CWA 401 Water Quality Certification Request

version 2.16

(Submission #: HQH-Z715-EQZ7Q, version 1)

Details

Site: Aurora Harbor Drive Down Float

Submission ID HQH-Z715-EQZ7Q

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)
Agent
Consultant
Application Preparer

Contact

Prefix
Ms.

First Name	Last Name
Danielle	Schultz

Title
Environmental Scientist

Organization Name
PND Engineers, Inc.

Phone Type	Number	Extension
Business	2063156811	

Email
dschultz@pndengineers.com

Mailing Address

3240 Eastlake Avenue East

Seattle, WA 98102

United States

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
Owner
Operator
Billing Contact

Contact

Prefix
Mr.

First Name	Last Name
Carl	Uchytil

Title
Port Director

Organization Name
City & Borough of Juneau, Docks and Harbors

Phone Type	Number	Extension
Business	907-586-0294	

Email
Carl.Uchytil@juneau.gov

Mailing Address

155 Heritage Way

Juneau, AK 99801

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-1968-00033

Project Name or Title
Aurora Harbor Drive Down Float

Primary Receiving Waterbody Name
NONE PROVIDED

Estimated Project Dates (+/- 30 days)

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

1. MOBILIZATION

Mobilization to the project site will depend on the contractor selected to perform the work. Major materials and equipment associated with construction will most likely be mobilized to the project site from Seattle or Southeast Alaska. Vessels will follow transit routes similar to those shown in Figure 1. Construction equipment is expected to consist of a crane barge and one or two materials barge(s), as well as a tug and a skiff.

2. EXISTING INFRASTRUCTURE DEMOLITION

The existing 14' by 100' HDPE pipe pontoon float will be removed in its entirety. The 6' x 70' gangway will be removed including all associated hardware and appurtenances. Three (3) 16' steel pipe mooring piles will be demolished and disposed of or recycled. All other miscellaneous associated pile mounted appurtenances will also be demolished and disposed of. Lastly, the bullrail, scuppers, railing, kiosk, and bench from the approach dock will all be demolished and salvaged.

3. APPROACH DOCK EXTENSION AND WIDENING

Installation of new infrastructure will begin at the existing approach dock and extend offshore. A new approach dock extension will be installed consisting of a steel substructure with timber glulam stringers and timber decking, supported by 16' diameter steel piles. The existing approach dock will be widened with similar construction to accommodate vehicular traffic and a widened concrete abutment with armor rock embankment will be installed.

All piles will be driven with a vibratory hammer from a barge-based crane. It is anticipated that the largest size vibratory hammer used for the project will be an APE 200-6 or comparable vibratory hammer from another manufacturer, such as ICE. Following vibratory installation, the permanent piles will be proofed with an impact hammer in order to achieve design bearing capacity. It is anticipated that a Delmag D-62 diesel hammer or equivalent will be used for the impact pile driving.

The contractor will install temporary template piles (up to 16' diameter pipe piles or equivalent) to facilitate accurate installation of permanent piles as detailed within the piledriving quantity summary within Table 2. Temporary piles will be removed following permanent pile installation. Temporary piles will be installed and removed using vibratory methods only.

4. ARMOR ROCK EMBANKMENT AND CIP CONCRETE ABUTMENT

The existing CIP concrete abutment will be widened to accommodate construction of the new dock. Concrete forms will be constructed, and CIP concrete will be placed into the forms. After curing, forms will be removed, and armor rock will be placed around the toe of the abutment for scour protection.

5. NEW PILE, FLOAT, AND TRANSFER BRIDGE INSTALLATION

The new piles, floats, and transfer bridge will be mobilized to site on a materials barge. Float units will be offloaded directly into the water. Individual float modules will be connected together for installation.

In order to ensure piles for the floats are installed accurately, the contractor will install temporary template piles as described above. Once floats are in position, permanent float piles will be driven with a vibratory hammer to the greatest extent possible to achieve the specified minimum embedment. In the event that insufficient overburden exists, permanent piles will be proofed with an impact hammer in order to achieve design bearing capacity.

Following float installation, the pre-fabricated vehicular transfer bridge will be set in place to connect the approach dock extension to the float.

6. UTILITIES

Installation of water, fire suppression, and electrical utilities will commence following the construction of the new infrastructure.

The fire suppression piping (4' HDPE) will be installed above the water and mounted on and along the approach dock, transfer bridge and floats. The potable water piping (2' HDPE) will be connected to an existing submarine line and extended along the seafloor and then transitioned by a hose connection to where it will be mounted directly to the floats. Fire and water standpipes will be installed each at 2 locations on the new float. Fire extinguisher and life ring cabinets will also be installed at regular intervals along the new float. A total of 1.5 cubic yards (CY) of pre-cast concrete sash weights will be installed to anchor the water line to the seafloor. No trenching or fill placement below the HTL will occur with installation of new water or fire utilities.

An electrical system consisting of luminaires and power pedestals will be installed on the floats to provide for adequate lighting and power.

7. DEMOBILIZATION

Project equipment will be demobilized to the port of origin according to the contractor's needs and means.

Project Purpose (Describe the reason(s) for discharge)
1. PURPOSE
The City and Borough of Juneau (CBJ) seeks to construct a 48-foot-wide by 120-foot-long, vehicle accessible drive-down float and vehicle bridge and to add two new 5-ton electric cranes at the Aurora Harbor Small Boat Basin with funding from the Maritime Administration (MARAD) through a Port Infrastructure & Development Program (PIDP) grant. This project will provide critically important improvements to serve the transportation and safety needs of the seafood and maritime industries of Juneau.

2. NEED
CBJ Docks & Harbor has been pursuing opportunities for the expansion of maritime transportation and commercial fisheries amenities for many years, including improvements to the downtown small boat harbors since 2011.
The current state of the marine facility at Aurora Harbor leads to issues of overcrowding, safety concerns, and inefficiencies in the transport of goods and maintenance of vessels. To reach the dock in its current state, vessel operators must climb a steep gangway to transport goods and supplies by hand. At low tide, this gangway can have an incline as steep as 29 degrees. This renders it inaccessible to users who would need ADA accommodations and poses severe safety concerns, especially during inclement weather and when carrying goods by hand. Crane operations are currently only available from the crane dock, which must be reached by vessel operators via a steep 27-foot-long ladder.
In 2024, CBJ Docks & Harbors applied for a MARAD PIDP grant to construct a vehicle-accessible drive down float. This float and associated infrastructure will serve the commercial fishing fleet and improve freight transportation, thus improving safety, reducing overcrowding, and increasing the efficiency of transporting goods between vessels and the road system. The proposed drive-down float will allow for vehicles to directly access the vessels utilizing Aurora Harbor, facilitating a more streamlined transfer of goods and supplies year-round. Adding two electric cranes to the drive-down float will also increase capacity and improve safety of cargo loading. This will address overcrowding and ensure timely loading operations for commercial fishing and other vessels.

Is any portion of the work already complete?
No

Description of current activity site conditions
The existing paved uplands and pile supported approach dock serve to provide access to the existing Aurora Harbor moorage floats to the north, and to the existing gangway and HDPE pipe pontoon float to the south.
The current state of the marine facility at Aurora Harbor leads to issues of overcrowding, safety concerns, and inefficiencies in the transport of goods and maintenance of vessels. To reach the dock in its current state, vessel operators must climb a steep gangway to transport goods and supplies by hand. At low tide, this gangway can have an incline as steep as 29 degrees. This renders it inaccessible to users who would need ADA accommodations and poses severe safety concerns, especially during inclement weather and when carrying goods by hand. Crane operations are currently only available from the crane dock, which must be reached by vessel operators via a steep 27-foot-long ladder.

Relevant Site Data, Photographs that Represent Current Site Conditions, or other Relevant Documentation
AH Existing Dock and Crane Dock.jpg - 12/19/2025 10:53 AM
AH Existing Gangway.jpg - 12/19/2025 10:53 AM
Comment
NONE PROVIDED

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

Project Address
1600 Harbor Way
Juneau, AK 99801

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

Project Location
58.303964,-134.432239

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	City and Borough of Juneau	Copper River	22	041 S	067 E

Directions to Site
To reach the project site from Juneau International Airport, drive southeast on Yandukin Drive towards Crest Street for 0.8 miles, then merge onto Egan Drive. Follow Egan Drive for 6.3 miles, then turn right onto Harris Harbor Way. The Aurora Harbor Small Boat Basin (current site name) is behind the Juneau Harbormaster's Office building.

Federal Agency Contact (1 of 2)

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

Federal Contact Role
Other: MARAD

Federal Agency Contact

First Name	Last Name
Erin	Kendle

Title
Environmental Protection Specialist

Organization Name
Office of Environmental Compliance, Maritime Administration

Phone Type	Number	Extension
Business	202-360-6427	

Email
erin.kendle@dot.gov

Federal Agency Contact (2 of 2)

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 Systems Administrator

Organization Name
USACE

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
Unspecified; to be determined by contractor

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

Type	Cubic Yards
Concrete sash weights	1.5
Armor rock	8.0
Concrete abutment	4.0

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

Surface Area	Units
0.008	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
Gastineau Channel

Discharge Location
58.303964,-134.432239

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
25413	Juneau School District Central Office	underground heating oil tank leak	58.302894	-134.424534	Soil	IC Unit, 9074655229 dec.icunit@alaska.gov
23317	Harborview Elementary School	DROs	58.303103	-134.422960	Soil	No Longer Assigned, 9074655229 dec.icunit@alaska.gov
3714	Juneau Former AMHS Building	petroleum	58.304038	-134.426732	Soil	IC Unit, 9074655229 dec.icunit@alaska.gov
25153	Harborview School - Juneau	UST leak, DROs	58.303051	-134.426714	Soil	No Longer Assigned, 9074655229 dec.icunit@alaska.gov
3120	Harborview School UST	UST leak, DROs	58.302977	-134.426628	Soil	No Longer Assigned, 9074655229 dec.icunit@alaska.gov
25157	CBJ Outer Drive Utility Station	DROs	58.303822	-134.429263	Soil	No Longer Assigned, 9074655229 dec.icunit@alaska.gov
24527	Aurora Harbor Fuel Dock - Juneau	UST leaks	58.303787	-134.431228	Both	No Longer Assigned, 9074655229 dec.icunit@alaska.gov

Describe the identified contaminated site(s) or groundwater plume within 1,500 feet
#25413: On July 31, 2008 Amy Randolph, NORTECH Environmental, called the ADEC Prevention and Emergency Response Program (PERP) spill line to report that a 650-gallon underground heating oil tank for the alternative highschool, Yaakoosge Daakahidi, was leaking. The tank was being removed as part of a site project, and free product was found in the hole once the tank was removed. NORTECH recovered ten gallons of free product and removed 20,820 pounds of contaminated soil. There was a blue clay layer approximately 5.5 feet below ground surface (bgs) which appeared to have stopped the fuel's vertical movement. An unrelated project of re-paving the nearby elementary school's parking lot had commenced. PERP did not require further excavation which would have undone the recent paving and drainage work. Contamination likely remains under the parking lot and under the foundation of the former Yaakoosge Daakahidi High School building. The building is now the location of the Juneau School District Central Office.

#23317: Laboratory analysis detected minor concentrations of diesel range hydrocarbons (DRO) samples from undisturbed soil at the ends of the tank excavation. BTEX was not included in analyses of soil samples.

#3714: Corrective Action Plan examined 2 surface source areas and one subsurface source (UST) where contaminant releases to soil exceeded regulatory limits. 1950 cubic yards of petroleum contaminated soil was excavated and transported to USR Juneau for thermal treatment. Soil contamination remains along western property boundary near shop sump and storage shed locations where structures prevented additional soil removal. Groundwater not encountered. Building built in 1939 was Department of Highways shop until statehood when ADOT&PF assumed ownership. Alaska Marine Highway ticket office use began in 1978.

#25153: Cleanup oversight of this underground fuel storage tank (UST) release under 18 AAC 78 Leaking Underground Storage Tank (LUST) regulation now falls under Contaminated Sites 18 AAC 75 regulation due to a change in federal regulation. For current site data find Harborview School UST on the Contaminated Sites database.

#3120: Site Assessment soil boring sample data detected diesel range organics (DRO) above Method 2 cleanup levels around the underground storage tank (UST). Release investigation closure by removal of the 8,000 gallon diesel UST and related piping segregated 40 cubic yards of contaminated soil to an off-site stockpile. Confirmation sample analysis data for DRO in soil were below the most conservative Method 2 Table B2 cleanup levels. Groundwater was not encountered and was not assessed. Corrective Action contaminated soil remediation was completed at the United Soil Recycling Facility in Juneau.

#25157: Lab analysis of soil samples from excavation walls indicate concentrations of diesel range organics (DRO) are present below the default Method 2 cleanup levels. Benzene, toluene, ethylbenzene, and xylenes (BTEX) in soils was non-detect.

#24527: Five underground storage tanks (USTs), piping, dispensers and 285 cubic yards of impacted soil and sediments were removed from the site and disposed of at Channel Landfill. A monitoring well was used to track contaminant migration to surface water.

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
Sediment will be discharged into the Gastineau 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 Gastineau Channel 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

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
Impacts to WOTUS could not be entirely avoided for this project because this project is a dock and is dependent on marine access.

Minimization Measures
The dock was designed to have the smallest footprint needed to meet its purpose. The contractor will comply with local, state, and federal water quality standards. Incorporation of proposed mitigation measures will avoid and minimize impacts to WOTUS to the extent possible. All fill is to be placed above the MHW line.

Mitigation Measures
Construction will use the following best management practices (BMPs) to prevent impacts to waters of the U.S. (WOTUS):
• 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.
• 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
Cultural amenities
Public health or safety improvements
Recreational opportunities

Economic Importance Analysis
Employment, job availability, and salary impacts
Access to recourses
Commercial activities
Access to a transportation network

Describe Social and/or Economic Importance of the project
The marine facility this project seeks to improve is relied on heavily by the commercial fishing industry yet is inadequate to meet the needs of local and regional fishermen. It will also service other industry vehicles, such as ambulances, tourism, and semi-freight trucks, for the transportation of goods and services to better enhance the local community and economy. The new drive-down facility will make bringing seafood to processing centers and to market substantially more efficient by allowing the transfer of seafood directly from vessels to the road system.

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	DAP; IP	POA-1968-00033	12/02/2025	*NONE PROVIDED*	*NONE PROVIDED*

Agency	Type of Approval*	Identification Number	Date Applied	Date Approved	Date Denied
NMFS	ESA Consultation	*NONE PROVIDED*	12/19/2025	*NONE PROVIDED*	*NONE PROVIDED*
NMFS	EFH Consultation	*NONE PROVIDED*	12/19/2025	*NONE PROVIDED*	*NONE PROVIDED*
Alaska SHPO	Sec. 106	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
Council of the Tlingit & Haida Indian Tribes	Sec. 106	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
Douglas Indian Association	Sec. 106	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
USFWS	Eagle permit	*NONE PROVIDED*	*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 Matthew **Last Name** Brody

Title
Regulatory Systems Administrator

Organization Name
USACE

Phone Type	Number	Extension
Business	907-201-5023	

Email
matthew.t.brody@usace.army.mil

Attachments

Copy of Federal Application (USACE, EPA, or FERC, etc.)
252065 Aurora Harbor USACE IP Application Signed.pdf - 12/19/2025 10:53 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.
252065 Aurora Harbor Project Drawings.pdf - 12/19/2025 10:53 AM
Comment
NONE PROVIDED

Document Attachments
252065 Aurora Harbor Project Description 12172025.pdf - 12/19/2025 10:55 AM
Comment
Aurora Harbor DDF Project Description and Mitigation Measures

Delegation of Authority for Submission of Application
252065 Delegation of authority 401 app - CBJ signed.pdf - 12/19/2025 10:53 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;
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 12/19/2025 at 10:55 AM