**Average Maintained Illuminance Design Values**

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| **Average Illuminance on the Pavement 1** |
| **Roadway and Walkway Classification 2** | **Foot-Candles** | **Uniformity (avg./min.)** |
| Freeway (including ramps)3 |  | 0.9 | 3:1 |
| Expressway (including ramps)3 | Commercial | 1.4 | 3:1 |
| Intermediate | 1.3 |
| Residential | 0.9 |
| Major3 | Commercial | 1.7 | 3:1 |
| Intermediate | 1.3 |
| Residential | 0.9 |
| Collector3 | Commercial | 1.2 | 4:1 |
| Intermediate | 0.9 |
| Residential | 0.6 |
| Local3 | Commercial | 0.9 | 6:1 |
| Intermediate | 0.7 |
| Residential | 0.4 |
| Sidewalks | Commercial | 1.4 | 3:1 |
| Intermediate | 0.9 | 4:1 |
| Residential | 0.4 | 6:1 |
| Pedestrian Ways and Bicycle Paths4 |  | 2.0 (mixed ped, veh)1.0 (ped only) | 4:1 |

Notes:

1. Based upon R3 pavement classification, i.e. asphalt road surface, rough texture, Q0 =0.07. ODOT generally does not separate Freeway into classes A and B as RP-8 does (Note 3).
2. The terms “commercial,” “intermediate” and “residential” are defined in ***Section 1103-4***. See **Chapter 1301** for definitions of the other terms.
3. Adapted from **American National Standard Practice for Roadway Lighting ANSI/ES RP-8, 200/2005: Illuminating Engineering Society of North America.** Used by permission.
4. This assumes a separate facility. Facilities adjacent to a vehicular roadway should use the illuminance levels for that roadway.