The entire 78.6 miles of State Route 88, from Apache Junction to the junction with U.S. Highway 70 near Globe, was approved as part of the state highway system on September 9, 1927. A 1930s description of the road still applies. "This entire route runs through mountains and, though the road is well maintained and not dangerous to drive, it contains many hairpin curves and has several points where the depth of the canyons below and the sheerness of their walls are terrifying" (Federal Writers Project 1989:364). The significance of the Apache Trail derives from it being one of the few examples of an in-use road through extremely rugged terrain that retains historic characteristics that distinguish it from roads built with federal funding.

Historic Integrity

The unpaved portion of State Highway 88 from just east of Tortilla Flats to Roosevelt Dam possesses integrity of **association** with the construction of Roosevelt Dam, the east-west Territorial Highway, and the first state highways in the 1920s. Much of the road retains integrity of **location** only with reference to its period of significance as a state highway in the 1920s because portions of the original road were re-located when the Mormon Flat and Horse Mesa dams created lakes on the Salt River below Roosevelt Dam. Thus, parts of the road have lost integrity of location with respect to the 1904 wagon road to Roosevelt Dam and the east-west Territorial Highway. The road retains integrity of **setting** along the rural portions of its length. Integrity of **design, materials,** and **workmanship** has been retained in most of the graded unpaved portion and the bridges located on the road east of Tortilla Flats to Roosevelt Dam. The last several hundred yards of the road approaching the newly enlarged Roosevelt Dam, however, have been upgraded with new guard walls, and therefore have lost integrity of **design**. The reconnaissance indicated that most of the unpaved road east of Tortilla Flat to the dam consists of road segments sufficiently long to retain integrity of **feeling**, and are recommended as eligible for the National Register under Criterion A at the state level of significance in the context of the state highway system from 1912 to 1939.

ABANDONED SEGMENT OF U.S. HIGHWAY 60, SUPERIOR TO CLAYPOOL TUNNEL

As highways are modernized, the upgrading process often abandons segments of earlier roads. A segment of U.S. Highway 60 east of Superior to the Claypool Tunnel is an example of one of these abandoned roads (Figures 30 through 35). Segments of U.S. Highway 60 have been recorded in numerous places across the state and been assigned approximately a dozen numbers in the Arizona State Museum survey system. For example, abandoned segments of the highway that have been replaced by realignments east of Superior have been designated as site AZ U:12:87 (ASM) and evaluated as eligible for the National Register under Criteria A and D (Stone 1995; also see Hathaway and Kwiatkowski 1993, and Lite 1994). To the west of Superior, six abandoned segments of U.S. Highway 60 replaced by realignments were designated as site AZ U:12:57 (ASM) and evaluated as National Register-eligible under Criterion D, but no further documentation beyond that recorded during the survey was recommended (Hathaway 1991). Farther west between Florence Junction and Apache Junction, U.S. Highway 60 was recorded as site AZ U:11:70 (ASM), and was evaluated as ineligible for the National Register because the original roadway had been substantially upgraded (Bilsbarrow 1995).

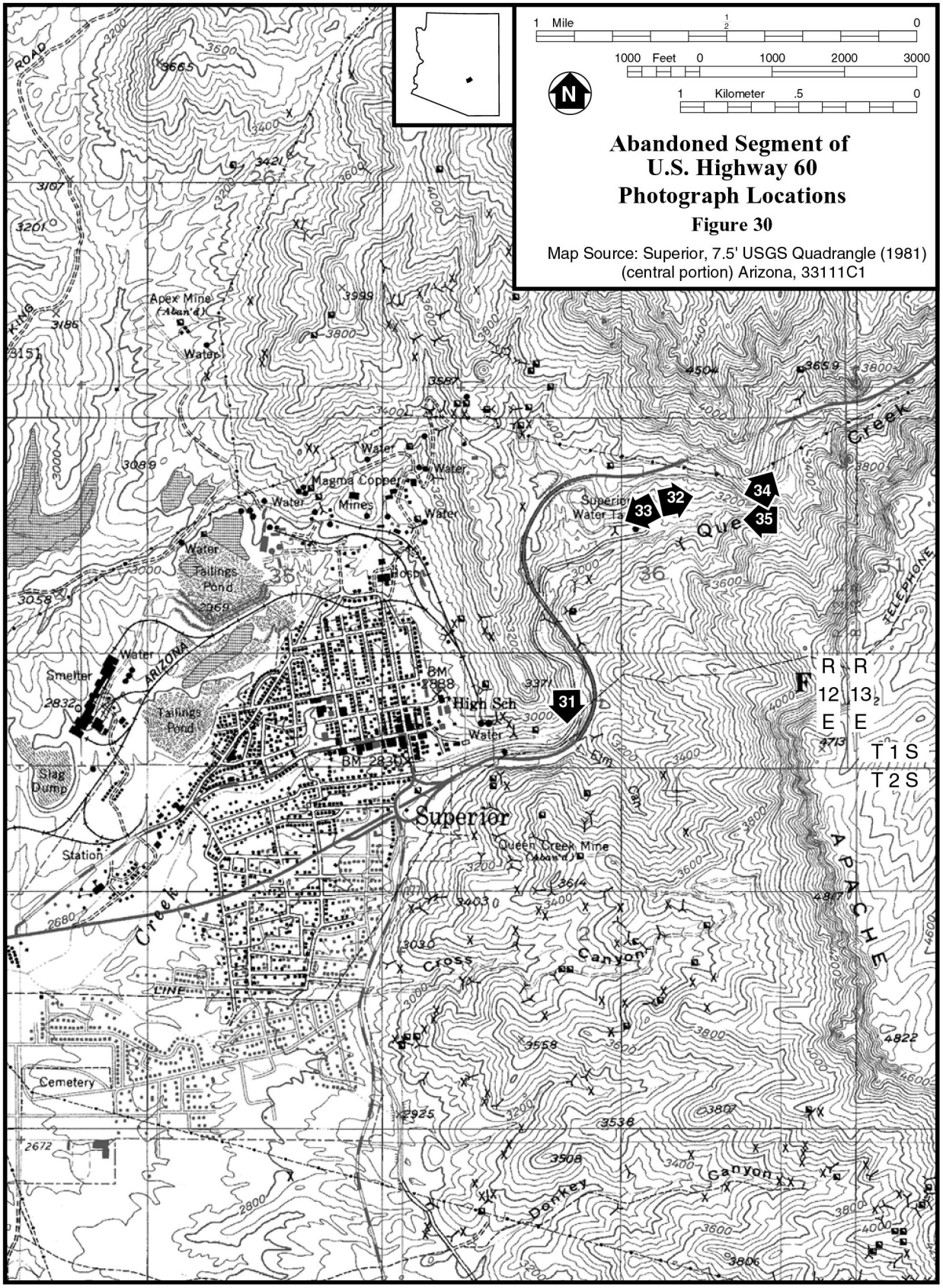
1 Mile
1/2
0
1000 Feet 0 1000 2000 3000
1 Kilometer .5 0
N
Abandoned Segment of
U.S. Highway 60
Photograph Locations
Figure 30
Map Source: Superior, 7.5' USGS Quadrangle (1981)
(central portion) Arizona, 33111C1
Superior
Queen Creek Mine
Magma Copper Mines
Tailings Pond
Smelter
Slag Dump
Station
Cemetery
High Sch
Cross Canyon
Donkey Canyon
Apex Mine
Water
ARIZONA
TELEPHONE
APACHE
Creek
31
32
33
34
35
R R
12 13
E E
T1S
T2S

Figure 31. Abandoned Segment of U.S. Highway 60

Sufficiently long to convey the feeling of a historic road, this abandoned segment of U.S. Highway 60 east of Superior retains integrity of association and location, and despite some erosion of the road surface, it has retained considerable integrity of design, materials, and workmanship Although the topographically higher replacement roadway intrudes into the setting of the original road, the replacement road is now a half-century old and comparison of the two roadways illustrates historic aspects of the evolution of road design.

Figure 32. Abandoned Segment of U.S. Highway 60

This abandoned segment of U.S. Highway 60 below the 1952 Queen Creek Tunnel retains integrity of association, location, design, materials, and workmanship, and is sufficiently long to convey the feeling of a 1920s highway.

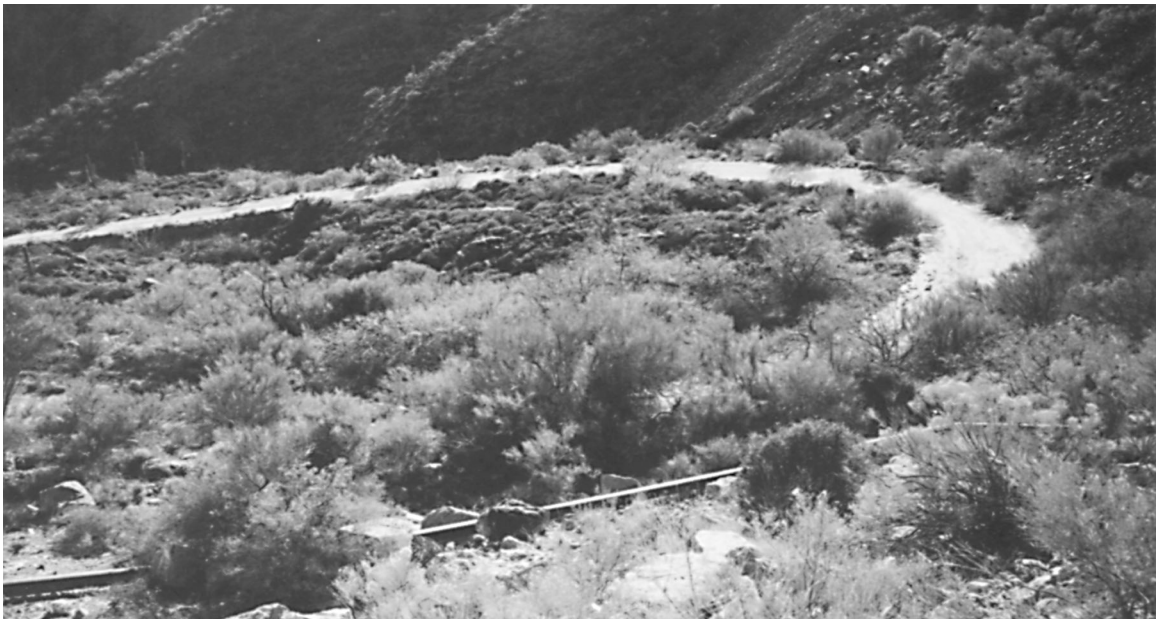

Figure 33. Abandoned Segment of U.S. Highway 60

This segment of the old highway retains integrity of association, location, setting, design, materials, and workmanship, and is sufficiently long to convey the feeling of a historic road.

Figure 34. Abandoned Segment of U.S. Highway 60

This segment of the old highway just east of the Claypool Tunnel retains integrity of association, location, and setting. The limited erosion of the road surface has not substantially affected the integrity of design, materials, and workmanship, and the segment is sufficiently long to convey the feeling of a historic road.

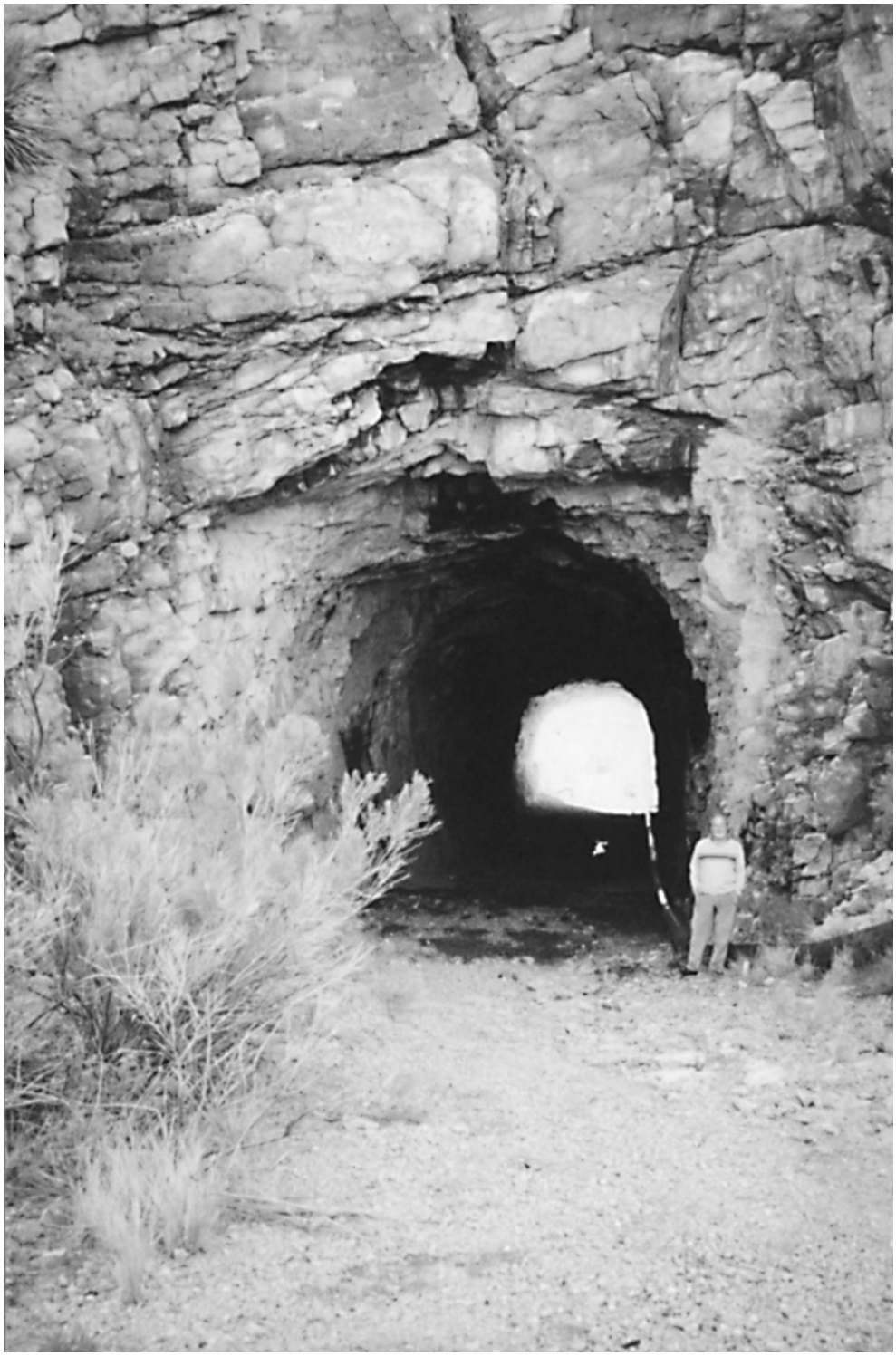

Figure 35. Claypool Tunnel along Abandoned Segment of U.S. Highway 60
Built in the early 1920s, the Claypool Tunnel on Old U.S. Highway 60 retains integrity of association, location, and setting. It also retains integrity of design, materials, and workmanship, and feeling of outstanding road engineering. (This view is looking through the tunnel to the west; refer to Figure 16 for a historic photograph of a westward view through the tunnel).

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).