

# CWA 401 Water Quality Certification Request

version 2.15

(Submission #: HQ5-WMA4-FHNDR, version 3)

Digitally signed by:  
dec.alaska.gov  
Date: 2025.03.20 08:58:13 -08:00  
Reason: Submission Data  
Location: State of Alaska

## Details

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**Site:** Port Mackenzie Barge Ramp

**Submission ID** HQ5-WMA4-FHNDR

## Form Input

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### Form Instructions

#### Form Instructions

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Instructions for filling out the 401 Prefiling Meeting Request Form are located on the Alaska DEC website at the link below.

[401 Prefiling Meeting Request Form Instructions](#)

**Agents:** For Delegation of Authority to act on behalf of the applicant in processing the application, use the following form, have signed, and upload with application.

- [Delegation of Authority - 401 Application](#)

## Contact Information (1 of 2)

### Required Contacts

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The following **Contact Roles are REQUIRED**. Please select the appropriate role(s) for each contact and complete the contact details. Multiple role(s) may be assigned to each unique individual.

- **Applicant** (Responsible Party)
- **Billing Contact**

### Contact Role(s)

Agent

## Contact

### Prefix

NONE PROVIDED

### First Name

tmeyers@moffattnichol.com

### Last Name

tmeyers@moffattnichol.com

### Title

Environmental Consultant

### Organization Name

Moffatt & Nichol

### Phone Type

Business

### Number

2065012319

### Extension

### Email

tmeyers@moffattnichol.com

### Mailing Address

880 H Street

Anchorage, AK 99501

[NO COUNTRY SPECIFIED]

## Contact Information (2 of 2)

### Required Contacts

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The following **Contact Roles are REQUIRED**. Please select the appropriate role(s) for each contact and complete the contact details. Multiple role(s) may be assigned to each unique individual.

- **Applicant** (Responsible Party)
- **Billing Contact**

### Contact Role(s)

Applicant

Billing Contact

## Contact

### Prefix

NONE PROVIDED

### First Name

Donald

### Last Name

Jourdian

### Title

Construction Project Manager

### Organization Name

Matanuska-Susitna Borough

### Phone Type

Business

### Number

9078617707

### Extension

### Email

donald.jourdian@matsugov.us

### Mailing Address

350 Dahlia E Ave

Palmer, AK 99645

[NO COUNTRY SPECIFIED]

## Project / Facility Site Info

**Identify the applicable federal license or permit**

A copy of the federal permit or license application is required to be submitted with the request for the water quality certification. (18 AAC 15.130, 18 AAC 15.180)

**Federal Agency**

Army Corps of Engineers (USACE)

**Permit License Number (ex. USACE: POA-XXXX-XXXX; FERC: FERC-xxxx-xxxx; EPA: AK#####)**

POA-1979-00412

**Project Name or Title**

Port Mackenzie Barge Ramp

**Primary Receiving Waterbody Name**

Knik Arm

**Estimated Project Dates (+/- 30 days)**

Project Estimated Start Date	Project Estimated End/Completion Date
06/01/2026	06/01/2027

**Approximate date(s) when any Discharge(s) may commence (+/- 30 days)**

Description	Discharge Estimated Start Date	Discharge Estimated End Date
Excavation of ramp	06/01/2026	06/01/2027
Fill for ramp	06/01/2026	06/01/2027

**Project Description (Nature of Activity, include all features)**

The Matanuska-Susitna Borough (MSB) is proposing to install and construct a new sloped haulout ramp for marine barges and other watercraft at Port Mackenzie (Port) in Upper Cook Inlet, Wasilla, Alaska. The Port Mackenzie Barge Haulout Ramp Project (the Project) will result in a new and critical piece of infrastructure for the Port's ongoing operations and continued focus to support long-term maritime commerce for MSB.

The Project will create a sloped haulout ramp for cargo barges and other watercraft. The ramp will allow barges to be grounded at shore on a rising tide and then pulled up onto the uplands for storage and inspection. Barges would be rolled up the ramp using airbags commonly used for ship launching combined with winches attached to heavy equipment. Relaunching could occur in a similar manner. The ramp has been designed to be capable of accommodating a wide range of shallow draft vessels including smaller to medium size barges, landing craft, fishing boats, tugs, and other small craft. It is anticipated that small commercial vessel operators will be the primary users of this facility, and the haulout of barges will be infrequent. The ramp may have future uses including the occasional offloading of cargo, launching/haulout by hydraulic trailer, and other specialized operations.

Tidal conditions, vessel drafts, and operational slope requirements were considered in designing the proposed barge haulout ramp. The controlling design vessel for the ramp facility was a 300-foot (ft) long by 100-ft wide barge with a light draft of up to 3 ft. It was assumed that the barge would be guided onto the ramp by a 70 ft long tug with a 2-ft beam and 9-ft draft. The ramp longitudinal and cross slopes were designed to produce the smallest footprint feasible while still providing space for operations and while still being accessible to barges at high tides that would occur with relative frequency. It is anticipated that barges will be able to use the ramp at tidal levels between +24 ft mean lower low water (MLLW) and +27 ft MLLW. There are typically approximately 220 high tides exceeding 27 feet between May 1 and October 15 annually. As the tide drops below 27 feet, tugs with deeper drafts will be unable to support positioning the vessels.

A ramp slope of 7 percent was selected based on contractor feedback regarding operability. Given the identified vessel and operational parameters, the proposed ramp is approximately 300 ft long by 200 ft wide at the top. The ramp is positioned and rotated so that it remains above the elevation of the natural beach along its entire length. The ramp is oriented to minimize the amount of fill required.

Construction of the proposed barge haulout ramp is anticipated to take up to about five months between May and November, depending on ice levels in Cook Inlet, and will require the use of an excavator, trucks, a front end loader, vibratory plate compactor or smooth drum compactor, small power tools, and hand tools. Construction activities including excavation, riprap removal, placing fill, and placing riprap may overlap. Work will occur from land and in the dry when feasible. It is anticipated that all of the ramp can be constructed in the dry at low tides, however for the purpose of this application, it is assumed that some in-water work could be required. If in-water work occurs, it would be limited to the placement of rock or fill with a front-end loader and excavation activities. All work waterward of the high tide line (HTL; 35.2 ft MLLW, U.S Army Corps of Engineers [USACE] 2017) will adhere to any applicable in-water work windows as defined by the project permits.

To install the barge haulout ramp, up to approximately 22,700 square feet (sf)/ 3,800 cy of existing rip rap from the embankment will be removed, 18,500 sf and 3,050 cy of which occurs waterward of the HTL. Removed riprap will likely be stockpiled on the Port uplands and reused to armor the toe of the new ramp. Existing sediment will be excavated within the footprint of the ramp. Waterward

of the HTL, up to approximately 86,500 sf/ 38,500 cy of soft marine deposits will be excavated. In order to transition from the sloped ramp to the relatively flat uplands, some excavation of the area shoreward of the HTL will be required. Shoreward of the HTL, up to approximately 20,000 sf/ 400 cy will be excavated shoreward of the HTL. Excavation may extend slightly beyond the footprint of the new ramp to support eventual placement of the armoring. Excavation is anticipated to take 90 days. Removed sediment will be disposed of at an approved upland disposal facility, Alsop Pit. Alsop disposal site is located approximately 6.5 miles northwest of the project site. There are two locations suitable for disposal at Alsop pit. The first is a localized depression that has been created by material extraction and has been used by the borough and local contractors for several years as a location to dispose of overburden and stumps / branches. The second is just south of the first location and has been used by contractors to dispose of fill for the last several years.

Once the existing soft sediments have been removed from the area, they will be replaced with approximately 110,000 sf/49,900 cy of clean sand and gravel fill, 105,000 sf/ 49,300 cy of which will occur waterward of the HTL. Fill (sand and gravel) will be trucked from a nearby borrow pit and end-dumped starting at the edge of the uplands, waterward. It is anticipated that the proposed borrow site will be Lorraine Pit. However, the selected contractor may identify additional suitable borrow sites. Fill placement is anticipated to take approximately 90 days. As the fill is advanced seaward, work will be timed with low tides. Sand and gravel fill will likely be compacted with a vibratory compactor. The toe and sides of the fill will be sloped and armored with rock riprap. Approximately 43,800 sf/ 10,450 cy of rock riprap armoring will be placed, which may include the 3,800 cy of riprap previously removed from the embankment and stockpiled on the uplands. Riprap will be placed using an excavator, placement will take approximately 90 days.

Vessels using the new barge haulout ramp will come into the ramp on a rising tide and will be placed on cylindrical airbags. Vessels will be pulled by heavy equipment and rolled into the uplands on the airbags. It is anticipated that a typical operation will use pneumatic airbags and two large, tracked bulldozers, an excavator, skid steer, and air compressors. As the barge lands on a rising tide, it will be set on the first airbag and cables will be secured between the barge and Port facility bulldozers, which will begin to pull the barge over the first bag. As the barge is drug shoreward, additional airbags will be placed under the bow and inflated to keep the barge rolling. The excavator and skid steer will be used to pace the airbags and adjust their position.

The incoming tide will aid the operations as it will tend to float the stern of the barge up the ramp. Once fully supported on the bags, the barge will roll off of the bags at the stern and they will be relocated to the bow until the barge is rolled into the uplands. Once upland, the barge will continue to be rolled into position and set on blocks for storage. In general, smaller craft, which are expected to be more frequently hauled out of the facility, may be hauled out at lower tidal levels with smaller equipment, and less effort. Vessels may be re-launched in a similar manner.

The new barge haulout ramp will require ongoing maintenance to remain in service. Any proposed maintenance activities will be permitted separately. The gravel ramp may erode over time and new gravel will need to be brought in to replace any eroded material. The frequency of maintenance will depend on storm severity, ice flow, and vessel operator experience, however, it is anticipated that maintenance may be required on an approximately annual basis. Additionally, it is also anticipated that silt will likely be deposited on the ramp surface throughout the year and will require removal on at least an annual basis. Periodic maintenance may also require the replacement or re-alignment of rock riprap that is displaced by ice and debris.

The Project has adopted impact avoidance and minimization measures (AMMs) and best management practices (BMPs) to reduce, eliminate, or minimize the effects of the Project to protected species and/or habitat. The AMMs and BMPs listed below will be used to avoid and minimize the potential for adverse environmental effects.

- ◆ The barge haulout slopes have been designed to be the smallest footprint size feasible while still meeting Project goals.
- ◆◆ To the extent feasible, construction work shall be performed in the dry. This will include working at lower tides when feasible. It is anticipated that all of the ramp can be constructed in the dry at low tides, however for the purpose of this application, it is assumed that some in-water work could be required. If in-water work occurs, it would be limited to the placement of rock or fill with a front-end loader and excavation activities.
- ◆ A spill prevention, control, and countermeasures (SPCC) plan will be prepared by the contractor and used during all demolition and construction operations. A copy of the plan with any updates will be maintained at the work site.
- ◆ Reasonable precautions and controls must be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, subsurface, or surface waterbodies.
- ◆ During construction, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills. Any spill amount must be reported in accordance with applicable state requirements.
- ◆ Construction equipment shall not be operated below the HTL (or other noted jurisdictional line within applicable federal and state permits) if equipment is leaking fuel, oil, hydraulic fluid, or any other hazardous material. Equipment shall be inspected on a daily basis for leaks. If leaks are found, the equipment shall not be used and pulled from service until the leak is repaired.
- ◆ The permittee must stabilize any excavated material (temporarily or permanently) stored on upland property to prevent erosion and subsequent sedimentation into jurisdictional waters of the United States. The material must be contained with siltation control measures to preclude reentry into any waters of the U.S., including wetlands.
- ◆ Fill material must be clean and free from petroleum products and toxic contaminants in toxic amounts.

**Project Purpose (Describe the reason(s) for discharge)**

The purpose of the Project is to improve existing Port infrastructure to support local commerce, economic growth, barge-transported cargo transfer resiliency, and accommodate revised U.S. Coast Guard inspection requirements. In the event of disruption at the Port of Alaska (due to a natural disaster or a manmade catastrophe such as a cargo incident) or to road or rail supply lines, there would likely be substantial disruption to the flow of fuel, freight, and passengers to communities around the state. In this instance, Port MacKenzie could operate as a valuable back-up facility.

The proposed Project will provide the needed improvements to increase frequency and diversity of use at the Port, reducing the number of truck trips traveling from other ports over long transportation routes.

**Is any portion of the work already complete?**

No

**Description of current activity site conditions**

The Port consists of uplands, a sheet pile wharf, a deepwater dock and an administration building. A small barge landing area is situated between the administration building and the bulkhead to facilitate offloading of small barges. The existing landing area is sized for small vessels. The upland area at the Port was created by placing fill on the tidelands. The filled area is protected from erosion by a sheetpile bulkhead and armored slopes. The Project is proposed at the northeast corner point of the Port uplands to provide access to deep water without obstructing operations at the existing deep draft dock or bulkhead.

**Relevant Site Data, Photographs that Represent Current Site Conditions, or other Relevant Documentation**

[Existing Facility and Location of Proposed Barge Haulout Ramp.jpg - 01/27/2025 01:14 PM](#)

**Comment**

NONE PROVIDED

**Is this a linear project? (i.e., utility line, road, etc.)**

No

**Project Address**

28000 S Don Young Rd

Wasilla, AK 99623

Visit the link below to help with conversion between DMS and Latitude/Longitude

[DSM - Lat/Long converter](#)

**Project Location**

61.26808077313129,-149.91829626969988

Visit the following link if you need to convert the lat/long to get the **PLSS information**

[Converter for Section, Township, and Range](#)

**PLSS Location (Public Land Survey System)**

State Tax Parcel ID	Borough/Municipality	Meridian	Section	Township	Range
541720000000	Matanuska-Susitna Borough	Seward	25	14N	4W

**Directions to Site**

From Anchorage, follow W 6th Ave to AK-1 N/E 5th Ave for 1.6 miles. Continue on AK-1 N to Wasilla for 41 miles. Take S Knik Goose Bay Rd and Port Mackenzie Rd to S Don Young Rd for 39 miles. Arrive at Port Mackenzie.

**Federal Agency Contact (1 of 1)**

**Have you been working with anyone in the Federal Agency?**

Yes

**Federal Contact Role**

USACE

## Federal Agency Contact

**First Name**      **Last Name**

Gwen                  Jacobson

**Title**

Regulatory Specialist

**Organization Name**

USACE

**Phone Type**      **Number**                  **Extension**

Business              907-347-5802

**Email**

gwendolyn.a.jacobson@usace.army.mil

## Dredge Material to be Discharged

**Is dredging involved?**

No

## Tier Analysis

A tier analysis is comprised of a layered approach to determine the need for testing the dredge material to aid in generating physical, chemical, toxicity and bioaccumulation information, but not more information than is necessary to make factual determinations. The tier analysis is a series of tiers (I ♦ IV) or levels of intensity (and cost) of investigation. It is necessary to proceed through the tiers only until information is sufficient to make factual determinations, no further testing is required.

- **Tier I - Site Evaluation and History.** The initial tier (Tier I) uses readily available, existing information (including all previous testing). For certain dredge materials with readily apparent potential for environmental impact (or lack thereof), information collected in Tier I may be sufficient for making factual determinations.
- **Tier II - Chemical Testing** is concerned solely with sediment and water chemistry.
- **Tier III - Biological Testing (bioassay and/or bioaccumulation testing)** is concerned with well-defined, nationally accepted toxicity and bioaccumulation testing procedures.
- **Tier IV - Special Studies** allows for case-specific laboratory and field testing, and is intended to for use in unusual circumstances.

For more information regarding a Tier analysis, see below references

- [EPA Inland Testing Manual](#)
- [USACE Seattle District Civil Works DMMP User Manual](#)

## Fill Material to be Discharged

**Will Fill Material be Discharged?**

Yes

**For fill material, identify the material source**

Borrow pit (Lorraine Pit, or other suitable borrow site identified by Contractor)

**Types of material being discharged and the amount of each type (cubic yards)**

Type	Cubic Yards
Sand and gravel	49,300

Type	Cubic Yards
Rip rap	10,300

**Surface area in (acres or linear feet) of wetlands or other waters filled**

Surface Area	Units
2.8	Acres

**Discharge Location Information (1 of 1)**

Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters

**Discharge Location ID (001, 002, 003, - increment by one)**

001

NOTE: if you have a receiving water that is Wetlands, just enter the generic term "Wetlands". Do not enter "Wetlands of Tanana River", for example.

Please select 'Other' if your waterbody is not in the list below.  
You can start typing the name of the waterbody to filter the list.

**Receiving Waterbody / Wetlands Name**

Knik Arm

**Discharge Location**

61.26880495520691,-149.91785278451275

**Other Pollutant Sources**

**Contaminated Site Information**

Determine if your project is **within 1,500 feet** of a known Alaska DEC Contaminated Site. See the *Alaska DEC Contaminated Web Map* below. This will help you to identify if any potential pollutants/parameters of concern may be present on your project site., see DEC's website:

- [Contaminated Sites Web Map](#)
- [Contaminated Sites Database Search website](#)

**Is the project within 1,500 feet of a known contaminated site?**

No

**Parameters of Concern that may be present in discharge**

**Parameter(s) of Concern**

Identify the parameters of concern that may be present in your discharge from the dredge and/or fill material.

Note, **TURBIDITY** and **SEDIMENT** are routine parameters associated with dredge and/or fill activities.

Consider if other parameters may be present from past activities in the area such as contaminated site data, impaired waters or other relevant water quality data, or other parameters of concern identified during the application process.

#### Parameter(s)

Turbidity  
Sediment

#### If known, describe respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water

Turbidity and sediment are the only known parameters of concern. Existing soft sediments will be excavated which may result in turbidity impacts. Sand and gravel will be used as fill, which may also result in limited turbidity impacts. It is anticipated that all of the ramp can be constructed in the dry at low tides, however for the purpose of this application, it is assumed that some in-water work could be required. If in-water work occurs, it would be limited to the placement of rock or fill with a front-end loader and excavation activities. Given the limited need for in-water work, the risk of elevated turbidity is low.

#### Impaired Waters

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An **impaired waterbody** are those listed as a **Category 4 [304(b)] or Category 5 [303(d)]** in the current EPA approved **Alaska's Integrated Water Quality Monitoring and Assessment Report**.

For the most recently *Approved Integrated Water Quality Monitoring And Assessment Report (Integrated Report)*, see DEC's website:

- [Integrated Water Quality Monitoring And Assessment Report https://dec.alaska.gov/water/water-quality/integrated-report](https://dec.alaska.gov/water/water-quality/integrated-report)

#### Does a discharge of any parameter identified above occur to an impaired waterbody?

No

If determined necessary and requested by the Department, submit sufficient and credible baseline water quality information for the receiving water which meets the requirements of 18 AAC 70.016(a)(6)(A-C).

### Avoidance & Minimization BMPs and Mitigation Measures

**Describe how impacts are being avoided and minimized on the project site. Include best management practices (BMPs) for sediment and erosion controls that will be implemented to minimize environmental impacts, and any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge.**

#### **Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge**

The project occurs in a turbid environment. Any elevations in turbidity due to the proposed project are anticipated to be negligible. Additionally, construction will occur in the dry to the extent feasible. If in-water work occurs, it would be limited to the placement of rock or fill with a front end loader and excavation activities. Due to the limited in-water work and turbid existing environment, measures to monitor discharge are not proposed.

#### **Avoidance Measures**

◆ To the extent feasible, construction work shall be performed in the dry. This will include working at lower tides when feasible. It is anticipated that all of the ramp can be constructed in the dry at low tides, however for the purpose of this application, it is assumed that some in-water work could be required. If in-water work occurs, it would be limited to the placement of rock or fill with a front end loader and excavation activities.

◆ Construction equipment shall not be operated below the HTL (or other noted jurisdictional line within applicable federal and state permits) if equipment is leaking fuel, oil, hydraulic fluid, or any other hazardous material. Equipment shall be inspected on a daily basis for leaks. If leaks are found, the equipment shall not be used and pulled from service until the leak is repaired.



**Minimization Measures**

- ◆ A spill prevention, control, and countermeasures (SPCC) plan will be prepared by the contractor and used during all demolition and construction operations. A copy of the plan with any updates will be maintained at the work site.
- ◆ Equipment shall be inspected on a daily basis for leaks. If leaks are found, the equipment shall not be used and pulled from service until the leak is repaired.
- ◆ The permittee must stabilize any excavated material (temporarily or permanently) stored on upland property to prevent erosion and subsequent sedimentation into jurisdictional waters of the United States. The material must be contained with siltation control measures to preclude reentry into any waters of the U.S., including wetlands.

**Mitigation Measures**

Impacts to water quality are anticipated to be negligible and therefore mitigation is not proposed.

**Social / Economic Importance**

**Social or Economic Importance**

(18 AAC 70.016(c)(5): Provide information that demonstrates the accommodation of important social or economic development. The applicant shall complete either a social OR economic importance analysis (or both) for each affected community in the area where the receiving water for the proposed discharge is located.

**Social Importance Analysis**

- Infrastructure improvements
- Community services provided
- Recreational opportunities
- Public health or safety improvements

**Economic Importance Analysis**

- Access to resources
- Access to a transportation network
- Commercial activities
- Employment, job availability, and salary impacts

**Describe Social and/or Economic Importance of the project**

The purpose of the Project is to improve existing Port infrastructure to support local commerce, economic growth, barge-transported cargo transfer resiliency, and accommodate revised U.S. Coast Guard inspection requirements. In the event of disruption at the Port of Alaska (due to a natural disaster or a manmade catastrophe◆ such as a cargo incident) or to road or rail supply lines, there would likely be substantial disruption to the flow of fuel, freight, and passengers to communities around the state. In this instance, Port MacKenzie could operate as a valuable back-up facility.

The proposed Project will provide the needed improvements to increase frequency and diversity of use at the Port, reducing the number of truck trips traveling from other ports over long transportation routes. The ramp has been designed to be capable of accommodating a wide range of shallow draft vessels including smaller to medium size barges, landing craft, fishing boats, tugs, and other small craft.

**Description of Social or Economic Importance, if needed**

NONE PROVIDED  
**Comment**  
 NONE PROVIDED

**List of Other Permits or Certificates**

\*Would include but is not restricted to zoning, building, and flood plain permits.

**Include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received.**

Agency	Type of Approval*	Identification Number	Date Applied	Date Approved	Date Denied
USACE	LOP anticipated	POA-1979-00412	NONE PROVIDED	NONE PROVIDED	NONE PROVIDED

## Other Agency or Local Contacts (1 of 1)

### Contact Role

OTHER\_REG\_CNTCT

### Other Agency and or Local Contacts

**First Name**      **Last Name**  
Donald              Jourdian

**Title**  
Construction Project Manager

**Organization Name**  
Matanuska-Susitna Borough

**Phone Type**    **Number**            **Extension**  
Business            9078617707

**Email**  
donald.jourdian@matsugov.us

## Attachments

### Copy of Federal Application (USACE, EPA, or FERC, etc.)

[IP Application Submission- Port of Mackenzie Barge Haulout Ramp .pdf - 01/27/2025 07:33 AM](#)

#### Comment

NONE PROVIDED

### Figures and/or Drawings/Plan Sets. To include a map or diagram of the proposed activity site, including the proposed activity boundaries in relation to local streets, roads, and highways.

[2025-03-17\\_POA-1979-00413 Permit Figures.pdf - 03/20/2025 08:53 AM](#)

#### Comment

NONE PROVIDED

### Document Attachments

NONE PROVIDED

#### Comment

NONE PROVIDED

### Delegation of Authority for Submission of Application

[Delegation of authority-401-application.pdf - 01/27/2025 07:37 AM](#)

#### Comment

NONE PROVIDED

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

- 1) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
- 2) in the case of a partnership, by a general partner;
- 3) in the case of a sole proprietorship, by the proprietor; and
- 4) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.

## Revisions

Revision	Revision Date	Revision By
Revision 1	8/14/2024 12:49 PM	tmeyers@moffatnichol.com tmeyers@moffatnichol.com
Revision 2	1/27/2025 12:59 PM	tmeyers@moffatnichol.com tmeyers@moffatnichol.com
Revision 3	3/20/2025 7:54 AM	tmeyers@moffatnichol.com tmeyers@moffatnichol.com

## Agreements and Signature(s)

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*As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:*

- 1) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;*
- 2) in the case of a partnership, by a general partner;*
- 3) in the case of a sole proprietorship, by the proprietor; and*
- 4) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.*

*The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.*

**Signed**  
**By** tmeyers@moffatnichol.com tmeyers@moffatnichol.com on 03/20/2025 at 8:54 AM