

(or at least 50 m beyond the end of the curb return or ramp radius).

In remote areas, infrequent access should be accommodated by providing locked gates. This will only be considered for areas that are remote, infrequently used, and have no other access means. Direct access will not be provided if it creates an unsafe condition. Turning movements will be limited to right turns only. Written approval must be granted by the Abu Dhabi Road Section.

105.02.02 Secondary Roadways, ADT > 2500

In general, the number of access openings shall be held to a minimum for any facility. Additional access may be necessary to satisfy a range of design issues/access requirements. The following is a list of issues to consider when providing access points.

- (1) Emergency vehicles shall have a right to direct roadway access.
- (2) Private direct roadway access shall be permitted only when the property in question has no other reasonable access to the local road system.
- (3) If feasible, parcels fronting only on the roadway shall be given access to another public road by constructing suitable connections.
- (4) Roadway access openings are limited to one per parcel. Exceptions may be considered if they do not affect roadway safety or operation and they are necessary for safe and efficient property use.
- (5) In certain cases, a natural physical barrier such as a wadi or ridge may divide the parcel. In this case additional access openings may be warranted. However, it may be preferable to connect the physically separated portions of the parcel with a low cost structure or road rather than permit multiple access openings.
- (6) Wherever possible, one access opening should serve two parcels.
- (7) When the number of required access openings on one side of a divided roadway exceeds three in 400 m, a frontage/sector road shall be

provided. See Section 105.03, Use of Frontage Roads, for further discussions.

- (8) Access openings on divided roadways shall not be permitted within 100 m of a median opening unless the access opening is directly opposite the median opening.
- (9) Access approaches shall be limited to right turns only unless (1) the approach has no signalization potential and allowing left turns would significantly reduce congestion and safety problems at a nearby intersection; or (2) there are no intersections, existing or planned, that allow a U-turn; and (3) left turns can be safely designed without signalization.
- (10) Access approaches with signalization potential and that require left turn movements must (1) meet the signalization requirements as specified in Part 2, Section 902, Signalization, and (2) shall not interfere with the location, planning, or operation of the general road system and nearby property access.

105.02.03 Secondary Roadways, ADT < 2500

The primary function of these roadways is to provide reasonable and safe access to abutting property. Access needs generally take priority over through traffic as long as roadway safety is not compromised. Control of access is not obtained, but the location, number, and geometry's of access points must meet the following criteria:

- (a) The number of access approaches to a parcel shall be controlled by safety and design considerations and shall be separated by at least the stopping sight distance.
- (b) For safety reasons, frontage roads or parallel service roads are not permitted along two-lane roadways because this results in the appearance of a divided roadway.
- (c) Left turns if safety and design standards are met.
- (d) In rural areas, approach roads shall be provided as necessary for local access or emergency/rest stops. The maximum spacing