**Warrants for Freeway and Interchange Lighting**

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| **Continuous Freeway Lighting (CFL)1** **(CFL-1 and CFL-2 must both be satisfied)** | |
| Case CFL-1 | Requires 60,000 or more ADT and three or more through lanes in each direction |
| Case CFL-2 | Requires that three or more interchanges be located with an average spacing of 1.5 miles or less. |
| Case CFL-3 | Not used. |
| Case CFL-4 | Not used. |
| **Complete Interchange Lighting (CIL)** **(Except per CIL-1 and CIL-2 below, new CIL should be installed only as an upgrade to existing PIL)** | |
| Case CIL-1 | The interchange is a System Interchange (freeway to freeway) |
| Case CIL-2 | If one or more of the adjacent freeway segments qualify for CFL (Note 1) |
| Case CIL-3 | Not used. |
| Case CIL-4 | Not used. |
| **Partial Interchange Lighting (PIL)2** **(All new Service Interchange lighting, when called for, shall initially be PIL, to be upgraded to CIL later if necessary)** | |
| Case PIL-1 | Requires that the average AADT ramp traffic entering and leaving the freeway at the interchange in question exceeds 2000. Ramps not meeting this AADT may remain unlit. |
| Case PIL-2 | Requires that the ADT for the through lanes on the freeway exceeds 35,000. |
| Case PIL-3 | Not used. |

1 Where there is continuous freeway lighting, there should be complete interchange lighting (CIL). If continuous freeway lighting is warranted, but not initially installed, then partial interchange lighting is considered to be justified under CFL-1 or CFL-2.

2 Interchanges with side-by-side entrance/exit lanes (e.g., folded diamonds) or individual ramps with

2000+ ADT shall have ramp intersection lighting.

3  All volumes should be current or opening-day volumes