

**PROJECT I.D. 6430-06-00
WISCONSIN STATE HIGHWAY 15
NEW LONDON TO GREENVILLE
OUTAGAMIE COUNTY, WISCONSIN**

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Submitted Pursuant to 42 U.S.C. 4332 (2)(C) AND 49 U.S.C. 303)

By the
U.S. Department of Transportation
Federal Highway Administration
and
State of Wisconsin Department of Transportation

COOPERATING AGENCY

U.S. Army Corps of Engineers (pursuant to 33 CFR 230)

APPROVALS

12/8/09
Date

[Redacted Signature]

For the Wisconsin Department of Transportation

12/28/09
Date

[Redacted Signature]

For the Federal Highway Administration

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ABSTRACT

Wisconsin State Highway 15 is a rural highway transitioning into a commuter route between New London and Appleton in northeast Wisconsin. The Village of Hortonville lies close to the center of the project and has been experiencing increased traffic congestion for several years. As development continues in the region, traffic volumes will continue to increase. The existing characteristics of the two-lane roadway will obstruct smooth and safe traffic flow, including the highway within the village limits of Hortonville. Safety concerns include restricted sight distance at several intersections, limited passing opportunities, and numerous access points that contribute to poor traffic operations. Primary impacts include agricultural land acquisition, residential and small business displacements, and encroachments on wetlands and other sensitive natural resources. The EIS evaluates the No-Build Alternative, and a combination of build alternatives and how they address the project's purpose and need. The Preferred Alternative described in this document expands the existing highway to four lanes west and east of the Village of Hortonville, and constructs a four-lane bypass around the north side of Hortonville.

NATIONAL ENVIRONMENTAL POLICY ACT STATEMENT

The National Environmental Policy Act (NEPA), 42 USH 12 4321-4347, became effective January 1, 1970. This law requires that all federal agencies have prepared for every recommendation or report on proposals for legislation and other major federal actions significantly affecting the quality of the human environment a detailed Environmental Impact Statement (EIS). The Federal Highway Administration is, therefore, required to have prepared an EIS on proposals that are funded under its authority if the proposal is determined to be a major action significantly affecting the quality of the human environment.

EISs are required for many transportation projects as outlined in NEPA. The processing of an EIS is carried out in two stages. Draft EISs are first written and forwarded for review and comment to federal, state, and local agencies with jurisdiction by law or special expertise and are made available to the public. This availability to the public must occur at least 15 days before the public hearing and not later than the time of the first public hearing notice or notice of opportunity for a hearing. Normally, 45 days plus mailing time will be allowed for comments to be made on Draft EIS unless a time extension is granted by the Director of the Bureau of Environment (Wisconsin Department of Transportation). After this period has elapsed, preparation of the Final EIS can begin.

Final EISs are prepared to reflect the distribution of the Draft Statement by including the following:

1. Basic content of the Draft Statement as amended due to internal agency comments, editing, additional alternatives being considered, and changes due to the time lag between the Draft and Final EIS.
2. Summary of public hearing environmental comments.
3. Summary of comments received on the Draft Statement.
4. Evaluation and disposition of each substantive comment.

Administrative action cannot take place sooner than 90 days after circulation of the Draft Statement to the Environmental Protection Agency (EPA) or 30 days after submittal of the Final Statement to the EPA.

Both the Draft and Final EIS are full disclosure documents which provide a full description of the proposed project, the existing environment, and analysis of the anticipated beneficial or adverse environmental effects.

The name, address, and telephone number of the individual from whom additional information can be obtained is listed on the cover of this document.

GENERAL REVIEWER INFORMATION

New material in the Final EIS is either highlighted with shading or noted with a vertical line in the margin.