



- Thoroughfare System**
- Highway
  - Arterial
  - Major Collector
  - Minor Collector
  - Neighborhood Collector
  - Local

- Rail Transit Station**
- X Existing
  - X Proposed

- Grade Separated Crossings**
- X Proposed

- Legal Boundaries**
- City Limits
  - County Line



**4A - Transportation Plan**  
 City of Richardson, Texas

Amended March 24, 2014, Ordinance No. 4040

# 4A. Master Transportation Plan

Richardson's functional roadway classification system recognizes that streets are part of a larger network serving travelers with diverse origins, destinations, and purposes. The functional classifications are based on characteristics common to roadways within each category. The primary role of a given street may range from providing mobility for through traffic and major traffic flows to providing access to adjacent properties. Each classification is described based on roadway continuity and daily traffic volumes.



Richardson's road system is divided into four general classifications based on function, with sub-categories that further define street capacity. The functional classifications are depicted on Map 4A and the existing and planned cross-sections for specific roadways are listed in the Master Transportation table. Sections and construction specifications for each are detailed in the City's roadway design standards.

Modifying existing streets to conform to the design standards for all the functional classifications may not be practical or even possible in developed areas. Where residential areas are bisected by major roadways, alternative cross-sections may be required to assure that neighborhood integrity is preserved and adequate traffic access and efficiency is provided.

## ***Roadway Classifications***

- **Freeways/Tollways** move a large amount of traffic with little or no emphasis on access to adjacent land and are characterized by limitations on driveways and intersections. This classification is reserved for multi-lane, divided roads with no at-grade intersections. These roadways serve large volumes of high-speed traffic and long trips.
  - In the Metroplex area, Freeways/Tollways may carry 250,000 vehicles per day or more.
- **Arterials** bring traffic to and from freeways/tollways and serve large numbers of vehicle trips within and through the City. Arterials interconnect the principal traffic generators within the City (major retail or employment centers, for example, with large residential areas), and connect to surrounding communities. They handle long trips between different parts of the community and form a reasonably integrated system City-wide. The length of a trip on an arterial street normally exceeds one mile.
  - Arterials typically carry between 15,000 and 60,000 vehicles per day.

## 4. Transportation

- **Collectors** serve internal traffic movements within a specific area of the city, such as a subdivision, and connect the area with the arterial system. Major Collectors may handle relatively long trips, carrying traffic for several miles from a traffic generator or connecting to the next Arterial roadway. Minor Collectors and Neighborhood Collectors typically do not handle long trips, so they need not be continuous for any great length.
  - Major Collectors typically carry between 5,000 and 18,000 vehicles per day.
  - Minor Collectors typically carry between 2,500 and 8,000 vehicles per day.
  - Neighborhood Collectors typically carry between 1,000 and 4,000 vehicles per day.
- **Local streets** provide access to adjacent land. These streets make up a large percentage of the total street mileage in the City, but carry a small proportion of the total vehicle miles of travel.

The standards used in the design of Richardson thoroughfares are based on the regional transportation plan, but have been modified to address local conditions. The City complies with the minimum safety and design criteria established by the American Association of State Highway and Transportation Officials (AASHTO) and all public works projects within the City are constructed using the *Standard Specifications for Public Works Construction, North Central Texas*, published by the NCTCOG and amended by the City.