

CWA 401 Water Quality Certification Request

version 2.16

(Submission #: HQH-RVPG-A9D03, version 1)

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Reason: Submission Data
Location: State of Alaska

Details

Site: Juneau Rock Dump Fuel Terminal Replacement

Submission ID HQH-RVPG-A9D03

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)

Applicant

Owner

Operator

Billing Contact

Contact

Prefix

NONE PROVIDED

First Name Last Name

Matthew Lindsey

Title

Chief Operating Officer

Organization Name

Petro Marine Services

Phone Type Number Extension

Business 907-562-5000

Email

mattl@petro49.com

Mailing Address

2101 East 63rd Ave

Anchorage, AK 99507

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)

Agent

Consultant

Application Preparer

Contact

Prefix

NONE PROVIDED

First Name Last Name

Lisa Lee

Title

Environmental Scientist

Organization Name

PND Engineers, Inc.

Phone Type Number Extension

Business 907-561-1011

Email

llee@pndengineers.com

Mailing Address

1506 West 36th Ave

Anchorage, AK 99503

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-1937-00008

Project Name or Title

Juneau Rock Dump Fuel Terminal Replacement

Primary Receiving Waterbody Name

Gastineau Channel

Estimated Project Dates (+/- 30 days)

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

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

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

Project Description (Nature of Activity, include all features)

Petro Marine Services (Petro Marine) proposes to replace the existing pile-supported T-dock with a new pile-supported T-dock. The existing tied-back timber retaining wall near shore will be removed entirely and replaced with an armor rock slope revetment. New utilities and fuel lines will be installed.

The existing pile-supported fuel dock, fuel float, mooring and breasting dolphins and timber retaining wall near shore will be removed in their entirety. Work will be performed primarily from a crane barge and will be supported as necessary from shore. Decking and float materials will first be removed and set on a materials transport barge. Piles will then be extracted with a vibratory hammer and will be placed on the barge. Existing dolphin caps and piles will be removed and placed on the barge in a similar manner. The barge will then be towed to the Seattle area for materials recycle and disposal within an authorized landfill. Demolition materials will be recycled or disposed of as necessary in accordance with all applicable regulations or will be salvaged or reused by the local community.

Existing fill materials will be excavated using a land-based excavator along the existing waterfront slope where armor rock is to be placed. The excavated materials will be loaded into a truck by the excavator for transport across the site to a stockpile area on site. The stockpiled materials will be saved for beneficial use in an uplands area.

Planned improvements in the uplands include a modern tanker truck loading rack, fuel lines, pump control building, general site grading with storm drains, and an oil water separator, all within the existing site footprint. The upland improvements are planned to enhance the circulation of fuel trucks on the site and to modernize stormwater runoff treatment facilities.

The new main dock will consist of large diameter steel pipe piles, steel pile caps, ACZA-treated glulam stringers, ACZA-treated timber decking, and an energy absorbing fender system. Two breasting dolphins and two mooring dolphins will be connected by steel access catwalks extending from the main dock on each end of the dock. A pile-supported approach dock of similar design will extend from shore to the main dock. The approach dock will be connected to shore by a pile-supported concrete abutment. It is anticipated that fuel lines will be rerouted from shore and run alongside the approach dock on supports to a header cabinet to be shared with Delta Western on the main dock. A 4-ton hydraulic crane with an approximate 35-ft reach will be located near the dock face.

Piles will be installed using both vibratory and impact pile driving techniques from a crane barge. Based upon the various pile sizes, the following pile drivers are anticipated for the project:

- ◆ Antaeus 325-6 Vibratory Pile Driver/ Extractor
- ◆ ICE 28B Vibratory Pile Driver/ Extractor
- ◆ Pileco D62 Diesel Impact Hammer
- ◆ Vulcan 06 Air Impact Hammer

All new dock and mooring dolphin improvements will be founded on galvanized steel pipe piles equipped with sacrificial anodes to control corrosion. Temporary steel piles and templates will be installed using a vibratory hammer to ensure proper positioning of the permanent piles. Permanent piles will be initially installed with vibratory pile driving equipment and then proofed for proper penetration and load capacity with an impact pile driver. Steel pile caps will be field welded to the tops of piles to support timber superstructure and decking. Prefabricated steel catwalks will be placed between the main fuel dock and adjacent breasting and mooring dolphins to provide pedestrian access for tending vessel mooring lines.

Approximately 2,200 CY of armor rock will be placed using an excavator along the top of the existing waterfront embankment slope. The armor rock will stabilize the existing embankment slope between the new fuel dock and shore. Existing embankment fill is undersized and prone to coastal erosion. Existing fill above MLLW will be removed and replaced with a 4-foot-thick layer of armor rock to mitigate slope erosion and surficial instability caused by wave and wake activity. Armor rock will consist of large diameter, clean open-graded quarry stone approximately 2-3 ft in size.

Approximately 10 each steel fuel lines ranging in size from 4" to 8" will be routed from shore to the dock along steel pile-founded support assemblies. The dock will also be equipped with power, lighting and potable water.

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 Seattle, Juneau, or to another job site in Alaska.

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

Petro Marine seeks to replace an existing pile-supported T-dock and fuel float with a new pile-supported T-dock and construct improvements to existing fuel lines.

Is any portion of the work already complete?

No

Description of current activity site conditions

The current site consists of an existing pile-supported T-dock and fuel float.

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

1076 Jacobsen Dr
Juneau, AK 99801

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

[DSM - Lat/Long converter](#)

Project Location

58.2904,-134.3955

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	25	041S	067E

Directions to Site

From the airport, proceed southeast on Yandukin Drive toward Crest Street for approximately 0.8 miles. Continue on Egan Drive for approximately 8.3 miles, then proceed on to Mt. Roberts Street. Follow Mt. Roberts Street for approximately 0.5 miles to Jacobsen Drive. The project site is located at the end of Jacobsen Drive.

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

USACE, Regulatory Division

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 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

Fill will be from previously-authorized, permitted sources

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

Type	Cubic Yards
Armor rock	2,120.0

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

Surface Area	Units
0.24	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

58.2904,-134.3955

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
24508	Unocal - #0313 Tank Farm - Juneau	GRO	58.2899	-134.3943	Soil	No Longer Assigned, 9074655229, dec.icunit@alaska.gov

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

The project site was once home to the Union Oil Company of California, or Unocal. The Unocal site had a 5,000-gallon underground storage tank (UST); during excavation of the UST, ten cubic yards (CY) of material with gasoline range organics (GRO) at 2,400 parts per million (ppm) and diesel range organics (DRO) at 1,000 ppm was recovered in 1993. A site assessment in 1994 found an estimated 1,060 CY of material to be contaminated with petroleum. Cleanup efforts included landspreading over the site, and gathering contaminated material on the site and transferring it to stockpiles. As of 2005, the removal of the remaining USTs at the site facilitated its closure, and it is now considered **cleanup complete**.

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

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](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

Impacts to waters of the U.S. could not be entirely avoided, as the nature of this project is dependent on maritime access. The size of the construction footprint was minimized to the smallest footprint possible to provide a safe and functional float while meeting the goal of improving accessibility, public safety, and continuing to provide the current level of public service and vessel mooring.

The following best management practices (BMPs) will be incorporated by the applicant in order to minimize impacts to waters of the U.S.:

1. Petro Marine and its contractors will comply with the USACE and Alaska Department of Environmental Conservation (ADEC) permits that will be required for impacts to wetlands and waters of the U.S. under Sections 404 and 401 of the CWA and Section 10 of the RHA.
2. Oil booms will be readily available for containment should any releases occur.
3. All hazardous materials and debris will be stored above the high tide line (HTL) and secured to prevent being blown offshore.
4. All chemicals and petroleum products will be properly stored to prevent spills. Petroleum products, cement, chemicals, or other deleterious materials will not be allowed to enter surface waters.
5. Fueling and vehicle maintenance will not occur within 100 feet of water bodies and wetlands.
6. The contractor will check for leaks regularly on any equipment, hoses, and fuel storage that occur at the project site.

Avoidance Measures

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 is designed to have the least amount of armor rock needed to protect the dock's connection to shore and to prevent shore line erosion around the dock. 2,300 CY of fill that is currently in place along the existing slope will be removed and replaced with new armor rock. Armor rock being placed will be clean open graded large size angular quarry stones to reduce wave energy and to limit sedimentation. The removed fill consists of blasted rock embankment material and it will be placed in a stockpile on site and used for general site grading improvements. The contractor will comply with local, state, and federal water quality standards.

Mitigation Measures

The project, with an in-kind dock replacement, and complete removal of the float (not replaced) and over 200 existing timber piles, results in a net reduction of overshadowing area and a very small loss of WOTUS. Armor rock placement will replace an existing timber retaining wall and will match neighboring slopes, which were initially constructed of excess rock material. The new slope will create beneficial habitat for intertidal species. As such, no compensatory mitigation is proposed.

Social / Economic Importance

Social or Economic Importance

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

where the receiving water for the proposed discharge is located.

Social Importance Analysis

Infrastructure improvements
Public health or safety improvements

Economic Importance Analysis

Commercial activities

Describe Social and/or Economic Importance of the project

The existing pile-supported T-dock and fuel float structures were constructed in 1971 and have exceeded the intended design life for timber structures in a marine environment. The age of the structures has advanced to a stage where even regular maintenance cannot keep up with the rate of material deterioration, and hence increasingly presents life/safety issues for personnel working and equipment operating on these structures. While existing fuel lines routed to the dock and float are currently functioning safely, they will need to be removed with the existing structures and rerouted to the new dock with new and additional structural supports. The intent of replacing the existing structures and rerouting fuel lines is to allow Petro Marine to safely and efficiently operate their fuel supply business.

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	Incidental Harassment Authorization	pending	NONE PROVIDED	NONE PROVIDED	NONE PROVIDED
USACE	Individual permit (404/10)	pending	10/10/2025	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	Last Name	
Matthew	Brody	
Title		
Regulatory Specialist		
Organization Name		
USACE, Regulatory Division		
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.)

232083_JNU Rock Dump Fuel Terminal_USACE app_20251010.pdf - 12/11/2025 08:49 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.

[Petro Marine Services JRDTR Permit Drawings 090325.pdf - 12/11/2025 08:49 AM](#)

Comment

NONE PROVIDED

Document Attachments

NONE PROVIDED

Comment

NONE PROVIDED

Delegation of Authority for Submission of Application

[JNU Rock Dump_delegation-of-authority-401-application_signed.pdf - 12/11/2025 08:49 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 llee@pndengineers.com llee@pndengineers.com on 12/19/2025 at 1:07 PM