3.7 Coordination

It is obviously important that the lighting of conflict areas should be coordinated with that of the traffic routes. Where two traffic routes, which are lit to different classes lead into the same conflict area, the match should be made to the higher traffic route class.

3.8 Traffic Route Lighting Design Fundamentals

The design process for traffic route lighting consists of the following stages:

3.8.1 Selection of the Lighting Class and Definition of relevant Area

The lighting class of the carriageway is selected (Chapter G / Table 26 and 27). The nature and extent of adjacent areas and any conflict areas are identified and the lighting approach to be used chosen. The compatible lighting classes for adjacent areas and conflict areas are selected.
Please see also recent applicable local DMA Lighting Specifications for detailed information about selection lighting classes for all areas.

3.8.2 Collection of Preliminary Data

The following data is required before calculation can start:

- Mounting height
- Luminaire type and optic setting
- Lamp type
- Initial luminous flux of lamp
- IP rating of luminaire
- Cleaning interval planned for luminaire
- Pollution category for location
- Luminaire maintenance factor
- Lamp replacement interval
- Lamp lumen maintenance factor at replacement interval
- Maintenance factor
- Luminaire tilt
- Width of carriageway
- Width of driving lane
- Width of adjacent areas
- Luminaire transverse position relative to the calculation grid
- Luminaire arrangement
- other client specific data.