CWA 401 Water Quality Certification Request

version 2.15

(Submission #: HQB-QFH5-ZSNM1, version 1)

Details

Site: Kodiak St. Paul Harbor Boat Launch Ramp Renovation

Submission ID HQB-QFH5-ZSNM1

Form Input

Form Instructions

Form Instructions

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

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)
Consultant
Billing Contact

Contact

Prefix
NONE PROVIDED

First Name	Last Name
Jessica	Ngo

Title
Environmental Scientist

Organization Name
PND Engineers, Inc.

Phone Type	Number	Extension
Business	2063156810	

Email
jngo@pndengineers.com

Mailing Address

3240 Eastlake Avenue East
Seattle, Washington 98102
USA

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**

Contact Role(s)
Applicant

Contact

Prefix
NONE PROVIDED

First Name	Last Name
Matt	Holmstrom

Title
City Engineer

Organization Name
City of Kodiak

Phone Type	Number	Extension
Business	907-486-8065	

Email
mholmstrom@city.kodiak.ak.us

Mailing Address

2410 Mill Bay Rd.
Kodiak, AK 99615
United States

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-1971-00044

Project Name or Title
Kodiak St. Paul Harbor Boat Launch Ramp Renovation

Primary Receiving Waterbody Name
NONE PROVIDED

Estimated Project Dates (+/- 30 days)

Project Estimated Start Date	Project Estimated End/Completion Date
10/31/2025	04/30/2026

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

Description	Discharge Estimated Start Date	Discharge Estimated End Date
Install New Concrete Ramp Planks, Apron, and Abutment	11/30/2025	12/31/2025

Project Description (Nature of Activity, include all features)
The existing launch ramp, including the ramp planks, foundation, abutment, floats, and anchor piles will be demolished. Construction activities will include a new reconstructed launch ramp that will be rotated 10 degrees northwest of the existing ramp orientation; this will reduce excavation near the toe of the new ramp and mitigate the need for future maintenance. Other launch ramp facility upgrades include new on-float lighting, upland potable water service, signage, and traffic striping.
The reconstructed launch ramp will be slightly steepened to a grade of 13% for easier vessel launching/retrieval and extended to a water elevation depth of -6.50 feet below Mean Lower Low Water (MLLW) to facilitate launch ramp functionality at all local tidal levels.
A new pile-supported fish cleaning station platform structure will also be provided as part of the proposed project. The waste chute will be connected to a floating humpy dumpster sealed and enclosed waste container, which can be removed and transported to deeper waters outside of the harbor for disposal in accordance with federal, state, and local laws.

MOBILIZATION
Project barge shipments will originate from Anchorage, Homer, Seward, or Seattle and will travel along normal shipping routes. One 150 ft-long work barge and a support skiff will be used to aid project activities. The barge will be towed by a 90-ft tug boat capable of transit at 9.5 to 10 knots.

DEMOLITION
Float units will be detached from the existing piling and removed with heavy equipment via the existing ramp. These components will be staged on the uplands for removal/disposal from the project site. Three (3) existing
12.75 steel piles and one (1) existing 12.75 timber pile will be removed with a vibratory hammer attached to a crane from the work barge.
Ramp panels will be removed using an excavator and/or crane and staged on the uplands for removal/disposal from the site. Existing grade beams will be removed using an excavator and staged on the uplands for removal/disposal from the site.

INSTALL NEW CONCRETE RAMP PLANKS, APRON, AND ABUTMENT
A bulldozer and/or excavator will be utilized to grade the ramp subgrade. Grade beams will then be placed and connected. Crushed rock fill will be placed between the grade beams. Fill materials for the reconstructed launch ramp will be sourced from project excavation, where possible, or obtained from an established and permitted commercial source offsite.
The new concrete deck planks will be installed with the crane. Revetment will be placed according to plans using an excavator. The new approach apron and boarding float abutment will be formed with temporary falsework. Cast- in-place concrete will be installed and finished. The reconstructed launch ramp will consist of two 16-ft lanes with 2-ft rumble strips on each side, for a total useable width of 18 feet per lane, meeting modern boat launch facility standards. Temporary forms/falseworks will be removed.
Riprap will be placed around the new ramp at the ramp edges and toe to protect against undermining due to tidal, wave, and other erosive forces.

INSTALL FLOATS
Float units will be unloaded from the barge and placed into the water. The floats will be interconnected and held in place with anchoring and lashing. New timber boarding floats measuring 8 ft wide will be provided to meet modern accessibility standards. Piles will then be driven through pile hoops on the floats to secure the system in its final location. Approximately 1548 SF of new timber boarding floats will be held in place by four (4) 12.75 diameter anchor piles.
The fish waste chute float and humpy dumpster assembly will be positioned for pile driving.

INSTALL PILES
The contractor will drive piles using a vibratory hammer to first refusal or the required minimum embedment, whichever occurs first. Vibratory hammers will be used whenever feasible for driving piles to the required specified embedment depth. If piles do not reach embedment depth, an impact hammer will be used to achieve the required refusal criteria.
Launch ramp piles will be driven through boarding float pile hoops as a guide. Temporary template piles are anticipated to guide permanent pile driving for the fish cleaning station deck structure. A total of eighteen (18) temporary 24 or less diameter template piles will be used to facilitate and guide permanent pile installation. The fish cleaning station pile caps and superstructure will be installed following installation of the piles. Waste chute piles will be driven through integrated pile hoop assembly as a guide.

INSTALL FISH CLEANING STATION DECK, ROOF, AND WASTE CHUTE
The fish cleaning station decking, railing, tables, roof cover, and waste chute will be constructed following pile installation. The timber deck measuring 33 ft by 25 ft, will be supported by nine (9) 16 diameter piles. This fish cleaning station will include a fish waste chute pinned and supported by two (2) 12.75 piles.

DEMOBILIZATION
Refuse and excess materials from the project will be reclaimed, recycled, or disposed of as necessary in accordance with applicable regulations. Project equipment will be demobilized to the port of origin according to the contractor s needs and means. All remaining project barges will be demobilized either to Anchorage, Homer, Seward, Seattle, or to another job site in Alaska.

Please refer to the attached project description (PD) for more details.

Project Purpose (Describe the reason(s) for discharge)
The City of Kodiak and the Alaska Department of Fish and Game Division of Sport Fish seek to renovate the existing St. Paul Harbor boat launch ramp to prolong its usable lifespan and provide continued access for the public. Fill will be discharged to support the construction of a renovated boat launch ramp, please see PD for more details.

Is any portion of the work already complete?
No

Description of current activity site conditions
The St. Paul Harbor is one of two small boat harbors serving the community in Kodiak. The functionality of the boat launch ramp is necessary to accommodate current and future recreational boating and fishing needs near Kodiak's downtown area. The boat launch is located in the eastern portion of the harbor, situated between Docks 1 and 2, and is utilized by the community for launching and loading small vessels.

Although the exact construction date is unknown, the boat launch was designed in 1976. The ramp is currently in need of renovation to ensure it remains serviceable and safe for the community. The existing boat launch ramp is constructed from a series of concrete planks and an asphalt approach, with a ramp surface measuring 160 feet in length and 16 feet in width. These planks are designed with interlocking hooks and eye joints, allowing for enhanced flexibility. The existing boarding float is 160 feet in length, 6 feet in width, and connects to a small concrete abutment with asphalt patching.

An inspection report performed by Ingenium Design, dated January 15, 2021, noted the condition of the ramp and potential avenues for repair or replacement. An above-cursory level inspection was performed on March 30, 2021 by PND Engineers, Inc. to assess the conditions and determine the feasibility of partial repair against a complete replacement. The inspection findings identified the current structure exhibits significant wear and considerable displacement of concrete planks at the ramp's terminus. This is likely attributed to loss of underlying subgrade materials from a combination of repetitive vessel "power-loading" when launching and retrieving, and a ramp toe that lacks protective reinforcement such as armor stone or riprap. Consequently, this undermining has led to the failure and separation of several hook and eye joints in the last five planks.

Reports indicate that several vehicles have become immobilized on the ramp during lower tide conditions, supporting that the surface is hazardous for vehicles attempting to launch boats. Additionally, the existing ramp is not useable for vessel launch or retrieval at water levels below +1.00' Mean Lower Low Water (MLLW), rendering the public ramp non-functional through a significant amount of the local tidal cycle.

Following the findings of the inspection reports, an emergency temporary repair was carried out, consisting of reinstalling displaced concrete planks and installing a grout mass at the toe of the boat launch. The proposed project will reconstruct a new launch ramp facility, including new concrete plank ramp surfacing and accessible boarding floats. Completing this project will provide functionality at all tidal levels, accommodate the high usage needs of the public, and ensure the facility remains functional for minimum of 20 more years.

Relevant Site Data, Photographs that Represent Current Site Conditions, or other Relevant Documentation
NONE PROVIDED
Comment
NONE PROVIDED

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

Project Address
[NO STREET ADDRESS SPECIFIED]
Kodiak, AK 99615

Visit the link below to help with conversion between DMS and Latitude/Longitude
DSM - Lat/Long converter

Project Location
57.786737,-152.407637

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
NONE PROVIDED	Kodiak Island Borough	Seward	32	027S	019W

Directions to Site
From Kodiak Airport, travel on Rezanof Dr. northeast towards the town of Kodiak, AK for 4.8 miles. Turn right onto W. Marine Way and the project location at St. Paul Harbor is located on the right.

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
Matthew	Brody

Title
Regulatory Specialist

Organization Name
U.S. Army Corps of Engineers

Phone Type	Number	Extension
Business	907-201-5023	

Email
Matthew.T.Brody@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 accepte 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
Existing permitted source, depends on contractor means and methods.

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

Type	Cubic Yards
granular fill	280
Underlayer Rock	166
Base Course Grading A	122
Base Course Grading D-1	5
Riprap	278
Apron/Abutment Cast-In-Place Concrete	9
Ramp Concrete Planks	239

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

Surface Area	Units
0.183	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
St. Paul Harbor

Discharge Location
57.786737,-152.407637

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
3797	USCG Kodiak Site 36 Firing Range	lead	57.789227	-152.409284	Soil	Curtis Dunkin, 9072693053, curtis.dunkin@alaska.gov
26830	Kodiak Plaza Apartment Complex	leaking underground heating oil tanks. petroleum and diesel range organics	57.788311	-152.404824	Groundwater	Dawn Wilburn, 9072628200 dawn.wilburn@alaska.gov
23353	USCG Kodiak Site #6A, Mogas Tanks	LUST site, petroleum, hazardous waste and POL contamination	57.788889	-152.400000	Both	Curtis Dunkin, 9072693053 curtis.dunkin@alaska.gov

Describe the identified contaminated site(s) or groundwater plume within 1,500 feet
Site 3797 – Former Small Arms Firing Range
Located between runways 36 and 28 at Kodiak Municipal Airport, this site was used as a small arms firing range from the 1970s until 1986. During its operation, firearms were discharged at targets set against an earthen berm, leading to lead contamination in the surface soils of the berm from expended rounds. Initial investigations indicate that contamination is limited to surface soils, with no evidence of deeper soil or groundwater impacts.

Site 26830 – Former Underground Heating Oil Tanks at Kodiak Plaza Apartment Complex
In 2013, two underground heating oil tanks were removed from the Kodiak Plaza Apartment Complex following signs of leakage. Subsequent site assessments identified additional petroleum contamination in the property's groundwater. Diesel range organics continue to be present in the groundwater at concentrations exceeding DEC cleanup levels.

Site 23353, in 1988, a LUST Site was created in CSP where hazardous waste and POL contamination were added to the database. The tanks were reported to be removed in 1995 and an underdrain system and asphalt cap were installed. The latest report in 2024 notes the ADEC reviewed the draft 2024 USCG Kodiak OPC/FRC Homeport Environmental Management Plan and submitted comments to the U.S. Coast Guard.

All other sites within 1,500 ft of the proposed project have completed cleanups.

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 contamianted 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
N/A.

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

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/riprap materials placed in WOTUS will be clean blasted rock with relatively few fines to reduce impacts from turbidity and/or sedimentation. The launch will be maintained in a manner that does not introduce any pollutants or debris into the harbor or cause a migration barrier for fish. Fuels, lubricants, and other hazardous substances used during construction will not be stored below the high tide line. New floats will be manufactured off site and floated in. All manmade construction debris will be collected and not allowed to enter waters of the state. Land based equipment will not be operated on the substrate below the waterline. Project construction will be completed in compliance with state water quality standards. Contractor will check equipment for leaks and other problems that could result in discharge of petroleum- based products, hydraulic fluid, or other material to the waterway. Contractors conducting in-water and over-water work, including demolition, will be familiar with implementation of BMPs and permit conditions typical of working in the aquatic environment. The contractor will have a spill containment kit, including oil-absorbent materials, on site to be used in the event of a spill or if any oil product is observed in the water. Please refer to project description for more details.

Avoidance Measures
WOTUS could not be entirely avoided for this project because this project is a boat launch ramp located in tidal waters.

Minimization Measures
Incorporation of the proposed BMPs listed above will avoid and minimize impacts to WOTUS to the extent possible. The rotated alignment of the new ramp minimizes the excavation required to reach required depths for the launch ramp.

Mitigation Measures
This project will undergo ESA consultation. Mitigation measures from the final consultation will be implemented.

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
Public health or safety improvements

Economic Importance Analysis
Access to a transportation network

Describe Social and/or Economic Importance of the project
The St. Paul Harbor is one of two small boat harbors serving the community in Kodiak. The functionality of the boat launch ramp is necessary to accommodate current and future recreational boating and fishing needs near Kodiak's downtown area. The boat launch is located in the eastern portion of the harbor, situated between Docks 1 and 2, and is utilized by the community for launching and loading small vessels. Reports indicate that several vehicles have become immobilized on the ramp during lower tide conditions, supporting that the surface is hazardous for vehicles attempting to launch boats. Additionally, the existing ramp is not useable for vessel launch or retrieval at water levels below +1.00' Mean Lower Low Water (MLLW), rendering the public ramp non-functional through a significant amount of the local tidal cycle.

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
NMFS	ESA	AKRO-2025-00969	04/04/2025	*NONE PROVIDED*	*NONE PROVIDED*
USFWS	ESA	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
USACE	Section 10/404	POA-2025-00109	02/05/2025	*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 Matt **Last Name** Holmstrum

Title
City Engineer

Organization Name
City of Kodiak

Phone Type	Number	Extension
Business	907-486-8065	

Email
mholmstrom@city.kodiak.ak.us

Attachments

Copy of Federal Application (USACE, EPA, or FERC, etc.)
241080 Signed St. Paul Harbor Boat Launch Ramp Individual Permit.pdf - 04/09/2025 07:36 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.
241080 USACE Permit Drawings.pdf - 04/09/2025 07:36 AM
Comment
NONE PROVIDED

Document Attachments

241080 St. Paul Harbor Boat Launch Ramp Renovation Project Description 4.4.25.pdf - 04/09/2025 07:36 AM

Comment

NONE PROVIDED

Delegation of Authority for Submission of Application

241080- SIGNED St. Paul Harbor delegation-of-authority-401-application.pdf - 04/09/2025 07:36 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.

Agreements and Signature(s)

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;
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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 jngo@pndengineers.com jngo@pndengineers.com on 04/28/2025 at 11:10 AM