

15. CAPACITY OF THE REGION TO ACCOMMODATE MISSION INCREASE AT VOLK FIELD



If Volk Field's mission increases the region can and is ready to accommodate growth. As illustrated in the previous chapter the Volk Field Region is very rural and sparsely populated. This is an advantage to Volk Field in the event of a mission increase as limited encroachment issues exist. In addition, the region has ground water resources, wastewater system capacity, affordable housing, and the support of the local communities.

The Volk Field Region has a seemingly endless supply of groundwater for public use. The availability of groundwater in the region is an asset and will allow the surrounding cities and villages to continue to grow.

Communities in the Volk Field Region have additional wastewater treatment capacity. Table 15.1 illustrates that the City of Mauston, City of New Lisbon and the shared Volk Field/Camp Douglas wastewater treatment facilities are operating at 36% of capacity, as a result the region could accommodate over 10,000 additional residents. In Addition, Table 15.1 demonstrates that the wastewater treatment facilities in the Volk Field Region operate in an environmentally safe manner. As the CMAR point totals all fall within the 0-70 point range (environmentally safe range).

City/Village	2000 Population	Design Flow MGD*	Avg Mnthly Flow MGD*	% of Capacity	System Capacity Population	2003 CMAR Points
Mauston	3,740	1.30	.55	42%	8,905	7
New Lisbon	1,436	.82	.21	25%	5,744	0
Volk/Camp D.	592	.20	.07	32%	1,691	24
Totals	5,768	2.32	.83	36%	16,340	NA

*Million of Gallons Per Day

Source: Wisconsin Department of Natural Resources

Housing in the Volk Field Region (Juneau County) continues to be extremely affordable. Table 15.2 illustrates the housing trends in Juneau County. The median value and median rent for housing in the Volk Field Region has increased in the last 20 years,

however, it is still more affordable to rent or own a house in Juneau County than any other region of the United States. The median home value for a Juneau County resident is \$71,200 compared the State of Wisconsin's median value of \$112,000. Median rent in Juneau County is only \$433 per month.

	1980	1990	2000	Change	State
Housing Units	9,938	11,422	12,370	24.47%	24.53%
PPHH	2.73	2.59	2.47	-9.52%	-9.75%
Seasonal Units	1,698	2,436	2,043	20.32%	348.29%
Median Value	\$30,600	\$40,700	\$71,200	132.68%	130.86%
Median Rent	\$119	\$224	\$433	263.87%	191.89%

Source: Housing—U. S. Census and NCWRPC

The Volk Field Region is a safe place to live and raise a family. Juneau County's violent offense rate in 2002 was 115.8 per 100,000 residents. This is significantly lower than the State of Wisconsin's rate of 222.5 per 100,000. The U.S. Bureau of Justice indicates a national violent offense rate of 504.4 in 2001 indicating the Volk Field area has low activity with respect to violent crime occurrences.

Juneau County's property crime offense rate in 2002 was 2,079.7 per 100,000 residents. This is significantly lower than the State of Wisconsin's rate of 2,996.8 per 100,000. The U.S. Bureau of Justice indicates a national property crime offense rate of 3,656.1 in 2001 indicating that the Volk Field area has low activity with respect to property crime occurrences.

In 2002, Juneau County had 20 total drug arrests, which is equivalent to an offense rate of 79.8 per 100,000 residents. The State of Wisconsin had an offense rate of 372.3 per 100,000 residents in the same year. The national rate of drug arrests per 100,000 residents is 548.5 indicating that the Volk Field area has a very low amount of drug activity relative to state and national averages.

In the event of a mission increase Volk Field is ready. Volk Field has completed a master plan that puts the base in a position to successfully address a mission increase. With the master planning completed on base modifications and improvements, it is now just a matter of implementing the plan. The master plan identified the needs of the base, any constraints, and methods to address the key challenges.

The primary needs of the base focus on supporting the expectations and requirements of the Air National Guard units using Combat Readiness Training Center facilities, available exercise staffs, airspace, and ranges to conduct and complete essential combat training. The following items were identified and are being addressed in the Volk Field Master Plan-Executive Summary, they include:

- ◆ Land acquisition or easement at Volk Field to meet clear zone criteria for Runway 27.
- ◆ Relocation of the waste treatment facility to meet clear zone criteria for Runway 09.
- ◆ Relocation and replacement of flight line facilities and expansion of the aircraft-parking apron. Many of the flight line facilities are 1960s to 70s-vintage and beyond their programmed use or are in violation of safety and operational criteria.
- ◆ Providing multi-unit and squadron training capabilities.
- ◆ Providing for large frame aircraft including C-17 and C-5 aircraft. Parking of these aircraft currently violate certain unified facility criteria.
- ◆ Providing for billeting and support facilities for up to 2,000 personnel.
- ◆ Providing space and plans to accommodate additional facilities and aircraft parking apron for future development.
- ◆ Providing space and plans to accommodate future non-flying units.
- ◆ Providing facilities for Aerial Port of Embarkation mission.
- ◆ Providing Air Base Operability and Ability To Survive and Operate configurable facilities and training areas.
- ◆ Providing for physical fitness training.

Three categories of constraints were analyzed and addressed within the Master Plan. These are: airfield, safety, and environmental.

Airfield constraints. The present airfield configuration is based on military design criteria for runway, taxiway, and apron clearances that are now obsolete. Conformance with current airfield clearance criteria must be addressed.

Safety constraints. Several areas and buildings on the base have operations that store or use explosives and require explosive safety zones (quantity/distance) to minimize risk to surrounding facilities.

Environmental constraints. Several Installation Restoration program sites at Volk Field may have the potential for soil and ground water contamination. Multiple sources of hazardous-toxic waste exist at the base. A Spill Prevention Control and Countermeasure plan addresses potential sources, the procedures for taking remedial action, and site-specific contingency plans.

Several threatened or endangered species can be found within a 50-mile radius of Volk Field. These species include the Eastern Massasauga rattlesnake, double-crested cormorant, bald eagle, osprey, American peregrine falcon, salamander mussel and Blanchard's cricket frog. In addition, Volk Field has developed a program for the protection and management of the rare Karner Blue Butterfly and its on-base habitat

Although some constraints exist, few are expected to affect the base's future development or missions. The lack of encroachment from development outside the base provides the opportunity for increased flying missions with little adverse effect on the surrounding population. The availability of expanded ranges, suitable military airspace, and proximity to Volk Field all contribute to the attractiveness of Volk Field as a training base.

Recommendations to address the key challenges. The Volk Field Master Plan also made both short-term and long-term recommendations:

Aircraft Parking

The short-range plan identified the reestablishment of flight line facilities that were displaced by the east aircraft parking apron expansion. The re-creation of the "play area" and consolidation of industrial facilities was incorporated in the long-range plan as viable development options. The overriding priority guiding the development of the short-range plan was the improvement of aircraft parking at Volk Field. These improvements focus on the east aircraft parking apron and expansion to the south to resolve the current safety and clearance criteria issues, and allowing parking and maneuvering for aircraft as large as the C-17.

Billeting

The ongoing modernization and consolidation of billeting areas and development of the new troop quarters complex was incorporated in both short- and long-range plans. Many of the 10 to 16 person individual dormitories dating from the 1930s and '50s were replaced. The selected short-range plan builds upon the initiatives underway at the base. Great strides have been made in modernizing the installation billeting, quarters and support facilities over the last ten years.

Designs are underway for command post and composite squadron operations. The emphasis of the short-range plan will be the expansion of the aircraft parking aprons and relocation/reconfiguration of flight line facilities and training support facilities. Finally, the plan incorporated new training facilities including a short field facility for aircrew training and enhanced training areas and buildings in the redeveloped and expanded "play area." The priorities guiding development of the long-range aircraft parking plan were construction of a short field facility and extension of the east aircraft parking apron to accommodate configured aircraft parking. Development of this apron area and taxiways will resolve clearance criteria concerns for these large frame aircraft.

The munitions storage area limits facility development along the new parking area. However, the parking locations are reasonably close to the squadron operations and aircraft maintenance facilities adjacent to the east apron. An area east of the proposed apron expansion has been reserved for future apron development. Suitable areas east are also reserved for flight line building development.

Land Use Plan

The short-range land use plan resolves issues developed in the selected short-range plan. In particular, the land use plan shows the extensive expansion of airfield pavement areas and redevelopment of facilities improving the association between aircraft maintenance and aircraft operations. The plan also initiates the consolidation of the billeting areas. The long-range land use plan illustrates the final development and consolidation of flight line functions including facilities to support multi-squadron operations, aerial port of embarkation activities, and parking for aircraft. The most important element of this plan is the consolidation of industrial functions (base engineering, vehicle maintenance, and base supply).

The relocation of engineering and vehicle maintenance also allows the restoration of significant open space for the "play area" and training and exercise development.

Finally, the plan allows completion of the Troop Quarters complex. The consolidation of billeting needs will allow the transfer of an entire area to the Wisconsin Air National Guard at Camp Williams.