Lower Frye Construct Bajada Hanging Canal Preliminary Field Notes

Don Lancaster and **James A. Neely**
Synergetics, Box 809, Thatcher, AZ 85552

http://www.tinaja.com
don@tinaja.com and **neelyja@utexas.edu**
(928) 428-4073 and **(575) 686-0098**

Some recent investigations have started to reveal a highly unusual rock walled and earthworks structural sequence of obvious significance. One that seems to have uniquely outstanding engineering combined with other unusual features.

To date, the study clearly raises many more questions than it resolves.

The present 0.5 km long **32.76610 -109.79401** to **32.76836 -109.79172** study area at an average elevation of **3714** to **3655** feet can be reached via a difficult 4WD route to **32.76869 -109.79471**, followed by an even more difficult one mile class trackless hike over extremely brushy and gruesome conglomerate.

Not surprisingly, this marginal **AZ state rangeland** area would appear to be seldom visited.

The huge structure(s) presently seem to be prehistoric and appear to be **hanging canal** related. They are likely fourth or fifth in local rank of required construction energy. Perhaps just behind the **HS Canal**, the **Marijilda Aqueduct**, and the huge **Culebra Cut**. And possibly energy needs comparable to the **Lebanon High Canal**.

Because of the Lower Frye Construct's elevation and location, it would appear to be tempting to call it a portion of a wildly unproven and 13 kilometer (!) long **supercanal**. One that starts at a yet unproven Upper Frye diversion and Spring Canyon routed source at **32.74400 -109.83943**, down over the only partially verified upper Frye Mesa past **32.75759 -109.82387**, and down the HS Canal at **32.75867 -109.81431** to become a **Lower Frye Construct** source.

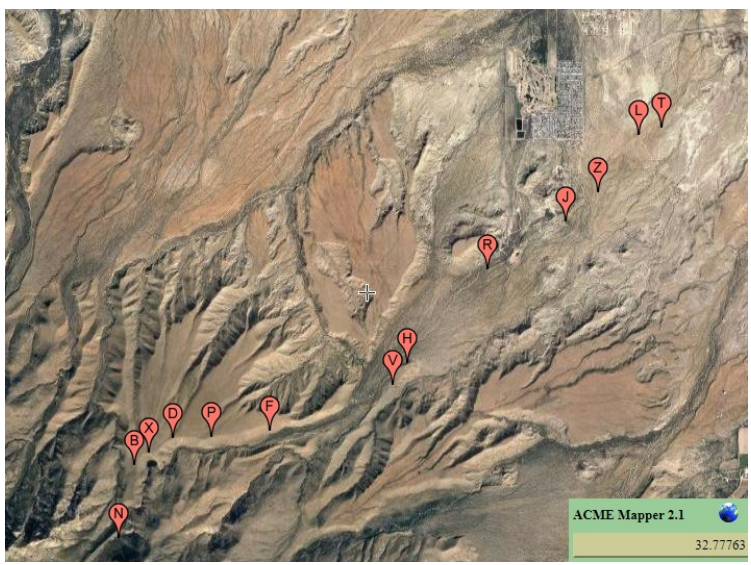
From there, delivered to a short historical (but rather likely "steal the plans" prehistoric) **Blue Ponds Canal** at **32.78071 -109.77908**. And in turn delivered to the well defined **Freeman Canal** via **32.79170 -109.76042** to its end use field areas around **32.80024 -109.74953**.

Sadly, only fifteen to twenty percent of this route has been clearly field verified, and the precept of this ending up the longest known **bajada** canal would still appear to be highly speculative.

Here is the presently studied fragment of the Lower Frye Construct…

The northward path left of center is a historic pipeline. Several distinct **CCC** era water spreader projects are also in the area.

Here is the hypothetical projected route of the Frye supercanal…



Adding to the study area mystique, a mid-canal diversional source to the Golf Course Canal might also be somehow required. There is, however, a possible diversionary branch halfway down the mesa in the study area.

The projected route of such a supercanal would appear geographically and topographically possible. Given the proven superb world class engineering of the rest of the **bajada** canal system, such a supercanal might not demand an entirely outrageously improbable leap of faith.

Alternately, in absence of such a supercanal, please attrmpt to explain: (1) Where are the water sources for the **Freeman** and **Golf Course** canals? (2) Why was so much energy and effort spent on the **HS Canal** returning water to Frye Creek? and (3) In absence of a watershed crossing, why was the upper Frye Creek water completely ignored?

This prehistoric bajada canal is located in Arizona s Safford Basin in the Upper Gila Valley and is believed to date through the 1350 s.

Here are some noteworthy Lower Frye Construct Area features and locations…

32.78071 -109.77908	Historic **Blue Ponds Canal** (likely **Freeman Canal**).
32.78071 -109.77901 **32.76836 -109.79172**	Intermediate area requires further study.
32.76836 -109.79172	Northern limit of study area to date.
32.76905 -109.79454 **32.76835 -109.79174**	Present difficult access route.
32.76836 -109.79172 **32.76749 -109.79283**	Apparent classic hanging canal reach..
32.76777 -109.79217	Unusually high walls and spoil piles.
32.76756 -109.79260 **32.76784 -109.79219**	Possible diversionary channel.
32.76752 -109.79273	Exceptionally high wall of distinct construction.
32.76496 -109.79440	Mesa route resembles wagon road or 4WD track.
32.76509 -109.79434	Southern limit of present study area.
32.75789 -109.81445 **32.76509 -109.79434**	Intermediate area requires further study.
32.75789 -109.81445	Lower limit of **HS Canal**.

Further Lower Frye Construct Area work might include…

1 — Improve or flag foot access to the study area.
2 — Carefully explore area from construct to blue ponds canal.
3 — Seek additional evidence of mesa top area.
4 — Carefully explore from **HS Canal** termination to mesa top area.
5 — Attempt to verify the supercanal concept.
6 — Find a credible source and route for the **Golf Course Canal**.
7 — Attempt to verify the upper Frye watershed crossing.
8 — Significantly improve photography of entire canal complex.
9 — Do fly over drone and videotape survey.
10 — Mentor students and create field camps.

Thanks to Henry Schneiker for his photography and other assistance.

More Hanging Canal Resources: http://www.tinaja.com/tinsamp1.shtml
New Hanging Canal Discoveries: http://www.tinaja.com/whtnu17.shtml , etc…

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FRYE100 – On approach, this portion of the Lower Frye Construct appears very similar to other hanging canals in the system. Especially **32.79950 -109.96378** on the **Sand Canal**. View is to the east from **32.76816 -109.79196**

FRYE101 – The cross section and slope here are typical of the other hanging canals. This is clearly too narrow for a wagon road or 4WD track. The high side wall seems atypically high. View is to the north near **32.76794 -109.79193**.

FRYE102 – The terrain would appear to be exceptionally hostile towards canal construction. "They" must have wanted to do this in the worst sort of way. The view is to the south near **32.77730 -109.79597**

FRYE103 – In some areas, the upper and lower spoil piles are carefully aligned. In others, they are simply jumbled. Here the larger rocks appear to be on top. The view is to the west near **32.76761 -109.79252**.

FRYE104 – This reach seems to be single walled, again with the larger rocks on top. Carefully controlled slope appears consistent with canal use. View is to the north from **32.76816 -109.79196**.

FRYE106 – This seems to be the highest wall in the entire canal system and remains quite enigmatic. The rocks appear to be carefully size sorted. View is to the east near **32.76752 -109.79273**.

FRYE108 – On reaching the mesa top, the project seems to be indistinguishable from a wagon road or 4WD track. A possible **Ockham's Razor** explanation is that the ratio of soil to rock dramatically changes, easing constuction but making any survivability more tenuous. View is to the south from **32.76681 -109.79347**
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FRYE109 – Another view from the mesa top. There seems to be no credible reason for wagon roads or 4WD tracks. There are no obvious signs of mechanical or pack animal construction assistance. View is North near **32.76392 -109.79517**.

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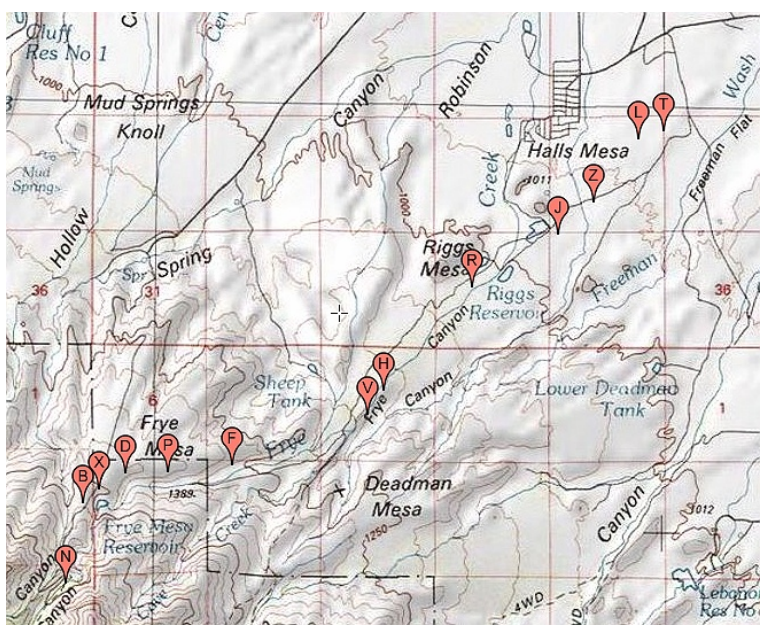
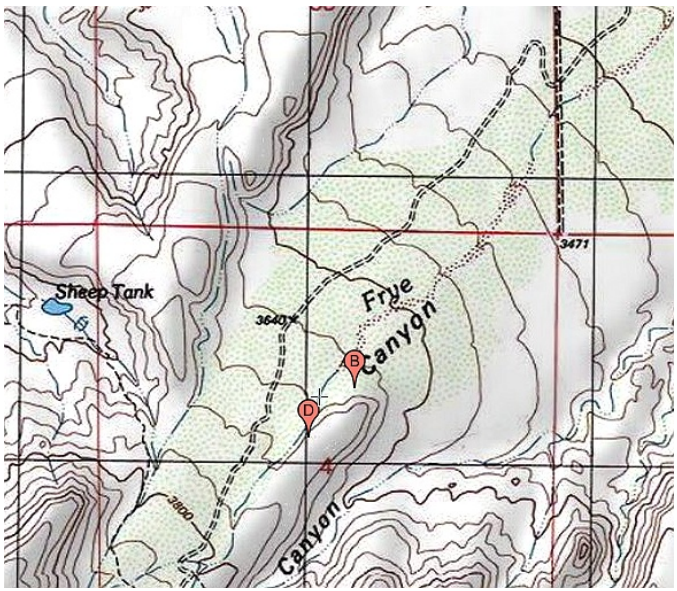
Here is a tilted image of the Lower Frye Construct…

Here is a topographic map of the projected Frye Supercanal…



Here is a topographic map of the Lower Frye Construct…



You can click through on the above images to directly reach **Acme Mapper** at a higher resolution.

A hanging canal directory can be found **here** and its sourcecode **here**.

This field note is associated with directory **23 FREM1 Freeman Canal** and **20 FMC1 Frey Mesa Complex** and **70 LFC1 Lower Frye Construct** and **75 LFEX1 Lower Frye Extension** and **33 BPC1 Blue Ponds Canal** and **32 LFC1 Earlier Freeman Canal Search** and **31 HSC1 HS Canal** and **30 FPA1 Lower Frye Mesa Ponding Area** and **28 FWD1 Upper Frye Watershed Diversion**.

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More Hanging Canal Resources: http://www.tinaja.com/tinsamp1.shtml

New Hanging Canal Developments: http://www.tinaja.com/whtnu17.shtml

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