

# CWA 401 Water Quality Certification - Modification

version 2.11

(Submission #: HQC-8XRE-G9ANZ, version 1)

Digitally signed by:  
dec.alaska.gov  
Date: 2025.05.08 12:18:13 -08:00  
Reason: Submission Data  
Location: State of Alaska

## Details

**Site:** Scow Bay Haulout Facility

**Submission ID** HQC-8XRE-G9ANZ

## Form Input

### Form Instructions

#### Form Instructions

Instructions for filling out the 401 Water Quality Certification Request - Modification 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](#)

### Modification Reason

#### Permit Number

POA-2010-00163

**Are you modifying any of the following things for this permit?**

NONE PROVIDED

#### Modification Description or Section Changes

- If you have a quick description that explains your modification you can add it below.
- Please check any section boxes below if you've made any additional changes in those sections as well.

If changing contact details for anyone associated with the permit or application, please add a note in the Modification Description box below.

#### Modification Description

The client has requested a change in design to accommodate a larger ship lift than originally planned; the design change has resulted in a larger fill footprint and thus more fill to be discharged in WOTUS, changes to the dimensions of the structures, and changes in quantities of piles to be driven. USACE will be re-issuing a public notice.

Modified Sections

Facility Information  
Attachments  
Discharge Information

Instructions for filling out the 401 Certification Form are located on the Alaska DEC website at the link below.  
[401 Certification Form Instructions](#)

Permit Information

Federal Permit License Number  
POA-2010-00163

Contact Information (1 of 2)

Required Contacts

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**

Edit the contact roles and details as needed. If the contact is no longer active, please remove all roles for the assigned person and indicate the contact is In-Active, and add a new contact with the appropriate roles versus writing over the previous one.

Contact Role(s)

Agent  
Application Preparer  
Consultant

Is this contact In-Active?

No

Contact

Prefix

NONE PROVIDED

First Name      Last Name  
Danielle          Schultz

Title

Environmental Scientist

Organization Name

PND Engineers

Phone Type      Number          Extension  
Business          206-315-6811

Email

dschultz@pndengineers.com

Mailing Address

3240 Eastlake Avenue East  
Seattle, WA 98102

[NO COUNTRY SPECIFIED]

Contact Information (2 of 2)

Required Contacts

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**

Edit the contact roles and details as needed. If the contact is no longer active, please remove all roles for the assigned person and indicate the contact is In-Active, and add a new contact with the appropriate roles versus writing over the previous one.

Contact Role(s)

Applicant  
Billing Contact

Is this contact In-Active?

No

Contact

Prefix

NONE PROVIDED

First Name      Last Name  
Stephen          Giesbrecht

Title

Borough Manager

Organization Name

Petersburg Borough

Phone Type      Number          Extension  
Business          907-772-5402

Email

sgiesbrecht@petersburgak.gov

Mailing Address

P.O. Box 329  
Petersburg, AK 99833

[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-2010-00163

Project Name or Title

Scow Bay Haulout Facility

Primary Receiving Waterbody Name

Wrangell Narrows

Estimated Project Dates (+/- 30 days)

Project Estimated Start Date	Project Estimated End/Completion Date
09/01/2025	12/31/2027

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

Description	Discharge Estimated Start Date	Discharge Estimated End Date
NONE PROVIDED	NONE PROVIDED	NONE PROVIDED

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

**PROJECT DESCRIPTION**

The proposed project consists of extending the existing breakwater and constructing a more substantial rubble mound breakwater, expanding and improving the existing uplands, constructing a boat haulout ramp with associated boarding float, and constructing a new boat washdown pad. Work also includes water, stormwater, wastewater, and electrical improvements.

**1. MOBILIZATION**

Mobilization to the project site will depend on the contractor selected to perform the work. The selected contractor will most likely mobilize major materials and equipment associated with construction to the project site from Seattle or Anchorage. Project vessels will comply with all pertinent regulations, including protocols for marine mammal impact avoidance.

**2. DEMOLITION**

A small amount of existing site debris and a single timber pile are present within the project area; the contractor must demolish and remove these prior to the start of new construction. They will extract the existing timber pile, located adjacent to the rock jetty, with a vibratory hammer. The contractor will also remove the small amount of concrete and steel cable debris existing within the intertidal area of the project boundary prior to filling operations. All demolition debris will be recycled or disposed of as necessary in accordance with applicable regulations.

**3. RUBBLE MOUND BREAKWATER & FILL**

Earthen materials used to construct the rubble mound breakwater consist of four primary components (listed in order of decreasing average particle size): armor rock, underlayer rock, shot rock borrow, and base course. All fill materials will be free of contaminants and contain a minimal amount of fine particulate to prevent turbidity and sedimentation impacts to the extent feasible. Fill materials will be obtained from a local source to the extent possible; actual materials source will be dependent on the contractor selected to perform construction.

The core of the breakwater will be constructed with Class A and Class B shot rock borrow and will be placed directly on the existing ground surface. When possible, materials will be placed in the dry during low tidal conditions. However, initial fill operations will continue regardless of the level of tide. The shot rock borrow will be delivered to the project site by trucks which will end-dump the material into on-site stockpiles for spreading. A track-mounted excavator, bulldozer, or motor grader will spread core rock in lifts of specified thickness. A vibratory drum roller compactor will compact each lift of material above MLLW; all compaction operations will be performed when the tide is below the elevation of the work.

As the shot rock borrow is placed, underlayer and armor rock will be concurrently placed to protect the embankment from erosion during construction. As with the shot rock borrow, trucks will deliver underlayer and armor rock to the project site and end-dump the materials into on-site stockpiles. A track-mounted excavator will handle, manipulate, and place underlayer and armor rock on the embankment side slopes. Similar methods will be used to place a thin surface layer of base course atop the breakwater crest. The base course will provide a smooth and level surface for vehicles and trailers to traverse.

**4. HAULOUT RAMP**

The contractor will commence haulout ramp construction following completion of fill operations associated with the rubble mound breakwater. They will place timber sleepers directly on top of the core rock materials to support precast concrete planks; the individual concrete planks will be tied together with connection plates to create an interconnected concrete plank haulout ramp. The contractor will fill any gaps between planks with clean sand.

**5. PILE DRIVING & BOARDING FLOAT INSTALLATION**

Pile driving operations will commence following fill completion and concrete haulout ramp installation. The contractor will most likely conduct pile driving from a floating barge, but may also perform it from a land-based crane positioned on the concrete haulout ramp during low tide conditions, depending on their means and methods. They will install piles using a vibratory hammer to the extent practicable; however, it is expected that the contractor will need to conduct impact pile driving for some piles, as they must be driven through the core rock fill placed as part of rubble mound breakwater installation. Geotechnical investigation also indicates a dense

layer of glacial till which may produce hard driving conditions necessitating impact pile driving to allow the piles to reach the prescribed tip elevation.

Prior to the commencement of piledriving operations, the contractor will offload boarding floats from a barge, place them in the water, and connect them. The contractor will utilize the boarding float as a template and drive piles in-location through the hoops of the boarding float. No additional temporary piles are anticipated to be required. The contractor will field-adjust piles as necessary to fit the pile hoops and to prevent binding of the float at all tidal stages.

Piledriving efforts on this project are minimal considering the quantity and size of the piles and is anticipated to be completed in 6 days.

## 6. UPLANDS IMPROVEMENTS & UTILITIES

The contractor will finish the new expanded uplands area with an 8" thick layer of graded and compacted base course material. They will grade the uplands area to facilitate stormwater drainage towards catch basins installed in various locations throughout the site.

This drainage system will collect stormwater within the expanded uplands area via various storm drain catch basins and filtered through an oil/water separator prior to being discharged via outfall.

A 30' x 80' concrete washdown pad will be constructed at the top of the boat ramp. The washdown pad will be equipped with drainage for both boat wash water and storm water. The drainage system will collect wash water used for boat cleaning in a catch basin and send it to a storm filter system containing a grit chamber for filtration of the effluent. Wash water will be discharged into the Petersburg municipal sewer. A 960-square-foot utility building will be installed on-site, adjacent to the boat washdown pad, which will house domestic water equipment and the storm filter system for the boat washdown pad.

The contractor will install a domestic water service, connected to multiple hydrants located throughout the haulout facility, to provide water to the uplands area. They will also install three electroliers to provide area lighting to the facility.

## 7. DEMOBILIZATION

Refuse and excess materials from the project will be reclaimed, recycled or disposed of as necessary in accordance with applicable regulations. The contractor will demobilize project equipment according to their needs and means.

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

#### 1. PURPOSE

The Petersburg Borough (PB), in partnership with the Petersburg Economic Development Council (PEDC), is proposing to construct a new boat haulout ramp and extend the existing rock jetty breakwater at Scow Bay in Petersburg, Alaska to develop the site into a functional boat haulout and work yard with a dedicated ramp with capacity for a 100-ton hydraulic trailer, a boarding float, a vessel washdown area, and associated utilities.

#### 2. NEED

The existing Scow Bay site is a former State-owned seaplane facility that is currently being used by the Petersburg community as a small vessel haulout and boat yard. A small rock jetty breakwater is located at the south end of the site. At the existing facility, users have reported difficulties launching and retrieving vessels when the winds are blowing, or when the tides are low. The existing infrastructure is outdated and worn and consists of a gravel-surfaced upland work area and a concrete boat ramp, which provides vessel launch and haulout access to the Wrangell Narrows, in poor condition. The existing haulout ramp is too short for use throughout the tidal cycle and is not protected from winds.

Approximately 40% of Petersburg-based vessels are being hauled out in Wrangell or other communities, primarily due to the lack of adequate lift capacity, storage space, and workspace available in Petersburg. The proposed facility will stimulate the local and regional economies by providing a marine facility strategically planned to service the available maritime market and local community. Survey results indicate that providing adequate haulout capacity, vessel storage, and workspace would make 2/3 of Petersburg vessel owners likely to haul out in Petersburg.

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

No

### **Description of current activity site conditions**

The existing Scow Bay site is a former State-owned seaplane facility that is currently being used by the Petersburg community as a small vessel haulout and boat yard. A small rock jetty breakwater is located at the south end of the site. At the existing facility, users have reported difficulties launching and retrieving vessels when the winds are blowing, or when the tides are low. The existing infrastructure is outdated and worn and consists of a gravel-surfaced upland work area and a concrete boat ramp, which provides vessel launch and haulout access to the Wrangell Narrows, in poor condition. The existing haulout ramp is too short for use throughout the tidal cycle and is not protected from winds.

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

Project site for CWA401.jpg - 05/01/2025 01:06 PM  
**Comment**  
Map of site location

**Is this a linear project? (i.e., utility line, road, etc.)**  
No

**Project Address**  
290 Mitkof Highway  
Petersburg, AK 99833

Visit the link below to help with conversion between DMS and Latitude/Longitude  
[DSM - Lat/Long converter](#)

**Project Location**  
56.78036316677281,-132.97307243347566

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
01-056-130	Petersburg Borough	Copper River	04	059S	079E
01-056-135	Petersburg Borough	Copper River	04	059S	079E
01-056-136	Petersburg Borough	Copper River	04	059S	079E
01-056-137	Petersburg Borough	Copper River	04	059S	079E
01-056-138	Petersburg Borough	Copper River	04	059S	079E
01-056-140	Petersburg Borough	Copper River	04	059S	079E

**Directions to Site**  
To reach the project site from the Petersburg James A. Johnson Airport, begin by departing the airport heading West on Haugen Drive; continue West on Haugen Drive for 1.0 miles. Turn left onto South Nordic Drive and continue for 0.9 miles where South Nordic Drive will turn into Mitkof Highway. Continue on the Mitkof Highway for 1.9 miles then turn right to arrive at the project site located at 290 Mitkof Highway, Petersburg, AK 99833.

**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	
Hayley	Farrer	
Title		
NONE PROVIDED		
Organization Name		
USACE		
Phone Type	Number	Extension
Business	907-753-2778	
Email		
Hayley.M.Farrer@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

Unspecified; to be determined by contractor

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

Type	Cubic Yards
Base Course Grading A	1,000

Type	Cubic Yards
Shot Rock Borrow Class A	1,700
Shot Rock Borrow Class B	67,125
Armor Rock	10,660
Underlayer Rock	7,500

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

Surface Area	Units
5.2	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  
Scow Bay

Discharge Location  
56.78006101028334,-132.97276129723065

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?  
Yes

Contaminated Sites

Hazard ID#	Contaminated Site Name	Contaminant Type	Latitude	Longitude	In soil or groundwater?	CS Staff Contact
24918	Alaska Marine Lines - Lynden Transport - Petersburg	Gasoline	56.7832	-132.9743	Both	No Longer Assigned, 9074655229, dec.icunit@alaska.gov

### Describe the identified contaminated site(s) or groundwater plume within 1,500 feet

Soil and groundwater impacted by release from a corroded gasoline UST. Questions about groundwater use and its condition may need study. The 160mg/kg diesel range hydrocarbons (DRO) detected in water sample collected from the tank removal excavation is not considered assessment of groundwater at the site.

Cleanup complete determination issued 05/20/2009

The Alaska Department of Environmental Conservation, Contaminated Sites Program (ADEC) has completed a review of the environmental records associated with Alaska Marine Lines-Lynden Transport-Petersburg located in Petersburg, Alaska. Based on the information provided to date, the ADEC has determined that the contaminant concentrations remaining on site do not pose an unacceptable risk to human health or the environment, and this site will be closed.

## 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

Sediment will be discharged into the Wrangell Narrows during fill operations. PND anticipates that the majority of the sediment will settle immediately due to a minimal amount of fines present in the designated fill materials, but a minor amount of fines would remain suspended in the water column for some time before settling. Dynamic conditions within the Wrangell Narrows and Scow Bay would likely result in widespread dispersion of any fine particulate or turbidity and prevent deposition of a thick, smothering layer outside of the immediate footprint of the excavated or filled regions. PND anticipates minimal impacts caused by turbidity and sedimentation created during excavation and fill operations is anticipated to be minimal due to the implementation of the proposed mitigation measures.

Effects on marine mammals from turbidity and sedimentation could include temporary changes in prey behavior and distribution. Piscivorous fish have been shown to have lower foraging success with increased turbidity, and would likely avoid highly turbid waters when possible. The foraging success of planktivorous fish (e.g., juvenile salmonids and forage fish), on the other hand, has been shown to not be affected by increased turbidity and they may be attracted to turbid waters as a means of escaping predation.

### Impaired Waters

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**

Fill and armor rock materials placed in WOTUS will be clean and free of contaminants with relatively few fines to reduce impacts from turbidity and/or sedimentation.

### **Avoidance Measures**

The PB has prepared an Alternatives Analysis, attached at the end of this document, which verifies that there are no other practicable alternatives for the proposed project that are less environmentally damaging. PND analyzed a range of design alternatives, and the least environmentally damaging practicable alternative has been selected as the proposed action.

### **Minimization Measures**

Much of the land in Petersburg has been mapped as wetlands in the National Wetlands Inventory, including all of the unaltered coastline and nearly all of the undeveloped areas in the uplands. In order to minimize impacts to wetlands, the site selected is one that has already been developed. This area will be expanded to minimize the extent of impacts to wetlands rather than selecting an undeveloped site. In addition, the extent of the intertidal fill was minimized to the degree possible while still meeting the project purpose and need. The fill will consist of sloped, rocky habitat which will provide habitat for juvenile fish; it has been configured such that it will not encroach on the adjacent unnamed anadromous fish stream. PND designed the spatial configuration of the intertidal fill footprint to avoid the need for dredging of the seafloor. Avoiding dredging activities minimizes impacts to Essential Fish Habitat (EFH).

### **Mitigation Measures**

The sequence of construction will also mitigate potential effects associated with the project. Construction of the breakwater will occur prior to pile driving to minimize noise effects associated with piledriving operations. The new land mass of the breakwater will help attenuate sound and limit the areas where noise impacts may be experienced.

- ❖ Fill and armor rock materials placed in WOTUS will be clean and free of contaminants with relatively few fines to reduce impacts from turbidity and/or sedimentation.
- ❖ Fuels, lubricants, and other hazardous substances used during construction will not be stored below the high tide line/ordinary high-water mark.
- ❖ All trash will be immediately placed in trash bins and bins will be properly secured with locked or secured lids that cannot blow open and disperse trash into the environment.
- ❖ Review of best available data on migratory bird nesting will be conducted prior to construction to prevent impacts to protected bird species during construction operations.
- ❖ Contractors will comply with water quality standards as required by law and implement corrective measures if water quality standards are exceeded.
- ❖ The following BMPs will be utilized to prevent stormwater run-off during construction:
  - o Projects impacting more than one acre will have a Stormwater Pollution Prevention Plan (SWPPP) on file with the State.
  - o A Stabilized Construction Entrance (a temporary stone-stabilized pad located at points of vehicular ingress and egress on a construction site) will mitigate sedimentation and stormwater pollution.
  - o Installation of silt fences consisting of a geotextile fabric stretched across and attached to supporting posts, providing a temporary barrier to sediment and reducing the runoff velocities of sheet flow from non-vegetated surfaces.
  - o Use of weed-free straw wattles to intercept sheet flow and detain small amounts of sediment from disturbed areas.

## **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

Community services provided  
Infrastructure improvements  
Recreational opportunities  
Cultural amenities

Economic Importance Analysis

Employment, job availability, and salary impacts  
Commercial activities

Describe Social and/or Economic Importance of the project

Approximately 40% of Petersburg-based vessels are being hauled out in Wrangell or other communities, primarily due to the lack of adequate lift capacity, storage space, and workspace available in Petersburg. The proposed facility will stimulate the local and regional economies by providing a marine facility strategically planned to service the available maritime market and local community. Survey results indicate that providing adequate haulout capacity, vessel storage, and workspace would make 2/3 of Petersburg vessel owners likely to haul out in Petersburg.

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	Individual Permit	POA-2010-00163	09/18/2024	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  
Stephen          Giesbrecht  
  
Title  
Borough Manager  
  
Organization Name  
Petersburg Borough  
  
Phone Type    Number          Extension  
Business      907-772-5402  
  
Email  
sgiesbrecht@petersburgak.gov

Attachments

Copy of Federal Application (USACE, EPA, or FERC, etc.)  
Scow Bay DAP App w Client and Agent Sig.pdf - 05/01/2025 01:26 PM  
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.**

162046 PSG SBBHO Permits\_Final 2025.5.6.pdf - 05/06/2025 01:05 PM

**Comment**

Scow Bay Haulout Facility project drawings

**Document Attachments**

Scow Bay Haulout- Alternatives Analysis.pdf - 05/01/2025 01:27 PM

162046\_Scow Bay Project Description - 04252025 clean.pdf - 05/08/2025 12:13 PM

**Comment**

Alternatives analysis report for USACE; and PND's project description.

**Delegation of Authority for Submission of Application**

Scow Bay Form 2G - client sig.pdf - 05/01/2025 03:29 PM

**Comment**

Signed delegation of authority

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.

## 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** dschultz@pndengineers.com dschultz@pndengineers.com on 05/08/2025 at 12:15 PM