



**US Army Corps
of Engineers**

St Paul District

PUBLIC NOTICE

Applicant:

Kevin Drunasky

Wisconsin Department of Transportation

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St. Paul District

Permit Application No. MVP-2025-00521-MMP

**THIS IS A PUBLIC NOTICE REPOSTING TO ACCOMMODATE A DESIGN
CHANGE AT THE INTERSECTION OF USH 51 AND QUAM ROAD (STATION
592+00)**

TO WHOM IT MAY CONCERN: The St. Paul District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344). The purpose of this re-issued public notice is to solicit comments from the public regarding the work described below:

APPLICANT: Kevin Drunasky

Wisconsin Department of Transportation

2101 Wright Street

Madison, Wisconsin 53704

AGENT:

Ken Swanson

Strand Associates, Inc.

910 West Wingra Drive

Madison, Wisconsin 53715

WATERWAY AND LOCATION: The project would affect waters of the United States associated with Lake Kegonsa. The project area is located along United States Highway (USH) 51 between County Highway AB and Roby Road in Sections 23, 25, 26, and 36, Township 6 North, Range 10 East, Section 31, Township 6 North, Range 11 East, Section 1, Township 5 North, Range 10 East, and in Section 6, Township 5 North, Range 11 East. The project is located between Latitude 42.9688 and Longitude -89.28341 and Latitude: 42.9273 and Longitude: -89.2504; in the Town of Dunn and the City of Stoughton, Dane County, Wisconsin.

EXISTING CONDITIONS: The proposed project would be constructed using federal funding. Therefore, the Federal Highway Administration (FHWA) is the lead agency for complying with the National Environmental Policy Act (NEPA), Section 7 of the Endangered Species Act, and Section 106 of the National Historic Preservation Act. An Environmental Assessment (EA) for the US 51 corridor was completed and signed by FHWA in November 2020, accompanied by a Finding of No Significant Impact (FONSI) in August 2021. A Reevaluation of the approved NEPA document

was completed in November 2023, confirming that the EA and FONSI remain valid. The project area consists of paved roads, emergent and wooded wetland complexes, active and idle farmlands, and residential and commercial development. A Wetland Delineation Report was completed by Strand Associates, Inc., on behalf of the applicant, which investigated the project corridor for aquatic resources. The proposed wetland impact areas consist of wet meadow, riparian emergent, wooded riparian, wooded swamp, shrub scrub, and shallow marsh wetland communities. Invasive species, like reed canary grass, cattails, and buckthorn, are present in multiple aquatic resources along the corridor.

PROJECT PURPOSE: The purpose of this project is to provide safe and efficient transportation for pedestrians, bikers, and vehicle users along the project corridor.

PROPOSED WORK: The applicant requests authorization to relocate approximately 328 linear feet of an unnamed tributary to Lake Kegonsa. The applicant states that they are designing the new, relocated channel to be stable with appropriate bankfull dimensions that would re-establish floodplain connectivity. The design would reduce the bank height ratio and adjust the width-to-depth ratio toward target ranges, to enhance channel stability. The stream realignment also introduces four distinct meanders. The existing perched condition of the culvert would be removed and the culvert crossing inverts would be sunk 18-inches. Geomorphic and habitat features such as constructed riffles with cobble substrates would be incorporated to promote hydraulic diversity, sediment transport competence, and improved aquatic habitat. The riparian vegetation would be restored to include shrubs and trees that will provide canopy cover.

As part of the overall project, WisDOT is proposing to reconstruct approximately 3.6 miles of USH 51 from Roby Road to County Trunk Highway (CTH) AB on the existing alignment. From Roby Road at the southern terminus of the project area to County Road B, the existing 2-lane undivided roadway would be reconstructed to a 4-lane urban divided roadway with a raised median and 10-foot-wide sidewalk on both sides of USH 51. Rutland–Dunn Townline Road and County Road B intersections would be reconstructed into dual-lane roundabouts. From County Road B to the northern terminus of the project, CTH AB, the existing undivided rural roadway would be reconstructed to a 2-lane rural divided roadway with a continuous raised median. The project would involve the expansion of the existing right of way (ROW).

QUANTITY, TYPE, AND AREA OF FILL: The proposed project would involve the permanent discharge of fill material within 4.86 acres of wetlands and 779 linear feet (0.14 acre) of three unnamed tributaries. The permanent wetland impacts would be associated with grading the shoulder slopes and backfilling the existing channel, tributary impacts would be associated with the replacement of four culvert structures and the relocation of 328 linear feet of waterway. The redesigned proposal would result in an increase of 470 linear feet (0.05 acre) of waterway impacts and 0.16 acre of wetland impacts.

SOURCE OF FILL MATERIAL: All fill material utilized for the project would be obtained on site or from a licensed commercial source.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: The applicant has not indicated the presence of any toxic materials within the project area. Fuel, hydraulic fluid, lubricants, coolant, and other fluids commonly used by construction equipment would be expected to be present for construction of the project.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: The applicant has received an individual 401 Water Quality Certification (WQC). Best Management Practices (BMPs) would be utilized during the project construction to protect water quality and prevent adverse environmental effects.

AVOIDANCE AND MINIMIZATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: Throughout the design phase, opportunities to reduce side slopes and ditch grading were incorporated to reduce wetland impacts. All culvert replacements would be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. Water flow characteristics and streambed sediment in the culvert would closely match the characteristics of the streambed sediment in the natural channel.

COMPENSATORY MITIGATION: The applicant offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment:

Compensatory mitigation is proposed to be debited from the London Jefferson Wetland Mitigation Bank. In-kind replacement would be provided at a minimum of 1:1 ratio for all wetland losses, in accordance with the DOT Wetland Mitigation Banking Technical Guideline.

Geomorphology, Hydraulics, and Hydrology data was collected for utilization within the Stream Quantification Tool (SQT) to assess the functional change of the waterway. The proposal would increase stream functionality from an average existing condition score of 0.66 (functioning as risk) to a proposed condition score of 0.86 (functioning). Compensatory mitigation for the tributary impacts is not proposed.

CULTURAL RESOURCES:

WisDOT's Cultural Resource Team, on behalf of FHWA, reviewed the project for compliance with Section 106 of the National Historic Preservation Act and identified eleven historic properties within or near the project area. In 2020, FHWA and the Wisconsin State Historic Preservation Office signed a Memorandum of Agreement (MOA) to address adverse effects to one of these sites. The MOA requires data recovery and archaeological monitoring during construction, which WisDOT will oversee.

ENDANGERED SPECIES: WisDOT, on behalf of FHWA, reviewed the project for compliance with Section 7 of the Endangered Species Act (ESA). WisDOT made the following determinations for listed species and critical habitat in the project area:

Table 1: ESA-listed species and/or critical habitat potentially present in the action area.

Species Common Name and/or Critical Habitat Name	Scientific Name	Federal Status	Effect Determination
Northern Long-eared Bat (NLEB)	Myotis septentrionalis	Endangered	May affect, not likely to adversely affect (NLAA)
Whooping Crane	Grus americana	Experimental Population, Non-Essential	No Effect
Monarch Butterfly (MB)	Danaus plexippus	Proposed Threatened	No Effect
Rusty Patched Bumble Bee (RPBB)	Bombus affinis	Endangered	May affect, not likely to adversely affect (NLAA)
Eastern Prairie Fringed Orchid	Grus americana	Experimental Population, Non-Essential	No Effect

The Minnesota-Wisconsin Endangered Species Determination Key and the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB) was utilized to support the effects determination. Consultation with USFWS has been completed.

NAVIGATION: The proposed structure or activity is not located in the vicinity of a federal navigation channel.

SECTION 408: The applicant will not require permission under Section 14 of the Rivers and Harbors Act (33 USC 408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

WATER QUALITY CERTIFICATION: Valid Section 404 permits cannot be issued for any activity unless water quality certification for the activity is granted or waived pursuant to Section 401 of the Clean Water Act. The Section 401 authority for this project is the Wisconsin Department of Natural Resources (WDNR), a WQC was issued on September 26, 2025. The U.S. Environmental Protection Agency (USEPA) neighboring jurisdiction process is complete.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other Interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The St. Paul District will receive written comments on the proposed work, as outlined above, until November 13, 2025. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or by email to Morgan.M.Wirth-Murray@USACE.Army.Mil. Please refer to the permit application number in your comments.

If electronic submittal is not available, you may submit comments in writing to:

St. Paul District Corps of Engineers, Brookfield Field
Office 250 N Sunnyslope Road, Suite 296
Brookfield, Wisconsin 53005

IF YOU HAVE QUESTIONS ABOUT THE PROJECT, contact Morgan Papenhouse (W- M) at the Brookfield office at 651-440-0264.

To receive Public Notice notifications, go to:
<https://www.mvp.usace.army.mil/Contact/RSS/> and subscribe to the RSS Feed for which you would like to receive Public Notices.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

Enclosures:
Project Figures (1-11)