



State Route 88 (Apache Trail) Study, Milepost 222-229

ADOT Tracs # F0494 01L

August 16, 2023 Public Meeting Summary Report

September 2023

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1. INTRODUCTION

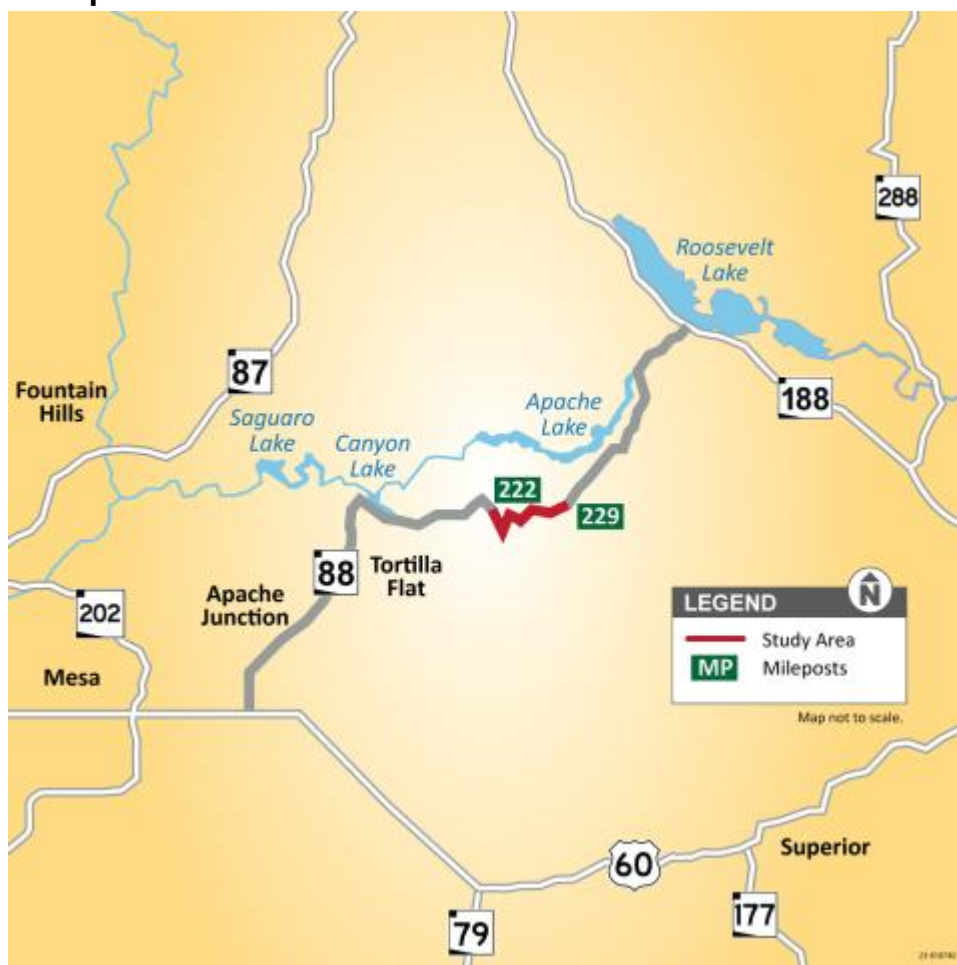
Due to extensive roadway damage and rock debris following severe flooding in 2019, a 5-mile, unpaved section of State Route 88 (Apache Trail) from the Fish Creek Hill Overlook/Rest Area (milepost 222) to milepost 227 near Reavis Trailhead Road was closed for public safety reasons.

In late 2022 the state legislature appropriated funding for a study of the 7-mile section of State Route 88 (Apache Trail) east of the Fish Creek Overlook to Apache Lake Marina Road (mileposts 222-229) that was closed in 2019 due to extensive roadway damage and rock debris.

The focus of the study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to future storm events. Based on the study findings, ADOT can determine how best to proceed.

While there is funding for this initial study, there is not currently funding to advance a project to conduct a required NEPA study, final design and construction. ADOT has submitted a federal PROTECT grant to request funding for the NEPA study and final design.

Study Area Map



2. PUBLIC MEETING

ADOT held an in-person public meeting Wednesday, Aug. 16 from 5:30-7:30 p.m. at the Apache Junction Multicultural Generational Center at 1035 N. Idaho Road. A total of 207 people attended the meeting.

The purpose of the meeting was to provide background on the study, present an overview of the alternatives evaluated and provide preliminary study recommendations for the Preferred Hybrid Alternative. The meeting also provided opportunities for the public to ask questions and make comments.

Attendees were asked to sign in at the sign-in table and were provided with study handouts for the alternatives evaluated and recommended alternative, a question card and comment form. Title VI information and self-ID forms were also provided at the sign in table and attendees were asked to complete a self-ID form.

The meeting began in an open house format where attendees could review project exhibit boards, roll plots of the SR 88 study area and information handouts, followed by a formal Power Point presentation by the project team, and then a question-and-answer period. Study team members from ADOT and members of the consultant teams from Stanley Consultants and Logan Simpson served as panelists at the meeting. Panelists included:

- Courtney King, ADOT (presenter)
- Chris LaVoie, ADOT Project Manager (presenter)
- Jackie Noblitt, Stanley Consultants (presenter)
- Paul Patane, ADOT
- Daina Mann, ADOT
- Marshall Hayes, Logan Simpson
- Nick Moore, Logan Simpson (Spanish interpreter)

Additional study team and Community Relations staff were present to assist with the meeting and Q&A session.

Participants were provided information on how to ask questions and provide comments. Attendees were provided with a question card to submit questions and were advised the team would take verbal questions after the written questions if time allowed. Participants were notified that comments about the project could be submitted during the public comment period ending Sept. 15 through email, telephone, mail or through the online survey. Participants were notified that all project related materials, including the presentation, were available on the study website. The final DCR was not prepared prior to the meeting; however, per the request of some meeting participants, the Draft DCR was posted to the web page after the meeting.

The presentation and script were translated into Spanish and posted to the project web page. At the meeting, the Spanish interpreter let the audience know where they could find the Spanish presentation and that he would be available for the Q&A portion of the meeting.

2.1 Public Meeting Materials

The following materials were available at the public meeting:

- Fact sheet
- Alternatives Evaluation Matrix
- Comment form
- Meeting exhibit boards: Welcome, Alternative Description, Environmental Overview, Engineering Issues, Environmental Resources, Preferred Alternative Cross Section
- SR 88 Roll Plots
- Title VI brochures
- Self-ID forms

Meeting materials were placed on the project website prior to the meeting.

Copies of the meeting materials listed above can be found in Appendix A.

2.2 Meeting Presentation

1. The public meeting presentation can be found in Appendix A and covered the following topics:
2. Background information on the SR 88 closure and study
3. Environmental considerations
4. Overview of the various alternatives
5. ADOT's preliminary recommendations for the hybrid alternative
6. Comment methods and deadline
7. Where to get more information about the study on the website

3. PUBLIC MEETING NOTIFICATION

3.1 Study Website

ADOT hosted a study webpage,

(<https://azdot.gov/projects/southeast-district-projects/state-route-88-apache-trail/state-route-88-apache-trail-study-milepost-222-229>) which was launched in May 2023. The study website provided a study overview and timeline, information about the public meeting date/time/location and how to provide comments, including a link to an online comment form.

All materials related to the public meeting were posted on the project website, including:

- Fact sheet
- Online comment form
- Draft DCR
- Public meeting recording (in English and Spanish)
- Public meeting presentation with script
- Public meeting exhibit boards

Copies of the public meeting materials posted to the website are included in Appendix A.

3.2 GovDelivery Emails

Information on how to participate in the virtual public meeting and reminder notices were distributed by ADOT on July 27, Aug. 14, Aug. 16, Aug. 22 and Sept. 14 via GovDelivery to 9,160 subscribers of the SR 88 email list, as well as by email to the stakeholders on the project contact list.

Copies of the GovDelivery notices can be found in Appendix B.

3.3 Social Media

ADOT staff posted to ADOT's Next Door account July 28, Aug. 14, Aug. 16, Aug. 22 and Sept. 14, to provide information about the public meeting and commenting opportunities.

Images of the social media posts can be found in Appendix C.

3.4 Key Stakeholder Outreach

The study team held meetings with key stakeholders, including the District 5– SR 88 Committee, which also included members of the Save the Apache Trail Committee on July 6. This was a hybrid meeting with some participants joining virtually and others meeting in-person at the Pinal County Board of Supervisor building located at 575 N. Idaho Road, Suite 101, Apache Junction.

Several ADOT staff, government officials and staff from other agencies were present at the meeting including:

- Jeff Serdy – Pinal County Supervisor - District 5
- Mila Besich – Mayor of Superior
- Dave Romney – US Congressman Andy Bigg's office
- Dan Gardner – Maricopa County Supervisor's office
- Gaither Martin – US Congressman Eli Crane's office
- Travis Ashfall – Transportation Director, CAG
- Tarin Lane, USFS Tonto National Forest, Transportation /ADOT liaison
- Matt Lane, USFS Tonto National Forest, Mesa District Ranger
- Anthony Casselman – ADOT Chief Legislative Liaison
- Sam Patton – former ADOT and MPD Project Manager
- Greg Byres – ADOT State Engineer and ADOT Deputy Director
- Paul Patane – ADOT MPD Division Director

In addition, the ADOT Community Relations team created a contact list with more than 800 individuals that included stakeholders in the project area, such as businesses, recreational/outdoors groups and grassroots advocacy groups for the Apache Trail. The team communicated with this list of constituents via email to provide information about the project and the public meeting. Information about the public meeting was emailed to these stakeholders on July 26 and a separate meeting notice went out to the jurisdictions on Aug. 1.

A copy of the emails can be found in Appendix C.

3.5 Newspaper Ads

Half page newspaper ads were posted in English in the *Arizona Republic* community zone editions (zones eight, nine and 11) on Aug. 9, and in the Spanish publication *La Voz* on Aug. 11. Due to the very rural location of the study, the ads were placed in newspaper zones for areas that would be impacted beyond the 2-mile radius of the project. The ads included information about the project, how to participate in the public meeting and how to provide comments.

A copy of the ads can be found in Appendix C

3.6 Earned Media

A news article about the study was posted online by AZFamily Digital News on Sept. 14, 2023.

A copy can be found in Appendix D.

4. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from Aug. 16 through Sept. 15. Comments could be submitted through the following methods: mail, telephone, e-mail and online. A total of 1,653 comments were received through the following methods:

- Online comment form: 1,318 surveys received
- Phone comments: 7
- Email comments: 307
- Public meeting comments: 21

Overall, more people support ADOT's Preferred Hybrid Alternative than other alternatives, with nearly 60% supporting the recommendation. However, approximately one-third of commenters do not support ADOT's Preferred Hybrid Alternative, primarily due to concerns that it will take longer to reopen the roadway and could be harder to secure funding due to the cost.

Public Meeting Comments

A total of 21 comments were received at the public meeting.

- 8 commenters did not support ADOT's Preferred Hybrid Alternative.
- 3 commenters supported ADOT's Preferred Hybrid Alternative.
- 10 commenters made neutral comments that did not directly support or oppose the alternative or provided information on how they use SR 88.

Online Survey Results

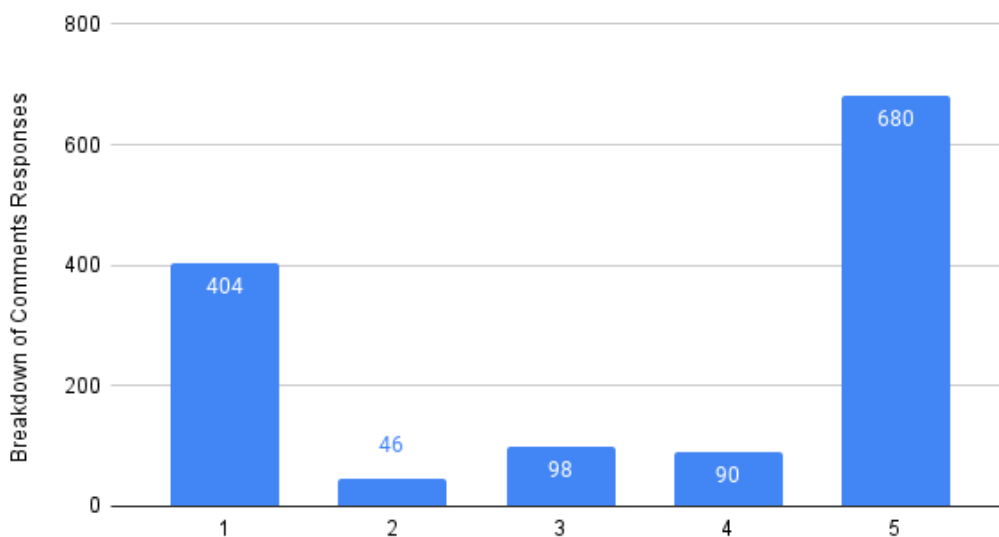
A total of 1,318 online surveys were received. The surveys asked participants to rate their level of support for ADOT's Preferred Hybrid Alternative and could also provide open-ended comments to support their rating. Respondents could rate their level of support for the Preferred Hybrid Alternative on a scale of 1 to 5, with 1 being Do Not Support and 5 being Strongly Support. Those who gave a score of 4 or 5 were considered to Support ADOT's Preferred Hybrid Alternative, those who gave a score of 1 or 2 were considered to not support ADOT's Preferred Hybrid Alternative and those who gave a score of 3 were considered neutral and not supporting or opposing the alternative.

A breakdown of the survey responses is listed below.

- **770 (58.4%) Support**
 - 680 (51.6%) strongly supported and 90 (6.8%) supported
- **450 (34%) Do Not Support**
 - 404 (30.7%) strongly opposed and 46 (3.5%) strongly opposed
- **98 (7.4%) were Neutral**

Below is a chart that shows the breakdown of online survey comments received. Survey respondents were asked to rate their level of support for the Preferred Hybrid Alternative based on a scale of one through five, with scores of one and two signifying “do not support”, a score of three being “neutral”, and scores of four and five showing “support”. Respondents had 30 days to provide their comments, with the comment period extending from Aug. 16 to Sept. 15.

Level of support for the Preferred Hybrid Alternative



Email/Phone Comments

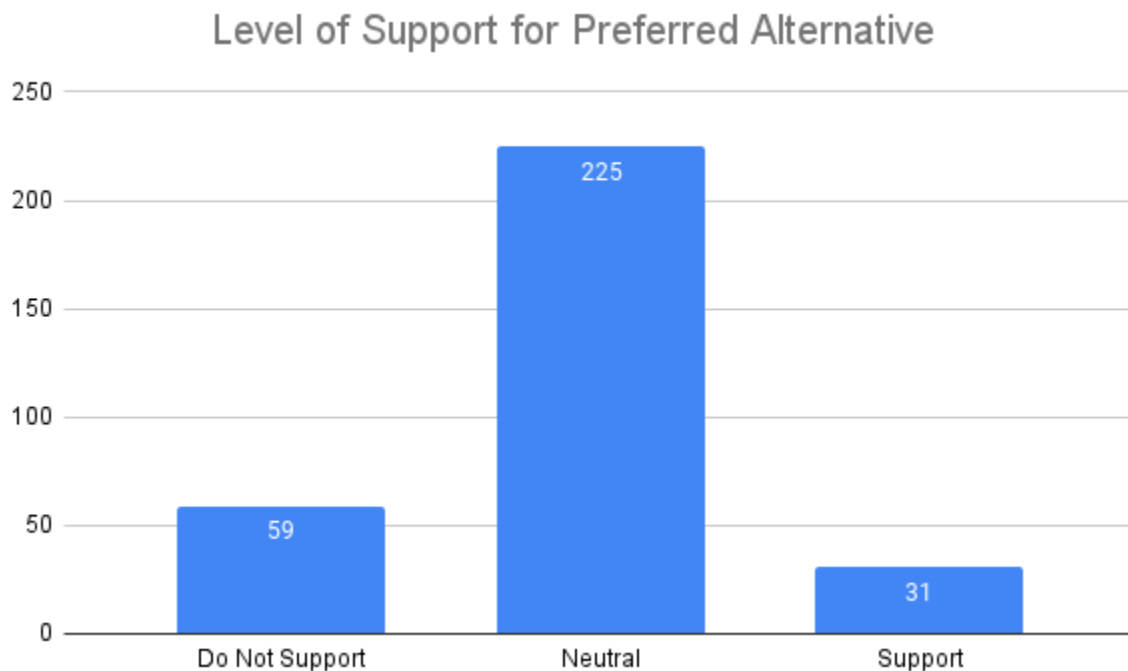
A total of **315 comments** were received via email and phone. Nearly all comments indicated support for reopening the closed segment of Apache Trail, however commenters had different ideas about how that should be accomplished. The comments were categorized by Support, Do Not Support and Neutral based on whether the commenter indicated they did or did not support ADOT’s Preferred Hybrid Alternative. If the commenter did not specifically indicate whether they supported a certain alternative, if the comments indicated they preferred an approach that opened the road with few improvements or opened only to off road users - or conversely indicated they wanted SR 88 fully paved - they were categorized as Do Not Support; if they indicated they wanted improvements similar to the Hybrid Alternative they were categorized as Support; and those who made general comments about the importance of opening the roadway or made a general comment were categorized as Neutral. Because of this, many of the comments received were considered Neutral and did not state a preference for how

to open SR 88. Additionally, some individuals asked questions rather than making a comment.

The breakdown of email/phone comments is as follows:

- 225 Neutral
- 31 Support
- 59 Do Not Support

The chart below shows the breakdown of comments received by email and phone respondents. Participants were asked to rate their level of support for the Preferred Hybrid Alternative based on a scale of “support”, “do not support” and “neutral.”



The public comments and questions are included in Appendix E.

4.1 Comment Themes

Comments received at the public meeting and during the public comment period focused on the following themes:

- Frustration that SR 88 has been closed for so long and strong support for opening SR 88 as quickly as possible, particularly for off-road, recreational users.
- Request for ADOT to prioritize and advance the project by any means necessary.
- Suggestions for an interim approach to remove the rockslide, make critical repairs and open the road for off-road use until more permanent drainage, roadway and rockfall mitigation improvements can be made.
- Desire to preserve the historic character of the road.

- Minimizing the extent of the improvements to be able to open the road sooner, at less cost and impact to the natural surroundings.
- Paving the road with asphalt is not favored and perceived as too time-consuming, expensive, not in character with the roadway.

5. TITLE VI REPORTING

5.1 Self ID Surveys

Constituents were asked to complete ADOT's self-identification survey for Title VI reporting purposes during the in-person meeting and online. A total of four people completed the self identification survey out of 207 attendees during the in-person meeting.

Of the four self-identification survey responses the following were the responses:

- 3 identified as White
- 1 identified as Hispanic/Latino
- No respondents identified as African American/Black, American Indian/Alaskan Native, Native Hawaiian/Other Pacific Islander or Asian.

A total of 132 people completed the self identification survey online. Three respondents selected multiple categories, giving a total of 135 responses. Of those respondents:

- 122 (92%) identified as White
- 7 (5.3%) identified as Hispanic/Latino
- 5 (3.8%) identified as American Indian/Alaskan Native
- 1 (0.8%) identified as African American/Black
- None identified as Native Hawaiian/Other Pacific Islander, or Asian.

5.2 Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Aug. 25.



Appendix A

Meeting Materials

Fact Sheet

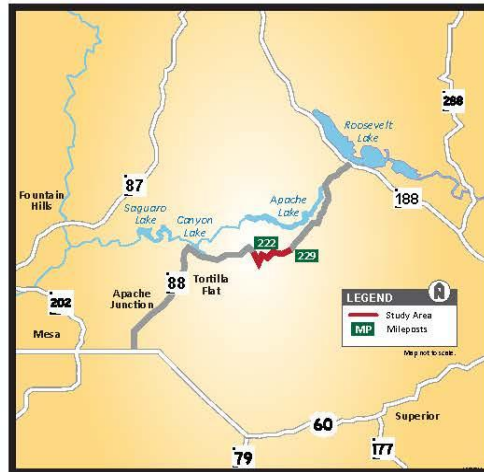
88

State Route 88 (Apache Trail) Study (Mileposts 222-229)

OVERVIEW

The Arizona Department of Transportation (ADOT) is conducting a study of the 7-mile section of State Route 88 (Apache Trail) east of the Fish Creek Overlook ending at Apache Lake Marina (mileposts 222-229), most of which remains closed due to extensive roadway damage and rock debris.

In 2019 the Woodbury fire and subsequent large storm event caused runoff that severely damaged large portions of the road, with the most damage being in the area between Fish Creek Hill Overlook and milepost 227. The damage included a large rockslide that left that section of the road unpassable. While ADOT was able to repair and reopen other segments of SR 88, this section remains closed due to rocks blocking the roadway, as well as significant erosion and damage to the roadway, guardrail and drainage structures that make the road unsafe and vulnerable to rockfall hazards and other future damage.



STUDY PURPOSE

The purpose of the study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to closures from future storm events. ADOT is preparing a Design Concept Report to identify potential improvements and conducting an environmental review.

The study team evaluated several improvement options, in addition to repairing damaged sections of roadway, including:

- ▶ Widening the roadway
- ▶ Improving the roadway surface
- ▶ Repairing and upgrading drainage features
- ▶ Stabilizing slopes, rockfall and erosion control
- ▶ Adding and replacing guardrail
- ▶ Adding other miscellaneous safety improvements


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Alternatives Evaluation Matrix



SR 88, MP 222-229: ALTERNATIVES EVALUATION MATRIX

Criterion	Alternative 1 Higher Resilience/Lower Risk of Future Closures	Alternative 2 Medium Resilience/Medium Risk of Future Closures	Alternative 3 Lower Resilience/Higher Risk of Future Closures	Alternative 3A (NEW) Re-Open SR 88/No Resilience Improvements	ADOT's Preferred Hybrid Alternative
General Description	New 20' wide asphalt roadway with barrier/guardrail in several locations. Replace existing bridges with new one-lane bridges. Upsize drainage elements to accommodate (85%) larger predicted storms and add V-ditch on Fish Creek Hill.	New 20' wide stabilized aggregate roadway with barrier on Fish Creek Hill. Rehab/repair existing bridges. Upsize drainage elements to accommodate (55%) larger predicted storms and add V-ditch on Fish Creek Hill.	Re-grade/repair existing roadway. Add barrier on Fish Creek Hill. No improvements to roadway width. Repair existing bridges. Clean and re-establish existing roadside ditches.	Re-grade/repair existing roadway. Add barrier to replace damaged guardrail on Fish Creek Hill. No improvements to roadway width. Remove rockslide that blocks road at MP 223.2.	Re-grade/repair existing roadway with chip seal on barrier sections (asphalt on steeper sections). Minor widening on Fish Creek Hill. Rehab/repair existing bridges. Upsize drainage elements to accommodate (55%) larger predicted storms.
Accommodates Traffic in Both Directions (some constrained segments)	<ul style="list-style-type: none"> Paved surface and wider roadway cross section provide improved conditions for larger-towed vehicles New one-lane bridges restrict passage to one-way traffic 	<ul style="list-style-type: none"> Improved roadway surface and wider roadway cross section provide improved conditions for larger-towed vehicles Existing bridge widths restrict passage to one-way traffic 	<ul style="list-style-type: none"> Existing bridge widths and narrow roadway cross sections restrict passage to one-way traffic in some locations 	<ul style="list-style-type: none"> Existing bridge widths and narrow roadway cross sections restrict passage to one-way traffic in some locations 	<ul style="list-style-type: none"> Existing bridge widths and narrow roadway cross sections restrict passage to one-way traffic in some locations
Predicted Resiliency against Future Weather Events	<ul style="list-style-type: none"> Highest resiliency Lower maintenance requirement after storms Lower risk of road closure 	<ul style="list-style-type: none"> Moderate resiliency Reduced maintenance after storms Medium risk of road closure 	<ul style="list-style-type: none"> Lower resiliency No change to existing high maintenance required after storms Higher risk of road closure 	<ul style="list-style-type: none"> No resiliency improvements Higher risk of road closure 	<ul style="list-style-type: none"> Moderate resiliency Reduced maintenance after storms Medium risk of road closure
Stormwater Conveyance	<ul style="list-style-type: none"> Cross culverts' capacity increased to convey higher (83%) predicted flows 	<ul style="list-style-type: none"> Cross culverts' capacity increased to convey higher (55%) predicted flows 	<ul style="list-style-type: none"> Existing undersized cross culverts upsized to convey current predicted flows 	<ul style="list-style-type: none"> No changes to existing capacities 	<ul style="list-style-type: none"> Cross culverts' capacity increased to convey higher (55%) predicted flows
Added Safety Improvements (e.g., Guardrail, Pulouts)	<ul style="list-style-type: none"> New barrier on Fish Creek Hill and to meet current guidelines throughout Add curve warning and speed limit signs, striping, centerline rumble strip Improvements to rock slopes for lower risk of rockfall 	<ul style="list-style-type: none"> New barrier on Fish Creek Hill Add curve warning and speed limit signs Moderate improvements to rock slopes; moderate risk of rockfall Some walls on high side of SR 88 	<ul style="list-style-type: none"> New barrier on Fish Creek Hill Add curve warning and speed limit signs 	<ul style="list-style-type: none"> Only damaged guardrail on Fish Creek Hill would be replaced (by barrier). No other safety improvements 	<ul style="list-style-type: none"> New barrier on Fish Creek Hill Add curve warning and speed limit signs Add rock bolts to potentially unstable rock faces Rockfall mesh at rockfall debris areas
Potential Environmental-, Historic/NHP-listed Elements, Biological, and other Resource Risks	<p>Biological Resources</p> <ul style="list-style-type: none"> Increased vehicle speeds would increase the potential for wildlife-vehicle collisions. Would result in the greatest impacts to native vegetation and wildlife habitats. <p>Clean Water Act Permitting</p> <ul style="list-style-type: none"> Less future disturbance to waters of the US from bridge maintenance activities 	<p>Biological Resources</p> <ul style="list-style-type: none"> Increased vehicle speeds would increase the potential for wildlife-vehicle collisions. <p>Clean Water Act Permitting</p> <ul style="list-style-type: none"> Future disturbance to WUS likely to occur from necessary maintenance activities. 	<p>Biological Resources</p> <ul style="list-style-type: none"> Maintaining existing conditions would not increase the potential for wildlife-vehicle collisions. Would result in the least impacts to native vegetation and wildlife habitats. <p>Clean Water Act Permitting</p> <ul style="list-style-type: none"> Future disturbance to WUS likely to occur from necessary maintenance activities. 	<p>Biological Resources</p> <ul style="list-style-type: none"> Maintaining existing conditions would not increase the potential for wildlife-vehicle collisions. Would result in the least impacts to native vegetation and wildlife habitats. <p>Clean Water Act Permitting</p> <ul style="list-style-type: none"> Future disturbance to WUS likely to occur from necessary maintenance activities. 	<p>Biological Resources</p> <ul style="list-style-type: none"> Increased vehicle speeds would increase the potential for wildlife-vehicle collisions. <p>Clean Water Act Permitting</p> <ul style="list-style-type: none"> Future disturbance to Waters likely to occur from necessary maintenance activities.
Cultural Resources	<ul style="list-style-type: none"> Replacement of bridges would constitute an adverse effect to 4f) properties. Fish Creek guardrail: identified as feature of listed bridge. Removal/replacement of contributing features of SR 88 would constitute an adverse effect to a 4f) property. 	<p>Cultural Resources</p> <ul style="list-style-type: none"> Dry Wash bridge: replacement of decking and other repairs should follow standards; preservation of steel elements and other features recommended. Fish Creek guardrail: identified as feature of listed bridge. Removal/replacement of contributing features would constitute an adverse effect to a 4f) property. 	<p>Cultural Resources</p> <ul style="list-style-type: none"> Avoidance of adverse effects to 4f) properties is anticipated as long as: <ul style="list-style-type: none"> Fish Creek guardrail is repaired in a manner consistent with SOI standards. No contributing features of SR 88 are impacted (e.g., culvert repair/replacement). 	<p>Cultural Resources</p> <ul style="list-style-type: none"> Avoidance of adverse effects to 4f) properties is anticipated as long as: <ul style="list-style-type: none"> Fish Creek guardrail is repaired in a manner consistent with SOI standards. No contributing features of SR 88 are impacted (e.g., culvert repair/replacement). 	<p>Cultural Resources</p> <ul style="list-style-type: none"> Dry Wash bridge: replacement of decking and other repairs should follow standards; preservation of steel elements and other features recommended. Fish Creek guardrail: identified as feature of listed bridge. Removal/replacement of contributing features SR 88 would constitute an adverse effect to a 4f) property.
Recreational Resources/ Socioeconomics/Other Resources	<ul style="list-style-type: none"> Pro: Since this alternative is expected to result in the most resilient roadway, maintenance would be lowest. The likelihood of future roadway closures which could affect recreational resources, the public, and businesses would be lowest relative to Alternatives 2 and 3. Con: Improvements are expected to result in a longer construction duration and thus greater potential for impacting recreational resources, the public, and businesses, relative to the other alternatives. 	<p>Recreational Resources/ Socioeconomics/Other Resources</p> <ul style="list-style-type: none"> Pro: Alternative is expected to result in a moderately resilient roadway and thus maintenance would be moderate relative to the other two alternatives. The likelihood of future roadway closures which could affect recreational resources, the public, and businesses would be moderate, relative to Alternatives 1 and 3. Con: Moderate level of improvements are expected to result in a moderately long construction duration and thus a moderate potential for impacting recreational resources, the public, and businesses, relative to the other alternatives. 	<p>Recreational Resources/ Socioeconomics/Other Resources</p> <ul style="list-style-type: none"> Pro: Level of improvements are expected to result in the lowest construction duration and thus lower potential for impacting recreational resources, the public, and businesses, relative to the other alternatives. Con: Alternative expected to result in the lowest resilient roadway and thus maintenance would be highest. The likelihood of future roadway closures which could affect recreational resources, the public, and businesses would be highest, relative to Alternatives 1 and 2. 	<p>Recreational Resources/ Socioeconomics/Other Resources</p> <ul style="list-style-type: none"> Pro: Level of improvements are expected to result in the lowest construction duration and thus lower potential for impacting recreational resources, the public, and businesses, relative to the other alternatives. Con: Alternative expected to result in the lowest resilient roadway and thus maintenance would be highest. The likelihood of future roadway closures which could affect recreational resources, the public, and businesses would be highest, relative to the other alternatives. 	<p>Recreational Resources/ Socioeconomics/Other Resources</p> <ul style="list-style-type: none"> Pro: Alternative is expected to result in a moderately resilient roadway and thus maintenance would be moderate relative to the other two alternatives. The likelihood of future roadway closures which could affect recreational resources, the public, and businesses would be moderate, relative to the other alternatives. Con: Moderate level of improvements are expected to result in a moderately long construction duration and thus a moderate potential for impacting recreational resources, the public, and businesses, relative to the other alternatives.
Air Quality	<ul style="list-style-type: none"> Con: Paved and widened roadway could result in increased traffic volumes which could adversely affect air quality. Pro: Paved roadway would result in reduced airborne dust compared to a gravel or AB surface which would improve air quality. 	<p>Air Quality</p> <ul style="list-style-type: none"> Con: Aggregate-base-surfaced roadway could result in increased traffic volumes which could adversely affect air quality. Pro: AB roadway would result in moderate airborne dust (greater than Alternative 1, but less than Alternative 3). 	<p>Air Quality</p> <ul style="list-style-type: none"> Con: Gravel roadway would result in higher levels of airborne dust from traveling vehicles (greater than Alternatives 1 and 2). 	<p>Air Quality</p> <ul style="list-style-type: none"> Con: Gravel roadway would result in higher levels of airborne dust from traveling vehicles (greater than Alternatives 1 and 2). 	<p>Air Quality</p> <ul style="list-style-type: none"> Con: Fog coat and chip sealed surfaced roadway could result in increased traffic volumes relative to a gravel surface, which could adversely affect air quality. Pro: Fog coat and chip sealed surfaced roadway would result in reduced airborne dust compared to a gravel surface.
Potential Impacts to Scenery or Visual Qualities	<ul style="list-style-type: none"> Expected to result in the greatest level of scenic change. Consideration for additional mitigation to reduce scenery impacts: <ul style="list-style-type: none"> Paint new barrier to blend with surroundings Consider impacts of barrier on drivers' views Where new guardrail, use weathered guardrail Consider impact of new signs 	<ul style="list-style-type: none"> Expected to result in a moderate scenic change relative to Alternatives 1 and 3. Consideration for additional mitigation to reduce scenery impacts: <ul style="list-style-type: none"> Paint new barrier to blend with surroundings Consider impacts of barrier on drivers' views Consider impacts of new signs Minimize cut slope indications to reduce visual impact 	<ul style="list-style-type: none"> Expected to result in the lowest scenic change relative to Alternatives 1 and 2. Consideration for additional mitigation to reduce scenery impacts: <ul style="list-style-type: none"> Paint new barrier to blend with surroundings Consider impacts of barrier on drivers' views Consider impact of new signs 	<ul style="list-style-type: none"> Expected to result in the lowest scenic change relative to the other alternatives. 	<ul style="list-style-type: none"> Expected to result in low level of scenic change relative to the other alternatives (similar to Alternative 3). Consideration for additional mitigation to reduce scenery impacts: <ul style="list-style-type: none"> Paint new barrier to blend with surroundings Consider impacts of barrier on drivers' views Consider impact of new signs
Estimated Construction Costs (PRELIMINARY, 2023 Dollars)	\$102 million (highest)	\$54.7 million (medium)	\$7.4 million (medium-low)	\$3.7 million (low)	\$33.3 million (medium)
Easement Impacts	New easement (all from Tonto National Forest): Relatively high acreage	New easement (from Tonto National Forest): Medium acreage	No new easement	No new easement	New easement (from Tonto National Forest): Medium acreage
Agency Acceptance and Public Input	To be determined	To be determined	To be determined	To be determined	To be determined



Meeting Exhibit Boards

Welcome Board

Welcome!

State Route 88 (Apache Trail), Milepost 222 to 229
Public Meeting | Presentation: 6 p.m.



Please Sign In at the Welcome Table

Please see a staff member if you need Spanish interpretation assistance.
Consulte a un miembro del personal si necesita asistencia de interpretación en español.

Provide Your Comments

You may submit comments through September 15, 2023 in any of the following ways:

- **Submit written comments using a comment form, available at the Welcome Table**
- **Submit comments using the online comment form at:**
<https://azdot.gov/SR88apachetrail>
- **Phone:** (480) 967-1343
- **Email:** mhayes@logansimpson.com
- **Mail:** SR 88 Study, c/o Marshall Hayes, Logan Simpson
51 West Third Street, Suite 450, Tempe, AZ 85281

SCAN TO FILL OUT
COMMENT FORM



ADOT Project No. 88 MA 222 F0494 01L



Alternatives Description Board



ARIZONA DEPARTMENT OF TRANSPORTATION

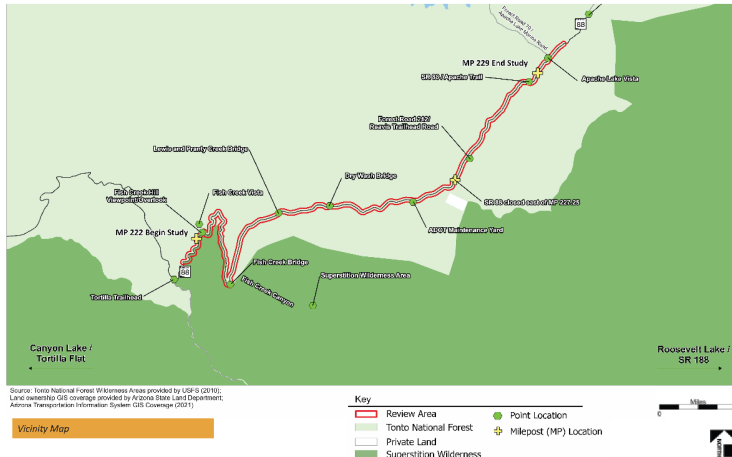
SR 88, MP 222-229: ALTERNATIVES DESCRIPTIONS

Technical Category	Alternative 1 Higher Resilience/Lower Risk of Future Closures	Alternative 2 Medium Resilience/Medium Risk of Future Closures	Alternative 3 Lower Resilience/Higher Risk of Future Closures	Alternative 3A Re-open SR 88 No Resilience Improvements/ Highest Risk of Future Closures	ADOT's Preferred Hybrid Alternative
Roadway Cross Section	<ul style="list-style-type: none"> No improvements to roadway curves or grades Widen roadway to 24 ft to provide two 10-ft travel lanes and two 2-ft shoulders Add concrete barrier along Fish Creek Hill and add modern guard rail throughout to meet current guidelines Lay back slopes for sight distance improvements Add signs and pavement marking. 	<ul style="list-style-type: none"> No improvements to roadway curves or grades Widen roadway to 20 ft to provide two 10-ft travel lanes, no shoulders Stabilize existing shoulders Add pull-outs Replace existing guardrail with concrete barrier along Fish Creek Hill Add reflectors along curves Add signs throughout 	<ul style="list-style-type: none"> No improvements to roadway curves or grades No widening Remove rockslide that blocks road Add concrete barrier along Fish Creek Hill Add reflectors along curves Add signs throughout 	<ul style="list-style-type: none"> No improvements to roadway curves or grades No widening Add concrete barrier on Fish Creek Hill. Remove rockslide that blocks road at MP 223.2 	<ul style="list-style-type: none"> No improvements to roadway curves or grades Minor widening to allow space for barrier and ditch. 15-ft minimum width includes barrier width. Remove rockslide that blocks road Add concrete barrier along Fish Creek Hill Add reflectors along curves and signs throughout. Add pull-outs
Roadway Widening (geotech)					
20'	N/A	Would require moderate widening of existing roadway through combination of cut widening, cut slope treatments, and/or fill slopes	N/A	N/A	N/A
24'	Would require moderate widening of existing roadway through combination of cut widening, cut slope treatments, and fill slopes	N/A	N/A	N/A	N/A
Roadway Surface	Asphalt pavement	Stabilized aggregate	Grade existing dirt road	Grade existing dirt road	Match pavement of project to the east (MP 229 to Roosevelt Dam): - Steep roadway segments: asphalt - Less steep roadway segments: chip seal
Bridges					
Fish Creek	Replace with new 1-lane bridge	Repair/rehab – bridge deck, increase strength, service life	Necessary repairs only (localized corrosion or damage, paint, curbs)	None (pending bridge inspection)	Repair/rehab – bridge deck, increase strength, service life
Lewis and Pranty Creek	Replace with new 1-lane bridge	Since bridge has been overtopped, raise bridge up to two feet	Necessary repairs only (localized corrosion or damage, paint, curbs)	None (pending bridge inspection)	Since bridge has been overtopped, raise bridge up to two feet
Dry Wash	Replace with new 1-lane bridge	Repair/rehab – bridge deck, increase strength, service life	Necessary repairs only (localized corrosion or damage, paint, curbs)	None (pending bridge inspection)	Repair/rehab – bridge deck, increase strength, service life
Cut Slopes - Upslope					
Rockfall Debris	Flatten slopes and install debris flow barriers upslope	Flatten slopes and install isolated debris flow barriers	Scaling only as needed	None	Scaling only as needed
Rock Slopes	Flatten slopes with scaling	Scaling	Scaling only as needed	None	Scaling only as needed
Rockfall					
Rock Bolts	Identify potentially unstable rocks < 50 feet from the road. Isolated rockfall from high slopes will be evaluated	Limited to isolated rocks < 20 feet from the road that shouldn't be removed to maintain overall slope stability	N/A	None	Identify potentially unstable rocks < 50 feet from the road. Isolated rockfall from high slopes will be evaluated
Retaining Walls	More prevalent to establish wider roadway section. Add walls to avoid encroachment into wilderness	Prevalent to establish wider roadway section. Add walls to avoid encroachment into wilderness	Limited use only to reestablish eroded roadway.	None	Limited use only to reestablish eroded roadway and confine improvements to non-wilderness.
Drainage Culverts / Headwalls / Outlet Protection	Upsize pipes as needed to allow sediment to more easily pass through the system. Include debris flow barriers to retain cobbles and boulders. Upsize culverts to pass large predicted future storms Add outlet protection where downstream erosion is occurring Steepen flatter culverts where possible to improve self-cleaning	Upsize pipes as needed to allow sediment to more easily pass through the system. Upsize culverts to pass medium predicted future storms Add outlet protection where downstream erosion is occurring	Clean inlets/pipes as needed. Will require ongoing maintenance Repair/replace damaged culverts Replace currently undersized culverts (today flows)	No action	Upsize pipes as needed to allow sediment to more easily pass through the system. Upsize culverts to pass medium predicted future storms Add outlet protection where downstream erosion is occurring Clean out and line existing pipes as needed
Roadside Ditches	Add roadside ditches where flow over roadway will cause potential damage Add crown ditches to direct flows away from rock slopes	Add roadside ditches where flow over roadway will cause potential damage	Clean and re-establish existing ditches	No action	Add roadside ditches where flow over roadway will cause potential damage:

Yellow highlight = Elements of Preferred Hybrid Alternative

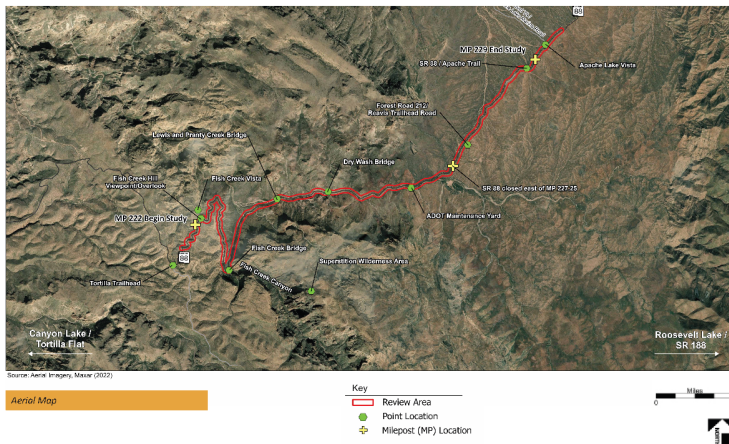


Environmental Overview Board



The **purpose** of the Environmental Overview (EO) is to provide preliminary environmental information as part of the overall project development process and provide recommendations and guidance for compliance requirements and minimizing impacts to resources.

The **environmental review area** for the EO consists of an approximately 300-foot-wide corridor centered on SR 88 and extends 8 miles from MP 221.5 to 229.5.



Key environmental compliance and regulatory requirements needed for most improvements:

- National Environmental Policy Act (NEPA)
- Section 106 of the National Historic Preservation Act (NHPA)
- Arizona State Historic Preservation Act
- Endangered Species Act (ESA)
- Migratory Bird Treaty Act (MBTA)



Environmental Overview
State Route 88 (Apache Trail), Milepost 222 to 229

Engineering Issues Board



Steep cliffs and slopes



Drainage and erosion



Guardrail is damaged and in poor condition



**Bridge rehabilitation/
repairs are needed**















**Narrow roadway,
eroded surface**



Engineering Issues
State Route 88 (Apache Trail), Milepost 222 to 229

Environmental Resources Board

Recreational	Visual Resources/ Scenery	Cultural Resources	Biological Resources	Wilderness Areas	Waters
 <p style="font-size: small; text-align: center;">Apache Lake Marina</p>	 <p style="font-size: small; text-align: center;">Fish Creek Hill</p>	 <p style="font-size: small; text-align: center;">SR 88</p>	 <p style="font-size: small; text-align: center;">Bald Eagle</p>	 <p style="font-size: small; text-align: center;">Superstition Mountains</p>	 <p style="font-size: small; text-align: center;">Fish Creek</p>
<p>Apache Lake</p> <ul style="list-style-type: none"> Formed in 1927 upon completion of Horse Mesa Dam Motorized and non-motorized boating Trout and warm-water fishing Scenic backdrop Tonto National Forest permits required for some areas/activities <p>Apache Lake Marina</p> <ul style="list-style-type: none"> Privately operated Offers amenities that include lodging, boat rental, and an RV park <p>Trailheads</p> <ul style="list-style-type: none"> Includes Tortilla Trailhead Approximately 0.22 miles southwest of the review area at Milepost 221.1 Parking area Trail access 	<p>Fish Creek Hill Viewpoint/ Overlook and Fish Creek Vista</p> <ul style="list-style-type: none"> Day-use area immediately north of SR 88 at MP 222 Parking area Hiking Access to Fish Creek Vista Wildlife viewing, including bighorn sheep <p>Apache Lake Vista</p> <ul style="list-style-type: none"> Day-use area at the intersection of Forest Road 79 and SR 88 near MP 229.2 Views of Apache Lake and nearby mountains <p>Fish Creek Canyon</p> <ul style="list-style-type: none"> Near Fish Creek Bridge at MP 223.5 Views of wildlife and the canyon 	<p>SR 88</p> <ul style="list-style-type: none"> Eligible for inclusion on the National Register of Historic Places Designated by the Tonto National Forest as a Scenic Byway due to impressive slopes, cliff faces, lake vistas, and historic importance Constructed by Bureau of Reclamation in 1903 as part of the Roosevelt Lake Dam Became a state highway in 1922 Designated as an historic road in 1986 <p>Historic Bridges</p> <ul style="list-style-type: none"> Dry Wash Bridge Fish Creek Bridge Lewis and Pranty Creek Bridge 	<p>Wildlife Movement</p> <ul style="list-style-type: none"> Located within the Superstition Mountains - Mazatzal Mountains Wildlife Linkage, which connects the Superstition Wilderness Area to the Four Peaks Wilderness Area <p>Threatened, Endangered, and US Forest Service Sensitive Species</p> <ul style="list-style-type: none"> Bighorn sheep Yellow-billed cuckoo Southwestern willow flycatcher Bald and golden eagles Vegetation and rare plants Monarch butterfly Sonoran desert tortoise <p>Migratory Birds</p> <ul style="list-style-type: none"> Protections under the Migratory Bird Treaty Act (MBTA) 	<p>Superstition Wilderness Area</p> <ul style="list-style-type: none"> Located within/immediately south of the review area outside the existing ADOT easement Designated as a Wilderness Area in 1939 Expanded to the current 160,200 acres in 1984 Contains a well-developed trail system; primary purpose is for recreation Managed by the US Forest Service <p>Four Peaks Wilderness Area</p> <ul style="list-style-type: none"> Located north of the review area and immediately north of Apache Lake and the Salt River Established in 1984 Includes 60,740 acres Managed by the US Forest Service The Four Peaks are widely recognized landmarks in Central Arizona 	<p>Washes and Creeks</p> <ul style="list-style-type: none"> Fish Creek Lewis and Pranty Creek
 <p style="font-size: small; text-align: center;">Apache Lake</p>	 <p style="font-size: small; text-align: center;">Cliffs Around Fish Creek</p>	 <p style="font-size: small; text-align: center;">Fish Creek Bridge</p>	 <p style="font-size: small; text-align: center;">Desert Tortoise</p>	 <p style="font-size: small; text-align: center;">Four Peaks</p>	 <p style="font-size: small; text-align: center;">Lewis and Pranty Creek</p>



Environmental Resources
State Route 88 (Apache Trail), Milepost 222 to 229

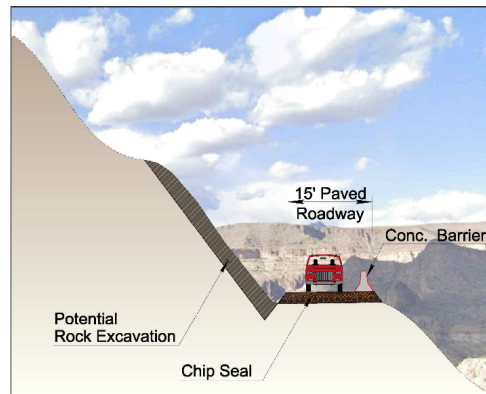


Preferred Alternative Cross Section Board

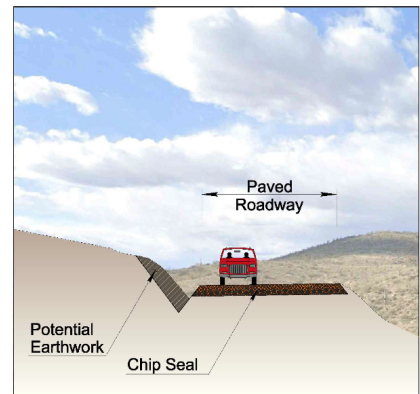
SR 88 Study, MP 222 to MP 229 ADOT's Preferred Hybrid Alternative

Recommended improvements include:

- Add roadway chip seal on flatter sections
- Add concrete barrier on Fish Creek Hill
- Rehabilitate/repair existing bridges
- Construct walls where needed to contain slopes
- Add rock bolts to potentially unstable slopes
- Upsize drainage elements
- Add pull-outs

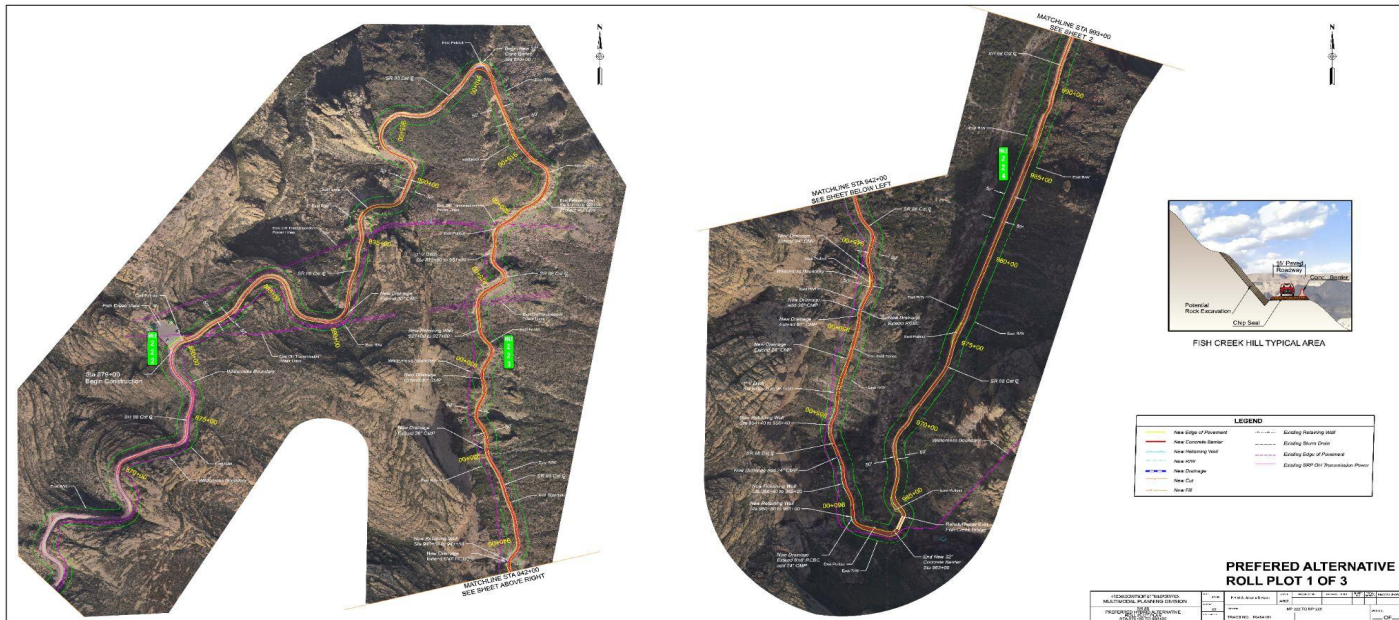


FISH CREEK HILL TYPICAL AREA

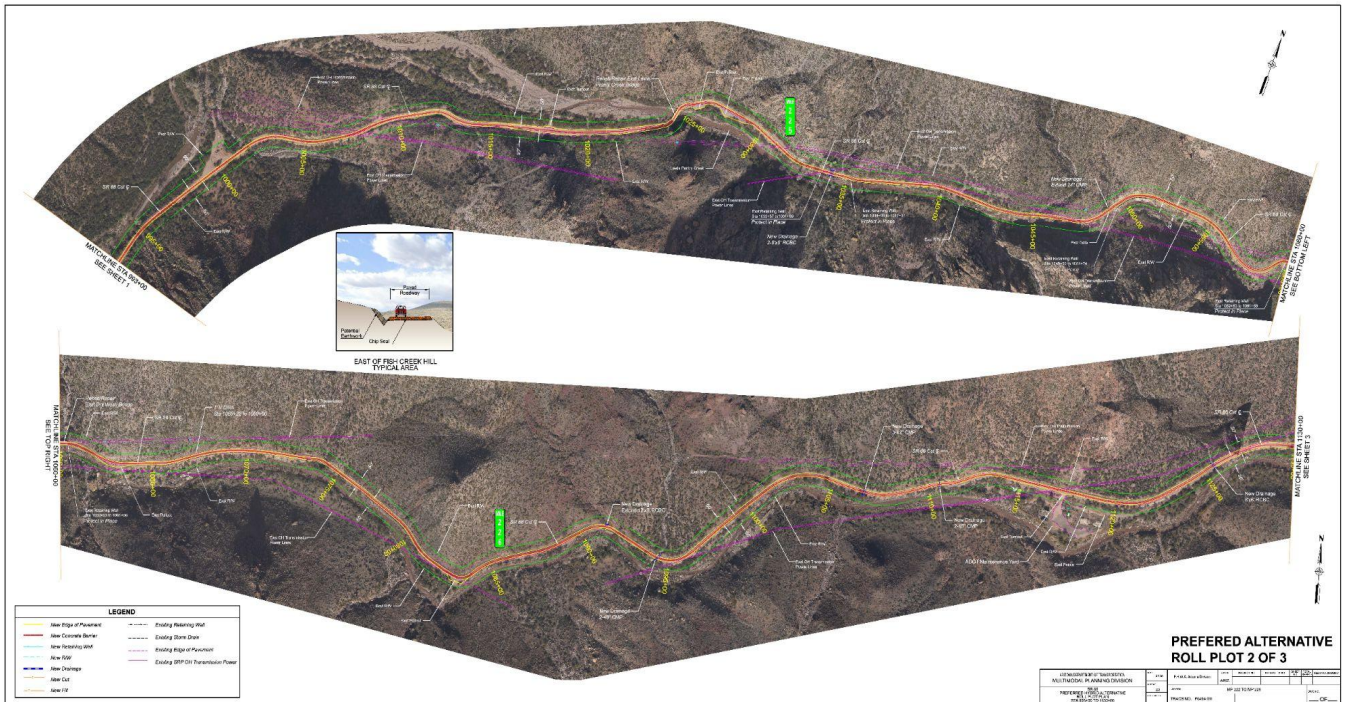


EAST OF FISH CREEK HILL TYPICAL AREA

Roll Plot Board 1



Roll Plot Board 2



Roll Plot Board 3



Presentation and Script



State Route 88 (Apache Trail) Study

MP 222 to MP 229

Public Meeting



August 16, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening and thank you for attending tonight's public meeting for the SR 88/Apache Trail study. My name is Courtney King and I am a Community Relations Supervisor with ADOT.



WELCOME!

Thank you for attending



ARIZONA DEPARTMENT OF TRANSPORTATION

I'd like to thank you for taking the time out of your busy evening to attend this meeting. We know that there is a lot of interest in State Route 88 and reopening the roadway for access by various users. We are here tonight to share the findings and recommendations of our study on what it would take to reopen the roadway. If you haven't done so already, please sign in and pick up copies of the handouts, comment form, and question card. If you have a question on something being presented, we ask that you please hold any questions until after the presentation has ended. We will have an opportunity for you to ask questions during the Q&A session. If you think of a question during the presentation, please write it on the question card and hold it up and our staff will collect them. Lastly, please silence your cell phones and refrain from any side conversations until we conclude the presentation and Q&A.



Tonight's Presenters

Courtney King, ADOT Southern Area Community Relations Supervisor
Chris LaVoie, ADOT Project Manager
Jackie Noblitt, P.E., Senior Project Manager, Stanley Consultants

Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

Before I introduce tonight's presenters, we would like to acknowledge the elected officials who are with us tonight. [Ask Anthony Casselman with ADOT Govt. Relations to make introductions and broadly acknowledge support of the state legislature for funding the study] I'd like to introduce tonight's presenters:

Chris LaVoie, ADOT's Project Manager for this study

Jackie Noblitt, Senior Project Manager with Stanley Consultants

We also have other ADOT and study team members available during the Q&A including:

Paul Patane, ADOT's Multimodal Planning Director

Daina Mann, ADOT's Asst Director for Community Relations

ADOT is working closely with the Tonto National Forest on this study and I would like to take a moment to recognize members of their staff that have joined us tonight: Terrin Lane and Amanda Oliver, PIO, thank you for joining us. At this point, I would like to turn the presentation over to Chris.

Purpose of Tonight's Meeting

To provide:

- Study background
- Overview of SR 88 alternatives
- Preliminary recommendations
- Opportunity to ask questions and provide comments

Chris L:

The Purpose of Tonight's Meeting is to provide:

- Some study background
- An overview of the SR 88 alternatives
- To present the preliminary recommendations
- And to give the public an opportunity to ask questions and provide comments

SR 88 Background

- Historic, scenic road
- On easement from Tonto National Forest, adjacent to Superstition Wilderness
- Sharp curves, steep grades
- This section is unpaved



SR 88 runs from Idaho Rd in Apache Junction to Roosevelt Lake. It was originally constructed in 1904 to provide access for the construction of Roosevelt Dam. SR 88 provides a historic and scenic route through the Tonto National Forest and Superstition Wilderness on an easement provided by the National Forest Service. SR 88 is steep, winding, narrow, and partly unpaved past Tortilla Flat. These characteristics are what make it difficult to maintain.

SR 88 Damage

- 2019 large storms caused severe erosion damage, rockslide that closed section of SR 88
- ADOT repaired/reopened SR 88 where possible to provide access
- MP 222-227 remains closed due to extent of damage
- Erosion, stormwater runoff, damaged drainage create potential for recurring issues



In 2019, the Woodbury Fire and subsequent large storm events caused runoff that severely damaged large portions of the road. Most of the damage is between the Fish Creek Hill Overlook and MP 227 (near Reavis Trailhead Road). This damage included large rockslides that left that section of the road impassible, shown here in the photo. It also caused significant erosion in other areas, as well damage to drainage features and guardrail. ADOT has worked to repair and reopen SR 88. Most of the section covered by this study remains closed due to the extent of the damage and the need for more extensive measures to address the unstable situation. Because of damage to the drainage facilities and extensive erosion of the roadway, we can't just make quick fixes like removing the rocks, repairing guardrail, and reopening SR 88. Until we fix the underlying erosion and drainage issues the SR 88 will remain vulnerable to future damage.



SR 88 Video



<https://vimeo.com/659718334>

ADOT took a video of the closed section, which better shows the extent of the damage. This video was taken a few months before ADOT re-opened the section of roadway between MP 227 and MP 229. Let's watch this video, which will take approximately 4 minutes.

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src="https://player.vimeo.com/api/player.js"></script>
<p><a href="https://vimeo.com/659718334">SR 88/Apache Trail Closure Update</a> from <a
href="https://vimeo.com/user52654574">ADOT Vimeo-External</a> on <a
href="https://vimeo.com">Vimeo</a>.</p>
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SR 88 Study Purpose

- Evaluate improvement options to safely reopen SR 88
 - ID strategies to improve the resilience of the roadway to storms
 - Determine cost, feasibility
- Recommend a preferred alternative
- Outline needed steps for potential future project



Chris:

ADOT received funding from the state legislature to conduct a study to determine what would be needed to safely reopen the closed section of SR 88. The study area extends from MP 222 to MP 229, which includes a two-mile section east of MP 227 to the Apache Lake turnoff where we worked in cooperation with the Forest Service to reopen the roadway, providing access to the Reavis Trailhead. The study looked at all the various improvements that would be needed to safely open SR 88. The study is evaluating a range of alternative scenarios – which we will go over this evening – and identified strategies for improving the resilience of the roadway to future large storm events. We are looking at the cost and feasibility of those options and have identified several possible alternatives. I'll turn it over to Jackie to discuss the alternatives.

Existing SR 88 Issues



Jackie:

The video did a good job explaining the extent of the issues on SR 88. We'd like to break these down into the key problem areas on the following slides.

- Large rockslide blocks the road



As mentioned, there was a large rockslide with huge boulders that blocks SR 88 just past the Fish Creek Hill Overlook at MP 222.3. The rocks made the road impassable and also destroyed a portion of the roadway. The road is closed ahead of this area, where there is room to safely turn around. Additionally, there are still unstable rock faces from stormwater erosion, with the potential for additional rockslides if not addressed.

- Narrow road
- Roadway surface eroded
- Rock and sediment deposits
- Road difficult to maintain



The roadway width varies from a minimum of about 8 feet to a maximum of 38 feet. In addition, the road surface has eroded, creating deep ruts where water has flowed. There are also rock and sediment deposits along the road. These conditions make the road difficult to maintain.

- Guardrail is damaged and in poor condition



The guardrail is damaged, missing, or in poor condition along the steep sections of SR 88, contributing to unsafe conditions.

- Severe erosion at culverts
- Plugged or small culverts



The drainage systems meant to properly convey stormwater were also severely damaged, with erosion damage and plugged culverts. There are also undersized culverts which aren't designed to handle the largest storm events, causing water to overtop the road and create more damage.

- Bridges are old but will need repairs soon
- Roadway approaches are rutted and eroded



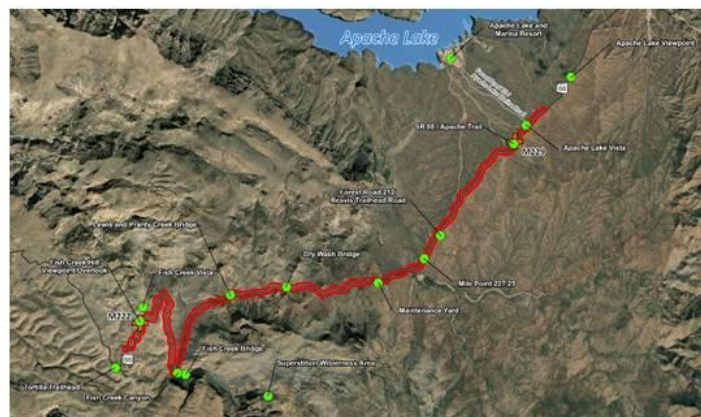
The three bridges in the study limits were built in the early 1900s. During a large storm event, overtopping of the Lewis & Pranty bridge reportedly occurred. The bridges have held up well structurally but they need repairs to extend their service lives. In addition, the transition areas between the bridges and the roadway on both ends need repair.

Environmental Overview

The purpose of the Environmental Overview (EO) is to:

- provide preliminary environmental information
- provide recommendations and guidance for compliance requirements

The environmental review area for the EO consists of a 300-foot-wide corridor



An Environmental Overview, or EO, was prepared as part of the study. The purpose of the EO is to provide preliminary environmental information as part of the overall project development process. The EO also serves to provide recommendations and guidance for compliance requirements and minimizing impacts to resources.

The environmental review area was 300 feet wide, which extends beyond the existing ADOT easement, and extended $\frac{1}{2}$ mile beyond both ends of the study area. The intent is to consider resources not only within the ADOT easement, but also those that are within the vicinity that could be present.

Environmental Overview Components

- Section 106 of the National Historic Preservation Act (NHPA)
- Arizona State Historic Preservation Act
- Endangered Species Act (ESA)
- Migratory Bird Treaty Act (MBTA)
- Clean Water Act

The EO was a high-level overview, covering resources and topics such as land jurisdiction, biological resources, cultural and historic properties, impacts to recreational facilities, air quality, noise, visual, and public and agency involvement. These resources all need to be considered as part of the development process to assess the potential for impacts that may occur as a result of any improvements.

More extensive environmental evaluation will be required for a future project.



Environmental Resources

- Biological
- Cultural/historic
- Recreation
- Visual
- Wilderness Areas
- Waters

There are numerous environmental resources present within the study area. Several key resources are illustrated on this slide:

- Several Threatened, Endangered, and Sensitive species were determined to have the potential to occur within the study area. These include the monarch butterfly, Sonoran desert tortoise, and several bird species such as the bald and golden eagle. Bighorn sheep were observed during a recent field review. The general area is also part of the Superstition Mountains-Mazatzal Mountains Wildlife Linkage, which connects the Superstition and the Four Peaks Wilderness Areas.
- Several archaeological sites and historic structures are present within the vicinity.
- There are numerous recreational resources within the vicinity, including Apache Lake and Apache Lake Vista, Fish Creek Hill Vista and Canyon, and SR 88 itself.

Future environmental efforts would need to cover any proposed improvements. The environmental documentation would need to meet U.S. Forest Service standards because of the presence of public lands. SR 88 has been designated a historic and scenic road, as well as a National Forest Scenic Byway by the Tonto National Forest. Numerous environmental resources are present and these resources would need to be assessed to determine what impacts would occur as a result of the improvements.

SR 88 Constraints

- Mountainous terrain
- Rock faces adjacent to roadway
- Adjacent Superstition Wilderness boundary



As noted previously, this is a challenging corridor. SR 88 is steep and curvy, with a narrow footprint. Because of the topography, there is no space available to improve the curvature of the roadway or flatten the steep grades. It's very expensive to widen a roadway with adjacent steep slopes, and it can cause impacts to the surroundings.

The wilderness boundary is very close to the existing easement line from MP 222 to MP 223.6 – near Fish Creek. There are regulations within wilderness areas concerning the operation of machinery and the existence of constructed features. This is a study to evaluate alternatives and identify the recommended improvements and their cost, so that a future project could be implemented.

Study Alternatives

- Looked at three Build alternatives
- Developed based on levels of resiliency and risks of future closures

Three “Build” alternatives were developed as part of the study. The alternatives varied in terms of how resilient they would make SR 88 to future storm events that could close the road. Because of the constraints stated earlier, none of the Build alternatives would improve curves or steep grades.

Improvements Evaluated

In addition to repairing damaged sections of roadway, the team evaluated options for:

- Widening roadway
- Improving the roadway surface
- Repairing and upgrading drainage features
- Stabilizing slopes, rockfall and erosion control
- Adding and replacing guardrail
- Adding other miscellaneous safety improvements

The study team evaluated several improvement options in addition to repairing damaged sections of the roadway. The improvement options included:

- Widening the roadway
- Improving the roadway surface
- Repairing and upgrading drainage features
- Stabilizing slopes and addressing rockfall and erosion
- Adding and replacing guardrail
- And adding other miscellaneous safety improvements

Stormwater Drainage Analysis

- Evaluated how to improve drainage to minimize potential for future damage.
- Current culverts designed for 25-year storm event (Approx 2" of rain in 1 hour).
- Modeled the potential for future increased large storms (55-83% increase in precipitation and runoff).
- Modeling shows a high likelihood of an increase in storm intensity.
- Steep slopes and burn scar increase flows.
- Alternatives include increasing size of culverts to handle more water.

Resiliency improvements were addressed through the drainage approach. In addition to the large storm in 2019 that damaged SR 88 and its drainage facilities, there have been continued flooding events where stormwater damaged the road and repairs were required.

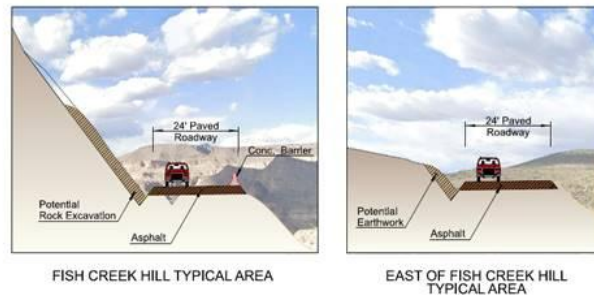
Repairing and improving the drainage along SR 88 will be important to improve the resiliency of the roadway and minimize the potential for future road damage and closures.

The current drainage culverts are designed for a 25-year storm, which is about 2 inches of rainfall in a one-hour period.

Areas with steep slopes and burn scars from the fire cause stormwater to flow at a higher rate than in areas that have more vegetation or are flatter. We modeled future storm events and determined there is a high likelihood that future storms will have higher levels of volume and intensity, in terms of rainfall and flow levels – ranging from 55-83% higher than today.

Alternative 1

- Resilience level to closures: High
- Cost: \$\$\$\$
- New 24' asphalt paved roadway
- New barrier in several locations
- Replace existing bridges with new one-lane bridges
- Upsize drainage to accommodate 2.5 inches of rain in 1 hour)
 - Add V-ditch on Fish Creek Hill
- Largest footprint/highest impact on environmental resources
- New easement required



These next three slides list the major features of each alternative and show cross section views of the alternative's configuration on Fish Creek Hill and in a flatter area to the east.

Alternative 1 has the highest level of resilience, with the lowest risk of future closures.

The cost of this alternative would be the highest because the improvements are more extensive than the other alternatives. The roadway would be widened to 24 feet and paved with asphalt. Concrete barriers would be added on the Fish Creek Hill and in other areas.

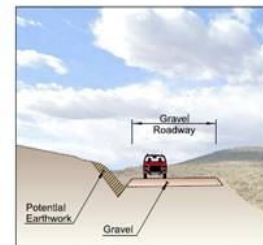
The three existing bridges would be replaced. The drainage facilities would be upsized and increased to accommodate the largest predicted future storms. The potential for environmental impacts is relatively high for this alternative because of the large disturbance area and work outside the ADOT easement on Tonto National Forest lands.

Alternative 2

- Resilience level to closures: Medium
- Cost: \$\$\$
- New 20' gravel roadway
- New barrier on Fish Creek Hill
- Rehab/repair existing bridges
- Upsize drainage to accommodate 2.25 inches of rain in 1 hour)
 - Add V-ditch on Fish Creek Hill
- Medium footprint/medium impact on environmental resources
- New easement required



FISH CREEK HILL TYPICAL AREA

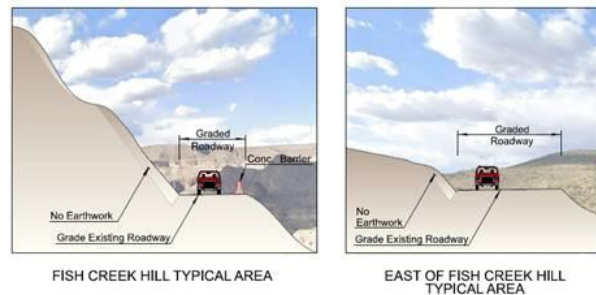


EAST OF FISH CREEK HILL TYPICAL AREA

Alternative 2 has a medium level of resilience, with a medium risk of future closures. The cost of this alternative would be lower than Alternative 1 because the improvements are less extensive. The roadway would be widened to 20 feet and would have a gravel-type surface. Concrete barrier would be added only on the Fish Creek Hill. The existing bridges would be repaired and rehabilitated to extend their service lives. The drainage facilities would be upsized and increased to accommodate medium-large predicted storms. The potential for environmental impacts is relatively moderate for this alternative because of the medium disturbance area and work outside the ADOT easement on Tonto National Forest lands.

Alternative 3

- Resilience level to closures: Low
- Cost: \$\$
- Regrade/repair roadway
- New barrier on Fish Creek Hill
- Repair existing bridges
- Clean and re-establish existing roadside drainage ditches
- Small footprint/least impact on environmental resources
- No new easement required



Alternative 3 would have the lowest level of resilience, with the highest risk of future closures. The cost of this alternative would be substantially lower than Alternatives 1 and 2 because the improvements are less extensive. The roadway would be re-graded and repaired but would not be widened. Concrete barrier would be added only on the Fish Creek Hill. Only necessary repairs would be made to the existing bridges.

The drainage facilities would be upsized to meet current drainage criteria, which are based on historic storm sizes. Existing ditches would be cleaned and re-graded.

The potential for environmental impacts is relatively low for this alternative because of the small disturbance area. No new easement is required.

Evaluation Criteria

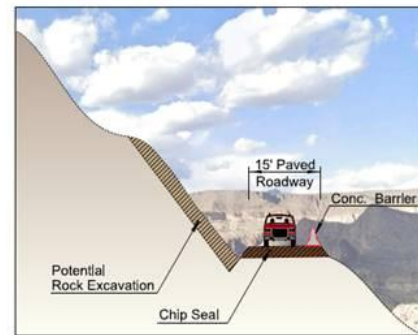
- Predicted resiliency
- Accommodates traffic in both directions
- Stormwater conveyance
- Added safety improvements
- Preliminary environmental considerations
- Potential impacts to Forest lands/wilderness
- Estimated construction cost



ADOT evaluated the alternatives based on several evaluation criteria, including level of resilience, cost, feasibility, safety, and potential impacts to environmental resources.

Preferred Hybrid Alternative

- Resilience level to closures: Medium Cost: \$\$\$
- Medium footprint on environmental resources
- Chip seal roadway on flatter sections; pave with asphalt on steep sections
- New concrete barrier on Fish Creek Hill
- Rehab/repair existing bridges
- Construct retaining walls where needed to contain slopes without impacting wilderness areas
- Add rock bolts to potentially unstable rock faces.
- Add reflectors along curves, signs, pullouts
- Upsize drainage to accommodate greater storm event (2.25" of rain in 1 hour). Add V-ditch.
- Some new easement required



FISH CREEK HILL TYPICAL AREA

Based on the evaluation of the alternatives, the Preferred Alternative is a hybrid of the 3 build alternatives. The cost of the Preferred Alternative is considered Medium compared to the other alternatives. The roadway would be widened to a minimum of 15 feet on the Fish Creek Hill and would have a chip seal surface on the flatter grades and asphalt on the steeper grades.

Concrete barrier would be added on the Fish Creek Hill. The existing bridges would be repaired and rehabilitated to extend their service lives.

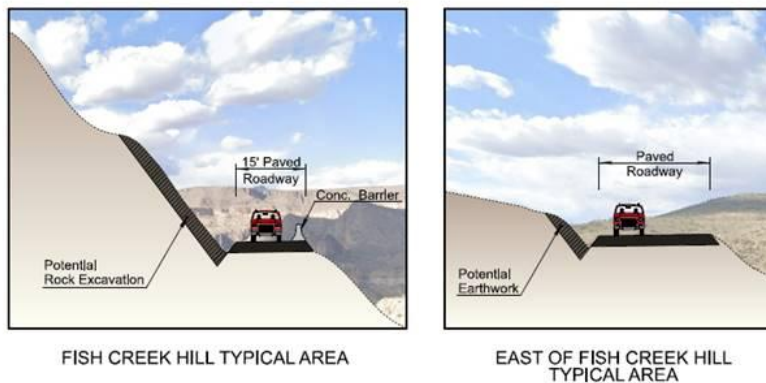
Several retaining walls would be constructed to avoid impacts to the wilderness area.

The drainage facilities would be upsized and increased to accommodate medium-large predicted storms. Safety improvements would include new signs, reflectors, and pullouts to allow vehicles to pass each other in narrow sections.

Some rockfall improvements would be made. The potential for environmental impacts is moderate based on the size of the disturbance area and potential for work outside the ADOT easement on Tonto National Forest Lands.

There is more detail related to some of these features on the next slides.

Widen roadway on Fish Creek Hill; add barrier and ditch for drainage



The very narrowest roadway sections on Fish Creek Hill would be widened to 15 feet. In other sections, the existing roadway width would be paved with chip seal. Concrete barrier would be added to replace the existing guardrail on Fish Creek Hill. A V-ditch would capture drainage flows and reduce roadway erosion.



Add chip seal surface

- More stable than gravel
- Less erosion, easier to maintain
- Less dust than dirt road
- Matches project to the east



The benefits of a chip seal surface would include a more stable road surface with less erosion, easier maintenance, and less dust. This roadway surface would match the project under construction just to the east of MP 229.

Add rock bolts

- Install rock bolts to reduce rockfall from potentially unstable areas



Rock slope stability would be improved by rock bolting, which would secure rocks with joints that are exposed on cut surfaces. Scaling would also be used to remove loose and overhanging rocks near the roadway.

Culvert improvements

- Clean, increase size of culverts to safely convey stormwater under roadway



Existing pipes and catch basins would be cleaned. New pipes would be added as needed to accommodate larger predicted storms in the future. Pipe inlets and outlets would also be improved as needed. All of these measures would help to reduce erosion.

Repair/rehabilitate bridges

- Remove light corrosion on steel bridges
- Replace bridge decks to increase service life



Concrete bridge decks may be replaced to improve strength of the structures. Bridge curbing would be replaced. The steel surfaces would be cleaned and sealed. The bridge approaches would also be repaired. The character of the bridges would be preserved.

Miscellaneous Safety Improvements

- Add pullouts
- Add signs
- Add delineators



New signs would be installed to warn drivers of 2-way traffic and the narrow roadway ahead. Object markers would be added at bridge approaches and drainage structures. Signs that direct drivers to “yield to oncoming traffic” would be added on one-lane bridge approaches. Advance curve warning signs and chevrons would be added. And pullouts would be added at regular intervals to allow traffic to pass in narrow sections. Preliminary locations of the pullouts are shown on the roll plots. Those are the major features of ADOT’s Preferred Hybrid Alternative. And now I’ll turn the presentation back over to Chris.

Next Steps/Process

- Select preferred alternative and conclude study (fall 2023)
- Identify funding for project (TBD)
- Conduct design and environmental study
- Advertise and construct project

Chris:

While this study is recommending improvements for implementation as part of a future project, currently funding has not been identified to design and construct these improvements.

Once funding has been identified, ADOT would need to prepare the final design and conduct an environmental study. The environmental study is necessary because the SR 88 is on an easement through the Tonto National Forest and as such poses potential impacts to federal lands and the wilderness areas. ADOT is actively pursuing various Federal Grant opportunities in hopes of gaining the funding required to re-open the SR 88.

I'll turn the presentation back over to Courtney.

Study Comments

- Comments on the study will be accepted through September 15
- Comments can be submitted in the following ways:
 - At tonight’s meeting
 - Online comment form: azdot.gov/SR88apachetrail
 - Email: mhayes@logansimpson.com
 - Phone (480) 967-1343
 - Mail: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281

A pre-recorded version of the meeting presentation is posted to the SR 88 website at <https://azdot.gov/SR88apachetrail>

Courtney:

We thank you for participating tonight. Your input is important, and we appreciate you taking time to learn more about the study and provide your feedback.

As a reminder, comments are being accepted through September 15, through the following methods:

- You may submit your comment tonight, here at the meeting, through the comment form.
- You can use the online comment form located on the web page at azdot.gov/SR88apachetrail. We also have a QR code on the sign in board that you can scan with your smartphone to take the survey.
- You may submit a comment via email at mhayes@logansimpson.com
- You can comment by phone at 480.967.1343
- Lastly, you can mail your comment to the study team. The address is listed here and on the comment form.

Questions

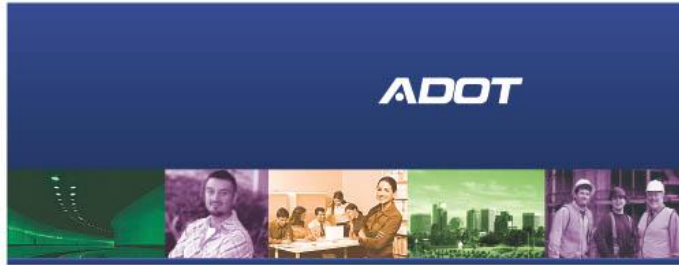
- We will take questions from the audience for 15 minutes, then go back into open house where attendees can ask questions directly to the team.
- Please use question cards.
- The team may consolidate similar questions for time.
- If there is time after written questions, we will take verbal questions.

We know there may be a lot of questions. In order to get through as many questions as possible we are asking that you write your question on the question cards then hold up the card for a study team member to collect. In the interest of time, we may consolidate similar questions. Once we get through the written questions, if we still have time remaining we will take verbal questions. We have allotted 15 minutes for questions so that everyone has a chance to return to the open house to view exhibits and materials and speak directly to team members. Remember to use the comment form or other methods to provide comments.

Title VI Brochure

ADOT's Title VI Policy

Pursuant to Title VI of the Civil Rights Act of 1964 as amended, the Civil Rights Restoration Act of 1987 and other nondiscrimination authorities, it is the policy of the Arizona Department of Transportation (ADOT) that discrimination based on race, color, national origin, sex, age or disability shall not occur in connection with any of its programs or activities. ADOT's efforts to prevent discrimination will address, but not be limited to, a program's impact upon access, benefits, participation, treatment, services, contracting opportunities, training opportunities, investigation of complaints, allocation of funds, prioritization of projects and the functions of planning, project development, design, right-of-way acquisition, construction and research.



The Arizona Department Of Transportation's Commitment To Title VI Of The Civil Rights Act Of 1964

Is there speech or hearing impairment assistance for filing a complaint?

Upon request, assistance will be provided if you are limited English proficient or disabled. Any complaint may be filed using an alternate format.

Your Rights Under Title VI

What is Title VI?

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals and groups from discrimination on the basis of their race, color and national origin in programs and activities that receive federal financial assistance. However, the Federal Highway Administration's (FHWA) reference to Title VI includes other civil rights provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.



For questions or to file a complaint, contact:
KRYSTAL SMITH
 ADA/Title VI Nondiscrimination Program Coordinator
 ARIZONA DEPARTMENT OF TRANSPORTATION
 CIVIL RIGHTS OFFICE
 206 S. 17th Avenue, Mail Drop 155-A
 Phoenix, AZ 85007
 602.712.8946
 602.239.6257 FAX



azdot.gov

13-347

Title VI Brochure Continued



Authorities

The two main authorities enabling Title VI implementation, compliance and enforcement are the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987. However, other statutes, laws, regulations, executive orders and the United States Constitution provide guidance for the effective execution of the objectives of Title VI. These include:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Age Discrimination Act of 1975
- Uniform Relocation Act of 1970
- Executive orders 12898 and 13166

Title VI Compliance

Title VI compliance is a situation where ADOT has effectively implemented all the Title VI requirements or can demonstrate that every good faith effort has been made toward achieving this end. Pursuant to 23 USC 302, the FHWA's primary recipient is the State Highway (Transportation) Agency. In Arizona, ADOT is that primary recipient. ADOT (and its subrecipients and contractors) irrespective of tier, is required to prevent discrimination and ensure nondiscrimination in all programs and activities whether they are federally funded or not. Sub-recipients of federal assistance include cities, counties, contractors, consultants, suppliers, universities, colleges, transit and planning agencies.

Programs Covered

Federally assisted programs include any highway, project, program or activity for the provision of services and/or other benefits. Such programs include education or training, work opportunities, health, welfare, rehabilitation, housing or other services, whether provided directly by ADOT or indirectly through contracts or other arrangements with other agents.



What type of discrimination is prohibited under ADOT's Title VI program?

Discrimination under our Title VI program is an action or inaction, intentional or not, through which any intended beneficiary, solely because of race, color, national origin, sex, age, disability or retaliation has been otherwise subjected to unequal treatment or impact, under any ADOT program or activity.

Discrimination based on the grounds referenced in the previous paragraph limit the opportunity for individuals and groups to gain equal access to services and programs. In administering federally assisted programs and activities, ADOT cannot discriminate, either directly or through contractual or other means by:

- Denying program services, financial aids or other benefits;
- Providing different program services, financial aids or other benefits, or providing them in a manner different from that provided to others;
- Segregating or separately treating individuals or groups in any manner related to the receipt of any program service or benefit;
- Restricting in any way the enjoyment of any advantage or privilege enjoyed by others receiving any program service or other benefits;
- Denying persons the opportunity to participate as a member of a planning, advisory or similar body;
- Denying persons the opportunity to participate in the program through the provision of services, or affording the opportunity to do so differently from those afforded others.



Who may file a Title VI complaint?

A Title VI complaint may be filed by any individual or individuals who allege they have been subjected to discrimination or adverse impact under any ADOT program or activity based on race, color, national origin, sex, age, disability or retaliation.

What information is included in a Title VI complaint?

A signed, written Title VI complaint must be filed within 180 days of the date of the alleged act of discrimination. The complaint must include the following information:


- Your name, address and telephone number. If you are filing on behalf of another person, include their name, address, telephone number and your relation to the complainant (e.g., friend, attorney, parent, etc.).
- The name and address of the agency, program or organization that you believe discriminated against you.
- A description of how, why and when you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination.
- Your signature.

What will ADOT do with my complaint?

Upon receipt, the ADOT Civil Rights Office will determine which agency has jurisdiction to handle the complaint. If ADOT does not have jurisdiction to handle the complaint, it will be forwarded to the appropriate agency. The allegations will be investigated and an attempt will be made to resolve any violations if found. If efforts to resolve any violations are unsuccessful, enforcement proceedings may be initiated to bring the recipient into compliance.

For more information visit azdot.gov

Title VI Self Identification Card (English)



Self-Identification Survey

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

The Arizona Department of Transportation’s goal is to ensure that every effort will be made to **prevent discrimination** through the impact of its programs, policies, and activities.

ADOT will take reasonable steps to provide **accommodations** based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

By completing this **voluntary** survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

ETHNICITY/RACE:

-
- | | | |
|---|---|--|
| <input type="checkbox"/> African American/Black | <input type="checkbox"/> Native Hawaiian/Other Pacific Islander | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/Alaskan Native | <input type="checkbox"/> Asian | <input type="checkbox"/> White |

17-091

Title VI Self Identification Card (Spanish)



Encuesta para identificarse

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y otros reglamentos del Departamento de Transporte de los Estados Unidos, aseguran que **"ninguna persona** en los Estados Unidos será negada los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de fondos federales por su raza, color de su piel u origen nacional".

Otras autoridades relacionadas con la No-Discriminación de Título VI:

- La Ley Federal de Asistencia Vial de 1973 (Federal-Aid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapacidades de 1990 (Americans with Disabilities Act of 1990)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

El objetivo del Departamento de Transporte de Arizona es asegurar que cada esfuerzo se llevara a cabo para **prevenir discriminación** en el desarrollo de sus programas, políticas y actividades.

ADOT también tomará todas las medidas razonables para **ofrecer el acceso** a servicios y actividades para personas con limitaciones ya sea por el idioma o por discapacidad. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Con su participación en esta encuesta **voluntaria**, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.

ETNICIDAD/RAZA:

-
- | | | |
|---|---|---|
| <input type="checkbox"/> Afroamericano/Negro | <input type="checkbox"/> Nativo de Hawái/Otra isla del Pacífico | <input type="checkbox"/> Hispano/Latino |
| <input type="checkbox"/> Amerindio/Nativo de Alaska | <input type="checkbox"/> Asiático | <input type="checkbox"/> Caucásico/Blanco |

17-091

Online Comment Form

SR 88 (Apache Trail) Comment Form

The Arizona Department of Transportation (ADOT) is conducting a study of a 7-mile segment of State Route (SR) 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive roadway damage and rock debris. The purpose of the study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to closures from future storm events.

As part of the study, ADOT has developed a preferred hybrid alternative for improvements to SR 88, which includes the following recommended improvements:

- remove large rocks and repair the roadway where damaged,
- add a chip seal surface on the flatter sections of the roadway and pave steeper sections with asphalt,
- add a new concrete barrier on Fish Creek Hill,
- rehabilitate/repair bridges, construct retaining walls where needed to contain slopes and
- add rock bolts to potentially unstable rock faces.

Please note there is not currently funding identified for these improvements; ADOT would need to identify a funding source to design and construct a project.

Your feedback is important to the study process. Please share your thoughts about the study and the Preferred Alternative.

Email *

Name

Short answer text

Zip Code *

Short answer text



Agency/Organization

Short answer text




Rate your level of support for the Preferred Hybrid Alternative *

	1	2	3	4	5	
Do not support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Very supportive

☰

Comment  Paragraph 

Long answer text

  Required 

Questions?

Long answer text

Join our SR 88 mailing list? *

Yes

No

Online Self Identification Form

Questions Responses **132** Settings

ADOT Self Identification Survey

The Arizona Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities. ADOT will take reasonable steps to provide accommodations based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation. By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

Para Español: https://docs.google.com/forms/d/1_ohbO1pt-1hj0_6ZtVfeviOaGkGhPgyM56cQC-IXWfQ/edit?ts=63fd301f

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

Description (optional)

Race/Ethnicity *

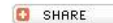
- White
- African American/Black
- American Indian/Alaskan Native
- Native Hawaiian/Other Pacific Islander
- Asian
- Hispanic/Latino

Appendix B Govdelivery Notices

July 27 Notice

10/5/23, 5:51 AM

ADOT to host an in-person public meeting as part of the SR 88 (Apache Trail) study from milepost 222 to 229 Aug. 16 - GovDelivery



ADOT to host an in-person public meeting as part of the SR 88 (Apache Trail) study from milepost 222 to 229 Aug. 16

The Arizona Department of Transportation will host an in-person public meeting as part of an ongoing study of a 7-mile segment of State Route 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive damage resulting from a wildfire and large storm events.

The purpose of the SR 88 study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost, and improve the resilience of this roadway to future storm events.

The SR 88 Study, Milepost 222 to 229, meeting is scheduled as follows:

- **When:** Wednesday, Aug. 16, from 5:30 to 7:30 p.m. An open house will be held from 5:30 to 6 p.m. The presentation will start at 6 p.m.
- **Where:** City of Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119

As part of the meeting, a presentation will be shown and ADOT and technical staff will be available to answer questions. Those attending will also be able to provide comments to the study team.

For those unable to attend, the meeting presentation and study recommendations will be posted to the SR 88 website at: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Comments on the study will be accepted through Sept. 15, 2023. Comments can be submitted to ADOT in the following ways:

- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281;
- Phone at (480) 967-1343; or via email at
- Email: mhayes@logansimpson.com.

ADOT is conducting this study in coordination with the U.S. Forest Service. SR 88 is located within ADOT easement on U.S. Forest Service lands managed by the Tonto National Forest and has

<https://admin.govdelivery.com/abe/bulletins/4944674/content>

1/2

10/5/23, 5:51 AM

ADOT to host an in-person public meeting as part of the SR 88 (Apache Trail) study from milepost 222 to 229 Aug. 16 - GovDelivery been designated as a historic and scenic road and National Forest Scenic Byway.

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona or receive alerts via text*? Update your subscriber preferences [here](#).

*Where text feature is enabled.

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except while driving.*

To plan your trip, get travel times or see ADOT cameras, download the [AZ 511 app](#).

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

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For more information, visit azdot.gov

Sent on behalf of ADOT using GovDelivery Communications Cloud • 208 S. 17th Ave • Phoenix, AZ 85007 • 602.712.7355



<https://admin.govdelivery.com/abe/bulletins/4944674/content>

2/2

Aug. 14 Notice

10/5/23, 6:39 AM

Bulletins - GovDelivery

Reminder: ADOT to host in-person public meeting on the SR 88 (Apache Trail) study Aug. 16

The Arizona Department of Transportation will host an in-person public meeting on the State Route 88 (Apache Trail) study between milepost 222 to 229. The public will have an opportunity to learn more about the study and provide comments.

The meeting is scheduled from 5:30 to 7:30 p.m. Wednesday, Aug. 16, and will be held at the City of Apache Junction Multi-Generational Center at: 1035 N. Idaho Road, Apache Junction, AZ 85119.

An open house is scheduled from 5:30 to 6 p.m. The presentation will start at 6 p.m. After the presentation, the meeting will return to the open house format and ADOT and technical staff will be available to answer questions.

Can't attend? Provide your comments through Sept. 15 in the following ways:

- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281;
- Online comment form: <https://forms.gle/SvVcgGpGbbvjgRhN6>
- Phone at 480.967.1343; or
- Email: mhayes@logansimpson.com.

To learn more about the study visit: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except while driving.*

https://admin.govdelivery.com/accounts/AZDOT/bulletins?utf8=%26sortdesc=bulletinsort-sent_at&evo_basubj=SR+88&evo_mllt=&evo_bsender=&evo_bsentdt=525600&state=sent&selector=&commit=S... 1/2

Aug. 16 Notice

10/5/23, 6:46 AM

Bulletins - GovDelivery



Reminder: ADOT to host in person public meeting on the SR 88 (Apache Trail) study tonight (Aug. 16)

The Arizona Department of Transportation will host an in-person public meeting on the State Route 88 (Apache Trail) study between milepost 222 to 229 tonight, Wednesday, Aug. 16. The public will have an opportunity to learn more about the study and provide comments.

Tonight's meeting is scheduled from 5:30 to 7:30 p.m. and will be held at the City of Apache Junction Multi-Generational Center at: 1035 N. Idaho Road, Apache Junction, AZ 85119.

An open house is scheduled from 5:30 to 6 p.m. The presentation will start at 6 p.m. After the presentation, the meeting will return to the open house format and ADOT and technical staff will be available to answer questions.

Can't attend? Provide your comments through Sept. 15 in the following ways:

- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281;
- Online comment form: <https://forms.gle/SyVcqGpGbbvjgRhN6>
- Phone at 480.967.1343; or
- Email: mhayes@logansimpson.com.

To learn more about the study visit: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know*

https://admin.govdelivery.com/accounts/AZDOT/bulletins?utf8=%26sortdesc=bulletinsort_sent_at&evn_basubj=SR+88&evn_mltt=&evn_bsender=&evn_bsentdt=525600&state=sent&selector=&commit=S... 1/2

Aug. 22 Notice

10/5/23, 6:56 AM

Bulletins - GovDelivery

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[SHARE](#)

Missed the SR 88 (Apache Trail) study public meeting? The presentation and study materials are available online

Public encouraged to provide comments by Sept. 15

If you missed the Aug. 16 public meeting for the State Route 88 Study from milepost 222 to 229, a recording of the meeting presentation and other materials are now available on the [web page](#).

A recording of the presentation, meeting handouts, exhibits and the draft Design Concept Report (DCR) have been uploaded to provide the public with more information about the study's purpose and need, alternatives evaluated and recommended improvements.

There is still time to provide your comment on the study through Sept. 15 in any of the following ways:

- Online comment form: <https://forms.gle/DeprxRaisMthPc84A>
- Email: mhayes@logansimpson.com
- Phone: 480.967.1343
- Mail: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except while driving.*

https://admin.govdelivery.com/accounts/AZDOT/bulletins?utf8=%26sortdesc=bulletinsort-sent_at&evo_basubj=SR+88&evo_mltt=&evo_bsender=&evo_bsentdt=525600&state=sent&selector=&commit=S... 1/2

Sept. 14 Notice

10/5/23, 7:00 AM

Bulletins - GovDelivery

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3705e54>

Last chance to comment on the SR 88 (Apache Trail) study

Reminder: Tomorrow, Sept. 15 is the last day to provide comments

The Arizona Department of Transportation reminds the public that comments on the State Route 88 (Apache Trail) study can be made through tomorrow, Sept. 15 in the following ways:

- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281;
- Online comment form: <https://forms.gle/SyVcgGpGbbvigRhN6>
- Phone at 480.967.1343; or
- Email: mhayes@logansimpson.com.

To learn more about the study visit: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King, ADOT Community Relations Supervisor, at 855.712.8530 or sr88apachetrail@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Courtney King al 1-855-712-8530 o sr88apachetrail@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Reminder to update your subscriber preferences

https://admin.govdelivery.com/accounts/AZDOT/bulletins?utf8=%26sortdesc=bulletinsort-sent_at&evo_basubj=SR+88&evo_milt=&evo_bsender=&evo_bsentdt=525600&state=sent&selector=&commit=S... 1/2

10/5/23, 7:00 AM

Bulletins - GovDelivery

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except while driving.*

To plan your trip, get travel times or see ADOT cameras, download the [AZ511 app](#).

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

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Appendix C
Public Notification

Newspaper Ad (English)

ARIZONA
88

Notice of Public Meeting

State Route 88 (Apache Trail) Study, Milepost 222 to 229

The Arizona Department of Transportation (ADOT) is conducting a study of a 7-mile segment of State Route (SR) 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive damage resulting from a wildfire and large storm events. The purpose of the study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to future storm events. ADOT is preparing a Design Concept Report to identify potential improvements and conducting an environmental review. SR 88 is located within ADOT easement on U.S. Forest Service lands managed by the Tonto National Forest and has been designated as a historic and scenic road and National Forest Scenic Byway.

Public Meeting
 ADOT is hosting a public meeting to seek input on the study recommendations. The meeting will be held:


- **Wednesday, August 16, 2023 from 5:30 to 7:30 p.m. An open house will be held from 5:30 to 6 p.m. The presentation will start at 6 p.m.**
- **City of Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119**

The meeting presentation and study recommendations will be posted to the SR 88 website at <https://azdot.gov/SR88apachetrail> for those unable to attend. Comments on the study will be accepted through September 15, 2023. Comments can be submitted to ADOT in the following ways: Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281; via phone at (480) 967-1343; or via email at mhayes@logansimpson.com.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

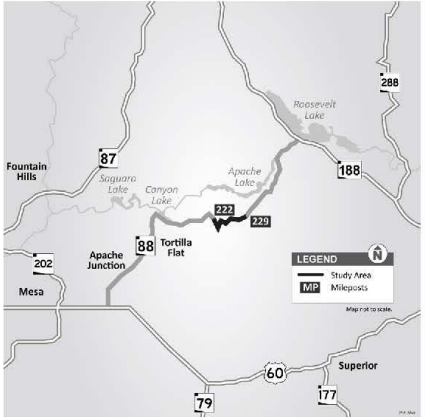
ADOT Project No. 88 MA 222 F0494 01L

Newspaper Ad (Spanish)



Noticia de Reunión Pública

Ruta Estatal 88 (SR 88/Apache Trail) Estudio, MP 222-229



El Arizona Departamento de Transportación (ADOT) está estudiando un segmento de siete (7) millas de Ruta Estatal 88 (SR 88/Apache Trail) desde el mirador de Fish Creek Hill hasta la calle Apache Lake Marina (MP 222-229), cual segmento sigue cerrado al tráfico debido a daños extensos incurridos como resultado de un incendio forestal y varias tormentas. El propósito del estudio es para determinar la viabilidad de reanudar SR 88 a vehículos, identificar mejoras potenciales y sus costos, y mejorar la resistencia de esa carretera a tormentas futuras. ADOT está preparando un Informe de Concepto de Diseño (Design Concept Report) para identificar mejoras potenciales y llevar a cabo una revisión ambiental de este proyecto. SR 88 está ubicada en servidumbre de ADOT en tierras federales administradas por Tonto Foresta Nacional, y ha sido designada una carretera histórica y pintoresca de la Foresta Nacional.

Reunión Pública
ADOT está organizando una reunión pública para buscar entrada a las recomendaciones del estudio. La reunión será llevada a cabo:

- **Miércoles, Agosto 16, 2023 de 5:30-7:30 pm. Una casa abierta se llevará a cabo de 5:30-6:00 pm. La presentación comenzará las 6 PM.**
- **Ciudad de Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119**

La presentación y recomendaciones del estudio serán publicados a el website <https://azdot.gov/SR88apachetrail> para los que no puedan asistir a la reunión pública. Comentarios serán aceptados hasta Septiembre 15, 2023. Los comentarios pueden ser enviados a ADOT en las siguientes maneras: Por correo: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Ste. 450, Tempe, AZ 85281; Por teléfono: (480) 967-1343; Por email: mhayes@logansimpson.com.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Courtney King al (855) 712-8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

ADOT Proyecto No. 88 MA 222 F0494 01L

ADOT

Stakeholder Email July 26

10/5/23, 7:10 AM

State of Arizona Mail - Please join us for the SR 88 (Apache Trail) Study, Milepost 22-229 public meeting



SR88 Apache Trail - ADOT <sr88apachetrail@azdot.gov>

Please join us for the SR 88 (Apache Trail) Study, Milepost 22-229 public meeting

1 message

SR88 Apache Trail - ADOT <sr88apachetrail@azdot.gov>

Wed, Jul 26, 2023 at 2:34 PM

Hello SR 88 (Apache Trail) user,

The Arizona Department of Transportation (ADOT) will host an in-person public meeting as part of an ongoing study of a 7-mile segment of State Route 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive damage resulting from a wildfire and large storm events.

The purpose of the SR 88 study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to future storm events.

The SR 88 (Apache Trail) Study, Milepost 222 to 229 meeting is scheduled as follows:

When: Wednesday, Aug. 16, from 5:30 to 7:30 p.m. An open house will be held from 5:30 to 6 p.m. The presentation will start at 6 p.m.

Where: City of Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119

As part of the meeting, a presentation will be shown and ADOT and technical staff will be available to answer questions. Those attending will also be able to provide comments to the study team.

For those unable to attend, the meeting presentation and study recommendations will be posted to the SR 88 website at: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Comments on the study will be accepted through September 15, 2023. Comments can be submitted to ADOT in the following ways:

-
- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281;
 - Phone at (480) 967-1343; or via email at
 - Email: mhayes@logansimpson.com.

ADOT is conducting this study in coordination with the U.S. Forest Service. SR 88 is located within ADOT easement on U.S. Forest Service lands managed by the Tonto National Forest and has been designated as a historic and scenic road and National Forest Scenic Byway.

Thank you,

SR 88 study team

Social Media Post– Next Door July 28



State of Arizona ✓

ADOT Communications Office of Community Relations • 28 Jul



Save the Date! ADOT to host in-person public meeting Aug. 16 on the SR 88 (Apache Trail) Study, Milepost 222 to 229.

The Arizona Department of Transportation will host an in-person public meeting as part of an ongoing study of a 7-mile segment of State Route 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive damage resulting from a wildfire and large storm events.

The in-person public meeting will be held:

- Wednesday, Aug. 16, from 5:30 to 7:30 p.m. An open house will be held from 5:30 to 6 p.m. The presentation will start at 6 p.m.
- Where: City of Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119

A presentation will be shown and ADOT and technical staff will be available to answer questions. Those attending will also be able to provide comments to the study team.

Comments on the study will be accepted through Sept. 15, 2023. Comments can be submitted to ADOT in the following ways:

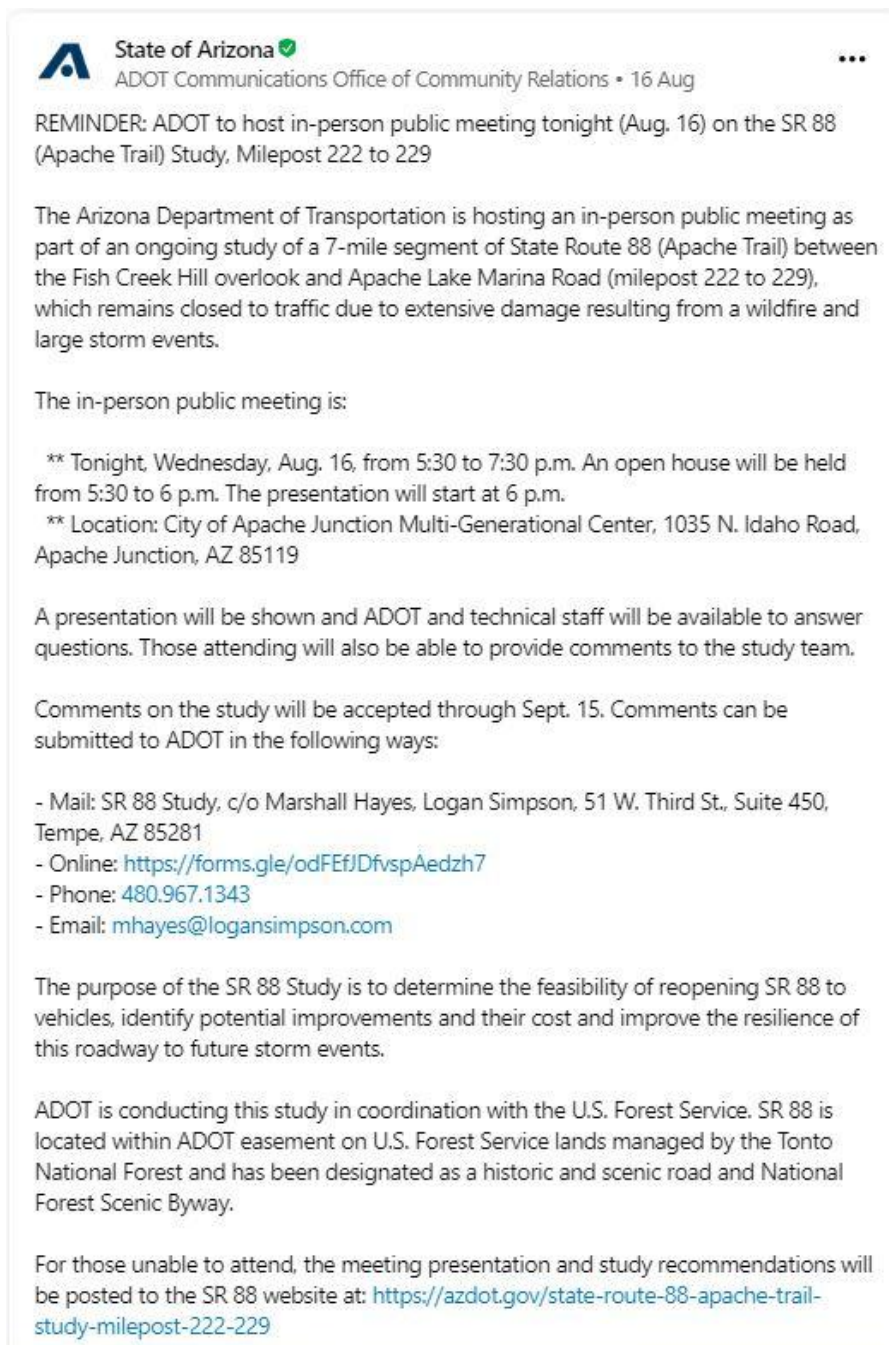
- Mail: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281
- Phone: [480.967.1343](tel:480.967.1343)
- Email: mhayes@logansimpson.com


The purpose of the SR 88 Study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to future storm events.

ADOT is conducting this study in coordination with the U.S. Forest Service. SR 88 is located within ADOT easement on U.S. Forest Service lands managed by the Tonto National Forest and has been designated as a historic and scenic road and National Forest Scenic Byway.

For those unable to attend, the meeting presentation and study recommendations will be posted to the SR 88 website at: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Social Media Post– Next Door Aug. 16



 **State of Arizona** ✓
ADOT Communications Office of Community Relations • 16 Aug

REMINDER: ADOT to host in-person public meeting tonight (Aug. 16) on the SR 88 (Apache Trail) Study, Milepost 222 to 229

The Arizona Department of Transportation is hosting an in-person public meeting as part of an ongoing study of a 7-mile segment of State Route 88 (Apache Trail) between the Fish Creek Hill overlook and Apache Lake Marina Road (milepost 222 to 229), which remains closed to traffic due to extensive damage resulting from a wildfire and large storm events.

The in-person public meeting is:

- ** Tonight, Wednesday, Aug. 16, from 5:30 to 7:30 p.m. An open house will be held from 5:30 to 6 p.m. The presentation will start at 6 p.m.
- ** Location: City of Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction, AZ 85119

A presentation will be shown and ADOT and technical staff will be available to answer questions. Those attending will also be able to provide comments to the study team.

Comments on the study will be accepted through Sept. 15. Comments can be submitted to ADOT in the following ways:

- Mail: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281
- Online: <https://forms.gle/odFEfJDFvspAedzh7>
- Phone: 480.967.1343
- Email: mhayes@logansimpson.com

The purpose of the SR 88 Study is to determine the feasibility of reopening SR 88 to vehicles, identify potential improvements and their cost and improve the resilience of this roadway to future storm events.

ADOT is conducting this study in coordination with the U.S. Forest Service. SR 88 is located within ADOT easement on U.S. Forest Service lands managed by the Tonto National Forest and has been designated as a historic and scenic road and National Forest Scenic Byway.

For those unable to attend, the meeting presentation and study recommendations will be posted to the SR 88 website at: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>

Social Media Post– Next Door Aug. 22

State of Arizona ✓
ADOT Communications Office of Community Relations • Edited 22 Aug

Missed the SR 88 (Apache Trail) Study public meeting? The presentation and study materials are available online
Public encouraged to provide comments by Sept. 15

If you missed the Aug. 16 public meeting for the State Route 88 Study from milepost 222 to 229, a recording of the meeting presentation and other materials are now available on the website: <https://azdot.gov/projects/southeast-district-projects/state-route-88-apache-trail/state-route-88-apache-trail-study-milepost-222-229>.

A recording of the presentation, meeting handouts, exhibits and the draft Design Concept Report (DCR) have been uploaded to provide the public with more information about the study's purpose and need, alternatives evaluated and recommended improvements.

There is still time to provide your comment on the study through Sept. 15 in any of the following ways:

- Online comment form: <https://forms.gle/DeprxRaisMthPc84A>
- Email: mhayes@logansimpson.com
- Phone: 480.967.1343
- Mail: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281



Social Media Post– Next Door Sept. 14

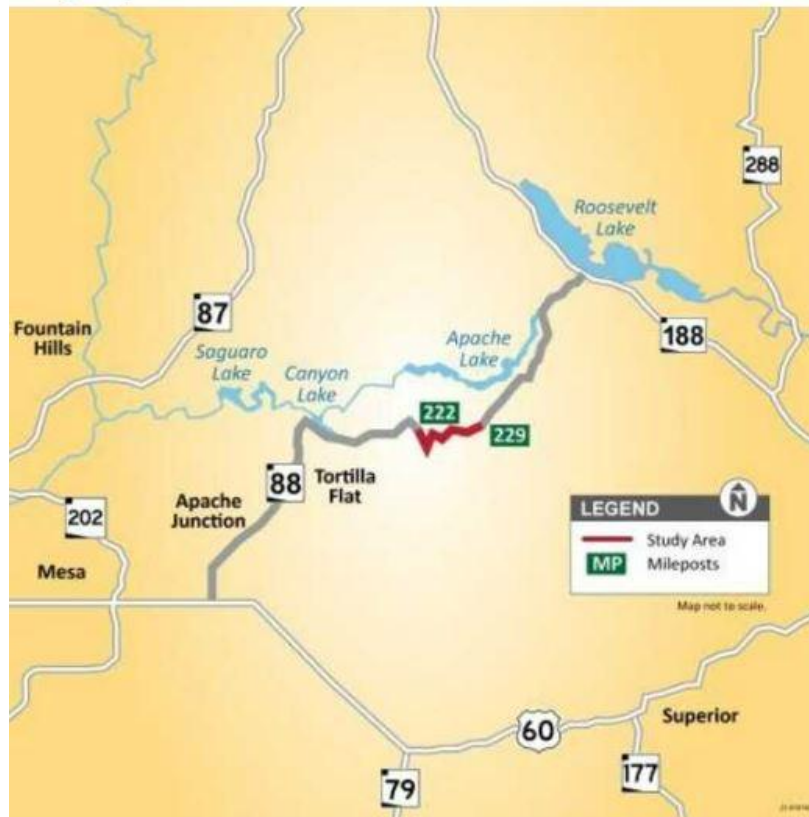
 **State of Arizona** ✓
ADOT Communications Office of Community Relations • 14 Sep

Last chance to comment on the SR 88 (Apache Trail) study
Reminder: Tomorrow, Sept. 15 is the last day to comment

The Arizona Department of Transportation reminds the public that comments on the State Route 88 (Apache Trail) study can be made through tomorrow, Sept. 15, in the following ways:

- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 W. Third St., Suite 450, Tempe, AZ 85281;
- Online comment form: <https://forms.gle/SvVcgGpGbbvjqRhN6>
- Phone at 480.967.1343; or
- Email: mhayes@logansimpson.com.

To learn more about the study visit: <https://azdot.gov/state-route-88-apache-trail-study-milepost-222-229>





**Appendix D
Earned Media**

AZFamily Digital News Article Sept. 1

By [AZFamily Digital News Staff](#)

Published: Sep. 14, 2023 at 7:56 PM MST



TORTILLA FLAT, AZ (3TV/CBS 5) — It's been four years since a fire and then a storm destroyed a 5-mile stretch of state Route 88, up toward Apache Lake. That part of the highway has been closed ever since 2019. But an Arizona Department of Transportation study is working on [a plan to safely reopen the historic road](#). Public comment on ADOT's design recommendations ends Friday.

[Tortilla Flat](#) is a tiny town with a population of six. But thousands of people worldwide pass through [one stop on the Apache Trail every year](#). It's been tough for tourism ever since part of state Route 88 was damaged and shut down. To Katie Ellering – the Apache Trail is more than a highway. It's a historic loop of adventure that's worth preserving and maintaining. "We're the last surviving stagecoach stop on the Apache Trail and now we're the last stop on the trail and we don't want to be known as that. We want the trail to go through," said Ellering. She owns Tortilla Flat.

State Route 88 was created in 1904 to give construction access to workers building the Roosevelt Dam. The narrow, winding road cuts through the Superstition Mountains and parts are unpaved. "There's so much history out in this area. If this road doesn't get open, we don't want it to be gone and lost forever," she said.

The Woodbury Fire in June 2019 burned 123,875, making it the fifth largest wildfire in Arizona's history. A few months later, a storm poured 6 inches of rain onto the fire scar. The runoff and rockslide damaged the road near Fish Creek Hill Overlook to the point it's now impassable. "Car-sized boulders in the road and, you know, the foundation of the road kinda crumbling and washing away," remembered Ellering.

←

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ADOT says it is working to fix that with [a recommendation to pave and widen parts of the road](#), add guardrails and improve the drainage system. The goal is to make the highway resilient to future storms. "This storm did something that no one's ever seen before so that's why it's going to take a lot of work to get this road back in shape so that it is safe for the public," said Garin Groff with ADOT.

In the meantime, detours are available, but Ellering says what used to be a 15-minute drive now takes three hours. There's concern about emergency response time and how long it's taking ADOT to act. "There's definitely a lot of frustration," said Ellering.

ADOT says it will be several years before the road reopens. They say they need to finalize a design plan and secure federal funding. ADOT is accepting public comment through Friday. Comments can be submitted to ADOT in the following ways:

- Email at mhayes@logansimpson.com
- Phone at (480) 967-1343
- Mail to: SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281



Appendix E
Public Comments and Questions

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
8/14/2023	85544	5	Support	I'd just like to voice my support for repairing and reopening SR88. Traveling from Mesa to Apache lake in 1976 after I first moved to AZ an many subsequent trips along that rote in the years since have been very special. As o e of the most beautiful routes in AZ not having this access has been a big loss to residents and visitors in my opinion. I'm currently on a trip out of state or I would make the trip from Strawberry to AJ to attend the meeting.	
8/16/2023	85207	5	Support		
8/16/2023	85207	5	Support	I believe that if the road is opened for 4x4 vehicles first it will help gauge the need for what maintenance/repairs are needed.	
8/16/2023	85119	5	Support	I feel we should get Hwy 88 open again so people can get to Apache Lake without having to go to Roosevelt lake and come down.	
8/16/2023	85258	5	Support	This route is such awesome scenic byway. It should be restored to make it more accessible to tourist and to provide an alternative to travelers who wish to access Roosevelt Lake without taking heavily trafficked routes through Globe or SR 87. I wholly support the recommendations listed above.	
8/16/2023	85207	5	Support		
8/16/2023	85118	5	Support	The area is of ultimate regional importance for tourism. The road must be repaired! It is embarrassing that it has been closed for so long. Please muster all efforts to have it safely reopened.	
8/16/2023	85215	5	Support		

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
				<p>We all live in a society where things are taken from us. Where are we see people on TV who can steal and rob and get away with it. We see insurance companies who don't provide the service we expect after being loyal customers for 46 years. We see children without two parents being robbed of a traditionally nurturing upbringing. We see it all. But in this community, especially Apache Junction we don't have a lot of that here. This is a great community. The world is full of people who will take and rob from you. This area wasn't much different years ago. This area used to be covered with people who would do the same thing. There were horse and cattle thieves. There were miners who used to come out of the mountains with their donkeys and come to the AJ Bayless shopping complex. Taking baths and getting supplies. There were also Native Americans fighting for their rights as freemen in the country that was being taken from them. At that time, modern society labeled them as outlaws. We now have a better appreciation for what they were fighting for because we live here. Those days are long gone and the land is still here. Nearly untouched by man, and through it runs Arizona State Route 88. Mother Nature has robbed us of our only way to experience this amazing place. Wildfires and torrential rains have shown us what they can do to release rock and soil to destroy something that has sustained her appetite for destruction for over 110 years. I am of the opinion, as are many of us are here today, that we should not allow Arizona State Route 88 to be taken from us anymore. We have gotten over 110 years of economic rent from the existing road and it's time to invest in it again.</p> <p>We are civil society. We have the ways and means to create things better than our predecessors. What we have done with earthmoving equipment , GPS, drones filled with computers composite materials and aerial topographic scanning technology would marvel the men whom pulled survey chains and transits up through the endless caverns and rock formations that make up this amazing engineering marvel.</p> <p>This project needs to happen. Apache Trail, State Route 88 at Fish a creek hill and beyond is not only the best access to Apache Lake, which I view as one of the most beautiful lakes, but also a way to see the grandeur of the Apache Trail from Apache Junction all the way to Roosevelt Lake. The endless beautiful views are breathtaking and awe inspiring. I support the need for ADOT to correct what mother nature has taken from us because other things in life are not so easily corrected.</p> <p>I'd like to leave with this one thought from the man for which Roosevelt Lake and Roosevelt Dam are named. And before I do. I'd like to note that the dam was built by Italian Stone Masons using steam driven chisels and drills. As if it wasn't hot enough here already.</p> <p>This is what Theodore Roosevelt said about, the Apache Trail. He was a man who had already traveled the world on ships that many of us wouldn't get on today.</p> <p>This is what he said</p> <p>"The Apache Trail combines the grandeur of the Alps, the Glory of the Rockies, the magnificence of the Grand Canyon and then adds an indefinable something that none of the others have. To me, it is the most awe-inspiring and most sublimely beautiful panorama nature has ever created."</p>	
8/16/2023	85119	5	Support	Thank you for your time.	
8/16/2023	85208	5	Support		

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
8/16/2023	86315	5	Support	We would just love to see this road open so we can get to Apache Lake this way.	
8/16/2023	85215	5	Support	It is a historic trail that helped build Roosevelt dam and the SRP.	Grants or federal funding for scenic by-ways/historic routes. Whats could be written or whats available.
8/16/2023	85119	5	Support	REOPEN THE HISTORIC APACHE TRAIL. The road should have never been closed. It should have been repaired in the first place. Theodore Roosevelt would have never allowed this. "While my interest in natural history has added very little to my sum of achievement, it has added immeasurably to my sum of enjoyment in life." "I recognize the right and duty of this generation to develop and use the natural resources of our land; but I do not recognize the right to waste them, or to rob, by wasteful use, the generations that come after us." Spoken in the words of Roosevelt himself, I think these word still apply today. Reopen the historic road, washboarded, paved, or dirt, I long to share these scenic vistas and the fish creek drainage with my family once again. My father was the batch man for the entire project when the damn was raised, and we would once again love to be able to travel through as a family. Do not take this historic road from the people who enjoyed it most.	What was the outcome of the meeting?
8/17/2023	85118	5	Support	Reasonable access to Apache Lake. One of the most scenic routes in all of Arizona and historical significance.	
8/17/2023	85118	5	Support		
8/17/2023	85224	5	Support	I remember driving this in the late 70's and 80's. very lovely drive. It's part of our history of Arizona.	With all the funding going to other countries, I cant beleave that there is not some type of funding from the Federal Government. To save this old route. It's part of our history of Arizona.
8/17/2023	85215	5	Support		
8/17/2023	85268	5	Support	Many artists have painted at Fish Creek. Miss it!	
8/17/2023	86440	5	Support	Think route is a national treasure. I think the highway should remain dirt as much as possible. Only pave sections to prevent erosion as necessary.	
8/17/2023	85119	5	Support	I agree with the Preferred Hybrid Alternative as a viable option to minimize the impact but have a scenic by-way that will minimize maintenance costs while lessening large storm impacts. I would like to see the road opened as soon as possible but understand there are consequences to our actions if we do not take the time to do this correctly. I have full confidence that ADOT can have a beautiful road built for all to enjoy.	
8/17/2023	85140	5	Support	Moving away from dirt road surface is very important as well as widening the roadway where feasible. Reusing the bridges saves money/time. Ultimately it seems like the hybrid option has the best upgrades to the road while also being economical and timely. As the East Valley continues to explode in population it is important we continue to provide access to some of the best recreational areas Arizona has to offer!	
8/17/2023	85042	5	Support	I would prefer the road be paved and improved all the way to make an alternative route to Roosevelt Lake.	Is there any options for funding?

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
8/17/2023	85119	5	Support	<p>Appreciated the information received at the public meeting in AJ 8/16/23. As someone who used to drive SR88 in the mid 1970s with a pickup pulling either a 4 horse trailer headed to Reeves Ranch or with a boat headed to Roosevelt Lake from the AJ area, I do understand the difficulty of that road, as well as the beauty of the wilderness area surrounding that route. I believe that your outlined 'Preferred Hybrid Alternative' is a perfect solution to reopen the road while maintaining the original flavor of the road.</p> <p>I would hate to see something as drastic and as expensive as 'Alternative 1' would entail. If SR88 were to be widened to 24 feet and covered with asphalt pavement it would destroy too much of the wilderness flavor and allow for way too much traffic which is not necessary for that passage way. If people want to drive a highway type route they can take the 60 out through Miami to either Roosevelt or Apache lakes, or drive up 87 to 188 through Tonto Basin. I no longer would take SR88 for the purpose of getting to either of those lakes, but only to enjoy what views that route offers of the wild lands along the way.</p> <p>The work that is now being done to improve the road surface from the Roosevelt dam to Apache Lake will make it easier for those wanting to reach that lake for boating and recreation. Making a similar road surface from Tortilla Flat to Apache lake would certainly be enough improvement to make traveling that nicer as well. Please don't do anything more than that though, as we still need our alternative roads to connect us to our wild and beautiful desert and mountain areas. These are places that feed the soul, and help us to slow down and appreciate life at a slower pace.</p> <p>There was a mention of the time it would take for regrowth to happen after the destruction from the fire. I wondered if that timeline would correlate with the completion of this study, obtaining financing, final design and conducting of the environmental impact study? Or would all of this commence only after there is evidence of regrowth? As we have seen over the years only the amount of annual rain is going to dictate how much can regrow in our deserts. If we have many years like 2022 in a row we would probably be living in a near jungle rather than a desert, haha.</p> <p>Thank you for allowing input from the public and I wish all involved the best in this endeavor.</p>	
8/17/2023	85212	5	Support	Look forward to this historic road reopened.	
8/17/2023	85210	5	Support	As an Arizona native, we have enjoyed the landscape of this area, it truly is a landmark in Arizona. I think it should be open to the public as it is a historic route in Arizona.	
8/17/2023	85205	5	Support	Desperately needed and long overdue	
8/18/2023	85203	5	Support	Would like you secure funding to open the road.	
8/19/2023	85282	5	Support	I have history with SR88 for 60 years. As a retired Operating Engineer, I don't think the cost of this project will break the funding sources. Let's get it done. Apache Lake is a beautiful place.	
8/20/2023	55438	5	Support	Necessary to get this done ASAP.	
8/20/2023	85284	5	Support	Get it done.	No
8/21/2023	85532	5	Support	Get it done,	
8/21/2023	85142	5	Support	The Apache Trail is a historic road that needs to be repaired and improved. It will open up lots of recreational opportunities at Apache Lake as well. This is one of Arizona's most picturesque areas and it needs better access.	
8/22/2023	85119	5	Support	Sooner the better.	

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8/22/2023	85545	5	Support		
8/22/2023	85119	5	Support	Having this closed has had a serious negative impacted our local businesses and tourism in our community	
8/24/2023	85208	5	Support	My vote would be Alternative #3. I wouldn't really like to see a "paved" and "widened" road at all. By paving and/or widening the road, I think that will bring 10x+ more traffic to the area. For the past 50 years, not everyone dared to take this road. Some would be to squeamish, some wouldn't feel comfortable navigating the dirt road with a 2-wheel drive car. This has kept the road management to a minimum. With the 10x+ more traffic, there will be a lot more repairs to be done every year or so, as it will be heavily traveled.	
8/24/2023	85118	5	Support	It's been years since I have been able to enjoy the drive to Roosevelt Lake on SR88. It is past time to repair and open this historic trail to locals and tourists. Please give this project top priority.	
8/24/2023	85208	5	Support	I really miss driving through those mountains.	
8/24/2023	85257	5	Support	It's very important to repair the 88 for easier access to Apache Lake. It must be done, as it is crucial for customer access.	N/A
8/25/2023	85119	5	Support	Personally, I'm in favor of having the trail paved. I'd like to be able to drive my car (I don't have a four wheel drive vehicle) from Apache Lake to Roosevelt Dam without having to worry about getting stranded by a flat tire. I don't see how paving the road will take away from the history, or the beauty of the area. In fact, it will just allow more people to enjoy this scenic, historic road.	
8/25/2023	85207	5	Support	If dedicated funding is not available-a hybrid plan of toll road/permit pass and public money might be a something to consider	
8/25/2023	85048	5	Support	I think the team looked at all the issues involved in re-opening the road and performed a detailed analysis of each alternative. The selected hybrid option will safely open the road while still minimizing the costs to taxpayers. Great job...and i look forward to using the road again in the near future.	
8/25/2023	97504	5	Support	This hwy is a historic landmark to Arizona and how my grandmother came to the state back in 1942. It is one of my favorite scenic drives that I have taken dozens of times. I want to share it with my children amd grandchildren one day.	What are the potential funding sources from ADOT?
8/25/2023	85929	5	Support	This road is so dear to my heart. Much of my life was spent going back and forth frome Apache Lake and the Valley. This trail is an important part of Arizona history. Don't let it crumble away.	What can we do to reopen this beloved road?
8/26/2023	85935	5	Support	This piece of Arizona's history has to be restored and preserved for all to experience and enjoy. It's a very important part of the story that we have on our state.	
8/26/2023	85143	5	Support		
8/26/2023	85705	5	Support	I am in favor for alternative 3	
8/26/2023	85233	5	Support	Due to the road closure, we have been able to take our boat to Apache Lake.	Will this alternative make it safe to go from Tortilla Flats to Apache Lake with a truck and boat trailer?
8/26/2023	85209	5	Support	Option 3 looks best for all.	
8/26/2023	86335	5	Support	Get it fixed correctly	What's taking so long
8/26/2023	85209	5	Support	We really need this historic road fixed. I'm in favor of alternative 3	
8/26/2023	85286	5	Support	I am in favor of alternative 3.	
8/26/2023	85282	5	Support	I am in favor of alternative 3	
8/26/2023	85213	5	Support	I am in favor of alternative #3	

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8/26/2023	85298	5	Support	I am in favor of alternative 3	
8/26/2023	85281	5	Support	In favor of Alternative 3!	
8/27/2023	85254	5	Support	The hybrid alternative appears to be a good compromise	
8/27/2023	85044	5	Support	Please open the trail	
8/27/2023	85213	5	Support	Whatever it takes to get it open, at least for 4wd	
8/27/2023	85118	5	Support		
8/27/2023	85140	5	Support	This should have been fixed a long time ago. Please fix this road so we all may enjoy our backroad drives. I hate having to drive the long way around.	
8/27/2023	85016	5	Support		
8/27/2023	85016	5	Support		
8/27/2023	85119	5	Support	Long overdue. Get on this and get it done. Thank you	
8/27/2023	78254	5	Support		
8/27/2023	85120	5	Support		
8/27/2023	85388	5	Support		
8/27/2023	85353	5	Support		
8/27/2023	85048	5	Support		
8/27/2023	85251	5	Support		
8/27/2023	85207	5	Support	Call it a 4x4 trail and open it back up.	
8/27/2023	85209	5	Support	I've lived here in this beautiful valley for 8 years. During g that time I've taken many cruises out to Fish Creek outlook, and have even hiked the 2.5 mile trek down the old closed road just to take in the sites and scenery. Wow this state and its history is beautiful. Let's preserve it and allow people to experience the Apache Trail for years to come! Lastly, I would love to be able to hop on the Apache Trail and cruise all the way to Apache Lake and beyond. Please repair and open up the Apache Trail. Thank you for all your considerations.	Would selling permits for travel passage be something to consider to help with current and future cost? I'd be okay with the road continuing to be gated with code access given with permit purchase.
8/27/2023	85208	5	Support	Just make the road passable and get it reopened.	
8/27/2023	85268	5	Support		
8/27/2023	85501	5	Support		
8/27/2023	85205	5	Support		
8/27/2023	85120	5	Support	I use to drive this route 20+ times a year really miss that area	Why has it taken so long to repair a historic rosd
8/27/2023	85044	5	Support		
8/27/2023	85119	5	Support		
8/27/2023	85119	5	Support	This very historic road needs to be fixed	
8/27/2023	85226	5	Support	This is so great! To repair & preserve Arizona history.	
8/27/2023	85326	5	Support	Perform the needed improvements and reopen the road ASAP	
8/27/2023	85205	5	Support	This has been needed for years.	
8/27/2023	85207	5	Support	Repairing this historic road is good for recreational opportunities and tourism. The hybrid alternative seems to be the best in long term and a responsible use of funds.	
8/27/2023	85119	5	Support		

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8/27/2023	85119	5	Support	Please find away to fix the road improvements would be nice but just getting it cleared so there is access to the other lakes without going all the way around. We just had family in from out of state took them to Tortilla Flats and would have loved to take them on the round trip out the trail and back through Gonzalez Pass but skipped the whole thing. Did not want to go out and turn around and didn't want to do the 60 both ways. All the businesses lost our tourism dollars.	Who do we need to write to next to help find the funds for ADOT to fix the road?
8/27/2023	85119	5	Support	Please fix the road	How can I help ADOT find the funds they need to fix the road?
8/27/2023	85119	5	Support	Be nice to drive all the way on SR 88 !!	When would it be done?
8/27/2023	85262	5	Support	I would gladly help in reopening this wonderful road.	Where do I sign?
8/27/2023	85207	5	Support		
8/27/2023	85122	5	Support	Please fix this road	
8/27/2023	85396	5	Support	This is a historic route that needs to be saved, it's a beautiful drive.	
8/27/2023	85120	5	Support	I really love ADOT's hybrid solution	None
8/27/2023	85379	5	Support		
8/27/2023	85120	5	Support		
8/27/2023	85225	5	Support	The Apache Trail is an American landmark and needs to be reopened.	
8/27/2023	85207	5	Support	I would love to see this reopened!	
8/27/2023	85212	5	Support		
8/27/2023	85023	5	Support		
8/27/2023	85201	5	Support	Great choices. Let's make it happen!!	
8/27/2023	85374	5	Support	Please preserve this historic section of road for future generations to come.	
8/27/2023	86040	5	Support	Any way SR#88 can be re-opened...	
8/27/2023	85118	5	Support		
8/27/2023	85387	5	Support		
8/27/2023	85119	5	Support		
8/27/2023	85118	5	Support		
8/27/2023	85120	5	Support		
8/27/2023	85212	5	Support	That was a beautiful drive	
8/27/2023	85142	5	Support		
8/27/2023	85226	5	Support		
8/27/2023	85207	5	Support	Fix and open the road already	
8/27/2023	85215	5	Support	The road damage needs to be repaired and reopened. This is a historic road along with great recreational use all along the route such as hiking, offroading, camping, easier access to apache lake, bird and animal watching, hunting and the list goes on. Also if there is a way to make the road safer to travel and safer from rain washout I believe we need to at least make these minor upgrades at minimum.	
8/27/2023	85295	5	Support	This seems very reasonable and best bang for the buck with a good probability for funding to be found.	
8/27/2023	85120	5	Support		
8/27/2023	85120	5	Support		
8/28/2023	85132	5	Support	Option 3A	Where will funding come from

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8/28/2023	85119	5	Support	Arizona's best resources are often tourist oriented, and mountain ranges like the Superstitions (and the roads to traverse to see them) are a huge piece of these attractions. Continuous maintenance of the roads is essential.	
8/28/2023	85140	5	Support	Please fix and reopen this roadway and an important piece of history	
8/28/2023	85298	5	Support		
8/28/2023	85209	5	Support	I hope the state values this iconic route 88 enough to get it back to a state where people can travel it again. The Apache trail and President Roosevelt, can't get anymore historical that that. It's been a road that many have and still want to travel for the history and get a small feel of what it was like in President Roosevelt's day. Please find the money.	
8/28/2023	85213	5	Support	I don't have money to donate but I do have time to donate.	
8/28/2023	85208	5	Support	Pave it all the way to Lake Roosevelt	
8/28/2023	85226	5	Support		
8/28/2023	85296	5	Support		
8/28/2023	85132	5	Support		
8/28/2023	85120	5	Support	Maybe set up a toll booth and charge a small fee to use road ...?	
8/28/2023	85212	5	Support	Please repair the road.	
8/28/2023	85203	5	Support		
8/28/2023	85207	5	Support		
8/28/2023	85207	5	Support		
8/28/2023	85306	5	Support		
8/28/2023	85207	5	Support		
8/28/2023	85212	5	Support		
8/28/2023	85284	5	Support		
8/28/2023	85345	5	Support	Absolutely time to reopen and improve this historic landmark road in AZ. Used to take all my out of town guests out there to experience the beauty of the area.	
8/28/2023	85249	5	Support		
8/28/2023	85205	5	Support	Doesn't need to be paved. Can remain dirt, but if paving is easier to fix the road the ok.	How can we get funding. The state has money vintage reserve. Maybe a historical designation would allow federal money to be used.
8/28/2023	85382	5	Support		
8/28/2023	85207	5	Support	Need to restrict travel. I followed a full size mobile home almost the whole way three years ago. It hit and scraped on the rock ledges and had a lot of trouble turning at the bridge. It should never have been on that road	Maybe add a small toll to help pay for road up keep and to prevent oversized vehicles from starting the trip
8/28/2023	85118	5	Support	I hope this is able to be done. It would be great to keep it as close to original as possible for the history of it.	
8/28/2023	85119	5	Support	I was unable to attend the meeting because I am in the Midwest visiting, but I did watch the video presentation, which was an excellent job of describing the current conditions and possible future projects in this area. The Hybrid Alternative is a excellent choice for this area, considering that it's a low traffic count and would minimize the issues that come with dealing with several agencies, which always extends the projects length for projected start dates.	I might've missed it in the video. Did you on the drainage Area against the upslope side on fish creek hill mention what type of material would be in the V ditch? Hopefully, it would have some kind of permanent material like asphalt or concrete, which would make minor rock fall easier to remove, and also would eliminate the erosion of material prior to reaching the culverts that would go under the road bed.
8/28/2023	85119	5	Support	This is Historic road but also the main way we travel to Apache and Roosevelt Lake. I am local to Apache Junction and would like to continue to enjoy the road and lakes.	
8/28/2023	85122	5	Support		

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8/28/2023	85207	5	Support	Let the public know what you need. Public can come together like they do for cleaning the river.	
8/28/2023	85138	5	Support	Please open it is very difficult to get to Apache Lake without the road being repaired	
8/28/2023	85120	5	Support		
8/28/2023	85118	5	Support	This is an amazing drive through some unique AZ desert. Needs to be visited.	We need to get this done sooner than later.
8/28/2023	85120	5	Support		
8/28/2023	85283	5	Support	88 is a big part of the history of Arizona. People visiting Arizona and Arizona natives are amazed the first time they take the drive through fish creek hill. I'm 69, my dad took me through there when I was 12 and I have driven many others through on the Arizona thrill ride.	What would be the most effective way to secure funding for this project?
8/28/2023	85296	5	Support	I support alternative 3a. We would like to see the road open ASAP	
8/28/2023	85234	5	Support	We want SR 88 open for easier accrss to fishing and bird watching in the area! Alternative 3A must be a priority!	
8/28/2023	85118	5	Support		
8/28/2023	85008	5	Support		
8/28/2023	85387	5	Support		
8/29/2023	85355	5	Support	I just want the road opened asap	
8/29/2023	85251	5	Support	The road was once used to build the dam ? If the feds were to need it to work on the dam, would they cover the road repair ?	
8/29/2023	85140	5	Support		
8/29/2023	85120	5	Support	I am an artist and would love to see the road open again. Fish creek hill ha always been a nightmare especially meeting trucks with big boats. So widening a bit should help more boaters and bring. More tourists to the area. Wildlife sightings and vegetation identification areas would be great.	
8/29/2023	85110	5	Support		
8/29/2023	84302	5	Support		
8/29/2023	85023	5	Support	A	A
8/29/2023	85016	5	Support	We need to preserve our history we've lost to much	
8/29/2023	85303	5	Support	This drive is as majestic in many ways as Sedona, or Zion Nat'l Park. My wife & I hope to do it again some day. Perhaps a usage fee could help repay the costs.	
8/29/2023	85207	5	Support		
8/29/2023	85118	5	Support		
8/29/2023	85142	5	Support		
8/29/2023	85338	5	Support	Historic road should be saved.	
8/29/2023	85142	5	Support	I would love to see that beautiful road reopened especially to Apache lake.	
8/29/2023	85234	5	Support	PLEASE OPEN THE ROAD BACK UP TO Apache Lake!	
8/29/2023	85208	5	Support		
8/29/2023	85120	5	Support		
8/29/2023	85120	5	Support		
8/29/2023	85208	5	Support		
8/29/2023	85213	5	Support	I will take any option that gets the trail reopened. I love the trail and have missed it.	

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8/29/2023	85143	5	Support		
8/29/2023	85119	5	Support	Fix it, even just leave it dirt, but clear it and open it.	
8/29/2023	85028	5	Support	I totally support the opening of the Apache Trail. I suggest that these options be prioritized. Chip seal is nice for dust control but the road existed without it before. Asphalt on the steep sections is questionable. Add a layer of loose dirt and it gets slippery and being on the north face of the Canyon will invite freezing rain and snow in the winter. All other proposed improvements seem reasonable.	
8/29/2023	85338	5	Support		
8/29/2023	85254	5	Support		
8/29/2023	85225	5	Support	Please fix the road, it's so pretty and I'd like to take the full road to Apache lake	
8/29/2023	85296	5	Support	Make it a tow road, \$5.00, from trailhead to fish creek Bridge. Set one way traffic, 1 hour up 1 hour down or similar.	
8/29/2023	85143	5	Support	<p>Thank you for the opportunity to voice my thoughts on the SR88 restoration project. I appreciate the opportunity very much.</p> <p>I am a third generation Arizonian and grew up going to Apache lake with my parents/grandparents/aunts/uncles/cousins, my family and friends for over 55 years. I realize that ADOT must consider safety improvements to SR88 (Fish Creek Hill) and I am in total favor of repairing it and reopening it because of the scenic beauty and historical importance it represents. However, I must say that , for selfish reasons, it was because of the difficulty of traversing the road that kept many "tourists" away from Apache Lake, which kept it more pristine and available for us locals. With this being said, I hope that ADOT takes the most minimal approach to restoring this route for this reason.</p> <p>As an experience, I loved going down Fish Creek hill and having to look ahead to work with other drivers so we all could negotiate the hill safely and courteously. Of all the times going up there (probably around 100 times), I never experienced "road rage", only courteous drivers looking out for everyone.</p> <p>With this being said, I ask, as a 3rd generation native from Arizona, that you please find funding for this project so you can move forward with it, so I and the rest of Arizonians can once again experience a fantastic drive up to Apache Lake and the Reavis Ranch area.</p> <p>If anyone is interested, I probably have numerous pictures and videos of trips up and down Fish Creek hill and the area.</p> <p>Feel free to contact me if I can help in any way.</p> <p>Thank You,</p> <p>Lane Darling San Tan Valley Arizona 480-383-3946 ems.inaz@yahoo.com</p>	<p>I have reviewed the multiple alternatives that have been proposed for repairing SR88 (Fish Creek hill). I would prefer the "chip-seal" surface an all areas and do not think asphalt needs to be used on the steeper areas (native dirt/gravel worked great for 100 years!). Also, how does ADOT plan on deciding which alternative they will pursue? Do residents/voters/native arizonians have a vote or say on which alternative they implement?</p> <p>Overall, I just want the trail/road repaired so we all can enjoy the area again. I hope ADOT and Tonto National Forest and any other state/federal agency associated with the area will also do public service announcements/placards/signs/flyers, ect. that will inform visitors of the fire danger, safety issues and cleanliness requirements for keeping the area clean, safe, and preserved for the next 100+ years.</p>
8/29/2023	85207	5	Support		
8/29/2023	85351	5	Support	Let's do it.	
8/29/2023	85286	5	Support	Make it 4x4 and relatively high vehicle access only like before.	

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8/29/2023	85207	5	Support		
8/29/2023	85204	5	Support		
8/29/2023	85016	5	Support	I would actually prefer Alt1. (The most long term solution) but the Hybrid seems like a good compromise.	
8/29/2023	85119	5	Support	It is very important to restore access through to Roosevelt lake as access to the recreation sites is very important. Finding a funding source should be prioritized.	
8/29/2023	85207	5	Support	Recommend alternative 3A	
8/29/2023	85207	5	Support	That is a very scenic road and we need to reopen this road.	
8/29/2023	85338	5	Support	Getter done	
8/29/2023	85388	5	Support		
8/29/2023	85282	5	Support	People visit Arizona to view some of our country's most unique and beautiful landscapes. The Apache Trail provides a memorable and unique experience for locals and tourists alike and should be restored	
8/29/2023	85207	5	Support	The trail is a vital part of our history and tourism we need to get it back open.	
8/30/2023	85143	5	Support		
8/30/2023	85207	5	Support	I like the Hybrid Alternative	
8/30/2023	85120	5	Support		
8/30/2023	85263	5	Support		
8/30/2023	85212	5	Support		
8/30/2023	85119	5	Support	Open it for off road use	
8/30/2023	85213	5	Support	Just get it open!	
8/30/2023	85206	5	Support	This is a scenic wonder and needs reopened!	
8/30/2023	85143	5	Support		
8/30/2023	85032	5	Support		
8/30/2023	85257	5	Support	It would be a loss to close down this historic trail.	How long would the improvements take once funding is available.
8/30/2023	60172	5	Support		
8/30/2023	85206	5	Support	Let's get it done!	How about make it a toll road ? 2\$ a car?
8/30/2023	85295	5	Support	This is not only a much more direct route, but a piece of AZ history to be preserved.	
8/30/2023	85207	5	Support	Please re-open this road.	
8/30/2023	85295	5	Support	I think that it is vital that SR88 be reopened. Current alternative routes to SR188 have resulted in significant increases in transporation time and expense. I agreee with implementing ADOTs alternative 2 proposal.	
8/30/2023	85143	5	Support		
8/30/2023	85120	5	Support		
8/30/2023	85381	5	Support		
8/30/2023	86333	5	Support		
8/30/2023	85206	5	Support		
8/30/2023	85225	5	Support	I support alternative 3A. We would like to see the road open ASAP	How soon can this happen?
8/30/2023	85743	5	Support		
8/30/2023	85704	5	Support		
8/30/2023	85224	5	Support		

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8/30/2023	85212	5	Support	I support alternative 3A. We want the road opened back up ASAP!	
8/30/2023	85120	5	Support	Open the damn road	Get the money from Biden DOT
8/30/2023	85140	5	Support		
8/30/2023	85120	5	Support	We need to get that road open, safe and sustainable.	
8/30/2023	85142	5	Support	Love the Apache Trail it's a piece of AZ hx	
8/30/2023	85234	5	Support	I support opening the road to Apache lake ASAP	
8/30/2023	85140	5	Support	This is a fantastic lake that is not allowing Phoenix metro boaters and campers a simple way there. It takes double the time to go around. This lake community needs this road!!	
8/30/2023	85207	5	Support		
8/30/2023	85207	5	Support	3a	3a
8/30/2023	85032	5	Support	PLEASE select an option that can withstand furtive fires, floods, etc. Alternative 3 (least resilient) would be a disaster and a waste of time and money. Think of the future not the next couple of years. Thank you.	
8/30/2023	85132	5	Support		
8/30/2023	85019	5	Support		
8/30/2023	85120	5	Support	Would really like this open again to cut my drive time down to the lake.	
8/30/2023	85296	5	Support	I would like to see as much as possible remain dirt. It is a historic trail.	
8/30/2023	85257	5	Support		
8/30/2023	85118	5	Support	Keep it primitive	
8/30/2023	85048	5	Support		
8/30/2023	85747	5	Support	I support this very much. Please open the road	
8/30/2023	85119	5	Support		
8/30/2023	85140	5	Support		
8/30/2023	85553	5	Support	Road needs to be reopened	
8/30/2023	86205	5	Support		
8/30/2023	85207	5	Support	Leave all dirt, no chip seal	
8/30/2023	85396	5	Support		
8/30/2023	85041	5	Support		
8/30/2023	85737	5	Support	Road repair is simply a must when you consider it's one of the oldest roads and most scenic roads in AZ. This road should be available to everyone seeking the beauty and history of AZ. as well as having a more direct path to adventure at the Apache Lake Resort and Marina. Shameful that it's taken this long!	
8/30/2023	85374	5	Support		
8/30/2023	85749	5	Support		
8/30/2023	85203	5	Support		
8/30/2023	85212	5	Support		
8/30/2023	85207	5	Support	To open road yes	
8/30/2023	85209	5	Support	Want to see 3 a open asap	
8/30/2023	85307	5	Support		
8/30/2023	85301	5	Support	3a I would like to see the road open asap and retain the wild and scenic atmosphere it did before the closure.	

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8/30/2023	85207	5	Support	Please re-open this historic and scenic pass in some of the most beautiful land around. Both recreation and commerce will see benefits from doing so.	
8/30/2023	85233	5	Support		
8/30/2023	85210	5	Support	It was nice to have it, rustic and difficult to use.	
8/30/2023	85213	5	Support	I've lived here for nearly 30 years. This road should be fixed due to the iconic history associated to it!	
8/30/2023	85203	5	Support	Please fix this road	
8/30/2023	85139	5	Support		
8/30/2023	85395	5	Support		
8/30/2023	85119	5	Support	Some of my favorite memories from my childhood are from time spent on the Apache trail with my grandfather. He has since passed, and I would love the opportunity to relive some of those memories, and create more with my future children, like my grandfather was able to do with me.	
8/30/2023	85234	5	Support	Fix the road	
8/31/2023	85308	5	Support		
8/31/2023	85032	5	Support	This needs to be made a priority since it has been ignored for so long.	
8/31/2023	85553	5	Support	Historically valuable roadway	
8/31/2023	85209	5	Support		
8/31/2023	85233	5	Support	Please preserve Arizona's historic and most scenic road.	
8/31/2023	85298	5	Support	The road is important to outdoor recreation for the E Valley region and for individuals seeking outdoor enjoyment be it off-roading, touring, camping, biking, hiking. I have used the road often and would love to see it repaired	None at this time.
8/31/2023	85119	5	Support		
8/31/2023	85209	5	Support		
8/31/2023	85120	5	Support		
8/31/2023	85140	5	Support		
8/31/2023	85254	5	Support	Like that road to Tortilla Flats a lot. It's a great ride!	
8/31/2023	85207	5	Support	The sooner the better!	
8/31/2023	85207	5	Support	This should have been repaired already. It is too long of a drive around.	
8/31/2023	85207	5	Support	Support alternative 3	Why can't we do a little repair without building a 54 million dollar road AZ doesn't want
8/31/2023	85120	5	Support		
8/31/2023	85653	5	Support		
8/31/2023	85119	5	Support	Please open it up!!!! I started visiting AZ in 2011. Every year I drove over the trail!! It is an awesome drive with such beautiful scenery and overlooks. Please please fix it!!!	
8/31/2023	85653	5	Support	If reconstructed I and many of our friends will travel along that roadway. I have used the fish creek roadway going back over 45 years and miss using it, and have since was closed down.	
8/31/2023	85209	5	Support		
8/31/2023	85120	5	Support	What ever it takes to reopen the road would be lovely.	
8/31/2023	85032	5	Support	Do not know what the hybrid alternative is but you should look at the history of the original Road built and ask yourself this question how is it 200 men and 300 mules can build, what we cannot today	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
8/31/2023	85119	5	Support	Been through many times till closed	When will it be project
8/31/2023	85248	5	Support		
8/31/2023	85205	5	Support		
8/31/2023	85205	5	Support		
8/31/2023	85042	5	Support	Least amount to fix it	Way too much money but that's government
8/31/2023	85212	5	Support	It's time to reopen this beautiful road.	
8/31/2023	85087	5	Support		
8/31/2023	85541	5	Support	We live on Sr188 and see the daily traffic from Phoenix to Roosevelt Lake. Although a through way as Sr88 would provide would not be suitable for all of the traffic, it would reduce the traffic on Sr87 and Sr188 significantly. I expect that could justify some priority for opting where general funding could go. Given that improvements are underway or completed on the section of Sr88 between Roosevelt Lake and Apache Resort, it would seem reasonable to restore the damaged section.	Is there an estimate of the costs for this project?
8/31/2023	85209	5	Support		
9/1/2023	85208	5	Support	Repair of Apache Trail/SR 88 is vital to recreation and commerce!	
9/1/2023	85143	5	Support		
9/1/2023	85302	5	Support	Landowners/businesses along SR 88 have, for years, in good faith, paid taxes that support continued maintenance of this public use roadway. Without this access route, many of these landowners/businesses have had detrimental financial burdens placed on them. In exchange for the past tax money supporting SR 88 collected by the State of Arizona, the obligation to reopen SR 88 is obvious.	
9/1/2023	85119	5	Support		
9/1/2023	85929	5	Support		
9/1/2023	85120	5	Support		
9/1/2023	85119	5	Support	NA	NA
9/1/2023	85120	5	Support		
9/1/2023	85119	5	Support	The historic Apache trail deserves to be restored. While it may not have been adot's fault that the road was destroyed, the road is still adot's responsibility. You earn millions of dollars off the citizens for petty traffic violations. You have the money to fix the road and restore access to Apache lake.	
9/1/2023	85205	5	Support		
9/1/2023	85119	5	Support		
9/1/2023	85207	5	Support		
9/1/2023	85022	5	Support		
9/1/2023	85143	5	Support	High priority as a historical landmark	
9/1/2023	85224	5	Support	I moved out here years ago from the east coast. Rt 88 was one of the first drives i took. It is amazing. Nowhere else in this state can you get the views, the wildlife, the solitude. It is almost spiritual. Please find a way to repair this iconic road. Thank you.	
9/1/2023	85295	5	Support	It's been too long. Open it back up!!	
9/1/2023	85730	5	Support	Only if it is properly maintained.	
9/1/2023	85118	5	Support	A3	
9/1/2023	85233	5	Support	I'd love to see state route 88 fixed I really mis going to Apache lake	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/1/2023	85209	5	Support		
9/1/2023	85,204	5	Support		
9/1/2023	85118	5	Support		
9/1/2023	85281	5	Support		
9/1/2023	85120	5	Support	Please do something to reopen this beautiful scenic drive.	
9/1/2023	85395	5	Support	I support, this initiative, I also suggest that the Arizona department of transportation should step up and fund this project immediately. You have taken away a recreation area and put businesses out of business by delaying this project.	
9/1/2023	85144	5	Support		
9/2/2023	85209	5	Support		
9/2/2023	85295	5	Support		
9/2/2023	85120	5	Support		
9/2/2023	85375	5	Support	I enjoy riding my motorcycle on this route and the 7 miles that the road is closed is probably one of the most scenic areas in this beautiful state. Keeping it open should be a high priority to the state and it's public. I like the idea of keeping it similar to how it has been but improving its odds in the event of additional monsoonal events.	
9/2/2023	85302	5	Support	When will they have the construction complete?	
9/2/2023	85710	5	Support		
9/2/2023	85120	5	Support	A more cost effective and faster option would be just to leave the road as maintained DIRT road.	
9/2/2023	85304	5	Support	Absolutely YES! Beautiful gorgeous area that the public should continue to have access to, tho I prefer gravel to keep the traffic down, the thought of chip sealing for better access for motorcycles is exciting!	
9/2/2023	85205	5	Support		
9/2/2023	85120	5	Support	The above plan is a good compromise and benefits both tourism and local use.	None
9/2/2023	85213	5	Support		
9/2/2023	85207	5	Support	3A is my preferred option. Please reopen as soon as possible.thank you	
9/2/2023	85207	5	Support	Whatever we need to do to get it opened and make it safe for vehicles for years to come	
9/2/2023	85205	5	Support	SR 88 needs to be restored to traffic.	
9/2/2023	85286	5	Support		
9/2/2023	32837	5	Support		
9/2/2023	85205	5	Support	Would rather have pavement the whole way	#1
9/2/2023	85119	5	Support	Fix the road	
9/2/2023	85143	5	Support	Get it done. It's important!	
9/2/2023	85024	5	Support		
9/2/2023	85044	5	Support		
9/2/2023	85142	5	Support		
9/2/2023	85205	5	Support	I miss this ride as well as access to the lake and businesses, camping etc!	
9/2/2023	85120	5	Support	I would really like #1 ... But would settle for 3a	
9/3/2023	85139	5	Support	Fix it	
9/3/2023	85120	5	Support	I'm in support of option 3	

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9/3/2023	85207	5	Support		
9/3/2023	85544	5	Support	Fond memories of going to Apache Lake for many years, young and older...	I know the weather has effected the road being repaired... will it ever be repaired?
9/3/2023	85203	5	Support	I miss going that way it was such a remarkable drive I had with my father every weekend when we went to the lake for the weekend	
9/4/2023	85747	5	Support		
9/4/2023	85085	5	Support		
9/4/2023	85254	5	Support	Would love to see an improved road!	
9/5/2023	85209	5	Support	Been traveling that road for generations!	How and why
9/5/2023	85254	5	Support	Please fix the Apache Trail so we can take our guests through a unique Arizona experience!	
9/5/2023	98002	5	Support	I believe access is important to visitors who appreciate and respect the area. If it were open to passenger vehicles only and not commercial and RV, maybe it could save on construction costs.	
9/5/2023	85254	5	Support	I support initiative 3a. We would like to see this road open asap.	
9/5/2023	85006	5	Support	Repair asap ..open road asap	Please open road asap.
9/5/2023	85712	5	Support	Do it!	
9/5/2023	85205	5	Support	Yes	
9/5/2023	85653	5	Support	I support alternative 3A	
9/5/2023	85118	5	Support		
9/5/2023	85396	5	Support	Improvement will generate recreation opportunity and revenue for our communities.	None
9/5/2023	85741	5	Support	Access to Apache junction from Apache lake is absolutely necessary. There needs to be an alternative route in case the road gets blocked off by way of the Rosevelt side.	
9/5/2023	85741	5	Support	Looking forward to the road being fixed.	N/A
9/5/2023	85298	5	Support	Fix the road so it won't have to keep repeating the repairs over and over.	
9/5/2023	85215	5	Support		
9/5/2023	85715	5	Support	As long as it gets reopened and the state pays for it ,with some upgraded paved parts sounds better then nothing.	Get it done already.
9/5/2023	85206	5	Support	Not open to paving.	
9/5/2023	85086	5	Support	I like your proposal for rehabilitation to reopen. Someday I would like to drive this entire road! Twice I have been as far as where the pavement ends.	
9/5/2023	85209	5	Support	A part of AZ history!!!	
9/5/2023	86234	5	Support	Would love to see this open again. It hinders beautiful views being closed and easy access to Apache lake!	
9/5/2023	85282	5	Support		
9/5/2023	85120	5	Support	The road closure has gone on for to long. This road is valuable for recreation and tourism.	Are you working with our senators and congressmen to get funding?
9/5/2023	85396	5	Support	Great road to drive for scenery	
9/5/2023	58118	5	Support		
9/5/2023	85353	5	Support		
9/5/2023	85144	5	Support	I like ADOTs plan 33.3 million	

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9/5/2023	85209	5	Support	This is a great drive enjoyed by locals and out of state visitors. A great representation of AZ's beauty.	
9/5/2023	85296	5	Support	Badly needed for recreation access.	
9/5/2023	85142	5	Support		
9/5/2023	85351	5	Support		
9/5/2023	85338	5	Support	Not acceptable	
9/5/2023	85139	5	Support	This is an extremely important road for our lakes, tourists, the history of the trail, etc.	Will the road be held in a high priority to repair if damaged after repairs are done?
9/5/2023	85048	5	Support	Pave the dirt road to Apache and clear the road that goes behind Canyon Lake - Please!!	
9/5/2023	85355	5	Support	Please do whatever is necessary to preserve this historic motorway	
9/5/2023	85033	5	Support	As a handicapped person, that road was my pathway to the Arizona wilderness.	
9/5/2023	86040	5	Support	Lived at Apache Lake (Waterdog) for 3 years in the mid-80's . Is a beautiful area. Needs to be shared with all.	
9/5/2023	85259	5	Support	I support the idea of improving surfaces to provide safe access to the lakes for recreational activities. It would cause an increase in all traffic flow... but, that's happened since cars were introduced and some roads have been a bigger pain and hassle than others. However, if the lakes and marinas were built with the intent of providing recreational access, it should be done safely and without excessive damage to vehicles.	
9/5/2023	85340	5	Support		
9/5/2023	86005	5	Support	It needs to be made whole and preserved for posterity!	
9/5/2023	85119	5	Support		
9/5/2023	85382	5	Support	I vote for option 3A. Spend money clearing & reinforcing but leave the road dirt. It's historically a dirt road & paving it would diminish its character.	
9/5/2023	85388	5	Support	Please repair the road. This is a well used historic route within AZ.	
9/5/2023	85212	5	Support	ADOT's preferred hybrid makes good sense.	
9/5/2023	85085	5	Support	This is a historical road that is important to the citizens of Arizona' snd needs to be reopened	
9/5/2023	85132	5	Support	Please get these repairs budgeted and started as soon as possible. Thank you!	
9/5/2023	85353	5	Support	I support alternative 3A and would like the see the road open again.	
9/6/2023	85140	5	Support	I took this drive years ago, when my boys were little. 3 lakes in an afternoon. Now at 19 & 17 they want to do it again.	
9/6/2023	85142	5	Support		
9/6/2023	85296	5	Support		
9/6/2023	85207	5	Support		
9/6/2023	85123	5	Support	I don't understand how the two most highway improvements in the state cannot get funded SR88 and I-10 Casa Grande to Chandler. When i-10 improvements have been nonstop on I-10 through Tucson since I transferred to AZ 25 years ago. Not only that but funding for the most recent extension of the 202 seemed to happen overnight.	
9/6/2023	85119	5	Support		
9/6/2023	85142	5	Support	Please fix the road	Nope

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9/6/2023	85143	5	Support	This route needs to be repaired & reopened for the benefit of all citizens. Teddy Roosevelt would approve of that.	
9/6/2023	85207	5	Support	Access for handicapped people!	
9/6/2023	85303	5	Support	No	No
9/6/2023	85282	5	Support	One of the most scenic pieces of highway in America. My family have been traveling the Apache trail since 1963.	
9/6/2023	85120	5	Support	Crucial for tourism	Why has this taken so long?
9/6/2023	86120	5	Support		
9/6/2023	85249	5	Support		
9/6/2023	85296	5	Support	I like option #1. The hybrid option seems reasonable and efficient.	Time frame to complete options once approved
9/6/2023	85139	5	Support		
9/6/2023	85553	5	Support	Please restore this historic section of SR 88 in one of the most scenic areas of our state.	
9/6/2023	85260	5	Support		
9/6/2023	85120	5	Support		
9/6/2023	85119	5	Support	Really want this reopened	
9/6/2023	85120	5	Support	repair road removing rock slide	
9/6/2023	85208	5	Support	This is the most beautiful road to travel in Az	
9/6/2023	852"3	5	Support	Keep history ALIVE	
9/6/2023	85212	5	Support		
9/6/2023	85635	5	Support		
9/6/2023	85212	5	Support		
9/6/2023	85028	5	Support	Still looking for a su alternative to the chip seal and pavement. I have serious safety concerns about paving the steep sections as sand and freezing rain could make for slippery conditions.	
9/6/2023	85295	5	Support		
9/6/2023	85120	5	Support	Our hiking group feels it is very important to upgrade and reopen this historic road. Our group does extensive hiking in the Superstition Wilderness and Tonto National Forest. Since this area is now closed to vehicular traffic, many of the hikes in the area are no longer accessible. Also, the scenery along the closed segment is spectacular and needs to be available to the public.	The hybrid version seems to address the short term and long term goals of the roadway.
9/6/2023	85388	5	Support		
9/6/2023	85735	5	Support		
9/6/2023	85213	5	Support	I support option #3A to open the road NOW and word towards the preferred Hybrid Alternative.	
9/6/2023	85282	5	Support		
9/6/2023	85140	5	Support	This roadway is significant in the history of the development of the Phoenix Area and should be restored to allow vehicles to drive it.	
9/6/2023	85213	5	Support		
9/6/2023	85213	5	Support	We need this historic route restored!	
9/6/2023	85208	5	Support		

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9/6/2023	85032	5	Support	Please fix the road and find funding.	Why is there no funding for this project?
9/6/2023	85284	5	Support	It would be nice to be able to drive SR 88 to Apache Lake again	
9/6/2023	85202	5	Support	It would be great to get this roadway open again. Such a wonderful view and excellent drive. Please get this done!	Is there a better way to limit vehicle weight restrictions for this roadway. Limited to two axel or less so that weight doesn't become a factor for damaging the roadway.
9/6/2023	85027	5	Support	This is an urgent project to support Apache Lake Resort	
9/6/2023	61554	5	Support	Let's get the road open. It's a beautiful ride and everybody I talk to agrees.	
9/6/2023	85260	5	Support	get it done	no
9/6/2023	85119	5	Support	The trail is a rare gem in the superstitions rich with history beside the fact that it's a tourist attraction that the far east valley really benefited from. I would dearly love to see it reopened.	
9/6/2023	85710	5	Support	Needs to be fixed asap alternative 3A would be best	
9/6/2023	85142	5	Support		
9/6/2023	85215	5	Support	Clear the road add a couple wider spots , since most visitors don't know uphill has the right away. Don't pave it, keep it historically correct.	
9/6/2023	85730	5	Support		
9/6/2023	85296	5	Support	This route is sorely needed	
9/6/2023	85532	5	Support		Why did you guys take the stoves out you guys should let people know before they purchase rooms ! Other then that We loved our stay this was the 23rd reunion for our family and we loved getting the old side but it's just not the same anymore
9/6/2023	85224	5	Support	This road is very important to Arizona. Generations have owned and operated Apache Lake Marina and generations of mine have visited and appreciated the wonder of Apache Lake. The other road is very treacherous and most people are excluded from the experience because of it. This is a landmark of beauty and a pride of our state, as is route 88.	When can we hope for opening of this important road. We hope to marry at Apache Lake in honor of my late father and our family could not drive there the other way. We can wait, but how long?
9/6/2023	55301	5	Support	3A would be our preferred choice. Repairing SR88 would make it so much easier to access Tonto National Monument and Punkin Center. We spend our winters in Apache Junction and miss traveling the road to the Dam.	When could the repairs begin?
9/6/2023	85234	5	Support	A lean hybrid option would open the road and help prevent future issues, while controlling costs. I would be interested in a RFP.	
9/6/2023	85373	5	Support	As a native from Phoenix, my friends and I water skied and camped at Apache Lake Every Weekend from 1992 to 1995. As a young adult, from the age of 24 to 27, I learned about the history of Tortilla Flats, enjoyed the Arizona lake and wildlife, and have many memories of learning where my tires were by driving Fish Creek Hill. We were even in the next camp over when the bobcat tried to drag a toddler away (but was saved by his parents...look that story up!) Please restore Fish Creek Hill	
9/6/2023	85304	5	Support	Love the Apache Trail, it's one of my family's favorites drives in Arizona.	
9/6/2023	85629	5	Support	It is necessary beautiful place is worth the investment	Why did they stop the finding
9/6/2023	85120	5	Support		
9/6/2023	85142	5	Support	Get it done	Why postpone this any longer ?
9/7/2023	85118	5	Support		
9/7/2023	85119	5	Support		

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/7/2023	85308	5	Support	The roadway is critical for those people wanting to hike, camp, and recreate including access the apache lake	The State of Arizona has ignores this closed section of roadway for too long. With an excess money left over in the budget and a robust economy, it's time to complete this necessary work
9/7/2023	85142	5	Support	The hybrid seems to address major challenges with minimal impact for cost and natural resourfes	
9/7/2023	85040	5	Support		
9/7/2023	85008	5	Support		
9/7/2023	85545	5	Support		
9/7/2023	85262	5	Support		
9/7/2023	85206	5	Support	This is a crucial connection along pristine AZ wilderness, a tourism attraction and of historical cultural significance and needs to be reopened ASAP!	
9/7/2023	85120	5	Support	I like project number three	We definitely need the Apache Trail to be fully open again
9/7/2023	85118	5	Support		
9/7/2023	85308	5	Support		
9/7/2023	85205	5	Support		
9/7/2023	85015	5	Support		
9/7/2023	85233	5	Support		
9/7/2023	85019-1116	5	Support		
9/7/2023	85190	5	Support	The Apache Trail is a significant part of Arizona history and current Arizona tourism. As a designated Historic Highway it MUST be open for public use. I don't agree with any road paving, however, if this gets the road open then I'm all in. My business is the last remaining stagecoach stop along the Apache Trail and one of last remaining stagecoach stops still in operation in the country! This road closure has had an extremely negatively impact on my business.	Why hasn't funding been addressed yet? Why go through all the work of completing feasibility studies if there has been no action taken to secure funding or even get a conversation started regarding funding? The delay in funding is not an acceptable "excuse" as to why the repairs are not moving forward. If you would allow those who truly care about this historic road to participate in solutions we would be a lot further along than where we are now.
9/7/2023	85204	5	Support	I miss having this road open. Lets do what we can to get it back open.	
9/7/2023	85742	5	Support	Option 3 preferred. Please reopen as soon as possible	
9/7/2023	85054	5	Support	Option 1. - all in. Do it right. This route is a major draw and tourist attraction. Treat it like the incredible asset that it is ! No price is too much	
9/7/2023	85710	5	Support		
9/7/2023	85142	5	Support	Fix the road! Too much important history to ignore. And it's amazing	Charge additional fees to keep bad peeps out
9/7/2023	85283	5	Support		
9/7/2023	85715	5	Support	We support Apache lake	Dose 5 better than 1
9/7/2023	85224	5	Support		
9/7/2023	85205	5	Support	3A	3A
9/7/2023	85257	5	Support		
9/7/2023	85704	5	Support		
9/7/2023	85208	5	Support		
9/7/2023	85715	5	Support	I support 3A	
9/8/2023	85226	5	Support	Get the funding for the entire project through a tax on alcohol tax of \$0.25 per alcohol beverage sold at Tortilla Flats, and \$0.25 at Canyon Lake marina, also \$0.50 at Apache Lake marina. If that isn't enough add \$0.10 for all of Apache Junction.	Would it be cheaper to build a bridge out from the rock face, or blast the rock face back 30 feet to make room for 2 way traffic?
9/8/2023	85035	5	Support		

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/8/2023	85120	5	Support	We need to preserve the historic Highway 88. A 2 lane road would be more safe.	Can we get money from Bidens infrastructure program?
9/8/2023	85119	5	Support	This is an important historical road as well as an important part of tourism in the area.	
9/8/2023	85553	5	Support		
9/8/2023	85207	5	Support		
9/8/2023	85248	5	Support		
9/8/2023	85207	5	Support	The hybrid plan is fine but any economical plan would be great. This road has been closed way to long.	
9/8/2023	85122	5	Support	sounds great	
9/8/2023	85127	5	Support	I have travelled this beautiful road many times. I was saddened for the fire and to hear of subsequent damage to my favorite rout in AZ.	
9/8/2023	85138	5	Support	I'm an Arizona native who has driven the Apache Trail several times. It's almost a state symbol; it would be a tragedy not to keep it in good condition.	
9/8/2023	85119	5	Support	Needs to be opened	
9/8/2023	85546	5	Support		
9/8/2023	85142	5	Support	Seems like a solid approach	No
9/8/2023	85204	5	Support	I'm a AZ native and grew up in the 60s-70s. We fished at the lakes every weekend and our favorites were Canyon Lake and Apache Lake. The drive to Apache was always beautiful and as it tended to have cooler water than Canyon it was worth the extra time to get there. It was less crowded. I would love for the road to be returned to it's former utility, and improved surfaces would make it safer.	
9/8/2023	85268	5	Support		
9/8/2023	85631	5	Support		
9/8/2023	85345	5	Support	We need to repair and reopen the Apache Trail from Tortilla Flat to Roosevelt Lake	
9/8/2023	85212	5	Support		
9/8/2023	85212	5	Support	Please reopen this road..	
9/8/2023	85122	5	Support		
9/8/2023	85268	5	Support	It is very important to me to have the Apache Trail re-opened to allow the historical access.	
9/8/2023	85209	5	Support		
9/8/2023	85205	5	Support		
9/8/2023	85254	5	Support	This is a historical highway that is very important to my family and I	
9/8/2023	85375	5	Support		
9/8/2023	85233	5	Support		
9/9/2023	85120	5	Support	AZ native. Fond memories. Want to create more. Loved to travel this road to Apache. Please fix!	
9/9/2023	85119	5	Support	This road needs to be fixed, I miss driving it.	
9/9/2023	85705	5	Support	I miss the old road and easy access to the lake.3	
9/9/2023	85142	5	Support		
9/9/2023	85208	5	Support	The road to be open for everyone to use i	I say #1
9/9/2023	85712	5	Support	I'd love to see a geotechnical firm brought on board to look at the logistical options of bypassing runoff around a paved road. It can be done but that costs money.	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/9/2023	85301	5	Support	I use to work at apache lake and so many people died at fish creek hill when I worked there. I'm glad they have a plan to add a barrier there. I also can't wait to take the scenic drive again.	
9/9/2023	85117	5	Support		
9/9/2023	85142	5	Support		
9/9/2023	85283	5	Support		
9/9/2023	58118	5	Support		
9/9/2023	85249	5	Support		
9/9/2023	85119	5	Support	The Apache Trail is an important piece of the history of Apache Junction, and Arizona as a whole. The route from here to Roosevelt Lake is a wonderfully scenic drive absolutely rich with history. I am very supportive of allocating the necessary funds to restore the Apache Trail!	
9/9/2023	85118	5	Support		
9/9/2023	85297	5	Support		
9/9/2023	85215	5	Support	I would like to see SR88 reopened. I never got to experience it before it was closed and I often take visitors to Tortilla Flats. I feel having the route open would add to the experience	
9/9/2023	85144	5	Support		
9/9/2023	85296	5	Support	Long overdue!	
9/9/2023	85120	5	Support	This historic road is very historically important.	
9/9/2023	85208	5	Support	My kids grew up traveling that road to fishing and camping and mini get aways.	Please fix the tail
9/9/2023	85119	5	Support	It's a great place to start until more money can be raised to improve further	
9/9/2023	85234	5	Support	I would love to see the whole road paved and managed all the way to Roosevelt.	
9/10/2023	85282	5	Support	Fix the road already	
9/10/2023	85086	5	Support	I like 3A the best, but definitely would love to see the trail opened back up. We still hike and explore near apache lake, but it takes double the time to get there now.	
9/10/2023	85119	5	Support		
9/10/2023	85143	5	Support	This is important for quality of life in this part of Arizona as it has been for over 100 years.	
9/10/2023	85050	5	Support	We need to prioritize our historical roads and trails. The proper use of these roads is what makes AZ special.	
9/10/2023	85250	5	Support	The Apache trail is such an important historical trail that we must get it reopened. The hybrid alternative seems the best choice. No need to make it a major travel route, that's not what it is. Please approve the project and we will absolutely support it!	
9/10/2023	85203	5	Support	This road is one of the most beautiful drives in Arizona. It goes all the way to Globe, my hometown. When relatives came to visit it was # 1 on my list of day trips. The geology is inspiring . ADOT should take a drone and survey this treasure.	
9/10/2023	85140	5	Support		
9/10/2023	85003	5	Support		
9/10/2023	85213	5	Support		
9/10/2023	85044	5	Support		

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/10/2023	85022	5	Support	PLEASE repair as this is highly used by many who cannot afford boats or 4 wheel drive vehicles for fun	
9/10/2023	85022	5	Support	PLEASE repair as this is highly used by many who cannot afford boats or 4 wheel drive vehicles for fun Repair please	
9/10/2023	85120	5	Support		
9/10/2023	85119	5	Support		
9/10/2023	85205	5	Support		
9/10/2023	85140	5	Support		
9/10/2023	85119	5	Support	So miss taking visiting family on the trail & down Fish Creek Hill.	
9/10/2023	85213	5	Support	This project is long overdue to be completed	
9/10/2023	85213	5	Support		
9/10/2023	85213	5	Support		
9/10/2023	85203	5	Support	This is so needed for our state. It is a historic and amazing road adventure.	None
9/10/2023	85213	5	Support		
9/11/2023	85173	5	Support	This needs to be fixed it's history	Why is it not being fixed??
9/11/2023	85208	5	Support	The history of this road is one of the locals oldest. I've seen some of the most amazing things on this road from a potted skunk to the old cars that met their faith. All the memories I hear from people that have traveled this road are amazing. Also, it will allow a more scenic travel to Apache from the valley.	Can we hike the road?
9/11/2023	85118	5	Support	Should be drivable up to Roosevelt dam	
9/11/2023	85209	5	Support	Az needs this as it is not only historical but also supports tourism which will pay for itself in the long run.	
9/11/2023	85119	5	Support	I believe that is the best and most cost effective plan.	
9/11/2023	85201	5	Support		
9/11/2023	85306	5	Support	Tortilla flats is iconic road it would be a travesty for my children not to experience the beauty and nostalgia of this place	
9/11/2023	85381	5	Support		
9/11/2023	85122	5	Support	The Apache Trail is such a beautiful drive. It was a drive my parents (lifelong AZ residents born in 1922 & 1926) introduced me to as a child (lifelong AZ resident born in 1956) and one I've introduced my children (lifelong AZ residents born in 1975 & 1978) to. It's sad to think they haven't had the opportunity to share the beauty of it with their children. Please save the trail.	How can the public help get this project made a priority? We've been waiting for years
9/11/2023	85210	5	Support	Make it safer and less likely to be closed again!	
9/11/2023	85118	5	Support		
9/11/2023	85298	5	Support	I have been going to apache lake for 34 years sence I was a kid and I love going fish creek hill please re open it	
9/11/2023	85326	5	Support	Lived in Arizona for 55 years and been down this road so many times growing up going to apache lake and Tortilla flats (was my mother's favorite place ❤️)	
9/11/2023	85120	5	Support	This is a beautiful road with such history. I took out of state guest here as it's 2nd to the Grand Canyon I feel. There is such pride with the people in area that to work together to open this up to future generations to have n share shouldn't even be in question.	

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9/11/2023	85140	5	Support		
9/11/2023	85260	5	Support	This road needs to be reopened!	
9/11/2023	85032	5	Support		
9/11/2023	85226	5	Support		
9/11/2023	85383	5	Support		
9/11/2023	85083	5	Support	Retain as much historic as possible with safety. Great memories of raising family along that trail. Keep the trail a trail and not a highway. Loved hiking up Fish creek. Even spent night at Canyon lake trying to get to Apache when a semi got stuck at Fish creek. Good times.	
9/11/2023	85250	5	Support	As a fellow traveler on the Apache Trail for decades, I'm in favor of repairing the road so future generations can enjoy the adventure of driving over it to Roosevelt Dam and lake! Its history dates back to the building of Roosevelt Dam, a face which can be appreciated by all who travel the trail. It's also easy access to all three lakes - Canyon, Apache and Roosevelt. Going up the Beeline is a long journey taking many hours to arrive at Apache Lake. Always enjoy stopping along the way at Tortilla Flats for prickly pear ice cream!	No questions. Just hoping we can save the Apache Trail!
9/11/2023	85295	5	Support	This is a long time historic trail and easily connected Canyon Lake to Apache Lake .	
9/11/2023	85339	5	Support	The Apache Trail needs to be repaired because of the history and the appeal.I frequently take out of town visitors on a day trip to show them the beauty and history of this great road.	
9/11/2023	85249	5	Support		
9/11/2023	85118	5	Support		
9/11/2023	85142	5	Support		How soon could work get started if the Hybrid plan is approved?
9/11/2023	85710	5	Support	Beautiful lake	Need to have better insight.
9/11/2023	85248	5	Support	I like traveling that area it has some of the unique feature not found in other areas	
9/11/2023	85022	5	Support	I would go with option one on the Fish Creek Hill repair. Spending more the first time around and getting it right will save money later on. And yes, I have been up and down that road and it is not to be taken lightly.	
9/11/2023	85008	5	Support	I will support any alternative that opens the road.	
9/11/2023	85233	5	Support		Please fix Fish Creek hill. I miss taking it to Apache Lake.
9/11/2023	85023	5	Support	I support alternative 3A. I would like to see the road open asap !	
9/11/2023	85396	5	Support	Can we make it a little safer, but try and keep the speed down, people watch way to much tv and movies and think they can drive like that on the Apache Trail	
9/11/2023	85297	5	Support	Would love for this road to be open!	
9/12/2023	85209	5	Support		
9/12/2023	85206	5	Support	I prefer option 2	
9/12/2023	85205	5	Support	Hopefully ADOT can identify the funding because this sounds like a great plan to fix the road.	
9/12/2023	85212	5	Support	Reopening the historic road in a safe manner would bring back a beloved part of Arizona's History.	
9/12/2023	85142	5	Support	Would love to have this access back. We love exploring the beautiful state of Arizona!	
9/12/2023	85282	5	Support	I agree with the preferred adot plan	

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9/12/2023	85234	5	Support	I think the Preferred Hybrid Alternative sounds great. If nothing else, I would love to see at least 3A implemented so we can access and enjoy this amazing part of the State again.	
9/12/2023	85142	5	Support	Beautiful road that must be reopened again	
9/12/2023	85143	5	Support	Fix the road!	
9/12/2023	04624	5	Support		
9/12/2023	85249	5	Support		
9/12/2023	85128	5	Support	The first option is also my choice along with the hybrid option.	
9/12/2023	540-422-6370	5	Support		
9/12/2023	85042	5	Support		
9/13/2023	85119	5	Support	The road helps tourism	
9/13/2023	85933	5	Support	I worked for Tortilla Flat for 13 years and we explored the Apache Trail as much as possible. The Fish Creek area is an amazing part of that trail and we miss having access to the area. I feel it is an important part of the history in the area and needs to be reopened for the public to enjoy the beauty, ruggedness and spiritual experience it provides to all that are able to see. I hope many generations to come can explore the entire Apache Trail in a safe manner and funds should be found and spent for this area. Thanks for your time and research.	
9/13/2023	85120	5	Support		
9/13/2023	85042	5	Support	Please repair and reopen the Apache trail to Apache Lake from Apache Junction.	N/A
9/13/2023	85142	5	Support	This project should be funded and this road opened again for AZ residents to enjoy.	
9/13/2023	85120	5	Support	Fix the road with minimal impact to how it was before the storm.	
9/13/2023	85132	5	Support	Please reopen SR88	None
9/13/2023	85658	5	Support	getrdone	when
9/13/2023	85210	5	Support	One of my favorite day trips along these lakes and 4 peaks. I took a lot of out of state visitors on these trips and they were amazed.	
9/13/2023	85120	5	Support	This road should be redone. It is a part of history. Also, there is only one way in an out of there and if something happened you don't have the option to get back out until either it is resolved or if there was a fire or any other way there's no Way out.	
9/13/2023	85202	5	Support	Keep 88 Alive	Why is Arizona trying so hard to take history away?
9/13/2023	85206	5	Support	Fix the road!	
9/13/2023	29445	5	Support		
9/13/2023	85041	5	Support		
9/13/2023	85120	5	Support	Please reopen the trail	
9/13/2023	85118	5	Support	Open it up! It's our history!	
9/13/2023	85308	5	Support	I would like to see a more easily drivable road to Apache, especially considering the road has difficulty fitting two large towing vehicles in many spots.	
9/13/2023	85730	5	Support	3a	
9/13/2023	85730	5	Support	I prefer options 3A	
9/13/2023	48708	5	Support	The most historic road in Arizona needs to be reopened! We as tourists would love to travel it and spend money in your state	
9/13/2023	85379	5	Support		

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9/13/2023	85310	5	Support	My family loved riding this road/trail on our way to go camping at one of the great spots.	Why is this even an issue? For a trail that played such an important part in Phoenix history, why has the state not taken any action to repair it?
9/13/2023	85249	5	Support		
9/13/2023	85225	5	Support	My family and I love making this drive as a day trip. We get out of the house, take some pictures, enjoy a little hike. It's peaceful, and a beauty to look at and drive through.	
9/13/2023	85212	5	Support	Please open up this road again!! We need it! It's not only Scenic, its historic.	
9/14/2023	85225	5	Support		
9/14/2023	98367	5	Support		
9/14/2023	85207	5	Support	I am in favor of improving the road to get to Apache Lake as much as possible	
9/14/2023	85929	5	Support	This historic and scenic roadway needs to be reopened as soon as possible.	
9/14/2023	85207	5	Support	I would very much like to see not only the reopening of Apache Trail to Apache Lake, but to see it paved from where the pavement ends all the way to Roosevelt Dam. Most importantly have it include a wide marked paved shoulder for a bike lane on both sides would be fantastic. Thank you.	Is there any plan to completely pave Apache Trail all the way to Roosevelt Dam. If not, why not? Thank you.
9/14/2023	85044	5	Support	We are all in on this proposal	
9/14/2023	85022	5	Support	I like the plan butt would ask that paving be kept to a minimum.	
9/14/2023	85119	5	Support	This Historical Road should be reopened using federal funding	Could this road be opened to 4x4, OHV until repairs are started?
9/14/2023	85007	5	Support		
9/14/2023	85224	5	Support		Does the modified plan include widening the roadway to two full lanes and include a bike/walk lane? What is the reduction in time and distance using the new improved SR88 to routes through Miami/Globe or SR 87?
9/14/2023	85206	5	Support		
9/14/2023	85283	5	Support		
9/14/2023	85539	5	Support	Likely best approach considering budgetary constraints we are all under one way or other	
9/14/2023	85128	5	Support		
9/14/2023	85118	5	Support		
9/14/2023	85282	5	Support	Please repair and open this road. This is a historic trail that is an important part of AZ History and should accessible to all	
9/14/2023	85042	5	Support	The selected alternative represents the best compromise among the alternatives outlined in the feasibility study from both a technical and cost standpoint. The alternative is technically feasible and addresses the important issues of roadway paving, bridge repairs, drainage upgrades, and retaining walls to stabilize slopes. Thank you for the opportunity to comment.	
9/14/2023	85118	5	Support		
9/15/2023	85120-6174	5	Support	Our Historic 88 needs to be preserved for all time at whatever cost to make it roadworthy.	
9/15/2023	85119	5	Support	Please repair and reopen Apache Trail. Highly support option 3A	Thank you for taking public input
9/15/2023	85119	5	Support	Very supportive of 3A please reopen and repair the entire Apache Trail	
9/15/2023	85541	5	Support	It is a total disgrace to Arizona that this road remains closed. I don't care how you fix it, just get it reopened! This is America, and Arizona, we are better than this !	Why wasn't this fixed years ago?
9/15/2023	85249	5	Support		

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9/15/2023	85203	5	Support	Reconstruct the road and serve your population	
9/15/2023	86413	5	Support		
9/15/2023	85205	5	Support	Would love the road fixed so we can once again to to canyon lake/ Tortilla Flat and then drive on up to Apache Lake. That road is also a good second escape or vacation route if needed for the residents in area.	Why has it taken so long to fix this one road?
9/15/2023	85120	5	Support	Repair the road	
9/15/2023	85119	5	Support	Love Tortilla Flats and the ride through the mountain	
9/15/2023	85140	5	Support	It's a historic road that needs to be preserved.	NA
9/15/2023	85142	5	Support	Trim other projects and get this done. It's a historical trail.... .any want it open. Please listen to the people not the politicians....	
9/15/2023	85741	5	Support		
9/15/2023	85282-7615	5	Support	Trail is very popular with tourists. In winter driving home from hiking at Apache Lake it was rush hour traffic with out of state licenses. All out of state friends had driven the historic Apache Trail with lots of comments about Fish Creek hill. With it's history why doesn't the state want to fix it. We spent 15 years camping at Apache Lake and just sold our boat before the rock slide. We would not go the long way to get to the lake from Tempe. Just do Something to get that road open again.	
9/15/2023	80130	5	Support	We support doing whatever is necessary to reopen this valuable road that is critical for accessing public lands in the area, as soon as possible. We adamantly oppose any effort to convert it to a hiking trail and urge that it be fully reopened to vehicles.	
9/15/2023	85120	5	Support	Would love to see this road fixed and reopened..... it's such an incredible area, it would be great to be accessible again.	
9/15/2023	85119	5	Support	Thank You!	I trust the proposed ADOT option is the "best value" / "bang for the buck" (cost effective) alternative over time. I only scanned thru some of the many documents and did not notice how Time Span / Longevity / Service Life was factored in.
9/15/2023	85018	5	Support	Save the road and open it!	
9/15/2023	85234	5	Support	This is a great idea	None
9/15/2023	85140	5	Support	One of the greatest routes in the state	
9/15/2023	85120	5	Support	I miss this road and I feel it's a big part of history for the Apache trail. I know it's impacted locals and people all over the world . It would be the best decision for the state of Arizona to get it open again .	
9/15/2023	85207	5	Support	Getting it reopened is most important.	Can you keep it rustic?
9/15/2023	85540	5	Support	I am for any repairs to get this beautiful route open again. Thank you.	
9/15/2023	85207	5	Support	It should be a priority to restore the Apache Trail a true Arizona Landmark.	
9/15/2023	85118	5	Support	We strongly support ADOT's preferred hybrid alternative for this very difficult Fish Creek Hill section of the Route 88 Project.It will allow the necessary work and safety upgrades to be squeezed into the road easement without impinging onto the immediately nearby Wilderness Area. We should also note that it is critical to get this connecting section of this roadway completed ASAP! As noted by Theodore Roosevelt in 1911, the scenery along this entire route is comparable to that found in Yellowstone and the Grand Canyon.	How can we raise this project to a top priority befitting its importance to Arizona's recreational population - both residential and visitor? Given the fantastic quality of the scenery that would be opened up by construction of this connection road section, couldn't tourism funds be tapped to fund at least part of the project?
9/15/2023	85213	5	Support	The Apache Trail is a historical treasure...offering a taste and feel for another time and place in our rich American history. It makes wilderness accessible for everyone with a desire to explore. The drive through the Superstitions is like visiting another planet. Please make this happen. Food for the soul and imagination.	

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9/16/2023	46807	5	Support		
9/16/2023	85120	5	Support	A beautiful historic road. Probably one of the best in the country. Make it safe again and open for future generations.	
9/16/2023	68937	5	Support		
9/16/2023	85144	5	Support		
9/16/2023	85306	5	Support		
9/16/2023	85207	5	Support	Please fix this historic road!	
9/17/2023	85367	5	Support	This is a resource that is under used due to lack of accessibility, we need the preferred hybrid alternative to rectify this problem. This will also support/promote current and new business in the area which is crucial to Arizona's continued economic growth.	
8/14/2023	85085	4	Support	This roadway is historic and a great drive. Access to the forest and great views are needed. You have no idea how this closure impacts our happiness. We stop at tortilla flats for food in the way up. Stop at all the lakes and enjoy the views as well as the emotions of seeing God's work.	
8/18/2023	85286	4	Support	In my opinion the chip seal road surface takes away from the natural beauty and historic aspect of the road. I do fully support some sort of improved surface on the steep inclines such as Fish Creek Hill. From the meeting comments it sounds like it could be up to 4 years from now before the project may be completed which is a very long time to keep the road closed (please see my question on opening road sooner).	Is it possible to add interim phase to the project to open the road to motorcycles and ATV type vehicles less than 60" in width (not full size such as jeeps)? An interim step such as this would at least make the road passable for those type of vehicles that enjoy this type of recreational activity while full project funding/planning is pursued. Please consider this option.
8/21/2023	85119	4	Support	I would prefer alternative 2 just to keep it as the history of the road but just want to see it opened. Thank you so much.	
8/22/2023	85119	4	Support	I would like to see the trail restored keeping the integrity of the original trail as best as possible.	How soon could this project be started with minimal changes? I'm not getting any younger, you know!
8/25/2023	85118	4	Support	Pullouts seem like a nice but not necessary and expensive addition in preferred alternative.	
8/26/2023	85122	4	Support	I support option 3.	None
8/26/2023	85641	4	Support	Open the roadway and we will be happy.	
8/27/2023	85119	4	Support	I with all the people moving to the area this road needs to be open. Though it being dirt was part of its charm there will be people driving their motor mansions up it whatever we can do to keep it from washing out again is worth it.	
8/27/2023	85224	4	Support		
8/27/2023	85302	4	Support	I support bringing the trail back to where it was before the fire. I support option 3A.	
8/27/2023	85023	4	Support	Such a beautiful drive and part of our state's history! Construction is not likely to get less expensive in the future. Please make the investment now to keep this safe and accessible.	
8/27/2023	85383	4	Support		
8/27/2023	85086	4	Support		
8/28/2023	85119	4	Support		
8/28/2023	85120	4	Support		
8/28/2023	85205	4	Support		
8/28/2023	85118	4	Support	I'd love to see # 1, but it will depend on budget. If that cannot be done then do # 3A.	
8/29/2023	85248	4	Support	This needs to be addressed.	To ignore the Apache Trail is to show your level of governmental racism, is it not?

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8/29/2023	85215. Lose the chip seal and pavement	4	Support	Don't make into a freeway. keep it rustic and realistic from the past.	
8/29/2023	85224	4	Support	No chip-seal or asphalt. Leave it dirt. Widen where possible and add pull outs.	
8/30/2023	85143	4	Support	Please open it again	
8/30/2023	85297	4	Support	The road needs to be reopened. I would prefer it be left dirt between the current pavement ending past Tortilla Flat and Apache Lake Marina. It is lower cost and faster alternative to get it opened, and that mild off-road route is a classic day trip, especially when linked up with 4-peaks road.	
8/30/2023	85207	4	Support	I want the road open, and I like Alt 3A because it maintains the unique and historical road. If you want to do 1, 2 or 3, I would be partly supportive because it's a great road.	
8/30/2023	85205	4	Support	I would prefer to see this road reopened. It is a historic road & keeping it gravel is the best idea. Make the bridge safe, keep the road dirt. Would love to take me kids on this historic trail from one end to the other.	
8/30/2023	85282	4	Support		
8/30/2023	85713	4	Support	Have local contractors that do that type of work perform the the mentioned tasks and give them a tax write off.	Does Adot perform better in 85545 than 85713? If not see comment, please...
8/30/2023	85209	4	Support		I would like to see the road opened to flats from Lake Roosevelt side. Parking at flats and a hiking trail to fish creek.
8/30/2023	85748	4	Support	Get it done	ADOT is a joke
8/30/2023	85210	4	Support	Pave it once and for all with Alternative #1!! But I'll gladly take hybrid 3A over nothing.	
8/30/2023	85251	4	Support	I support the hybrid version, except for chip sealing/paving the road. The road should not be chip sealed/paved.	
8/31/2023	85207	4	Support		
8/31/2023	85207	4	Support	I would prefer the full repair approach.	
8/31/2023	85207	4	Support		
8/31/2023	85207	4	Support	Sounds like a good proposal. The general public really doesn't know the damage that occurred. It takes a little bit of research to get the full picture of the extent.	Can you please provide a color coded road map where the proposed actions are to take place. Or maybe even a CGI video like the ADOT produced highway projects. The average citizen isn't going to understand where these improvements are happening between each mile marker.
8/31/2023	85203	4	Support	I think the road needs to be reopened to provide access to Apache Lake!	
9/1/2023	85118	4	Support	Road needs to be repaired	
9/2/2023	85383	4	Support	Definitely support working to reopen SR88. Chipsealing and widening the entire length should not be a huge priority in my opinion as it changes the character a bit. Just need pullover spots at narrow points for passing. But definitely need to work on the drainage, run off control, rockfall prevention and potential pavement in steep areas. If those are well executed, dirt section maintenance would be manageable.	
9/2/2023	85390	4	Support	Would prefer option 3	
9/2/2023	85051	4	Support	re open the apache trail but do not add pavement. the route needs to retain as much of it's original feel as possible and that means keeping it dirt!	
9/2/2023	85120	4	Support		
9/5/2023	85204	4	Support		

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9/5/2023	85226	4	Support		
9/5/2023	85308	4	Support		
9/5/2023	85396	4	Support	This is a historic road that needs to be saved. I agree with everything except the chip sealing. It's a beautiful drive and meant to take slowly and enjoy.	
9/5/2023	85257	4	Support		
9/5/2023	85297	4	Support		
9/6/2023	85143	4	Support	<p>Clear the roadway, pave the steeper parts, and install the chip-seal. Yes. All this is great. However, my trip to Pinetop-Lakeside this summer has revived the question. Hasn't anywhere East of Phoenix been behind the curve when it comes to population expansion and transportation? We're not doing enough with our roadways to ensure prudent and safe travels.</p> <p>I am in support of Alternative B. It is what the expanding population of Eastern Arizona needs to be safe for at least the next 10 years of inclement weather, the state is running a budget surplus (which is surprising under Hobbs) and does more than what ADOT wants to do.</p>	
9/6/2023	85323	4	Support	I am supportive of this option as long as your commitment is to widen to at least 15 feet and no less.	What is the Hybrid option estimated completion time???
9/6/2023	85118	4	Support		
9/6/2023	85118	4	Support	Second preference would be 3A	Estimated length of time for completion of work
9/6/2023	85281	4	Support		
9/6/2023	85207	4	Support	Prefer Alternative 1 as it addresses the longterm future of the roadway and bridges but would support the Hybrid as the minimum that should be done.	
9/6/2023	85282	4	Support		
9/6/2023	85213	4	Support	Road needs minor repairs to reopen . After reopening take a look at additional work and do in sections .	
9/6/2023	85298	4	Support		
9/6/2023	85212	4	Support	Is rather have alternative #3. Whats important yo me is to clear the debris, grade the whole road, put up slide barriers, and repair the bridges.	
9/6/2023	85208	4	Support	OPEN THE ROAD!!!	Open the road!!!
9/6/2023	85295	4	Support	Please please please reopen this road. The Woodbury fire was devastating enough, then all the flooding from storms, now over 4 years of closure of this historic road. I have stories from my grandfather driving this road. since I came to Arizona 30 years ago i enjoyed apache lake. The road is so long an dangerous from the 188 i would not travel that way just to enjoy the lake. my kids are 5 and 7 and have never seen Apache Lake. The memories we have shared with friends and family are immeasurable. The road needs to be cleared, so my family can continue to enjoy this beautiful piece of arizona history and beauty. but I don't think widened and paved because that takes away from the beauty of the journey. The alternative seems the way to go, or even a little less than that.	
9/6/2023	85208	4	Support		
9/6/2023	85120	4	Support	Prefer alternative 3A	
9/7/2023	85629	4	Support		
9/7/2023	85120	4	Support	Let's just get it opened back up	

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9/7/2023	85234	4	Support	Would prefer if it's all left as sand	How long would this take to complete Has there been any proposal as to where the funds would come from?
9/7/2023	85296	4	Support		
9/7/2023	85207	4	Support	This has been closed for to long and should have been repaired and reopened by now. To say there is no funding for repairs is BS. We all pay taxes to have OUR roads maintained.	
9/7/2023	85392	4	Support	I'd like to see it reopened	
9/7/2023	85361	4	Support	Fix what needs fixing and re-open the road. The non-safety related improvements can come later.	
9/7/2023	85023	4	Support		
9/7/2023	85203	4	Support		
9/8/2023	85207	4	Support		
9/8/2023	85122	4	Support		
9/8/2023	85022	4	Support	The plan shown looks like a good way to restore access to the area.	Would a better road attract development that would provide more tax revenue to the state (and ADOT)?
9/8/2023	85553	4	Support		
9/8/2023	85016	4	Support		
9/8/2023	85205	4	Support		
9/9/2023	85306	4	Support	I understand the needs for pavement and asphalt but jut not too much. Keep it a trail not a road!!	
9/9/2023	85028	4	Support	Also like Alternative #3 if the ADOT option isn't chosen.	
9/10/2023	85226	4	Support		
9/10/2023	85281	4	Support		
9/10/2023	85326	4	Support	Please do minimal work and reopen as real dirt road	
9/10/2023	85207	4	Support		
9/11/2023	85120	4	Support		
9/12/2023	85140	4	Support	That one looks to be more efficient but could the road be washed out again?	If the same type of disaster happens will this one prevent the road from closing again?
9/12/2023	85202	4	Support	If we can get the funding option 1 would be best choice for long range.	
9/12/2023	85207	4	Support		
9/14/2023	85704	4	Support		
9/14/2023	85018	4	Support	We really need to repair and reopen that section of roadway. So the hybrid plan sounds good as long as the concrete barrier does not block the view of the land we love to view.	
9/15/2023	55024	4	Support	Open the road	
9/15/2023	85016	4	Support	I like the hybrid option but would prefer the dirt surface instead of asphalt and chip sealing. Thank you for undertaking this study and working to reopen the road. My grandfather was born in a house on West Monroe in 1919; when his grandfather came out to visit, he bragged about how amazing the winding mountain roads of West Virginia were -- until they took him out to see the dam at Roosevelt. After that he stopped bragging about West Virginia roads! I also appreciate the increased access to Apache Lake and hiking trails in the East Superstitions, and the possibility of returning from Payson via the Apache trail when Hwy 87 and 60 are both closed at the same time, as happened earlier this year.	

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9/16/2023	85173	4	Support	Please do whatever you have to in order to make this highway safe and accessible again! It's been closed for way too long!	
8/16/2023	85119	3	Neutral	SR88 must be reopened. This historic stretch of highway is crucial to the history of Arizona. The stunning scenery can not be seen anywhere else on the planet. This is arguably the prettiest scenic highway in the country. Reopening the closed section would allow for people to experience the beauty of the Superstition Wilderness and greatly reduce travel time to Apache Lake. The Apache Trail must be preserved in full for future generations. To aid in opening the road sooner and cheaper with less impact to the surrounding national forest, it should be kept as close to the original as possible. Repairing existing road surfaces, culverts, bridges, guard rails, and signage as opposed to replacing would be preferred. Repairing the current guard rail is of utmost importance.	What alternate plans are there besides the hybrid option?
8/16/2023	85119	3	Neutral	Please clear the road and keep it as close to the original conditions as possible! We love this road, thank you for your efforts.	
8/17/2023	85248	3	Neutral	My husband and I would like to see this route repaired back to the way it was in 2019. It does not have to be paved all the way which will be so expensive and take forever.	
8/17/2023	85120	3	Neutral	The road should be left in it's original state/condition! Paving/chip sealing will only exacerbate the need for increased maintenance and accelerated degradation due to increased street vehicle traffic! Quit dragging your feet and make a commitment to get this project fast tracked and back in use ASAP!	
8/17/2023	85215	3	Neutral	I support the Hybrid approach for a long term solution, however the road should be opened as is as a 50" class road now. This will need to happen regardless for starting construction.	Can this road be classified as a forest road and it's "use at your own risk"?
8/22/2023	85118	3	Neutral	I have been in AJ since 1986 and traveled SR 88 to get to Apache Lake many times for fishing. While the cost will be significant I believe the first Alternative will be the most cost effective for long term use and maintenance of this section of SR 88. Placing a patch on a remote roadway may provide short term access down the hill but with the damage from Woodbury Fire and loss of natural desert growth, with the potential for future burns in this area being at a high level due to increased usage of the southern portions of the Superstition Wilderness by ATV users the potential for future fires is high and would affect this area of SR 88. By securing the rock slide areas and improving the roads, guardrails, adding concrete barriers and creating drainage ditches to remove water from the roadway during normal storms, the likelihood of preserving SR88 in this particular area for long term use and minimal maintenance is significantly improved and the best money spent.	
8/22/2023	NA	3	Neutral	Immediately open up the whole section as a 50 foot motorized trail	
8/26/2023	85249	3	Neutral	let's just fix it back to how it was so we can get back go enjoying Apache Lake.	
8/26/2023	85203	3	Neutral	I support alternative 3	
8/26/2023	85119	3	Neutral	I am in favor of Alternative 3	

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8/27/2023	85749	3	Neutral	I am very supportive of your Hybrid plan. However, the plan published does not include funding, an estimate of cost or a plan or timeline to acquire the required funding. Without those details is impossible to rate the options in this forum. The hybrid option is, from an engineering perspective, the best solution. It will provide a safer roadway for generations to come. But a solution like this without funding identified is a red herring. SR88 needs to be reopened now, not 10 years from now when funding might be available. So, Option 3A is the best alternative, which requires the smallest capitol outlay now while the engineering study is completed, funding estimates are generated and funding sources are identified. Bottom line: Option 3A. Open SR88 as soon as possible, make it as safe as possible with current funding levels and get the project moving. Thank you	What is the current estimate to compete the Hybrid solution in both cost and schedule?
8/27/2023	85203	3	Neutral	I love traveling this road to show visitors the best of AZ	None
8/27/2023	85140	3	Neutral	I would rather have it repaired close to previous conditions. I'm not in support of more pavement. We have used this road frequently in the past and the dirt road adds to the adventure.	
8/27/2023	85204	3	Neutral	Alternative 3A is my preference	
8/27/2023	85226	3	Neutral	Make it as good as it was.	
8/27/2023	85208	3	Neutral		
8/27/2023	85032	3	Neutral	Don't pave it!	
8/27/2023	85205	3	Neutral	Could we at least get it good enough to ride motorcycles through?	What's it take to open up the trail to motorcycles?
8/27/2023	85207	3	Neutral	all proposals OK. But prefer to keep surface current dirt & gravel	
8/28/2023	85207	3	Neutral	Just open the road, if you make it too nice the traffic on it will dramatically increase and the desert will suffer.	
8/28/2023	85209	3	Neutral	Think the whole thing should be paved	Any federal funding due to being a historic road?
8/28/2023	85204	3	Neutral		
8/28/2023	85143	3	Neutral	Please fix the road Would be better to fix it right! But anything is better than none. It's a State Rd-fix it!	
8/28/2023	85142	3	Neutral	Please at a minimum get sr88 close to how it was before it washed out so we can enjoy the drive again.	
8/28/2023	85205	3	Neutral	I would support only if the road would not allow vehicles towing boats, campers or Class A and C motorhomes on it. The Apache Trail to Canyon Lake now is a nightmare as it is!	
8/28/2023	85204	3	Neutral	I think the money would be better spent on a bridge that spans this particular canyon. They have a side road down to the old bridge and trailhead. Make it even better and safer for generations to come. This is for all of us, stop short selling projects... this is how we make this country great again	
8/28/2023	85234	3	Neutral	I think option 3a is better solution.	
8/29/2023	85233	3	Neutral	Please open the Apache trail.	
8/29/2023	85120	3	Neutral		
8/30/2023	85234	3	Neutral		
8/30/2023	85262	3	Neutral	Dirt with pull outs. Signs restricting that no trailers etc. Limit to 4wd and OHV. We need it for several reasons but one big one is tourism! #3 will pay for itself. Think about how long it was accessible until the storm that destroyed Fish Creek. Thanks!	

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8/30/2023	85712	3	Neutral		
8/30/2023	85203	3	Neutral		
8/30/2023	85546	3	Neutral	That is a very difficult obstacle (fish Creek hill). I definitely understand the cost associated. Maybe Katie Hobbs can accomplish one important thing before leaving office..	
8/30/2023	85226	3	Neutral	I would prefer to just have the slide cleared and the road open to the standards it was prior to the slide.	
8/31/2023	85044	3	Neutral	Not sure what this means	
8/31/2023	85119	3	Neutral	There was already funding in place to repair washed out section. Lets get that done first.	
8/31/2023	85020	3	Neutral	Don't use asphalt. Use a dirt-tan tinted concrete mix. Don't push rocks too far off the road. Keep narrow to calm traffic. Keep it trail like. Keep it looking like our memory if it. Do not allow boats. Let it be enjoyed.	
8/31/2023	85119	3	Neutral	#3a get it open with minimal improvement	It's a highway fixing it should not be an option
8/31/2023	85616	3	Neutral	only given one alternative none other were listed	where is the list of all the plans and what each one plans and consist of
8/31/2023	85207	3	Neutral	This is a worthwhile project	Can ADOT ask for funding from the Infrastructure Act?
8/31/2023	85288	3	Neutral	Put it back to how it was. No paving or improvements just open the road. If you make it easier to pass through, more people will pass through that don't respect the environment and it will keep causing problems. Leave it how it's been for the last century!	
8/31/2023	85207	3	Neutral	Let's just pay the money and get the job done right the first time, instead of having to fund repairs over and over and over again.	
9/1/2023	85541	3	Neutral	I would rather see option #1 happen. Spend more up front, but not have to continue to put in repairs every year. Whatever is decided please make it happen asap.	None
9/1/2023	85257	3	Neutral	I support alternative 3A	Is there any estimate to how long it will take to reopen the road? We own a house boat at apache lake and have been very inconvenienced by its closure. It is very important to have two roads in case one is closed for maintenance, rock slide, fire, wreck etc
9/1/2023	85262	3	Neutral	Some of those things definitely need doing. Others might need to be accessed. Like to keep as natural as possible.	What time frame are these Repairs going to take? Are there any environmental issues to deal with?
9/1/2023	85140	3	Neutral		
9/2/2023	85023	3	Neutral	Option 1 is my preference	
9/2/2023	85283	3	Neutral	I like the sound of everything with the proposed hybrid model, however I would prefer that the Apache Trail stay un-paved.	
9/2/2023	85304	3	Neutral		
9/2/2023	85120	3	Neutral	Some chipseal. No pavement. Larger culverts and repair barriers. Fix bridges. Minimal widening as needed.	
9/2/2023	85364	3	Neutral	No pavement !	
9/2/2023	85226	3	Neutral		
9/5/2023	85028	3	Neutral		What is alternative 3A supported by Apache Lake marina? How does it differ from the hybrid proposal?
9/5/2023	85226	3	Neutral	Looks like it might be the best option, currently	
9/5/2023	85119	3	Neutral	Fix the road	When is the planned opening of Sr88

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9/5/2023	85207	3	Neutral	I really prefer option 1 as it will end up saving us money in the long run. If the road is less susceptible to damage, we'll spend less money overall repairing it. However, please fix the dam road!!! This is so important to the history of the state.	None
9/5/2023	85351	3	Neutral		
9/5/2023	85297	3	Neutral	Clear the road back to the same way it was with minimal improvements. It was fine for many decades and can be adequate once again. Keep the area primitive the way it was intended and preserve history! This is my preference, but the most important thing is to open it up once again one way or another. Just don't ruin the primitive flavor of the area.	What is a projected complete date for a re-opening?
9/5/2023	85234	3	Neutral		
9/6/2023	85208	3	Neutral		
9/6/2023	85201	3	Neutral	I would rather see Alternative one completed for the longevity of the roadway.	
9/6/2023	85119	3	Neutral	I would fully support this if the road was widened as well. It says so in the video but not here.	
9/6/2023	98590	3	Neutral		
9/7/2023	85119	3	Neutral	I want Apache Trail, Az. 88 reopened. I don't really think it needs to be a super highway, but I understand safety and maintenance concerns. It lasted over a hundred years, it will last another hundred with a few upgrades, mostly drainage.	No
9/8/2023	85142	3	Neutral	Personally, I think it needs to be opened, moderate widening, and some attention to the drainage and rock areas but keeping it dirt would allow it not to be promoted as a primary route. If you chip-seal and pave this road will become more of a primary route which then will require more maintenance and eventually you will be forced to pave the entire route. I would like to see this remain mostly dirt and have that traditional rustic feel it had for many years.	What would the cost of the hybrid be? I think the cost for clearing it (the lowest option) was 3 million, and paving was over 30 million. So you could clear it 10x before you ever reached the highest option, correct?
9/8/2023	85035	3	Neutral		
9/8/2023	85201	3	Neutral	Option 3	I like keeping apache trail a jeep trail not a paved road way. Clear the debris and make needed improvements but don't turn it into another paved and over built public access point.
9/8/2023	85545	3	Neutral	How about clear the rocks off the roadway leave it unpaved, put bigger culverts in, more protection in a long side the road. If it's paved there will be more accidents from people speeding, the dirt road acts like a bunch of speedbumps, it keeps people going slower, keep the road narrow as I remember it growing up	
9/8/2023	85022	3	Neutral	Support 3a	
9/8/2023	85296	3	Neutral	I would like to see better improvements from Apache Junction to Apache Lake and beyond.	
9/9/2023	85250	3	Neutral		
9/9/2023	85213	3	Neutral	Im supportive but I also want a safe paved road for better access to Apache lake so my support is in for option number 1. While all the crews are there already working, make the road as safe as possible to limit the potential of future risk. Build it right the first time or do not build it at all. Thank you for your work and efforts.	

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9/9/2023	85234	3	Neutral	It would be really cool to see this road open again. A very scenic trip to Roosevelt Lake from AJ.	
9/10/2023	85041	3	Neutral	I'm more supportive of alternative 3A and just want the road open , I prefer it when it was rugged , I have been up and down it a couple dozen times and think it would lose a lot of its character and charm if it were paved , it lasted a hundred years like that and the only reason it is closed is because of a rockslide caused by a fire and rain , the vegetation is mostly grown back now so the chances of that happening again are slim , I think by keeping it closed we are losing a big part of our Arizona history and a great source of joy for thousands of people	Why have they waited so long to do anything about this , a couple guys with an excavator and a dozer could have it cleared in a couple weeks easily
9/10/2023	85207	3	Neutral		
9/10/2023	86206	3	Neutral		
9/10/2023	85201-1713	3	Neutral		
9/10/2023	85042	3	Neutral	Would often send "Out-of-State" visitors to travel the trail.	Blast permits for those large rocks.
9/10/2023	85173	3	Neutral	A. No improvements to roadway curves or grades B. No widening C. NO concrete barrier on Fish Creek Hill. I want to keep this road as pristine and beautiful as possible, and as close to the condition it was in when being built by the Apache and Pima Tribes over 100 years ago! D. Remove the rockslide and improve the integrity of the road base under it. E. Grade existing roadway F. Do the necessary repairs/rehab to all of the Bridges. G. Scale the upslopes only at a minimum, and remove the isolated and unstable rocks from the higher slopes which could fall onto the roadway. H. Repair pipes and culverts (and increasing the undersized culverts) I. Clear out and re-establish existing ditches.	Why couldn't we have started this a long time ago?
9/11/2023	85142	3	Neutral		
9/11/2023	85118	3	Neutral		
9/11/2023	95545	3	Neutral		
9/11/2023	85546	3	Neutral	Most Apache Lake visitors come from Phoenix, restoring the road makes the trip far less time consuming at the very least!	
9/11/2023	85254	3	Neutral	Prefer the repairs presented as option 3, repair the roadway with limited improvements (no paving). If the roadway is made too accessible, crowding will become a bigger problem out there. Also this is more budget friendly.	
9/11/2023	85302	3	Neutral	Option one is the best option for the long term future of the road and business at Apache Lake.	
9/14/2023	85205	3	Neutral	I am ok with everything but the asphalt. I loved driving that road the way it was before it was damaged.	
9/14/2023	85234	3	Neutral	No paving or chip sealing and no concrete barrier	
9/14/2023	85145	3	Neutral		
9/15/2023	85233	3	Neutral		
9/15/2023	85118	3	Neutral	I am in favor of the 3A alternative, let's do it!	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/15/2023	85120	3	Neutral	<p>Option 3 with a detailed plan & timeline of remaining to get to Preferred Alternative Hybrid with ADOT consequences for not completing on scheduled timeline!</p> <p>Citizens of Phoenix, Chandler, Mesa, and Apache Junction should not have to waste gas, time, and make a higher environmental impact by driving an additional 50 miles each direction to go to Apache Lake. The land owners, citizens, business owners, and tourists should not have the financial burden of being cut off from the higher populated area of Apache Junction & the greater Phoenix area.</p> <p>Who owns the land that the US 60 is situated on from Show Low to Queen Creek tunnel? I would assume it is US Dept of Forestry as it is also in the Tonto National Forest. Who owns the land the SR 88 from Apache Lake to Roosevelt lake? Those upgrades & repairs can be made with out an environmental impact study! Rock slides on the 60 can be done without all of this red tape!</p> <p>Sandy Recovery Improvement Act of 2013 (SRIA) amends Robert T Stanford Disaster Relief & Emergency Assistant act by adding Sect 429. the process to coordinate environmental & historical preservation reviews should be cross utilized to expedite planning & decision making also reducing costs. Environmental assessment already completed by BEAR that already determined burn scar should already be healed by present date. - source ncahpo.org, Adot.com</p>	<p>Why are you not utilizing locally made/sourced product that would significantly lower the cost of this project? Mesa AZ has a steel mill & ABC can be obtained in large quantities for a fraction of the cost ADOT currently pays from other sources.</p> <p>Why is the FONSI Decision link on ADOT's and the Federal project page not working? Does this mean you have already made decision to not fix our road?</p> <p>Where did the FEMA funds go from the Woodbury fire of 2019 & FEMA funds from the monsoon flooding in Sept 2019 that created the rock slide that devastated a resource rich but economically struggling community of Apache Lake area?</p> <p>Where did the budgeted ADOT funds for 2019-2022 allocated for SR 88 go since they were not used on SR88?</p>
9/15/2023	85120	3	Neutral	I want the road reopened. But it should not be fully paved or made to easy to drive. That would dramatically increase the traffic which will have a negative impact on the surrounding wilderness as well as the appeal of the road and area due to its remoteness.	
9/15/2023	85209	3	Neutral		
9/15/2023	85648	3	Neutral	The amount of paving is vague, but this road has some of the best scenery in the country. Please keep the paving to a minimum.	Can't the state set aside money for future damage due to the historic value of this road?
9/15/2023	85132	3	Neutral	Need this road open. Great for site seeing.	
9/16/2023	85118	3	Neutral		
9/17/2023	85132	3	Neutral	Guess I am undecided	Why not fix what you have now ?
8/16/2023	85213	2	Do Not Support	While I support the reopening of the Apache Trail, I do not support any paving/chip sealing of those areas which are currently unpaved. I would prefer the ride experience to remain an adventure, as it has been for the many decades it has been opened to the public. I would also support safety efforts such as pinning rocks and repairing bridges.	
8/18/2023	85207	2	Do Not Support	I would prefer it to be restored to its pre-existing condition. But we'll maintained.	
8/19/2023	85119	2	Do Not Support	Please open soon	
8/20/2023	85653	2	Do Not Support	We should do the #3. The road have been the so long and should just be restored as the historical highway.	
8/21/2023	85209	2	Do Not Support	President Theodore Roosevelt deemed SR 88 to not be paved, to keep the canyon as close to natural as possible and to preserve its beauty. I imagine he might roll over in his grave if he knew that people could not enjoy its wonders if the road did not reopen. I do believe however, that there could be some improvements that would not impact the natural beauty but would add some safety aspects.	

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8/21/2023	85546	2	Do Not Support	Remove the rockslide and fix and stabilize the road grade. No widening. No paving. Leave it as much as possible as it was, so the public can see how the road originally look then the first automobile traveled it. Do necessary repairs to bridge and culverts. Removed unstable up slope rocks (keep to a minimum). I realize this leaves the road at risk for future flooding and rock slides. I also think this section of the road should not allow large trucks, motorhomes or trailers.	
8/27/2023	85203	2	Do Not Support	I'd much rather see Alternative #3 or #3A used. It's been a long time and needs to be reopened. I prefer the rustic nature of the road as it keeps the traffic down anyway. Pursuing the lowest cost alternative right now and getting it open still allows time for a more permanent solution with more input later.	
8/27/2023	85142	2	Do Not Support	I would like to see plan 3a implemented	
8/27/2023	85120	2	Do Not Support		
8/27/2023	85296	2	Do Not Support		
8/28/2023	85382	2	Do Not Support	Alternative 1 preferred.	
8/28/2023	85139	2	Do Not Support		
8/28/2023	85119	2	Do Not Support	Support option 2	
8/29/2023	85304	2	Do Not Support		
8/29/2023	85212	2	Do Not Support		2
8/30/2023	85710	2	Do Not Support		
8/30/2023	85018	2	Do Not Support	A little explosive and a bulldozer to push the rocks off the road. If the bridge at the bottom needs work, fix it. We don't need the road paved. It has served the state well as a dirt drive experience for 100 years.	Why is this so hard
8/30/2023	85208	2	Do Not Support	I agree with repairing the bridges or old bolts but the other is unnecessary and more so would ruin the nature around it when there's no need.	
8/31/2023	85209	2	Do Not Support	Leave it natural	
9/1/2023	85225	2	Do Not Support	The idea of forcing thousands of people to repeatedly drive an additional 100 plus miles, is not only more dangerous... Economically wrong.. but horrendous for the environment. Waisted tires, fuel, time and breaks. Plus added emotions.	
9/2/2023	85553	2	Do Not Support	Do least amount of repairs to permit vehicles to pass	Time frame?
9/2/2023	85120	2	Do Not Support		
9/4/2023	85032	2	Do Not Support	For those who venture to this spectacular geologic marvel currently, by foot or bicycle, can truly view and appreciate its beauty. Phoenix now rates #1 in road rage and aggressive driving To open this road back up to that aggression, NO ONE will be able to enjoy it. Instead they will be left with tail gaiting, people passing in no passing zones, and all sorts of antics now endemic to most Arizona roads. If motorists were generally attentive, followed speed limits, sober, and considerate, I would be all in for this plan. But we all know this isn't how we drive, especially on a road as thrilling, narrow, and winding such as this.	
9/5/2023	85710	2	Do Not Support		
9/5/2023	85142	2	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/5/2023	85234	2	Do Not Support	I support Alternative 3A	
9/5/2023	85705	2	Do Not Support	I support alternative 3A	

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				<p>I believe that the 88 can be used as an important roadway in times of emergencies when the US 60 has a shutdown between the Valley and Claypool or between the Roosevelt turn off to the Bush Highway.</p> <p>Giving this Historical road the face lift it needs would be so useful for the residents in the east valley and for the emergency responders who can also use it to stage for fires throughout the area.</p> <p>Please give this option strong consideration.</p> <p style="text-align: center;">Thank You, Jarrod Hall.</p> <p>Alternative #1 would provide the highest resilience to the roadway with lower risks of future closures during times of inclement weather. This plan includes widening the roadway to provide 2 lanes, remove the rockslide blocking Fish Creek Hill and adding concrete barriers, replacing the bridges, upsizing drainage pipes and culverts, adding walls to avoid encroachment into the wilderness, and include paving with asphalt. \$102 million</p>	
9/5/2023	85202	2	Do Not Support	THANK YOU!	
9/6/2023	85718	2	Do Not Support	I support alternative 3A would like to see the road opened ASAP	
9/6/2023	85123	2	Do Not Support	No need for additional costs beyond the debris removal and the making the road passable until funding is available for a larger project. This road is a view of the world gone by not really as a vehicular short cut but to be an opportunity to relive times gone bye in a semi adventurous way.	
9/6/2023	85119	2	Do Not Support	While the safety features are needed, asphalt and chip sealing would definitely take away from the unique character of the Apache Trail.	
9/6/2023	85298	2	Do Not Support	I would like to see the road opened as soon as possible I pay taxes I pay a lot for my tags for my cars which pays for road maintenance	Why has nothing been done to reopen sr 88 it's been at least two years since it's been closed
9/7/2023	85224	2	Do Not Support	Alternative 3	Alternative 3
9/7/2023	85118	2	Do Not Support	I support 3A...let's get this road open!	
9/7/2023	85142	2	Do Not Support		
9/8/2023	85215	2	Do Not Support	Might as well go for the first option and make that road as good as possible, just so we aren't having this same debate years later. Easier access to Apache Lake would bring many people happiness, not to mention we would be restoring a historic Arizona road so that future generations can travel the same path that used to be used by horses pulling wagons.	
9/9/2023	85132	2	Do Not Support	<p>Why alter the historic roadway so much by putting asphalt on it? Couldn't a cheaper hybrid option be to remove the rockslide, grade flatter areas of the road and repair bridges, then take necessary steps to prevent future slides that have the least impact on the site, alteration-wise?</p> <p>For such a historic site, it would be our duty to preserve it in it's original state as much as we possibly can while still allowing for safety maintenance to take place.</p> <p>As far as driver safety goes, proper signage and educational materials can remind and inform drivers choosing to take that trail of the potential risks that the drivers take upon *themselves*, removing liability from the county/state, and the vehicle types recommended for that section of the trail along Fish Creek(4WD, no wide-axle vehicles, etc.).</p>	

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9/10/2023	85208	2	Do Not Support		
9/10/2023	85086	2	Do Not Support	Fix the road!	
9/11/2023	85351	2	Do Not Support	Open the road leaving it as close to original as possible, One of the greatest ways to see this area by vehicle and not having to hike. Needs to be fixed one way or the other	
9/11/2023	85044	2	Do Not Support	3A is the best and preferred option	3A is the best and preferred option.
9/14/2023	85128	2	Do Not Support		
9/15/2023	85345	2	Do Not Support	Just fix it one of the best drives that i take visitors on	
9/15/2023	85044	2	Do Not Support	The trail should be left as dirt throughout and the minimum amount of modifications should be made with respect to safety to ensure the trails historic presentation and wild character	
9/15/2023	29560	2	Do Not Support	I really feel like it is very crucial to get that Road open. After all it is a part of history history is to be remembered not demolished.	
9/15/2023	85119	2	Do Not Support	Just clear and open the road, no chip seal surface or asphalt, which will let traffic go faster causing more accidents. RETURN IT TO IT'S ORIGINAL sTATUS.	
8/16/2023	85015	1	Do Not Support	Your solution is meant to put this off for years. Meanwhile, those of us who enjoy traveling around Arizona are disenfranchised. This is a very beautiful and historic area and 5 miles is all that prevents us from accessing this area easily from a variety of locations in Arizona. Given the cost and difficulty to attract qualified workers currently, it feels a little like you're suggesting it be paved just for the ability to put it off.	
8/16/2023	85015	1	Do Not Support	The road does not need to be paved. Grade it and open it. It is a historic road in a beautiful part of the salt river drainage basin. The closure of the 5 miles prevents us from easily traveling from different directions. Open the road!	
8/16/2023	85015	1	Do Not Support	The idea that your solution is to pave a road that is in wilderness is beyond comprehensible. This road needs to be repaired, graded and opened. This unique part of Arizona's history, in a very beautiful place with a river running through some of the most desolate and arid parts of Arizona is amazing, and Arizonans want access. It feels as though you have designed a solution that can't be accomplished so you can do nothing.	
8/16/2023	85119	1	Do Not Support	This roadway has always been a safety hazard. The apache lake marina is privately owned and tax payer funds should not be used to improve their business. Any changes to 88 would bring in additional traffic and accidents to this area.	Why not just leave it alone?
8/16/2023	85119	1	Do Not Support	This road has been closed way too long. The improvements mentioned sound justified. With all the taxes residents pay I'm surprised to hear there is currently no funding available. I'm a native it's absolutely my very favorite drive!	I'd be willing to be part of any volunteer program in helping if feasible.
8/16/2023	85204	1	Do Not Support	A great long term solution the requires grants and studies is a good plan for the future. But how about a minimalist solution now. Either open it as a motorized offroad trail. Or restore it to the condition it was before the rock fall and fire. That should not require a study or grant and sold be able to be completed in a few months out of existing road maintenance budgets.	
8/16/2023	85140	1	Do Not Support	Pls make fish creek safer	
8/16/2023	85118	1	Do Not Support	Which ever alternative is selected Please do not use asphalt. That will only let drivers increase their speed and there will be more accidents. Thank you for the informative meeting in Apache Junction. Alternative 1 looks good to me without the asphalt.	

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8/17/2023	85120	1	Do Not Support	<p>Improvements might be nice, but I feel like Alternative 3A would be my first choice followed closely by Alternative 3. The Hybrid Alternative is the better of the remaining Alternatives, but I would prefer this direction not be pursued.</p> <p>I also feel like Alternative 3A has a cost that could be pursued without federal grants and, being repairs should be able to be completed without the extra studies. This would allow the repairs to be completed sooner and get the road opened quicker. This would be an economic benefit as well as a public safety benefit.</p> <p>If it decided to pursue additional improvements and funding for such, they can be pursued after the road is opened.</p> <p>There was a board that had showed the Alternatives Evaluation Matrix. I took a picture of this board at the meeting, but it is not very legible on my phone and would like to see about getting a copy of this board. It appeared to have important information that was not clearly provided during the Public Meeting.</p> <p>As was clearly evident from the meeting, there is a lot of frustration and some anger at the pace these repairs are taking to complete. The quicker the road can be opened the better the economic benefits to the area can be felt.</p>	<p>Is it possible to get a copy of the Alternative Evaluation Matrix board that was on display at the meeting?</p>

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10/5/2023				<p>First, I'm tired of making Logan Simpson rich. It appears they have been the hold up on the DCR completion. In the real world, they would have been fired by now. I get it, they are "in the system" but it's time to stop forcing us to use them. Cut them loose now.</p> <p>With that, I object to being forced to communicate through Logan Simpson on a project paid for by me, the taxpayer. We deserve to go right to the source, the people involved, the people accountable to us. Logan Simpson is just another rung in the ladder for us to climb. We deserve to be able to communicate with whom we wish. Short list: Chis: project manager, Paul: funding, Anthony: the ringleader. Put your contact information out there and be responsive to us when we ask a question/make a comment.</p> <p>Last night was just a start to communicating with us, the community most affected by this closure. You need to recognize that there are a lot of other players in the game besides the politicians. I found it sad that Jodi Akers, the originator of the FIX THE DAM ROAD movement, had her hand up for quite a while and was dismissed at the end, not even called on. Supervisor Serdy, although welcomed, came in late in the game. Jodi and the Apache Trail Attractions Committee, we called ourselves, were in full swing when he stepped in. Jodi activated the community, including Supervisor Serdy, that shows the power of the community involved. Rely on and listen to your community to support and drive this effort. We will do it.</p> <p>It was asked repeatedly last night where the money in the budget over the last 4 years has gone. Surely, you had some dollars earmarked to spend on SR88, a state route in your portfolio. Or is it in your "portfolio?" Last night it appeared you knew nothing of any money for 88. How can that be? Is it true that you want nothing to do with 88, that you would rather Tonto take it over, as a hiking trail (tongue-in-cheek)? Then be honest, don't hedge, just admit it and get on with what the community wants. We want 88 to be taken care of, to be there for us and for motorized traveler/adventurers for years to come, we believe the best way is to get ownership for it, that's you, take it.</p> <p>Yes, grants are important, but you should get creative with the funding. I've seen suggestions/ideas/blue sky things talked about. I'll just list a few: Vehicle registration/licensing tax. We've seen these work before, we need not just money to fix the road, but money to keep it maintained, this is an excellent suggestion, get with Teresa Martinez now. With that, the HURF (Highway User Revenue Fund), I've been told, this project would qualify. John Filmore, former AZ rep, has suggested it to Teresa, not for this purpose, but others, I can work on him for this. Last, the 5-year AZDOT budget has been approved with nothing in it for 88. This boggles my mind except I do think you've been trying to bail on this, please stop, admit it, it's yours. With that, we can amend that budget, it can be done within your agency, no or little more bureaucracy needed. Let's figure this one out now.</p> <p>4 things need to be communicated immediately and consistently: First THE DCR. I found it ironic that written on the last screen you had up staring us in the face was, "Comment on the report..." How, we haven't seen it! So, get it out there NOW. Timeline, no more wasting time, no more slipping deadlines. It looks bad on you, looks like a stall. Come up with a short, 2-year timeline that you are confident in and can earn our confidence in you. Start a checkbook. Show us where the money has gone and where it will go. Honest evaluation and feedback on the chosen plan. Show us how and why the plan you select was chosen, be transparent, make us believe you weren't heavily influenced by only one/a few voice(s).</p>	

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8/17/2023	85331	1	Do Not Support	Please DO NOT pave this historic Arizona Road. That is not required, and certainly it is not what Arizonians want. Ask people and you will find that we would like the road to be fixed and preserved in its original way.	
8/17/2023	85307	1	Do Not Support	I believe the historic trail should be kept as close to its original layout as possible to preserve the landscape and natural habitat for the existing wildlife.	
8/18/2023	85119	1	Do Not Support	Restore it back	What happened to the money and why did you quit maintaining it where is that money going
8/18/2023	85215	1	Do Not Support	I would support restoring the road to pre 2019 condition. Get it open right away. More sophisticated repairs and drainage could be done later, as budget allows. But absolutely no pavement please. Access to the rest of the trail right away is more important. If safety is a concern, a post could be made to enter at your own risk. Also, to fund basic repairs, it could be a fee Road with a self pay kiosk at the overlook. Those of us who love and use the trail would gladly pay our way. Please consider a tiered approach to repairing and opening the road back up. Thank you,	
8/18/2023	85215	1	Do Not Support	I am supportive of fixing this road but not the Hybrid model. This road is part of our heritage. Not only does it provide access to Apache Lake from the west, it is a draw for tourism as it is an easy way for people to experience the Arizona desert who might not otherwise be able to get out to the wild easily and off the pavement. I grew up here and when we have visitors that really want to see Arizona, we always drove them out the Apache trail. This road was originally built by Indians with picks and shovels in a matter of months. So it really surprises me that it would cost so much just to repair a short section. Where does funding come from for ADOT to maintain our roads now? This is part of the system and should be maintained out of whatever funds we already have.	
8/18/2023	85215	1	Do Not Support		Please reword your question in the survey. It sends the message that that is the only alternative and is deceiving.
8/18/2023	85207	1	Do Not Support	This section of the Apache Trail has been closed for 4 years and to my knowledge is the only road in Arizona not immediately repaired after a flash flood following a forest fire. Our choice is Alternative 3A. Simply put, our wish is that the road be graded, the rockslide be removed, and the road opened ASAP.	
8/18/2023	85296	1	Do Not Support	Alternative 3A	What is this taking so long to implement a solution simple and immediate action .
8/18/2023	85016	1	Do Not Support	I strongly support option 3A. The proposed hybrid solution will likely cost 10x that of 3A, will require a new easement from the Forest Service, and no one has addressed how the face of Fish Creek is a wilderness area which will create additional political obstacles. Do not pave Fish Creek. Restore the road to its original version, and maintain it regularly. Get it fixed in the next 2 years as opposed to 10+ years that is likely with hybrid solution. Voting for 3A.	

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8/18/2023	85118	1	Do Not Support	<p>I do not support the alternative chosen by ADOT, before they solicited public feedback. I support:</p> <ul style="list-style-type: none"> Remove debris, ensure regular inspection and debris removal Stabilize large rocks within 20 ft of roadway Pull outs only where required for safety Only make necessary repairs to bridges, ensure regular inspection/maintenance Clean and repair culverts and pipes as needed, ensure regular inspection/maintenance Repair/replace damaged guardrails Signage only as required for safety Clean/re-establish existing ditches, ensure regular inspection/maintenance No widening, no chip seal or pavement, all are unnecessary expenses and will extend the project. This is a primitive road into wilderness areas. Paving it would take away from the character and could lead to people driving at unsafe speeds. Regular maintenance of the existing road would be less expensive, encourage people to drive at slower, safer speeds and preserve the historic character of the road. <p>The 8/16 SR88 Road Study meeting in Apache Junction was a disappointment because it was an effort by ADOT to manipulate and control the discussion instead of listening to people's concerns and suggestions. If ADOT had sincerely wanted feedback from citizens and taxpayers, they would have held an open discussion. Instead, their presentation of the SR88 Road Study was meant to compel us to accept the choice their organization had already made without public feedback. They used shady tactics to lead the audience to that alternative:</p> <ul style="list-style-type: none"> maps and charts that were designed and highlighted to steer the audience to a more expensive alternative that would extend the project a comment form that asks participants to rate the alternative that ADOT had already chosen instead of asking them to choose the alternative they prefer required people to write their questions in advance instead of having an open discussion limited spontaneous input from citizens and did not take seriously their suggestions such as collaborating with the military to reduce costs and expedite the project did not provide straight-forward answers to questions such as: why all decision makers had not physically visited the project site; why the full study had not been made available to the public; how prior funding for SR88 was spent; how future reservoirs would impact the project. <p>This meeting was an example of unelected autocratic government officials condescendingly telling citizens what is best for them, rather than a public service agency promoting citizen participation in determining the best way to spend tax dollars.</p> <p>If ADOT is sincere about wanting public involvement in this important project, they will hold another meeting before any final decision is made and allow all citizens to speak freely. People have a right to be involved in how our tax dollars are being spent.</p>	(1)When would SR88 be operational to all citizens with ADOT alternate and with repairs/improvements I suggested. (2) Where can a citizen access the inspections/repair/maintenance done on SR88 over the last 20 years? Associated budget and actual costs? (3) Number of documented closures? (4) Data used to determine cost of alternatives.
8/18/2023	85307	1	Do Not Support	I believe the historic trail should be kept as close to it original layout as possible to preserve the landscape and natural habitat for the existing wildlife.	
8/20/2023	85119	1	Do Not Support	Widen the road	
8/20/2023	85207	1	Do Not Support	I choose an Alternative option 3A.	

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8/20/2023	85745	1	Do Not Support	Thank you. It's about time you open the road!	
8/21/2023	85296	1	Do Not Support	I would like to see option 3A to be implemented and the road opened up immediately.	
8/21/2023	85307	1	Do Not Support	Option 3	Option 3
8/21/2023	85202	1	Do Not Support	This road has always been open as a dirt road and has been sufficient for travel since I started driving it in 1973. There is no reason it can't be reopened and reused without massive changes. There is no excuse that explains why it is still in process.	
8/21/2023	85745	1	Do Not Support	Open the road the fastest and cheapest way. We have used the road being dirt and rough and we like it that way.	
8/21/2023	85204	1	Do Not Support	Open the road ASAP to pre-2019 standards. Then incrementally add improvements. This bloated 5 year plan keeps the trail closed far too long and just lets it deteriorate even more before work is started. Plus clearly lines the pockets of corporations and groups ADOT wants to funnel Federal money towards. Use state funds already in the coffers and quit adding needless delays. Get the rockslide blasted and open the road for high clearance vehicles, or work with Tonto to designate a FR vs SR trail. We don't want a paved monstrosity where idiots with huge boats can block the road for everyone.	
8/22/2023	85048	1	Do Not Support	Just restore the road to a passable condition for a family car like it has been for the past hundred years and conduct annual road maintenance as required. No paving unless the road intersects a known cross-wash, otherwise leave the road as designed. This could be accomplished with a minimum of funding that Arizona could afford without requesting funds from the US Gov't and all the bureaucracy attached. This is our state and we do not want or need the EPA's input into our affairs. Also, if we keep the road dirt and maintain the original intent without significant changes to it the EPA will not have any input to Arizona's maintenance to restore to a passable condition.	Where did the money go that was supposed to be used for routine annual maintenance of the Apache Trail? If diverted to other projects, who was in charge of that decision? What was the reasoning of that decision?
8/22/2023	78731	1	Do Not Support	My choice is Alternate 3A. Grade that road, remove the rockslide, and open the road now!	
8/22/2023	78731	1	Do Not Support	My choice is Alternative 3A. Grade the road, remove the rock slide, and open the road now!	
8/22/2023	78731	1	Do Not Support	I choose Alternative 3A. Please fix the road quickly by grading it and removing the rock slides so I can use the road. It's a beautiful drive to Apache Lake!	
8/22/2023	87544	1	Do Not Support	Alternate 3A is my choice. Grade that road, remove the rockslide, and open the road now. Not in years. Beautiful road to Apache Lake.	
8/24/2023	85207	1	Do Not Support	I support option 3A to get this road opened asap. Apache Trail has been closed for four years, like all other roads that have been repaired immediately after a flash flood and fire, there is no reason why this road should not have been repaired right away. We want this road to be opened as soon as possible.	Why has this road not been repaired already?
8/25/2023	14823	1	Do Not Support	As a professional with experience in historic preservation design, I believe that paving and widening the road as described would be an erasure of the craftsmanship and legacy of the Apache craftsmen who built this road with traditional means and methods over 100 years ago. I believe that this road's heritage should be preserved, and it would be far easier to get the necessary funding to reach the goal of the least invasive and destructive method.	
8/25/2023	85234	1	Do Not Support	I support alternative 3A	
8/25/2023	85754	1	Do Not Support	I support alternative 3 A	Why can't you restore the road to what it has been for over 100 years and open it up??

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8/25/2023	85044	1	Do Not Support		
8/25/2023	85207	1	Do Not Support	Fishcreek hill is a historic landmark and allows for the easiest access to Apache lake, one of the most spectacular places in Arizona.	
8/26/2023	80433	1	Do Not Support	Alternative 3A	
8/26/2023	85641	1	Do Not Support	3 or 3A is preferred, leave it dirt, you pave it, those concrete barriers are not going to stop sport bikes or cars from going over, vehicle speeds will be much higher. Us regulars that frequent the road just want it back to the way it was. Plus any storm will still take out pavement....have you seen the millions of potholes in Tucson!	
8/26/2023	85225	1	Do Not Support	Please consider removing road debris, rocks, and repairing the road to allow access to Apache Lake from Saguaro and Canyon Lake.	
8/26/2023	85710	1	Do Not Support		
8/26/2023	85641	1	Do Not Support	To my knowledge SR88 is the only road way that has been closed for 4 years after a natural mother nature event, and not repaired within a reasonable amount of time. I do not support the hybrid proposal, I support 3A option and want the road opened as quick as possible	
8/26/2023	85715	1	Do Not Support	Alternative 3A	
8/26/2023	6540 E David Dr Tucson AZ 85730	1	Do Not Support	Keep it dirt and wider	
8/26/2023	85193	1	Do Not Support	Not sure how to answer the above question. I am retired and pray I can keep up the car I drive and I would not have money to afford Hybrid cars, let alone these all electric I would never want no matter how much money I had. I would be scared to drive an all electric car. Not enough electricity to support. The Hybrid car might be OK, but I'd have to have some convincing facts before I bought one because of the cost of battery replacement. I think we should stick with gas powered engines that have served us well. Go back to drilling oil in the USA. If you are asking for funding for SR 88, I would if our administration had not made the cost of gas so high and groceries. Just to live on a retired income nowadays leaves out luxuries.	No
8/26/2023	85704	1	Do Not Support	Alternative 3a	
8/27/2023	85745	1	Do Not Support		
8/27/2023	85210	1	Do Not Support	No to hybrid option vote yes for 3a option	
8/27/2023	85248	1	Do Not Support		
8/27/2023	85154	1	Do Not Support	Leave it closed	
8/27/2023	85006	1	Do Not Support		
8/27/2023	85120	1	Do Not Support	We need to look at bringing back this road , it is a piece of history.	
8/27/2023	85268	1	Do Not Support		
8/27/2023	85208	1	Do Not Support	I support option 1	
8/27/2023	85283	1	Do Not Support		
8/27/2023	85741	1	Do Not Support	I support option 3a	
8/27/2023	85207	1	Do Not Support		
8/27/2023	85140	1	Do Not Support	Do it once and do it right	

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8/28/2023	85119	1	Do Not Support	Stop stalling, get the road opened ASAP for the minimum amount of money. Once the road is open seek funding for improvements. How long has it been closed? To Long. Do something NOW.	Why has it taken so long to do nothing to open the road?
8/28/2023	85120	1	Do Not Support	None	Yes
8/28/2023	85207	1	Do Not Support	It's been 4 years. Please choose a quicker options to clear the roads and get it reopened.	
8/28/2023	85028	1	Do Not Support		
8/28/2023	85033	1	Do Not Support	I would like to see Option 3A implemented and getting the road open ASAP!	
8/28/2023	85303	1	Do Not Support	I would like to see the road open ASAP option 3A	
8/28/2023	85234	1	Do Not Support	Open road ASAP option 3A	
8/28/2023	85206	1	Do Not Support	I support alternative 3A. We want the road opened ASAP!!!	
8/28/2023	85296	1	Do Not Support	Road Open ASAP! Option 3A - historic highway now being open needs to be for more tourism and safety.	
8/28/2023	85374	1	Do Not Support	I just don't agree.	No
8/28/2023	80922	1	Do Not Support	I support alternative 3A. We would like to see the road open as soon as possible!	
8/28/2023	80922	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
8/28/2023	75034	1	Do Not Support	We would like to see the road open ASAP	
8/28/2023	80922	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
8/28/2023	80922	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
8/28/2023	85142	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/28/2023	80922	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
8/28/2023	85225	1	Do Not Support	I am wanting the soonest route to gain access.	None
8/28/2023	85296	1	Do Not Support	I support alternative 3A and would like to see the road opened as soon as possible	
8/28/2023	85296	1	Do Not Support	Alternative 3A is preferred, we love the lake and this road supports our recreational activities. We would like to see the road open ASAP please.	How soon can you have alternative 3A open?
8/28/2023	85234	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
8/28/2023	82009	1	Do Not Support	I support Alternative 3A . I would like to see the road open ASAP.	
8/28/2023	82009	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
8/28/2023	85296	1	Do Not Support		
8/28/2023	85142	1	Do Not Support	I support alternative 3A as I would like to see the road open as soon as possible.	
8/28/2023	85296	1	Do Not Support	We'd like to support alternative 3A and see the road opened ASAP! Businesses depend on it!	
8/28/2023	85296	1	Do Not Support	I support alternative 3a, let's get the road opened ASAP	
8/28/2023	91362	1	Do Not Support	I support alternative 3A. We would like to see the road open asap	
8/28/2023	85234	1	Do Not Support	I think this is a bad idea.	
8/28/2023	85296	1	Do Not Support	I DO NOT support the preferred Hybrid Alternative that ADOT presented. It would be nice to have the road paved but for now, I just want it opened. The state can work on paving it any time in the future.	

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8/28/2023	85296	1	Do Not Support	I support alternative 3A. Would like to see the road open ASAP	
8/28/2023	85296	1	Do Not Support	I support alternative 3A. I would like to see the road open ASAP.	
8/28/2023	85296	1	Do Not Support	I support alternative 3A. I would like to see the road open ASAP	
8/28/2023	84037	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!!!! Like SUPER ASAP	
8/28/2023	85234	1	Do Not Support	I support alternative 3A. I would like to see the road open immediately	
8/28/2023	85296	1	Do Not Support	We support alternative 3A! We would like to see the road open ASAP!!	
8/28/2023	85296	1	Do Not Support	I support alternative 3a for safety and historic highway	
8/28/2023	85215	1	Do Not Support	I miss driving that road to tonto basin from my house and the scenic views along the way and it's unfair to everyone who has not seen these views because of the lacking construction. We want Alternative 3A. Open the road now!	
8/28/2023	85296	1	Do Not Support	I support alternative 3A. We would like to see the road open asap	
8/28/2023	85296	1	Do Not Support	I supply alternative 3a. We would like the road open ASAP	
8/28/2023	85306	1	Do Not Support		
8/28/2023	85234	1	Do Not Support	I support alternative 3A and would like to see it open asap	
8/28/2023	85234	1	Do Not Support	I support alternative 3a. We would like to see the road open asap! Thank you	
8/28/2023	85048	1	Do Not Support	I support alternative 3A and would like to see it done ASAP	
8/28/2023	85206	1	Do Not Support	I support Alternative 3A. Please open up the road ASAP!	
8/28/2023	85255	1	Do Not Support	Just re open the road as it was please	
8/29/2023	85132	1	Do Not Support		
8/29/2023	85705	1	Do Not Support	WE WANT ALTERNATIVE 3A. OPEN THE ROAD NOW! Let's open this historic roadway so not only arizonans but anyone can drive the road. LEYS SHOW THE BEAUTY OF ARIZONA!!!	
8/29/2023	85032	1	Do Not Support	Alternative 3A	
8/29/2023	85142	1	Do Not Support	It seems to me like the only viable option given the fact that you don't have funding yet is 3A. Option 3A opens the road with the least amount of cost. Additional projects can come later if further improvements are desired. I'm afraid that any other option will die before it is started due to lack of funding.	Why was option 3A not discussed in the presentation?
8/29/2023	83448	1	Do Not Support	We want highway 88 fixed and paved so we can get to our most favorite lake to be on!! Please make this happen!	
8/29/2023	85254	1	Do Not Support		
8/29/2023	85295	1	Do Not Support	I support alternative 3 A we would like the road open ASAP	
8/29/2023	84302	1	Do Not Support	I support alternative 3A. We would like to see the road opened ASAP.	
8/29/2023	85143	1	Do Not Support		
8/29/2023	85379	1	Do Not Support	I support alternative 3A. We would like to see the road opened asap.	
8/29/2023	84015	1	Do Not Support	I SUPPORT ALTERNATIVE "3A"!!! WE WOULD LIKE TO SEE THE ROAD OPEN A.S.A.P.!!!	WHY WOULD YOU EVEN CONSIDER A PART TIME FIX?

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
8/29/2023	85204	1	Do Not Support	Hell, leave it like it is and build a bridge that crosses the main drop in the canyon with a side road down to the bridge and trailhead. Think Hoover dam bridge ish My vote would be Alt #1. Do it right for the last time. For generations... we as Americans want what is best! Not low bid and to Pass it off to the next generation of people in ADOT, to get voted down. America has stopped dreaming of spectacular projects, thus we get basic and "just adequate".	
8/29/2023	85118	1	Do Not Support	Please get it reopened ASAP.	
8/29/2023	85212	1	Do Not Support	Alternative 3A would be great. Let's open the road!	
8/29/2023	85032	1	Do Not Support	3A open the roads please	
8/29/2023	85119	1	Do Not Support	Keep the road closed. Make it into a hiking trail instead. No need for a road	None
8/29/2023	85602-7835	1	Do Not Support	I do NOT support your preferred hybrid alternative and encourage you to use Alternative 3A	
8/29/2023	85704	1	Do Not Support	I support option 3A	
8/29/2023	85602	1	Do Not Support	Alternative 3A	
8/29/2023	61448	1	Do Not Support	Alternative 3A	
8/29/2023	85296	1	Do Not Support	I support alternative 3A.	
8/30/2023	85234	1	Do Not Support		
8/30/2023	85295	1	Do Not Support	Az native for 34 years. Fix the road! Keep it dirt!! No barriers!!! The scary washboard road and cliffs is a great deterrent to bad drivers as it always has been.	Nope
8/30/2023	85210	1	Do Not Support	Option 3a	
8/30/2023	76210	1	Do Not Support	Plan 3A	Why in the world would your preferred be the hybrid alternative?
8/30/2023	60172	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	Please use this version of my response. My previous response is incorrect as I didn't fully understand. Please use this version and disregard previous versions!
8/30/2023	85204	1	Do Not Support	3A I am in support of.	
8/30/2023	85234	1	Do Not Support	I support 3a	
8/30/2023	85202	1	Do Not Support	I would very much like to see this Road open. My favorite camping spot is up there and it was my weekend trip away from the city. Love the loop drive. Please clean it up and open the Road! Thank you.	
8/30/2023	85086	1	Do Not Support	Historic route 88 should be restored and reopened to the public. It is one of the most beautiful scenic drives Arizona has to offer on the south side of the state. Apache lake will also offer another alternative to the already overcrowded lakes this side of four peaks.	
8/30/2023	85283	1	Do Not Support	We would like to see the road open ASAP	
8/30/2023	85203	1	Do Not Support		
8/30/2023	85201	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	I support alternative 3A. We would like to see the road open ASAP
8/30/2023	85201	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	I support alternative 3A. We would like to see the road open ASAP
8/30/2023	85206	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	I support alternative 3A. We would like to see the road open ASAP
8/30/2023	85226	1	Do Not Support	Open historic 88 from Apache junction asap	
8/30/2023	85205	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	

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8/30/2023	92536	1	Do Not Support	Open this shit	Why you be extra
8/30/2023	85132	1	Do Not Support	I support alternative 3A and want the road opened sooner.	
8/30/2023	85024	1	Do Not Support	Just doesn't make sense. Waste of fuel and inconvenience for everyone coming from our side of town	Why can't it be opened
8/30/2023	85383	1	Do Not Support	I support option 3A	
8/30/2023	85204	1	Do Not Support	- We DO NOT support the preferred Hybrid Alternative that ADOT presented. Comments: I support alternative 3A. We would like to see the road open ASAP	
8/30/2023	85213	1	Do Not Support	I support alternative 3A. The section of Apache Trail has been closed for more than 4 years. We would like the road to be graded, the rockslide be removed, and the road opened as soon as possible. Thank you.	
8/30/2023	85335	1	Do Not Support	I support alternative 3A I would like to see the road open ASAP. It has been several years now and this is frustrating.	Why are you taking so long to open the road? The drive is slow but me and my family enjoy it.
8/30/2023	92653	1	Do Not Support	I support Alternative 3A, and want to see the road open as soon as possible.	
8/30/2023	85140	1	Do Not Support	APACHE LAKE MARINA & RESORT APACHE LAKE needs your help- Please fill out the form to help open the historic Highway 88 from Apache Junction to Apache Lake Marina. - We DO NOT support the preferred Hybrid Alternative that ADOT presented. Comments: I support alternative 3A. We would like to see the road re opened from AJ	
8/30/2023	85296	1	Do Not Support	I would like the road open asap. But also making it safe for two vehicles to travel with trailers in opposite directions.	What is the holdup. Funding? Time? Stakeholders?
8/30/2023	85268	1	Do Not Support	I support 3a open asap	Why is it taking so long?
8/30/2023	85297	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/30/2023	85705	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	Who made the decision (name and title) to not fund the repairs?
8/30/2023	85283	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/30/2023	85381	1	Do Not Support	Just rebuild the road	Why is it not done yet
8/30/2023	85281	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/30/2023	85745	1	Do Not Support	I do not support the alternative	
8/30/2023	85310	1	Do Not Support	Yes road improvements are needed this historic scenic part of highway not travelled by millions of visitor just locals and lake goers many people it is once in a lifetime drive literally. Many would never repeat twisty turns and slow driving. I wish this part of highway reopening for history not revenue.	When will you reopen fish Creek Hill.
8/30/2023	85282	1	Do Not Support		
8/30/2023	85037	1	Do Not Support	Open the 88 again this is a very popular road with common access.	
8/30/2023	85027	1	Do Not Support	This is a historic part of Arizona and necessary recreational business and needs to be reopened	
8/30/2023	85029	1	Do Not Support	I support alternative 3A. My family would like to see the road open ASAP! Public safety for a secondary egress from Apache Lake is crucial!!	No

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8/30/2023	85298	1	Do Not Support	We travel to Apache Lake and it's quicker to go through SR 88. We tow a boat and travel with campers. It would be great to pave SR 88 and improve the entire roadway. The alternative route is longer and a pain!	
8/30/2023	85749	1	Do Not Support	I support 3A to get the road open NOW because there is no funding in the future for ADOT preferred plan.	
8/30/2023	85713	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/30/2023	85382	1	Do Not Support	I support alternative 3A	
8/30/2023	85206	1	Do Not Support		
8/30/2023	85541	1	Do Not Support		
8/30/2023	85631	1	Do Not Support		
8/30/2023	86301	1	Do Not Support		
8/30/2023	85297	1	Do Not Support	Leave it alone. Been too long, if there was genuine interest in fixing it, it would have been done immediately. Like putting the fire out that was the ultimately caused the washout. No one wanted to do anything there either until it was too late. More traffic will just cause more problems. People can't drive on regular roads these days, why give them a reason to try something they can't handle, just to take their boat or trailer to a place they seen on instagram Wake up, it's not 1975 anymore	
8/30/2023	85120	1	Do Not Support	I support the alternative 3A. We would like to see the road opened as soon as possible.	
8/30/2023	85711	1	Do Not Support		
8/30/2023	85296	1	Do Not Support	Fix it like it was. Keep it a dirt road	
8/30/2023	85719	1	Do Not Support	I prefer alternative 3 as it retains the most of the historic roadway	
8/30/2023	85140	1	Do Not Support	Choice #1 is the best option.	
8/31/2023	85193	1	Do Not Support		
8/31/2023	85326	1	Do Not Support		
8/31/2023	85142	1	Do Not Support	I prefer option 3. Clear and reestablish what was already there.	
8/31/2023	85553	1	Do Not Support	Jus leave it alone	
8/31/2023	85501	1	Do Not Support	Do not support hybrid Alternative	Prefer Alternative 3A open road as soon as possible
8/31/2023	85305	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/31/2023	85202	1	Do Not Support	I support alternative 3A. I would like to see the "Fish Creek" road open ASAP! It's important to me and my famil!	
8/31/2023	60007	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
8/31/2023	85257	1	Do Not Support		
9/1/2023	84028	1	Do Not Support	Option 3A—the open with minimal improvements is best. Keep the Apache Trail a dirt road.	
9/1/2023	85029	1	Do Not Support		
9/1/2023	85392	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/1/2023	86315	1	Do Not Support	I support 3A	

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9/1/2023	85209	1	Do Not Support	I support alternative 3A. I would like to see the road open ASAP.	
9/1/2023	85501	1	Do Not Support		
9/1/2023	85016	1	Do Not Support	Fix the old road. It's the most beautiful scenery in the world. Everyone should know about...the dreaded ...(drumroll) FISH CREEK HILL. Besides being scary because of the road itself, the scenery is what takes eyes off road . There should be a couple more lookout points along the 88 on FISH CREEK HILL.	
9/1/2023	85257	1	Do Not Support	The old road is so beautiful. It is definitely one of Arizonas greatest assets. Fish Creek Canyon is one Incomparably beautiful canyon.	Why won't the State of AZ or the Federal Government fix Highway 88 ? Fish Creek Hill has always been dangerous. It's about time it's fixed. The Fish Creek Canyon should not only be available for hikers only!
9/1/2023	98038	1	Do Not Support	I support alternative 3A	
9/1/2023	85118	1	Do Not Support	This section of road has been closed for so long I don't understand why ADOT and the great state of AZ would finally repair and reopen this section of road without ensuring closures would not be happening again. If we just minimize the repair the next severe storm will close the road again and by the time ADOT gets around to consider reopening the cost will just be even more expensive.	Why not fix / correct the issue so that citizens do not have to do without the road again?
9/2/2023	85737	1	Do Not Support	Keep the road like it was. Option 3A is the way to go. Perhaps just improve the frequency of grading. I have driven the Apache Trail (88) many times with and without a boat. It is one of the most aesthetically pleasing areas in our state. My experience dates back to when the Air Force had Camp Water Dog on the lake ! Please get this road open again as soon as possible. It does not need all the expensive repairs suggested. Keep Apache Lake a hard to get to destination spot !!	What are the cost differences in the various plans ? To me that is also important ! Just get the graders out and start the process !
9/2/2023	85748	1	Do Not Support		
9/2/2023	85044	1	Do Not Support		
9/2/2023	85119	1	Do Not Support	Keep the road way exactly the way it has been for decades. It was why my family decided to reside in Apache Junction for the past 15 years. Modifying the road to the extreme ADOT is suggesting is ridiculous. This is our community, our neighbors, our retreat, our heritage.	Why spend all the money or repairing the Roosevelt, east access to Apache Lake, when we need our entrance the the area from the west?
9/2/2023	85132	1	Do Not Support	We do not support	
9/2/2023	85119	1	Do Not Support	I support alternative 3A	Fix the dam road already.
9/2/2023	85306	1	Do Not Support	Just repair the dirt road, it's been fine for over 30 years I know of	
9/3/2023	85268	1	Do Not Support		
9/3/2023	85138	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/4/2023	85606	1	Do Not Support	Clear debris, grade & open ASAP. Skip the expensive nonsense. It's a traditional highway, ruining it w/ w/ upgrades will destroy it.	What took so long? Wasting too much money on Maricopa County?
9/4/2023	54701	1	Do Not Support	Clean up the rocks. Leave it as a dirt road. Keep it as original as possible.	Why change an historic road? Seriously?
9/5/2023	85119	1	Do Not Support	I support alternative 3A	
9/5/2023	85051	1	Do Not Support	I support alternate 3a	
9/5/2023	85120	1	Do Not Support	Should be opened as soon as possible funding should be taken away from homeless people and other unnecessary b*****9	
9/5/2023	85029	1	Do Not Support	We do a roast round up there every year and the road fixture has helped so much. We need this road opened	
9/5/2023	85741	1	Do Not Support	Support 3a would like to see the road get done and reopened !	
9/5/2023	06804	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/5/2023	85206	1	Do Not Support	I would support alternative 3A	

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9/5/2023	85142	1	Do Not Support	I support alternative 3A, we need the road open ASAP	
9/5/2023	84070	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/5/2023	62702	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/5/2023	85629	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	What is taking so long? It's a public road. Fix it already.
9/5/2023	85212	1	Do Not Support		
9/5/2023	85711	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/5/2023	85742	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/5/2023	85086	1	Do Not Support	I support alternative 3A and would like it opened asap	
9/5/2023	85306	1	Do Not Support	I want the alternate 3A. We want the road open ASAP!	
9/5/2023	85749	1	Do Not Support	Fix the road from Apache Junction to the marina. Do your job	
9/5/2023	85024	1	Do Not Support	I DO NOT support the preferred Hybrid Alternative being presented. The Apache Trail should remain an improved dirt as much as possible to preserve the historic appeal of the route. Concrete structures through small washout prone drainages, and a bridge spanning the current blocked section, would be appropriate. I support alternative 3A. My family and friends would like to see the road open ASAP.	
9/5/2023	85937	1	Do Not Support		
9/5/2023	85296	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/5/2023	85234	1	Do Not Support	I support alternative 3A	
9/5/2023	85756	1	Do Not Support	I support alternative 3A	
9/5/2023	86338	1	Do Not Support	We do not support the preferred hybrid alternative that ADOT presented.	.
9/5/2023	85119	1	Do Not Support	I support alternative 3A	SR88 to Apache Lane has been closed long enough. What is typically a 45 minute drive from Apache Junction, has turned into a 3 1/2 hour drive taking the alternativa route.
9/5/2023	85602	1	Do Not Support	I support alternative 3A. I would like to see the road open ASAP.	
9/5/2023	85746	1	Do Not Support	I support alternative 3A. We would like to see the road open as soon as possible.	
9/5/2023	85118	1	Do Not Support	I support Alternative 3A	
9/5/2023	85041	1	Do Not Support	3A keep the road open!	Keep the road open!
9/5/2023	85711	1	Do Not Support	I support option 3A	
9/5/2023	85715	1	Do Not Support		I support alternative 3A
9/5/2023	85041	1	Do Not Support	Dont support it please open highway 88	
9/5/2023	85715	1	Do Not Support	I support alternative 3A	
9/5/2023	85746	1	Do Not Support	I would like to see the road open from apache lake marina to apache lake junction.	
9/5/2023	85501	1	Do Not Support	I support Alternative 3A	
9/5/2023	85048	1	Do Not Support	I support alternative 3a and would like the road opened asap.	When will this road open back up?
9/5/2023	85208	1	Do Not Support	I prefer the 3A alternative and would like to have the road opened again	
9/5/2023	85745	1	Do Not Support	I support alternative 3A	
9/5/2023	85345	1	Do Not Support	I support alternative 3A, we would like to see the road open ASAP (!!).	
9/5/2023	85745	1	Do Not Support	Alternative 3	
9/5/2023	85353	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	

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9/5/2023	44024	1	Do Not Support	I support alternative 3A.	
9/5/2023	85206	1	Do Not Support		
9/5/2023	85142	1	Do Not Support	I do not support Adots hybrid alternatives. I am a frequent traveler to Apache Lake Marina at least twice a month year round. I would like to see the road repaired and opened as soon as possible. It is part of Arizona's colorful past and is a look into the beautiful Apache Lake.	
9/5/2023	85032	1	Do Not Support	I don't like the idea of paving this road. Keep it nostalgic as possible.	
9/5/2023	85045	1	Do Not Support		
9/5/2023	86314	1	Do Not Support	I'm old fashioned and like to stay with tradition	
9/5/2023	85140	1	Do Not Support	Leave the road as is, or clear only the rockslide open it to off road vehicles only like jeeps and rock crawlers. Boats and trailers need not to be on this roadway.	None
9/6/2023	85706	1	Do Not Support	Please open historic Highway 88 from Apache Junction to Apache Lake	Why isn't it open yet?
9/6/2023	85706	1	Do Not Support	Please reopen historic highway 88 from Apache Junction to Apache Lake	Why is it not open yet?
9/6/2023	85122	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/6/2023	85003	1	Do Not Support	Open the old road back up	
9/6/2023	85931	1	Do Not Support	Support of 3A.	
9/6/2023	85282	1	Do Not Support	Support option 3	
9/6/2023	85225	1	Do Not Support	To make people drive hundreds of extra miles, is very irresponsible.	Why is this even a question. No thinking person could agree with making people go around.
9/6/2023	85715	1	Do Not Support	i support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85715	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85658	1	Do Not Support	We support alternative 3A, experienced many unnecessary delays due to road closure.	
9/6/2023	85658	1	Do Not Support	Family and friends have been stranded in the mountains due to the road closure. I support the alternative 3A.	
9/6/2023	91301	1	Do Not Support	We DO NOT support the Hybrid Alternative that ADOT presented. We support alternative 3A. We would like to see the road open ASAP	We DO NOT support the Hybrid Alternative that ADOT presented. We support alternative 3A. We would like to see the road open ASAP
9/6/2023				I DO NOT support the preferred Hybrid Alternative that ADOT presented.	
9/6/2023	85212	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85234	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/6/2023	85213	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85253	1	Do Not Support	I support alternative 3A and would like to see the road open ASAP	
9/6/2023				I support 3A. Let the trail be as it once was. Pavement/chip seal will eventually fail and the road will not be able to be graded at that point. The road was fine until the major flood. Do minimal repairs to make it passable and continue with the maintenance we had been doing in the past. The beauty of the trail was that it seemed like a travel back in time. Pavement will ruin that.	
9/6/2023	85119	1	Do Not Support		
9/6/2023	85233	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85085	1	Do Not Support	I support alternate 3A. We would like to see the road open ASAP.	
9/6/2023	85213	1	Do Not Support	I support option 3A, we wanna see the road open ASAP	
9/6/2023	85281	1	Do Not Support	I support the alternative 3a, would like to see it opened immediately	
9/6/2023	53103	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/6/2023	85715	1	Do Not Support	i support alternative 3A. We would like to see the road open ASAP	
9/6/2023	85390	1	Do Not Support	Prefer the least amount of widening/improvement	
9/6/2023	85087	1	Do Not Support	I support alternative 3A. We would like to see the road open soon. It is historic for me and my family. my dad A world war two navy vet moved us to Arizona in 1969 he would load up the station wagon and take all 7 of us on Apache trail he would wave every now and then he said he was waving to the Indians so that they would not attack us lol. He would take us to Apache lake to camp and Fish .anyways he passed away on April 4th 2007 on my brother's birthday since then every year we go to Apache lake to fish on my brother's birthday and celebrate his passing. We have been going all the way around a lot further to get there but it's just not the same I know that it probably takes more than one voice to make it happen but it would really mean a lot to me and my family thanks	
9/6/2023	85207	1	Do Not Support		
9/6/2023	85140	1	Do Not Support	I support alternative 3A. And I want this road open asap because it has been closed for many years and ADOT still hasn't made a plan to reopen it. This is stupid, if it was on the west side of Phoenix it would have been fixed and reopened years ago.	
9/6/2023	85140	1	Do Not Support	I support 3A	
9/6/2023	85120	1	Do Not Support	Support Alternative 3A. Get the road open now.	
9/6/2023	85326	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP -	
9/6/2023	85413	1	Do Not Support	I support alternative 3A and would like to see the road open ASAP	
9/6/2023	85208	1	Do Not Support	I respectfully prefer the road be left alone. We have explosive growth and few untouched areas left.	
9/6/2023	85302	1	Do Not Support	We would like to see the road open ASAP	
9/6/2023	85107	1	Do Not Support	I support alternative 3A	
9/6/2023	76511	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/6/2023	92037	1	Do Not Support	Open the road asap	
9/6/2023	85714	1	Do Not Support		
9/6/2023	85120	1	Do Not Support	The road does not support all of the extra traffic that goes through there. Drive times to Canyon Lake have been cut in half on holidays since the road hasn't been open.	
9/6/2023	85120	1	Do Not Support	There has been less traffic and less accidents since the road has been closed. The one lane road with no passing zones for miles was packed during holidays. So many more accidents happened when that road was open.	
9/7/2023	85032	1	Do Not Support	Being able to hike and ride this road without vehicles is a treasure. ORVs and trucks don't give pedestrians and bikes space when they pass. If they could share the road this would be a non issue. As Phx becomes more and more population dense we are always looking for places to ride where we aren't in danger of being hit by a car. It would be sad to lose this car free sanctuary	
9/7/2023	85204	1	Do Not Support		

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9/7/2023	05655	1	Do Not Support	I support alternative 3A; and would like to see the road open again safely, soon. Then proceed to implement the proposed work in the preferred alternative.	
9/7/2023	85719	1	Do Not Support	3A ONLY	
9/7/2023	85041	1	Do Not Support	I vote for 3-A , just reopen it like it was , it was just fine for nearly 100 years	
9/7/2023	85395	1	Do Not Support	I support alternative 3a. We would like to see the road open ASAP.	
9/7/2023	85901	1	Do Not Support	I support option 3A	
9/7/2023	85207	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/7/2023	85119	1	Do Not Support	I support 3A. Please open road from AJ to Apache Lake ASSP!	
9/7/2023	85210	1	Do Not Support	I support alternative 3a we would like to see the road open	
9/7/2023	85119	1	Do Not Support	We would like 3A as the option. Just open the road.	
9/7/2023	85224	1	Do Not Support	I support alternative 3A, we would like to see the road open asap. Thank you	I do not support the preferred hybrid alternative plan by ADOT.
9/7/2023	85120	1	Do Not Support	I live in Apache Junction and I support option 3A, and open ASAP.	
9/7/2023	85213	1	Do Not Support	Alternative 3A would involve the least costly method to reopen the road and leave it close to its primitive condition. In this manner more recreational vehicles i.e. RV trailers, motorhomes, large boats would use SR 188 to SR88 to Apache Lake, a portion of SR 88 that involves less hills, steep grades and narrower road width. It seems like once a historic route becomes modernized, paving, multiple lanes, etc. it loses its history. Just my 2 cents worth.	
9/7/2023	85142-5598	1	Do Not Support	I support alternate 3a	
9/7/2023	85212	1	Do Not Support	I support alternative 3A. We would like to see this road open ASAP	
9/7/2023	85331	1	Do Not Support	Please exercise option 3A for the beloved Apache Trail Road. Would love to see it return to his former glory as an artery for Canyon, Apache, and Roosevelt lake. I believe it would also be a great idea as an alternative route in case there's issues with the highway in and out of Globe/Miami, or the 87.	
9/7/2023	85741	1	Do Not Support	I support alternative 3A	
9/7/2023	85119	1	Do Not Support		
9/7/2023	85541	1	Do Not Support	Keep it closed	
9/7/2023	85142	1	Do Not Support	I support the alternative 3A. We would like to see the road open ASAP	
9/7/2023	85374	1	Do Not Support	Bad idea	
9/7/2023	85710	1	Do Not Support	I support alternative 3A. We would like to see the road open as soon as possible.	
9/7/2023	85207	1	Do Not Support	I lived in Apache Jct. and east Mesa for 61 years. I would like to see the road reopened as near to how it was as is feasible. Paving would encourage speeding and carelessness.	
9/7/2023	85383	1	Do Not Support		
9/7/2023	85204	1	Do Not Support	I do NOT support the preferred hybrid alternative that ADOT presented. I support alternative 3A. Open the road ASAP. In the meantime, leave people alone that opt to get the boulders out of the way on Fish Creek Hill, and leave people alone that opt to travel the opened path on their own risk. Opening the road for 50 inch motorized trail use would also be good.	

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9/7/2023	85053	1	Do Not Support	I support alternative 3A Please reopen the 88 as soon as possible. Apache is our favorite camping destination, and with a 60 foot total length vehicle the road condition is poor and very dangerous at times.	
9/7/2023	85209	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/7/2023	85120	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	I support alternative 3A. We would like to see the road open ASAP
9/7/2023	85118	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/7/2023	85306	1	Do Not Support	I will never afford a hybrid vehicle so why am I going to be forced to conform to neo transport.	What difference would it make except killing Roosevelt's vision.
9/7/2023	85741	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/7/2023	85225	1	Do Not Support	I support Alternative 3A. Look forward to the road being opened ASAP!	NA
9/7/2023	85207	1	Do Not Support	Fix Apache road	Fix apache Trail
9/7/2023	85730	1	Do Not Support	I Support alternative 3a. We would like to see the road open as soon as possible.	
9/7/2023	85029	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/7/2023	85209	1	Do Not Support	I support alternative 3A. Let's finish ASAP	
9/7/2023	85212	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP.	
9/7/2023	85207	1	Do Not Support	I like alternative 3a. Would like the road opened to it's past condition.	
9/7/2023	85013	1	Do Not Support	The original road was convenient and quick	
9/7/2023	85016	1	Do Not Support	open original route	
9/7/2023	85209	1	Do Not Support	I support alternative 3A. I would like to see the road open ASAP!	
9/7/2023	85210	1	Do Not Support	Want to enjoy Arizona asap prefer 3a	What is taking so long. ?
9/7/2023	85119	1	Do Not Support	I support alternative 3A. I would like to see the road open asap.	Why is this decision taking so long?
9/8/2023	85050	1	Do Not Support	Keep the road as primitive as possible	
9/8/2023	85120	1	Do Not Support	Just clear the road and keep as simple as possible.	
9/8/2023	85742	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP	
9/8/2023	85031	1	Do Not Support	I do not support the hybrid need SR 88 open ASAP	
9/8/2023	85132	1	Do Not Support		
9/8/2023	04730	1	Do Not Support	I prefer alternative 3A	
9/8/2023	85119	1	Do Not Support	Keep it closed until it can be done correctly.	
9/8/2023	E	1	Do Not Support	I support alternative 3A	
9/8/2023	85743	1	Do Not Support	I support alternative 3A. We would like to see the road open ASAP!	
9/8/2023	85119	1	Do Not Support	Do not repair the road. There are many better uses for public revenue and another landslide will just destroy it again.	
9/8/2023	85120	1	Do Not Support	No funding for project but plenty of cash for feasibility studies??? Support the 3A proposal as described in the meeting at the Cultural Center in AJ last month. My fear is that the talking heads will cost more debating and studying than the project to repair the road. Suggestion #1: More work Less talk	As a historic route why is there no Federal funding? If it was the road to get to Old Faithful, I'm sure the project would have been completed long ago. Also, can the person who introduces the next Town Hall at least have the courtesy to peruse the introduction? It shows a certain amount of not being serious about the issue if you can't pronounce the names of folks heading up the project. Makes one feel as if smoke is being blown up one's arse 😡!!
9/8/2023	85120	1	Do Not Support		
9/8/2023	85028	1	Do Not Support	I support alternative 3a, open the road	I would like to see highway 88 open
9/9/2023	85143	1	Do Not Support	I support alternative 3a	

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9/9/2023	85142	1	Do Not Support	Alternative 3A- I do not support ADOT's hybrid plan	
9/10/2023	85024	1	Do Not Support	Please consider option 3/3a. This road is iconic and an attraction in itself.	
9/10/2023	85210	1	Do Not Support	I choose option 3a	
9/10/2023	85298	1	Do Not Support		
9/10/2023	85144	1	Do Not Support		
9/10/2023	85716	1	Do Not Support	I support alternative 3A. We would like to see the roads open back up asap.	
9/11/2023	85119	1	Do Not Support	Leave it as is. Let the land recover further	
9/11/2023	85120	1	Do Not Support	Just pave the entire road end to end. It will be better in the long run	
9/11/2023	85298	1	Do Not Support	Leave the road closed. We have too much traffic on the trail already even though it only goes to Fish Creek Hill. If reopened, it will have way too much traffic with a great number of those drivers not able to navigate the road in a cooperative manner. Having the road closed reduces the number of people in the area which is a large positive for the people there and for the habitat.	
9/11/2023	85749	1	Do Not Support	Route 88 Fish Creek road just needs to be restored to previous passage requirements, nothing more. The road was fine like it was for the last 55 years that we have traveled it.	
9/11/2023	85212	1	Do Not Support		
9/11/2023	85220	1	Do Not Support	Open this trail	Open this trail Use the 12 million dollars from the last 4 years you haven't maintained the trail
9/11/2023	85203	1	Do Not Support	I support 3A, we would like to see the road open ASAP	
9/11/2023	85048	1	Do Not Support	I would like to support 3D and wish the road to be opened asap	
9/12/2023	85201	1	Do Not Support	I support #3	
9/12/2023	85741	1	Do Not Support	Do not support. Would like road open soon as possible	
9/12/2023	85119	1	Do Not Support	I support the Alternative 3A as proposed in the "SR 88 Alternatives Descriptions" document. The objective is to return the roadway to the pre 2019 (before the fire& flood) condition and will help ensure the road is repaired and opened in the least amount of time and cost.	
9/12/2023	85295	1	Do Not Support	I support Alternative 3A	
9/12/2023	85203	1	Do Not Support	Do it right, or do it twice. I prefer alternative 1 to fix this road. Fix it right the first time and you will save money in the long run by not having to do the job again and again in the coming years.	

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9/13/2023	85190	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species and damage to surrounding landmarks including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, Apache Lake.</p> <p>To quote Catherine & Charles Vadovic from Houston, TX regarding their trip May 31, 1976. Found in Arizona Highways, November 1976, pg. 48 – (We) could not let your September article on the Apache Trail pass without comment. We made the mistake of going...the road you spoke of as “not well traveled at all” was a one-way freeway back to Apache Junction. The boaters and campers going west seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the canyon wall while boaters rushed downward...We had to exercise so much vigilance that we could not enjoy the scenery.</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replaced culverts, new barrier for Fish Creek Hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing tours, horseback tours as well as mountain biking, and photography that would benefit the economy of the surrounding areas of Tortilla Flat, Apache Junction, Apache Lake, Roosevelt, and Tonto Basin.</p> <p>Let us hope that this most scenic portion of Arizona forever remains undeveloped and unspoiled so that the generations that follow can enjoy its unique and magnificent beauty.</p>	
9/13/2023	78703	1	Do Not Support	This is a wilderness area and its wilderness character will be negatively impacted by this alternative.	
9/13/2023	85545	1	Do Not Support	I don't think any of the options are or a responsible solution. This is a rare place and should be only open to foot, bike and horse travel. The frequent land slides will make any vehicular roadway very expensive, not just to restore now, but to maintain.	
9/13/2023	85226	1	Do Not Support	We DO NOT support the preferred Hybrid Alternative that ADOT presented.	Why is your only voting option the Hybrid option? From the looks of the room at the public meeting 3A is what all the residents want!
9/13/2023	85545	1	Do Not Support	In the Comments: I support alternative 3A. We would like to see the road open ASAP	
9/13/2023	85140	1	Do Not Support	This will destroy the land and the wildlife!	Have you taken a hike back there? Tell me you want a road and beer cans strung along side it after you go back there!
9/13/2023	85545	1	Do Not Support		
9/14/2023	85120	1	Do Not Support		
9/14/2023	85009	1	Do Not Support	Apache lake is one of the few lakes here in the greater Phoenix area where you can drop your boat into the water on a Saturday or Sunday and expect to see a handful of boats at most. If the road gets fixed and paved there will be an excess amount jet skis and wakeboard boats taking away the great peace that Apache brings.	Who would be funding this project?

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9/14/2023	85207	1	Do Not Support		
9/14/2023	85215	1	Do Not Support	This is a road I've traveled many times to the lake. I believe we should permanently close this road. Improvements will just make people drive faster and thus more deadly accidents. It's safer to just take the longer routes. It's not been a problem recently to re-route.	
9/14/2023	85202	1	Do Not Support	pice of crap car	
9/14/2023	85554	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal.</p> <p>The road should remain closed to motorized vehicles and open only to foot, bike and horse travel.</p> <p>This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, graffiti, litter, and harm to endangered species and damage to surrounding landmarks including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, Apache Lake.</p> <p>To quote Catherine & Charles Vadovic from Houston, TX regarding their trip May 31, 1976. Found in Arizona Highways, November 1976, pg. 48 – (We) could not let your September article on the Apache Trail pass without comment. We made the mistake of going...the road you spoke of as “not well traveled at all” was a one-way freeway back to Apache Junction. The boaters and campers going west seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the canyon wall while boaters rushed downward....We had to exercise so much vigilance that we could not enjoy the scenery.</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replaced culverts, new barrier for Fish Creek Hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing tours, horseback tours as well as mountain biking, and photography that would benefit the economy of the surrounding areas of Tortilla Flat, Apache Junction, Apache Lake, Roosevelt, and Tonto Basin.</p> <p>Let us hope that this most scenic portion of Arizona forever remains undeveloped and unspoiled so that the generations that follow can enjoy its unique and magnificent beauty.</p>	

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9/14/2023	85554	1	Do Not Support	<p>Here's a link for comment regarding opening Hwy 88 past our Ranch.</p> <p>https://docs.google.com/forms/d/e/1FAIpQLScgunHrcqQLJu-GaR5YxG82P4mqFakbGBWeRIEiZKrGk7mdJg/viewform (https://docs.google.com/forms/d/e/1FAIpQLScgunHrcqQLJu-GaR5YxG82P4mqFakbGBWeRIEiZKrGk7mdJg/viewform)</p> <p>I'd love for you to vote AGAINST any of the proposals.</p> <p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, graffiti, litter, and harm to endangered species and damage to surrounding landmarks including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, Apache Lake.</p> <p>To quote Catherine & Charles Vadovic from Houston, TX regarding their trip May 31, 1976. Found in Arizona Highways, November 1976, pg. 48 – (We) could not let your September article on the Apache Trail pass without comment. We made the mistake of going...the road you spoke of as “not well traveled at all” was a one-way freeway back to Apache Junction. The boaters and campers going west seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the canyon wall while boaters rushed downward....We had to exercise so much vigilance that we could not enjoy the scenery.</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replaced culverts, new barrier for Fish Creek Hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing tours, horseback tours as well as mountain biking, and photography that would benefit the economy of the surrounding areas of Tortilla Flat, Apache Junction, Apache Lake, Roosevelt, and Tonto Basin.</p> <p>Let us hope that this most scenic portion of Arizona forever remains undeveloped and unspoiled so that the generations that follow can enjoy its unique and magnificent beauty.</p>	

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9/15/2023	21228	1	Do Not Support	<p>We have visited the Phoenix area several times for work and pleasure. We believe it would be wasteful of the taxpayers' money and wrong to rebuild the Fish Creek Hill segment for automobile traffic or for offroad vehicles. A better solution for this segment is to rehabilitate it as a walking and biking route. . The area has greater public values as a nonmotorized area of the Tonto National Forest.</p>	
9/15/2023	84105	1	Do Not Support	<p>To fully stabilize this road to "highway" standards, enormous damage will occur. This will severely degrade the natural character of this route. Some of the changes will require construction within designated wilderness area and within lands with wilderness characteristics. This is the heart of why this route is so special. I recommend that you consider promoting this route to bicycles, e-bikes, and vehicles to help those with mobility limitation. There are too few places that can accommodate this demand. Returning jeep/atv/double wides to this area will displace other users.</p> <p>At this time, we need to protect places where those who do not recreate with motors travel. I encourage you to set aside the highway view of transportation and rethink this. This is named a trail. Please make it true.</p>	Did you consider a non motorized emphasis for this section of the trail.

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9/15/2023	85545	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species and damage to surrounding landmarks including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, Apache Lake.</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replaced culverts, new barrier for Fish Creek Hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing tours, horseback tours as well as mountain biking, and photography that would benefit the economy of the surrounding areas of Tortilla Flat, Apache Junction, Apache Lake, Roosevelt, and Tonto Basin.</p> <p>Let us hope that this most scenic portion of Arizona forever remains undeveloped and unspoiled so that the generations that follow can enjoy its unique and magnificent beauty.</p>	
9/15/2023	85018	1	Do Not Support	I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike and horse travel.	
9/15/2023	85208	1	Do Not Support	Minimal changes , just get the road open	
9/15/2023	85212	1	Do Not Support		

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9/15/2023	85295	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike, and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species, and damage to surrounding landmarks, including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, and Apache lake.</p> <p>To quote Catherine and Charles Vidovic from Houston, Texas, regarding their trip on May 31st, 1976, found in Arizona highways magazine from November 1976, pages 48: "(We) could not let your September article on the apache trail pass without comment. We made the mistake of going... the road you spoke of as 'not well traveled at all' was a one-way freeway back to Apache Junction. The boaters and campers going West seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the Canyon wall while boaters rushed downward... We had to exercise so much vigilance that we could not enjoy the scenery."</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replacement of culverts, and a new barrier for Fish Creek hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage, should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, and allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing/history tours, horseback tours, as well as mountain biking and photography, that would benefit the economy of this surrounding areas of Tortilla flat, Apache Junction, Apache lake, Roosevelt, and Tonto basin. Let us hope that this most scenic portion of Arizona remains forever undeveloped and unspoiled so that the generations that can follow can enjoy its unique and magnificent beauty</p>	
9/15/2023	85050	1	Do Not Support	I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike, and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species, and damage to surrounding landmarks, including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, and Apache lake.	
9/15/2023	85296	1	Do Not Support	Keep it wild	
9/15/2023	85203	1	Do Not Support	get the Apache Trail open as fast and as cheap as possible!!! This has taken TOO long! Option 1.	

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/15/2023	85284	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike, and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species, and damage to surrounding landmarks, including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, and Apache lake.</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replacement of culverts, and a new barrier for Fish Creek hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage, should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, and allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing/history tours, horseback tours, as well as mountain biking and photography, that would benefit the economy of this surrounding areas of Tortilla flat, Apache Junction, Apache lake, Roosevelt, and Tonto basin. Let us hope that this most scenic portion of Arizona remains forever undeveloped and unspoiled so that the generations that can follow can enjoy its unique and magnificent beauty.</p>	
9/15/2023	85018	1	Do Not Support	<p>Local resident here, really local. I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike, and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species, and damage to surrounding landmarks, including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, and Apache lake.</p> <p>To quote Catherine and Charles Vidovic from Houston, Texas, regarding their trip on May 31st, 1976, found in Arizona highways magazine from November 1976, pages 48: "(We) could not let your September article on the apache trail pass without comment. We made the mistake of going... the road you spoke of as 'not well traveled at all' was a one-way freeway back to Apache Junction. The boaters and campers going West seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the Canyon wall while boaters rushed downward... We had to exercise so much vigilance that we could not enjoy the scenery."</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replacement of culverts, and a new barrier for Fish Creek hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage, should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, and allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing/history tours, horseback tours, as well as mountain biking and photography, that would benefit the economy of this surrounding areas of Tortilla flat, Apache Junction, Apache lake, Roosevelt, and Tonto basin. Let us hope that this most scenic portion of Arizona remains forever undeveloped and unspoiled so that the generations that can follow can enjoy its unique and magnificent beauty</p>	is the road still designated as historic? will it remain after construction?

Timestamp	Zip Code	Rate your level of support for the Preferred Hybrid Alternative	Support/Do Not Support/Neutral	Comment	Questions?
9/15/2023	85284	1	Do Not Support	While it's important to clean up the roadway, I honestly believe motor traffic will take away the beauty of the natural area. Let's just keep it open to hiking / foot traffic, biking and horses. All proposals A, B, C and the hybrid one don't sit well with me. So I disapprove.	
9/15/2023	85208	1	Do Not Support	do NOT pave beyond tortilla flats- Californians will ruin this stretch of road. The land rapers already acquired the souls of city and states reps so this will open all kinds of illegal activities.	
9/15/2023	85501	1	Do Not Support	Please fix and open Apache trail all the way it has been here longer than us and we still need it . beautiful drive even if rough .	
9/15/2023	85249	1	Do Not Support	<p>I am against proposals A/B/C as well as the Hybrid proposal. The road should remain closed to motorized vehicles and open only to foot, bike, and horse travel. This will allow the public to enjoy and appreciate the natural beauty and history behind this unique and stunning section of highway while limiting noise and environmental pollution, harm to endangered species, and damage to surrounding landmarks, including the Superstition Mountains, Four Peaks Wilderness, Tonto National Forest, and Apache lake.</p> <p>To quote Catherine and Charles Vidovic from Houston, Texas, regarding their trip on May 31st, 1976, found in Arizona highways magazine from November 1976, pages 48: "(We) could not let your September article on the apache trail pass without comment. We made the mistake of going... the road you spoke of as 'not well traveled at all' was a one-way freeway back to Apache Junction. The boaters and campers going West seemed to care little about other drivers, whipping around corners with trailers in tow. We were almost sideswiped many times, and often forced over against the Canyon wall while boaters rushed downward... We had to exercise so much vigilance that we could not enjoy the scenery."</p> <p>Safety should remain a priority. Repairs and rehabilitation of existing bridges, replacement of culverts, and a new barrier for Fish Creek hill, improving unstable rock formations and boulder debris and ensuring adequate water drainage, should remain in the plan. Additional signage placed could provide educational and historic details on this special area of Arizona to tourists, and allow for further grants for future maintenance and development, and spawn further tourism activities by promoting group hikes, sightseeing/history tours, horseback tours, as well as mountain biking and photography, that would benefit the economy of this surrounding areas of Tortilla flat, Apache Junction, Apache lake, Roosevelt, and Tonto basin. Let us hope that this most scenic portion of Arizona remains forever undeveloped and unspoiled so that the generations that can follow can enjoy its unique and magnificent beauty</p>	

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
7/27/23	Email		Support	Please work to clean, repair & open SR88. Thank you		
8/6/23	Email		Support	My family and I believe ADOT should do whatever's necessary to reopen and fortify this route, As tax payers, we should be given the option to take this alternate, scenic route as a means to access Roosevelt Lake. I hope the decision-makers strongly consider doing whatever's necessary to make this happen.		
8/8/23	Email	85541	Support	Please work to reopen this beautiful highway. Have it be a nice road so people can experience that it was like when they put in Arizonas first highway. The awe inspiring views and stunning rock formations and mountains are one of a kind. Please do what you can to reopen and restore this God given area.		
8/8/23	Email	85939	Support	I support the opening of sr88 and would like to see it upgraded and paved. As the state grows access to more recreation areas will prevent overcrowding. Also this would provide an alternate route to and from the valley.		
8/8/23	Email	85373	Support	The Apache Trail is an Arizona historical landmark. For decades it has been enjoyed by not only Arizona residents, but visitors who come here wanting to explore and discover the wonder of our Sonoran desert. ADOT should take whatever steps are necessary to repair and restore this road, making it once again passable to motorized vehicles.		
8/8/23	Email	85119	Support	Please count my voice as another n strong favor of funding and approving and executing the repair and reopening g of the Apache trail fish creek hill closure. This is a vital, beautiful and historic stretch of road that provides access to many important and well loved locations. Thank you!		
8/8/23	Email	85205	Support	I think it would be wise to finish paving the rest of the trail. With anticipated heavy traffic to the lakes the dust will cause many accidents and environmental damage to the surrounding desert.		
8/9/23	Email	85295	Support	I am for opening the road if safe.		
8/10/23	Email	85390	Support	Understanding that for over a century, Arizona's hwy. department was able to both build and keep this first Arizona road open, I am more than a little surprised that it has not been prioritized for repair work required to re-opened it, following the weather events which caused it to close. I do understand that some would call it unsafe, but there is absolutely ZERO reason being proffered to date, that explains why it cannot be re-built to meet current hwy safety standards. It is one of Arizona's treasured scenic roadways, and I feel it is well past time to get some answers on why it has yet to be worked on towards a re-opening.		
8/10/23	Email		Support	SR88 need to be repaired, improved, and reopened.	Why is it taking this long?	This portion of the road remains closed due to safety issues such as large boulders rendering the road impassible, significant erosion damage to the roadway, damage to the drainage features, damage to the guardrail, and rock fall hazards rendering the road unsafe for vehicular traffic. Due to the significant erosion and damage, the closed section will need more extensive repairs before it can safely be reopened to vehicular traffic and be resilient to future large storms. ADOT conducted this study to determine what it would take to safely reopen SR 88. Implementation of SR 88 improvements identified in this study will require final design and a NEPA environmental study due to SR 88 being on Forest Service lands. ADOT will also need to identify funding to implement improvements.
8/11/23	Email	55744	Support	Please take all necessary steps to reopen the Apache Trail, SR88, at Fish Creek Canyon. This historic route needs to remain open for access to this area. In the past, I have regularly used this route and miss it greatly.		
8/11/23	Email	85118	Support	Please repair & reopen fish creek hill road. Thank you		
8/13/23	Email	85215	Support	Please restore this historic road so everyone can enjoy. Thank You!		
8/13/23	Email	86336	Support	The section of the Apache Trail that's closed is the most amazing part. Please repair and open and I don't care if it's dirt or pavement and some scenic turn outs would be nice! It shortens the drive to other places in the area which may alleviate some traffic clogging. Thank you for listening. JV.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/13/23	Email	85713	Support	Opening back up the Apache Trail would really be appreciated by mainly people wanting to use Apache Lake for recreation. Don't know if bypassing Fish Creek hills is possible, probably not. Making wider would be safer but alot of work and cost. Make crossing wider and deeper and kept cleared out maybe help with flooding. Keeping it dirt is fine with me. Breaking up big Boulders in road way and resetting road bed would make easier to maintain along with easier on equipment to do the same. I use the other route and camp at Burnt Corral. Thanks for reviewing possibilities to repair road way.		
8/16/23	Email		Support	Hello Marshall, I hope the closed stretch of Highway 88 is repaired for vehicle travel!! I started the petition to Save The Apache Trail; with over 32,000 signatures of people that want this road repaired to drive. Please Save The Apache Trail!!! Regards		
8/16/23	Public Meeting	85119	Support	I vote for the Hybrid alternative. I understand the magnitude of work which must be accomplished, and safety should be first priority. I am willing to wait until the road is finished properly so we can all enjoy it again.		
8/16/23	Public Meeting	85118	Support	I agree with the drainage and rock slide mitigation. I would prefer not to have more pavement. As we wait for funding and studies for long-term improvements, I agree with the request to provide a 50 foot OHV path. Allowing at least a subset of vehicles and users access the throughway .		
8/16/23	Public Meeting	85120	Support	Work on opening the roadway, Alt 2 I think is the best but due to the cost I believe the Hybrid would be amazing as Alt3 and Alt 3A really aren't feasible as a safer or effective options. Thank you for working towards opening the roadway.		
8/21/23	Email	85545	Support	I am in support of ADOT's preferred alternative for repairing SR 88. You and your firm and the other consultants did a superb job in the study. The Design Concept Report is Awesome! WELL DONE!		
8/25/23	Email		Support	I vote for Jodie idea		
9/4/23	Email		Support	Just a comment on the recent proposal to partially pave RTE 88 . I am all for this action.		
9/6/23	Email	85501	Support	I like the adots preferred hybrid plan. Except I'd like to see it not have any asphalt on the road. I live in Globe az, and frequent the lake alot. I believe making it a paved and wider road will only cause people to drive more careless on the road. Thanks,		
9/8/23	Email		Support	<p>Marshall Hayes,</p> <p>Thank you for the opportunity to comment on ADOT's proposal for reopening the closed section of state route 88-Apache Trail.</p> <p>The Apache Trail is a special road to me due to the incredible scenery, unique experience it provides and proximity to home. I am an avid adventure motorcycle rider with a home in Fountain Hills, AZ. I have ridden the Apache Trail many times and this closed section was always a high light of my trips due to the vistas, scenery and challenge it presented. I was very disappointed when the road was closed in 2019 as I liked to ride the Apache Trail through to Roosevelt Lake as part of a loop ride to Payson or Globe. I also enjoyed taking out of state guests on this road to showcase the incredible and diverse scenery Arizona has to offer.</p> <p>I am very pleased that ADOT is working on reopening this historic route and feel the ADOT preferred hybrid alternative is the best option. This plan keeps the character of the historic road somewhat intact, provides more resiliency to storm events, adds safety for the users and does not impact the Superstition Wilderness or require additional ROW easement from the Tonto National Forest which could be time consuming and problematic.</p>		
9/12/23	Email		Support	To whom this may concern: An article in the Chandler San Tan News mentioned the possibility of upgrading the surface and re-opening the area of Apache Trail over Fish Creek Hill. Back in the late 80's and mid 90's my wife and I belonged to a "boating club" by the name of the Phoenix Power Squadron; Members of that organization planned weekend "getaways" to various lakes in Metro Phoenix; the best and farthest of those lakes were Apache and Roosevelt, Apache is 10X better than Saguaro OR Canyon, I have been to all 3; so I would be in favor of ADOT doing the work on Apache Trail to open the Fish Creek Hill area, the extra drive is worth not having to deal with large crowds at Saguaro and Canyon, so I am in favor of the idea, Thank you for consideration of the contents of this email,		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/13/23	Email	85007	Support	<p>This section of State Route 88 has been shut down for way too long. It's been four years since the flooding occurred, and it seems we are no closer to an opening. This closure has severely damaged businesses and tourism in the surrounding locations.</p> <p>It needs to be made accessible as soon as possible, and paving should be done in areas to protect the state's investments, lower dust and air pollution, and increase public safety.</p> <p>Please let me know if there's anything, as Chairman of the House Transportation Committee, that I may do to get this project underway and completed. It is critical for the local area and the state that we finish this project as soon as possible to benefit all Arizonans.</p>		<p>We appreciate your feedback on this. I will ensure this comment gets shared with the project team immediately.</p>

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/13/23	Email	85072	Support	<p>Good Morning Mr. Hayes, Attached please find comments from Salt River Project (SRP) on ADOT's recent study related to the reopening and improvement of SR 88. Please reach out to me if you have any questions. We appreciate your attention to this matter.</p> <p>Dear Mr. Hayes, Thank you for the opportunity to provide comments on the Arizona Department of Transportation (ADOT) study of the 7-mile section of State Route 88 (Apache Trail) east of the Fish Creek overlook ending at Apache Lake Marina (mileposts 222-229). Salt River Project Agricultural Improvement and Power District (SRP) is pleased to provide the following comments to ADOT.</p> <p>SRP is a not-for-profit, community-based public power and water provider that provides retail services to over 1 million customers in Arizona. State Route 88 (SR 88 or Apache Trail) is of paramount importance because it provides access to a critical transmission corridor that supports SRP's delivery of electricity to residences and businesses in the Greater Phoenix Metropolitan Area. Further, SRP's legacy water storage and hydro generation projects, such as Roosevelt Dam, sits at the top of this corridor and plays a pivotal role in ensuring a stable water supply for Valley residents. Due to the current closure of SR 88 and the condition of the highway, SRP's mission of maintaining both power and water infrastructure on behalf of these customers is unfortunately compromised.</p> <p>SR 88 is crucial to SRP's ability to maintain, repair, and replace transmission poles and power lines that ensure continued service to our customers. Reopening SR 88 would benefit SRP's vehicle and hauling services teams, which frequently work from SR-88 and the vicinity to make critical repairs and replacements of that equipment. Reopening SR 88 would also aid the operation and maintenance of the dams and reservoirs along the corridor, which SRP manages ultimately for the benefit of Valley cities and the public. Prior to the 2019 Woodbury fire and a subsequent large storm event that severely damaged large portions of the road, SR 88 provided a direct means to travel between Roosevelt Dam, Horse Mesa Dam, and Mormon Flat Dam. This enabled efficient transportation of staff and materials for both routine and emergency work. Presently, ground transportation between the dams must bypass the closed portion of SR-88, significantly lengthening drive times which increases time to make repairs and therefore increases risks to the public in the event of emergency outages.</p> <p>Current travel from the SRP East Valley Service Center to Roosevelt Dam is through Tonto Basin via SR 87 and SR 188 (90 miles), or through Superior-Miami via US 60 and SR 188 (92 miles). Previously, this trip would have been made on the Apache Trail, at a distance of 50 miles. Current travel between Horse Mesa Dam and Roosevelt Dam is only possible by looping around SR 88 through Miami, for a total distance of 107 miles. With the Apache Trail open, that distance is only 28 miles.</p> <p>In addition to the significant benefits to the public of reducing travel times and aiding in SRP's efficient and economical power and water delivery, reopening the Apache Trail may substantially reduce wear and tear on vehicles and fuel consumption, which may contribute to achieving conservation goals for the State of Arizona. Additionally, the risk of road accidents may be reduced by reducing drive times overall. For all these reasons, SRP supports all the improvements associated with ADOT's Preferred Alternative to reopen the Apache Trail. SRP is encouraged by the Arizona State Legislature's recent action to fund a study for SR 88 improvements, and by public support as evidenced by a recent ADOT town hall, to repair the road and ensure it remains a viable and safe highway for the public to access Arizona's scenic vistas. The repair and reopening of SR 88 would significantly benefit the operation and maintenance of SRP's utility infrastructure, which ensures the public continues to have access to safe, reliable, and affordable water and power. SRP appreciates the opportunity to provide comments on this important study.</p>		<p>Due to the significant erosion and damage to the roadway, drainage features, and guardrail, the closed section will need extensive repairs before it can safely be reopened to vehicular traffic and be resilient to future large storms. ADOT's Preferred Hybrid Alternative would reduce the risk of rock fall and roadway erosion, increase slope stability, increase the roadway's drainage capacity, install reflectors on the curves, and improve the signage. Concrete barriers would be added along Fish Creek Hill. A funding source for the design and construction has not been determined. ADOT is actively pursuing federal grants to fund the design phase. At this point, ADOT cannot reprioritize SR 88 over routes with higher traffic volumes, higher numbers of crashes, and higher number of fatalities.</p>

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9/15/23	Email		Support	<p>I was on the committee that requested the designation of Apache Trail becoming the first Historic Highway. It was an amazing experience to travel the Apache Trail from Apache Junction on Highway 88 to the lakes and loop back on Highway 60 with local and state officials.</p> <p>At that time, State officials recognized the historic importance of Apache Trail and designated it as the first Historic Highway.</p> <p>It remains such an important part of Arizona's history and it is imperative that it is repaired and reopened.</p> <p>I fully support the repair and if you wish to contact me for any further comments I am available. Former member Apache Junction Chamber of Commerce Board of Directors, Pinal County Supervisor 1993- 2004.</p>		
9/15/23	Email		Support	<p>The Apache Trail is a fantastic road with so historic value and thus should be saved and restored. The road should remain dirt as much as possible, yet improved drainage and some concrete and asphalt in areas is understandable where needed to keep the integrity and safety of the road.</p>		
9/15/23	Email		Support	<p>I support efforts to reopen, pave and improve the 5-mile stretch of state Route 88, up toward Apache Lake.</p>		
9/15/23	Email		Support	<p>My only comment is that most of the road be left as primitive as is practical. The Hybrid Alternative looks best to me. I would hate to see all of the Apache Trail paved.</p>		
9/15/23	Email		Support	<p>I live in Tonto Basin and I want the road open. I have ridden on the Apache Trail a number of times ad it's a beautiful drive. I'm all for widening, paving some – but not at Tortilla Flats, drainage solutions and best of all guardrails.</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/15/23	Email	83202	Support	<p>SR 88 Study, c/o Marshall Hayes, Logan Simpson, 51 West Third St. Suite 450, Tempe, AZ 85281</p> <p>BlueRibbon Coalition (BRC) is writing to provide feedback for Route 88, Apache Trail. BRC is a national non-profit organization that champions responsible recreation and encourages a strong conservation ethic and individual stewardship. We champion responsible use of public lands and waters for the benefit of all recreationists by educating and empowering our members to secure, protect, and expand shared outdoor recreation access and use by working collaboratively with natural resource managers and other recreationists.</p> <p>BRC supports the Arizona Department of Transportation in moving forward with the proposals for improvements of SR 88. BRC supports the following proposals: Widening the roadway, improving the roadway surface, repairing and upgrading drainage features, stabilizing slopes, rockfall and erosion control, adding and replacing guardrail and adding other miscellaneous safety improvements. Not only do these issues need to be addressed to improve the visitor and recreational experiences that contribute greatly to the economy but also are needed for public safety.</p> <p>Economic Benefits</p> <p>Local communities rely on access for economic opportunities. There has been a surge of use. Sharetrails.org – it's what we do! throughout the nation on public lands as well as in Arizona. Local groups have worked hard to put the area on the map so that they could reap the economic benefits. Many local organizations and businesses recognize the influx of traffic.</p> <p>According to the Bureau of Economic Analysis, outdoor recreation had a record breaking year in 2021. Outdoor recreation now accounts for \$821 billion in economic activity. For reference, the oil and gas industry is \$812 billion. Motorized forms of recreation account for a shocking \$78 billion in economic value. These staggering figures should not be an afterthought and ADOT should include this information in any analysis and any alternative developed.</p> <p>Conclusion</p> <p>We would like to close by saying we support "shared use". As long as overall visitation numbers are appropriate for the affected resources, motorized and non-motorized users can be compatible with one another so long as individual users understand designations and plan their activities accordingly. Indeed, motorized and nonmotorized recreation use often overlap as OHV's often increase accessibility to non-motorized recreational activities such as hiking, camping, equestrian use, etc. We also hold that responsible recreational use of public lands can exist in harmony with ecosystem needs. BRC would like to be considered an interested public for this project. Information can be sent to the following address and email address:</p>		
9/18/23	Email		Support	Hi! Sooooo happy the Apache Trail will be fixed! I prefer the hybrid model. Thanks!		
7/26/23	Email	85396	Neutral	The closed segment of the trail is one of the most classic 'old AZ' places in the state. My kids chose it as one of their favorite scenic drives. I understand that the old road does not meet current standards, but please do not deny us access to Fush Creek Hill and the joys of yesteryear. Thank you,		
7/26/23	Email	85118	Neutral	Anything that can be done to reopen that 7 mile stretch, even if only to 4x4 vehicles, would be much appreciated. It was a highlight of a trip down there 40+ years ago and a must see for all our winter visitors while we spend Feb-Apr in Queen Valley. A Go Fund Me site or user fee would be well worth the cost, in my opinion. I would gladly pay an annual fee for access if need be.		
7/27/23	Email		Neutral	Just wanted to weigh in on the 7-mile segment of State Route 88 (Apache Trail). I'm all for fixing that section so that it's once again able to be traveled by us Arizonans. In fact, I'm quite shocked that it has been closed for this long without the thought of repairing it. Seems very strange. Thank you!		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
7/27/23	Email		Neutral	Your website is messed up. I signed up for a subscription to receive emails about the SR88 project and report. The window that opened to verify my subscription said I signed up, but to receive info about some bridge on Grand Ave. In addition, when I went to complete my subscription preferences, the SR88 was no where to be found. I understand this may be because the project is small or may not be on your radar screen yet, but I am on the committee working with ADOT on this and getting information AND the report is foremost on our minds. Plus I believe in correcting things, especially things on the Internet/digital media when they need correcting, because when you are forced to depend on digital media for your info it is frustrating when you hit these walls. We are coming up to the public input phase of this project and I think it would be good to fix this now. Thank you,	Same as comment	Thank you for bringing this to our attention. I have reached out to ADOT and requested that they correct this error. Follow up response: I wanted to follow up on this with you. I have confirmed with ADOT that the mailing list sign-up has been fixed. ADOT is making sure that anyone who signed up for this is added to the SR 88 mailing list.
7/28/23	Email	85119	Neutral	I submit the Apache Trail MUST be repaired and re-opened as a historical roadway, tourist attraction and as part of Arizona's history and culture. For decades, it has been a source of interest attraction, and appreciation by tens of thousands, if not millions of people. Aside from its historical and tourism value, it is the shortest route to Roosevelt Lake, Apache Lake and other public recreational attractions and businesses in the Tonto Basin area. I want to be on record as fully supporting the Apache Trail repairs and restoration. I am aware of, and will be attending the public meeting on Aug. 16. I thank you for your consideration and documenting this letter.		
7/30/23	Email		Neutral	By pass at Gold Canyon Hwy 60 @ Mountain brook Drive. Traffic number are overwhelming . Truck traffic is a danger to other drivers and pedestrians!! This project should of been completed ten years ago !!		
7/31/23	Email		Neutral	I would love to be present for the Public Meeting on the Route 88 project, but August 16 will have me physically situated elsewhere. I grumble about Zoom meetings, etc., probably as anyone, but I think that streaming this session (and promoting that option) would be helpful to a large number of us who care about the situation, understand - at least basically - the difficulty of the engineering feat that is being asked, and would like to know more about this process as its planning evolves and its execution takes place. Is streaming or video recording the session a practical option for you?	Same as comment	The public meeting presentation will also be recorded in advance (in both English and Spanish) and posted on the ADOT website. So it should be available at the below link by 8/16. Those who cannot attend the actual in-person public meeting can view the presentation at the below link. https://azdot.gov/SR88apachetrail
8/1/23	Email		Neutral	I am a native to AZ and my family would take us on this trail as kids. After having 2 kids of my own, we kept the tradition alive, and for the first few years of my kids life, they got experience. Unfortunately that's stopped with the closure. These aren't just dirt roads. These are memory making passages. We plan to support Natural Restorations and other organizations who maintain the desert trails, and would love to see ADOT step up.		
8/2/23	Email	85118	Neutral	I relocated to Arizona in June of 2008 from Wyoming. I was taken quite by surprise when I experienced my 1st monsoon storm while out enjoying an evening ride on my Harley Davidson motorcycle. One of these storms damaged the road so I've yet to be able to enjoy it even though many people tell me just how amazing it is. For that reason alone I feel that the road should be repaired in a manner that plans for Arizona's monsoon season. If it's done properly many future generations will also be able to admire Arizona's desert landscape.		
8/3/23	Email	85142	Neutral	I wanted to write and show my support for restoration of the 7-mile stretch of road on Apache Trail that was compromised by fire and storm events. This roadway holds special memories for me and my family. Additionally, it provides critical access and will drive economic support to Apache Lake. In its current state, this lake is difficult to get to for Phoenix-area residents. Thank you for considering these road improvements.		
8/4/23	Email		Neutral	Keep it closed....		
8/5/23	Email		Neutral	Long time resident had the pleasure of taking this route numerous times. Would love to be able to again but more so, would love to see others enjoy the same. Thank You		
8/5/23	Email		Neutral	Please note of importance of the First Responder/Public Safety aspects... A good reason and value to reopening SR-88 is providing an alternate path for traffic when SR-87 is closed between Payson and the Valley. The path Payson->SR-188->Globe->Apache Junction (via US-60) is 136 miles taking about 2.5 hours, whereas Payson->SR-188->Roosevelt->Apache Junction (via SR-88) is both shorter in distance and quicker in time. With the reality of SR-87 closures, this is why this alternate path is not only critical for travelers and First Responders but restores a scenic and historic roadway for generations to come.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/6/23	Email		Neutral	I wanted to voice my opinion on trying to reopen 188 from the west side over fish hill. I have spoken with dozens of fisherman and hikers that live from tonto basin to payson. I myself reside in payson. I wanted to voice my opinion on trying to reopen 188 from the west side over fish hill. I have spoken with dozens of fisherman and hikers that live from tonto basin to payson. I myself reside in payson. I wanted to voice my opinion on trying to reopen 188 from the west side over fish hill. I have spoken with dozens of fisherman and hikers that live from tonto basin to payson. I myself reside in payson. For what it's worth, we all want it to stay CLOSED! Roosevelt is already too overcrowded as is canyon and saguaro lakes. Apache is the only place to find find peace and no crowds full of noisy idiot wake boarding boats. On any given day we can peacefully fish and see deer, bighorn sheep, mountain lions, javelina and countless eagles and other birds. Leave this peaceful place alone. If they want it so bad they can drive around. The people that do drive around the long way tend to be more polite and mindful of this amazing lake.		
8/8/23	Email		Neutral	Hello, I would like to see this road reopened. This is a great road to enjoy Arizona territory and access for many reasons which I shouldn't need to explain. Thank you, Have a good one,		
8/8/23	Email		Neutral	Mr. Hayes, I hope you find a solution that allows the re-opening of the Apache Trail. It is a beautiful loop to do with the family that I miss very much. Thanks;		
8/8/23	Email		Neutral	You need to open the trail backup it's a historic road has been there for over at least 75 years it gives 2 ways out from Apache Lake.		
8/8/23	Email	85050	Neutral	I had the privilege of driving the Apache Trail once in it's entirety before it closed. I have since hiked the 7 mile section that is closed. It's so narrow and low that I'm curious how the repairs will be undertaken, yet excited about the prospect of the entire road being able to reopen for everyone to explore this magical area.		
8/8/23	Email	85938	Neutral	An historic highway reflecting Arizona history. This route should be reopened and promoted to share the early days of our great State. My great grand parents traveled this Highway to reach the urban valley, I am certain there are many historical facts that can/should be shared. The Coronado Trail is another state route that should promoted for its historical significance. In 1909 my great uncle lead a party out of the Forest Office in Albuquerque, to show that a road from Clifton to Springerville was possible. 17 years later, 1926 the Coronado Trail was dedicated. Both of these routes should be preserved and promoted historically. http://npshistory.com/publications/usfs/region/3/early-days/1/sec8.htm		
8/8/23	Email	85119	Neutral	By all means, re-open the Apache Trail! It's about the State did something about this and too long since the trails been open.		
8/8/23	Email	85119	Neutral	So happy to hear about this study and the possibility of having the road open! We love that trail and drove it often. We have missed it for several years now. Thank you!!!!		
8/8/23	Email	85028	Neutral	I love this trail and it breaks my heart that is has been so badly damaged. I know it will be a massive effort to repair the trail, but I would hate to think we could never go this way again. I do think that it should be off limits to certain vehicles and should be posted as such, but I encourage you to make the effort to keep this open for those of us who love what is left of the 'back country' of Arizona. I am 85 and have been here since 1945 and there is little enough left of these wonderful places. Thank you,		
8/8/23	Email	85619	Neutral	I writing to tell you that I feel like the Apache trail should be repaired. Having access through fish creek canyon is very important to me. I understand it will be a difficult project but it needs to be done.		
8/8/23	Email	85254	Neutral	I have been a resident of the valley since 1986. I have traveled Apache trail many times over the years. I have no desire to drive out to lake Roosevelt, to drive back to Apache lake, however if the trail was open from the AJ side I would enjoy the scenic ride out to the lake and be able to support businesses along the way.		
8/8/23	Email	59604	Neutral	We support the re-opening of the Apache Trail. This scenic road is an important motorized recreation opportunity for the public. Thank you for considering our input.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/8/23	Email	85248	Neutral	Please repair the road and get it back open. It's cuts off an hour and a half commute time to Apache Lake. Not to mention the absolutely stunning views that you see on the drive. No other road like this. Please, repair it!		
8/8/23	Email	85297	Neutral	Please reopen Apache Trail. It has great historical significance and provides an awesome round trip when combined with Four Peaks Trail. Thank you for your consideration.		
8/8/23	Email	85303	Neutral	Yeah do it. Also we need less government		
8/8/23	Email	85260	Neutral	This, the Apache Trail, is a National treasure and it was the first of many wonders of Arizona that I experienced when I first moved here. One thing that makes this the best state in the country is it's incredibly diverse landscapes, and the trail cannot be kept from us or anyone wanting to experience the unique wonders of Arizona!!		
8/8/23	Email	85013	Neutral	open it please		
8/8/23	Email	85501	Neutral	would be very pleased to see that road open all the way through again as my wife and I have had several memorable trips across that road at various times, so please make it trip worthy again.		
8/8/23	Email	85254	Neutral	That the Apache Trail has not been reopened since the Woodbury wildfire in 2019 I believe is indefensible. It may be the most iconic drive in Arizona. It is one of the very few day drives within a reasonable distance of the Phoenix area. Now that my wife & I are in our 70's we miss the opportunity to make the full drive on the Apache Trail, a favorite pastime for many years. When a young teenager and younger man this area (fish creek hill to Apache Lake) was a yearly hunting trip for myself and hunting buddies. It astounds me that it's taken 4 years to even discuss a study. I don't believe a study is necessary but if required please do so as soon as possible. The first reason I heard that supports not opening the trail is fear of another 100-year fire. The importance of the trail is well worth repair every 100 years. I've also heard it claimed that a fear of flash floods justifies not spending the money necessary. I don't believe that to be a legitimate reason. Why not close every dirt road in Arizona out of fear it may need repaired? The Apache Trail has been a state highway since 1927, fear of flooding is a poor excuse to close it down. Fish Creek and its bridge has always been a favorite tourist stop in and of itself. Please open the trail, it's a major part of the history of the Phoenix area and a one-of-a-kind drive, with spectacular views. It is hard to comprehend that re-opening the Apache Trail is even an issue.		
8/8/23	Email	85249	Neutral	The closure of Fish Creek hill has greatly increased the traffic on the other Phoenix area lakes, primarily Saguaro and Canyon. As such, there is increased risk as Arizona does not require any sort of Boater Safety so any yahoo can rent a boat and be a menace. The trip to Apache Lake from the east valley is more than doubled having to drive around through Globe. The main (only?) business on Apache Lake (the Marina) has also suffered and have changed owners multiple times in efforts to survive the lower numbers of visitors. This is the only location to obtain gas and supplies while at the lake. Increased traffic, particularly to the west end of the lake and the marina and hotel would benefit the business and also benefit the users of the lake. I am in strong support of looking at the feasibility of reopening the road and then reopening the road. Thanks,		
8/8/23	Email	85213	Neutral	I remember as a kid riding down the Apache Trail, I never stopped being amazed. We have taken many out of state friends down the trail with the same experience. It's not just a road, it's a very valuable part of Arizona history that needs to be preserved.		
8/8/23	Email	85283	Neutral	I totally support the reopening of The Apache Trail. My children grew up with us pulling our boat up & down fish creek hill to Apache Lake. I'll never forget the first time my husband and I drove the scenic highway. We were avid Canyon Lake boaters until friends invited us to go camping with them at Davis Wash, Apache Lake. We drove out in our truck to see the area and we're blown away by the beauty of the entire area. That was the beginning of our love with Apache Trail. We have since, of course love boating, we camped, hiked and have spent many years exploring the area. It's definitely sad to hear of all the continued weather damage the road continues to get because it's not being maintained. Please take action to repair and reopen this historic highway. Thank you for your time,		
8/8/23	Email	85928	Neutral	Please re open this highway. As a native Arizonan it has been a large part of my history and do not feel like it should be closed. It has historically been in existence for generations and should not be let go due to politics. It is one of Arizonas scenic areas and should be available for the public to see.		

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8/8/23	Email	85118	Neutral	Since moving to Arizona nine years ago from Ohio, we have enjoyed the drive from Apache Junction to Roosevelt Dam many times until we can't drive there anymore. Please repair the road so that we and many others can enjoy the beautiful drive over such a historic road.		
8/8/23	Email	85268	Neutral	To Whom it Should Concern: Since moving to Arizona in 1987, I have early memories traveling along the Apache Trail. When family and friends would visit, we would take them along this scenic and historic trail, with of course visiting Tortilla Flats. Not only is the Apache Trail famous among Arizonans, but to many around the world. Generations of our family have adventured down this road and we must keep this Arizona landmark open for generations to come. As a tax paying Arizonan, my family and I are demanding that ADOT make the Apache Trail drivable and accessible once again. It is a travesty that this Arizona treasure has already been closed this long. Thank you,		
8/8/23	Email	86321	Neutral	I as an avid off roader I make it a point to clean all areas I venture into. I have a group of friends that love to find new trails and reach out to others to share what we've found. I think this would be good for the surrounding communities as well. Please open more roads like this in Southern Arizona to provide more opportunities for communities around those areas too!		
8/8/23	Email	85741	Neutral	Many people used that road to access the area on and around SR88. Tourism and businesses have suffered since the closing . It needed improvements before the flood. It would be wonder to get it open again.		
8/8/23	Email	85024	Neutral	I remember the first time my family and I happened upon Apache Trail thinking it was a short cut. What a wonderful surprise. It is an epic journey that deserves to come back to life. Such a beautiful trail that was accessible to all vehicles not just high clearance 4WD. Please fix Apache Trail!!!!		
8/8/23	Email	85118	Neutral	Please OPEN the road !	Has it been considered to open the road for off road vehicles ??	SR 88 is currently open to off-road vehicles. However, large boulders are blocking the roadway at milepost 222.3 near Fish Creek Hill, making it impassible.
8/8/23	Email	85209	Neutral	As an AZ Native the Apache Trail from Canyon Lake to Apache Lake has long been a route I take all my out of town guests on to show them the beauty that can be found in AZ. The water fall at the bridge (approx 3 miles East of the West side closure) is one the the prettiest spot you can drive right to in AZ. I also routinely rode my bike on this route and enjoyed the history and solitude it provided. Coupled with the rich history of the route, stopping off at Tortilla Flat for lunch and on into Globe for dinner it has been a strong economic boon the area. I realize it would be an expensive undertaking but the beauty, history and pure enjoyment it brings travelers would be well worth it!		
8/8/23	Email	85234	Neutral	Please please reopen. I have taken the back way to Apache lake and love the road through the Apache trail. We bring friends and family from out of state through the area regularly and miss the scenic drive. It is a huge loss to the state to not reopen!		
8/8/23	Email	85331	Neutral	Fish creek canyon was always my first road trip choice for friends and family when they would visit. It would be a tragic loss to the state of Arizona to continue to keep this scenic and historic road closed. Whatever the cost, open it and let all experience the thrill and beauty of this incredible area. .		
8/8/23	Email	85297	Neutral	I have felt the loss of this beautiful trail since it has been closed. It is a trail with so much rich history and gives access to some wonderful parts of AZ. I really hope we are considering opening this back up.		
8/8/23	Email	85213	Neutral	Please consider opening the Apache Trail road. Even if you charge a small fee, I would pay it. We have a boat & Canyon Lake gets way too over crowded, so it's essential to open the road so we can gain access to Roosevelt Lake. It's just too far to go all the way to Globe & around.		
8/8/23	Email		Neutral	As a Canadian snowbird who spends five months a year at his condo in Mesa Arizona I am definitely in support of reopening this section of road. For at least 8 years before the washouts we used this route to entertain company visiting us. Drive beautiful freeway 60 to Miami, go highway 188 / 88 to pass Roosevelt dam and then the exciting dirt road back to Mesa. Every person we have taken thru this route has loved it, has went again on future visits, started hiking this area and have bragged about this area to others. Looking at the marinas, lakes and scenery was incredible and of course Tortilla flats / Filly's were also a big plus! Since the washout we have only went to the first water trailhead for hiking. While fun it is not the same level of experience as driving the dirt road goat trail!!!!		

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8/8/23	Email	85024	Neutral	Please re-open this historical road. I know it's costly, but it's a part of AZ history and heck, a part of American history. If it remains closed, future generations will miss out on what a lot of us have experienced, and that would be a shame. To no longer be able to experience this amazing trail/road would be turning a blind eye to AZ history as well as the men who first built this road!		
8/8/23	Email	86323	Neutral	We need this road open for public use so be able to make this amazing trip complete.		
8/8/23	Email	85281	Neutral	I am a strong believer and repairing this section of the Apache trail. This trail is the oldest state road in Arizona and we need to protect our history. I have driven this trail several times before it closed and it is an amazing trip that any outdoorsman loves to drive.		
8/8/23	Email	85118	Neutral	Please reopen the historic route 88 Apache Trail, it is vital to provide access to Apache Lake for anyone from the East Valley. This would also reduce the congestion that is happening at Canyon Lake.		
8/8/23	Email	85029	Neutral	The Apache trail need to be repaired and reopened to public access for historical purpose and at the benefit of the residents of Arizona and this country. Access needs to be open to this beautiful area.		
8/8/23	Email	85331	Neutral	I really miss the scenic road. It now takes me an extra hour to get to Apache Lake. Please get it fixed. Thank you.		
8/8/23	Email	85375	Neutral	I've spent years off roading on SR 88. I really miss not being able to do that the last few years. I am retired and on a fixed income now, but I would still be willing to donate towards repairs on it. I hope you will consider making these necessary repairs. Sharon Weber		
8/8/23	Email	85008	Neutral	Please use the allocated funds to repair this historical stretch of highway. It's crucial that we preserve our heritage here in Arizona, and provide access to our natural resources for all to enjoy.		
8/8/23	Email	85383	Neutral	To Whom This May Concern: Most recreators agree with the preservation of wilderness areas, the protection of wildlife, and the safety of travelers on AZ trails. That said, it's time to re-open this 7 miles of trail as the fauna has re-emerged protecting the earth from excessive erosion, the wildlife has returned to the area, and the ability to access the section of trail is paramount for nature enthusiasts to access Fish Creek, Points of Interest, and Apache Lake from the South. Of course, the trail needs repair and should be identified as a priority for state monies to clear the trail and ensure the trail is safe to pass for recreators using AZDOT-registered motor vehicles. This historic trail should be reopened. Thank you		
8/8/23	Email	85143	Neutral	Please repair the road. It a piece of AZ history.		
8/8/23	Email	86315	Neutral	Please consider repairing the Apache Trail! Back road driving is my favorite hobby and this historic road deserves preservation. Thank you!		
8/8/23	Email	85119	Neutral	Request an email and name and phone number for the person or persons preparing or would be preparing the grant application for funding the repair this historic trail or the office providing funding.	Refer to request in comment	Chris LaVoie spoke to this individual on the phone and indicated he could not provide the contact information for the people preparing the grant application, and that he should go through ADOT's Community Relations or the consultant's designated contact information for the SR 88 study comment period for any questions or comments.
8/9/23	Email	85118	Neutral	My wife and I had the fortunate experience of driving and camping along the road before the wildfires and then the subsequent rain damage. We moved to Gold Canyon shortly afterwards with the hopes of spending much time there and the nearby lakes. Please restore/reopen this once beautiful and historic roadway so that we may once again travel its scenic path.		
8/9/23	Email	85929	Neutral	I writing to express my support of fixing SR 88. I am an AZ resident and I frequent the area of the closed section of the highway. There are large tracks of public wilderness land that is no longer accessible because the highway being closed without extreme difficulty. The cost of repair and maintaining this section of highway is far worth the value of being able to access this beautiful area. Thank you.		
8/9/23	Email	85248	Neutral	This road is part of AZ history and vitally important for SE Valley residents like myself that cherish family time at Apache lake Marina. The alternative route adds hours to my commute both ways and limits the amount of time I can spend at this beautiful lake. Please fix the road.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/9/23	Email	85140	Neutral	Please reopen the road at Fish Hill. It is such a beautiful area and Apache Lake is such a central memory for so many native Arizonians. Cultivating a love of the out doors is valuable for future generations and this road closure had been a huge inconvenience. Motorcyclists also miss this road. There is really no reason not to open it. It is a tragedy to see the resort have to sell due to lack of access. This is a historic state highway that we should fund to reopen and pave. Thank you.		
8/9/23	Email	85120	Neutral	We would love to see the re-opening of the trail. We haven't been to Apache lake since the closure. Thx....		
8/9/23	Email	85032	Neutral	I've used it for 50 years...Fix it... historical roadway		
8/9/23	Email	85205	Neutral	Yes, azdot needs to rebuild the apache trail. This road is historic and fun to drive.		
8/9/23	Email	85122	Neutral	You are way overdue on fixing and reopening the Apache Trail. This is one of the most beautiful drives in our state.		
8/9/23	Email	85207	Neutral	This section of the Apache trail needs to be rebuilt. My family for generations have taken weekend drives up to explore the area and lakes on the way up to Roosevelt. It's beautiful part of Arizona to take family and friends from out of state on a historical drive.		
8/9/23	Email	85298	Neutral	Please fix and reopen!		
8/9/23	Email	85225	Neutral	It is a beautiful drive. I would love to see it opened back up. I have been driving that road for over 20 years.		
8/9/23	Email	85295	Neutral	Just do it !		
8/9/23	Email	85018	Neutral	I've taken every visitor to my home on this trail until it closed , a truly beautiful area of Az. I hope they find a way to reopen and maintain this road .		
8/9/23	Email	85539	Neutral	Please reopen the road.		
8/9/23	Email	85120	Neutral	I'm a resident of Apache Junction for 28 years, and this road needs to be reopened. I will personally volunteer and hand shovel enough to make the road usable. Not only because of the history, but because the road being opened is a life changer. Even if it's for "off road vehicles" having the opportunity would be a huge benefit. I won't write a super long message like a high school essay, but the overall moral of the population would be improved with the idea of our government doing something that isn't beneficial by money alone. The experience of traveling the road is also a historic experience that will always be historic. Not to mention it's something to do that's not destructive, expensive, or any other derogatory thing that people can do to have an experience. Im sure there's better ways to express why it should be open, but sometimes you just have a feeling that something should be done and it's hard to explain.		
8/9/23	Email	85119	Neutral	Please reopen the Apache trail. My family and I would use this through out the whole year to access Apache Lake, thank you		
8/9/23	Email	85207	Neutral	Not only does this have historical significance as Arizona's first state Highway, it is a tremendous asset to Arizona tourism. Having the Highway continue through the Superstition Mountains allows for a couple of really nice loop automobile trips in central Arizona. It also allows for adventurers to begin some great canyoneering trips in Fish Creek Canyon. If it could be built in 1906 with old technology, I'm pretty sure it can be rebuilt even better with today's technology.		
8/9/23	Email	85736	Neutral	I grew up my whole life going to Apache lake and the only way I ever knew was through fish creek I have so many memories with my dad that is no longer with us on that trail we used that path to travel because it was the shortest way to the beautiful lake that we still call our second home, my dads ashes are also spread in the lake. I would love for my kids to experience the same I did one day		
8/9/23	Email	86305	Neutral	Please do your best to quote this project so that it can be funded and completed by 2024.		
8/9/23	Email	85377	Neutral	Please open this road! I have never been on it and was planning on driving on it when we moved down here to Arizona 3 years ago. I found out it was closed down a year before I moved down here because of a wildfire and rain. From the pictures I have seen over the years, it's a very beautiful drive. It would bring back a lot more money for the towns around this beautiful hwy!		
8/9/23	Email		Neutral	I'm for the reopening of this trail. It's a much needed route to Apache and Roosevelt Lake. I've been driving that road for years and miss taking my kids camping that way. It's a beautiful scenic part of the state that all should be able to see. I look forward on hearing when it can be reopened.		

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8/9/23	Email	85119	Neutral	Is it possible to get a PDF file of this study sent to me prior to August 16th 2023 that you will be presenting	Refer to question in comment. Plus... Can you share the AZDOT grant writing office email with a good point of contact of the professional writing a grant for projects like this?	Thanks for reaching out. The full study is actually on-going and likely won't be completed until after the meeting, sometime in September. We are still preparing some of the materials for the public meeting and I will do my best to share those with you once we get those items completed.
8/9/23	Email	85379	Neutral	Ban all side by sides! Those guys destroy everything.		
8/10/23	Email	85226	Neutral	I strongly support this study and hope that its findings lead to the rehabilitation and reopening of SR 88. I have lived in Arizona for 26 years and am an active camper, canyoneer, and cyclist. I am also a biologist and faculty member at one of the state's public research universities. Wilderness areas made accessible by SR 88 are incredibly valuable resources that have and will continue to enrich the lives of my family, friends, and students. SR 88 also serves crucial safety functions in providing alternative access points to Apache and Roosevelt Lakes and the surrounding areas. I am happy to provide specific examples, if needed.		
8/10/23	Email	86395	Neutral	Please open this up! Access to this area is difficult and the people own the land. Use funds more for stuff like this and less for useless waste. This needs to be opened up!!		
8/10/23	Email	85614	Neutral	Would love to see the State reopen this highway. Have traveled the 2 open ends and would like to make the trip all the way. Even the maps show it as open. Come on Arizona let's do this. Thanks		
8/10/23	Email	85207	Neutral	Wow, great news this is being considered! I really enjoyed riding my bike on that stretch of road and would love to see it reopened.		
8/10/23	Email	85202	Neutral	I think it is imperative that the road be maintained and reopened.		
8/10/23	Email	85631	Neutral	Need to reopen it asap, if it requires posting caution signs or putting up "high clearance only past this point" or getting volunteers to help, there are plenty of us who would help in any way we can, there are plenty of options to explore, there's no reason it cannot be feasible. The town of Roosevelt and the surrounding area businesses needs the attention and the road being closed impacts many things beyond access. Restoring one of the state's treasures that should be a priority.		
8/10/23	Email	85255	Neutral	To whom it may concern, I grew up in this great state, and traveled this famous road many times over the years. I have taken my own children down the Apache Trail to share the history of our State and enjoy the beauty of the area. I now have grandchildren that deserve to experience and explore the area as I and my children have. This historic highway should be reopened to all travel so future generations can experience the history of this road and the great state of Arizona the way past generations have. Thank you for your consideration of this very important historic road. Regards,		
8/10/23	Email	85748	Neutral	The Apache Trail is an important part to the history of motorcycling. In 1914 Erwin Baker established the the first transcontinental record for crossing the country on a motorcycle. Its important to keep this route open for those who wish to follow in his footsteps and see the country as he saw it. Don Emde wrote a book titled "Finding Cannonball's Trail" which describes the route in Erwin Baker's words as well and Don's as he found it. Please open the route back up,		
8/10/23	Email	85208	Neutral	I have volunteered at the Apache Junction Chamber of Commerce for the last 13 years. SR 88 has always been a big tourist draw. As conditions are now, the access to Apache Lake Marina, Burnt Corral campground and Roosevelt via Apache Junction is closed. I support the opening of this historical route.		
8/10/23	Email	85383	Neutral	This is one of the most beautiful and scenic drives in the state. We live in Peoria and while we don't make it there often, I do like to bring visitors to see it. It obviously impacts the businesses that are along the route, as well, as they rely on that through traffic. That road is one of the reason I purchased a side by side, and I'm now unable to take it there. I appreciate your time, and please consider refurbishing that road.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/10/23	Email	93004	Neutral	We travel full time in our RV and spend 4 months a year in Mesa, Sun City, Tucson and the Verde valley. The drive between Mesa and Roosevelt lake was one of the best back country drives we have found in six years of traveling the country. The scenery is amazing. Lots of wild life viewing. This is an AZ treasure that should be re opened so every one can enjoy this back country wonder. Please re open it asap.		
8/10/23	Email	85207	Neutral	Absolutely this historic road should be opened! It is a beautiful drive and the first memorable drive my wife and I took when we moved here in 1972 from ND. How about closing our southern border with a wall and use a small portion of what the state would save to from that to do this road!!! Doing this road would be money very, very well spent.		
8/10/23	Email	85388	Neutral	Apache Lake and the surrounding area are one the most beautiful areas in Arizona. Having the road maintained would be amazing as it would make travel to the area more feasible. Living in Surprise, it takes 3 hours to get to apache lake. Having the road reopened would cut an hour off my drive. Likely the same story for others who enjoy visiting that area. Thank up for taking my comment.		
8/10/23	Email		Neutral	<p>I realize I'm late in commenting about opening up SR88, I hope you'll consider what I have to say. I propose we take a phased approach to opening the closed section of SR88 backup.</p> <p>Phase 1 - 50" motorized trail Open up the close road section, modifying the gates at each end to only allow 50" or narrower vehicles. Get some equipment out to fish creek hill and pitch that boulder off the side of the road. This would permit dual sport motorcycles and ATVs to access that section of the road with minimal work. This would open is back up for a good chunk of the previous users of SR88.</p> <p>Phase 2 - High Clearance No Trailer Track With a slightly increased investment, work to widen the road bed enough to create a road the equivalent of a Forest Service "high clearance vehicle" road with maintenance level for "Moderate Degree of Comfort". Widen gates to single lane width and add signage indicating to trailers and length restrictions. This would then permit the off road and some passenger car traffic to travers this section.</p> <p>Phase 3 - Paved highway This would be your next much larger investment to make the roadway wide enough to support two-way traffic for RV's and vehicles pulling trailers. This is where the expensive safety factors come into play.--Thank You,</p>		
8/11/23	Email	85117	Neutral	Please reopen State Route 88 on Fish Creek Hill. I know it is a daunting task, but if men with mules were able to build the original road from 1904 thru 1911, it would seem that with our current earth moving equipment and advanced engineering we should be able to find a way to reroute the road safely for all concerned		
8/11/23	Email		Neutral	I've been taking that trail since the mid-90's, it's really the only efficient way of getting from Canyon, to Apache, then Roosevelt lake. At the time of reading ADOT's information about the historic nature of this highway being the first in AZ, leading to the building of the dam and ultimately making it possible for Arizonan's to live in a desert it makes me wonder why we gave up? This historic highway has been down since 2022? IS that acceptable? What about the I-17, would we let that close due to maintenance needs? Since when does ADOT prioritize the needs of the people, who's running ADOT and when can they be replaced? I feel like a lot of the freedoms we had, even in the short time I've been alive, are eroding, somewhat like Apache Highway because the people aren't vocalizing the need. So, yes re-open the road!!! The fact that it's been closed since 2022 isn't acceptable.		
8/11/23	Email		Neutral	<p>Dear SR 88 Study Team:</p> <p>I am one of those locals who has been waiting, impatiently, for the re-opening of Apache Trail past Fish Creek Hill. It's a shame that this important and historical pathway has been closed for so long; AJ needs the road fixed. I'll be at the meeting next week at the Gen Center. Just for visiting tourists, the unique drive is remarkable. It's a real shame.</p>		

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8/11/23	Email	85254	Neutral	Before this road was damaged, my family would often take this road to Roosevelt lake or on a day trip around tortilla flats. Since this road has been closed, we have not been this way. The way around is just too and not the same. I support the reopening of the road.		
8/12/23	Email	85027	Neutral	Please reopen the scenic drive. For everyone to enjoy the view.		
8/12/23	Email	85735	Neutral	Yes!! Please reopen this!!		
8/13/23	Email	85304	Neutral	Please open this trail back up. It was one of my favorites. And since 2022. I feel like a part of me is missing since I can't see it		
8/13/23	Email	85120	Neutral	Repair the trail That's part of why I live here was the trail Repair it open it enjoy it		
8/13/23	Email	85262	Neutral	Huge boost for tourism, access to Apache Lake, amazing off-shoots to trails, etc. I have lived in the Valley of the Sun for over 65 years. I grew up with family traveling the iconic Apache Trail and have since reached the closure from both sides hoping that it would soon reopen. We must preserve the complete Apache Trail to it's original splendor and with our ability to build a roadway that can withstand our seasonal flooding (as was done on the roadway from the Roosevelt Dam to Apache Lake) we will once again have a destination for tourist to experience the Salt River and northern edge of the Superstitions. (Tourists = tax dollars and local businesses flourish). Please move forward with the rebuilding of the roadway. Thank you!		
8/13/23	Email	22851	Neutral	I appreciate this chance to provide my input on the Apache Trail. I strongly urge you to reopen the trail. I drove the Trail approximately 10 years ago and it was an amazing experience. The beauty alone made the drive worthwhile. Combine that with the history and it was certainly memorable. Thank you.		
8/13/23	Email	47868	Neutral	Being an earthmoving contractor, I could have the Apachie trail open in a few hours using a large bulldozer. What is the reason the state of Arizona is holding off opening the road? The Apachie trail is one of the things that I look forward to when I come to Arizona. Sure, Fish Creek Hill is far from safe, but always has been. Crooked politics maybe is the big reason it remains closed.		
8/13/23	Email	85737	Neutral	A long time Arizonian and off road adventurer over the years I have seen closures to access to many of our trails and Arizona history for various reasons, from protection the environment, wildlife management and sales of public lands to private corporations who close access for one reason or another. We are denying our state's history and beauty for future generations for one reason or another. Anytime this can be prevented and access ensured and granted, we should continue to keep these areas open.		
8/13/23	Email	85382	Neutral	It's time for this historic road to be reopened. It ridiculous that it has even been closed this long.		
8/13/23	Email	85119	Neutral	Please reopen the historic Apache Trail as soon as possible. There aren't many beautiful and historic drives around the Phoenix area so this should be a high priority.		
8/13/23	Email	85207	Neutral	What a glorious road that was and could be again. From motorcycles, side by sides, boating or just a stunning family drive, that was always a go to. Also Apache Lake is one of my favorite places but since that road closure we seldom go because access via Globe is very inconvenient when on lives in Mesa. Please reopen the road, so much benefit and clean family fun awaits.		
8/13/23	Email	85544	Neutral	Open the Apache trail. It belongs to the public and needs to be repaired for public use.		
8/13/23	Email	85119	Neutral	Please take part of the TRILLIONS OF DOLLARS that the Biden administration earmarked for infrastructure and spend it to restore this historic roadway.		
8/13/23	Email	85263	Neutral	Please reopen the Apache Trail. As a native Arizonan I have many generations of fond and beautiful memories, family outings and lake camping that include traveling this beautiful primitive roadway.		
8/13/23	Email	85142	Neutral	Please re-open the Apache Trail. This is one of the most scenic and reasonably accessible roads in Arizona. Locals and tourists find the area beautiful and enjoy hiking, nature, photography, mountain biking, etc. The proximity to metro Phoenix makes this a greater priority as this is the population center. Nature deserves to be accessible and enjoyed.		
8/13/23	Email	85206	Neutral	Thank you for the opportunity to comment on the repair and reopening of State Route 88. The Apache Trail is not only scenic and historic, it is vital to our State and the economy. It is essential. If a segment of the equally important Coronado Trail were to suffer a similar failure would there be any doubt about reopening it? Please muster the will to repair and reopen the iconic Apache Trail. Thank you, —		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/13/23	Email	85501	Neutral	The first owner of my home in Globe (built in 1899) used to own a Livery Stable in town and used to do shuttle service to Phoenix via the Apache Trail with horse and buggy: there were no tunnels to Superior. Why should we continue to build freeways and patch highways in the city and not maintain a road that is a significant part of history. It's a dirt road that was built with hard working hands before cars and when people could accomplish major feats without the equipment we have today. How hard is that to see why we can't accomplish the repairs needed for the trail. We don't need more freeways so people can sit in slow traffic we need access to the areas outside the city and enjoy wonders of ruggedness of our state and its history.		
8/13/23	Email	97739	Neutral	The Apache Trail is an important historical and scenic route for back road travelers. Please re-open the trail as soon as possible.		
8/13/23	Email	86301	Neutral	Three reasons to reopen the Apache trail. Recreation at its Finest: The Apache Trail holds immense recreational potential. From scenic drives through breathtaking desert landscapes to exhilarating hikes and awe-inspiring photography spots, this trail has it all. By supporting the reopening of this section, we're ensuring that future generations can continue to enjoy these outdoor experiences. Imagine taking in the panoramic views, breathing in the fresh desert air, and immersing yourself in the beauty of nature that the Apache Trail has to offer. Preserving History: The Apache Trail boasts an incredible historical legacy. Originally constructed in the early 1900s as a supply route for the Roosevelt Dam construction, it has seen countless pioneers traverse its rugged path. Reopening the closed section will not only bring this history back to life but also allow us to connect with our past in a tangible way. Picture yourself retracing the steps of those who came before, appreciating the ingenuity and dedication that went into creating this historic trail. Maintaining the Essence: We understand the importance of preserving the unique character of the Apache Trail. While repairs and improvements are essential for enhanced safety and accessibility, let's ensure that we keep the road as dirt, embracing its rustic charm and linking us to its authentic heritage. Driving along this scenic route, feeling the rumble of the dirt under your tires and marveling at the untouched landscape, will transport you back to a time when adventurous spirits braved the trail for discovery and exploration. Please consider these 3 reasons to reopen the Apache Trail. One additional way it could be reopened is by utilizing the Arizona Army national guard to rebuild it as a training exercise.		
8/13/23	Email	86315	Neutral	As an Arizona native, I fully support completing an Apache Trail feasibility study and re-opening the Apache Trail. This should be partially funded with OHV dollars. Thank you, Jim Madden		
8/13/23	Email	85326	Neutral	Do absolutely whatever it takes to fix and reopen the historic landmark, the Apache Trail. Our tax dollars are going to ADOT, yet the road has remained closed for years. No more excuses and delays, just fix it!		
8/13/23	Email	85027	Neutral	Apache trail is a beautiful, historic and necessary route that needs to be reopened. It allows access to thousands of acres of scenic and recreational land. Boating, fishing, hiking, hunting . . . Needs to reopen for many reasons.		
8/13/23	Email	85254	Neutral	I urge the Department to recognize the immense value the Apache Trail brings to our community and the state at large. Reopening and preserving it would not only be a nod to our history but a gift to future generations who deserve to experience its wonders. Thank you for considering my comments.		
8/13/23	Email	85288	Neutral	The Apache Trail is a state treasure. Not only is it a fun way to travel to Apache Lake and Roosevelt Lake, it offers beautiful encounters with wildlife. It is the place my children remember seeing mountain goats most. As part of our Arizona heritage and love of the land, that passage through Fish creek trail should be restored. That area alone is worth the re-opening. As a 5th generation Arizona native, preserving these beautiful and primitive area drives for the next generation is imperative		
8/13/23	Email	85213	Neutral	Please reopen Fish Creek Hill on the Apache trail. In the past, my family has enjoyed driving the entire length of Apache Trail from AJ to Roosevelt Lake, including a great picnic in the shade at the bottom of Fish Creek Hill. With our modern construction abilities, why would anyone consider letting this historic trail be blocked?		
8/13/23	Email	85730	Neutral	This highway provides access to a desert treasure. Apache Lake is one of the most majestic lakes in the state. This highway is history and should be restored!		
8/13/23	Email	85207	Neutral	Please open this road back up. It's one of the most histories and beautiful roads in Arizona. Access to Apache lake from the west side has been cut off.		

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8/13/23	Email	63021	Neutral	please reopen the Apache Trail . Thank you.		
8/13/23	Email	15146	Neutral	My wife and I are retired and in our mid sixties. We cannot hike due to health issues. We first traveled the Apache trail in 2015 when our son relocated to Phoenix .We are from Pittsburgh .What a wealth of beauty and ruggedness you can see by vehicle. We feel if the road isn't fixed many other people in our situation will greatly miss out on such a unique roadway. We loved that road and traveled it at least 3 times a year. And for future generations to miss out on this treasure would be tragic.We are in great hope that we can travel it again soon. Thank you for this opportunity to express our great enjoyment from this national icon.		
8/13/23	Email	85288	Neutral	Please rebuild the Apache trail. It's such beautiful land that should be able to be explored		
8/13/23	Email	85018	Neutral	I believe the historic Apache Trail should be cleared to safely allow only pedestrian, bicycle, equestrian and motorcycle traffic through. Keeping this beautiful historic highway closed to everyone is a major loss.		
8/13/23	Email	85212	Neutral	Please repair and reopen the Apache Trail. I feel this would promote tourism and help the economy of the area by letting people drive the entire loop unimpeded. I look forward to being able to do this and to also take out of town visitors on this scenic route. Thank you for your consideration.		
8/13/23	Email	85541	Neutral	Please repair and keep the historic Apache Trail open for multiple use and for the experience of driving on one of the oldest routes in Arizona. It should be registered as an historic trail.		
8/13/23	Email	1010	Neutral	My wife and I fell in love with Arizona while on vacation there about 18 years ago. We've been back numerous time since - touring various parts of this amazing state. On one of our first visits, we discovered Apache Trail and drove over it several times, taking pictures, eating at Tortilla Flat, and loving every minute. Almost every time since, we had made this part of our trip, until it closed. We have advised several friends and relatives on their Arizona vacations and always highly recommended Apache Trail. Please reopen this wonderful road, and let both tourists and locals enjoy it again. To us, it's almost unbelievable to think that Arizona has not done whatever necessary to re-open this amazing road. The fact that it remains partially closed this long is a "black mark" on our thinking about the people who run this beautiful state.		
8/13/23	Email	85120	Neutral	This trail has been a great adventure for me and dozens of family and friends who I've taken on the trail as they visited AZ. When they come back to visit again, they all want to go back to the trail.. I would also like to add a comment about Roevelt Danm being covered up in cement. A shame that all the beautiful stone is hidden for ever behind cement.		
8/13/23	Email	85120	Neutral	The historical Apache Trail is a landmark that needs to be restored and maintained for future generations. The scenic drive is unparalleled in this country. Without the ability to traverse by vehicles, there is no way to enjoy the majestic beauty of thus area.		
8/13/23	Email		Neutral	My son is living in Phoenix and with my husband we did several times the Apache trail. We enjoyed every moment!!! That must be possible also for the Next generation. This is such a beautiful surrounding.		
8/13/23	Email	85206	Neutral	Please reopen this historic route		
8/13/23	Email	85250	Neutral	Please reopen this road! For me, it is a treasured memory travelling it a decade ago, and there is no reason it should not be open for the residents of this great state!		
8/13/23	Email	85118	Neutral	Hello I remember driving on the Apache Trail many years ago when we lived in New Jersey. I was so impressed. Please reopen the trail again soon. It is a wonderful experience for locals and tourists alike. Thank you.		
8/13/23	Email	85268	Neutral	Please open the trail again , it is apart of history.		
8/13/23	Email	85027	Neutral	Apache trail is a beautiful, historic and necessary route that needs to be reopened. It allows access to thousands of acres of scenic and recreational land. Boating, fishing, hiking, hunting . . . Needs to reopen for many reasons.		
8/13/23	Email	85207	Neutral	I am very familiar with the closed section. I have traversed it countless times since moving here in 1969 including hiking the closed section recently. I believe it should be reopened by rerouting the section just East of the lookout down toward the creek with a bridgeless crossing of the creek due East and avoiding the current cliff and creekside sections entirely. Turn the creekside section into creek hiking access and parking only. Keep the cliff section closed except for hiking.		
8/13/23	Email	85087	Neutral	All of the above are reasons I state.		

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8/13/23	Email	85120	Neutral	Please do what is needed to reopen this beautiful byway. We so enjoy the scenery along 88, with it's magestic viewpoints, wildlife encounters, and like-minded travellers. We've taken multiple guests out for lunch or early supper at the restaurant near the dam, but it's just not the same going around via Punkin. It's quicker, but the scenery just isn't the same.		
8/14/23	Email	85383	Neutral	Need to get this access opened to service many needs.		
8/14/23	Email	85286	Neutral	I've only been on this road once and it was the most beautiful scenic drive I have ever been on! I have told numerous people about this drive.		
8/14/23	Email	85544	Neutral	Apache Trail deserves to be reopened. Aside from the historical value and use of this highway, it also contains stunning views and access to wildflowers when they bloom. It also serves as an access point for various types of recreation. It is with great hope that this road will once again reopen and allow all to have access to this area.		
8/14/23	Email	85053	Neutral	The Apache Trail is a treasured Arizona destination and deserves to be restored and preserved. It is iconic Arizona with the majesty of the desert as a beautiful backdrop. The twists, turns and dips are a testament to our early pioneers that helped bring travel to these areas. Family stories are passed down of different family members making the trip. Once my father in law made it down in his Camaro, which didn't over heat, (lol) as he crawled it into Mesa. The trail is a destination to Apache Lake without having to go through Roosevelt, making the way up much more of an experience. I've lived in AZ since 1974 and miss making the trip along the trail.		
8/14/23	Email	85207	Neutral	I've traveled this route many times with relatives who've come to visit. It's always a highlight in their visit. It's a unique and beautiful trip that is very special. It shows the beauty of the area and doesn't cost you an arm and a leg. Please restore this road. Thank you.		
8/14/23	Email	86336	Neutral	This road was always on our list of places to take out of state visitors as it captured the history and beauty of AZ. Isolated just enough to make it exciting and an amazing day of discovery and amazement. Please re-open the road and bring access back to this essential part of our past. Thank you.		
8/14/23	Email	85249	Neutral	Please repair and reopen the Apache Trail so we can enjoy what the area has to offer.		
8/14/23	Email	85140	Neutral	The road should be repaired and reopened to help facilitate acces to Roosevelt or Canyon from either direction.		
8/14/23	Email		Neutral	I am a former ADOT employee and worked on the Apache Trail improvement efforts for many years until my retirement in 2002. It was a labor of love but also incredibly frustrating.	While I do not intend to attend the meeting on 8/16, I would like to learn more about the recent study to re-open the road. Is there a way for me to find a link to whatever report or documents that you have prepared at this stage?	<p>Thank you for your comment. At this time, the DCR is not yet available. It is expected to be available sometime in the next few weeks. We are just wrapping up some of the materials for the meeting on Wednesday and can provide some of those shortly.</p> <p>Follow up comment: Thanks for the reply. I look forward to receiving more information about the project.</p> <p>Follow up response: I wanted to follow up with you on this. At the first below link, you will find the home page for this project which contains some general information and a video. Under the "Quick Links" on the right side, you will find another page which contain helpful documents from the public meeting. This includes a fact sheet, recorded presentation, exhibits, and the Initial Design Concept Report. I have included that link below also for your convenience.</p> <ul style="list-style-type: none"> Home page: https://azdot.gov/projects/southeast-district-projects/state-route-88-apache-trail Link to all public meeting materials (fact sheet, recording, Design Concept Report, etc.): https://azdot.gov/projects/southeast-district-projects/state-route-88-apache-trail/state-route-88-apache-trail-study-milepost-222-229
8/15/23	Email	49037	Neutral	Please fix this before using it!!!		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/15/23	Email	86836	Neutral	Please reopen the trail. First time I drove the trail from Tonto NM to Phoenix in 1981. I had a very small rental car as I was visiting from Germany. And ever since that wonderful experience I cannot let go of the Apache Trail any more. Since then I must have been there about 10 times and whenever I am anywhere in Arizona I have to get there and drive the trail. It was so disappointing to see that the road was closed the last two visits. This was one of the reasons for me to go to Arizona. Also after I had told my friends in Germany about the trail they all wanted to go there. A travel agent even had guided self driving tours arranged here in Germany and everyone was just thrilled and will remember this adventure. Without the closed part it just is not the same. It takes too much time to drive in from both ends and go all the way around. So give you visitors from Germany a chance in the future to experience one of the finest places in the USA again soon. true fan of Arizona and the famous Apache Trail		
8/15/23	Email	85552	Neutral	As an Arizona native, with long family history in this state I believe the Apache Trail is of utter importance to the state. Leaving it blocked, although due to a mother nature event, is a crime against all who wish to experience AZ history. The first real highway of Arizona that so many of our pioneers traveled before us should be available for future generations to travel.		
8/15/23	Email	85381	Neutral	Please reopen the Apache Trail. I have traveled this route regularly since 1958 for the past 65 years. I would like to see it open and usable again before it is too late.		
8/15/23	Email	85345	Neutral	As a proud Arizona resident, property owner, and taxpayer I emphatically ask that you vote to reopen the Apache Trail. This road is one of the most historically important and significant roads in Arizona if not in the country. There is so much history behind this road and our generation and future generations deserve the ability to observe and see the beauty of the road. We all understand it cost tax dollars to study the project and then to complete the project. But that would be money well spent in Arizona. Please consider reopening the most scenic and most historic route to Roosevelt Dam.		
8/15/23	Email	85745	Neutral	It's shameful it has taken this long to see some movement by the state to repair this road. It's used by recreationalist, hunters-fishers, motorsportsmen, tourist and sightseers. Someone in AZDOT should lose their job over the mis-handling of this issue, it was a prime candidate for a federal infrastructure grant from the fed's.		
8/15/23	Email	85142	Neutral	It is in the best interest of the public to reopen this scenic road! Please do everything you can to improve and open the road!		
8/16/23	Email	85117	Neutral	It's important to reclaim and reopen Apache trail hwy 88 to the public. This historic road is a significant part of Arizona history and tradition. It is also a major recreational resource for many Arizonans and visitors. I urge the immediate advancement and implementation of reclamation resources for this historic corridor. Thank you		

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8/16/23	Public Meeting		Neutral	<ul style="list-style-type: none"> • I want to thank ADOT for putting this meeting together to hear from the public about ways to reopen and improve State Route 88. SR-88 is important to SRP as it is along a critical transmission corridor that supports the delivery of electricity to the Valley. • Some of the crucial work that SRP does along SR-88 is the maintenance and replacement of our infrastructure to support continued service to our customers, especially during the hot summer months in Arizona. • Our vehicle and hauling services team frequently works from SR-88 and in the region to make critical repairs and replace equipment such as transmission poles, lattice towers and power lines. • We're encouraged by the Legislature's recent action to fund a study for SR-88, and by public support to repair the road and ensure it remains a viable and safe highway for the public to access Arizona's scenic vistas. • I'd also like to share that the reopening of SR-88 would significantly benefit the operation and maintenance of the dams and reservoirs along the Salt River, which we manage ultimately for the public benefit. • Prior to the storms of 2019, SR-88 provided a direct means to travel between Roosevelt Dam, Horse Mesa Dam, and Mormon Flat Dam. This enabled efficient transportation of staff and materials for both routine and emergency work. • Presently, ground transportation between the dams must bypass the closed portion of SR-88, otherwise known as the Apache Trail, significantly lengthening drive times. For example, current travel from the SRP East Valley Service Center to Roosevelt Dam is through Tonto Basin via SR87 and SR188 (90 miles), or through Superior-Miami via US60 and SR188 (92 miles). Previously, this would have been via the Apache Trail (50 miles). Current travel between Horse Mesa Dam and Roosevelt Dam is only possible by looping around the Apache Trail through Miami, for a total distance of 107 miles. With the Apache Trail open, that distance is only 28 miles. • In addition to the significant benefits to the public of reducing travel times and aiding in our operation of the waterways, reopening the Apache Trail will help to significantly reduce wear and tear on vehicles and fuel consumption, which will contribute to improving conservation goals. • And more broadly speaking, the risk of road accidents will be reduced with reduced drive times overall. • SRP is happy to work collaboratively with ADOT to identify ways to reopen and improve the road. 		
8/16/23	Public Meeting	85120	Neutral	Our state and federal representatives need to understand the importance of this project. Please keep our elected officials informed and let them know how they can help. I appreciate the effort to make the presentation to the public		
8/16/23	Public Meeting	85128	Neutral			
8/16/23	Public Meeting	85119	Neutral	We need this opened ASAP, but not as a major multi-lane Hwy.		
8/16/23	Public Meeting	85207	Neutral			
8/16/23	Public Meeting	85286	Neutral			
8/16/23	Public Meeting	85213	Neutral			
8/16/23	Public Meeting	85206	Neutral			
8/16/23	Public Meeting	85118	Neutral	On Sr88 between mile marker 198-203 approximately -- there are no reflectors and in a hard rain it is hard to see the road.		
8/16/23	Public Meeting		Neutral	It has been made fairly evident, since the rockslide, that ADOT wants nothing to do with this roadway. ADOT has not taken the basic step of removing the rock pile to get a true assessment of the damage. Our response to Apache Lake now takes two to three hours depending on who is dispatched. We have had to leave a vehicle at the Apache Lake... Should we respond by helicopter! Very costly.		
8/17/23	Email		Neutral	We would like to see this route repaired. There are a couple of places where some improvements would enhance safety. Pavement would be nice, but even just repairing it and leaving it a dirt road would be much better than the current situation.		

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8/17/23	Email		Neutral	Thank you for providing us the opportunity to comment on this important project. I cannot begin to thank you enough for being the force that is driving this project and for gaining the collaboration of other government agencies. Arizona lost a huge part of its historical identity when the Apache Trail was destroyed as a result of fire damage and monsoon rains. knowing that the support to reconstruct the road is a strong, brings hope that this historical road will once again be open for travel across its entire scenic length. It will be a road that Arizona can showcase to our state citizens and all visitors who come to see Arizona.		
8/18/23	Email	50864	Neutral	Please reopen the Apache Trail Road. This is one of our favorite drives to take friends and relatives on when they visit us in the winter.		
8/18/23	Email		Neutral	I was at the AzDOT meeting last evening in Apache Junction in reference to the potential repairs for Az88-Apache Trail. I have dispersed the meeting information to numerous people who could not be at the meeting and used the photo I took on the screen about the ways for the public to comment (Photo included). Although the information on the screen had "Online comment form: azdot.gov/SR88apachetrail", that link does not have any comment form or link to comment. Please add a link to the comment form on that link so the public can easily make their comments.		
8/20/23	Email		Neutral	I am contacting you in support of repairing AZ Rt 88 between Tortilla Flat and Apache Lake. My wife and I have been visiting AZ for 46 years yearly and have been a property owner in Mesa since 1999,now a 4 month winter visitor. The route in question embodies years of Arizona heritage. When we have new visitors, that route is the first place we go and everyone is very impressed. Also if time is not of the essence, it is a short cut from Apache Junction to the Roosevelt Dam and Route 188. I know it will be a costly project, but I think it is worth it. I urge you to do the project. Thank you for your time and consideration.		
8/23/23	Email	85353	Neutral	They say it's a service road but I think we all should have the opportunity to enjoy the beautiful landscaping of our Arizona along this extremely beautiful road.		
8/25/23	Email	85202	Neutral	Please fix the Apache Trail. It being closed down it an issue for many of us. I can't believe it's been left in this state of disrepair for so long. Thank you.		
8/27/23	Email		Neutral	As a landscape artist I am interested in your additions of turn outs along the Fish Creek road. It is very frustrating to see a potentially beautiful picture but not be able to stop and photograph or paint it. Many of us prefer painting on site. It is called plein air painting. It usually takes a couple of hours to complete a painting. Is it possible for a couple of us who paint plein to give some suggestions for turnouts that will satisfy the tourist and artist both. The road into Canyon lake is a perfect example of a road where there are two or three stunning views but there is no room to pull over and capture it even with a camera. The Grand Canyon is a good example of the east road with effective turnouts for the painter and the tourist. The route 88 up to fish creek lookout is a beautiful road to drive. It looks like you will be continuing the experience down the Fish Creek incline. We would like to help you place the turnouts and viewing areas. Please feel free to contact me if you would like this type of advice.	Is it possible for a couple of us who paint plein to give some suggestions for turnouts that will satisfy the tourist and artist both?	Turn out locations are identified in the DCR and are based on the constraints of the topography.

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8/28/23	Phone		Neutral	<p>Hi I got this phone number because I wanted to leave a comment regarding the work potentially on the State Route 88 Apache Trail. I missed the public meeting and wanted to offer the comment that I had if that can be taken into consideration or whenever a report gets out. My name is Brian Krause. I currently work at the city of Phoenix. So before that I was a tour guide all around the southwest for a good number of years and I just wanted to throw in a lot of people are talking about like the scenic value of the SR 88, and historic value. But I just wanted to touch on my perspective which is the economic value that the work can do. Because I guided tourists all over the southwest and there was a big significant impact that the Apache trail and the historic route had on guests that I would drive through the area and it had nothing to do with like physical access to Lake Roosevelt. It had everything to do with scenic drives and how a scenic drive functions as a form of initiation into tourism. And having a big scenic drive like that was so classic and so iconic, close to the Phoenix metro area. For a lot of my guests, that's the doorway that they would take to get into outdoor recreation or other forms of recreation and tourism. And that has a profound years long effect as far as their visitation of the area and the economic impact of the area. And the Apache trail being cut off for years now, I know has stunted lots of that because lots of other places in the state have that big scenic drive that stands out that's iconic like in Sedona through Oak Creek Canyon or Grand Canyon along the rim. And Phoenix had that. But it's been shut for years now. And there is a widespread economic impact that's hard to quantify as far as having a scenic drive be that gateway for people and I saw that first hand. So if that comment can contribute to the conversation, I really hope that it can, because I know that there's a lot missing from the character of this region for a lot of tourists that are based out of their automobile and not necessarily on their feet. So again, that's kind of the crux of my commentary. I think that the work should be done and I think it has a profound economic impact that's hard to measure in the short term. It serves as a gateway for people for a lifetime of recreation tourism. And I think it's invaluable to the region and not just the two counties involved that we get the thing reopened. So that's my statement in support of it. I hope I can contribute and I appreciate whoever is listening to this. I know it's a long message, but thank you guys again for doing the work and I hope it goes through. Thanks. Bye.</p>		
8/31/23	Email		Neutral	Is there federal funding available to the repair project?	Is there federal funding available to the repair project?	At this time, I don't believe that a federal funding source has been allocated for improvements to this section of SR 88. However, ADOT is pursuing various funding sources, including federal funds to improve this section of SR 88.
9/1/23	Email		Neutral	Ok thanks for responding Marshall. I thought perhaps with such a huge federal infrastructure package that was passed and signed, it may be a good source to ask for some funding.		
9/2/23	Email		Neutral	No future worries of rockslides and flooding with a low-key,2 lane, Roosevelt;Sublime,awe-inspiring,winding, scenic,rest stop included,traveling bridge.with concrete scenic artwork .		
9/6/23	Email		Neutral	Just wanted to share my thoughts. Apache lake is a true gem in Arizona. One of the only places you can truly get away from the everyday crowd. Aside from that it's a historic road. I believe you should make minor improvements in the washes, however on behalf of everyone I've talked to about this, please don't pave the road. Pavement in the washes would be beneficial but that's the farthest we want to see improvements go. Thank you for listening		
9/6/23	Email		Neutral	<p>Good Evening,</p> <p>As a long time resident of the valley, I would like to submit my comments regarding the Apache Trail project. I have driven this road several times before it closed a few years ago and I would urge your department to make the necessary changes to reopen the the closed section of the road. I would like to see the road remain unpaved, however, in order to minimize the impact of the environment as well as for safety. The unpaved road from Roosevelt Lake to the top of Fish Creek Hill is much too narrow to be paved. There are already too many individuals speeding on the paved sections of the Apache Trail and this would like result in more traffic fatalities along this stretch of road. Thank you for allowing my input.</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/6/23	Email		Neutral	I would like to see the old Apache Trail repaired and reopened for the sake of preserving Arizona history. It's a great trail to hike and explore. Too much history in America and Arizona is laid to waste and forgotten. Let's preserve this little slice of history. Thank you		
9/6/23	Email		Neutral	I am from the bald ass prairie of Saskatchewan, a snowbird to Apache Junction, the first time my brother-in-law took me on that trail , it was amazing, visualizing I was back in the days of the old west watching the cowboys and indigenous people above the cliff's, I would like to be able to have a chance of taking my family on that trail for their first time, it's part of Arizonas history to repair that trail		
9/6/23	Email		Neutral	As residents of Gold Canyon we would very much encourage the repair and improvement of the rest of Apache trail, Hwy 88. That road has been a main attraction for our 'snowbird' friends, guests, and our family over the years. So many of the unique and spectacular features of this area can only be accessible by this road. We look forward to being able to travel the whole route again soon. Thank you.		
9/6/23	Email		Neutral	Good afternoon Please open / repair apache trail (state route 88) i have been taking that road sense i was kid to get to apache lake and have seen alot of wild life driving that route , have taken my kids that route would always hit tortilla flats on the way to apache lake or roosevelt lake or to get to the dam for day trips. thanks		
9/6/23	Email		Neutral	Those of us who enjoy hiking and driving the area from Fish Creek and beyond have been waiting a long time to enjoy that area once again. Thank you for making the investment to make that possible.		
9/7/23	Email	85120	Neutral	Dear Sirs, Please move forward to repair this historical landmark to preserve Arizona's history and memories for those of us who grew up driving this trail as a family. There are many in our community who use this rustic road as recreation and to access Apache Lake. Thank you --		
9/7/23	Email		Neutral	Marshall -Thanx for the opportunity to comment on this matter, as a lifelong resident of the valley, I have been a lover of the trail since I first saw the area as a boy scout in the 1960s. I have hiked the fish creek section from the rest area several times in the last few years & those times have me even more wanting to see it repaired & reopened. The trail is one of the best tourist destinations in Arizona, & especially for the AJ area in the cooler seasons when it is packed with visitors (snowbirds) from all over the world. It seems like it just should have been a priority a while ago to reopen the trail & I look forward to the day when it can happen. I have yet to hear from anyone that doesn't support its reopening. Thank You for your efforts.		
9/7/23	Email	85040	Neutral	Please restore this road. It's a MUST have Vista and drive. I drive this a few times a year when it's passable. Any out of state visitors need to see this, coming out to see Roosevelt. Thanks for your consideration.		
9/7/23	Email		Neutral	Good Morning, I am writing to you to put the resources to work to repair State Route 88 (Apache Trail) from the Fish Creek Hill Overlook/Rest Area (milepost 222) to milepost 227 near Reavis Trailhead Road. This is vital to us that live in the area.		
9/7/23	Email	85118	Neutral	Please, do whatever you can to get this road open to Apache Lake. I looked at all the proposals and they all look good, just please get the road open. Thank You.		
9/8/23	Email		Neutral	Hello Thank you for taking public comments! Please repair and reopen apache trail.		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/8/23	Email		Neutral	<p>Good Morning,</p> <p>It is very important that we open the Apache Trail for our families, so they can share our History.</p> <p>So...Please open the Trail from Both Directions to the Landslide so Vehicles can Park and turn around Safely.</p> <p>This will allow hiking and picnicking</p> <p>At some future Date Open the Trail so we can Travel the Entire Route..stopping along the way.</p> <p>Remember I taught my Daughter how to Drive on this Trail.</p>		
9/10/23	Email	85331	Neutral	<p>We have taken our out of town friends on this scenic route to experience REAL Arizona. Also, we like folks to see the hand cut rock of the old damn. The closure has hurt Apache Lake terribly!! Please, please put forth the effort to reopen this wonderful road.</p>		
9/11/23	Phone		Neutral	<p>Good morning, Marshall. I was just reading an ADOT article regarding State Route 88, the Apache Trail and Fish Creek Hill and hopefully the redevelopment of that and it listed your phone number and e-mail address, you voice comments. So you, if you can call me back, then I'd like to talk to you about it either way. Thank you.</p>	<p>So you, if you can call me back, then I'd like to talk to you about it either way</p>	<p>Marshall called and left voicemail to follow up.</p>
9/12/23	Email		Neutral	<p>To: Marshall Hayes RE: SR 88 Study</p> <p>As a concerned citizen, who has been here in this pristine area for the last 30 years, these are the thoughts that I feel about the subject of SR 88 closure at Fish Creek Hill, which is the very essence of our old west unique history. To have this portion of SR 88 re-opened will bring back the tourist attraction and therefore tourist dollars to our community. This should be started as soon as possible; it has already been far too long in waiting for action.</p> <ul style="list-style-type: none"> A. No improvements to roadway curves or grades B. No widening C. NO concrete barrier on Fish Creek Hill. I want to keep this road as pristine and beautiful as possible, and as close to the condition it was in when being built by the Apache and Pima Tribes over 100 years ago! D. Remove the rock slide and improve the integrity of the road base under it. E. Grade existing roadway F. Do the necessary repairs/rehab to all of the Bridges. G. Scale the upslopes only at a minimum, and remove the isolated and unstable rocks from the higher slopes which could fall onto the roadway. H. Repair pipes and culverts (and increasing the undersized culverts) I. Clear out and re-establish existing ditches. <p>I sincerely hope that the public's thoughts and desires for the land here that we live on will be seriously taken into consideration. Thank you for your time. Long time Residents of Apache Junction, AZ</p>		
9/12/23	Email		Neutral	<p>I hope that the decision to reopen the "trail" comes soon as a 22 year resident of the Mesa/Apache Junction area, I can say that to me, personally, the closing was heart breaking. I love hiking many of the areas that are now inaccessible, as well as having the ability to enjoy my favorite lake in a short day trip, rather than spending 1/2 a day to get to Apache Lake and back. The historic importance of this road and the beauty to behold there is amazing. PLEASE reopen the road.</p>		
9/12/23	Email		Neutral	<p>Reopen the SR 88 apache trail !! Woot woot</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/14/23	Email		Neutral	<p>The published number for submitting public comment was unavailable during typically normal business hours today! Typical business hours are 8am to 5pm! This is an unacceptable practice! I left a message with my question that I need answered to make & submit my official comment. Please contact me from 6am to 10am Friday Sept. 15th with who owns the land that the US 60 is situated on from Show Low to Queen Creek tunnel. I would assume it is US Dept of Forestry as it is also in the Tonto National Forest. Who owns the land the SR 88 from Apache Lake to Roosevelt lake? Those upgrades & repairs can be made with out an environmental impact study! Rock slides on the 60 can be done without all of this red tape!</p> <p>Has anyone heard of CPAW that the US Dept of Forestry partner with to fund Wildfire & flood mitigation funding?</p> <p>Sandy Recovery Improvement Act of 2013 (SRIA) amends Robert T Stanford Disaster Relief & Emergency Assistant act by adding Sect 429. the process to coordinate environmental & historical preservation reviews should be cross utilized to expedite planning & decision making also reducing costs. Environmental assessment already completed by BEAR that already determined burn scar should already be healed by present date. - source ncahpo.org, Adot.com</p> <p>The Forest Service owns 2 historic iron furnace sites in Ohio that were built in 1800's. This being known please consider utilizing products on this project that are locally made/sourced at a much lower cost. Mesa AZ has a steel mill and Mag ABC can be obtained in large quantities for a fraction of the cost ADOT currently pays contractors/other sources.</p> <p>The FONSI Decision link on ADOT's project site doesn't work!</p> <p>Citizens of Phoenix, Chandler, Mesa, and Apache Junction should not have to waste gas, time, and make a higher environmental impact by driving an additional 50 miles each direction to go to Apache Lake. The land owners, citizens, business owners, and tourists should not have the financial burden of being cut off from the higher populated area of Apache Junction & the greater Phoenix area.</p> <p>Where did the FEMA funds go from the Woodbury fire of 2019 to mitigate the disaster? Where did the FEMA funds go from the monsoon flooding in Sept 2019 that created the rock slide and thereby devastating a resource rich but economically impoverished community of Apache Lake area?</p>	<p>Please contact me from 6am to 10am Friday Sept. 15th with who owns the land that the US 60 is situated on from Show Low to Queen Creek tunnel. Who owns the land the SR 88 from Apache Lake to Roosevelt lake? Has anyone heard of CPAW that the US Dept of Forestry partner with to fund Wildfire & flood mitigation funding? The FONSI Decision link on ADOT's project site doesn't work! Where did the FEMA funds go from the Woodbury fire of 2019 to mitigate the disaster? Where did the FEMA funds go from the monsoon flooding in Sept 2019 that created the rock slide and thereby devastating a resource rich but economically impoverished community of Apache Lake area?</p>	<p>Email: Good morning, My apologies about that. I just tried calling you back from my cell phone. 757 810 0887. Marshall Hayes</p> <p>Phone: Marshall Hayes called back and spoke for 30 minutes; additional follow-up: The SR 88 is on an easement through the Tonto National Forest and borders the Superstition Wilderness area in some areas within the study limits. The Forest Service has assisted in the planning and development of this study. The Community Planning Assistance for Wildfires (CPAW) works with communities to reduce wildfire risks– this is a city or county level program and not something ADOT or the State would initiate. ADOT requested emergency funding to address the damaged on SR 88 between mileposts 222 and 229; however, no funding was granted for repairs.</p>
9/14/23	Email		Neutral	<p>just put a guy on a bulldozer, you wont need guardrails, i happen to know an expert bulldozer operator that would be happy to tell you how it can be done. he is my dad, take him out there, buy him lunch, and see for yourself. chandler</p>		
9/14/23	Email		Neutral		<p>Could I get a volunteer adopt a highway packet please and thank u</p>	<p>Thank you for your interest in the Adopt a Highway program. More information on the program including how to sign up can be found at: https://azdot.gov/business/programs-and-partnerships/adopt-highway</p>

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/14/23	Email		Neutral	<p>Dear Mr. Hayes and Simpson,</p> <p>I am commenting on State Route 88. My husband and I live in Apache Junction, and our family has taken visitors up to Roosevelt Lake on State Route 88 to show them the man-made lakes as these reservoirs were an important accomplishment in the development of the Phoenix area. State Route 88 has historical significance.</p> <p>We have also used the area for recreation. Years ago, at the end of the work day, my husband and I and our two boys would drive up to Apache Lake with our big Yellow Labrador dog and let her run in and out of the lake while we enjoyed a picnic dinner. Some evenings the road was crowded with cars and trucks and people towing boats.</p> <p>People use State Route 88. They like it for many reasons. ADOT should make it usable again. Thank you.</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/14/23	Email	85119	Neutral	<p>This email is in 9 parts: Part 1 for ADOT To the Honorable ADOT Members and associated Contractors: The purpose of this email is to provide my comments and opinions surrounding the Design Concept Report (DCR) presented to the Apache Junction community on August 16th, 2023. I have attached our proposal, opinion, solution for immediate emergency action as designated an emergency in 2019 and the lack of an acceptable response. As you are aware, the community feels the response to repair this historic trail is lacking in merit and good faith since this report lacked any funding and your organization did not even include it in your ADOT 5 year, 9-billion-dollar roadway plan. We also noticed the lack of coordination with the United States Forest Service and no effort to merely seek appropriate grant funding through the United States Department of Transportation (USDOT) for the last 4 years Request ADOT coordinate with USFS to fund and open the Apache Trail. Part 2 for Honorable State Representative LD-7 David Marshall: Request immediate action to fund and repair the Apache Trail. Per our discussion, you helped another Arizona district to obtain funding in the amount of \$1 million dollars. Request your expertise to get the Apache Trail open using the emergency status. The initial funding to open the trail is estimated to be \$3 million. In addition, please ensure the easement deed with the USFS and ADOT is extended past 2028. Part 3 for Honorable David Cook: Request immediate action to fund and repair the Apache Trail. Request your expertise to get the Apache Trail open using the emergency status. The initial funding to open the trail is estimated to be \$3 million. In addition, please ensure the easement deed with the USFS and ADOT is extended past 2028. Part 3 for Honorable State Representative Majority Whip Teresa Martinez: Request immediate action to fund and repair the Apache Trail. Request your expertise to get the Apache Trail open using the emergency status. The initial funding to open the trail is estimated to be \$3 million. In addition, please ensure the easement deed with the USFS and ADOT is extended past 2028. Part 4 for Honorable Congressman Andy Biggs: Request immediate support and action to fund and coordinated the repair of the Apache Trail through an emergency MOU through ADOT and USFS. Appreciate your support through the attendance of Lee Huff and David Romney and their professional communications with all parties regarding this effort. Part 5 for Honorable State Senator Wendy Rogers: Request immediate action be initiated to fund and coordinated the repair of the Apache Trail through an emergency MOU through ADOT and USFS. Using your professional and honorable communications, please assist this endeavor and use all your efforts already initiated for our community in this effort. Thank you for all your responses and communication with this struggle. Part 6 for United States Forest Service (USFS): Request immediate action to meet with the ADOT to extend the easement deed from 2028 to 2058. In addition, request immediate federal emergency funding be initiated to clear this trail or Rt 88 according to alternative 3 on the DCR. Part 7 for Candidate for LD-7 Steven Slaton: Request your expertise to coordinate with the ADOT and USFS support the funding to repair the Apache Trail. We appreciate your attendance at our August 16th 2023 meeting and your sincere support to get this road open. Part 8 for Candidate LD-7 Walt Blackman: Request your expertise to coordinate with the ADOT and USFS support the funding to repair the Apache Trail. Part 9 for all: This must be a team effort and coordinated through our American resolve to carry our dream to be the best we can be and succeed to accomplish the impossible. The attached is our proposal and MOUs previously used indicating this funding can be accomplished without the delays of normal procurement lead-times to get this road cleared and operational, plus the MOU on the easement deed.</p>		<p>Due to the significant erosion and damage to the roadway, drainage features, and guard rail, the closed section will need extensive repairs before it can safely be reopened to vehicular traffic and be resilient to future large storms. ADOT's Preferred Hybrid Alternative would reduce the risk of rock fall and roadway erosion, increase slope stability, increase the roadway's drainage capacity, install reflectors on the curves, and improve the signage. Concrete barriers would be added along Fish Creek Hill. ADOT is actively pursuing federal grants to fund the design phase. At this point, ADOT cannot reprioritize SR 88 over routes with higher traffic volumes, higher numbers of crashes, and higher number of fatalities.</p>

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9/14/23	Phone		Neutral	<p>How convenient that you don't have normal standard business operation hours on the day before and the day of public comments being accepted for SR 88. Yeah, I need somebody to call me back tomorrow morning very first thing. This was supposed to be one of my study comments way of participating as a citizen and obviously you guys can't even maintain normal banking business hours or any other normal business hours. This is ridiculous. I have a lot of questions. I want to know who owns US 60 from Glove to Gold Canyon or even Show Low down to Globe and all the way to Gold Canyon because that is [indiscernible] insane national forest so it should also be part of US Forestry and ADOT has a shit ton of projects on that and they never do environmental studies. Big concern, why this project can be done on opposite side of Apache Lake and not on AJ side of Apache Lake and it can be done all the way cross US 60 every time they have a mud slide or a rockslide or any other thing. So, I need answers before 10AM tomorrow Friday 9/15 because that's the deadline and you can't maintain normal hours, which is ridiculous. And I'm going to be sending an email as well. And I'm going to let people know that you guys shouldn't be paid if you can't be there to have public comments.</p>		<p>Phone: Marshall Hayes called back and spoke for 30 minutes; additional follow-up: SR 88 is on an easement through the Tonto National Forest and borders the Superstition Wilderness area in some areas within the study limits. The Forest Service has assisted in the planning and development of this study. The damage to the Apache Trail in the study area presents a particular challenge due to safety issues. The significant erosion and damage to the roadway, drainage features, and barrier will need more extensive repairs before the road can safely be reopened to vehicular traffic and be resilient to future large storms. ADOT has obtained funding for other projects along SR 88 to maintain and improve the roadway, including an improvement project on an 11-mile stretch of SR 88 between Apache Lake and the Theodore Roosevelt Dam that began in the fall of 2022.</p>
9/15/23	Email		Neutral	<p>Why has it taken 4 years to get adot to move on this "project"?? I'm disappointed. I thought you were better than this. In the grand scheme of things, a "fancy" fix with wide paved roads would be great. Just get the road open. 3A will have to do for the meantime. Just get it done.</p>		
9/15/23	Email		Neutral	<p>Please leave the Apache Trail open in its entirety. It is my favorite road in Arizona, a place where I frequently take our out of state guests to view this beautiful state.</p>		

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9/15/23	Email	85207	Neutral	<p>9/15/2023, provided species list attachment (HGIS-20139) and response letter (AZGFD #M23-07254839)</p> <p>RE: State Route 88 Arizona Department of Transportation Study</p> <p>Dear Mr. Hayes:</p> <p>The Arizona Game and Fish Department (Department) appreciates the opportunity to review the State Route 88 (SR88) Arizona Department of Transportation (ADOT) Study (Study). The Department understands ADOT is conducting the Study to determine what is needed to reopen SR88 between MP 222 to MP 229, due to the 2019 Woodbury Fire damage. Additionally, the Department understands the project would require extensive erosion control infrastructure to safely reopen the road to the public, and would require the use of heavy equipment to improve upon drainage features, install new guardrails, bridge repairs, rock excavation, and newly paved roads.</p> <p>Under Title 17 of the Arizona Revised Statutes, the Department, by and through the Arizona Game and Fish Commission, has jurisdictional authority and public trust responsibilities to conserve and protect the state fish and wildlife resources. In addition, the Department manages threatened and endangered species through authorities of Section 6 of the Endangered Species Act and the Department's Section 10(a)(1)(A) permit. It is the mission of the Department to conserve and protect Arizona's diverse fish and wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations. For your consideration, the Department provides the following comments based on the agency's statutory authorities, public trust responsibilities, and special expertise related to wildlife resources and recreation.</p> <p>The Department appreciates ADOT conducting this Study and providing a hybrid alternative that would allow for increased public and administrative access to Apache Lake. The Department provides the following preliminary comments based on the attached project report (HGIS-20139) generated by the Department's Online Environmental Review Tool for a list of Species of Greatest Conservation Need (SGCN) and species of economic and recreational importance, which have been documented or predicted within the buffered footprint of the Plan. This reach of AZGFD the SR88 provides varying habitat for a multitude of SGCN species, and the following are species of particular interest that have been documented within 3 miles of the project location.</p> <ul style="list-style-type: none"> • Both Pima Indian mallow (<i>Abutilon parishi</i>) and Maple leaf false snapdragon (<i>Mabrya acerifolia</i>) have been documented directly along the roadway within the project area. The Department recommends conducting a Native Plant survey along the treatment area to ensure established populations are protected. Because ground disturbance (both temporary and permanent) will exceed 0.25 acre in areas with native vegetation, please ensure the project complies with Arizona Native Plant Law regulations.¹ A Native Plant Inventory may need to be conducted to identify, record, and coordinate plant salvage efforts for species that are Protected under the Arizona Native Plant Law. In addition, the applicable land management agencies should be consulted regarding guidelines for revegetation efforts. • Sonoran desert tortoise (<i>Gopherus morafkai</i>) have been reported within the project area. The Sonoran desert tortoise is a federal and state species of special concern, and covered under a Candidate Conservation Agreement, of which ADOT is a signatory. The Department recommends conducting a survey for Sonoran desert tortoise within suitable habitat, in accordance with the Desert Tortoise Survey Guidelines for Environmental Consultants², to determine the presence of this species. If tortoises are identified during the survey, please refer and adhere to the Recommended Standard Mitigation Measures for Projects in Sonoran Desert Tortoise Habitat³ and Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects⁴. • Gila monster (<i>Heloderma suspectum</i>), Sonoran desert toad (<i>Incilius alvarius</i>), and Tiger rattlesnake (<i>Crotalus tigris</i>) have been documented within one mile of the project location. The Department recommends completing pre-construction surveys for these species as well as ornate box turtles, and other species of rattlesnakes. Any hole or crevice large enough to house an adult tortoise (>20cm wide at the opening) should be avoided if possible. If these species are encountered while working in the project area, the Department recommends moving them out of harm's way, no more than 0.25 mile outside the project area into similar habitat. • Golden eagle (<i>Aquila chrysaetos</i>), which are regulated under the Bald and Golden Eagle Protection Act, have been recorded within a two mile radius of your project. If you are uncertain about the effects of your project to eagles, or if you anticipate your project will not be in compliance with the Eagle Act, the Department recommends you contact the U.S. Fish and Wildlife Service (USFWS) for their Technical Assistance. The USFWS will provide options to comply with the Eagle Act, such as conservation measures to avoid or minimize adverse effects to the eagles. • American peregrine falcon (<i>Falco peregrinus anatum</i>) have been documented adjacent 		

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9/15/23	Email		Neutral	Are the highway clean up crews coming out to the far SE and East end of the 202? Haven't seen anyone in several weeks and the landscaping is looking rough in many areas. Keep SR88 open also	Are the highway clean up crews coming out to the far SE and East end of the 202? Haven't seen anyone in several weeks and the landscaping is looking rough in many areas.	We have advised our Central District Maintenance team. ADOT has limited funding for landscape maintenance activities and prioritizes maintenance needs throughout the regional freeway system.
9/15/23	Email		Neutral	SR 88 has always mattered. It washed out once in my memory, please restore it. It is a great scenic experience and access to boating fishing camping Yes please		
9/15/23	Email		Neutral	The fed is useless. Why can't bonds be sold to fund the project and then a reasonable toll until funds are restored? I've been up through there. It's definitely worth saving and worth the effort.	Why can't bonds be sold to fund the project and then a reasonable toll until funds are restored?	ADOT does issue bonds for projects . However, toll roads are not legal in Arizona and the concept has been historically unpopular in Arizona.
9/15/23	Email		Neutral	I am writing in support of the reopening of SR 88. It is absolutely necessary for that area. Going to Tortilla Flats for a bite, then the Apache Trail to the dam, and looping back to Phoenix, was a wonderful day for my wife and I. We have done it many times, and since the flood, that has been taken away. Not only is it a scenic drive, it is wonderful shortcut. The whole reason it was built in the first place was because it is too far to drive around comfortably in a day. Going to Tortilla Flats, and then back tracking because the road was closed, was just not the same. We did it once and never went back. It would be wonderful to have the road open again. If money is the problem, just do what you have to do to keep it from eroding again and nothing more. It doesn't need to be a freeway and a little dirt is fine. That road has been part of vehicle travel in that area for nearly 120 years. It has been a shock to lose that part of history since the flood, and a shame if it were to be closed completely.		
9/15/23	Email		Neutral	I am writing in support of the reopening of SR 88. I have lived in Arizona for over forty years and the ride from Tortilla Flat to the dam at lake Roosevelt has always been a ride of excitement and enjoyment for me. It also provides me with a link to numerous main arteries linking me to major population areas in the state. I believe closing it permanently would be a disservice to all who have used this extraordinary road for so many years. This road has existed for over 100 years, surely with proper engineering and skill it can be restored in such a manner as to deal with the issues that have plagued it and never been adequately addressed in the past. Good engineering, not a patchwork of fixes every time it has been necessary to close it. I am not insensitive to the costs that will be involved in a well engineered fix but sometimes there are other considerations of greater value that must be respected. Please do not close the Apache Trail permanently. I implore you, please reconsider taking this jewel and treasure of Arizona away.		
9/15/23	Email		Neutral	Hello! Please be sure to include very generous and clear shoulders to provide a safe place for cyclists to ride. A dedicated bike lane would be even better! Thank you!		
9/15/23	Email		Neutral	Please open the road as soon as possible. I used to drive it often and miss the beautiful views it provides locals and tourists bringing more revenue to the state. Please make it a priority.		
9/15/23	Email		Neutral	I have taken this road many times and believe repairing or improving the road is a great idea.		
9/15/23	Email		Neutral	We want this road reopened as soon as possible please! We loved going to Davis Wash and that road is the only way! I was born here and raised here and my ancestors pioneered to Mesa. That Road is absolutely beautiful and a thrill for anyone who's never driven it! We want it back open and would greatly appreciate it!		
9/15/23	Email		Neutral	Reopen the historic road, toll both if you have to, but get the road reopened (tourist attraction, the old west, etc)		

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9/15/23	Phone		Neutral	About the Route 88 design, add a few tourist markers that look beautiful that mark the different places where the Stagecoach stopped, different things where they can take pictures and put memorabilia. Also a couple of places where they can just look at the beautiful landscape. Make it a destination stop or something around their route that they want to take pictures of. But make it beautiful and lasting. Other than that, open it soon. People miss it. As well as putting the tourist markers that demark where the Stagecoach was, where different landmarks are, talk about the route just like we have for the [indiscernible] trail in Utah, maybe put a quote on there from one of the logbooks from the Stagecoach, something cool from the early 1900s pr the late 1800s, a stone or a metal yesterday that will last. It is really neat-sounding that people enjoy reading. For each of those places to take pictures.		
9/16/23	Email		Neutral	Several years to reopen that's nuts. Can't you let traffic by while work continues? Has it closed before? Thanks.	Can't you let traffic by while work continues? Has it closed before?	Due to the significant erosion and damage to the roadway, drainage features, and guard rail, the closed section will need extensive repairs before it can safely be reopened to vehicular traffic and be resilient to future large storms. Various parts of SR 88 have been closed previously for maintenance work.
9/16/23	Email	85624	Neutral	I would like to see the road made passable for 4 wheel drive vehicles pulling boats and travel trailers. The road does not need to be paved and made into a racetrack. The fact that ADOT has ignored the situation for years is irresponsible. Fish Creek Hill.was always an adventure, something to.look forward to. It was very exciting ti be pulling a boat trailer downhill and meet another truck and trailer coming uo hill. Recreate a little awesome history.		
9/16/23	Email		Neutral	It's so beautiful thru that area I ride off road motor cycles and been up in that t area worth preserving making some offroad areas would be nice to see Wilson flowers, nature etc. No reason a public road and an off road recreational area could t work.		
9/16/23	Email		Neutral	If you have the equipment we can get volunteers to go out and help and for most of the labor we can get there prisoners at the jails to come out and do most of the labor it wouldn't cost as much just basically the equipment and the fuel and whatever else we need but the labor and stuff wouldn't cost that much if we had an inspector out there watching as we did what needs to be done to reopen that road I miss going down that road I live in Globe now instead of Mesa but it's still a road that I would love to take and look at take pictures and I am a first responder		
9/16/23	Email		Neutral	Read Lyle Anderson's Stealing Arizona blurb book.Or PDF it! Included 2 attachments of front and back covers of a book		
9/16/23	Email		Neutral	Good morning, For years, my husband and I had traveled SR88 enjoying what we believe to be the most beautiful highway in the state. Before us, my grandparents recall taking the route while touring the country in their motor home. A tricky feat in a large vehicle, but precious memories nonetheless. We greatly miss the opportunity to travel this portion of our state. We are in support of reconstructing the damaged highway so we and all other Arizonans may also be able to enjoy this historic and beautiful roadway in the future.		
9/16/23	Email		Neutral	we really needed to reopen Route 88. It's a beautiful drive and saves a lot of gas and time when you go in the Roseville lake in that area do you want you can re-open route 88 north		
9/17/23	Email		Neutral	My Family used to make the trip through the 88 on a regular basis just to get away for a while. We have a lot of memories going through and stopping off at water fronts to walk the coast and we look forward to seeing that re-opened. V/R		
9/18/23	Email		Neutral	I love to get someone to drive me up & back from Globe down 88 and back to Florence, as my sight seeing and photo taken don't pare well with my white knuckle shaking hands and fear of driving myself!!! I know engineering is EXTREMELY HARD and cost and blah blah blah. Etc but is a bridge even worth it or can it be attached?	Etc but is a bridge even worth it or can it be attached?	ADOT's Preferred Hybrid Alternative does not include new bridges. However, due to the age and condition of the bridges, our recommendation includes bridge repairs and rehabilitation.

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/18/23	Email		Neutral	Apache junction residents deserve this road be reopened. We need access to Apache Lake that is safe and convenient. Queen Creek / San Tan Valley seems to receive more funding for roads than we have in the last 20 years. Share the funds around Pinal County not just Queen Creek.		
9/18/23	Phone		Neutral	I wanted to leave a quick message on that Route 88. I 100% would love for them to restore it sooner than later. But anyway definitely want to record that comment and definitely keep that Route 88. Thank you.		
7/27/23	Email		Do Not Support	Just my 2 cents on the project. My family moved here from California and SR88 was one of our first adventures. We were devastated when it had closed down. If there's a cost issue, I would like to purpose that you open it up to off roaders. There are a few clubs and individuals that will gladly create and maintain a route if given the opportunity. Then, once a good route is forged, road crews can more easily move thru and grade the road like before. Nobody I know is looking to have it a paved highway, that would take away from the natural beauty of the outdoors. Just bring back the graded dirt road and many people will be happy.		
8/3/23	Email		Do Not Support	This road should be repaired and reopened. It does not have to be paved, but repaired and reopened is something the must be done. To many people only able to get there one way in one way out. Do the people of Arizona a service and repair and reopen this road.		
8/7/23	Email		Do Not Support	It would be an absolute tragedy...and loss...if this road wasn't repaired as close as possible to what it was before. Unpaved, narrow, winding. It was an exciting and scenic road and needs to be made so again.		
8/8/23	Email	85204	Do Not Support	Do not pave any portion of SR88. Leave it in rough condition. Barely passable for passenger cars, suitable for high clearance vehicles. All the turn-offs in the area, excepting Apache Lake Marina, will just result in a bunch of urban idiots getting stuck in sand or getting high centered and blocking trails. This is wild country and it needs to remain wild country. Just fix Fish Creek Hill, and leave everything else alone.		
8/8/23	Email	85023	Do Not Support	I think it's a travesty this road has been closed so long to peoples access. With that said, if it is to be repaired for access I would like to see it done to a point where it's NOT accessible to every motor vehicle on the road. The least amount of vehicle traffic and impact should be considered. Fix what was there, make it a bit better and safer but do NOT pave it!		
8/8/23	Email	85741	Do Not Support	I would like to see it remain closed indefinitely. This keeps the traffic low at apache lake keeping that lake the beauty that it is. Opening that road would bring much more unneeded traffic and congestion to that lake ruining it like canyon lake or pleasant. My vote keep it closed and keep it dirt!		
8/8/23	Email	85210	Do Not Support	Save the money and make folks go thru Roosevelt No need to reopen this reoccurring issue trail		
8/9/23	Email	85392	Do Not Support	This trail is missed and the natural beauty that is available for residents and visitors to see is lost. To invest the energy to remove the boulders would be ideal. I do not believe any other improvements would be necessary as maintaining this as a trail and not a scenic thoroughfare would be ideal.		
8/9/23	Email	85284	Do Not Support	It's feasible. It was open before. It was open for what, 100 years? I think you can get it open again. Do it now. It need not meet all current standards, those claiming it does are simply trying to shut it down.		
8/9/23	Email	85282	Do Not Support	I think SR88 should be restored to its original condition between MP 222 and 229. I think that is from the top of Fish Creek Hill to the Apache Lake Marina entrance. The roadway on Fish Creek Hill may be the biggest problem with rock falls from the cliffs above. You might want to consider adding a tunnel-like cover or roof on that part of the road. Some highways is Colorado have structures like that to secure the highway from rock fall and snow avalanches. That section of road might have to be made one lane with alternating directional traffic.		
8/9/23	Email	85745	Do Not Support	Open it up but keep it dirt. This would be the fastest way to get it open and not cost as much.		
8/10/23	Email	85233	Do Not Support	As a resident of Arizona since 1986, I feel the road should remain closed. The money should be used to re-do the road from Roosevelt to Apache. The road now to Canyon Lake is great...		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/13/23	Email	94526	Do Not Support	YES. Reopen the Apache Trail to motorized travel and keep it rustic dirt and non-maintained (except for safety). America has been deteriorating clearly from the inner cities outward. We need the next generation(s) to understand and our history, our rural outdoor treasures and be able to experience the connection with the men and women who came before them and quite frankly built this country to greatness. Without that we will continue to degrade. OHV travel is the best multigenerational way to experience this country and it can be done from cradle to grave. No other recreation type can say that. There are more hiking trails that go under used and under appreciated than we need. return this one to dirt accessible by 4wd vehicles and save a part of America. Thank you,		
8/13/23	Email	85120	Do Not Support	I have taken so many guests on 'the dirt road ' and everyone loves it! My granddaughter wants to go every time she comes and the last time she was here and heard it wasn't fixed yet I thought she was going to cry. She said that was always her favorite thing to do. I would love to have it fixed before I get to old to drive it anymore. To me 'the dirt road is an Arizona icon. Please please don't let it die!		
8/13/23	Email	86336	Do Not Support	Please reopen the closed section of the historic Apache Trail. To preserve the historic integrity of this iconic route and ensure its authenticity is maintained for future generations, I urge you to reopen the closed section as a dirt road. Thank you for your consideration of reopening this historic road.		
8/14/23	Email	85048	Do Not Support	While repairs and improvements are essential for enhanced safety and accessibility, let's ensure that we keep the road as dirt, embracing its rustic charm.		
8/16/23	Email	86436	Do Not Support	I enjoy off-road recreation in Arizona and believe that any trail lost is a valuable opportunity lost. Offroading promotes family time in the outdoors and teaches stewardship of the environment. More trails equals less congestion and impact so I am in favor of reopening the Apache Trail to off-road recreation.		
8/16/23	Public Meeting	85142	Do Not Support	Time is of the essence. The fastest timeline to re-open the road preferred with other upgrades added over time.		
8/16/23	Public Meeting	85119	Do Not Support	The community wants it open with the least expensive and most rustic approach. No paving. Alternative 3 or 3A --very supportive		
8/16/23	Public Meeting	85119	Do Not Support	Please explore Alternative 3-3A. Keep the road as original as possible.		
8/16/23	Public Meeting	85120	Do Not Support	I would like to see this as a steep trail. But the folks at Apache Lake Marina would look to see it paved and straight to enable a good sized boat to be parked though. Something in the middle is a happy.... I would prefer 3A. I take 3		
8/16/23	Public Meeting	85207	Do Not Support	I recommend that SR88 be released by ADOT and turned over to the Tonto National Forest to become a forest road. This to expedite re-opening.		
8/16/23	Public Meeting	85203	Do Not Support	Bulldoze the boulders off the 2 mile stretch! This isn't that hard to figure out. Stop making your construction and environmental friends rich and do what people in 1905 were able to accomplish.		
8/16/23	Public Meeting	85205	Do Not Support	Believe grading is all that is necessary. Don't need to pave/chip seal. Road has been closed long enough. The cheapest, less environment impact/feasibility with fastest turnaround.		
8/16/23	Public Meeting	85117	Do Not Support	Looking forward to seeing SR88 reopened to mv traffic. I am not happy about chip seal or asphalt however. I understand the need for burn scar vegetation recovery before assessment. I'd rather see ... road to see destruction of the historic trail		
8/17/23	Email		Do Not Support	Hello I would like to recommend this historical road be graded, repaired as best can be for safety of course and open it for traffic as soon as possible ! Thank you for everything! Jeannine Lavender		
8/17/23	Email		Do Not Support	My husband and I would like to see this route repaired back to the way it was in 2019. It does not have to be paved all the way which will be so expensive.		
8/18/23	Email		Do Not Support	I believe the Arizona department of transportation should make an effort to clear and re-open state Route 88, Apache Trail, with some cost saving considerations. I believe the road should be cleared of debris enough to open to equestrian, pedestrian, bicycle, and motorcycle traffic. This would keep the cost down to clear and move debris necessary to open state Route 88 for narrower traffic. Thanks for your time and consideration		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/19/23	Email	85120	Do Not Support	<p>My rectum is full of smoke. The historical value of the Apache Trail is lost on the people who spoke about it in AJ. How much money is spent on these feasibility studies and the talking heads who convey their wealth of knowledge to we peons. One presenter should have, at least, perused the statemen she was asked to read. It was quite painful to hear her stumble over words that were printed in front of her. To inspire confidence in the process was not achieved. I remain skeptical. The Trail is an amazing experience. I wish it had the respect Old Faithful would have if people could not reach it. I pray I can drive it again before I die. So much smoke blowing I'm having a hard time seeing the future of the Apache Trail.</p>		
8/20/23	Email	20166	Do Not Support	<p>I am for Alternative 3. I actually like all the items in the Preferred Hybrid Alternative EXCEPT for the addition of asphalt and chip seal. Turning this into a paved road will likely increase the through traffic by many multiples. At 15' wide including barriers, I believe this will create continued congestion as larger vehicles shuffle to work their way around each other. Also, increasing the traffic flow by multiples will then require much more maintenance of the asphalt and chip seal. Let's keep the remote nostalgic beauty of this trail by keeping it dirt, and just grading it a bit more often.</p>		
8/21/23	Email	85120	Do Not Support	<p>Subject: Preserving Apache Trail's Historic Charm and Character Dear Mr. Hayes</p> <p>I hope this letter finds you in good health. I am writing to express my deep concern regarding the potential changes to Apache Trail. As a long-standing member of the community and someone who deeply appreciates the historical and cultural significance of this iconic route, I would like to advocate for the preservation of Apache Trail as a graded dirt road with minimal improvements.</p> <p>Apache Trail, a cherished pathway that has been in use for over a century, holds a special place in the hearts of locals and visitors alike. Its rugged terrain, stunning vistas, and authentic Wild West atmosphere provide a unique experience that cannot be replicated by modern paved roads. This road has witnessed the passage of time and stands as a testament to our heritage and connection to the past.</p> <p>While it is natural to consider improvements and developments in the interest of progress, I believe that such actions could inadvertently harm the essence of Apache Trail. Increasing traffic and making extensive improvements to the road could compromise its historical integrity, diminishing the authentic experience that it currently offers. The charm of Apache Trail lies in its unpaved nature, which encourages travelers to slow down, appreciate the surroundings, and immerse themselves in the history that this road embodies.</p> <p>By keeping Apache Trail as a graded dirt road with only minimal improvements, we can ensure that its character remains intact. This approach would serve as a responsible compromise, allowing for necessary maintenance without altering the road's essential attributes. It would also help in managing traffic, as the road's natural limitations discourage excessive use, thus preserving its serene atmosphere.</p> <p>I kindly urge you to consider the lasting impact that altering Apache Trail might have on the community, the environment, and the historical significance of the road. I understand that there may be competing interests, but I firmly believe that a balanced solution can be achieved—one that respects the past while looking to the future.</p> <p>Thank you for your time and consideration of this matter. I hope that together we can safeguard the legacy of Apache Trail for generations to come. Please feel free to reach out to me if you would like to discuss this matter further.</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
8/31/23	Email		Do Not Support	<p>Hello,</p> <p>I understand that ADOT is seeking public input on how to repair Apache Trail (State Route 88) on and near Fish Creek Hill. My suggestions follow.</p> <p>My wife and I are long time users of the said road. I encourage reopening the road and keeping the appearance as close as possible to that seen pre-2019. The road is a much enjoyed historic route and more pavement should not be added. The road down Fish Creek Hill was narrow and slow – please reopen it that way.</p> <p>Lots of Arizona roads should be designed for high durability and traffic-carrying capacity. Apache Trail is different; it is more like a historic site or building. Thank you for considering public input,</p>		
8/31/23	Email		Do Not Support	I would like to see the road restored to its historic nature as an unpaved road. Thank you.		
8/31/23	Email		Do Not Support	<p>Hello, I understand that ADOT is asking for public input on plans to reopen the Apache Trail. I've enjoyed visiting the Phoenix area almost every spring and fall for many years, and a drive through the Apache Trail was always high on my list of things to do, until it's unfortunate closure. The Apache Trail was a scenic and rustic adventure that mixed natural beauty with solitude and history. I do hope that ADOT will make it a high priority to re-open the road as much as possible as it was before the closure. Sincerely,</p>		
8/31/23	Phone		Do Not Support	In favor of Alternative 3A just get road open.		
9/3/23	Email	85048	Do Not Support	<p>To: Marshall Hayes, Logan Simpson, 51 West Third St., Suite 450, Tempe, AZ 85281</p> <p>Dear Mr. Hayes,</p> <p>This is regarding ADOT's request for Public Input regarding the "repair" of the Apache Trail i.e SR 88, Mile markers 222-229. I hope you will handle it gently, keeping it as it was before 2019. i.e. repair the roadway, rehab the current drainage systems and, if you must, put up some concrete at Fish Creek. But please don't pave this road.</p> <p>I caught my first fish in Canyon lake in 1948 when I was just 6 years old and living in Tempe. I remember my Dad pointing out a Gila Monster sunning on a rock ledge along one of the beautiful cliff walls. Thirty years ago, my husband and I returned to AZ and have enjoyed driving the Apache Trail looking for birds and counting wildflowers. Some days we have seen over 50 species of wildflowers along the road. Please try to avoid those pretty but sterile "rocky pavements" you have started using along some dirt roads. They kill the flowers.</p> <p>The Apache Trail is part of our precious history. Please preserve it. Thank you for considering public input.</p>		
9/6/23	Email		Do Not Support	My input fix the road under Alternative 3a now and once opened, proceed with more repairs in phases bringing it up to ADOT's preferred Hybrid Alternative.		
9/6/23	Email	85553	Do Not Support	<p>I volt 3A alternative...</p> <p>Lets get it open... ASAP, Thanks, Tonto Basin</p>		
9/6/23	Email		Do Not Support	<p>Hello,</p> <p>I'm writing in to provide input on the SR88 Apache Trail project. I am against improvements and reopening the road from fish creek hill to Apache lake.</p> <p>I believe the trail was overused and over crowded. I think the road should be improved from the Roosevelt lake side to improve access to apache lake, but the rest should remain closed. I've driven that road several times and people are irresponsible. Trash littering the area, drunk people navigating a one lane steep hill and others vandalizing the canyon walls at the bottom of the canyon. If people wish to hike that section then great for them, but unfortunately the majority of people have proven we can't have nice things so I don't believe the state should spend funds reopening it for people to just trash and abuse the area. Thank you</p>		

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9/6/23	Email		Do Not Support	Hi Marshall, Just short and sweet here as I realize you are not ADOT. I certainly hope you have been getting positive input from the public, but they may not realize you are not ADOT, and therefore may be vocalizing their anger to you. So sorry if that is the case! I have been an historian of the Apache Trail for over 30 years now. It is more than unacceptable that this roadway has been sitting unfixed, unmaintained and unused for the past 4 years now. If it weren't for the outcries from the public, I'm sure ADOT would have preferred that it remain this way. But it can't. It's a State Highway and they are obligated to fix it and get it opened. Sooner rather than later. I am opting for the Alternative 3A option to get the roadway repaired and reopened immediately. Then to work in phases to ADOT's Preferred Hybrid once the roadway is open. Thank you so much for compiling all of this data for us and for ADOT.		
9/6/23	Email		Do Not Support	Hello, I'd like to share my input on Apache Trail/Rt 88 repair. I am in support of option 3a, get the trail reopened asap. This is a dangerous route, regardless of the potential safety measures that could be installed. The trail should be respected and treated as such. Any additional improvements made could suggest to the general public that is fun tourist route to take, leaving many unprepared for the conditions of the trail. Plus the media attention the repairs would receive would encourage more visitors, many that are unfamiliar with Arizona backroads. Similar to the same hikers that show up on our local trails, out of shape, poor footwear, inadequate water...those are the ones needing rescued the most. Leave it rugged and let it discourage those that would be unprepared for the drive, resulting in less accidents, rescues, and roadside assistance.		
9/6/23	Email		Do Not Support	PLEASE REOPEN SR 88 between Tortilla Flats and Apache Lake. It shouldn't take so long for A relatively east fix. I climbed over it on a hike a few months ago. A few jackhammers, A dozer and a skid loader would have that done in a day. No pavement to repair, no actual construction to speak of, no gas, electric or water to worry about. Just big rocks that need moved. Just about seems an intentional hold up at this point.		
9/8/23	Email	85282	Do Not Support	Hi Logan, I have been going to Fish Creek for 38 years . It is my happy place . I like the #3A plan.		
9/8/23	Email		Do Not Support	As a long time AZ. resident (52 years) I'm very concerned about the possibility of repairing and reopening SR88 to vehicle traffic. My thoughts are to repair it back to it's previous condition, that is, enough of a challenge to make it interesting! If I'm reading it right, that would be something close to option #3. This would be the best option for most; to make it passable, but keep it somewhat challenging. Extensive rebuilding of the roadbed, with paving, widening, etc., would irreversibly change the whole reason people love driving this road-leave a little challenge to it, please. It will also cost us less!		
9/8/23	Email		Do Not Support	To whom it may concern, We desperately need to get sr88 reopened ASAP, I believe option 3A would be the best option at this time and in the future make improvements. Regards		
9/8/23	Email		Do Not Support	native az driven this historic road 100s of times please do not pave this section from the end of the existing pavement to 188 i think Teddy Roosevelt would like it this way. thx you.		
9/12/23	Email		Do Not Support	To whom it may concern, We are supporting Alternative #3A to get the road opened now, and to then work in phases towards ADOT's Preferred Alternative. very much looking forward to being able to access this road! Thank you,		
9/12/23	Email		Do Not Support	To whom it may concern, We are supporting Alternative #3A to get the road opened now, and to then work in phases towards ADOT's Preferred Alternative. very much looking forward to being able to access this road! thank you!! Boat owner and AZ lake user		
9/12/23	Mail	85204	Do Not Support	Please keep it simple!		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/12/23	Mail	85204	Do Not Support	Widening not necessary, pullouts not necessary, chip seal not necessary, concrete barrier not necessary, new culverts not necessary. Keep it simple!		
9/14/23	Email		Do Not Support	I watched the study online I meant to be there in person but unfortunately I fell ill. I have been very interested in Route 88 for some years now since we used to Traverse all the time throughout there and absolutely love the area but always thought it was quite dangerous people trying to pull trailers and such through there I would love to see the road opened up again either for ohvus whereas for a highway that all could use either way anything would be great I see your proposals and I think it was the number two proposal that look the best to me which was not very evasive but would show up some long-term problems and keep the road from getting washed out as often I don't think pavement is the answer actually I think that Paving the route all the way through would actually hurt nature more than anything else in my personal opinion I think it should be made into an OHV route. I just wanted to type in and say that we are all interested in seeing that once beautiful area opened up again so we can all enjoy it I think it's a beautiful area to waste thank you		
9/14/23	Email		Do Not Support	ADOT is a failed gov't agency. This request for comments on how to fix the road 4 yrs!!!! after 88 was closed is evidence of its failure. Analysis paralysis. It's like I-17. 35 yrs after it was apparent I-17 needed widening you are finally getting around to it. Just make 88 passable again. It was never a good road. You are incapable of getting anything done. So bulldoze the damn thing open, put some damn "ROUGH ROAD" signs like you do when you can't fix other roads and then get the hell out of the way and let people use the road again. This state is full of roads that should have been paved decades ago, roads that have un-bridged creek crossings, and roads that don't get graded in a timely matter. I travel all over the western US via motorhome, motorcycle, and automobile. It's a toss up between New Mexico and AZ as to which state has the worst roads. Failed agency.		
9/15/23	Email		Do Not Support	Bring it back to its original rustic charm. Please email your sketches	Please email your sketches	I wanted to respond to your comment about providing you with sketches for SR 88. At the below link you will find all the materials from the public meeting on 8/15/2023. There are various exhibits you can view/download including the SR 88 Preferred Alternative Cross Section Board and Roll Plots. State Route 88 (Apache Trail) Study, Milepost 222 to 229 Department of Transportation (azdot.gov)
9/15/23	Email		Do Not Support	I realize it's a safety thing but I am requesting the road be restored to its previous glory. The allure to this wonderful drive was, in part, the "danger" aspect and the glorious views from Fishcreek Hill. Adding guardrails and paving, in my humble opinion, will detract from the beauty. This was not just a road to get from A to B. This was a road to see the magnificent Superstitions in a place that many people haven't gone. If restoration means building a modern highway then I'm against it. I would rather it's just used as a hiking trail instead. It's been held hostage long enough. Let the people utilize this part of history once again. Thank you for your time.		
9/15/23	Email		Do Not Support	Apache trail.dont do anything to it.peòple will speed ,hit wildlife,,litter,leave it ruff like a trail.		
9/15/23	Email	85553	Do Not Support	I'm from Tonto Basin, AZ and I've driven the Apache trail hundreds of times probably. I would like to put in my 2 cents worth on that on the work they're going to planning on doing to it. I think just leaving that section dirt and moving the rocks and building up the road bed where it's been damaged would be the best way to go. It would retain its character and you know, it was never really an easy drive and I'm afraid that I'd be just overwhelmed if it was.		
9/15/23	Email	85118	Do Not Support	Dear sirs: I have used Hwy 88 for access to hiking trailheads and scenic drives for visitors. If you reopen it, please keep the dirt road dirt. This road was never and never should be a modern highway. I have walked to the bottom of Fish Creek Hill and observed the damage. I drive a jeep so just move the large boulders out of the way and the road will be fine.		

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9/15/23	Email		Do Not Support	<p>My personal belief is to keep the road closed at Fish Creek hill. If you decide to open it. Then pave the entire road. But honestly, it's not a necessity to even open the road. It's not viable for commercial traffic. It's not needed. If people want to go to Apache Lake, then they can do so from the North.</p> <p>If you leave the road dirt, then please shut down some of the other OHV areas. There are plenty of jeep trails in Arizona. And this one is not necessary. Tortilla Flats is a tourist trap but honestly widening the road out to here would be great.</p> <p>In reality, we have so many roads that ADOT needs to focus on. Turn this road over to the Forest Service and let it be.</p> <p>Highway 87 from Mount Ord to Rye, needs to be totally repaved. The 260 heading east from Payson, needs some major attention. The I40 needs paving as well.</p> <p>One small road that has zero commercial traffic and doesn't add a single dollar to the economy is not needed.Thanks, from Apache Junction</p>		
9/15/23	Email		Do Not Support	<p>If possible please add me to future notifications and public meetings and information regarding the Route 88 repairs.</p> <p>As my personal thoughts on this, i would prefer Option 3, less money but also keeps this rural, which is what makes this special. As soon as you pave it, it becomes another road in Arizona. Make it safe but keep it rural. Thanks.</p>	If possible please add me to future notifications and public meetings and information regarding the Route 88 repairs.	The email address was added to the SR 88 topic list in Govdelivery.
9/15/23	Email		Do Not Support	<p>Hello,</p> <p>As a long time Mesa resident and avid outdoor person, I would ask that the Apache Trail be restored to as close to what it was as possible. With minimal "improvements," especially pavement. Part of the routes charm and immersion into history is how rugged, scenic, and slow it makes you go. Not to mention the livelihoods already lost due to losing the route to Apache Lake, arguably some of the best fishing and boating in AZ.</p> <p>Again, I have lived in east Mesa for decades and have traversed the route hundreds of times. I sincerely hope the route remains rugged and unimproved, but passable and still full of its century old charm. Thank you,</p>		
9/15/23	Email		Do Not Support	<p>As a tax paying citizen of the state of Arizona and off road enthusiast, I support the reopening of state route 88. I encourage ADOT to keep SR 88 primarily as a dirt road and to limit the application of asphalt to minimal levels. I welcome the reopening of this roadway in the future.</p>		
9/15/23	Email		Do Not Support	<p>Why does it need to be paved. Why can't the ADOT put up guardrails and update the drainage. Who's going to benefit from paving this road. Tour companies driving big tour busses or maybe the owners of the marina on the lake? Are they going to share in the cost to fix the road? Paving also takes away from the historic value of the road.</p> <p>It would be nice to see a basic cost for a project. After all it is the tax payers money.</p> <p>A concerned taxpayer.</p>		
9/15/23	Email		Do Not Support	<p>Go down low from Tortillo Flat and follow the river up instead of going through the cliffs.</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/15/23	Email		Do Not Support	<p>Hello ADOT Representative's,</p> <p>First of all, our family drives regularly on north Apache Trail and we look forward to once again being able to drive through to Apache and Roosevelt lakes, just as thousands of Arizonian's and tourists would also like to do.</p> <p>Not sure why it has been closed this long, when I look at all the pictures, it looks like something I could make at least passable myself, with an excavator and my dump truck in a week or so.</p> <p>I believe it should have been opened not long after it was damaged. Just like if highway 60 had a rockside north of Superior, it would have been opened within days.</p> <p>Apache Trail does not need to be repaired much better than it was originally built over 100 years ago. I would not worry about replacing culverts. If anything use ground lock glue and allow the water to flow over it if they are too small. And as far as environmental impact why would that be needed for an existing road? If it's for noise you could obviously use dexpan type expansion to break the rocks. I don't believe that would be necessary for other roads and highways if they suffered rock slides.</p> <p>So we would ask the road to be opened as soon as possible with least expensive with minimal upgrades. I suppose that would be option 3 or 3A.</p> <p>We believe that one of the most important reasons to open it is for law enforcement and emergency vehicles to access the upper lakes much faster.</p> <p>Although, the very most important reason would be if there was a wildfire to the west of Canyon lake or to the east of Apache lake, this would be the only escape route.</p> <p>Thanks</p>	<p>And as far as environmental impact why would that be needed for an existing road?</p>	<p>Thank you for your comment. I wanted to respond to you about your question regarding the need for environmental studies that may be needed for SR 88. As far as any potential improvements to SR 88, there are a couple factors that could require environmental studies. First, many projects require some level of study/review, even those on existing roadways. All projects are required to comply with federal and state regulations such as the Clean Water Act, Arizona Burial Law, Endangered Species Act, etc. Many of the potential improvements discussed for SR 88 go well beyond the scope of a typical maintenance project and thus environmental impacts may be more likely to occur due to this. SR 88 is an ADOT maintained roadway located within an easement on Tonto National Forest lands. Depending on the level of improvements that may occur, the Tonto National Forest may require environmental analysis be completed prior to some improvements being made. Furthermore, some of the improvements discussed may require work outside the ADOT easement on Tonto National Forest lands. Lastly, ADOT is pursuing various funding sources for SR 88, some of which may be federal. Projects that use federal funds are required to comply with the National Environmental Policy Act (NEPA) which requires a detailed environmental review. This is needed for all federally funded projects, even those on existing roads.</p>
9/15/23	Email		Do Not Support	<p>As a motorcyclist, and naturist I love the ride to the end of the pavement. I would love to have paved all the way out to the dam at Lake Roosevelt. I made the trip before in a rented mustang before and it was just too rough. Wow what a beautiful shortcut is all I could think of. Now that the pavement goes beyond the flats, it is an absolutely gorgeous ride and if it helps emergency response, etc I am all for it!</p> <p>Thanks</p>		

Date Received	Method Received	Zip Code	Support / Do Not Support / Neutral	Comment	Question	Response
9/15/23	Phone		Do Not Support	David prefers road to remain dirt. He has driven many times. Does not want to paved like highway.		
9/16/23	Email		Do Not Support	Close it down permanently.		
9/16/23	Email		Do Not Support	Alternative # 2 is my suggestion. Thank you!		
9/16/23	Email		Do Not Support	<p>Mr. Hayes,</p> <p>Just a quick note to applaud the effort to improve and reopen SR88. It's been several years since I've used the road because it was so narrow and rough - really dangerous given the steep slopes on each side.</p> <p>If there's any chance of getting funding for Alternative 1, that would be my recommendation for safety and durability. Since a high percentage of the traffic would include large vehicles towing boats, the width and the longest lasting, most durable surface would be important.</p> <p>I remember being nervous about any oncoming traffic because there were long stretches where it was simply impossible for vehicles to pass side by side. In one case, I had to run my boat tires up the high side of the mountain in order to give room for another vehicle to pass without risking sliding down the other side. It was simply not safe, but boy is Apache Lake gorgeous and worth visiting! Thank you for your work to have meaningful improvements made!</p> <p>Respectfully,</p>		