**Summary of Indirect Effects From 2009 WIS 15 Final EIS and Worksheet for Revised Indirect Effects**

| **Location and Potential Impact-Causing Activity** | **Possible Indirect Effects per Previous Expert Panel as Recorded in 2009 WIS 15 Final EIS** | **Updated Potential Indirect Effects (2019)**  **(PLEASE FILL OUT)** |
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| **WIS 15 Eastern Section: Greenville to Hortonville**   * **Expansion of WIS 15 from 2-lanes to 4-lanes (2-lanes in each direction) with median** * **Construction of roundabout where new WIS 15 bypass route intersects with existing WIS 15 alignment (near existing County JJ intersection)** * **Multi-purpose trail on south side of WIS 15 connecting Greenville to Hortonville** | 1. Reduced travel times would expand potential commuting range for employees, customers, and businesses, possibly accelerating the rate of low-density rural development in towns along the WIS 15 corridor and higher density residential, commercial, and industrial development in and around cities and villages in the WIS 15 corridor. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Greenville adopted its new 2040 Comprehensive Plan on July 22, 2019. The plan limits growth outside of its Tier 1 growth area. Tiers 2 is limited rural residential and Tier 3 is limited to Agriculture. See attached Future Land Use Map for reference in relation to project location. It is anticipated that higher density residential and commercial development to occur along the Hwy 15 corridor as the Future Land Use Map indicates the Urban Core Overlay. See Framing Concept 4b attachment for additional description of the Urban Core Overlay District. Reduced travel times for commuting traffic on local roads, specifically roads that will no longer allow cross traffic at STH 15. |
| 1. Accelerated conversion and fragmentation of farmlands and natural resource areas to commercial and residential land uses. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Greenville adopted its new 2040 Comprehensive Plan on July 22, 2019. The plan limits growth outside of its Tier 1 growth area. Tiers 2 is limited rural residential and Tier 3 is limited to Agriculture. See attached Future Land Use Map for reference in relation to project location. It is anticipated that higher density residential and commercial development to occur along the Hwy 15 corridor as the Future Land Use Map indicates the Urban Core Overlay. See Framing Concept 4b attachment for additional description of the Urban Core Overlay District. |
| 1. Increase in the pace and amount of commercial and residential development near the roundabout. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Potential for increased demand for services for water and sewer related needs.  Explain: Click or tap here to enter text. |
| 1. Roundabout would divert through-traffic away from downtown Hortonville. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |

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| **WIS 15 bypass on new alignment north of Hortonville**   * **4-lanes (2-lanes in each direction) with median** * **Grade-separate crossings of Nash Street, County M, and railroad.** * **Restricted access along bypass** | 1. Loss of farmland beyond what is required to construct the bypass. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Impacts to wetlands and tributary streams associated with the Wolf River beyond what is required to construct the bypass. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. May induce more commercial and industrial development north of the Village of Hortonville rather than previously emphasized residential uses. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. May cause a reduction in businesses in downtown Hortonville and induce some existing businesses to move closer to new WIS 15 alignment or out of the community. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. May create opportunities for the redevelopment of downtown Hortonville through attracting new businesses and institutional uses serving local needs. These uses may benefit from reduced congestion on the current WIS 15 alignment. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Reduction in the desirability of new residential developments near the new WIS 15 bypass. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Increase in new residential developments along the old WIS 15 alignment near the downtown Hortonville. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Increase in new residential development futher north of the Village of Hortonville (north of the WIS 15 bypass route). | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Existing downtown businesses becoming less viable due to improved highway access and visibility for businesses north of the village. Existing downtown businesses could relocate near the new alignment. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Physical and psychological separation of existing Village of Hortonville to the south and future Village growth to the north. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Lack of direct access to WIS 15 bypass alignment may decrease incentives for commercial development in areas adjacent to bypass. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Lack of access to WIS 15 bypass alignment may reduce awareness of existing downtown Hortonville and businesses in the downtown area. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. May restrict development near Wolf River. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |

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| **WIS 15 Western Section: Hortonville to New London**   * **Expansion of WIS 15 from 2-lanes to 4-lanes (2-lanes in each direction) with median** * **Construction of roundabout where new WIS 15 bypass route intersects with existing WIS 15 alignment (near Givens Road and County T intersection)** | 1. Increase in the pace and amount of commercial and residential development near the roundabout. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Roundabout would divert through-traffic away from downtown Hortonville. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Increase in the amount and rate of residential development at the southern edge of New London and the area south/west of WIS 15, south/east of US 45 and north of Cross Road. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |
| 1. Additional commercial development near the US 45/WIS 15 intersection near New London. | Yes, potential indirect effects hold true under current circumstances.  No, potential indirect effects differ under current circumstances.  Explain: Click or tap here to enter text. |