

2.4 EXISTING ROADWAY SYSTEM

This section provides details on existing traffic conditions, roadway characteristics and the current functionality of roadways within the study area. Data items used in this overview were obtained from the FTA's 2005 Highways Performance Monitoring System (HPMS). The tables display segment information such as current traffic volumes, roadway classifications, and percent trucks. Figures 2-9a, 2-9b and 2-9c show the existing roadway network for each of the three focus areas.

2.4.1 State Highways

The study area includes portions of 35 Arizona State Routes covering approximately 2000 miles, Table 2-18 lists the state routes within the study area.

The Annual Average Daily Traffic (AADT) for these routes range from a high of 23,457 vehicles on SR 260 in Payson to a low of 404 on SR 261 in Eager. The majority of truck travel occurs on I-10 and along highways that travel through the northern communities to Show Low, Eager and Springerville. The majority of the state highways segments in this area are classified as Rural Minor Collectors.

2.4.2 Other Principal Arterial Roadways by Focus Area

The state highway system serves as principal arterials within most of the Eastern Framework Study Area. The state routes, as they pass through the many small communities in the Eastern Arizona study area, function as main streets providing access to the central commercial areas and also providing connectivity throughout the community. Within the Eastern Framework Study Area there are very few Principal Arterial roadways that are not also state routes.

2.4.3 Study Area Roadway Functional Classification Systems

Federal and State Highways

Federal and Arizona State Route System within the study area fall within one of these classifications based on traffic volume and/or design:

- Rural Major Collector
- Rural Minor Arterial
- Rural Minor Collector
- Rural Principal Arterial
- Rural Principal Arterial Interstate
- Urban Principal Arterial

The majority (40 percent) of the state highways within the study area are classified as Rural Minor Collectors. The interstates are classified as Rural Principal Arterial Interstates with full access control and unprotected medians. Segments categorized as Rural Principal Arterial Interstate or Urban Principal Arterial have four through lanes while all other classifications have two through lanes. Urban classifications are found on those roadways running through the southeast section of the state in Cochise and Santa Cruz Counties – State Routes 89, 90 and 92.

Local Roadway Systems

Local roadway systems within the Eastern Framework Study Area consist largely of two-lane roadways considered either Minor Arterials or Major Collectors, which provide access to local or neighborhood streets. County roadways provide sub-regional connections often connecting between state routes.

Within the Mogollon Rim Focus Area the major local roads include:

- Payson Area: Tyler Parkway, Miracle Road, Longhorn Road
- Show Low / Pinetop-Lakeside / Snowflake / Taylor Area: Bourdon Ranch Road, Concho Highway, Penrod Road, Pinedale Road, Pulp Mill Road

The Copper Country Focus Area includes the following major local roads:

- Safford Area: River Road, Safford-Sanchez Road, Reay Lane, Airport Road
- San Carlos Area: Coolidge Dam Road, BIA 008

The Cochise-Santa Cruz Focus Area includes the following major local roads:

- Sierra Vista Area: Fry Boulevard, Charleston Road, Buffalo Soldier Trail, 7th Street, Coronado Drive,
- Nogales Area: Pendleton Drive, River Road, Ruby Road, Grand Avenue, Western Avenue, Mariposa Road
- Bisbee Area: Naco Highway, Arizona Street, Bisbee Road
- Douglas Area: 15th Street, Leslie Canyon Road, A Avenue, Chino Road
- Other parts of Cochise County: Dragoon Road, Kansas Settlement Road, Davis Road, Central Highway, Frontier Road

Table 2-18 – Study Area Federal and State Routes

Route	Func. Class	From	To	Length (miles)	Access Control	No. of Through Lanes	Median Type	On-Street Parking
I-10	Rural Principal Arterial Interstate	Cochise/ Pima CB	Cavot Rd	132.3	Full access control	4	Unprotected	Not reported
I-19	Rural Principal Arterial Interstate	Pima/ Santa Cruz CB	Western Ave	74.8	Full access control	4	Unprotected	No parking allowed or none available
SR 180A	Rural Minor Collector	US 180	SR 61	11.2	No access control	2	None	Not reported
SR 181	Rural Major Collector	US 191	M065+0.04	27.0	No access control	2	None	Not reported
SR 186	Rural Major Collector	I-10 Exit 340 Ramp	SR 181	32.7	No access control	2	None	Not reported
SR 188	Rural Major Collector	SR 87	School House Pt	40.0	No access control	2	None	Not reported
SR 189	Urban Principal Arterial	SR 19B	International Boarder	4.0	No access control	4	None	No parking allowed or none available
SR 260	Rural Principal Arterial	Coconino/ Yavapai CB	US 180	158.8	No access control	2	None	Not reported
SR 261	Rural Minor Collector	SR 260	SR 273	17.9	No access control	2	None	Not reported
SR 266	Rural Minor Collector	Bonita Willcox Rd	US 191	22.2	No access control	2	None	Not reported
SR 273	Rural Minor Collector	SR 260	MP396+0.90	19.3	No access control	2	None	Not reported
SR 277	Rural Minor Collector	SR 260	SR 77	31.9	No access control	2	None	Not reported
SR 288	Rural Minor Collector	S 188 Sta. 0+00.00Ahd +0.88	M311+0.90	51.5	No access control	2	None	Not reported
SR 289	Rural Minor Collector	MP010+0.83	I-19	10.3	No access control	2	None	Not reported
SR 366	Rural Minor Collector	MP143+0.20	US 191	28.2	No access control	2	None	Not reported
SR 373	Rural Minor Collector	SR 260	MP390+0.21	4.5	No access control	2	None	Not reported
SR 377	Rural Major Collector	SR 77	SR 277	33.8	No access control	2	None	Not reported
SR 473	Rural Minor Collector	SR 260	MP009+0.97	9.9	No access control	2	None	Not reported
SR 61	Rural Major Collector	US 60	AZ/NM Stateline	42.9	No access control	2	None	Not reported
SR 73	Rural Major Collector	US 60	SR 260	47.6	No access control	2	None	Not reported
SR 75	Rural Major Collector	US 91	US 70	19.4	No access control	2	None	Not reported
SR 77	Rural Principal Arterial	SR 377	US 60	45.5	No access control	2	None	Not reported
SR 78	Rural Minor Collector	US 191	Greenlee CB	19.5	No access control	2	None	Not reported
SR 80	Rural Minor Arterial	SR 10B	AZ/NM Stateline	120.1	No access control	2	None	Not reported
SR 82	Rural Major Collector	SR 19B	SR 80	65.7	No access control	2	None	Not reported

Route	Func. Class	From	To	Length (miles)	Access Control	No. of Through Lanes	Median Type	On-Street Parking
SR 83	Rural Minor Collector	Pima/ Santa Cruz CB	Cochise/ Santa Cruz CB	31.6	No access control	2	None	Not reported
SR 87	Rural Major Collector	Cochise/ Navajo CB	Gila/ Maricopa CB	110.7	No access control	2	None	Not reported
SR 88	Rural Minor Collector	MP241+0.58	MP229+0.24	12.1	No access control	2	None	Not reported
SR 90	Urban Principal Arterial	I-10	SR 80	47.3	No access control	4	None	No parking allowed or none available
SR 92	Urban Principal Arterial	SR 90	SR 80	33.9	No access control	4	None	No parking allowed or none available
SR 99	Rural Minor Collector	MP027+0.50	Territorial Rd	8.8	No access control	2	None	Not reported
US 180	Rural Minor Arterial	MP307+0.30	AZ/NM Stateline	123.0	No access control	2	None	Not reported
US 191	Rural Major Collector	MP382+0.00	5th St	283.3	No access control	2	None	Not reported
US 60	Rural Minor Arterial	MP284+0.00	AZ/NM Stateline	117.1	No access control	2	None	Not reported
US 70	Rural Minor Arterial	San Carlos Indian Reservation/ Tonto	AZ/NM Stateline	118.9	No access control	2	None	Not reported

SOURCE: Highway Performance Monitoring System – FHWA, 2005
 NOTES: AZ=Arizona, CB=County Boundary, NM=New Mexico

2.4.4 Existing Traffic Volumes and Percent Trucks

The information for the roadway segments displayed in Table 2-19 has been sectioned by community to further comprehend the levels of traffic and percentage of truck traffic within the focus areas.

Overall traffic volume is heaviest along the major roadways within Payson. The segments of SR 87 and SR 260 within the town limits reported AADT numbers of 23,451 on and 19,461, respectively. In the southeast section of the state, areas of high activity include the I-10 in Benson (20,405), SR 92 in Sierra Vista (21,833) and in Nogales I-19 and SR 189 (16,271 and 16,690).

Not surprisingly, I-10 – a major connector between the East and West Coast – recorded the highest percentage of daily average multi-unit truck traffic (30.3 percent). Other segments with high truck activity include SR 277 in Snowflake, US60 in Show Low and US180 which travels through Springerville and Eagar.