Historic Significance

A 1912 map of Arizona depicts a wagon road from Superior east to the Silver King mine, and a similar road west from Miami to Bellevue. However, the rugged terrain of Queen Creek Canyon between these roads thwarted construction of all but the crudest and little used wagon road that did not warrant depiction on the map. Superior and Miami were not effectively connected until Arizona's second largest federal-aid project built a highway through the canyon in the early 1920s (refer to Table 5). The route through Queen Creek Canyon required constructing a bridge over Queen Creek and blasting of Claypool Tunnel. A contemporary account described the road through the red rock canyon: "The road chiseled in sheer rock walls winds down through a narrow gorge bordered with spires, balanced rocks, and formations that appear fantastic even in the light of day" (Federal Writers Project 1989:348).

The Queen Creek Canyon section of the highway was re-routed in the late 1940s and early 1950s. The 1921 bridge was replaced in 1949, and in 1952 the Queen Creek Tunnel replaced the old Claypool Tunnel. The 1921 open spandrel concrete arch bridge across Queen Creek was included in the National Register listing of Vehicular Bridges of Arizona (Fraserdesign 1987).

Historic Integrity

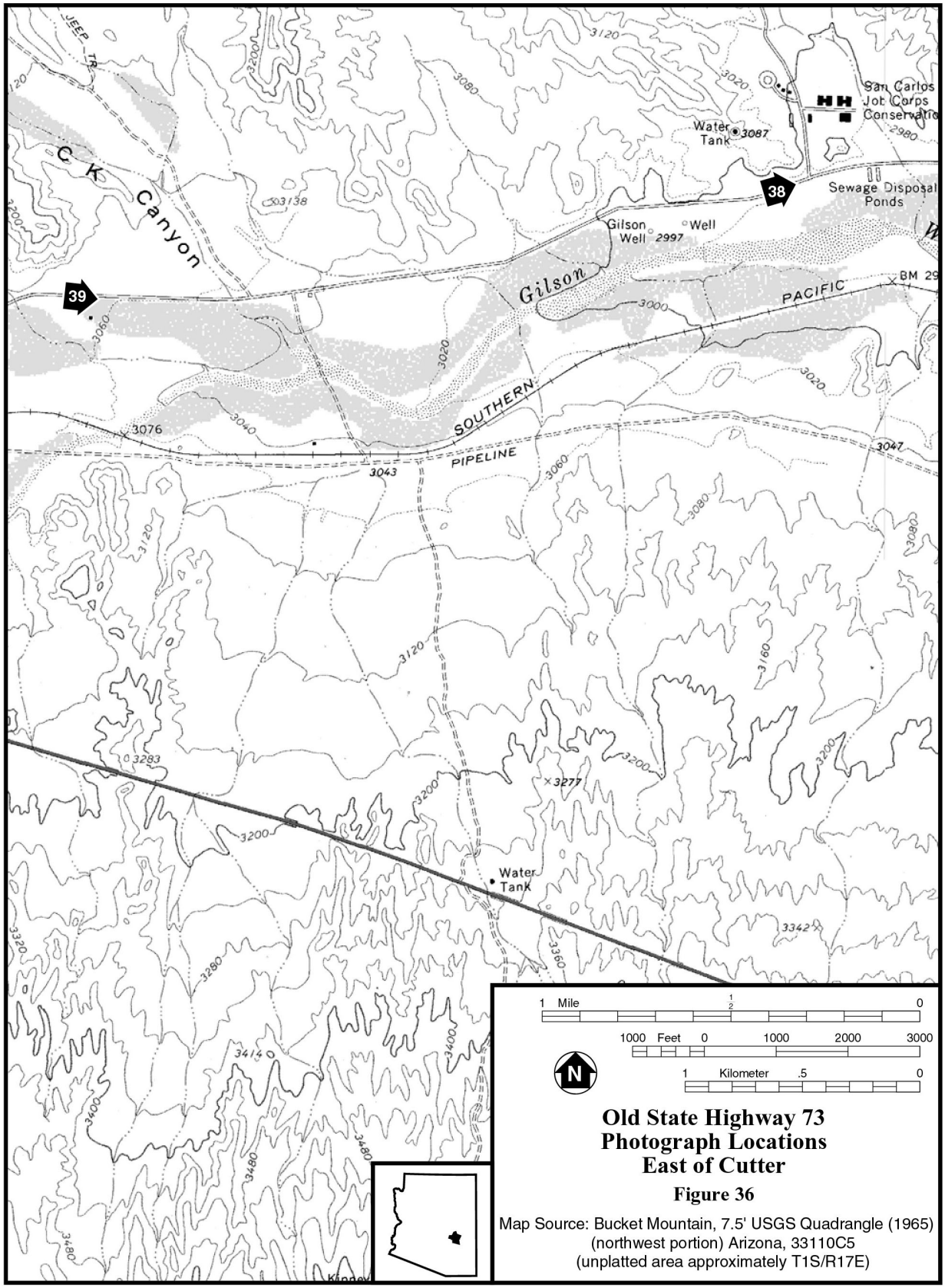
The abandoned segment of U.S. Highway 60 east of Superior remains intact, although the 3-inch-thick, pebbly asphalt is eroded in some locations. This abandoned segment is closed at either end with gates marking it as "private property." Although closed to vehicular traffic, this segment can be hiked for about a mile from Superior east across the 1921 bridge (and under the 1949 bridge), through the Claypool Tunnel, and to the junction with the modern U.S. Highway 60 just east of the Queen Creek Tunnel.

This abandoned portion of U.S. Highway 60 retains integrity of **association** and **location** as one of Arizona's most important federally funded, state highway system projects of the 1920s, and as an outstanding example of road engineering. At some places, views of the new highway intrude into the **setting** of the abandoned segment, but the newer road now is 50 years old, as well, and the contrast illustrates aspects of the evolution of road engineering. Integrity of **design, materials,** and **workmanship** has been retained in most portions of the road, although erosion of the road surface as it joins U.S. Highway 60 at the eastern end of the Queen Creek Tunnel has affected the integrity of materials and workmanship.

This approximately 1-mile-long abandoned section of U.S. Highway 60 also is sufficiently long to retain integrity of **feeling,** and is recommended as eligible for the National Register under Criterion A at the state level of significance in the contexts of the state highway system from 1912 to 1939, and federal aid projects from 1917 to 1933. The road also is recommended eligible under Criterion C at the state level of significance in the context of outstanding road engineering from 1912 to 1956.

OLD STATE HIGHWAY 73

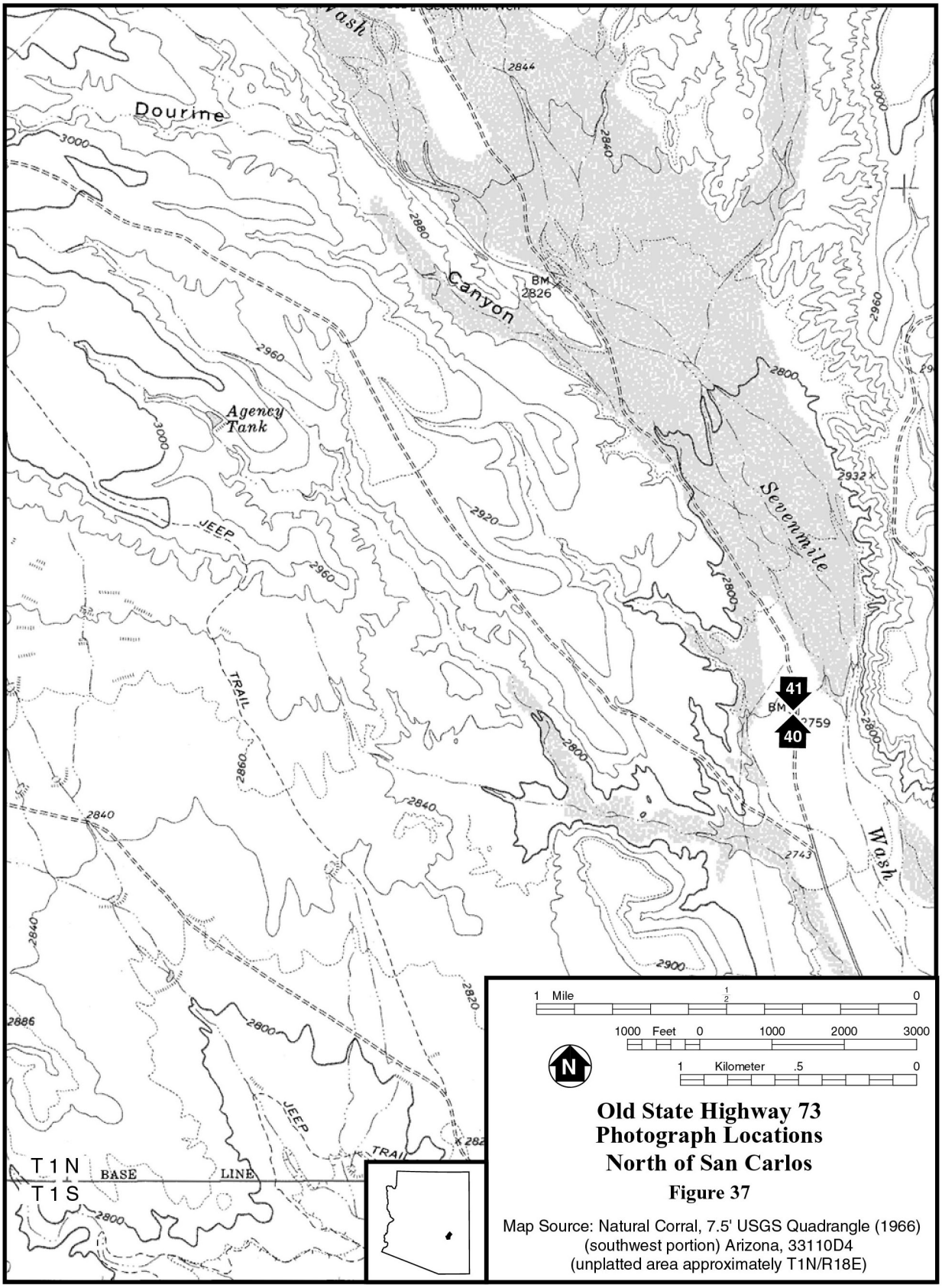
In the continual process of upgrading the state's highway system, some of Arizona's earliest highways have been eliminated from the state system and now serve as county or local roads. Old State Highway 73 is an example of one of these early state highways that has been mostly converted to Indian Routes. The reconnaissance focused on segments of Old State Highway 73 in the general vicinity of San Carlos (Figures 36 through 41).



Old State Highway 73
Photograph Locations
East of Cutter

Figure 36

Map Source: Bucket Mountain, 7.5' USGS Quadrangle (1965)
(northwest portion) Arizona, 33110C5
(unplatted area approximately T1S/R17E)



Old State Highway 73
Photograph Locations
North of San Carlos

Figure 37

Map Source: Natural Corral, 7.5' USGS Quadrangle (1966)
(southwest portion) Arizona, 33110D4
(unplatted area approximately T1N/R18E)

Figure 38. Segment of Old State Highway 73

Although this segment of Old State Highway 73 (now Indian Route 6 between Cutter and San Carlos) retains integrity of association and location as a 1920s state highway, it has lost integrity of design and workmanship at this location because it has been paved and widened to accommodate the left-turn lane into the junior high school.

Figure 39. Segment of Old State Highway 73

This segment of Old State Highway 73 (now Indian Route 6 between Cutter and San Carlos) would have been unpaved when it was part of the 1920s state highway system. Although this segment retains integrity of association, location, and setting, the paving has compromised its integrity of design, materials, and feeling.

Figure 40. Segment of Old State Highway 73
Old State Highway 73 (now Indian Route 10) north of San Carlos remains an unpaved road, and retains integrity of association, location, setting, design, materials, workmanship, and feeling of a 1920s highway (view north).

Figure 41. Segment of Old State Highway 73
Old State Highway 73 (now Indian Route 10) north of San Carlos remains an unpaved road, and retains integrity of association, location, setting, design, materials, workmanship, and feeling of a 1920s highway (view south).

Historic Significance

Old State Highway 73 can be considered in two sections. The first section, which originally connected Cutter and Rice, is now Indian Route 6 between Cutter and San Carlos.[1] The second section, which originally connected Rice and Cooley, is now a combination of Indian Routes 10, 4, and 9, as well as new State Route 73 between San Carlos and McNary.[2] The entire 89.1-mile route from Cutter to McNary was approved as one of the first nine state highways on September 9, 1927 and therefore is associated with the context of the state highway system from 1912 to 1939.

The section from Cutter to Rice was included in the proposed route of the east-west Territorial Highway and part of the Lee Highway. This segment was improved with federal funds as a part of Federal Aid Project No. 15, which upgraded the highway from Globe to Geronimo prior to July 1, 1924, and therefore this section of Old State Highway 73 is related to the context of federal aid projects from 1917 to 1933. By 1927, U.S. Highway 70 bypassed this segment.

The section from Rice to Cooley (San Carlos to McNary) was included in both the Ocean-to-Ocean and Atlantic-Pacific transcontinental highways in the mid-1920s. One of the earliest improved roads in the Arizona Territory, the 80-mile segment from Fort Apache about 20 miles south of McNary to the railhead at Rice, was built in the 1890s by Indian laborers under military supervision.

In 1899, soldiers from Fort Apache built a timber bridge along the route to span the White River.[3] In 1911, the Territorial Legislature funded a wooden bridge supported by concrete piers (designed by Territorial Engineer J. B. Girand) across the Black River along the same route between Fort Apache and Rice. When the Arizona State Highway Department improved the route for automobile traffic in the 1920s, the wooden bridge across the Black River was replaced by a steel structure in 1929, with support provided by the same concrete piers (Fraserdesign 1987). This bridge was included in the National Register listing of Vehicular Bridges of Arizona.

The life of State Highway 73 as the main road between Globe and the White Mountains towns of McNary, Pinetop, and Show Low was short-lived. As early as 1930, the Arizona State Highway Department began planning an alternate route to follow lower elevations less subject to the whims of winter storms. The new route was designated U.S. Highway 60 when it became part of the state highway system on June 28, 1935.

Today, the section of Old State Highway 73 designated as Indian Route 6 follows the old route from Cutter to San Carlos. Another section, designated Indian Routes 10, 4, and 9 travels north from San Carlos to Sawmill Tank, and then northeast to the junction with the current State Route 73 halfway between Fort Apache and Cedar Creek. The new State Route 73 then follows the 1920s route of Old State Highway 73 east to Fort Apache and Whiteriver, and northeast to McNary.

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[1]When it was anticipated that the new Coolidge Dam would inundate the settlement of San Carlos, the headquarters of the San Carlos Indian Reservation were moved to Rice (the location of the Indian school), and the name of Rice was changed to San Carlos in 1931.

[2]McNary is also a new name for an old town. In 1925, the McNary Lumber Company of Louisiana bought an existing sawmill in the town of Cooley, and changed the name of the town. The settlement of Cooley had been named for the Arizona pioneer Corydon E. Cooley, who served as a scout for General Crook and settled on a ranch in the area with his Apache wife in the 1870s.

[3]When that bridge washed out in 1916, the Army replaced it with the state's last known covered wooden bridge, which was replaced in 1934 by a steel bridge.

Historic Integrity

Integrity as a nineteenth-century military wagon road has been lost along the entire length of Old State Highway 73. Despite the change in numerical designation, Old State Highway 73 retains integrity of **association** as one of Arizona's first state highways. As a whole, the road appears to retain integrity of **location** although it would be necessary to compare historical maps and detailed as-built drawings to confirm the integrity of location of specific segments of the highway. The road also retains integrity of **setting** along the rural portions of its length. Integrity of **design, materials,** and **workmanship** as an early state highway have been compromised from Cutter to San Carlos (Indian Route 6) because the road has been paved. Portions of the graded, unpaved road (Indian Routes, 10, 4 and 9) between San Carlos and the junction with today's State Route 73 retain integrity of design, materials and workmanship of an early state highway, and are sufficiently long to retain integrity of **feeling.**

Are segments of Old State Highway 73 worthy of preservation and therefore eligible for the National Register? In contrast to the Beale Wagon Road, which is a rare, well-preserved example of nineteenth-century road construction for animal drawn conveyances, Old State Highway 73 is a common type of motor vehicle road. Unlike the Apache Trail, Old State Highway 73 retains no obvious primitive aspects of early twentieth-century road construction through challenging terrain, nor does it display characteristics of outstanding engineering through rough terrain like Old U.S. Highway 60. Old State highway 73 is essentially indistinguishable from probably thousands of miles of similar graded two-lane roads throughout the state. A more in-depth evaluation should consider related historic properties, comparison with similar roads related to the relevant historic contexts, and local sentiment about the historic values of the road.

OLD STATE HIGHWAY 79 FROM COTTONWOOD TO FLAGSTAFF

Some of Arizona's early highways continue to serve as important traffic corridors. An example of a state highway that has been used continually since its 1920s-1930s construction as State Highway 79 is known today as State Route 89A. This road branches off U.S. Highway 89 just north of Prescott and continues east over Mingus Mountain to Jerome, across the Verde Valley to Sedona, and through Oak Creek Canyon to Flagstaff. The reconnaissance focused on the segment in the vicinity of Sedona and through Oak Creek Canyon (Figures 42 through 49).

Historic Significance

Old State Highway 79 is related to the contexts of the state highway system from 1912 to 1939, and federal aid projects from 1917 to 1933. At least one portion of State Highway 79 was improved in 1935, and also relates to the context of Depression-era road projects from 1934 to 1939. A portion of Old State Highway 79 also relates to the theme of outstanding engineering.

As proposed in 1909, the north-south Territorial Highway headed east from Prescott to Camp Verde along an existing dirt two-track road, and the proposed route remained unchanged through 1916 (Arizona Good Roads Association 1913:21; Arizona State Engineer 1916:22). By the early 1920s, the actual route of State Highway 79 differed from the earlier route, and branched from U.S. Highway 89 north of Prescott, climbed over Mingus Mountain, and terminated in the copper centers of Jerome and Clarkdale. This 25.7-mile segment from Prescott to Jerome was the first portion of State Highway 79 to be built, and was completed by 1927. The utilization of more than $280,000 of federal highway construction money under several federal aid projects (Nos. 12, 17, 19 A-B, and 36 A-B), relates this segment to the context of