3.1.2 Longitudinal Luminance Uniformity (U\)

The ratio of the lowest to the highest luminance (maintained) found along a line along the centre of a driving lane. For the whole carriageway, this is the lowest longitudinal luminance uniformity found for the driving lanes of the carriageway.

3.1.3 Threshold Increment

A measure of the loss of visibility caused by disability glare from the road lighting luminaires. Quantitatively, percentage threshold increment is given by the expression

$$TI = 65\ (Lv / L^{0.8})$$

where:

Lv = equivalent veiling luminance (cd/m^2) (see Chapter B / 2.11)

L = average road surface luminance – maintained – (cd/m^2)

3.1.4 Surround Ratio

The average illuminance (maintained) just outside the edge of the carriageway in proportion to the average illuminance just inside the edge of the carriageway.

Traffic routes are divided generally into different classes. The different classes normally are based on the type of road, the average daily traffic flow (ADT), the speed of vehicles, the type of vehicles in the traffic and the frequency of conflict areas and pedestrians. Table 26 specifies the different classes and identifies the recommend lighting criteria for Abu Dhabi. Details of the recommended lighting criteria for dry roads are given in Table 27 (IESNA standard adopted, see notes below).
These are the lighting criteria adopted for Abu Dhabi as given in the 'DMA Roadway & Public Realm Lighting Specifications and Roadway Project Compliance Checklist Tables'. The aim of this table is to understand that the values given specifically as adapted to the needs of Abu Dhabi road and traffic safety.