REPORT OF THE
DEPARTMENT OF CRIMINAL JUSTICE SERVICES,
DEPARTMENT OF STATE POLICE, AND
DEPARTMENT OF MILITARY AFFAIRS

DEVELOPMENT OF A STATEWIDE DRIVER TRAINING FACILITY

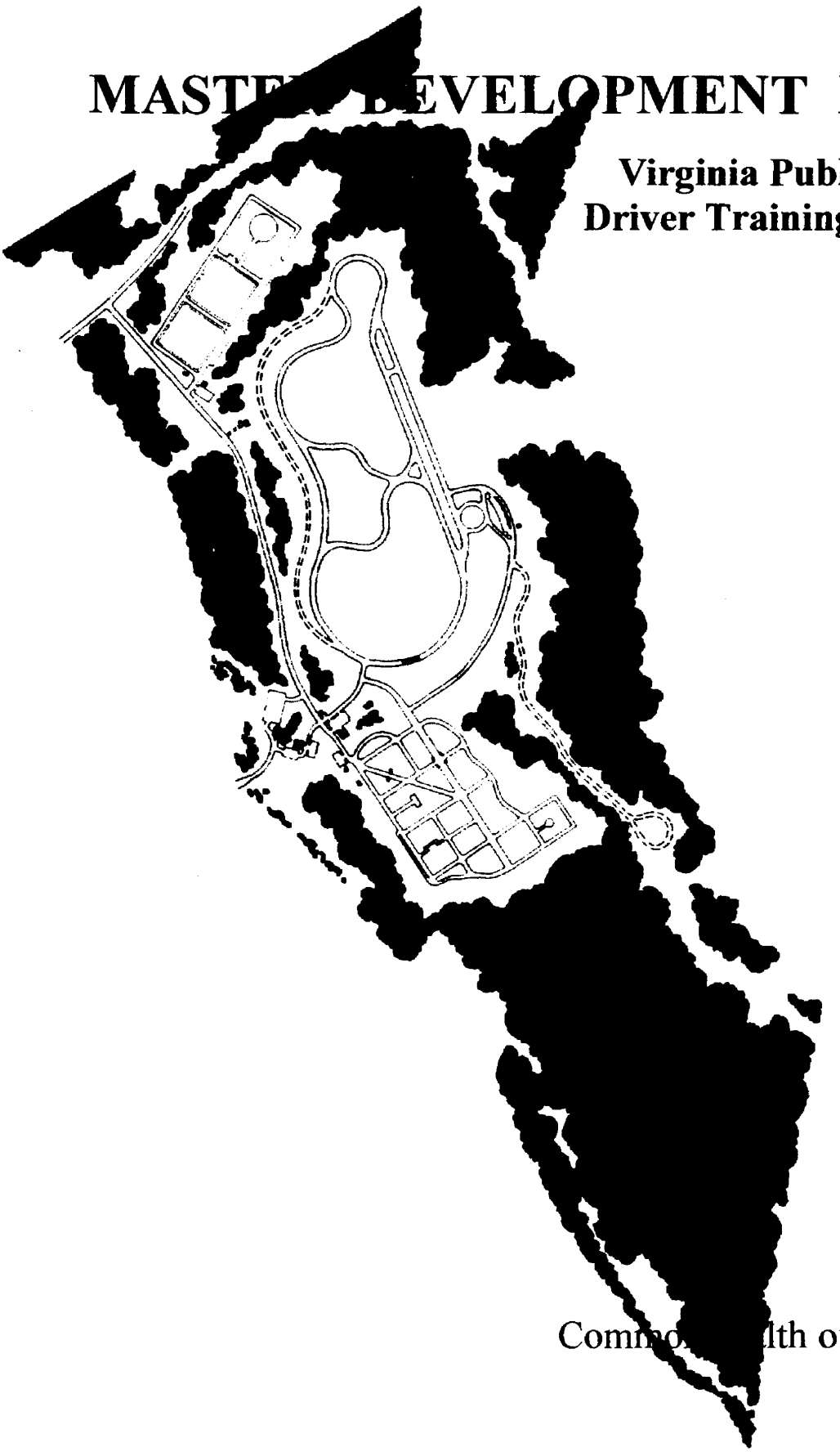
TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA

SENATE DOCUMENT NO. 13

COMMONWEALTH OF VIRGINIA
RICHMOND
2000

MASTER DEVELOPMENT PLAN

Virginia Public Safety Driver Training Facility



Commonwealth of Virginia

STATEWIDE DRIVER-TRAINING FACILITY STUDY

Fort Pickett, Virginia

SENATE JOINT RESOLUTION 412

Department of Criminal Justice Services

September 1, 1999

COMMONWEALTH of VIRGINIA

Department of Criminal Justice Services

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**TO: The Honorable James Gilmore, Governor of Virginia,
And Members of the General Assembly**

Senate Joint Resolution 412, agreed to by the 1999 General Assembly, directed the Department of Criminal Justice Services to study the feasibility and cost to build a statewide driver-training facility at Fort Pickett, and to submit its findings and recommendations to the Governor and the 2000 Session of the General Assembly.

In fulfilling this directive, a study was conducted by the Department of Criminal Justice Services in 1999. The results of the study report are hereby submitted for your review.

Respectfully submitted,

Joseph B. Benedetti
Director

PREFACE

AUTHORITY FOR STUDY

During the 1999 legislative session, Senator Richard Holland sponsored Senate Joint Resolution 412 directing the Department of Criminal Justice Services (DCJS), in conjunction with the Department of State Police (DSP) and the Department of Military Affairs (DMA), to study the feasibility, costs, methods of financing and cost recovery, facility management, and potential state and local agency utilization of a comprehensive driver-training facility for statewide use at Fort Pickett (see ***Appendix A***).

Section 9-170 of the **Code of Virginia** establishes and directs DCJS, under the direction of the Criminal Justice Services Board, to establish minimum training standards and curriculum requirements for entry-level, in-service, and advanced courses provided by criminal justice training academies for law enforcement and other criminal justice officers as provided in this section of the Code. Section 9-170 further directs the department to approve institutions, curricula, and facilities which provide training to officers; establish minimum qualifications of certification and recertification for instructors; conduct research to improve law enforcement; and make recommendations concerning any matter within its purview pursuant to this chapter. DCJS, in fulfilling its legislative mandate, undertook the study of building a comprehensive driver-training facility.

Virginia Public Safety Driver Training Facility
STUDY COMMITTEE

Commonwealth of Virginia

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Kenneth W. Poore	K. W. Poore and Associates, Inc., Planning and Community Development Consultants

ACKNOWLEDGEMENTS

Department of Criminal Justice Services

Department of State Police

Department of Military Affairs

Department of General Services
Bureau of Real Property Management

Office of the Attorney General

Department of Environmental Quality

Fort Pickett Local Reuse Authority

Town of Blackstone, Virginia

County of Nottoway, Virginia

A special thanks is extended to the following State agencies for providing the Commonwealth of Virginia with an overview of their facilities and operations:

Maryland Police and Correctional Training Commission
Driver Training Facility

North Carolina Department of Crime Control and Public Safety
Highway Patrol Training Center

BROAD FINDINGS AND RECOMMENDATIONS

The need to build a statewide comprehensive driver training facility is documented in this report. There is no such facility in the Commonwealth which will allow trainees to reach even posted highway speeds, must less speeds often required for emergency response and pursuit situations. Given the critical nature of performing these law enforcement functions adequately and safely, the need for a facility that can accommodate training in these areas is paramount. Broad findings of the study are listed here:

1. Virginia lacks sufficient driver training facilities for law enforcement officers and emergency service personnel to carry out duties to ensure adequate performance and provide for public safety across the Commonwealth.

2. A comprehensive state-of-the-art facility is needed that provides multiple training environments simulating realistic situations.

3. Fort Pickett offers the most central and suitable site for such a facility.

4. The proposed facility should accommodate not only State Police training, but law enforcement and emergency service needs of local jurisdictions throughout Virginia.

5. The facility must be compatible with surrounding use, protect the natural environments and the general population.

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Virginia Public Safety Driver Training Facility

EXECUTIVE SUMMARY

Introduction

During the 1998 legislative session, the General Assembly directed the Joint Legislative Audit and Review Commission (JLARC) to study the quality, consistency, and standardization of training offered by the state's ten regional criminal justice training academies. As a result of that study, JLARC determined there was a critical need for a facility to conduct comprehensive driver training for law enforcement personnel. Based on a recommendation in JLARC's report, the 1999 General Assembly passed a resolution directing DCJS in conjunction with the Department of State Police (DSP) and the Department of Military Affairs (DMA) to study the feasibility of building a driver-training track at Fort Pickett.

In order to facilitate this study, DCJS convened a committee consisting of representatives from DSP, DMA, and the Department of Environmental Quality (DEQ). The Office of the Attorney General provided legal assistance to the committee. Also included on this committee were members of the consultant firms of K. W. Poore & Associates, Inc., planning consultants; and Dewberry & Davis, engineers. The committee addressed the following issues:

Site selection and evaluation;
The most effective and least costly method of property transfer;
Facility design for maximum utilization;
Potential use by state and local law enforcement;
Cost for construction and ongoing operation;
Facility management and operation; and
Methods for financing the project.

Each of these issues will be summarized in seriatim.

Property Selection

Property selection was a result of a joint effort of the DSP, DMA, and DCJS with consultation by the contract consultants. After numerous alternatives were considered, three sites were chosen for evaluation: two at Fort Pickett, and one at Beaumont Juvenile Correction Center. The information on each site was presented to the Office of the Secretary of Public Safety (see Matrix in ***Appendix B***). The ultimate site chosen was a tract in Area 40 at Fort Pickett.

This tract contains approximately 680 acres located on the southwestern edge of Fort Pickett along Ridge Road just off of State Route 46. This site was chosen because of its central location, lack of environmental problems, and its lack of impact on existing military training efforts. Initial consideration was given to the Fort Pickett sites because of the potential use of existing buildings which may be available for administrative offices, classrooms, and

trainee housing. This was eventually discounted as a consideration due to the extensive costs for renovation of available buildings. Additional information on the site selection is provided in the **Comprehensive Driver Training Study** section of this report.

Because the property is owned by the federal government, the matter of property transfer to the Commonwealth becomes a critical issue. Initial efforts to incorporate the property in the Base Realignment and Closure (BRAC) process for the local Land Reuse Authority (LRA) were unsuccessful. As a result, the best option became transferring the property by special federal legislation. Because of his involvement with other Fort Pickett issues and as the representative from that area of the state, Congressman Norman Sisisky was approached to carry forward the needed legislation. Working in conjunction with Senator John Warner's office, Congressman Norman Sisisky expects to have this legislation passed by October of 2000. DCJS and Military Affairs will assist in providing needed approval and documentation needed to effect this legislation.

Design and Construction Costs

The design of this facility was a result of a joint effort between DSP and DCJS. Utilizing previous plans from the previously proposed Elko Public Safety Complex, features from other states' driver-training tracks, and input from driver-training instructors in the Commonwealth; preliminary plans were developed by the consulting firms of K. W. Poore & Associates, Inc., and Dewberry & Davis. This design is provided on the Proposed Site Development Plan map, ***Appendix C***, with the illustrative plan drawing included in the **Comprehensive Driver Training Study** section of this report.

The facility is designed to provide maximum flexibility for multiple-station training. A minimum of six stations is required:

1. high-speed 1.5 - 2.0 mile oval track (to include interstate highways, secondary and primary roads, and dirt/gravel road surfaces), off-road recovery area;
2. 1,000' x 1,500' urban-response course;
3. 300' x 300' precise-skills course;
4. 200' diameter skid-control area and a 400' x 400' skid-car area (both wet and dry surfaces);
5. 900' long serpentine course;
6. 4-wheel-drive 1.25 mile dirt road course through forested area.

NOTE: All dimensions are subject to change.

Additionally, the complex will include the following:

1. classroom/administration building, two-stories, 12,000 square feet; student parking, 75 - 100 spaces;**
2. observation/control tower;
3. covered parking for 20 - 25 vehicles;
4. maintenance garage (3-bay minimum), with gas and oil stations; storage facility;
5. housing and cafeteria facilities for 100 trainees;**
6. underground sprinklers for skid pan and one ¼-mile section of the high-speed track;
7. berms for noise abatement;
8. exterior lighting for course night-use;
9. staging areas, with parking for 20 cars along access roads; and covered observation stands; rest and bathroom shelters.

** Initial consideration was given to using existing buildings at Fort Pickett. However, after examination of available facilities, it was determined that it would be as economical and more efficient to build new facilities on the track site. Additionally, the buildings would be located on state property and not subject to reclamation by the Army.

(Specifications and facility requirements are subject to change, pending additional input from subject matter experts and/or site design constraints.)

An Environmental Impact Review (EIR) and a Phase I Environmental Site Assessment (ESA) has been completed by the consulting firms and are referenced in ***Appendix H*** of the report. No significant environmental problems have been identified with the proposed development plan.

Based on surveys of certified criminal justice training academies, it is estimated that between 3,000 and 5,000 officers will be trained at this facility each year. Additionally, the facility will be opened to local emergency, rescue, and fire departments on the weekends as schedules permit. It is anticipated that training operations will be conducted seven days a week, 50 weeks per year.

Construction costs considered many factors including track utilization, state-of-the-art training design, site topography, and ancillary support functions to mention a few. The firms of K. W. Poore & Associates, Inc., and Dewberry & Davis assisted with the determination of these cost estimates. The preliminary findings are provided in ***Appendix D*** and the **Comprehensive Driver Training Study** section of this report.

In Biennium 2000-2001, initial estimates indicate that first-year architectural and engineering costs will be approximately $750,000. Second-year Phase I construction will be approximately $9.25 million with Phase II construction being $5.6 million (exclusive of architecture/engineering) beginning in the 2002-2003 Biennium. Estimated operating cost including personnel is between $2.5 and $3 million and would not be necessary until Phase I construction is complete, approximately the second year of the 2002 Biennium budget cycle.

Facility Management and Operation

From the inception, DCJS and State Police have worked as partners to ensure the successful completion of this project. As a result of the ongoing cooperation between these two agencies and the need to balance the training opportunities between State Police and local law enforcement academies, it is envisioned that the administration of the facility be conducted jointly between DCJS and DSP.

As a "statewide" driver-training facility, availability for local use must be assured. However, as DSP is the lead agency for traffic enforcement in the Commonwealth, they are considered to have a significant training need and will be a primary user of the facility. Therefore, it is the committee's recommendation that DCJS be responsible for the overall administration of the "physical plant" operation and DSP handle the training operational function. Scheduling would be handled jointly by a DSP first sergeant and a DCJS training coordinator. Mutual cooperation between DCJS and DSP has been and will continue to be an essential element in the ongoing operation of this project.

Methods of Funding

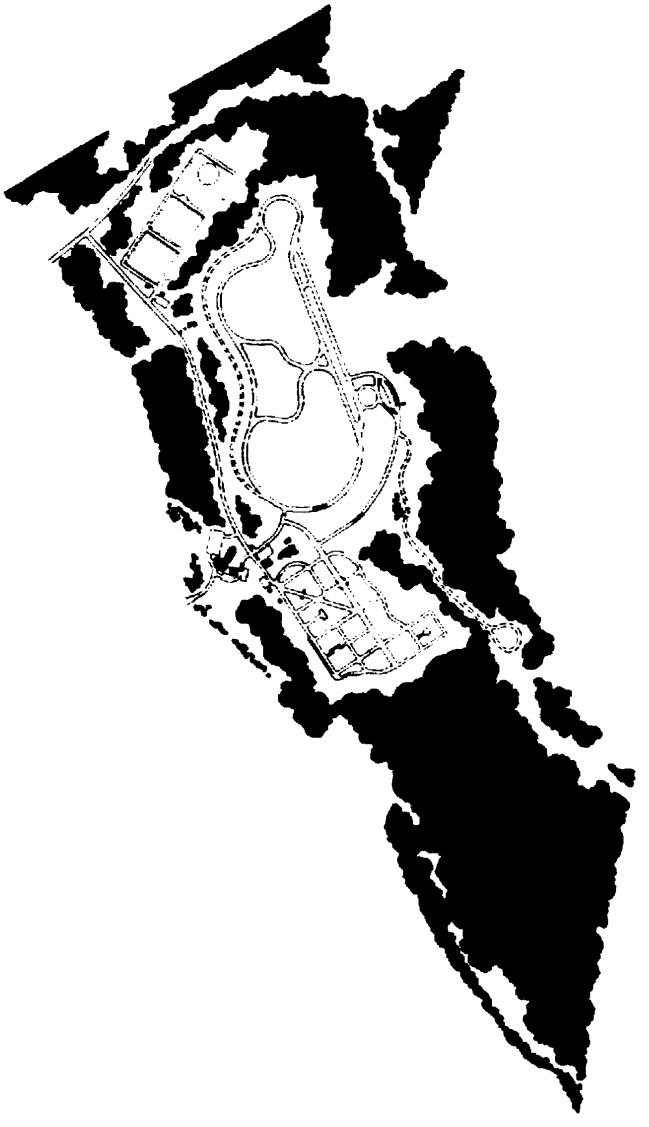
One challenge of this study was to address funding of this project from both a construction cost and operational perspective. Several alternatives were considered and evaluated for ease of implementation, funds generated, and general acceptance. Given the scope of this project, it was determined that any source selected must generate substantial amounts of cash, but not be over burdensome to the citizens of the Commonwealth.

Seven options were explored for serious consideration, each having their own benefits and drawbacks. These options included utilizing general funds;a charge-back fee to users; a special fee attachment to driver's licenses; the 599 Fund; court fines; a nominal fee assessment on automobile insurance premiums; and a fee attachment to vehicle registrations. These options are presented in the body of this report for consideration.

The initial funding source for architectural/engineering design and planning is considered a short-term expenses, thus not necessitating consideration of special funding. However, the higher costs for construction and operation will necessitate a large and ongoing source of revenue. This report will present several different sources of funding, and where available, the amounts each would generate.

Conclusion

The principal determination of the study is that the need for a comprehensive statewide driver-training facility is critical to the safety and well-being of not only law enforcement officers, but to the general public as well. At this time, the state has the opportunity to provide quality driver training for criminal justice officers in Virginia. The Fort Pickett site will provide all law enforcement personnel with access to quality state-of-the art training virtually unmatched in the nation. By utilizing the strengths and personnel from both State Police and DCJS to manage and staff this facility, quality and consistency in driver training will be greatly enhanced. The funding options are sufficient to cover construction and operational costs for an indefinite period of time. The Commonwealth is presented with the opportunity to take a leadership role and apply the resources needed to provide quality driver training for criminal justice officers.



COMPREHENSIVE DRIVER TRAINING FACILITY STUDY

Fort Pickett, Virginia

COMPREHENSIVE DRIVER TRAINING STUDY

Purpose of Study

The Driver Training Study serves as the Master Plan for the development of a public safety driver training facility serving the Commonwealth of Virginia. It was accomplished through a joint effort among several state agencies with the Department of Criminal Justice Services (DCJS) assuming the lead for purposes of coordination and the Department of State Police (DSP) serving as a major contributor and full partner for site and facility design, evaluation and selection. Other major contributors were the Department of Military Affairs (DMA), the Office of the Attorney General (legal assistance), and the Department of Environmental Quality (DEQ). These agencies formed the basis of a working committee assisted by the planning and architectural/engineering firms of K. W. Poore & Associates, Inc. and Dewberry & Davis, respectively.

The study involves five basic components: (a) a needs assessment for the comprehensive training complex; (b) property selection and evaluation; (c) design, construction and operation costs with phasing; (d) operation/management; and (e) funding options. The study provides the basic parameters or standards by which development will occur on the selected site considering such elements as use relationships, location, scale, environmental factors and impact, preservation, development cost, accessibility and user needs (state and local). The intent is to develop a state-of-the-art driver training environment for criminal justice academies and state and local law enforcement agencies that will offer maximum opportunities for multiple training scenarios. Such a facility is not available in the Commonwealth.

Goals and Objectives

Senate Joint Resolution 412, sponsored by Senator Richard J. Holland, directed DCJS, in conjunction with DSP and DMA, to study the feasibility of constructing a statewide driver-training facility. Specifically, the objectives of the study as directed by SJR 412 were to consider:

- the feasibility of constructing a driver-training facility at Fort Pickett;
- the estimated costs for construction and planning;
- the methods of financing and cost recovery;
- the management and operation of the facility; and
- the potential state and local agency utilization of such a facility.

The study committee focused its attention on the issues of site characteristics, selection and property acquisition, plan design, and cost estimation. State Police and DCJS further addressed facility management and operation issues, determining need, and assessing potential use.

Based on various site considerations including location and environmental factors, facility design requirements, cost and the proposed use, the following were set forth as the underlying objectives for the preparation of the Plan of Development.

1. Improve basic law enforcement training and public safety across the Commonwealth.
2. Develop a state-of-the-art Public Safety Driver Training Facility to include a comprehensive field training environment with multiple training stations to simulate all pursuit and driving situations.
3. Provide support facilities for classroom education, and driving simulation as well as vehicle instruction in the field.
4. Develop a central location easily accessible to local and state law enforcement and emergency service personnel statewide.
5. Preserve and protect the site's environment minimizing impacts on both the manmade and natural environment.
6. Create amenities on the site that will contribute to the aesthetic and functional benefit of the users and enhance economic growth for the area.

Needs Assessment/History

1. Needs Assessment

Several studies have addressed the need for a driver-training facility. The Gallagher Study of Virginia's Training Delivery System, conducted in 1986, specified the need for a statewide driver-training facility by charting the deficits of existing means for driver training. The 1999 JLARC study on the Commonwealth's regional criminal justice training academies re-emphasized this need and was the basis for this study resolution. As indicated in these and other studies, the need for good driver training is critical to the safety of officers as well as citizens of the Commonwealth. Based on a recent DCJS job task analysis for law enforcement officers, 90 percent of those officers responding indicated that they must operate a vehicle in performance of their duties on a variety of road surfaces, including gravel and dirt. Additionally, 60 percent engage in high-speed pursuit driving, while 84 percent engage in high-speed emergency response driving. When combined with the fact that the results of inadequate performance in any of these areas would be disastrous, skills development becomes evident.

However, the driver training facilities in use by most academies do not have the capabilities to conduct training for high-speed driving, safe recovery, or techniques needed for safe driving on multiple types of road surfaces and conditions. Current areas used for driver training range from local parking lots and abandoned airstrips to local racetracks. None of these provide a realistic environment to adequately train officers for what they will face on the job. Academy directors and driver-training instructors report that the facilities are often in disrepair and are fraught with safety hazards.

Additionally, in 1999 DCJS distributed a needs survey to various training academies. Over half of the certified criminal justice training academies responded. This survey addressed current driver-training facilities in use and their inherent problems. The results indicate that 95 percent of the respondents conduct driver training, of which 67 percent conduct both entry-level and in-service training, and 33 percent conduct entry-level only. A full third of the respondents have to utilize multiple training sites, which complicates the coordination of training and wastes valuable training time. Military bases, local racetracks, and airports account for the most-used facilities. An estimated one-third of these facilities must be leased while approximately 61 percent are donated for training use. Most are fraught with driving hazards; only three academies reported the facilities were free of obstacles. The vast majority had a multitude of hazards including loose asphalt, trees, poles, fences, culverts, and guardrails. Additionally, over 45 percent of the academies reported that their facilities were more than 20 miles away from the academy. The complete findings of this survey can be found in ***Appendix E.***

Virginia has over 23,230 law enforcement officers, jail officers, and court security and civil process officers which receive driver training. Additionally, the Department of Corrections (DOC) has another 8,728 officers that they train as well. In calendar year 1998, nearly 4,000 entry-level recruits were trained throughout Virginia. DSP alone trained 118 entry-level officers and over 2,500 in-service officers. While not all of the state's 36 academies would take advantage of a centralized driver-training academy, many would rely on such a facility extensively. Currently, four academies including DSP use Fort Pickett's facilities. From preliminary estimates, it is anticipated that initially over 5,000 law enforcement officers per year would train at a central driver-training facility. Based on availability, this facility could also be open to fire and rescue squads as well as DMA for training on the weekends.

Because the anticipated user demand will be extensive, the design plans for the track should provide for maximum usage allowing for five-to-six academies/agencies to conduct training simultaneously. The question is not whether there is sufficient demand for a driver-training facility, but rather will one facility be able to accommodate the demand? In a survey of certified academies to identify potential usage of a statewide driver-training track, about 75 percent of the academies indicated that the need for such a facility was high-to-critical.

2. History of Facility Planning

Several studies in the early 1980's were commissioned to review Virginia's public safety training delivery system. These studies found that the state's method of delivering driver training was less than adequate and adequate training facilities were not available.

As a result of study findings and concerns expressed by local agency heads, DCJS under authorization of the Secretary of Public Safety, initiated efforts to secure property to build a statewide driver-training track. Several sites were considered, but the priority site

identified was the state-owned property (2,400 acres) in eastern Henrico County near I-295 and I-64, known as the Elko Tract.

When then-Secretary of Public Safety, Vivian Watts, was presented with this proposal, she indicated that the site should be expanded into a public safety complex and include DSP, DMA, the Department of Emergency Services (DES), and Department of Emergency Medical Services (EMS). Monies were appropriated to conduct site studies and develop pre-planning studies and a Master Plan. The Department of Military Affairs was designated as the lead agency to coordinate work on this project.

Preliminary designs and pre-planning studies were completed for the participating departments, and the Elko Master Plan finalized and approved by January 1990. Just prior to leaving office, Governor Baliles executed the Certification for Approval for the Master Plan. Unfortunately, funding was not available for the project during the early 1990's and the program lay dormant until Governor Allen sold the Elko property to Motorola-Siemens. This eliminated any possibility of building the driver-training facility at this site.

In the subsequent years, State Police pursued other driver-training options at local airports and at the Fort Pickett Military Base. Eventually, locally operated airports were considered infeasible, and training was conducted almost exclusively at the Fort Pickett airstrip. However, this arrangement had its own unique set of problems including scheduling issues, interruption of training as a result of active military operations, last-minute cancellation of availability, and the conflicting use of an active airstrip. In 1997, DSP began actively seeking property at Fort Pickett to build a new driver-training track. Meetings with DMA and the Fort Pickett Land Reuse Authority generated positive results in that several potential track sites were proposed and evaluated. However, firm commitments for site location acreage and development plans never materialized. After more than ten years of efforts and increasingly critical need, DSP joined with DCJS to revisit the development of a public safety driver training facility for statewide use.

During the 1998 Session of the General Assembly, a resolution was passed directing the Joint Legislative Audit and Review Commission (JLARC) to report on the quality, consistency, and standardization of regional criminal justice training academies. As part of the results of their findings, it was determined that driver-training efforts were severely hampered by the lack of a comprehensive facility which would offer state-of-the-art training. Based on JLARC's findings and recommendations, the 1999 General Assembly directed DCJS and DSP in conjunction with DMA to conduct a study on the feasibility of constructing such a driver-training facility. The General Assembly further allocated $100,000 to DCJS to develop a preliminary planning document for this project. This allocation served to underwrite the planning and engineering assistance with site evaluation and selection, facility design, and construction cost projections. The results of this work are presented in the **Preliminary Site Development Plan** section of this report.

3. Summary

Various studies have substantially documented and numerous training academies and departments have aggressively supported the need for a comprehensive driver-training facility. Since the early 1980's, DCJS has endeavored to build such a facility, working in conjunction with other state agencies, including DSP. This effort nearly became a reality in 1988 with the proposal for the Elko complex and over a million dollar allocation for planning and design. The need has only increased since that time.

It was not until the problems with driver-training facilities became critical and brought to the attention of JLARC during a 1998 study of the regional training academies, that the General Assembly subsequently took action to again address this problem. Given the solid economic condition of the Commonwealth and the availability of surplus funds, now is the opportune time to move forward and ensure Virginia is a national leader in law enforcement training.

Minimum Facility Requirements

The Virginia Public Safety Driver Training Facility should offer classroom and field training to State Police, members of Virginia's local police and sheriff's departments, and other public safety organizations operating emergency vehicles. Training will provide the necessary skills to safely handle high speed and hazardous driving conditions within all types of urban and rural environments. Given the critical nature of performing enforcement functions adequately and safely, sufficient training in these areas is paramount.

The type of training courses are discussed below and represent minimum requirements to meet the projected need and user demand as summarized under the Needs Assessment. The facility would include various driver training courses to simulate various roadway situations, connector roads, vehicular parking and staging areas.

An administrative building with classrooms connected with dormitory space with dining should serve as the instructional training center. To accommodate this need, the DMA was approached to ascertain if any existing facilities on the fort's property would be available. Several possible sites were proposed for office facilities and classrooms. Additionally, some old BOQ's were offered for housing trainees. All of these buildings would require extensive renovation to bring them up to minimum standards for occupancy. Upon further evaluation, it was determined that the cost of renovating these buildings would equal of exceed new building construction. Additionally, because the property belongs to the Army, they retain ownership and could reclaim them without notice. Based on these factors and the distance these facilities were from the track site, it was determined that the Commonwealth should build the needed facilities on the track site. The rationale being that we would have new construction at little or not additional cost, and it would be on state-owned property and not subject to attachment by the Army. From a practical aspect, locating these facilities on the track site would eliminate lost training time resulting from having to travel to classrooms and cafeteria facilities. Other support buildings include vehicle maintenance, an observation tower, restroom facilities, and covered parking. The following briefly summarizes the particulars of the needed improvements:

BUILDINGS

Administrative/Dormitory Building. 24,000 s.f. two-story structure with staff and instructor offices, two (2) audio/video auditoriums, general purpose classrooms, simulators, break area, and a dormitory wing with 40 double-occupancy bedrooms with closets and desk. Each room should include a lavatory and share a commode and shower stall with the adjoining space.

Cafeteria Building. 3,000 s.f. one-story structure with dining room and full service kitchen, with serving area, preparation and cleaning, and cold and regular storage rooms. The building should be connected to Administrative/Dormitory Building.

Maintenance Garage. 2,500 s.f. structure with gas storage tank and gas pumps (500 gallon capacity) and three bays for vehicle repair and parts storage, location in proximity to the Highway Course and Urban Response Course.

Covered Parking and Staging Area. 3,240 s.f. fenced vehicular storage area (20-30 vehicles) with covered sheds located next to Maintenance Garage.

Observation Tower. 1,200 s.f., three-story structure located for unobstructed viewing of activities on Highway Course and Urban Response Course and equipment controls/video of various driving courses.

SITE ELEMENTS

Site elements required at the facility include four distinct training areas to simulate various driving conditions including: interstate, primary and secondary roadways, dirty/gravel roadways, urban streets, and alleys, and various precision and tactical maneuvers. The four training areas should consist of a Practical Highway Course, a Urban Response Course, a Precision/Serpentine Course, and a Four-Wheel Drive Course.

The *Practical Highway Course* should be over 1.5 miles long and consist of four-lane divided roadways, two-lane secondary roads, and an on/off ramp. The design should include an outer loop and two inner loops with off-road recovery areas to allow multiple vehicles to use the course at any given time. A 1/2 mile dirt/gravel road to be attached to a secondary road portion and simulated bridge surface. The Highway Course needs to be enclosed with approximately 10,000 linear feet of 10' high chain-link fence topped with barbed wire for security and wildlife control.

The *Urban Response Course* (1,000' x 1,500' area) is intended to simulate different aspects of an urban environment. There should be a "Main Street," side streets, an alley, 5-point intersections, stop signs, traffic lights, a railroad crossing, and other roadway layouts and/or objects to help create a realistic driving situation.

The *Precision Course* should consist of four (4) interconnected training areas. These consist of a 400' x 400' precision course, a 400' x 400' skid area, a 200' diameter skid pan with a 250' acceleration ramp, and a 1,000' x 50' serpentine course. These areas are needed to help the driver refine specific maneuvers and control rapid shifts in weight associated with high-speed cornering and skids.

The *Four-Wheel Drive Course* should provide training in off-road conditions such as might be encountered by game wardens. Use of existing logging roads may be appropriate. The trail should be appended to the Highway Course and constitute a minimum of one (1) mile round trip.

All training courses should have (staging area) parking for 20 to 30 vehicles, observation bleachers (moveable) and restroom/shelter facilities.

The facility should include an internal roadway network to avoid off-site vehicle movement and to provide needed ingress-egress between the urban and highway courses. Parking will be needed for 130 vehicles at the Administrative/Dormitory building and driving facility.

Each course requires a gate controlling access. Lighting should be provided along the four-lane highway section, "Main Street," at the precision course and skid pan and along circulator roads and parking lots. A separate main entrance to the facility should be planned, providing a senses of arrival to the complex, with at least one secondary entrance to improve traffic flow and service needs.

UTILITIES

Given the projected demand for water and sewage disposal needs, a public system is not required. The facility should be provided water from well systems on-site, also, sewage should be disposed of via an on-site septic tank/drainage field system to meet domestic needs. Fire protection can be provided by on-site water tank with booster pump(s). Electricity will be from an existing power service. Stormwater management ponds will be required to manage runoff from the site, given the size of the facility.

Specifications and facility requirements are subject to change pending additional input from subject matter expects and consideration of any design constraints.

Site Selection and Control

1. Site Selection Process/Benefits

Site selection was a joint effort of the DSP, DMA, and DCJS with assistance by the design consultants. After an investigation of numerous alternatives, three sites were chosen for evaluation: two (2) at Fort Pickett in Nottoway County, and one (1) at the Beaumont Juvenile Correction Center in Powhatan County. The information on each site was presented to the Office of the Secretary of Public Safety (see Matrix in ***Appendix B***). The major issues considered in the evaluation included topography and grading required, availability of property, noise abatement considerations, visual path for track observation and other functional needs, future expansion possibilities, environmental/ historical/archaeological concerns, available utilities, ingress-egress, accessibility, security of property and adjoining uses, availability of ancillary facilities for temporary use during construction, use compatibility, investments in design and environmental studies, training potential development cost, and local support for the project.

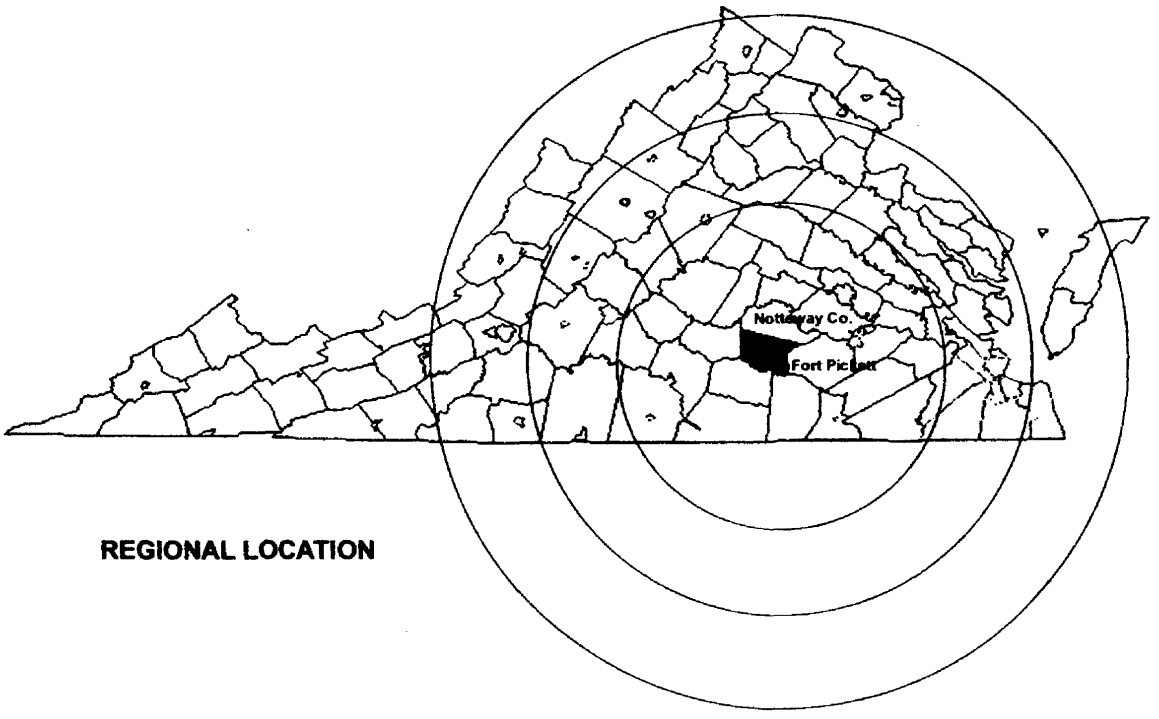
The site selected was Area 40 at Fort Pickett, located within the boundaries of the military reservation on the edge of the base in its southwest quadrant. This tract contains approximately 680 acres and is bounded along Ridge Road (SR 644) just off of State Route 46 on the west, Igloo Road on the north, Utility Road on the south and Hurricane Branch, a tributary of the Nottoway River on the east. This site was chosen because of a multitude of benefits related to the proposed use:

- ☐ The site is somewhat removed from active military use areas on Fort Pickett. The Department of Criminal Justice Services (DCJS) can obtain separate ownership of the land through special legislation and as such would not be subject to the reversion possibilities of the Facility Use Agreement between the U.S. Department of the Army and the Commonwealth.

- ☐ Location, topography and land characteristics offer an opportunity for a separate identity from the military installation and its functions.

- ☐ Site characteristics and varying elevations lend the site to a more versatile design with facilities simulating multiple real life situations. Natural slopes and vegetation provide means to abate potential noise problems and visual impacts.

- ☐ Site is basically free of environmental problems owing to the nature of the previous military use and limited development over time. Environmental impact on the natural environment will be minimum serving to protect wetlands, archeological sites, and wildlife and protected species.



REGIONAL LOCATION

- ☐ The site is centrally located in Virginia and readily accessibly within 180 miles of 70 percent of all jurisdictions and readily served by U.S. Route 58, 460, 60, 40, 46 and Interstates I-95 and I-85.

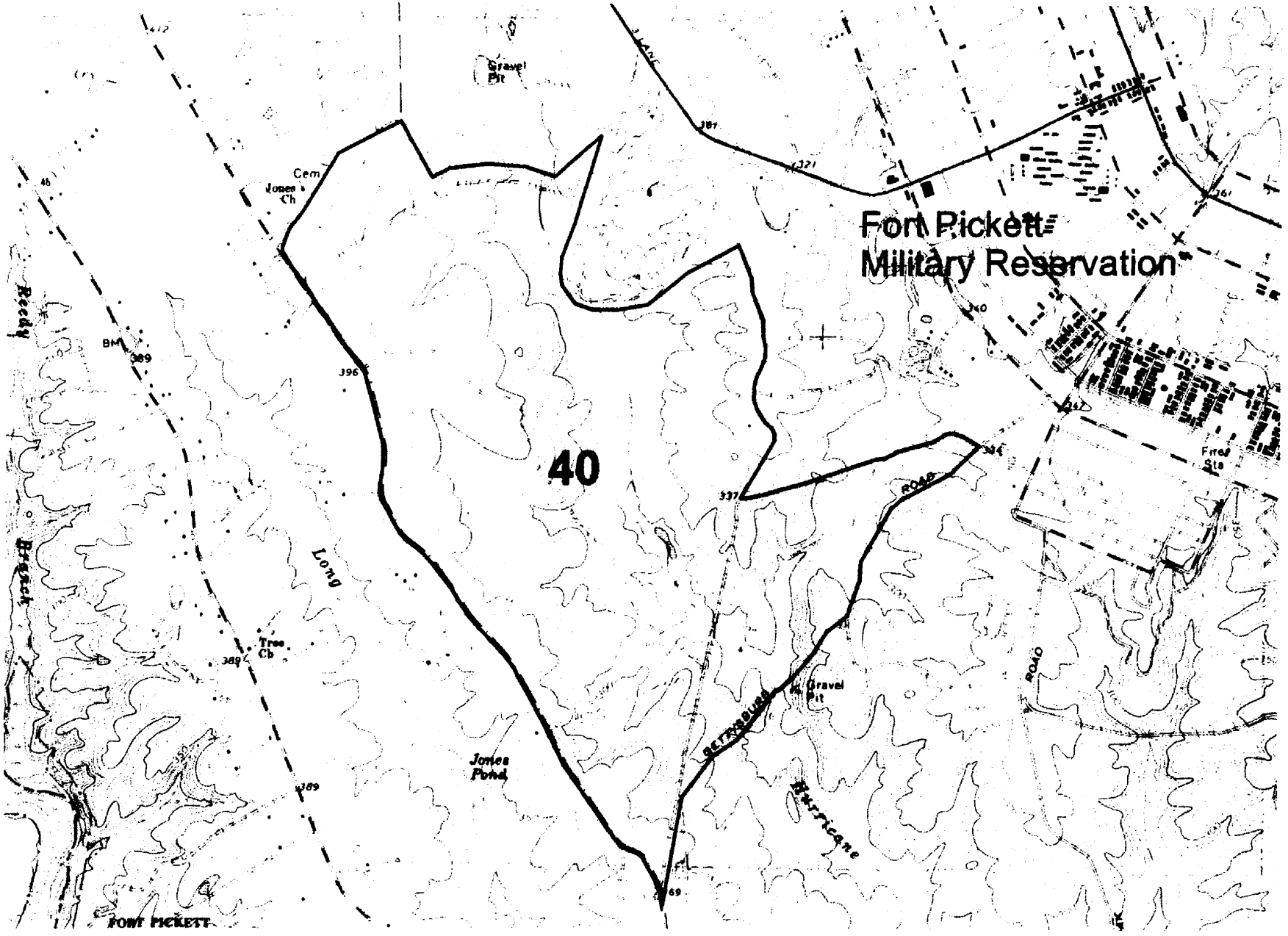
- ☐ The facility will be located in a rural environment with a low profile type training function which has a greater compatibility than previous military uses.

- ☐ The development will have a positive economic impact on the area providing jobs, increase in goods and services and economic growth.

- ☐ The proposed training facility constitutes the site's highest and best use given adjacent activities including the impact area of the ammunition igloo, airport, scattered rural residential, wetlands and vegetation, and the current uses at Fort Pickett and previous tactical training use on the site.

2. Ownership Status

Because the property is owned by the federal government and subject to the 1997 Facility Use Agreement for Fort Pickett between the United States and the DMA (see ***Appendix G***), the matter of property transfer to the Commonwealth becomes a critical issue. Initial efforts to incorporate the property in the Base Realignment and Closure (BRAC) process for the local Land Reuse Authority (LRA) were unsuccessful. As a result, the best option became transferring the property by special federal legislation. Because of his involvement with other Fort Pickett issues and as the representative from that area of the state, Congressman Norman Sisisky was approached to carry forward the needed legislation.

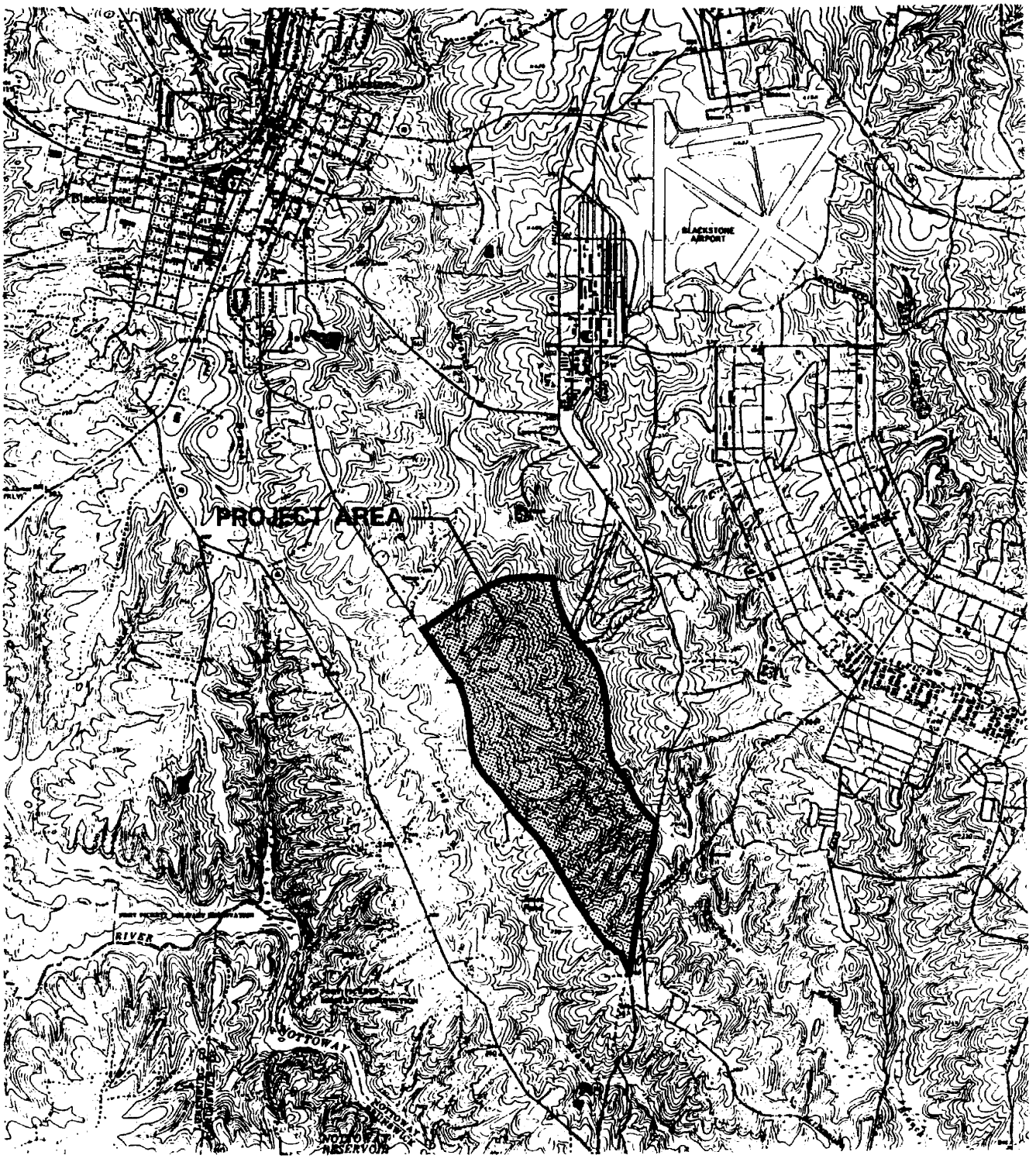


AREA 40

Fort Pickett Military Reservation

Blackstone East, VA. Quadrangle

U.S. Geological Survey
Photorevised 1987



SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

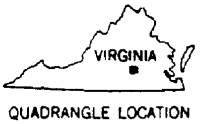
ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U.S. Route — State Route

BLACKSTONE WEST, VA.

SE/4 CREWE 15' QUADRANGLE
N3700—W7800/7.5

1968
PHOTOREVISED 1981
DMA 5358 II SE–SERIES V834



QUADRANGLE LOCATION

BLACKSTONE EAST, VA.

37077-A8-TF-024

1966
PHOTOREVISED 1987
DMA 5458 III SW–SERIES V834

EXHIBIT 1

Working in conjunction with Senator John Warner's office, Congressman Norman Sisisky expects to have this legislation passed by October of 2000. DCJS and Military Affairs will assist in providing needed approval and documentation to effect this legislation.

3. Available Infrastructure Support

Water and Sewer

There are no public water and sewer systems available at the project site. The Town of Blackstone presently owns the sewage treatment plant and is in the process of purchasing the water treatment facility from Fort Pickett. The Town has a 6" water main that extends in a southeastern direction, but stops approximately 12,000 linear feet short of the project site. Within Fort Pickett there is a 16" water main that exists approximately 11,000 linear feet from the project site to the east. The closest sanitary line would be at the Blackstone sewage treatment plant, within Fort Pickett, located approximately 12,000 linear feet to the east.

Due to the distance and associated utility cost to extend existing water and sewage lines, a well system and septic tanks with drainage fields should be used to equip the facility for the necessary water and sewer needs. A storage tank and booster pump system will need to be utilized in order to receive the necessary water pressure required for implementation of a fire protection system.

Electricity and Gas

There are no power lines or gas mains at the project site. However, power lines do run adjacent to the site along Route 644 (Ridge Road), and they will need to be inspected to determine if increased power capability is necessary. Due to the absence of a gas main adjacent to the property, it will be more cost effective to explore other means for supporting a heating element.

Roads

U.S. 460, a primary east-west route, passes just north of the Fort Pickett boundary. State Route 40 crosses the military base and also follows an east-west direction, linking the base with Interstate 95 and 85 to the east, as well as serving as the primary entrance to the base from Blackstone. State Route 46 crosses the western portion of the base and provides access to the western boundary of the project area and connects with I-85 and U.S. 58 to the south.

Internal roadways serving the base are classified as primary, secondary, and tertiary. The tertiary roads are 16 to 22 ft. wide gravel trails. Primary and secondary roads are located almost entirely within the cantonment and airfield areas. Tertiary roads are near the western boundaries bordering the project area. Igloo Road on the north leads to an ammunition storage igloo, while Utility Road on the south and west leads to the cantonment area. Both are gravel tertiary roads. Several unimproved dirt jeep trails crisscross the site.

Environmental Factors

Environmental factors that have been documented during recent studies and technical reports for the Fort Pickett property by various federal and state departments, agencies, and universities are summarized in the Environmental Impact Report (EIR) for the Virginia Public Safety Driver Training Facility, August 1999. The EIR was prepared in accordance with NEPA and guidelines of the Virginia Department of Environmental Quality (DEQ) for both the man-made and natural environments. A Phase I Environmental Site Assessment (ESA) performed in accordance with the provisions of the American Society of Testing Materials (ASTM) Standard E-1527-97 was completed August 10, 1999. Transmittal letters, source and contact person for the EIR and Phase I (ESA) can be found in ***Appendix H***. Environmental conditions identified in these documents were considered in the preparation of a proposed development plan for the site and are generally illustrated on the Environmental Assessment Exhibit and summarized as follows:

The site is undeveloped and characterized with extensive forest coverage and relatively steep topography. It most recently has been used for military maneuvers by the Department of Military Affairs.

Topography and Soils

Elevations range from 400 ft. MSL in the northwest corner of the project area to 250 MSL along Hurricane Branch. State Route 644 (Ridge Road) forms the western boundary of the site and follows the ridgeline from which the land slopes eastward to Hurricane Branch. Slopes range from 2 percent to 25 percent. Slopes of 15 percent or greater are delineated on the map and represent those areas less suited for proposed development of the training facility.

There are 13 soil types within the project area. Two of these constitute the areas with the lesser grades and the area most suited for development. Rion (Durham) sandy loam and Appling Ashlar (Louisburg) Complex consisting of a mix of gravelly sand, silt and clay. These soils are well drained and suitable for septic drainfield systems.

Wetlands and Watercourse

The Nottoway River located within the Chowan River basin is the principal drainage for the project area. The western fork of Hurricane Branch, a tributary of the Nottoway River receives all the drainage from the site. The site contains a number of intermittent drainageways which will require stormwater management to protect water quality. Wetlands have been delineated by the Corps of Engineers (January 1999) and are located adjacent to Hurricane Branch. These wetlands are illustrated on the exhibit and are limited to the bottomland areas within 100 feet of the mapped stream. Construction activities should be well beyond these areas.

Archaeological Sites

Three archaeological sites have been identified in the project area in 1994 by the College of William and Mary Center for Archaeological Research. One of these, 44NR37, is considered historically significant and is located adjacent to Hurricane Branch at or near 260 ft. elevation on a broad ridge overlooking the watercourse. The site is potentially eligible for nomination to the National register of Historic places and any disturbance should be avoided. The other sites are not eligible for nomination, and archaeological surveyors recommend no further work because of the low density of artifacts.

Natural Areas/Protected Species

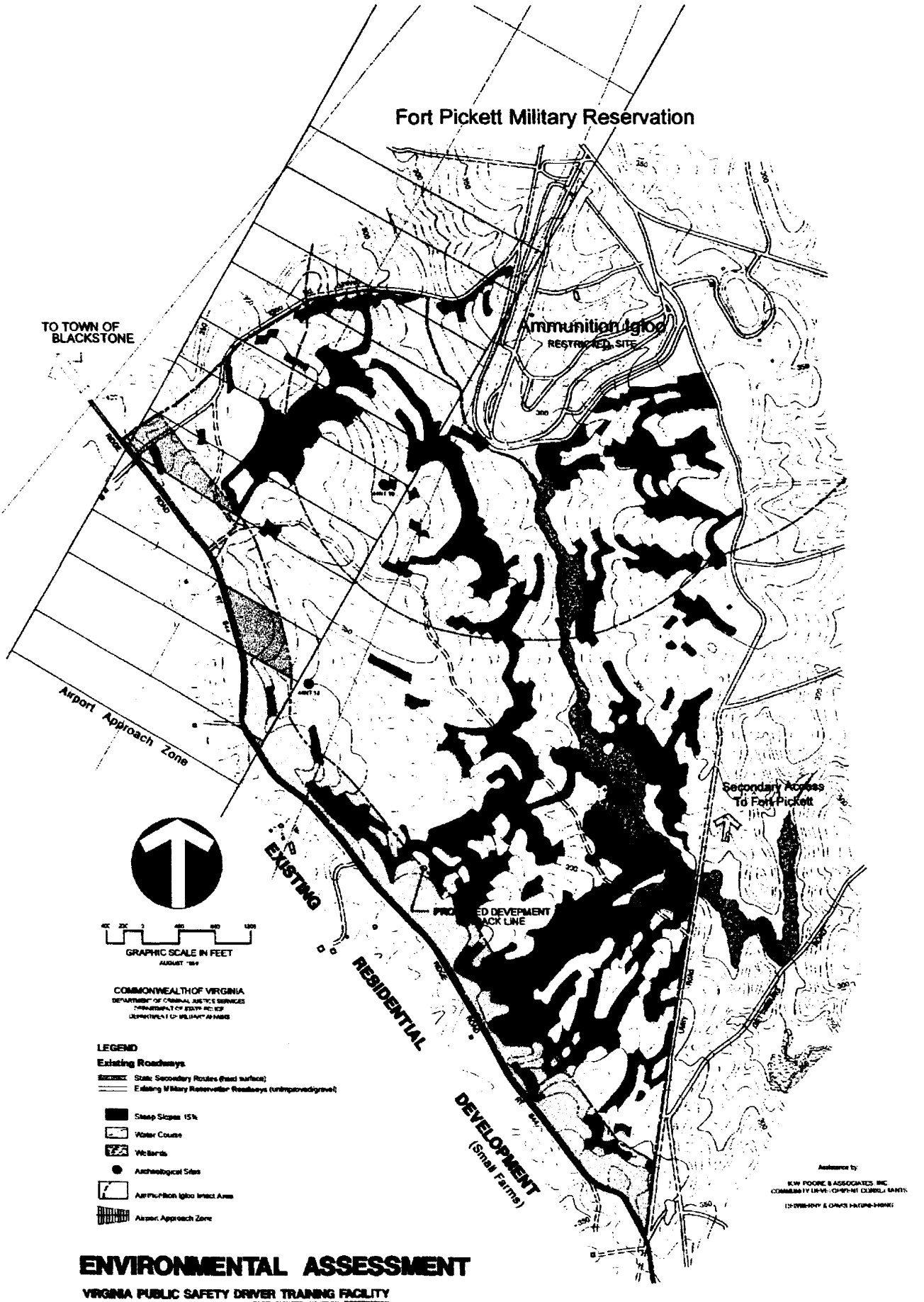
The area is characterized with significant forested areas, about one half with stands of Loblolly Pine with some hardwood mix. The hardwoods are concentrated on the eastern side of Hurricane Branch outside the project area. The Division of Natural Heritage identified in 1994 rare flora, fauna and natural communities for protected species in Fort Pickett. Nine areas were recommended as conservation sites; however, none are within or near the project site.

Adjacent Land Uses

Blackstone Army Airfield/Allen C. Perkinson Municipal Airport is approximately one mile northeast of the site with the northern one third of the area within the approach zone for the one operational runway. Aircraft use the approach at an altitude of 1,500 ft. The level of air traffic varies according to activities on the base. Neither the altitude nor traffic volume impose any restrictions for the site given the proposed use.

Rural residential and agricultural use are located on the western side of Ridge Road (Route 644), at densities well below one unit per five acres. The area is zoned Conservation (C-1) by Nottoway County. The intent is to facilitate general farming operations and conservation of natural resources. Setbacks are required of 125 ft. from the centerline of the road. The environmental exhibit suggests a minimum setback of 500 feet from Ridge Road for any proposed training courses on the site in order to preserve the character of the adjacent environment and minimize any visual and noise impacts on existing or future residential development.

The Fort Pickett ammunition supply area is located along the eastern edge of Hurricane Branch and contains an ammunition igloo. An impact area radius has been delineated by the military for this use. This radius extends into the project area approximately 2,400 feet in which no inhabited buildings should be located.



ENVIRONMENTAL ASSESSMENT

VIRGINIA PUBLIC SAFETY DRIVER TRAINING FACILITY

Nottoway County, Virginia

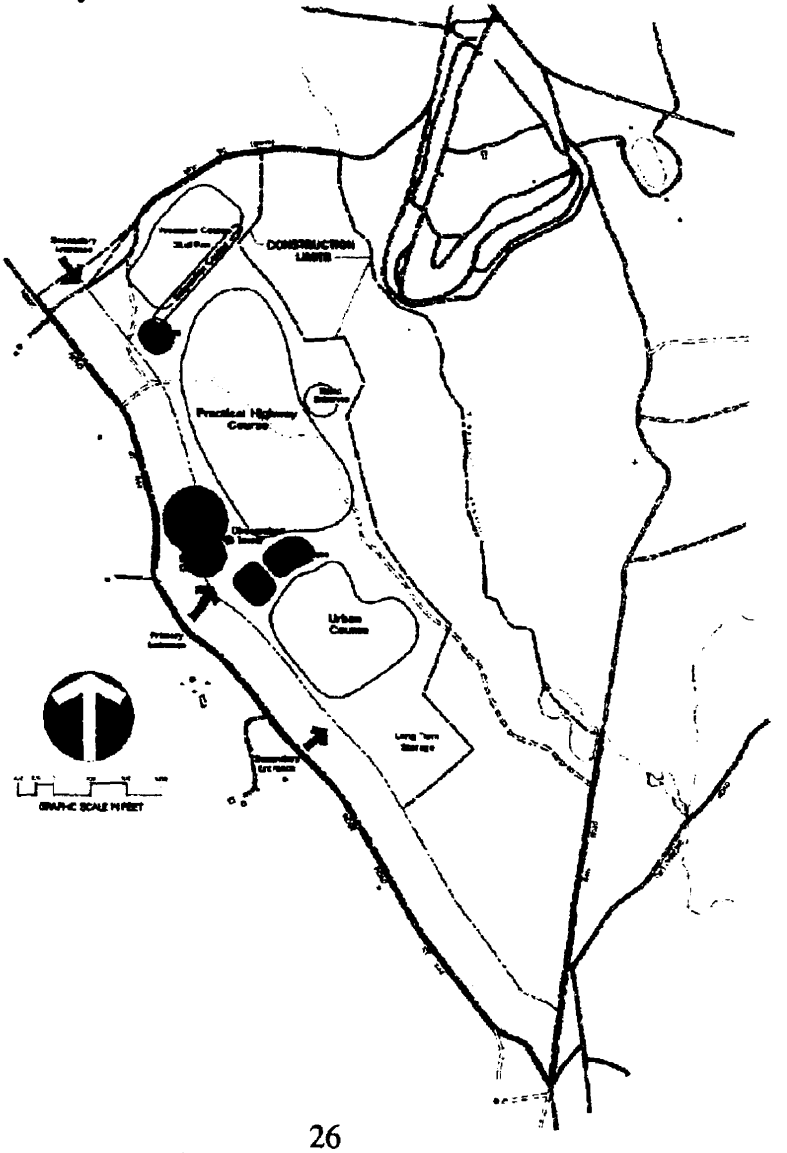
EXHIBIT 5

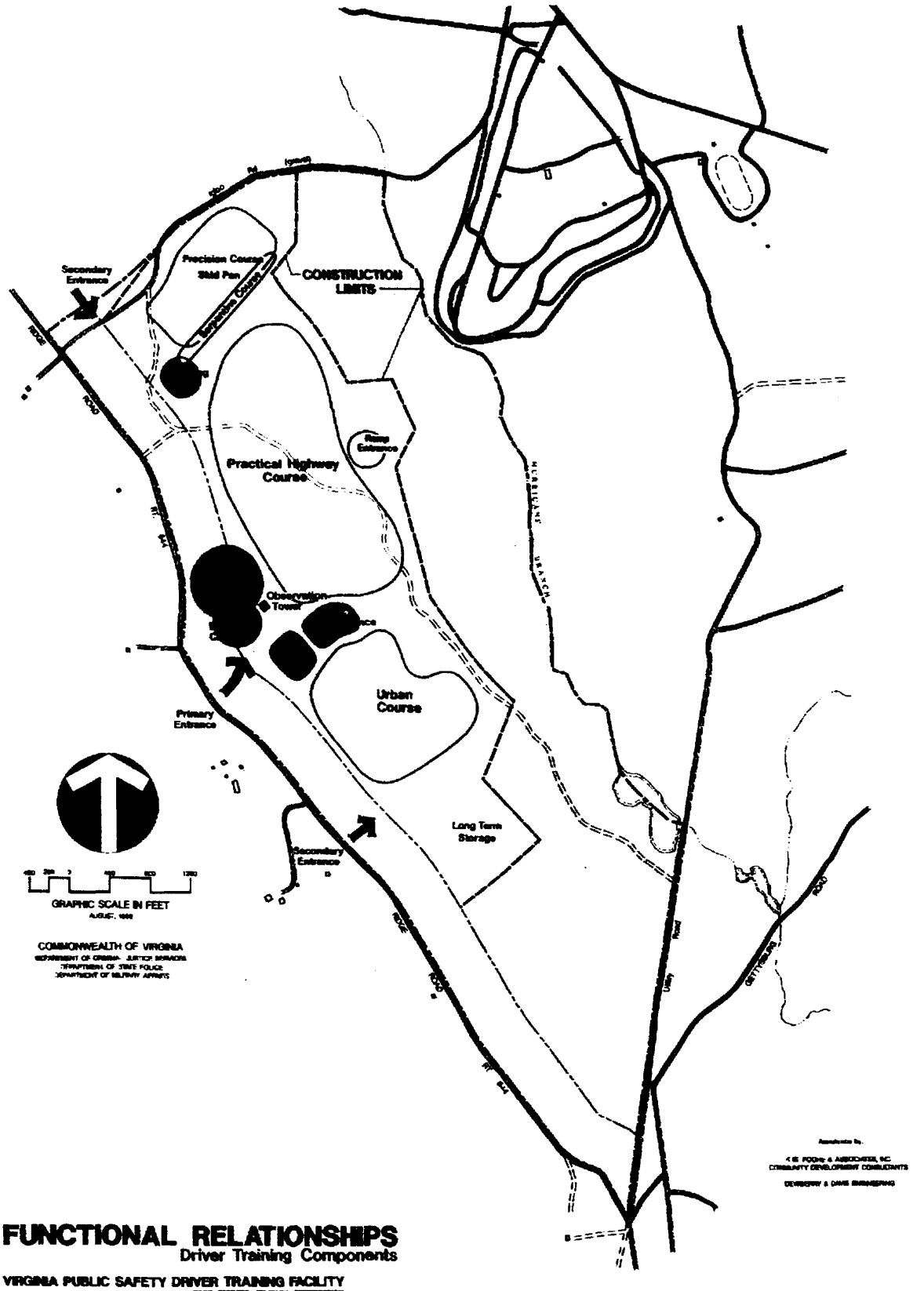
Design Criteria/Functional Relationships

1. Functional Relationships

The proposed site is endowed with numerous amenities including sufficient size and well defined boundaries, excellent regional location, natural forest, archaeological sites, good drainage capabilities, potentially good road access, compatible surrounding uses, and varying topographic elevations that could contribute to a versatile design layout.

Proposed functions at the center range from administration and classroom training to driver training courses with multiple stations. Each are supported with ancillary uses, such as vehicle maintenance, field and classroom instruction and observation, sleeping and dining facilities, staging areas and an internal road system. These uses should be strategically located to achieve the desired efficiency and benefits that meet the specific needs of the training programs and associated circulation requirements; and uses that can be accomplished within any site constraints.





FUNCTIONAL RELATIONSHIPS

Driver Training Components

VIRGINIA PUBLIC SAFETY DRIVER TRAINING FACILITY

Nottoway County, Virginia

The six major functions to be carried out are illustrated on the map. The interrelationship of these functions is important to the efficiency and effectiveness of the training programs and the ability to achieve maximum use of the facility with minimum impact on adjoining uses and preservation areas.

The map shows a minimum 500' setback along Ridge Road (Route 644) and an average 800' construction setback from Hurricane Branch. Construction activities for the three (3) driver training courses are confined to three plateaus following a parallel layout with Route 644, utilizing existing topography to the extent possible. The three separate training areas will simulate highway driving (primary and secondary), dirt/gravel roadway driving (Practical Highway Course), urban or city street driving (Urban Course), and other precision and tactical maneuvers (Precision and Serpentine Courses)

The internal circulation system should offer direct access from the Urban Course to the Highway Course. Staging areas should have proximity to each course providing ready access to the tracks and any entrance ramps. An observation tower built to a sufficient height to view both the Highway and Urban Course must be centrally located and include equipment controls. Vehicle maintenance with a minimum of three bays, long term covered vehicle storage and a tire storage area also should be in the same vicinity to better serve the high use areas. Topographic conditions in these areas provide opportunities to locate driver training courses and support uses at elevations 20 to 40 feet below Ridge Road and the adjacent off-site uses, effectively reducing potential noise and visual impacts from the proposed facility.

An administration building with classrooms, driver simulation rooms, and instructor and multipurpose rooms would serve as the focal point for the entire center. Dormitory style living quarters for trainees with separate cafeteria style dining facilities and full-service kitchen should be connected to or within walking distance of the administration building. A central location will reduce internal vehicle circulation, provide opportunities for improved observation of the tracks, and minimize parking needs. Also, service needs for the dormitory and kitchen operations can be separate from other facility operations at this location.

Areas immediately south of the development area can be used for future expansion. Topographic conditions suggest retaining the land in its natural state.

Primary access to the site is needed from Ridge Road directly to the administration center. Secondary access can be provided from Igloo Road along the northern boundary and at some future date from the southern end of Ridge Road. Some realignment of existing Igloo Road may be needed to provide sufficient setbacks for the Precision Course.

2. Design Criteria

Specific design criteria for use in site facilities planning follows:

a. A central location is required for the administration center and classroom space, dormitory, cafeteria, and maintenance/storage. Activities at each are interrelated and somewhat interdependent and should be within walking distance of each other.

b. Staging and observation areas should be in reasonable proximity to classrooms and associated simulation rooms to allow student to progress from classroom instruction to simulation to actual experience and hands-on instructional training on the courses.

c. The Observation Tower must be located and built of sufficient height to afford unobstructed viewing of both the Practical Highway Course and the Urban Course. The tower should allow personnel to control on-site lighting, traffic controls, gate operations, and roadside obstructions/diversions, as well as regulate video cameras.

d. The design of the Practical Highway Course must accommodate simultaneous use (minimum 5 stations) for multiple groups. This should be achieved through the design of two smaller courses within the larger 1.5 mile outer course; each controlled with directional lighting at key intersections. The layout should include variations of road curvatures, off-road recovery areas (minimum 40') provided along all curved segments; a dirt/gravel road (2/3 of road) to connect with the highway course for training on unpaved roadway surfaces and a four lane divided road with entrance ramp to simulate interstate conditions. The course also should include a simulated bridge structure and sufficient fencing must be designed to prevent animals from entering the training area. Highway Course standards include:

    - Roads built to VDOT standards (no excessive grades or curvatures)
    - Flood lighting for night training (selected lighting on portions of straight stretch and one loop road)
    - Remote control video cameras at key locations (for complete viewing of track)
    - Gravel avoided near any portion of paved track
    - Course entrances controlled with security gates
    - Concrete abutments, endwalls, guard rails, light poles, and ditches, and other physical obstructions creating potential hazards avoided or sufficiently setback from driving areas.

e. The Urban Response Course should include all types of urban and suburban streets and alleys, including four-lane 50' width "Main Street", connector road with Highway Course for direct access between courses; signage; a simulated railroad crossing, and a traffic light intersection.

f. Skid Areas must have water sprinklers, special surface treatment to facilitate skids, and an acceleration ramp for the skid pan.

g. Vehicle storage area for 20 to 30 cars with covered sheds and security fencing.

h. Covered spectator bleachers (moveable) are required for each track.

i. Rest areas/bathroom shelters at remote staging areas.

Preliminary Site Development Plan

A site development plan was designed for the selected project area. Given the facility requirements as identified by DCJS and DSP and other user agencies, and the location and design criteria associated with the functional operation of the facility, a preliminary site plan was prepared that met the driver training demands at the Fort Pickett (Area 40) location. The illustrative plan drawing shows the overall design concept, including the internal road network and four (4) principle training courses, the administration center and other support buildings, and supporting infrastructure. The plan also shows the extent of clearing and efforts to preserve the natural environment, utilize topographic conditions, and provide for access and multiple driving functions.

The following summary of the plan's components present general specifications, preliminary square footage(s), measurements and quantities for the roads, buildings, training courses, and infrastructure.

ENTRANCES

- Main entrance on Ridge Road (Route 644).
- Secondary entrance on Igloo Road.
- Future entrance located south of the main entrance on Ridge Road (Route 644).

BUILDINGS

- *Administrative Building* (11,482 sq.ft.) (two-story) with two audio/visual classrooms, break room, instructor offices, video controls, administrative offices, and general purpose and simulator space. Parking for thirty (30) vehicles in the front and one hundred (100) vehicles in the rear next to the dormitory and cafeteria.
- *Dormitory Facility* (14,340 sq.ft.) connected to the rear of the Administrative Building. Forty (40) rooms spread out over two floors housing up to 100 students/instructors. Each room with two beds, desks, and shared bathroom.
- *Cafeteria/Kitchen* (3,148 sq.ft.) located within walking distance of the Administrative/Dormitory building. Full service with cold storage, preparation and washing, cafeteria style with capacity for 100 persons.
- *Observation Tower* (1,200 sq.ft.) strategically placed for unobstructed viewing of the Practical Highway Course and the Urban Course. The tower is three stories high with a covered observation deck on the third level and control room for roadway course equipment, lighting, railroad, and traffic features.
- *Maintenance Building* (2,500 sq.ft.) with three (3) bays (hydraulic lifts, compressors, engine hoist, etc.) for vehicle repair with fenced tire and parts area and gas pumps (500 gal capacity).

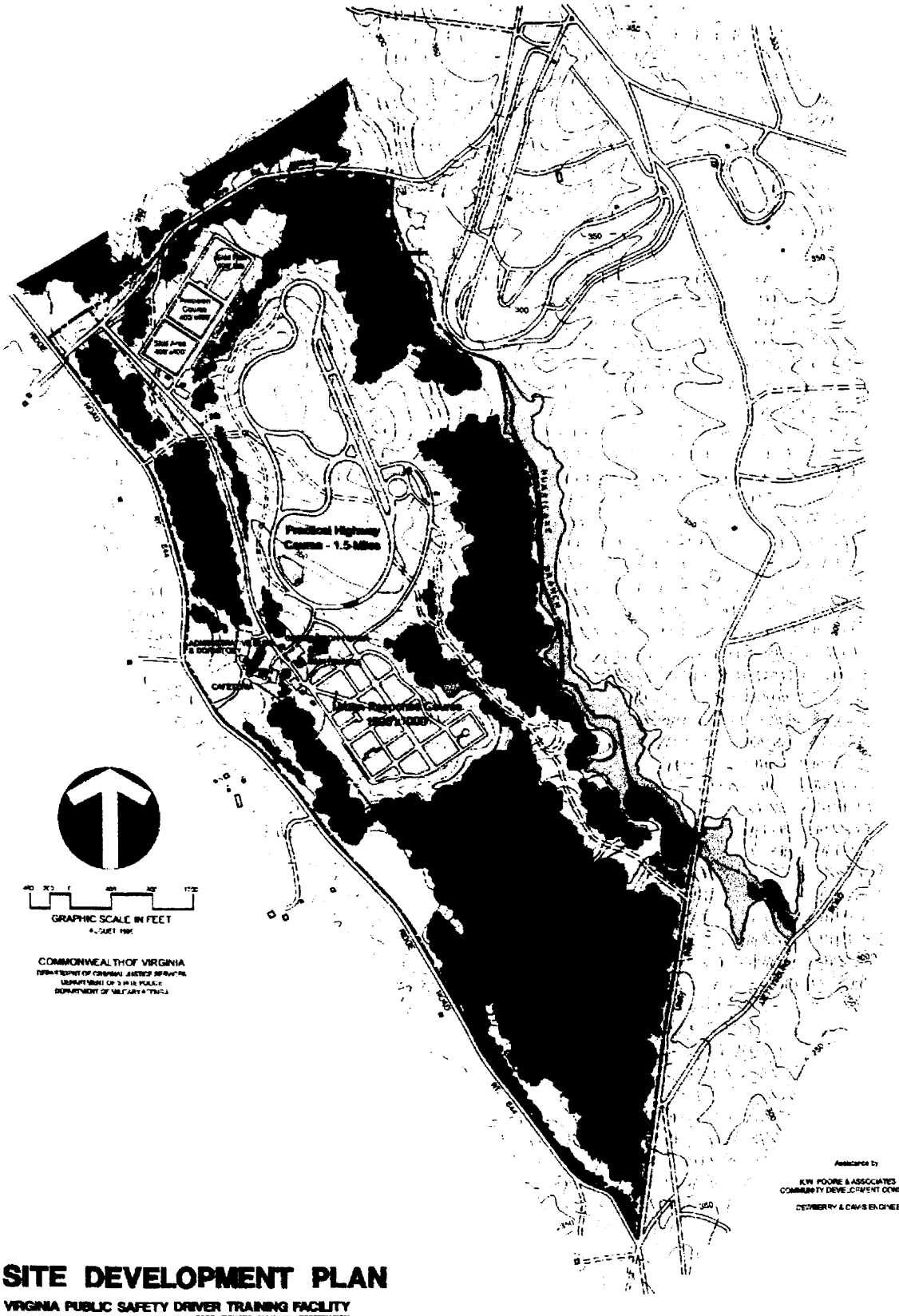
- *Covered Parking and Staging Area* (3,420 sq.ft.) fenced and located next to the Maintenance Building.
- *Rest Facilities/Bathroom Shelters* (350 sq.ft.) three (3) with snack and storage area in each.

TRAINING COURSES

- *Practical Highway Course* with 1.5 miles outer loop, two (2) overlapping inner loops, and 1,950 l.f. four lane section to help generate a variety of driving exercises. 0.58 mile dirt/gravel track located on the west side of the course. On/Off ramp with connecting road to the Urban Response Course, a simulated bridge surface, and off-road recovery areas.
- *Four-Wheel Drive Course* with 1.25 mile loop of dirt roadway through wooded areas.
- *Urban Response Course* (1,500' x 1,000') with several different road widths to simulate main thoroughfares, side streets and alleys, along with railroad crossing, traffic lights, and all of the signage and other obstacles that represent existing conditions.
- *Precision Courses* consisting of four (4) different training courses.
  - 1,000' x 50' Serpentine Course.
  - 400' x 400' Precision Course.
  - 400' x 400' Skid Area.
  - 200' Diameter Skid Pan with 250' acceleration ramp.
- All training courses have centralized parking for thirty (30) vehicles.
- The Practical Highway Course is enclosed with a 10' high chain link fence with barbed wire. There are access gates at the entrance at each training area.
- *Lighting* will be in the following areas: 4-lane section and one (1) loop of Highway Course, "Main Street", key intersection and selected streets in Urban Course with flood lighting for Precision Course and Skid Pan, street lighting on circular access roads and parking lots.
- *Staging area(s)* for each course (minimum 20 vehicles).
- *Covered spectator bleachers* (3) (moveable).

UTILITIES

- Water will be provided to all necessary areas from on-site wells with fire protection provided via on-site water tank and booster pump(s).
- Sewage will be disposed of via an on-site septic tank/drainage field system. (See water/sewer usage estimates)
- Electricity will come from the existing power lines along Ridge Road (Route 644), with service provided underground.
- Erosion and Sediment control will be dealt with on-site and post development drainage runoff will utilize five detention basins for storm water management located at strategic points below the proposed facility but above Hurricane Branch and associated wetlands.



SITE DEVELOPMENT PLAN

VIRGINIA PUBLIC SAFETY DRIVER TRAINING FACILITY

Nottoway County, Virginia

1. Construction Activity

The proposed construction area is located in the northwest region of the parcel (Area 40). It starts approximately 500' off of Route 644 (Ridge Road) and continues eastward for approximately 3,000' toward Hurricane Branch. The northern side of the construction limits is bounded by Igloo Road then construction moves southward, finally stopping approximately 6,000' from Igloo Road. The site work will include between 170 and 200 acres of clearing and grubbing and between 650,000 and 700,000 cubic yards of earthwork. The site for the Highway Course will be secured with a 10' fence (10,000 l.f.) around the course perimeter. Road access gates will be placed throughout the facility to limit unauthorized entry to each of the training areas and approximately 1.3 miles of Igloo Road will be upgraded and paved to improve access between Fort Pickett and the training facility.

Roadway Improvements

The Highway Course will provide multiple types of roadways and varying elevations to accommodate various vehicle types (automobile, motorcycle, etc.), and which will allow the driver to experience a variety of different situations during any given training sequence. The Urban Response Course will simulate different aspects of urban (city) driving with city blocks, "Main Street", alleys, intersections, signage and lighting. The Precision Course will consist of four (4) different training courses connected together, each serving to help the driver refine specific maneuvers, skid situations, and control rapid shifts in weight associated with heavy cornering. The Four-Wheel-Drive Course will use existing dirt trails through forested areas and rough terrain for off-road training.

The road work will include approximately 15,000 linear feet of 50' wide pavement, 22,000 linear feet of 30' wide pavement, two (2) 400' x 400' paved surfaces, one (1) 200' diameter paved circle and 3,300 linear feet of 16' wide dirt/gravel road. All training areas will have a pavement cross-section that includes 2" of SM-2A (surface asphalt), 4" of BM-2 (base asphalt course), and 6" of 21-A (stone sub-base). All circulator roads will have a pavement cross-section that includes 1-1/2" of SM-2A, 3" of BM-2 and 6" of 21-A, and all parking areas will have a pavement cross-section that includes 2" of SM-2A and 8" of 21-A. The gravel part of the dirt/gravel track will be 3/4 of the distance and use 6" of 21-A. Lighting will be provided around all parking areas and buildings, along with special designated areas of the training courses.

Fuel Storage Tanks

Determination of the type of storage tank, either underground or above ground, will be made during final design and after a thorough risk assessment has been completed for the facility along with a review of the appropriate fueling needs. Less frequent usage typically dictates the need for an above ground storage tank while constant usage typically requires an underground storage tank. Whether the tank is above ground or below ground it should be a fire rated, double wall structure with the appropriate monitoring devices.

The proposed fuel storage tank located at this facility will be designed and installed in accordance with requirements of the Virginia Uniform Statewide Building and Fire Codes and requirements of the Department of Environmental Quality.

Water and Sewer Improvements

All service will be provided with on-site well and septic systems. Needs are based on preliminary projections of usage.

WATER/SEWER DAILY USAGE

Type	Quantity	Dorm/Training Facility (75 GPD/Individual)
Students	125	9,375
Instructors	12	900
Support Staff	26	1,950
Mechanics	2	150
Total	165	12,375
Water/Sewer Used (GPD)		12,375
Growth Factor		1.8
Total Water/Sewer Used (GPD)		22,275

Total gallons per day (GPD) use is exclusive of water needs for auto cleaning, sprinkler systems for skid areas, and grounds care.

3. Cost Estimates

The estimated cost for this project are based on the preliminary layout of the facility and all of its appurtenances. The major cost items include clearing and grubbing of over 170 acres of dense forest, cut and fill of 740,000 cubic yards of dirt, construction of an administrative and dormitory building and the construction of the 1.5 mile Practical Highway Course. These five (5) items account for over $7.40 million dollars, approximately 50 percent of the total budget. The budget also includes $2.3 million dollars for additional roadway training facilities. Other items include any signage, traffic lights, line stripping, etc., that are encountered during the planning and construction of the facility, circular roadways, parking, and infrastructure to help create a realistic and efficient environment for the trainees.

Architectural and engineering fees are budgeted at 6 percent of the total construction cost. A contingency of 10 percent is also added for unforeseen circumstances. Fort Pickett does offer several temporary facilities to allow for the phasing of this project over a period of several years, but each aspect of this proposal is necessary to produce a fully functional and self-sufficient Public Safety Driver Training Facility.

PRELIMINARY CONSTRUCTION COST ESTIMATES
Public Safety Driver Training Facility

	Quantity	Unit Cost	Estimated Cost 1999
Site Preparation			
Cleaning and Grubbing [3]	170 acres	$ 8,142.00	$ 1,384,140.00
Cut and Fill	740,000 c.y.	2.66	1,968,400.00
Fencing [1]	10,400 l.f.	22.15	230,350.40
Subtotal			**$ 3,582,890.40**
Training Center Buildings			
Administration	11,482 s.f.	$ 90.00	$ 1,033,380.00
Dormitory	14,340 s.f.	90.00	1,290,600.00
Cafeteria	3,148 s.f.	110.00	346,280.00
Observation Tower	1,200 s.f.	121.83	146,196.00
Maintenance with Gas [2]	2,500 s.f.	164.67	411,675.00
Covered Parking	3,240 s.f.	80.00	259,200.00
Subtotal			**$ 3,487,331.00**
Driver Training Courses			
Practical Highway Course	88,403.14 s.y.	$ 20.61	$ 1,821,988.71
Urban Response Course	42,987.58 s.y.	22.18	953,449.05
Skid Plan	7,026.5 s.y.	28.12	197,580.61
Skid Area	20,785.2 s.y.	28.12	584,479.82
Precision Course	20,785.2 s.y.	20.61	428,383.05
Serpentine Course	6,224.45 s.y.	20.61	128,285.83
Circulator Roads	19,786.29 s.y.	20.61	407,795.43
Parking and Sidewalks	2,903.63 s.y.	20.61	59,884.84
Urban Railroad Crossing	l.s.	50,000.00	50,000.00
4-Wheel Drive Course	l.s.	12,000.00	12,000.00
Bleachers and Rest Areas	l.s.	38,000.00	38,000.00
Drainage	l.s.	98,534.94	98,534.94
Lights and Signage	l.s.	196,132.74	196,132.74
Minor Landscaping	l.s.	104,291.74	104,291.74
Subtotal			**$ 5,080,806.76**
Utilities			
Water (Wells)	l.s.	$ 250,000.00	$ 250,000.00
Sewer (Field)	l.s.	180,907.72	180,907.72
Lighting	82 each	2,405.54	197,254.68
Subtotal			**$ 628,162.40**
Other			
A/E Services [3]	6 (b/f cont)%	TOTAL COST	$ 872,814.14
Paving Igloo Road [2]	7,300 l.f.	$ 48.07	350,911.00
Furnishings [1]	l.s.	366,120.00	366,120.00
Contingency (10%)	10 %	TOTAL COST	1,349,622.16
Subtotal			**$ 2,939,467.30**
Total Estimated Cost			**$ 15,718,657.86**

[1] These prices include fence with barbed wire, 10' high, posts every 10' around the Highway Course Only

[2] The gas storage tank and pumps cost approximately $80,000

[3] All site preparation and facility construction cost estimates in 1999 dollars

4. Building Design Concepts

Conceptual designs have been developed for the principal buildings at the complex to convey spatial needs and architectural parameters considered most appropriate for the Driver Training Facility. An "academic" architectural image is suggested for the buildings rather than an institutional or "governmental" appearance. Preliminary building designs that convey this concept are shown in ***Appendix I*** and include suggested building materials, style, scale and space considerations.

ADMINISTRATIVE CENTER

The Administration building is the focal point of entry for the entire facility and should be introduced and experienced through a series of functions. Parking and pedestrian circulation creates the first, allowing easy access to the services offered by the campus style layout and providing glimpses of the training courses. The central two-stop hydraulic elevator and stair used by both academic and dormitory spaces establishes a pivot point around which the other activities revolve. The attached staggered dormitory rooms provide necessary sleeping quarters and offer views of activity areas. A proposed central break room in the administration building provides the transition space for both dormitory and classroom activities.

This building is constructed of concrete in various forms: ground face concrete masonry units (c.m.u.), precast concrete panels, and terrazzo floors. Structural integrity is established by utilizing cavity wall construction, which gives the building a heavy appearance. In contrast, the standing seam metal roof and canopy elements are light, and appear to float above the building. Metal brackets and tension cables tie the light elements to the solid walls, representing the inherent tension between the materials.

CAFETERIA/KITCHEN

The Cafeteria is a separate building connected by a covered walkway which frames a proposed garden courtyard. Freestanding elements of the walkway create a second layer defining and sheltering the outdoor space. Outdoor tables can be used to extend the dining facilities into the courtyard, which also could easily accommodate various recreational functions.

OBSERVATION TOWER

The three-story Observation Tower gives personnel unobstructed views of the road courses and houses all of the road course equipment controls, a restroom and storage area. The Maintenance Building is located across from the control tower and has three service bays with hydraulic lifts along with additional room for parts storage. Tires are stored in a fenced area to the rear of the building.

5. Construction Specifications

The construction type for the buildings should be 3B, unprotected, in accordance with the Virginia Uniform Statewide Building Code and the buildings should have a life expectancy of 75 years. Construction specifications for the proposed building design concepts are included in ***Appendix I*** and describe characteristics of the building components (foundations, walls, roof, plumbing, HVAC, lighting, electrical, etc.).

Development Phasing/Cost Options

The phasing plan for the Public Safety Driver Training Facility is presented in both graphic and table form. Preliminary construction cost estimates for each phase include estimated quantities and unit cost that yield line item cost in 1999 dollars. A clarification of the cost basis for certain items follows the table.

PHASE I DEVELOPMENT

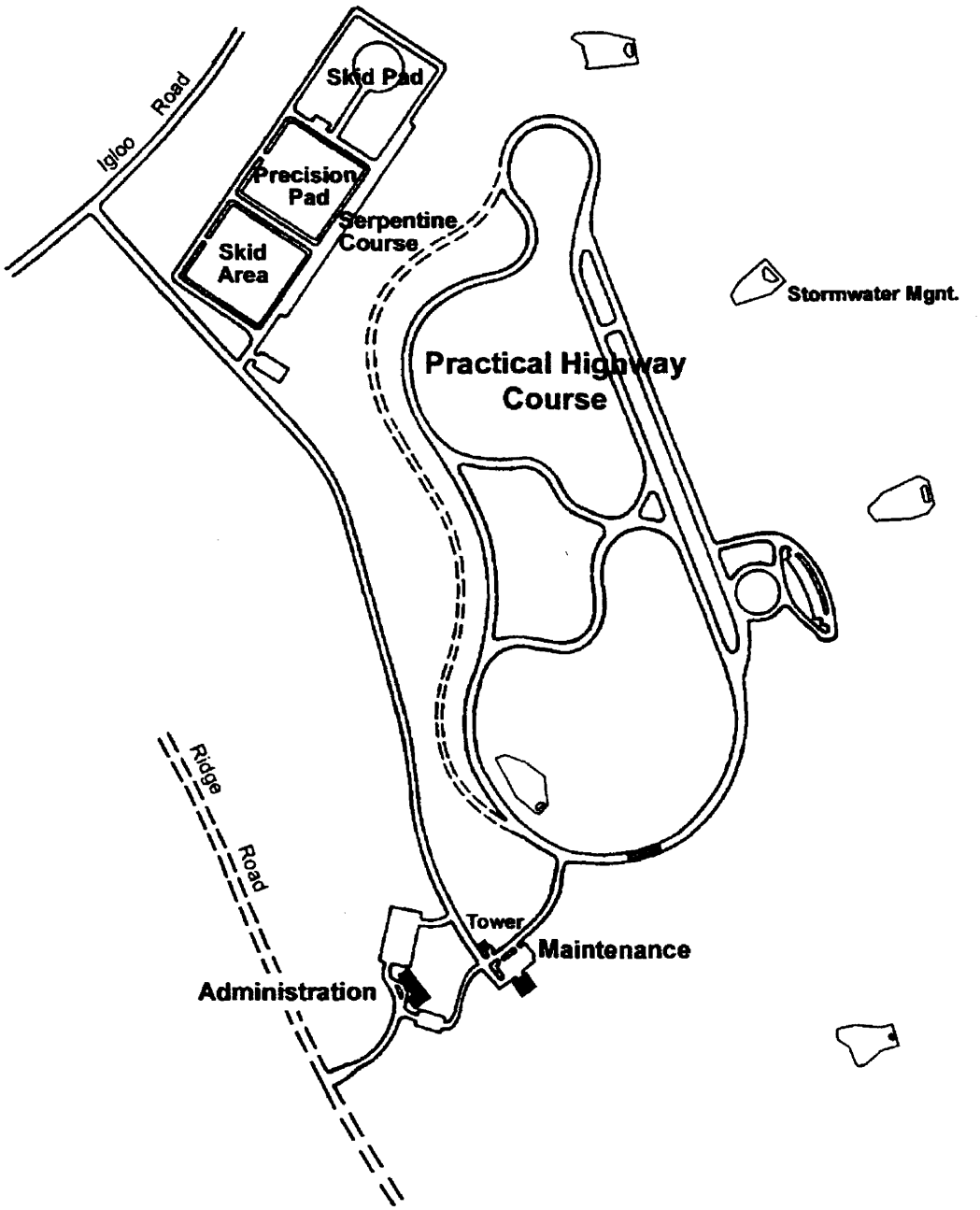
Phase I includes only the essential training courses and support facilities to provide the basic instructor training as required by DCJS and DSP. This includes three (3) driver training courses (Practical Highway Course, and Precision Course with skid pads), basic infrastructure improvements and the administration/classroom center, control tower and maintenance buildings. Furnishings include office and classroom equipment and furniture and driver simulators. Phase I will take place in the 2000-2001 Biennium.

The preliminary construction cost estimate for Phase I improvements is $9,989,749.59, including architectural/engineering fees and a 10 percent contingency. Footnotes and the attached cost basis provide additional information on the nature of construction items.

PHASE II DEVELOPMENT

Phase II is the construction phase for on-site housing facilities and cafeteria with full-service kitchen for 100 persons. Included is required furnishings and equipment. Covered parking is to be erected in the maintenance area and additional features such as railroad crossing added to the Urban Response Course. Phase II also includes the addition of the 4-wheel-driving course and three (3) observation bleachers (moveable) and restroom shelters for the training tracks. Phase II will take place in the 2002-2003 Biennium.

The preliminary construction cost estimate for Phase II improvements is $5,735,192.54 including architectural/engineering and contingency. This table reflects the higher cost for a two phase development given the loss of economies of scale for bidding, construction, administrative and testing services.



PHASE I

Joint Training Facility

Administrative Center	12,000 S.F.
Observation Tower	1,200 S.F.
Vehicle Maintenance	2,500 S.F.
Vehicle Storage	(20-25)

Infrastructure

Entrance Road
Internal Roads
Sewer & Water
Stormwater Management

Driver Training Facilities

Practical Highway Course	1.5 miles
Skid Pad	200' Dia.
Skid Area	400'x400'
Precision Course	400'x400'
Serpentine Course	50'x1000'
Staging Areas (3)	

PHASE I
PRELIMINARY CONSTRUCTION COST ESTIMATES

	Quantity	Unit Cost	Estimated Cost 1999
Site Preparation			
Cleaning and Grubbing	158 acres	$ 8,142.00	$ 1,286,436.00
Cut and Fill	350,000 c.y.	2.66	931,000.00
Fencing	10,400 l.f.	22.15	230,350.40
Subtotal			**$ 2,447,786.40**
Training Center Buildings			
Administration	11,482 s.f.	$ 90.00	$ 1,033,380.00
Dormitory	14,340 s.f.	90.00	N/A
Cafeteria	3,148 s.f.	110.00	N/A
Observation Tower	1,200 s.f.	121.83	146,196.00
Maintenance with Gas [1]	2,500 s.f.	164.67	411,675.00
Covered Parking	3,240 s.f.	80.00	N/A
Subtotal			**$ 1,591,251.00**
Driver Training Courses			
Practical Highway Course	88,403.14 s.y.	$ 20.61	$ 1,821,988.71
Urban Course	42,987.58 s.y.	22.18	N/A
Skid Pan	7,026.5 s.y.	28.12	197,580.61
Skid Area	20,785.2 s.y.	28.12	584,479.82
Precision Course	20,785.2 s.y.	20.61	428,383.05
Serpentine Course	6,224.45 s.y.	20.61	128,285.83
Circulator Roads	17,360.30 s.y.	20.61	357,795.78
Parking and Sidewalks	1,448 s.y.	20.61	29,843.28
Urban Railroad Crossing	l.s.	50,000.00	N/A
4-Wheel Drive Course	l.s.	12,000.00	N/A
Bleachers and Rest Areas	l.s.	38,000.00	N/A
Drainage	l.s.	98,534.94	98,534.94
Lights and Signage	l.s.	196,132.74	N/A
Minor Landscaping	l.s.	104,291.74	N/A
Subtotal			**$ 3,646,892.03**
Utilities			
Water (Wells)	l.s.	$ 125,000.00	$ 125,000.00
Sewer (Field)	l.s.	90,453.86	90,453.86
Lighting	82 each	2,405.54	197,254.68
Subtotal			**$ 412,708.54**
Other			
A/E Services [2]			$ 754,547.83
Paving Igloo Road	7,300 l.f.	$ 48.07	N/A
Furnishings	l.s.	297,000.00	297,000.00
Contingency (10%)	10 %	TOTAL COST	839,563.80
Subtotal			**$ 1,891,111.62**
Total Estimated Cost			**$ 9,989,749.59**

[1] The gas storage tank and pumps cost approximately $80,000

[2] Total cost of A/E services for Phases I and II exceed cost of A/E sum for single project by $6,284.27 due to separate construction schedules which eliminates economies-of-scale for bidding, construction, administrative and testing services

COST BASIS PHASE I

Site

- Clearing and Grubbing include grinding and removal of all stumps
- Fence includes a 10' high structure with barbed wire at the top and posts every 10' around the Highway Course. It also includes 4 access gates.

Buildings

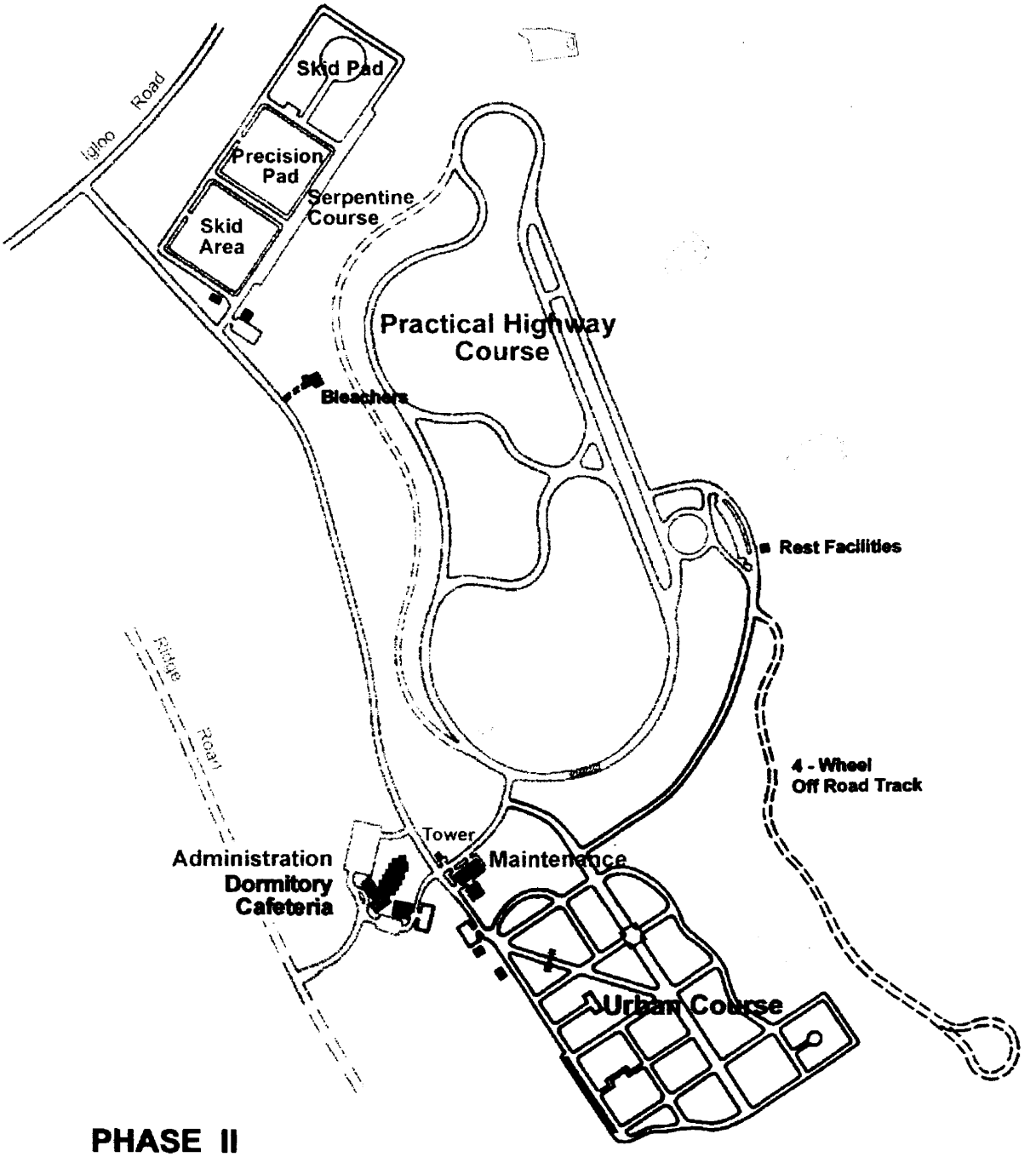
- The maintenance building square footage price includes:
  - gas storage tank and pumps
  - tire changer
  - air compressor
  - lifts
  - welding machine
  - front-end alignment
  - traffic cones and mechanic tools

Utilities

- Phase I includes half of the total water system. The amount shown is sufficient for Phase I construction and use.
- Phase I includes half of the total sewage system. The amount shown is sufficient for Phase I construction and use.

Other

- A/E Services includes total design fees for Phase I and Phase II and administrative fees for the bid and construction of Phase I.
- Furnishings include:
  - Driver Simulators
  - Classroom Video Equipment (Computer with Power Point)
  - Office Furniture and Equipment
- Contingency is 10 percent of Phase I construction.



PHASE II

Joint Training Facilities

Dormitory (80 rooms)	14,340 S.F.
Cafeteria	3,148 S.F.
Covered Vehicle Parking	3,420 S.F.
Rest Facilities	350 S.F.
Movable Bleachers	

Driver Training Facilities

Urban Response Course	1000'x1500'
Four Wheel Drive Course	1.25 miles

PHASE II
PRELIMINARY CONSTRUCTION COST ESTIMATES

	Quantity	Unit Cost	Estimated Cost 1999
Site Preparation			
Cleaning and Grubbing	12 acres	$ 8,142.00	$ 97,704.00
Cut and Fill	390,000 c.y.	2.66	1,037,400.00
Fencing	10,400 l.f.	22.15	N/A
Subtotal			**$ 1,135,104.00**
Training Center Buildings			
Administration	11,482 s.f.	$ 90.00	$ N/A
Dormitory	14,340 s.f.	90.00	1,290,600.00
Cafeteria	3,148 s.f.	110.00	346,280.00
Observation Tower	1,200 s.f.	121.83	N/A
Maintenance with Gas	2,500 s.f.	164.67	N/A
Covered Parking	3,240 s.f.	80.00	259,200.00
Subtotal			**$ 1,896,080.00**
Driver Training Courses			
Practical Highway Course	88,403.14 s.y.	$ 20.61	$ N/A
Urban Course	42,987.58 s.y.	22.18	953,449.05
Skid Plan	7,026.5 s.y.	28.12	N/A
Skid Area	20,785.2 s.y.	28.12	N/A
Precision Course	20,785.2 s.y.	20.61	N/A
Serpentine Course	6,224.45 s.y.	20.61	N/A
Circulator Roads	2,425.99 s.y.	20.61	49,999.65
Parking and Sidewalks	1,455.63 s.y.	20.61	30,041.56
Urban Railroad Crossing	l.s.	50,000.00	50,000.00
4-Wheel Drive Course	l.s.	12,000.00	12,000.00
Bleachers and Rest Areas	l.s.	38,000.00	38,000.00
Drainage	l.s.	98,534.94	N/A
Lights and Signage	l.s.	196,132.74	196,132.74
Minor Landscaping	l.s.	104,291.74	104,291.74
Subtotal			**$ 1,433,914.74**
Utilities			
Water (Wells)	l.s.	$ 125,000.00	$ 125,000.00
Sewer (Field)	l.s.	90,453.86	90,453.86
Lighting	82 each	2,405.54	N/A
Subtotal			**$ 215,453.86**
Other			
A/E Services [1]	Shown completely in Phase I		$ 124,550.58
Paving Igloo Road	7,300 l.f.	$ 48.07	350,911.00
Furnishings	l.s.	69,120.00	69,120.00
Contingency (10%)	10 %	TOTAL COST	510,058.36
Subtotal			**$ 1,054,639.94**
Total Estimated Cost			**$ 5,735,192.54**

[1] Total cost of A/E services for Phases I and II exceed cost of A/E sum for single project by $6,284.27 due to separate construction schedules which eliminates economies-of-scale for bidding, construction, administrative and testing services

COST BASIS PHASE II

Buildings

- Cafeteria square footage price includes all cooking equipment.

Driving Course

- Three (3) Bleachers and two (2) Rest Facilities are included in the Bleacher and Rest Area estimate.

Utilities

- Phase II includes the second half of the total water system
- Phase II includes the second half of the total sewage system.

Other

- A/E Services includes administrative fees for the bid and construction of Phase II.
- Furnishings include:
  - Dormitory Equipment and Supplies
- Contingency is 10 percent of Phase II construction.

Facility Operations/Management

As this project has developed, the scope of service delivery has been discussed and considered from both a global (i.e., statewide) to an agency-specific need as defined by the Department of State Police. Since inception, there has been extensive cooperation and communication between DCJS as the lead agency for the study and DSP as a partner and the primary user once the facility is constructed. A strong and supportive relationship has been forged between the two agencies, and it is seen as extremely important that this relationship continue and the two agencies work in partnership to manage the facility's overall operation.

Both DCJS and DSP agree that while the objective of a comprehensive driver-training facility would be to provide a quality training environment to all local law enforcement academies statewide, the primary user would in fact be the State Police. Thus, the administration of this facility must strike a balance between the training needs of DSP while assuring local access and training opportunities for other law enforcement personnel. Given that both DCJS and DSP have extensive history in trying to obtain adequate driver-training facilities, it is appropriate that both agencies play significant roles in the management and operation.

Collectively, DCJS and DSP have developed a plan for joint administration. Additionally, a projected operations budget has been developed to reflect both a DSP and DCJS presence for the coordination of training as well as the overall administration. The Operations Director, a State Police Lieutenant, would oversee the operational function as it relates to actual training. This would apply not only to DSP training, but would also act to facilitate any training assistance needed by local law enforcement academies. The DSP contingent would include one first sergeant, two sergeants/supervisors, ten instructors, and one secretary for support. In addition, the first sergeant would work in conjunction with a DCJS training coordinator to establish schedules for track usage, coordinate with local academies, and develop training programs/curricula.

The facility director would function at a deputy director level at DCJS (Grade 17) and be responsible for the overall administration of the facility itself. This would entail operational staff to supervise buildings and grounds maintenance, a mechanic, a maintenance/mechanic's helper, one accountant, one executive secretary (to be shared with DSP), and as previously mentioned a training coordinator. Additionally, all procurement of training equipment, supplies, and contract services would come under facility administration.

The DCJS, working in conjunction with DSP, developed an initial operations budget. The budget items would be needed just prior to completion of Phase I construction, which is anticipated to take approximately 1.5 - 2 years. This would put the need for operation funding into the 2002 – 2004 biennium. The following is a summary of estimated operational costs. A complete breakdown of costs can be found in ***Appendix K.***

ESTIMATED OPERATIONS COST
Driver Training Facility

	1st Year Start-Up	2nd Year
DSP Personnel	$1,521,435	$1,088,213
DCJS Personnel	$ 344,446	$ 331,946
Subtotal	$1,865,881	$1,420,159
Vehicle Equipment/Supplies	$ 812,335	$ 341,758
Administrative/Miscellaneous	$ 774,300	$ 750,000
Subtotal	$1,586,635	$1,091,758
Total	**$3,452,516**	**$2,511,917**

NOTE: These estimates may change as the project develops.

Various funding options have been considered and are presented in the following section. Based on recommended funding Options 1 and 7, it is anticipated that there will be adequate revenue to cover both construction and operational costs of the facility.

FUNDING OPTIONS AND RECOVERY METHODS

Virginia Driver Training Facility

FUNDING OPTIONS FOR DRIVER TRAINING TRACK

Several options were considered for the initial funding of construction and for the ongoing funding for operation of the facility. Based on the responses to a DCJS Facility Needs Questionnaire of the certified criminal justice academies (see ***Appendix E***), various suggestions for funding were considered. Many of these suggestions proposed increases in taxes such as the sales tax, gasoline tax, and personal property tax. Other suggestions ranged from seeking federal grant monies to using the Department of State Police budget or state surplus general funds. Additional suggestions reviewed were an assessment on court fees for criminal fines, implementation of a user fee, and the attachment of a minimal percentage fee to automobile or other liability insurance.

The substance of several of the most reasonable suggestions is presented below. These options are not intended to represent all possibilities.

OPTION 1

General Fund

Utilizing general fund money has both advantages and disadvantages. Obviously it is the least intrusive of all options. Allocations could be separated for either construction, operation, or both. Given the state of the current fiscal health of the Commonwealth, it may be a realistic and achievable goal. By phasing in the construction of the driver-training complex over four years, the impact on the budget using general fund financing may be acceptable.

OPTION 2

Charge-Back to Users

The original intent of a state-wide driver training complex was to provide state-of-the art training facilities to all training agencies in the Commonwealth at no cost. However, responses from the academies on the usage needs survey (see ***Appendix F***) indicated that 54 percent of the academies would be willing to pay a reasonable user fee, provided it was not too high. They further indicated (77 percent) that they would be willing to pat a per diem fee for use of the dormitory and cafeteria facilities. Most (71 percent) stated that between $20 and $25 would be the most they would pay for these services. Several academies indicated that they would not use the facility if the fees were too high. This, in effect, would defeat the purpose of building the track.

OPTION 3

Special Fee Attachment to Driver's Licenses

The state has already set a precedent for this type of fee attachment on driver's licenses. According to the Department of Motor Vehicles (DMV), a total of 1,557,272 licenses was issued last year. A dollar fee would basically generate enough revenue to cover about half of the operating expenses. There would not be enough monies generated to cover any of the construction costs.

OPTION 4

599 Fund

Another source of funds suggested to the committee was from the 599 Fund allocations. During the last session of the General Assembly, the 599 allocation was increased from $66 million to $165 million. This fund historically has been set aside for localities with police departments. It was these localities that lobbied for the increase allocated this past year. Based on this, it would be safe to assume that any attempt to attach monies from this fund would meet with opposition from the localities. However, a relatively small percentage would generate adequate monies for operation and could be increased to help pay for construction of the track. A two-to-three-percent formula can be used to generate between $3.3 million and $4.95 million.

OPTION 5

Special Fee Attachment of Court Fines

This is a popular method for funding law enforcement-related programs. There is a prevailing attitude that the offenders should bear the costs for related law enforcement training. This was evident two years ago when the General Assembly passed a similar $1 fee added to court fines to be used for additional funding for the ten regional criminal justice training academies. Historically, this fee is generating about $1.2 million per one-dollar assessment per year. However, there are different views on this type of fee. There are those who have indicated the fee is already too high and would oppose another fee assessment, and others who indicate that the offenders should pay for these types of programs.

OPTION 6

Fee Assessment on Automobile Insurance

This concept has been contemplated on previous occasions when considering possible funding for other criminal justice training. The advantages of a fee assessment proposal are apparent:

1. a large amount of money may be accumulated from a relatively negligible increase in premium;

2. the funding source is stable; and

3. the total construction costs of the driver-training facility may be realized in a measurable shortened period while providing enough for operating costs and long term maintenance.

The volume of premiums fluctuate very little, thus the funding source is very stable. Since the result of training received from this facility would have a direct effect on the enforcement of traffic laws and would impact losses from vehicle crashes, it should be reasonably acceptable to both the insurance industry and the citizens of the Commonwealth.

Listed below are the dollar amounts of insurance premiums generated in 1998 for automobile insurance and other forms of liability insurance. The tables below reflect the amount of revenue various fee percentages would return in any given year.

Table 1: AUTOMOBILE INSURANCE PREMIUMS
Written in 1998

Automobile liability premiums	$1,627,332,264
Automobile physical damage premiums	$1,035,284,271
Total premiums	$2,662,616,535

FEE PERCENTAGES
Auto Insurance Premiums

Percent		Amount Yield
0.25% (1/4%)	=	$ 6,656,541.34
0.50% (1/2%)	=	$13,313,082.68
1.00%	=	$26,626,165.35

Table 2: GENERAL COMMERCIAL LIABILITY

Multi-peril business liability	$151,131,085
Other liability	$305,454,149
Total	$456,585,234

FEE PERCENTAGES
Commercial Liability Insurance Premiums

Percent		Amount Yield
0.25% (1/4%)	=	$1,141,463.09
0.50% (1/2%)	=	$2,282,926.17
1.00%	=	$4,565,852.34

From a revenue standpoint, this option generates the most money of all options from the least amount of special fee assessment (.025%). The overall intrusion on the consumer is minimal. This nominal increase would generate over $6.6 million, and $7.8 million when other general liability premiums were added to the automobile premiums. That amount of revenue would pay for the track construction in less than five years and provide funding for ongoing operation costs.

OPTION 7

Fee Assessment on Vehicle Registrations

This method of generating revenue is already being used by the Department of State Police for some of their programs. There are between 5.1 and 5.5 million vehicles registered each year in Virginia. Accordingly, a one-dollar fee attachment would generate over five million dollars. This is a substantial amount from a small additional fee. Vehicle registration fees are now over $26 for personal automobiles.

Revenues generated from this option would be enough to fund operating costs, with enough left over to pay for the track construction over a ten-year period of time. This option may be more difficult to sell to the general public and show a direct cause-and-effect benefit.

APPENDICES

SENATE JOINT RESOLUTION NO. 412

Requesting the Department of Criminal Justice Services, in conjunction with the Department of State Police and Department of Military Affairs, to study the development of a statewide driver training facility.

Agreed to by the Senate, February 9, 1999

Agreed to by the House of Delegates, February 25, 1999

WHEREAS, it is incumbent upon the Commonwealth to assure the safety of its citizens; and

WHEREAS, well-qualified and well-trained criminal justice officers are paramount to assuring the safety of the general public; and

WHEREAS, criminal justice training academies are responsible for training criminal justice officers in the Commonwealth in critical and high liability skill areas such as driver training in emergency high-speed responses; and

WHEREAS, each academy has different levels of resources to support driver training programs; and

WHEREAS, some of these resources, such as parking lots and airstrips, cannot adequately provide the types of conditions, terrain, surfaces, or events that an officer may encounter while operating a vehicle; and

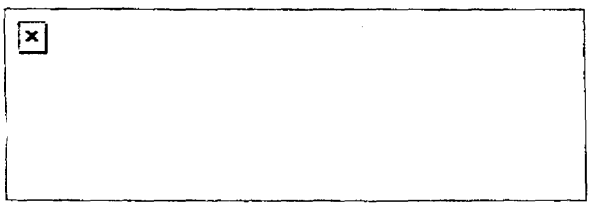
WHEREAS, the consequences of accidents resulting from pursuits or emergency responses take an extreme toll on life and property; and

WHEREAS, the Criminal Justice Services Board has promulgated regulations training criminal justice officers in driving skills; and

WHEREAS, there is no comprehensive driver training facility appropriate for high-speed, emergency response training, or other enhanced driving skills available for statewide use in the Commonwealth; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Criminal Justice Services, in conjunction with the Department of State Police and the Department of Military Affairs, be requested to conduct a comprehensive study of the feasibility, costs, methods of financing and cost recovery, facility management, and potential state and local agency utilization of a comprehensive driver training facility for statewide use at Fort Pickett or another suitable location.

The Departments shall complete their work in time to submit their findings and recommendations to the Governor and the 2000 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.



APPENDIX B

Driver Training Track Site
Pros/ Cons

ISSUES:	Topo	Local support	Ease of Availa-bility	Future expan-sion	Envir./ arch.	Utilitiy access	Ingress/egress	Security	Misc.	Ancillary facilities
Ft. Pickett #1	poor Natural buffer for noise abate-ment	great	requires fed leg.	very good	good/ min. issues	good	very good major Rt.s 460, 360, & 58 with I-95 and I-85 within 30 miles. No road construction needed.	good	1. Well into design & envir. work. 2. Nature of activity & use at Ft. has set precedent for our use. 3. Iosolated from base 4. More asthetically pleasing.	Good: Current firearms range, tactical training area, airport, billeting, & food service available
Ft. Pickett #2	good, min. grading required	great	requires fed leg.	poor: borders Va. Tech property to west and military area to east and south, railroad to north	good	good	Fair; Very close to Rt. 460. No access road to site, will have to pave at least 3.5 mi. of roads. Long distance from main road to site.	fair to good	1. Site borders railroad track and active industrial site. 2. Military activity heavy around area. 3. Vegatation & soil poor, much landscaping needed. 4. Patches of woods obscure view of track, will need two observation towers. 5. May have problem with airport approach path & fed. regs. governing building in this area.	good/ same as above

Beaumont	very good, but will need to build 2 obser-vation towers	non existent Major farm operation borders track, can expect resis-tance	Good	none	extensive arch.. sites/ envir. unkown	will have to run power lines about 1 mi.±	No good road access. Primary road Rt.522 concern over residential expansion and increased traffic. Will have to improve Rt. 617 and build 1+ mi of new road	This is a concern for Beaumont since cars will be on site and accessable to escapees. Same for firearms range, concerns for weapons/ ammo.	1. More centrally located in state. 2. Closer to Richmond.	None available. This would require DSP to break training classes into 2 groups and send in different diredtions; half to Pickett and half to Beaumont. If dorm and cafeteria not immed. funded, there are no provisions here.

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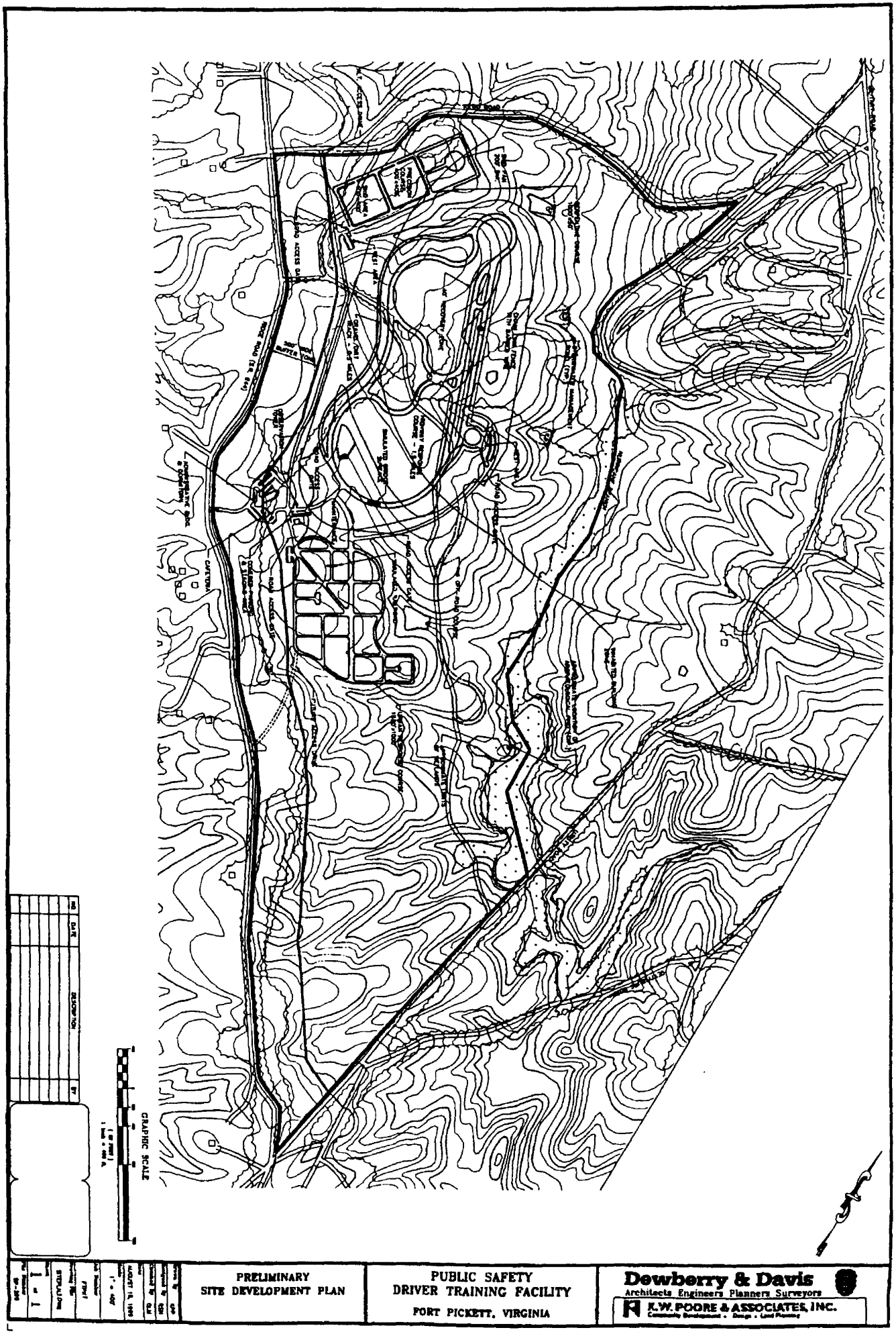
Driver Training Track Site Pro/Con			
TASK/ISSUE vg = very good; g = good; f = fair; p = poor	Ft. Pickett #1	Ft. Pickett #2	Beaumont
1. Topography and grading required	P	G	VG
2. Ease of acquiring property.	F	F	VG
3. Buffer for noise abatement.	VG	G	P
4. Sight path for track observation.	G	F (2 towers)	F (2 towers)
5. Area for future expansion of other training facilities.	VG	P	P
6. Environmental / historical / archaeological issues.	G	G	F - P
7. Utility access.	VG	VG	F - P
8. Ingress / egress.	VG	F (high cost for road constr.	P (high cost for road constr.)
9. Close to major highway systems.	VG	VG	F
10. Security of property.	G	G	F
11. Security issues for neighboring operations.	VG	VG	P
12. Location for statewide access.	G	G	VG
13. Availability of ancillary facilities (existing firearms range, airport, tactical training areas, billeting, food service, etc.)	VG	VG	P
14. Compatibility of existing operations to our use and precedent set.	VG	G	F
15. Isolation of site from existing operations.	VG	P	F
16 Investment in site for design, environmental / arch. studies, etc.	High	Min.	Min.
17. **Local support for project.**	VG	VG	P
18 Overall rating of site.	VG	G	F


PRELIMINARY
SITE DEVELOPMENT PLAN
PUBLIC SAFETY
DRIVER TRAINING FACILITY
FORT PICKETT, VIRGINIA
Dewberry & Davis
Architects Engineers Planners Surveyors
K.W. POORE & ASSOCIATES, INC.
GRAPHIC SCALE
AUGUST 15, 1995

APPENDIX D

Fort Pickett #1 - Total Project Cost Estimates - 10/27/99				
	Unit Breakdown			Estimated Cost
ITEM	1999			1999
SITE	Quantity	Unit	Unit Cost	(Wells & Septic Field)
Clearing and Grubbing[1]	170	AC	$ 8,142.00	$ 1,384,140.00
Fence[2]	10400	LF	$ 22.15	$ 230,350.40
Cut/Fill	740000	CY	$ 2.66	$ 1,968,400.00
TOTALS =				**$ 3,582,890.40**
BUILDINGS				
Admin	11482	SF	$ 90.00	$ 1,033,380.00
Dormitory	14340	SF	$ 90.00	$ 1,290,600.00
Cafeteria	3148	SF	$ 110.00	$ 346,280.00
Observation Tower	1200	SF	$ 121.83	$ 146,196.00
Maintenance w/ Gas[3]	2500	SF	$ 164.67	$ 411,675.00
Covered Parking	3240	SF	$ 80.00	$ 259,200.00
TOTALS =				**$ 3,487,331.00**
Driving Courses				
Highway Response Course	88403.14	SY	$ 20.61	$ 1,821,988.71
Urban Course	42987.58	SY	$ 22.18	$ 953,449.05
Skid Pan	7026.5	SY	$ 28.12	$ 197,580.61
Skid Area	20785.2	SY	$ 28.12	$ 584,479.82
Precision Course	20785.2	SY	$ 20.61	$ 428,383.05
Serpentine Course	6224.45	SY	$ 20.61	$ 128,285.83
Circulator Roads	19786.29	SY	$ 20.61	$ 407,795.43
Parking and Sidewalks	2903.63	SY	$ 20.61	$ 59,884.84
Urban Railroad Crossing	1	LS	$ 50,000.00	$ 50,000.00
4-Wheel Drive Course	1	LS	$ 12,000.00	$ 12,000.00
Bleachers and Rest Areas	1	LS	$ 38,000.00	$ 38,000.00
Drainage	1	LS	$ 98,534.94	$ 98,534.94
Lights & Signage	1	LS	$ 196,132.74	$ 196,132.74
Minor Landscaping	1	LS	$ 104,291.74	$ 104,291.74
TOTALS =				**$ 5,080,806.76**
UTILITIES				
Water (Wells)	1	LS	$ 250,000.00	$ 250,000.00
Sewer (Field)	1	LS	$ 180,907.72	$ 180,907.72
Lighting	82	EA	$ 2,405.54	$ 197,254.68
TOTALS =				**$ 628,162.40**
OTHER				
Furnishings	1	LS	$ 366,120.00	$ 366,120.00
Paving Igloo Road	7300	LF	$ 48.07	$ 350,911.00
A/E Services	6(b/f cont.)	%	TOTAL COST	$ 872,814.14
Contingency (10%)	10	%	TOTAL COST	$ 1,349,622.16
TOTALS =				**$ 2,939,467.30**
Estimated Cost =				**$ 15,718,657.86**

[1] Clearing and Grubbing is for Approx. 170 Acres

[2] These prices include fence with barbed wire, 10' High, posts every 10' around the Highway Course Only

[3] The gas storage tank and pumps cost approximately $80,000.

Driver Training Facility Needs Questionnaire

DCJS, the Department of State Police, and Military Affairs is conducting a feasibility study for the General Assembly to build a comprehensive statewide driver training facility at Fort Pickett. In order to assist in preparation of this study, we are asking each academy to complete the following questionnaire regarding current driver training facilities. If you have any questions about this form or the project in general, please contact Ron Bessent at (804) 786-7802. Thank you for your assistance.

1. Do you currently conduct driver training as part of your entry-level or in-service training?

Yes 18; 95% **No 1; 5%** **Total: 19**

2. If yes to question number 1, when do you provide this training?

Entry-level 6; 33% **In-service 0** **Both 12; 67%**

3. What facilities do you have to conduct driver training?

Parking lot 4; 22% **Airport 6; 33%** **Race Track 6; 33%**

Driver Training Facility 4; 22% **Military Base 8; 44%**

Other (please specify) **Multiple sites: 6; 33%**

_____

_____

_____

4. Do you own or lease these facilities?

Own 3; 17% **Lease 5; 28%** **Other (specify) 11; 61%**

_____

_____

5. Are there on-site classrooms at your facility?

Yes 9; 50% **No 9; 50%**

6. Does your site have security?

Yes 10; 56% **No 7; 39%**

If yes, what type of security is employed:

Public access limited: 1 **Military Police: 3**
Locked gate and fenced: 4

7. Are there any obstacles or hazards located on your driver training site? Please check all that apply:

None 3; 17% **Loose asphalt/concrete 10; 56%** **Trees 5; 28%**

Poles or other fixed objects 6; 33% **Fence 4; 22%** **Culverts 3; 17%**

Drop-offs 5; 28% **Guard rails 5; 28%** **Pedestrians 0**

Other: Area open to base population. _____

_____

_____

8. How far away from your academy is your driver training facility?

Less than 5 miles 7; 33% **5 to 10 miles 3; 17%** **10 to 20 miles 3; 17%**

20 to 30 miles 3; 17% **30 to 40 miles 2; 11%** **40 to 50 miles 1; 6%**

Greater than 50 miles 2; 11% **Multiple sites 6; 33%**

9. Please list any other problems that you may have had with driver training at your academy.

Not always available: 4; 22%
No bathroom facilities: 1; 6%
Speeds limited: 2; 11%
Race Track unrealistic: 1; 6%
No night driving: 1; 6%
Access to vehicles: 1; 6%
Transporting vehicles to site: 1; 6%

Academy name: _____ **Person completing form:** _____

drtngque.499

Driver Training Track Academy Usage Questionnaire

DCJS is conducting a study on the construction of a statewide driver training facility at Fort Pickett and needs information to help with this study. The following questions are designed to help gain information on need and potential usage.

A total of 35 academies out of 36 responded for a 97% response rate.

Questions:

1. If the state were to make a comprehensive state-of-the-art driver training facility available (including dormitory and cafeteria facilities) to you, would you use it?

Yes: 28 / 80% No: 7 / 20%

If no, why wouldn't they? Too far away: 2; Have their own facility: 10; Don't do any training: 1; Run too many schools: 1; Not convenient to our programs: 1.

2. If a comprehensive facility were available, would they be willing to pay a fee for the use of:

- the track and associated courses? Yes: 19 / 54% No: 13 / 41% If yes, what would they consider a reasonable fee? Don't know: 19 / 54%
- dormitory? Yes: 27 / 77% No: 6 / 19% What would be a reasonable fee? Fee per day: $20.00 (15 / 43%) $25.00 (9 / 28%) $30.00 (1) $6.00 (1)
- cafeteria? Yes: 27 / 77% No: 6 / 19% What would be a reasonable per diem? Fee per day: $20.00 (15 / 47%) $25.00 (10 / 29%)
- charge back for cars, tires, gas and oil, or needed vehicle maintenance? Yes: 0 No: 29 / 83%

3. What suggestions would you offer the General Assembly for options to fund a statewide driver training facility?

Federal grants: 4 Sales tax: 2 Liability insurance assessment: 2 User fee: 3
Personal Property tax increase: 1 Criminal/traffic fines assessment: 5 Gas tax: 1
DSP Budget: 1 Food Tax: 1 Lottery: 3 State surplus/general fund: 3

4. How many driver training courses do you conduct each year?
   Entry-level: **Total agencies: 21** Total courses: 146 Avg. courses: 7
   In-service: **Total agencies: 29** Total courses: 438 Avg. courses: 15

5. On the average, how many officers do you train in driver training each year?
   Entry-level: 2,927 In-service: 8,495
   Grand Total: 11,422

6. If you had a choice, would you prefer that:
- you provide your own driver training instructors? 10 / 29%, or
- the state provide the driver training instructors at the facility? 10 / 29%
- Combination of both? 14 / 40%

7. Do you think the need for this type of facility is:
- critical 20 / 57%
- high 6 / 17%
- moderate 8 / 23%
- low 0
- not needed 0

8. Do you have any other comments or suggestions for DCJS to present in its report to the General Assembly?
- Move quickly to build this track, it is needed! 5
- Standardize curriculum: 1
- Independent academies don't have adequate facilities: 1
- DCJS should control and provide fair and equal availability to all: 5
- Need regional tracks in east and west as well: 4
- Building this track would save 10 times over in liability costs: 2
- State needs to find funding source so academies will not have to pay: 1

drtrk

SUMMARY OF SEPTEMBER 30, 1997 FACILITY USE AGREEMENT FOR THE FORT PICKETT MILITARY RESERVATION

- Facility Use Agreement ("FUA") is between the United States of America, acting by and through the Secretary of the Army; and the Commonwealth of Virginia, Department of Military Affairs ("DMA") and the Virginia Army National Guard. (p. 1)

- Legal title to the base remains in the U.S.; the FUA only grants DMA the right to use and occupy the base, effective October 1, 1997. (¶ 3)

- Excluded from the FUA are: (i) approximately 3587 acres to be transferred to the Nottoway County Local Redevelopment Authority; (ii) the wastewater treatment plant and its collection system, and the water treatment plant and its distribution system; and (iii) designated Areas of Concern as identified in the 1997 environmental baseline study and thereafter. (p. 1)

- Authorization, direction and funding for the management, use and occupancy of the base remain the responsibility of the U.S. Department of Defense and its military departments. (¶ 3)

- The U.S. reserves the right to use the base, or any part thereof, including all buildings and improvements, for any purposes the USP&FO deems necessary in the interest of national defense. (¶ 6)

- The FUA may be terminated at any time by either the U.S. or DMA upon 90 days' prior notice; however, as to the portion of the base used by DMA for its state headquarters, termination by the U.S. may not occur for fifty (50) years. (¶ 14)

- DMA has no authority to transfer or assign the FUA, or to grant any interest in the base. However, upon concurrence of the USP&FO, DMA may permit temporary and intermittent use of the base or issue licenses to certain entities as provided in ¶¶ 15 and 29 (copies attached). (None of these provisions would be applicable to the proposed Driver Training Facility.) (¶¶ 15, 29)

- All requests for outgrants (i.e., conveyances) of real estate at the base must be forwarded to the USP&FO for processing by the Norfolk District of the Corps of Engineers. The transmittal must include the necessary environmental analyses and documents, an area map and DMA's recommendations and comments. (¶ 23)

15. USE BY OTHERS

The VANG shall not transfer or assign this Agreement, or grant any interest in the Premises; however, upon concurrence of the USP&FO, the Installation Commander may (1) permit the temporary or intermittent use of the Premises by elements of the Department of Defense for joint use for individual training purposes and (2) issue licenses for nonprofit, community service type activities as authorized under Army regulations. The Installation Commander may, with the concurrence of the USP&FO, enter into operational agreements with authorized tenant organizations and agencies, under such terms and conditions as he or she may deem necessary and appropriate. The Installation Commander, with the concurrence of the USP&FO, may grant short-term, revocable licenses for use of property incidental to installation administration and grant short-term revocable licenses of land, facilities, or space for the regular, occasional, or non-recurring use by state or local governments, youth, civic, community or nonprofit organizations in accordance with Army regulations.

29. NONAPPROPRIATED FUND ACTIVITIES AND PRIVATE ORGANIZATIONS

The Installation Commander may make property available for use for any Virginia nonappropriated fund activity with the concurrence of the USP&FO.

Dewberry & Davis

Architects
Engineers
Planners
Surveyors

Three James Center
1051 East Cary Street, Suite 600
Richmond, VA 23219-4029
804 643-8061
Fax 804 643-8083

August 19, 1999

Mr. Durwood H. Willis
Office of Remediation Programs
Department of Environmental Quality
P.O. Box 10009
Richmond, Virginia 23219

Re: Virginia Driver Training Facility
Fort Pickett, Virginia
D&D Project No.: FTPKT \B-1

Dear Mr. Willis:

On behalf of the Department of Criminal Justice Services, please find enclosed two (2) copies of the Phase I Environmental Site Assessment (Report) for the above referenced project. This report is submitted for your review and comment. Copies of this report have been submitted to Ms. Ann E. McGuire, DGS - Bureau of Real Property Management, and Mr. Steve O. Owens, Assistant Attorney General.

Dewberry & Davis' assessment has revealed no evidence of recognized environmental conditions in connection with the activities and operations at the proposed project site. We have, however, revealed some off-site environmental conditions within a one-mile radius of the site and these are described in the report.

Should you have any questions or require additional information, please do not hesitate to call me or Mr. Ron Bessent of DCJS.

Sincerely,
Dewberry & Davis

O. Lee Maddox, III, P.E.
Project Manager
e-Mail: lmaddox@dewberry.com

OLM/

cc: Ron Bessent, Dept of Criminal Justice Services
Ken Poore, K.W. Poore & Associates

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Dewberry & Davis

Architects
Engineers
Planners
Surveyors

Three James Center
1051 East Cary Street, Suite 600
Richmond, VA 23219-4029
804 643-8061
Fax 804 643-8083

August 19, 1999

Ms. Ann E. McGuire
Bureau of Real Property Management
Division of Engineering and Buildings
Department of General Services
805 East Main Street; Room 102
Richmond, Virginia 23219

Re: Virginia Driver Training Facility
Fort Pickett, Virginia
D&D Project No.: FTPKT \B-1

Dear Ms. McGuire:

On behalf of the Department of Criminal Justice Services, please find enclosed two (2) copies of the Phase I Environmental Site Assessment (Report) for the above referenced project. This report is submitted for your review and comment. Copies of this report have been submitted to Mr. Durwood Willis, DEQ, and Mr. Steve O. Owens, Assistant Attorney General.

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Sincerely,
Dewberry & Davis

O. Lee Maddox, III, P.E.
Project Manager
e-Mail: lmaddox@dewberry.com

OLM/

cc: Ron Bessent, Dept of Criminal Justice Services
Ken Poore, K.W. Poore & Associates

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Three James Center
1051 East Cary Street, Suite 600
Richmond, VA 23219-4029
804 643-8061
Fax 804 643-8083

August 19, 1999

Mr. Steve O. Owens
Assistant Attorney General
Office of the Attorney General
900 East Main Street
Richmond, Virginia 23219

Re: Virginia Driver Training Facility
Fort Pickett, Virginia
D&D Project No.: FTPKT \B-1

Dear Mr. Owens:

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Sincerely,
Dewberry & Davis

O. Lee Maddox, III, P.E.
Project Manager
e-Mail: lmaddox@dewberry.com

OLM/

cc: Ron Bessent, Dept of Criminal Justice Services
Ken Poore, K.W. Poore & Associates

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August 30, 1999

Ms. Ellie Irons
Environmental Program Planner
Department of Environmental Quality
629 E. Main St., Room 631
Richmond, Virginia 23219

Dear Ms. Irons:

Attached please find the Environmental Impact Report for the proposed Virginia Public Safety Driver Training Facility in Nottoway County. We are submitting this report on behalf of the Department of Criminal Justice Services. There are 18 copies for your distribution.

If you have any questions or comments, please contact Mr. Ron Bessent of DCJS at 805 E. Broad Street, Richmond, Virginia 23219, 786-7802.

Sincerely,

Matthew G. Bolster
Associate Planner

Enclosures

mgb:fptellr.doc

K.W. POORE & ASSOCIATES, INC.
Community Development • Planning • Urban Design • 2201 West Broad Street • Suite 204 • Richmond, VA 23220 • (804) 204-1022 • FAX (804) 204-1024

ENVIRONMENTAL IMPACT REVIEW (EIR)
STUDY OUTLINE

I. Project Identification and Description

- A. Project title
- B. Contact person
- C. Location (on USGS topo map)
- D. Description
  1. Purpose
  2. Design components (include layout plan)
     - a. Buildings
     - b. Site elements
     - c. Utilities
  3. Operation

II. Affected Environment

- A. Land area
- B. Topography
- C. Natural features
  1. Geology and soils
  2. Water resources
     - a. Surface hydrology
     - b. Floodplains
     - c. Groundwater
  3. Biological resources
     - a. Vegetation
     - b. Wildlife
     - c. Protected species
  4. Wetland resources
- D. Air quality
- E. Noise
- F. Cultural resources
- G. Socioeconomic characteristics
- H. Infrastructure/community facilities
- I. Adjacent land uses
  1. Existing land uses
  2. Planned land uses (comp plan and zoning ordinance)
- J. Hazardous and toxic materials

III. Impacts of the Project

- A. Geology and soils
- B. Water resources
  1. Surface hydrology
  2. Floodplains
  3. Groundwater

4. Sources of pollution

C. Biological resources
    1. Vegetation
    2. Wildlife
    3. Protected species
    4. Agriculture

D. Wetland resources

E. Air quality

F. Noise

G. Cultural resources
    1. Historic sites and landmarks
    2. Archaeological sites

H. Socioeconomics
    1. Demographic character changes
    2. Displacement
    3. Employment and income patterns

I. Infrastructure/community facilities
    1. Schools
    2. Commercial facilities
    3. Health and social services
    4. Solid waste
    5. Wastewater
    6. Water supply
    7. Stormwater
    8. Public safety
    9. Open space and recreation
    10. Transportation

J. Hazardous and Toxic Materials/Waste

IV. Alternatives

A. Alternatives development (based on:)
    1. Alternative sites
    2. Alternative designs
    3. Alternative methods of operation
    4. No action alternative

B. Evaluation of alternatives

V. Mitigation

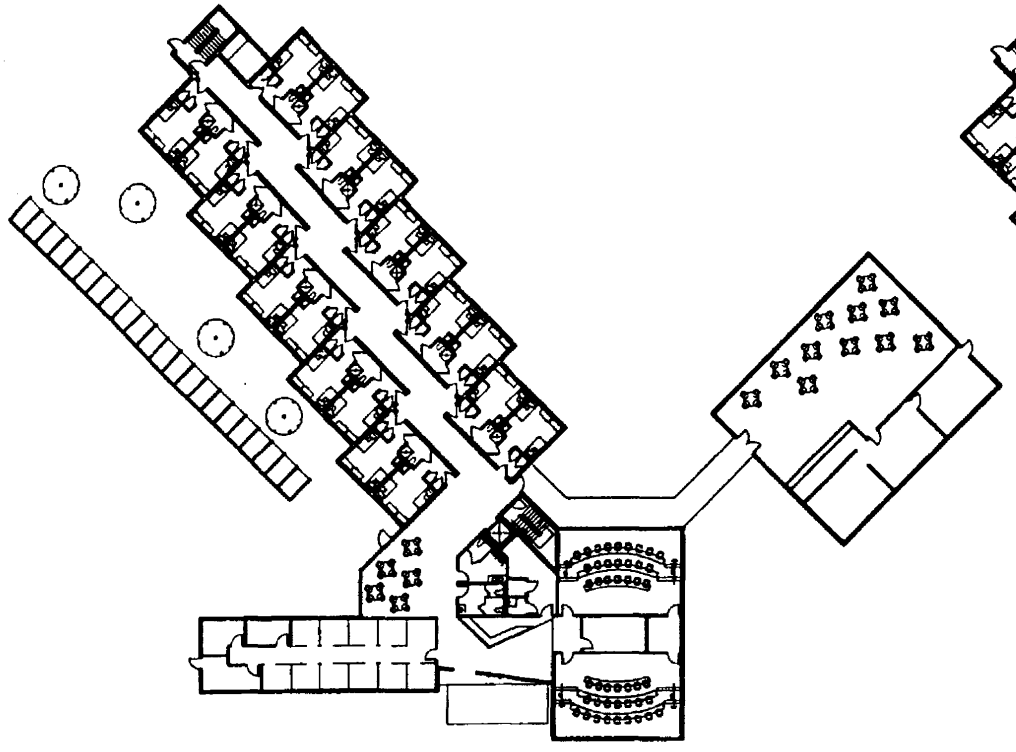
A. Mitigation measures for identified impacts

B. Pollution prevention

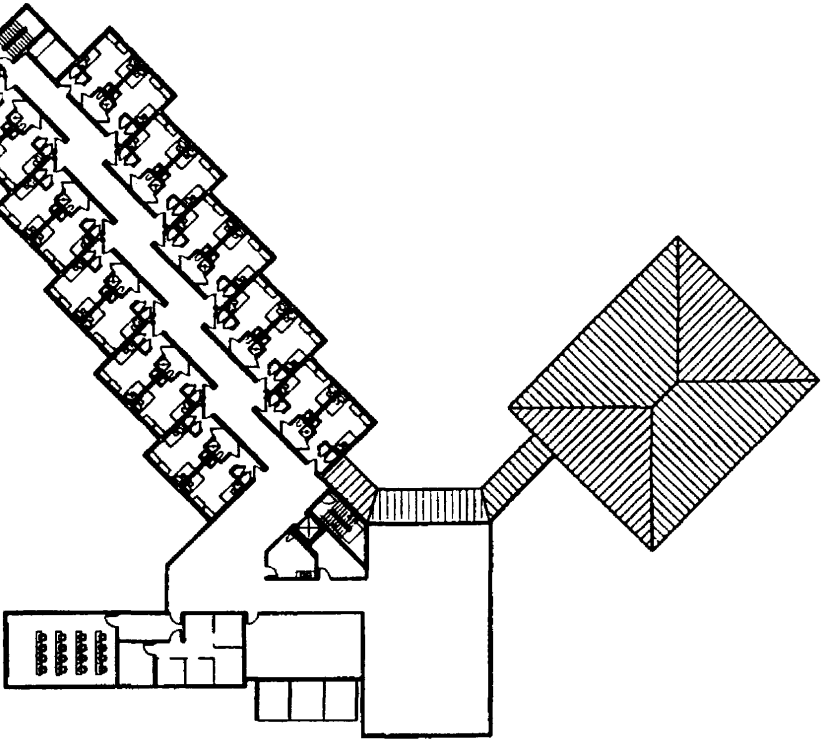
C. Other conservation measures

VI. Irreversible Environmental Changes

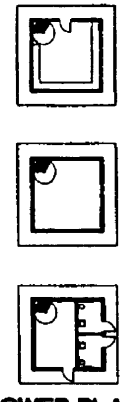
A. Summary of long-term impacts of project construction and use



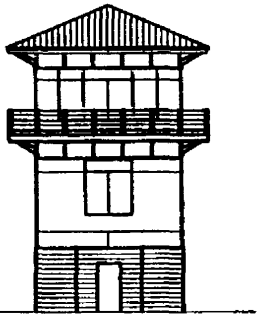
FIRST FLOOR PLAN



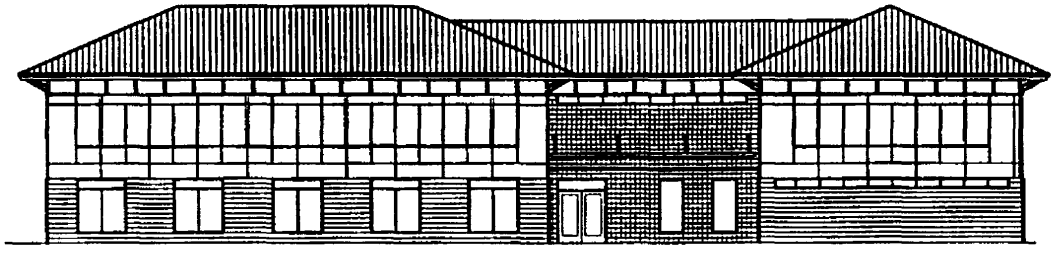
SECOND FLOOR PLAN



TOWER PLANS



TOWER ELEVATION



FRONT ELEVATION

GRAPHIC SCALE

NO.	DATE	DESCRIPTION	BY

Dewberry & Davis
Architects Engineers Planners Surveyors
F.W. POORE & ASSOCIATES, INC.

PUBLIC SAFETY
DRIVER TRAINING FACILITY
FORT PICKETT, VIRGINIA

PRELIMINARY
FLOOR PLANS
AND ELEVATIONS

AUGUST 1998

1 = 1

APPENDIX I

PROJECT: Virginia Public Safety Driver Training Facility
Fort Pickett
Nottoway County, Virginia

August 1999

Outline Specifications

A. Division – 1 General

General conditions of contract and Division – 1 requirements complimentary and apply to all work of contract.

1. Scope of Work
The project consists of an 11,500 s.f. administration and classroom building attached to a 14,000 s.f. dormitory building. The project also consists of a 3000 s.f. cafeteria building connected to the administration building and dormitory by a covered walk way, and there is a 1,200 s.f. three story control tower overlooking the training facility. The site has sloping terrain, and is in a partially wooded area, located on the Fort Pickett Army Base.

B. Division – 2 Sitework

Sitework consists of significant cut and fill to allow for a slab on grade finished floor, asphalt pavement for the surrounding parking, site lighting, and building utility connections.

C. Division – 3 Concrete

1. Cast-In Place concrete
2. Architectural Precast – limestone color and textured,-medium sand blasted panels.

D. Division – 4 Masonry

1. Ground face block – smooth finish, Grade N, ASTM C-145

E. Division – Metals

1. Structural Steel - Grade 50, ASTM A572
3", 20 gauge deck with
2" – 3000psi lightweight concrete and
w1.4 x w1.4 wwf

2. Standing seam metal roof – 24 gauge galvanized steel, Kynar painted.
3. Metal Stairs – Prefabricated metal stairs with concrete filled pans and metal railings.

F. Division – 6

Not Used

G. Division – 7 Thermal & Moisture Protections

1. Crystalline waterproofing for sumps and elevator pits
2. Building insulation – R-19, foil batt insulation for wall
   R –14 ISO-95 insulation for roof
3. Spray fireproofing for interior columns supporting rafted shaft walls – cementitious monokote – 6 or equal.
4. Sheet membrane roofing – 45 mil mechanically attached black EPDM membrane.
5. Sealants – Silicone for exterior, Elastomeric for interior Silicone for bathrooms.

H. Division – 8 Doors & Windows

1.	Exterior Doors & Windows	Aluminum storefront windows and entrances. Kynar painted. Kawneer trifabII-451 System or equal.
2.	Interior Doors	Wood veneer full height doors in steel hollow-metal frame.
3.	Exterior Glazing	1" insulated glass units with multi-function low e coating on clear glass IMF – 141 by Interspace or equal.

I. Division – 9

1.	Gypsum board system	5/8" gypsum board on lightgauge metal framing.
2.	Exterior veneer support -	Minimum 16 gage metal sutds with G-90 galvanized coating at 16" O.C.
3.	Acoustical Tile -	USG-Glazier 24" x 24" in 15/16" suspension system.

J. Division – 10 Specialties

1.	Toilet Partitions -	Ceiling hung plastic laminated panels
2.	Locker & Benches-	Half size metal lockers and wood benches
3.	Fire Extinguishers-	ABC type in recessed cabinets

4. Toilet & Bath Accessories- Boberick or equal

K. Division – 11

Cafeteria kitchen equipment shall be as specified by a reputable commercial kitchen consultant.

L. Division – 12 Furnishings

1. Horizontal louver blinds – 1" aluminum best quality levelor or equal.
2. Desks, chairs, tables, beds, etc. per owner/user selection

M. Division – 13

Not used

N. Division – 14 Vertical Transportation

1. One hydraulic elevator; 3,500 pounds capacity, 125 fpm speed, high cab, finished with wood panels, carpet on floor, stainless steel No. 8 ceiling and doors.

O. Division – 15

Self- contained roof top units, VAV fan powered boxes, with electric heat.

P. Division – 16

Electric service to provide 3 watts per/square foot of space for receptacles, and facilitate the requirements for the cafeteria kitchen.

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SUMMARY

Construction Specifications

Foundations are shallow concrete strip footings bearing on undisturbed soil 2-3 feet below grade. The ground floor is 4" reinforced concrete slab on grade over a vapor barrier and porous fill. The load bearing wall structure consists mainly of reinforced c.m.u. with steel columns and beams as required. The administration building and dormitory second floor, and subsequent control tower floors are framed with open web steel joists and metal deck with a concrete topping; the dormitory roof is framed with open web steel joists and metal deck with a concrete topping to support a future third floor level. A future 3-stop hydraulic elevator is planned for the need of the dormitory corridor when the third floor level is erected. A masonry parapet wall is surrounding a single ply rubber membrane over tapered insulation roof on the Dormitory only. The administration building, cafeteria building, control tower and maintenance building roofs will receive structural standing seam metal panels over a steel hip roof structure.

All exterior walls are to be constructed with reinforced, load bearing ground face masonry units or 4" ground face masonry units over load bearing c.m.u. walls as required. The administration building, cafeteria building and control tower windows are thermally broken, aluminum storefront system with insulating glass. The dormitory would receive operable, thermally broken metal windows with insulating glass, as per the Virginia Uniform Statewide Building Code.

Interior partitions are to be a combination of painted 5/8" gypsum board on metal studs, ground face block and painted c.m.u. Classroom and administration areas should have carpeted floors, the lobby and break room terrazzo floors, the toilet rooms finished with ceramic tile floors and walls, and the dormitory and cafeteria along with the office in the maintenance building vinyl composition floors. A polished and finished slab on grade is needed for the bays in the maintenance building.

Plumbing work consists of a complete system including hot and cost water piping, sanitary drainage and vent piping, storm drainage piping, plumbing fixtures, equipment and point of use water heaters. Plumbing fixtures would be handicap accessible where required.

The fire protection system consists of a limited area sprinkler system that will serve the mechanical rooms and all storage rooms for the whole facility. Fire rated walls and openings should be constructed as required.

A split-system air source heat pump units are suggested to heat, ventilate, and air condition the administration, cafeteria, observation tower and maintenance buildings. The conditioned air can be distributed by a low pressure duct system to variable volume ceiling diffusers with

a by-pass duct to maintain a constant flow of air to the air source heat pump units. Supplemental heating for the heat pumps can be accomplished with electrical heating coals mounted in the air handling units, with outside air thermostats to prevent operation of

supplemental electric heat until the outside air thermostat setting is achieved. The system should provide a pull-down cycle for pre-cooling and pre-heating buildings. Heating and air-conditioning would be provided during normal occupied hours with a night setback for unoccupied hours. Individual thermostats are recommended for each dormitory room for heat, ventilation, and air conditioning, controlled through-wall air-source heat pump units. All toilet rooms have to be continually exhausted during occupied hours.

Underground electrical service will be taken from a power company owned pad-mounted transformer located adjacent to the administration building, and distributed from a main panelboard located in the same building. The control tower, cafeteria and maintenance building electrical systems would be underground from the main distribution panel.

Mainly fluorescent fixtures are proposed for lighting interior spaces. Incandescent lighting may be employed to a limited extent where special lighting is required for dimming and other considerations. High intensity discharge, fixtures are to be utilized for exterior lighting. Both photoelectric and manual controls will be provided for exterior lighting with battery powered emergency lighting fixtures provided for exit signs and lighting paths of egress from within the buildings. Power for emergency use will be obtained from a tap ahead of the main service switch.

A complete set of telephone and data outlets and empty conduits is to be provided for installation of telephones, computers, instruments, and cables, as well as an underground conduit from the control tower to the administration building. Control panels in the tower will operate the road course equipment, the exterior spotlights can be mounted on the control tower corners.

A complete lightning protection system shall be installed in accordance with NFPA 78.

A complete automatic fire detection and alarm system shall be provided. The system would be an electrically supervised, zone annunciated, general alarm; consisting of a control panel, automatic dialer, manual pull stations at each exit and at other appropriate locations, horn/strobe alarm devices, smoke detectors, and combination fixed temperature rate of rise thermal detectors. Thermal detectors are to be provided in all mechanical and electrical equipment rooms, and smoke detectors provided in all other rooms.

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF NOTTOWAY COUNTY, VIRGINIA, HELD AT THE COURT HOUSE THEREOF ON WEDNESDAY, THE 11TH DAY OF AUGUST, IN THE YEAR OF OUR LORD ONE THOUSAND NINE HUNDRED NINETY-NINE AND IN THE 224TH YEAR OF THE COMMONWEALTH:

PRESENT: OTHO C. W. FRAHER, CHAIRMAN
R. RAY TAYLOR, VICE CHAIRMAN
GARY L. SIMMONS
JACK J. GREEN
SHERMAN C. VAUGHN
R. E. ROARK, COUNTY ADMINISTRATOR

RESOLUTION

In Support of the Virginia Public Safety Driver Training Facility

WHEREAS, the Commonwealth of Virginia through the Department of Criminal Justice Services and the Department of State Police has identified the need for a centralized driver training facility to develop the skills of public safety personnel within the Commonwealth's police departments, sheriff's departments, and other organizations providing emergency services; and,

WHEREAS, the Departments have evaluated numerous sites for the new Public Safety Driver Training Facility and have selected a site in Nottoway County within the boundaries of Fort Pickett; and,

WHEREAS, the Departments have developed a concept plan for the facility including driver training courses, administrative offices, classrooms, a dormitory, a cafeteria, and a vehicle maintenance shop; and,

WHEREAS, the County approves of said concept plan, which is expected to have minimal impact on public infrastructure and services and no significant adverse impact on the surrounding environment and is consistent with the Nottoway County Comprehensive Plan; and,

WHEREAS, the County needs compatible economic development to offset the impact of the closing of federal facilities at Fort Pickett; and,

WHEREAS, the construction and operation of the facility will enhance Nottoway County's economic growth by creating new job opportunities for County residents and increasing the demand for local goods and services;

NOW, THEREFORE, BE IT RESOLVED that the Nottoway County Board of Supervisors supports the development of the Virginia Public Safety Driver Training Facility at the selected site in Nottoway County and urges the General Assembly of Virginia to provide the funding necessary to support its construction and operation.

Adopted this 11th day of August, 1999 by a unanimous Board.

FOR THE BOARD OF SUPERVISORS:

BY: _____

ATTEST:

_____
Ronald E. Roark, Clerk

RESOLUTION

of the
Town Council
Blackstone, Virginia

Whereas, the Virginia Department of State Police, and other law enforcement agencies have used the facilities at Fort Pickett, including the airport, to practice high speed driving and other training exercises; and

Whereas, these exercises have benefited those who have participated in them; and

Whereas, the Virginia Department of State Police has expressed a desire to construct a new high speed Driver Training Facility at Fort Pickett; and

Whereas, the Virginia National Guard Command has supported the idea of establishing such a training facility in the enclave at Fort Pickett; and

Whereas, it is believed that this driver training range will not interfere with Fort Pickett's primary mission - Military Training Complex; and

Whereas, the Virginia State Police and other law enforcement agencies, when training at Fort Pickett, provide a very significant benefit to the economy of Southside Virginia;

Now, therefore, be it RESOLVED that the Town Council of the Town of Blackstone, Virginia, fully and unanimously support the establishment of a Driver Training Range in the Fort Pickett enclave.

Done under my hand this 2nd day of February, in the year of our Lord one thousand nine hundred and ninety nine.

The Town of Blackstone, VA

Mayor

[TOWN SEAL]

Attest:

Town Clerk

APPENDIX K

Driver Training Facility Operating Costs

DSP Personnel		First Year Single Cost	Second Year Single Cost	First Year Total Cost	Second Year Total Cost
1	Facility Administrator (State Police Lieutenant)				
	Salary & Fringe	95,626	95,626	95,626	95,626
	Contractual, Continuous & Insurance Charges*	6,723	6,723	6,723	6,723
	Equipment	30,303	-	30,303	-
1	Training Coordinator (State Police First Sergeant)				
	Salary & Fringe	90,605	90,605	90,605	90,605
	Contractual, Continuous & Insurance Charges*	6,723	6,723	6,723	-
	Equipment	30,303	-	30,303	-
2	Trainers/ Supervisors (State Police Sergeant)				
	Salary & Fringe	79,879	79,879	159,758	159,758
	Contractual, Continuous & Insurance Charges*	6,723	6,723	13,446	13,446
	Equipment	31,046	-	62,092	-
10	Trainers (State Police Troopers II)				
	Salary & Fringe	62,288	62,288	622,880	622,880
	Contractual, Continuous & Insurance Charges*	6,723	6,723	67,230	67,230
	Equipment	31,046	-	310,460	-
1	Secretary/ Support (Office Services Assistant)				
	Salary & Fringe	25,286	25,286	25,286	25,286
	Contractual, Continuous & Insurance Charges*	-	-	-	-
	Equipment	0	-	0	-
Total DSP Personnel				**1,521,435**	**1,088,213**

** Salary calculated at Step 21

DCJS Personnel		First Year Single Cost	Second Year Single Cost	First Year Total Cost	Second Year Total Cost
1	Facility Director (Grade 17)				
	Salary & Fringe	81,436	81,436	81,436	81,436
	Startup costs	2,500		2,500	
1	B&G Supv. B (Grade 10)				
	Salary & Fringe	44,591	44,591	44,591	44,591
	Contractual, Continuous& Insurance Charges	-	-	-	-
	Startup & Equipment	2,500	-	2,500	-
1	Exec. Secretary Support (Grade 6)				
	Salary & Fringe	31,224	31,224	31,224	31,224
	Equipment	2,500	-	2,500	-
1	Mechanic - Equipment RPR Technician (Eq Repair Supv)				
	Salary & Fringe	39,157		39,157	39,157
	Equipment	-		-	-
1	Maintenance/ Mechanic Helper (Eq Repair Tech)				
	Salary & Fringe	32,412		32,412	32,412
	Equipment	-		-	-
1	Accountant (Grade 9)				
	Salary & Fringe	40,790	40,790	40,790	40,790
	Equipment	2,500		2,500	
1	CJ Training Analyst (Grade 14)				
	Salary & Fringe	62,336	62,336	62,336	62,336
	Equipment	2,500		2,500	
Total DCJS Personnel				**$344,446**	**$331,946**
Total all Personnel				**$1,865,881**	**$1,420,159**

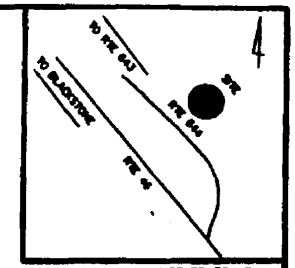
* includes postage, office supplies, gasoline, meals, auto/general liability/worker's comp insurance, auto maintenance supplies, etc. Salary calculated at Step 10

Vehicular Equipment/Supplies		First Year Single Cost	Second Year Single Cost	First Year Total Cost	Second Year Total Cost
10	Current Police Vehicles- Equipped for Highway Response Course	20,491		204,910	
2	Current BCI Vehicles- Equipped for Highway Response Course (Front Wheel Drive)	15,000		30,000	
10	Police Vehicles - Other Courses (Used)	15,000		150,000	
1	Tractor for Cutting Grass, Grading, Snow Removal & Track Sweeping	10,000		10,000	
2	Skid Car ($15,000) & Frame (grant funded)	15,000		30,000	
1	Tow Vehicle/ Pickup	25,000		25,000	
12	Roll Cages	2,500		30,000	
12	Heavy Duty Wheels (Set of 4)	400		4,800	
12	Heavy Duty Seat Belts (2 each)	89		1,068	
12	Fuel Cells ($121)-With Fire Suppression System ($555)	676		8,112	

		First Year Single Cost	Second Year Single Cost	First Year Total Cost	Second Year Total Cost
24	Window Nets (2 each car)	32		768	
12	Helmet/Radio System	450		5,400	
22	Fire Extinguishers (All Vehicles)	7		154	
2	Radio Base Stations	750		1,500	
8	Walkie-Talkies (2 each base station)	600		2,400	
17	Radio Units	6,445		109,565	
5	Radar Units	1,855		9,275	
15	Light Bar/Push Bumper	875		13,125	
5	In-Car Camera	5,000		25,000	
500	Traffic Cones	4		2,000	
	Mechanic Tools	7,500		7,500	
	Brake Pads	28,600		28,600	28,600
	Tires	52,800		52,800	52,800
	Fuel	57,798		57,798	57,798
	Oil	1,760		1,760	1,760
	Misc. Vehicle Supplies (batteries, belts, hoses, etc.)	500		500	500
	Misc. Supplies & Equipment			300	300
	Replacement Equipment				200,000
Total Vehicular Equipment/Supplies				**$812,335**	**$341,758**

	Administrative Equipment/Supplies/Miscellaneous	First Year Single Cost	Second Year Single Cost	First Year Total Cost	Second Year Total Cost
	Cafeteria supplies			20,000	20,000
	Third-Party to Operate Cafeteria	624,000		624,000	624,000
	Dormitory supplies			10,000	10,000
	Telephone System (start-up eq $25,000)			25,000	
1	Fax Machines	2,500		2,500	
1	Photo copiers ($40,000/copier + $400 mo maintenance)	40,000		44,800	4,800
12	Monthly Cleaning Services	1,000		12,000	12,000
12	Monthly Utilities (Electricity, telephones, refuse)	3,000		36,000	36,000
Total Administrative Equipment/Supplies/Miscellaneous				**$774,300**	**$750,000**
Grand Total				**$3,452,516**	**$2,511,917**

COURSE	BEARING	DISTANCE
1	N 56°43'04"E	1749.22'
2	N 59°44'14"E	817.83'
3	Rad: 427.29'	Arc: 194.86'
	Tan: 99.01'	CA: 26°05'32"
	Chd: N 72°46'59"E	192.91'
4	N 85°49'48"E	401.78'
5	S 66°26'26"E	471.36'
6	Rad: 801.18'	Arc: 145.91'
	Tan: 73.18'	CA: 10°26'05"
	Chd: S 81°13'23"E	145.71'
7	S 76°00'21"E	182.97'
8	S 16°49'36"W	252.22'
9	S 36°05'10"E	156.63'
10	S 30°08'17"E	71.17'
11	S 17°58'57"E	118.34'
12	S 25°41'48"E	141.28'
13	S 20°32'05"W	108.11'
14	S 39°32'10"E	90.54'
15	S 55°54'04"E	183.00'
16	S 13°48'41"E	145.86'
17	S 12°48'28"W	244.48'
18	S 75°56'48"E	78.12'
19	S 32°09'19"E	106.68'
20	S 15°53'18"E	44.43'
21	S 28°47'36"E	96.43'
22	S 55°48'00"E	83.31'
23	S 31°32'43"E	88.89'
24	S 83°07'53"E	150.07'
25	S 84°50'00"E	237.76'
26	S 82°29'39"E	80.62'
27	S 10°49'54"E	58.88'
28	S 51°14'32"E	180.94'
29	S 15°53'15"E	283.62'
30	S 32°27'25"W	84.83'
31	S 53°39'28"W	87.00'
32	S 03°29'07"E	148.24'
33	S 13°28'23"E	308.97'
34	S 28°16'34"E	192.57'
35	S 04°51'28"W	128.40'
36	S 15°16'39"E	57.98'
37	S 39°20'08"W	108.98'
38	S 01°06'45"E	280.78'
39	S 28°25'03"E	230.08'
40	S 07°30'35"W	288.98'
41	S 03°50'59"E	90.07'
42	S 19°36'41"E	118.74'
43	S 20°23'55"E	249.85'
44	S 27°30'17"W	115.30'
45	S 32°34'15"E	48.53'
46	S 34°56'36"E	522.09'
47	S 27°34'37"E	1228.95'
48	S 40°15'36"E	566.24'
49	S 11°14'25"W	455.51'
50	S 11°14'25"W	942.21'
51	S 11°36'16"W	1134.56'
52	S 11°15'34"W	754.74'
53	S 08°39'56"W	637.60'
54	N 23°26'31"W	103.59'
55	N 25°59'16"W	313.40'
56	N 25°59'16"W	20.82'
57	Rad: 258.07'	Arc: 202.70'
	Tan: 106.91'	CA: 45°00'15"
	Chd: N 48°29'23"W	197.53'
58	N 70°59'30"W	94.63'
59	Rad: 451.39'	Arc: 294.36'
	Tan: 152.64'	CA: 37°22'00"
	Chd: N 52°18'30"W	289.19'
60	N 33°37'31"W	684.62'
61	N 34°33'45"W	458.15'
62	Rad: 1820.31'	Arc: 225.47'
	Tan: 112.88'	CA: 7°05'48"
	Chd: N 31°00'50"W	225.32'
63	N 27°27'56"W	64.23'
64	N 27°27'56"W	498.77'
65	N 29°23'48"W	918.61'
66	N 29°23'48"W	0.95'
67	Rad: 1979.56'	Arc: 470.00'
	Tan: 236.11'	CA: 13°36'12"
	Chd: N 36°11'54"W	468.90'
68	N 43°00'00"W	516.99'
69	N 43°00'00"W	4.42'
70	Rad: 2212.01'	Arc: 263.73'
	Tan: 132.02'	CA: 6°49'52"
	Chd: N 38°35'04"W	263.57'
71	N 35°10'08"W	274.47'
72	N 37°08'52"W	178.17'
73	N 38°04'09"W	472.35'
74	Rad: 715.78'	Arc: 201.60'
	Tan: 101.47'	CA: 16°08'13"
	Chd: N 46°08'16"W	200.93'
75	N 54°12'22"W	175.77'
76	Rad: 558.95'	Arc: 246.30'
	Tan: 125.18'	CA: 25°14'49"
	Chd: N 41°34'57"W	244.31'
77	N 28°51'44"W	447.52'
78	Rad: 353.20'	Arc: 185.27'
	Tan: 94.82'	CA: 30°03'15"
	Chd: N 13°50'08"W	183.15'
79	N 03°25'57"E	112.61'
80	N 09°08'58"E	337.78'
81	N 09°08'58"E	3.58'
82	Rad: 637.27'	Arc: 208.50'
	Tan: 104.18'	CA: 18°33'57"
	Chd: N 04°10'00"W	205.60'
83	N 13°26'57"W	928.27'
84	Rad: 808.81'	Arc: 348.82'
	Tan: 177.56'	CA: 24°44'33"
	Chd: N 25°48'14"W	346.81'
85	N 38°11'30"W	86.75'
86	N 38°11'30"W	397.87'
87	N 35°46'16"W	815.45'
88	N 34°51'36"W	376.24'



VICINITY MAP NOT TO SCALE

NOTES:

1. NO TITLE REPORT WAS FURNISHED.
2. ALL IMPROVEMENTS NOT SHOWN.
3. CORNERS TO BE SET ALONG ROUTE 644 CENTERLINE EXCEPT AS ALREADY INDICATED HEREON.

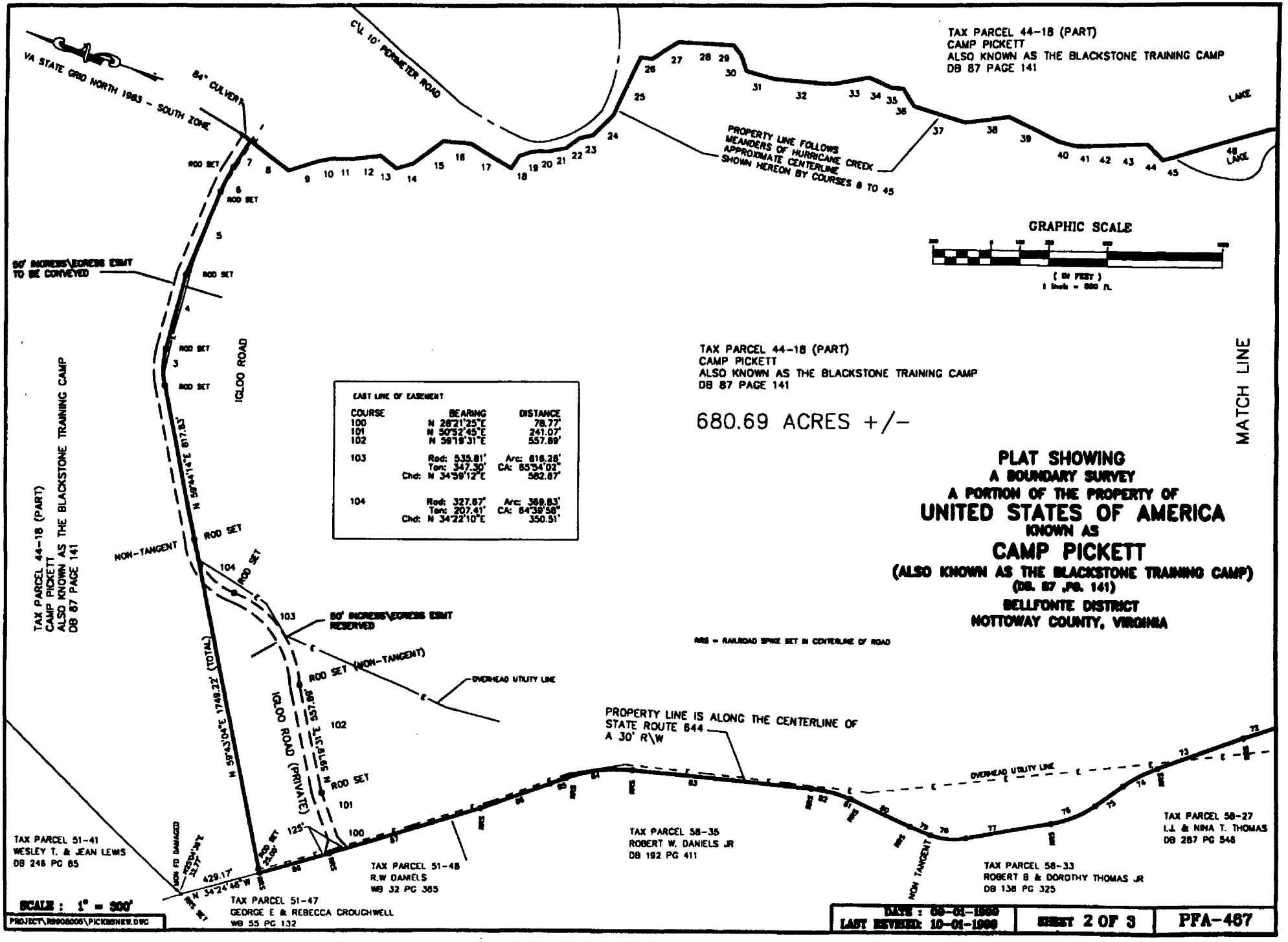
THIS PLAT IS BASED ON A CURRENT FIELD SURVEY.

PLAT SHOWING
A BOUNDARY SURVEY
A PORTION OF THE PROPERTY OF
UNITED STATES OF AMERICA
KNOWN AS
CAMP PICKETT
(ALSO KNOWN AS THE BLACKSTONE TRAINING CAMP)
(DB. 87 PG. 141)

BELLFONTE DISTRICT
NOTTOWAY COUNTY, VIRGINIA

Dewberry & Davis
Architects Engineers Planners Surveyors
1861 East Cary Street, Suite 600
Richmond, Va 23219 ☎ 804 643-6081, Fax 804 643-6083

DATE : 08-01-1998	SHEET 1 OF 3	PFA- 467
LAST REVISED: 10-01-1998		


VA STATE GRID NORTH 1983 - SOUTH ZONE
84" CULVERT
C\L 10' PERIMETER ROAD
TAX PARCEL 44-18 (PART)
CAMP PICKETT
ALSO KNOWN AS THE BLACKSTONE TRAINING CAMP
DB 87 PAGE 141
LAKE
PROPERTY LINE FOLLOWS MEANDERS OF HURRICANE CREEK APPROXIMATE CENTERLINE SHOWN HEREON BY COURSES 8 TO 45
GRAPHIC SCALE
(IN FEET)
1 inch = 600 ft.
50' INGRESS\EGRESS EASE TO BE CONVEYED
ROD SET
IGLOO ROAD
TAX PARCEL 44-18 (PART)
CAMP PICKETT
ALSO KNOWN AS THE BLACKSTONE TRAINING CAMP
DB 87 PAGE 141
680.69 ACRES +/-
MATCH LINE
EAST LINE OF EASEMENT
COURSE BEARING DISTANCE
100 N 28°21'25"E 78.77'
101 N 50°52'45"E 241.07'
102 N 59°19'31"E 557.89'
103 Rad: 535.81' Arc: 616.28'
Tan: 347.30' CA: 65°54'02"
Chd: N 34°59'12"E 582.87'
104 Rad: 327.67' Arc: 369.83'
Tan: 207.41' CA: 64°39'58"
Chd: N 34°22'10"E 350.51'
N 59°41'42"E 817.83'
NON-TANGENT
50' INGRESS\EGRESS EASE RESERVED
ROD SET (NON-TANGENT)
OVERHEAD UTILITY LINE
N 59°19'31"E 557.89'
N 59°43'04"E 1749.22' (TOTAL)
IGLOO ROAD (PRIVATE)
125'
PROPERTY LINE IS ALONG THE CENTERLINE OF STATE ROUTE 644 A 30' R\W
NON RD DAMAGED
N 34°24'46"W 429.17'
TAX PARCEL 51-41
WESLEY T. & JEAN LEWIS
DB 246 PG 85
TAX PARCEL 51-47
GEORGE E & REBECCA CROUGHWELL
WB 55 PG 132
TAX PARCEL 51-48
R.W DANIELS
WB 32 PG 365
TAX PARCEL 58-35
ROBERT W. DANIELS JR
DB 192 PG 411
TAX PARCEL 58-33
ROBERT B & DOROTHY THOMAS JR
DB 138 PG 325
TAX PARCEL 58-27
I.J. & NINA T. THOMAS
DB 287 PG 548
ARS = RAILROAD SPIKE SET IN CENTERLINE OF ROAD
PLAT SHOWING
A BOUNDARY SURVEY
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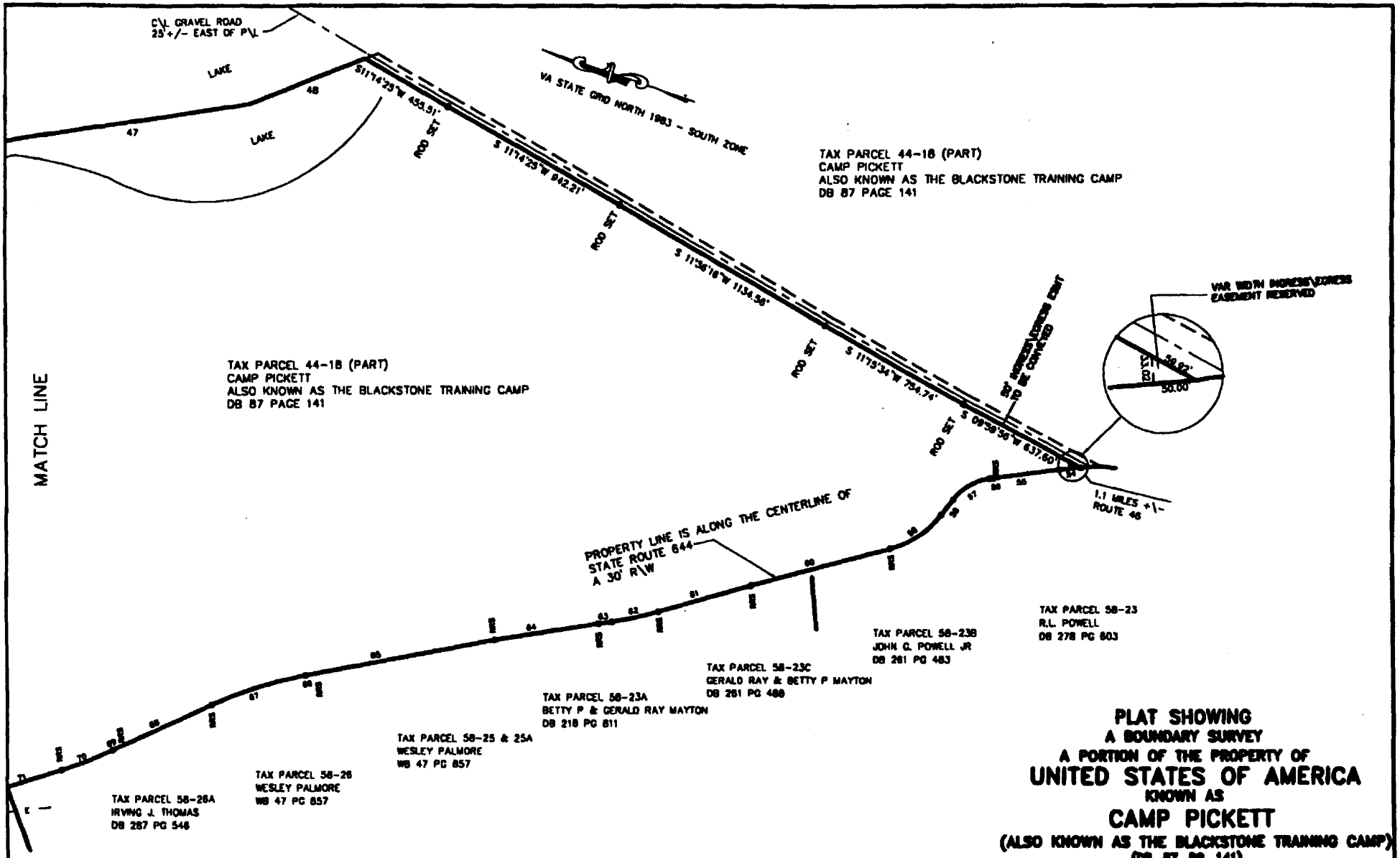
(DB. 87 PG. 141)
BELLFONTE DISTRICT
NOTTOWAY COUNTY, VIRGINIA
SCALE : 1" = 300'
PROJECT\R9908006\PICKBSNEW.DWG
DATE : 08-01-1999
LAST REVISED: 10-01-1999
SHEET 2 OF 3
PFA-467



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DATE : 09-01-1999 LAST REVISED: 10-01-1999	SHEET 3 OF 3	PPA-467