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 attempt 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?

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 Intermediate area requires further study.
- 32.76836 -109.79172 Northern limit of study area to date.
- 32.76905 -109.79454 Present difficult access route.
- 32.76835 -109.79174 Apparent classic hanging canal reach.
- 32.76749 -109.79283
- 32.76777 -109.79217 Unusually high walls and spoil piles.
- 32.76756 -109.79260 Possible diversionary channel.
- 32.76784 -109.79219
- 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 Intermediate area requires further study.
- 32.76509 -109.79434
- 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.

New Hanging Canal Discoveries: http://www.tinaja.com/whtnu17.shtml, etc…
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 construction but making any survivability more tenuous. View is to the south from 32.76681 -109.79347.

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.