

CWA 401 Water Quality Certification Request

version 2.15

(Submission #: HQC-RQDS-4AXXH, version 1)

Digitally signed by:
dec.alaska.gov
Date: 2025.06.18 15:50:16 -08:00
Reason: Submission Data
Location: State of Alaska

Details

Site: Tanana Flats Training Area All Season Road

Submission ID HQC-RQDS-4AXXH

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 4)

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)

Application Preparer

Contact

Prefix

NONE PROVIDED

First Name Last Name
Kate Beattie

Title
Natural Resource Specialist

Organization Name
UAF-Environmental Community Partnership

Phone Type Number Extension
Mobile 9077500998

Email
klbeattie@alaska.edu

Mailing Address
1046 Marks Road
Fort Wainwright, AK 99703
[NO COUNTRY SPECIFIED]

Contact Information (2 of 4)

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
Tim Sponseller

Title
Director

Organization Name
Fort Wainwright Directorate of Public Works

Phone Type Number Extension
Business 9073617287

Email
tim.a.sponseller.civ@army.mil

Mailing Address
1046 Marks Road
Fort Wainwright, AK 99703
United States

Contact Information (3 of 4)

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)
Agent

Contact

Prefix
NONE PROVIDED

| | |
|-------------------|------------------|
| First Name | Last Name |
| Dan | Rees |

Title
Natural Resource Manager

Organization Name
Fort Wainwright Directorate of Public Works

| | | |
|-------------------|---------------|------------------|
| Phone Type | Number | Extension |
| Business | 9073619318 | |

Email
daniel.c.rees.civ@army.mil

Mailing Address
1046 Marks Road
Fort Wainwright, AK 99703
United States

Contact Information (4 of 4)

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)
Billing Contact

Contact

Prefix

NONE PROVIDED

First Name Last Name
Leah McCandless

Title
Program Analyst

Organization Name
Fort Wainwright Engineering Systems Branch

Phone Type Number Extension
Business 9073617562

Email
Leah.k.mccandless.civ@army.mil

Mailing Address
1046 Marks Road
Fort Wainwright, AK 99703
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-2024-00584

Project Name or Title
Tanana Flats Training Area All Season Road

Primary Receiving Waterbody Name
NONE PROVIDED

Estimated Project Dates (+/- 30 days)

| Project Estimated Start Date | Project Estimated End/Completion Date |
|------------------------------|---------------------------------------|
| 08/01/2025 | 07/31/2030 |

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

| Description | Discharge Estimated Start Date | Discharge Estimated End Date |
|------------------------------------|--------------------------------|------------------------------|
| Gravel Fill for Road | 08/01/2025 | 07/31/2030 |
| Gravel Fill for Low Water Crossing | 08/01/2025 | 07/31/2030 |

Project Description (Nature of Activity, include all features)

The Army (US Army Garrison Alaska and the 11th Airborne Division), is seeking to develop year-round access to the Tanana Flats Training Area (TFTA) and the Blair Lakes Range Complex (BLRC) via a 24.2-mile double lane gravel road. Construction of the road will involve the discharge of clean gravel fill into 35.2 acres (30,905 linear feet) of wetlands and waters. The proposed gravel road will follow the alignment for a winter ice road that is currently used to access TFTA and BLRC during the winter. The road will be constructed over two seasons beginning in July 2025. During the first season, construction would begin where the gravel road from the Alaska Railroad Bridge over the Tanana River ends, approximately one mile from the southwest bank of the Tanana River and progress to Dry Creek. The second season, construction would begin at Dry Creek and end at an existing gravel access road to BLRC. While most of the construction would occur during the summer, some winter construction activities would occur, including the development of material sites, spreading gravel, and setting the bridge if necessary.

Typical road construction equipment will be used such as dump trucks, front end loaders, bulldozers, drag lines, graders, off road trucks, and potentially a crane to set the bridge. Construction vehicles will be left on site overnight and crews will access the site via personal vehicles. Approximately 480,000 cubic yards of gravel will be mined from material sites along the alignment.

Earth moving or cutting in wetlands will not take place during the construction of the road. Fabric will be rolled across the alignment and the road will be built on top of the existing ground. The fabric on top of the wetlands will serve to protect the permafrost as the wetlands will not be excavated. The base of the road will be 50 feet wide and the surface will be 36 feet wide with 4:1 side slopes. The route will cross five stream channels; Dry Creek, two channels of Clear Creek, Beaver Pond Creek and Rigney Creek. A low water crossing (900 ft. long x 44 ft. wide) will be constructed across Dry Creek. The creek will be excavated 3 feet deep with a bulldozer during a dry period when there is no water. Excavated material will be stored in uplands adjacent to the Creek. The base of the excavated area will be filled with 6-8-inch rock, surfaced with gravel and armored with rip rap on the upstream side. Rip rap will also be used to armor the road on the upstream side within 150 feet on both sides of Dry Creek to protect the road during high water events.

Full span bridges will be constructed across the two channels of Clear Creek and Rigney Creek with concrete abutments placed in uplands outside of the 2-year floodplain. Bridges will be either single lane or double lane.

Four 60-inch culverts will be used to cross Beaver Pond Creek. These culverts are intentionally oversized to accommodate overflow, which has been noted in the vicinity of the creek crossing. Additionally, thirty 18-inch culverts will be placed in seasonal drainages and wetlands to maintain hydrological connectivity and to prevent ponding immediately adjacent to the road.

Up to nine, material sites, all in uplands, between 20 and 50 acres, will be established along the route as a source of gravel for the road. Gravel will be extracted with an excavator to a maximum depth of 60 feet.

All work would be performed in accordance with the enclosed plan (Figures 1-26)

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

The TFTA encompasses 655,000 acres and has no contiguous land access to the rest of Fort Wainwright. In 2014, construction of the Tanana River bridge was completed. Partial funding for the bridge was provided by the US Department of Defense, as a way to provide access to the military training lands on the southwest side of the Tanana River. Currently, the bridge connects the Richardson Highway to the TFTA in Salcha, AK and dead ends less than one mile into the training lands. Thus, limiting access to training lands to aircraft, low ground pressure vehicles, and the winter ice road. With reliable year-round access, this training area has potential to provide soldiers with an effective training environment that simulates realistic training scenarios.

The purpose of the proposed action is to provide an all-season gravel road that would provide year-round access to TFTA for the 11th Airborne Division to provide training to meet mission requirements and support the implementation of the Army's Arctic Strategy. In recent years, the 11th Airborne Division has been conducting annual combined training exercises involving thousands of soldiers on US Army Garrison (USAG) Alaska lands. With its proximity to Fort Wainwright's Main Cantonment and access to Clear Creek Assault Strip and a large network of trails, TFTA All Season Road would open up access to large swaths of training areas from which to stage these and similar large-scale training events.

Furthermore, the all-season road will provide a year-round access route to the Blair Lakes Range Complex (BLRC). The BLRC is used year-round by the US Airforce for aerial training exercises. Currently this complex is supported via weekly flights in and out for crew changes and depends on a biannual ice road to resupply fuel and other bulk items. A year-round road will reduce the amount of fuel storage needed on hand and provide more cost-effective access for transport of personnel and supplies.

Construction of this project is expected to begin August 1, 2025 and end July 31, 2030.

Is any portion of the work already complete?

No

Description of current activity site conditions

See attached wetland delineation report

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

[Delineation Report TFTA Road.pdf - 05/21/2025 03:01 PM](#)

Comment

NONE PROVIDED

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

Yes

Linear Feet

127,776

Project Address

Tanana Flats Training Area

Fort Wainwright

[NO CITY SPECIFIED], AK [NO ZIP CODE SPECIFIED]

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

[DSM - Lat/Long converter](#)

Project Location

64.5416549,-147.0921585

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 | Fairbanks North Star Borough | Fairbanks | Various | 4, 5, 6S | 1, 2, 3E & 1W |

Directions to Site

The project area is located south of the Tanana River and Fairbanks, AK and is only accessible by highway vehicles during the winter months via winter trails. From Fairbanks travel south on the Richardson Highway 30 miles. Take a right onto Tom Bear Trail and continue for 1 mile to the Tanana R. railroad bridge. Access to the bridge and the training area is restricted and will require coordination with the Army.

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

Greg

Last Name

Mazer

Title

Project Manager, North Central Section

Organization Name

U.S. Army Corps of Engineers, Alaska District, Regulatory Division

Phone Type

Business

Number

907.753.2717

Extension

Email

Gregory.J.Mazer@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

Local gravel borrow pits adjacent to proposed road corridor (see planview maps)

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

| Type | Cubic Yards |
|----------------|-------------|
| Pit Run Gravel | 141,973 |
| Rip rap | 667 |

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

| Surface Area | Units |
|--------------|-------|
| 35.2 | Acres |

Discharge Location Information (1 of 3)

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

Dry Creek

Discharge Location

64.4313818,-147.3490966

Discharge Location Information (2 of 3)

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)
002

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
Other

Discharge Location
64.4394232,-147.6355646

Discharge Location Information (3 of 3)

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)
003

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
wetland

Discharge Location
64.4409,-147.2837

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

A low water crossing will be constructed across Dry Creek and four, 5 ft. diameter culverts will be installed in Beaver Pond Creek which could temporarily increase turbidity and sedimentation above background levels in the immediate vicinity of the project during construction.

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

Effects of in stream work will be mitigated by doing in stream work while Dry Creek is dry and de-watering effected channels of Beaver Pond Creek during culvert installation.

The following best management practices will be used to minimize and manage adverse impacts to surrounding wetlands:

- ◆ Appropriately sized culverts (corrugated metal pipe) will be installed under access roads in streams and seasonally flooded channels to maintain connectivity of streams and wetlands.
- ◆ Upon completion, side slopes will be seeded with certified weed-free native grasses to prevent erosion and discharge of sediments into adjacent wetlands.
- ◆ Equipment will be cleaned and inspected before entering the area to ensure invasive weed species are not introduced during construction.

Avoidance Measures

The proposed TFTA all season road corridor connects the railroad bridge and the BLRC, following an existing winter trail. The Tanana Flats is comprised of large wetland complexes interspersed with uplands and therefore complete avoidance of wetland impacts is not feasible. Prior to establishing the winter trail, wetland surveys and mapping were used to route the trail through the fewest wetlands possible. The route for the winter trail was laid out to avoid severely wet areas for the sake of ease of travel and to avoid traveling through unstable, saturated ground. Additionally, the following four routes were either rerouted to avoid waters, wetlands and areas most susceptible to degradation of permafrost or abandoned before cutting in the winter trail (Figure 1).

1. Wetland surveys were done south of the proposed route for a southern route that would pass through the Blair Lakes Hills and on to the BLRC. However, it is less direct than the current proposed route and has a higher concentration of wetlands.
2. A 0.4-mile stretch was rerouted to the south to avoid several thermokarst features.
3. A 3-mile section was rerouted to the south to avoid 8.2 acres of scrub-shrub and emergent wetland. The re-route will impact 1.3 acres of scrub-shrub wetland resulting in a difference of 6.9 acres.
4. A 1-mile section was rerouted to the south where the proposed road intersects Beaver Pond Creek multiple crossings of the creek and areas where the creek has occupied the trail.

All nine borrow pits that will supply gravel for construction of the road are located entirely in uplands to avoid wetland impacts. Additionally, a borrow pit that was sited in the channel of Dry Creek was considered, but because of concerns about trapping fish during periods of low water, alternative gravel pits were located on either side of the creek.

In addition to the above avoidance actions, the project will involve building bridges over two channels of Clear Creek and Rigney Creek. Clear Creek is a documented anadromous stream (<https://www.adfg.alaska.gov/sf/SARR/AVC/index.cfm?ADFG=main.interactive>). Chinook salmon spawning and rearing habitat and Chum Salmon rearing habitat has been documented in Clear Creek in the vicinity of the stream crossing. Resident fish such as northern pike and slimy sculpin have also been documented near the proposed crossings of Clear Creek and Rigney Creek. These bridges will be full-span without in river piers and will have abutments placed in uplands and set back from the river bank which will avoid negative impacts to the stream by:

- o Avoiding in stream construction associated with culverts or low water crossings.
- o Eliminating travel with vehicles and heavy equipment through the stream
- o Eliminating bank and bed erosion from the annual construction of ice bridges (current practice).

Despite intersecting the Blair Lakes Archaeological District and its proximity to 37 known archaeological sites, the proposed road was routed to avoid any impacts to known archaeology sites.

Minimization Measures

The following actions will be taken to minimize negative impacts on wetlands and waters.

- ◆ Following recommendations from Alaska Department of Fish and Game Habitat Division, fish friendly culverts will be installed at Beaver Pond Creek. The lower 20-30% of the culvert will be buried in the stream, which will allow for passage by fish and other organisms even when water levels are low and provide natural stream bed substrate within the culvert.
- ◆ 18-inch culverts (corrugated metal pipe) will be installed in 30 seasonally flooded channels to maintain hydrologic connectivity of seasonally flooded wetlands and prevent ponding which could accelerate thermal degradation adjacent to the road.
- ◆ The proposed trail upgrade minimizes disturbance to wetlands and waters and surrounding uplands by following current roads and an existing trail as much as possible.
- ◆ Vegetation clearing will take place outside of the nesting bird window between May 1 and July 15 to minimize disturbances to nesting migratory birds.
- ◆ Upon completion, side slopes will be seeded with certified weed-free native grasses to prevent erosion and discharge of sediments into adjacent wetlands and waters.
- ◆ Equipment will be cleaned and inspected before entering the area to ensure invasive weed species are not introduced during construction and annual surveys will be done along the road for two years after construction is complete.
- ◆ Gravel extraction sites will be located so they do not become connected to any nearby streams to avoid trapping fish.

Mitigation Measures

Permittee responsible mitigation will be conducted to compensate for the proposed unavoidable adverse impacts. Although the proposed construction would have relatively small adverse impacts on aquatic resource function due to the proposed avoidance and minimization and the relatively light development that has occurred in the subwatersheds traversed by the project, the direct, indirect and cumulative impacts are nonetheless substantial and must be offset to comply with the Section 404(b)(1) Guidelines. After gravel extraction for construction of the TFTA road is complete, at least two of the nine borrow pits would be recontoured to create open water/emergent wetland complexes. The goal is to create at least 70.4 acres of wetland and water habitat, which is double the area of wetlands and other waters that would be filled by the proposed construction. It is anticipated that restoration of two of the borrow pits adjacent to the road would be sufficient to reach this goal, but additional borrow pits would be restored if necessary. A detailed plan of wetland establishment, monitoring and management at the material sites must be submitted to the Alaska District prior to permit issuance.

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

Public health or safety improvements
Education and training

Economic Importance Analysis

NONE PROVIDED

Describe Social and/or Economic Importance of the project

The project will contribute to military readiness by improving range access for training.

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 | CWA Sec. 404 | POA-2024-00584 | 04/01/2025 | NONE PROVIDED | NONE PROVIDED |
| AK Dept. Fish & Game | Fish Habitat | TBD | NONE PROVIDED | NONE PROVIDED | NONE PROVIDED |
| Fairbanks Northstar Borough | Floodplain | TBD | NONE PROVIDED | NONE PROVIDED | NONE PROVIDED |

Other Agency or Local Contacts (1 of 2)

Contact Role

OTHER_REG_CNTCT

Other Agency and or Local Contacts

First NameLast Name

ChelseaClawson

Title

Habitat Biologist

Organization Name

AK Department of Fish & Game

Phone TypeNumberExtension

Business907 459 7287

Email

chelsea.clawson@alaska.gov

Other Agency or Local Contacts (2 of 2)

Contact Role

OTHER_REG_CNTCT

Other Agency and or Local Contacts

| First Name | Last Name | |
|------------------------------|--------------|-----------|
| Adam | Pruett | |
| Title | | |
| Floodplain Administrator | | |
| Organization Name | | |
| Fairbanks North Star Borough | | |
| Phone Type | Number | Extension |
| Business | 907.459.1256 | |
| Email | | |
| adam.pruett@fnsb.gov | | |

Attachments

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

[Block 18, 19 & 23 TFTA All Season Road.docx - 05/21/2025 03:01 PM](#)
[TFTA All Season Road IP.pdf - 05/21/2025 03:01 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.

[TFTA Road Figures 1-26.pdf - 05/21/2025 03:01 PM](#)

Comment

NONE PROVIDED

Document Attachments

NONE PROVIDED

Comment

NONE PROVIDED

Delegation of Authority for Submission of Application

[TFTA Rd 401 Prefiling request signed.pdf - 05/21/2025 03:01 PM](#)
[TFTA Rd 401 cert request signed.pdf - 05/21/2025 03:01 PM](#)

Comment

Signed copies of pre-filing meeting request form and certification request form including signatures of applicant delegating authority to agent.

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;*
 - 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 DAN REES on 05/26/2025 at 8:34 AM