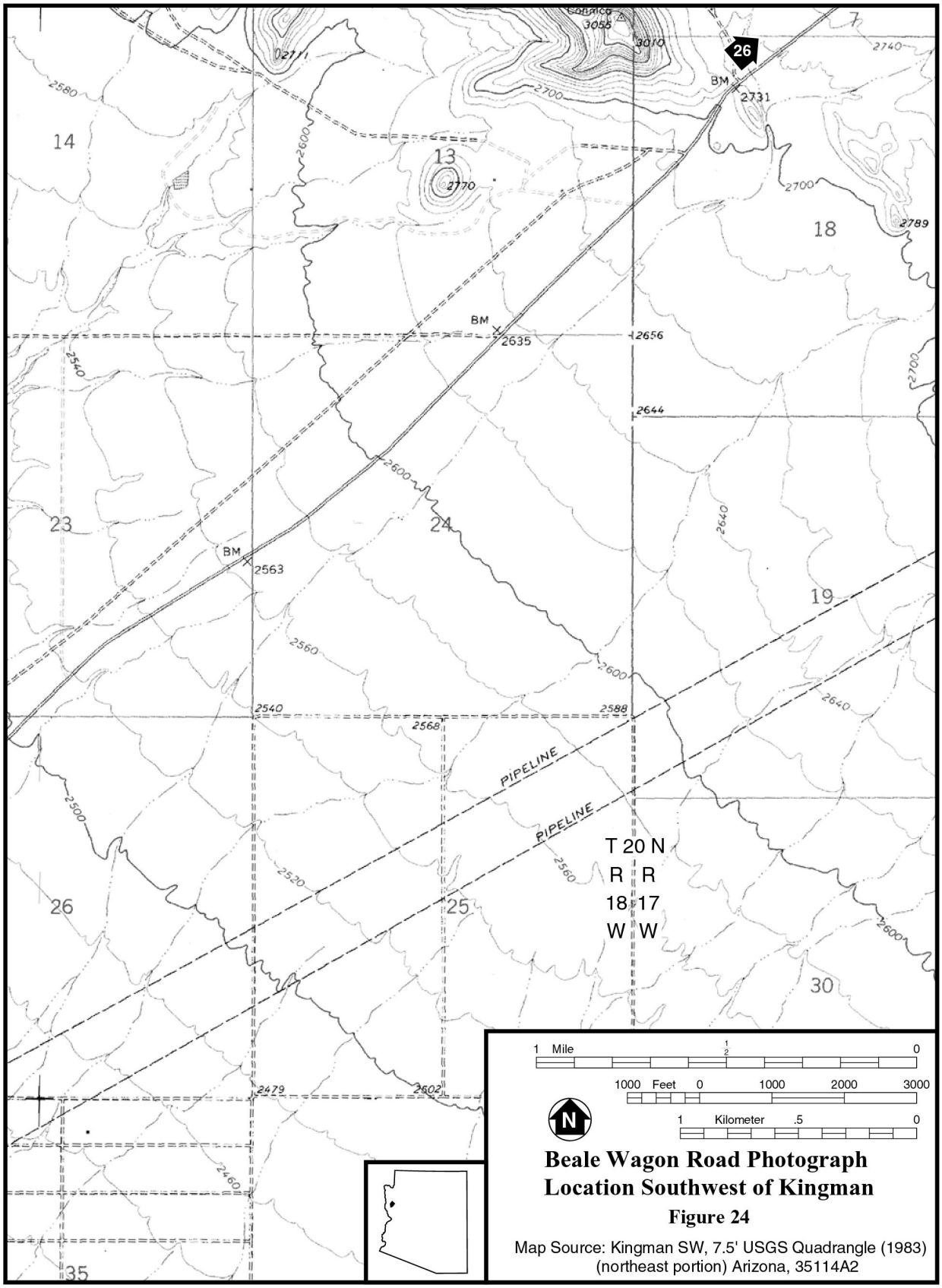
Figure 22. Roads Selected for Field Review



Beale Wagon Road Photograph Location in Kingman

Figure 23

Map Source: Kingman, 7.5' USGS Quadrangle (1980) (central portion) Arizona, 35114B1



Beale Wagon Road Photograph Location Southwest of Kingman

Figure 24

Map Source: Kingman SW, 7.5' USGS Quadrangle (1983) (northeast portion) Arizona, 35114A2

Figure 25. Segment of the Beale Wagon Road that Has Lost Integrity

Although this segment of the Beale Road across a field near Kingman High School retains integrity of association and location, it has lost integrity of setting because it appears to be simply a short cut across a field. It has also lost integrity of design, materials, and workmanship because it does not convey the work of Beale's construction crew.

Figure 26. Segment of the Beale Wagon Road

This segment of the Beale Wagon Road located in the desert plain west of Kingman retains integrity of association, location, and setting. It also retains integrity of design, materials, and workmanship because the work of Beale's crew can clearly be seen (in the field, if not in this photograph) in the path created by the removal of rocks from the roadbed to the side of the road. The segment is sufficiently long to convey the feeling of a primitive wagon road.

occasional cuts and fills and perhaps some retaining walls of stacked rocks. Segments that have been upgraded into automobile roads, overlain by new roads, or degraded into simple dirt roads with no remaining evidence of Beale's work have lost integrity of design, materials, and workmanship. Evaluating the integrity of **feeling** of a road is highly dependent on specific situations but would be related to factors such as the environmental setting, length of the intact roadway in relation to viewsheds, and ability to convey a sense of what traveling down the original road would have been like.

Earlier recorders of segments of the Beale Wagon Road evaluated them as eligible for the National Register under Criterion A where the identification was supported by historic documentation and traits of a simple wagon road remained intact. The reconnaissance supported that evaluation where sections of the Beale Wagon Road retain integrity of location, setting, and design, and are sufficiently long to retain integrity of feeling. Such segments also could be considered eligible under Criterion B because of the association with Lt. Edward Beale, under Criterion C because surviving examples of this type of road are uncommon, and Criterion D because there are no construction plans or as-built drawings of such roads. Such segments would be significant at the state level, and perhaps even at the national level because this road was important throughout the southwestern region of the United States.

APACHE TRAIL, STATE HIGHWAY 88 FROM TORTILLA FLAT TO ROOSEVELT DAM

Built for wagons in 1904 and improved for automobile travel in the 1920s, the Apache Trail connects Roosevelt Dam with the Phoenix metropolitan area. Just east of the tourist attraction of Tortilla Flats, the unpaved road provides a thrilling ride through rugged canyons. The field reconnaissance focused on this section of the trail (Figures 27, 28, and 29), which has been previously recorded as AZ U:7:2 (ASM) and AR-03-218 (FS) and listed on the Arizona State Register (Barz 1995).

Historic Significance

The Apache Trail can be directly associated with an important historical event in the history of Arizona—the construction of Roosevelt Dam, which had been designated as a National Historic Landmark until it was modified and made larger in the 1990s. The Apache Trail was built in 1904 to provide access for wagons hauling supplies, equipment, and workers to the Roosevelt Dam construction site. First known as the Roosevelt Road or Mesa-Roosevelt Roadway, the dirt road acquired the moniker "Apache Trail" from a publicist at the Southern Pacific Railroad seeking to add a bit of Western romance to the sightseeing trip to the dam (Otis 1996:23). However, the name is appropriate because Apaches working as laborers for the U.S. Reclamation Service did much of the challenging work of the building the road through rugged terrain. When the dam was completed in 1911, the route became a favorite adventure trip for Arizonans, and it was included in the route of the Ocean-to-Ocean Highway until the completion of the Superior-Miami highway in 1922. The Apache Trail was also a part of the east-west Territorial Highway, from Phoenix to Globe and Solomonville.

After passage of federal highway standards in the Federal Highway Act of 1921, the steep grades and tight curves of the Apache Trail disqualified it from becoming part of the 7 percent system of federally funded roads. Thus, the Arizona State Highway Department had to finance the rerouting and upgrading of sections of the original road when they were inundated after additional dams were built along the Salt River in the early 1920s. The Arizona State Highway Department also built seven new bridges along the Apache Trail between 1920 and 1925. All of these bridges continue to serve traffic today, and pony trusses across Lewis and Pranty Creek and Fish Creek, the Mormon Flat and Boulder Creek trusses, and the Pine Creek and Alchesay Canyon filled spandrel concrete bridges were included in the National Register listing of Vehicular Bridges of Arizona (Fraserdesign 1987).