

9.4.7 *Ramp* – sloped road of an interchange connecting two or more road planes at different levels. Usually, it is a short section of road which allows vehicles to enter or exit a highway via properly designed acceleration and deceleration lanes.

9.4.8 *Rural 2-lane highway* – undivided high-speed principal road outside of urban areas, serving long trips between urbanized areas or major generators.

9.4.9 *Local road* - provides direct access to abutting land and serves as access to the higher order system. Through traffic is deliberately discouraged. In reference to the Abu Dhabi Urban Street Design Manual local roads would typically be categorized as Street or Access Lane.

9.4.10 The results of the capacity analysis for links on arterial or collector roads with signal, stop/ give-way or roundabout control need to be discussed comparing to the relevant intersection analysis results. Free-flow links (freeway etc.) may also be affected by weaving and merging. Critical results therefore need to be discussed and agreed upon with the Reviewer.

9.4.11 For local (or residential) roads a maximum traffic flow of 600 vehicles per direction per peak hour applies. Traffic flows exceeding this value suggest “rat-running” or other through-traffic using this road. A different function, for example as collector road demanding different designs/ dimensions, may be more appropriate.

9.4.12 For a local road, other criteria, such as safety improvements and the reduction of noise and pollution, are of higher importance and should guide design and dimensioning of the road, rather than capacity.