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.

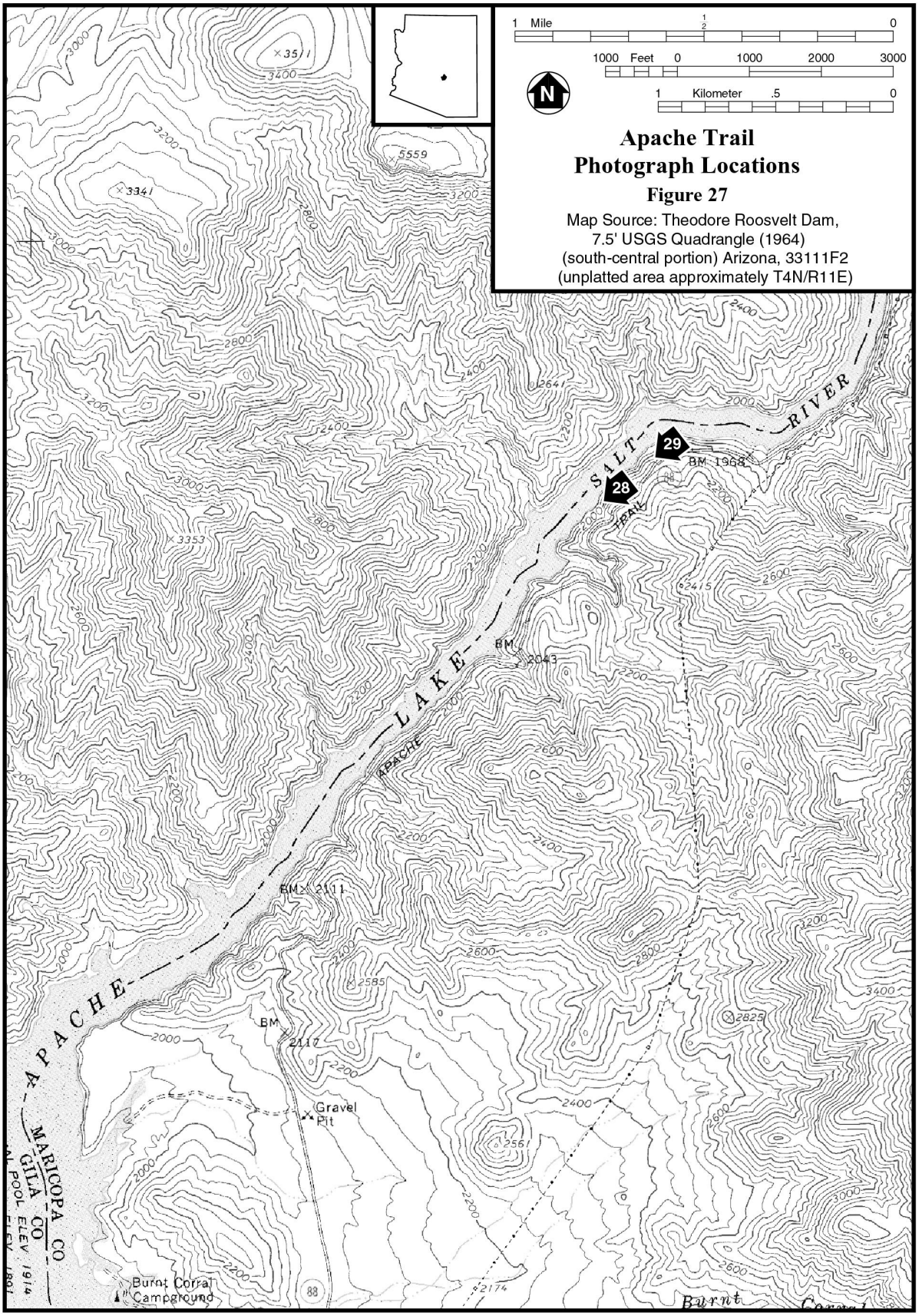
APACHE TRAIL, STATE HIGHWAY 88 FROM TORTILLA FLAT TO ROOSEVELT DAM

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).



Apache Trail
Photograph Locations
Figure 27

Map Source: Theodore Roosvelt Dam, 7.5' USGS Quadrangle (1964) (south-central portion) Arizona, 33111F2 (unplatted area approximately T4N/R11E)

Figure 28. Segment of the Apache Trail
This segment of the road about two miles west of Roosevelt Dam retains integrity of association, location, setting, design, materials, and workmanship, and is sufficiently long to convey the feeling of a 1920s unpaved highway.

Figure 29. Segment of the Apache Trail
This segment of the Apache Trail about one mile west of Roosevelt Dam retains integrity of association, location, and setting of the 1920s state highway built as a realignment of the original 1904 road, which was inundated by the rising waters of Apache Lake after completion of Horse Mesa Dam. The road also retains integrity of design, materials, and workmanship, and is sufficiently long to convey the feeling of a 1920s highway.

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).