

Introduction

Arterial roadway lighting should be considered wherever site conditions allow, because fixed-source lighting reduces the likelihood of nighttime automobile accidents. If comprehensive roadway lighting is not possible, provide light to intersections, railroad grade crossings, areas where roadside interferences are present, and sharp curves at a minimum. Parking lots and pedestrian walkways that will be utilized during nighttime hours should have appropriate lighting. Light poles and luminaires should be consistent at the roadway and pedestrian walkways around the installation. To avoid utility maintenance issues, all light poles, whether parking lot or pedestrian, should be no lower than a height of ten feet, unless utilized for a decorative purpose (i.e. accent lighting).



Good example of pedestrian-scale lighting



Good example of dark bronze shoebox fixture

Existing

In the administrative and personnel support districts of the station, dark bronze anodized shoebox fixtures are used for parking lot lighting, with smaller-scale decorative fixtures for pedestrian lighting. In some portions of these districts, cobra-mounted lighting provides illumination to roadways. High mast lighting at the waterfront and building-mounted lighting in industrial areas help to minimize damage.



Good example of bollard lighting



Example of building-mounted lighting to reduce potential damage

Industrial

The majority of Naval Weapons Station Yorktown serves an industrial function, with ordnance storage bunkers and large warehouses that have primarily building-mounted lighting. This helps to prevent damage to the fixtures, which is appropriate to the district's function. Future projects should continue to use building-mounted, utilitarian fixtures. Any additional parking lot lighting that is necessary can also use dark bronze anodized shoebox fixtures prevalent in other districts.

Waterfront

At the waterfront, high mast lighting lines the pier. This is appropriate for the use, helping to prevent damage to the fixtures from truck and ship traffic. Additional lighting on the pier can either be high mast lighting that matches the existing or building-mounted lighting similar to the industrial district. In pier parking lots, dark bronze anodized shoebox fixtures are appropriate.



Existing pier lighting



Pedestrian-scale lighting outside housing



Pedestrian-scale lighting outside gymnasium

Administrative and Training

The administrative district of NWSY uses dark bronze anodized shoebox fixtures in parking lots. The design is simple, affordable, easily supplied by many manufacturers, and will be readily available for the foreseeable future. In areas where pedestrian traffic is more prevalent, such as around Headquarters building 31, smaller-scale decorative fixtures are used. This is appropriate for the district, providing illumination to pedestrians and making the district more attractive.

Personnel Support

In the personnel support areas, many types of pedestrian-scale fixtures exist. While this is appropriate for the district, using one type of pedestrian lighting will provide a more uniform appearance. Currently, cobra-mounted fixtures provide illumination to many roadways. In most cases, these are out of scale with the area and use of this type of lighting should be minimal. Where additional lighting is necessary, the shoebox fixtures used in the administrative district or additional pedestrian-scale lighting should be considered instead of large cobra-mounted fixtures.



CHAPTER 7

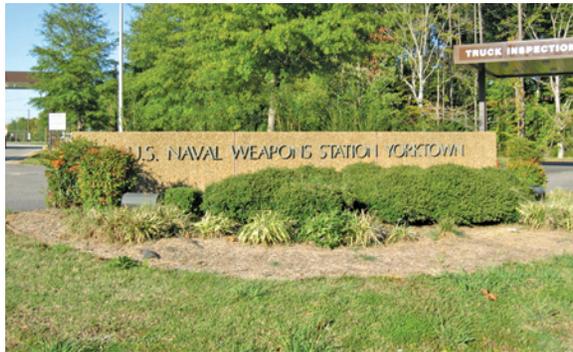
Special IAP Projects



Screen warehouses.....\$15,000



Paint warehouses.....\$405,000



Improve gate signage and imagery.....\$68,500



Building 31 pavement and turf maintenance\$27,500



Improve way-finding signage\$142,500

INTRODUCTION

The purpose of the Special IAP Projects is to identify improvements to the installation that have the greatest impact, should be the first things addressed, or give the most significant improvement to the appearance of the installation relative to the monetary investment. The included projects were developed through visual observations and input of installation contacts.

Special IAP Projects



Gaps in the trees created by former railroad beds provide unattractive views of warehouses lining Route 238

1 SCREEN WAREHOUSES ALONG ROUTE 238

Fill the gaps in existing tree cover created by former rail beds, more effectively screening the warehouses that are visible from Route 238. By helping to eliminate some of the negative appearance to the surrounding community of these white warehouses, massing of a generous mix of native evergreen and deciduous species along the old rail bed would create an aesthetic improvement to passersby and facility users. For more information, see Chapter 1: Landscaping.

Estimated cost \$15,000



The warehouses lining Route 238 are painted bright white, creating an eyesore that stands out against the backdrop

2 PAINT WAREHOUSES ALONG ROUTE 238

Allow the warehouses lining Route 238 to better blend with the background by painting them a more neutral color, using accents and trim to break up large expanses, as outlined in Chapter 3: Paint Schemes. Cost estimate is based on painting 250,000 SF of walls and trim.

Estimated cost \$405,000



Existing signage at major gates 1 and 3 is outdated and partially obscured

3 SIGNAGE AND IMAGERY AT GATES 1 AND 3

Provide new signage and imagery at Gates 1 and 3 to define the entrances into Naval Weapons Station Yorktown, as outlined in Chapter 4: Standard Gates and Entries.

Estimated cost \$68,500



Transverse and reflection cracking



Remove rail and replace with precast concrete parking bars



Reestablish turf on south side of building 31

4 PAVEMENT MAINTENANCE AND TURF REESTABLISHMENT AT BUILDING 31

The pavement surrounding building 31 is exhibiting transverse and reflection cracking. This cracking is a non-load related distress, but the cracks are wide enough to warrant repair. Additionally, the turf on the south side of building 31 is in need of attention. This project includes:

- Slurry sealing of the roadway and parking areas around building 31 and to the south of building 31B.
- Reapplying pavement markings.
- Removal and disposal of the rail lining the parking area in between buildings 31 and 31B, and the placement of precast concrete parking bars at all parking spaces (except parallel parking).
- Reestablishment of turf on the south side of building 31.

To take better advantage of the mobilization costs associated with pavement sealing, consider additional areas of pavement that require this treatment such as the parking lot at building 8. For additional information, see Chapter 5: Parking Lots.

Estimated Cost \$27,500

Special IAP Projects



Current way-finding signage is limited, difficult to read, in poor condition, and does not conform to the Navywide standard of white Helvetica font on a blue background

5 IMPROVE WAY-FINDING SIGNAGE

Provide new way-finding signage across the base, conforming to the regional standard as outlined in Chapter 2: Signage. Cost estimate is based on replacing twenty signs.

Estimated cost \$142,500

