CWA 401 Water Quality Certification Request

version 2.17

(Submission #: HQM-8YD7-EF6AD, version 2)

Details

Site: CBJ Seawalk - Franklin Dock to AJ Dock

Submission ID HQM-8YD7-EF6AD

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
Jenny	Smith

Title
Chief General Engineer

Organization Name
City and Borough of Juneau

Phone Type	Number	Extension
Business	907-586-0499	

Email
Jenny.Smith@juneau.gov

Mailing Address

155 Heritage Way

Juneau, AK 99801

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

Contact

Prefix
NONE PROVIDED

First Name	Last Name
Lisa	Lee

Title
Environmental Scientist

Organization Name
PND Engineers, Inc.

Phone Type	Number	Extension
Business	907-646-2787	

Email
llee@pndengineers.com

Mailing Address

1506 W 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-2026-00117

Project Name or Title
CBJ Seawalk - Franklin Dock to AJ Dock

Primary Receiving Waterbody Name
Gastineau Channel

Estimated Project Dates (+/- 30 days)

Project Estimated Start Date	Project Estimated End/Completion Date
04/01/2027	04/01/2029

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

Description	Discharge Estimated Start Date	Discharge Estimated End Date
Remove/replace armor rock	04/01/2027	04/01/2029

Project Description (Nature of Activity, include all features)
CBJ proposes to extend the existing Seawalk from the Franklin Dock to the AJ Dock. The work generally consists of a pile-supported seawalk, a cruise ship mooring dolphin with access catwalks and capstan, landscaping, wayfinding signage, site furnishings, power and lighting.

Demolition activities include removal and salvage of the existing transfer bridge located on Franklin Dock Enterprise property. Two existing mooring/breasting dolphins will be demolished and disposed of offsite. The former National Guard dock, adjacent moorage float, and associated access abutment will be demolished, and the access gangways will be removed and salvaged. Several abandoned timber piles within the project area will be extracted and disposed of offsite; any timber piles that cannot be extracted will be cut at mudline.
Existing armor rock slope protection may require temporary removal to facilitate pile installation. This will be conducted using a clamshell bucket or excavator, and the armor rock will be replaced around the piles following installation.

The work generally consists of a pile-supported seawalk, a cruise ship mooring dolphin with access catwalks, landscaping, wayfinding signage, site furnishings, power and lighting.
Piles will be installed using both vibratory and impact pile driving techniques from a crane barge or land-based crane. Based upon the various pile sizes and the varying soil conditions, the following pile drivers are anticipated for the project:
- APE 200 Vibratory Pile Driver/ Extractor or similar
- ICE 28B Vibratory Pile Driver/ Extractor or similar
- Pileco D62 Diesel Impact Hammer or similar
- Pileco D19 Diesel Impact Hammer or similar

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. Mooring dolphin piles that do not achieve the required embedment to resist loads will require internal rock anchors to provide anchorage into bedrock.

No new fill will be placed as part of the proposed project. Existing fill will be removed and replaced on existing armor slopes to accommodate pile installation.

Utilities will include the installation of an 8-inch diameter, or smaller, dry fire suppression system if required by local fire officials. The dock will be equipped with power, lighting, data and safety cameras.

The mooring dolphin will consist of a 5-pile group with a steel pile cap capable of resisting mooring loads from cruise vessels. Piles that do not achieve the required embedment to resist loads will require internal rock anchors to provide anchorage into bedrock. The mooring dolphin will be accessed by two catwalks extending from an existing mooring dolphin at the facility. The catwalks will be supported at midspan by a two-pile support structure.

Minimal planned improvements in the uplands include site furnishings, information signage, wayfinding signage, art installations and lighting. The upland improvements are planned to enhance the user experience and provide the necessary information to allow efficient travel along the seawalk.

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)
The City and Borough of Juneau (CBJ) seeks to extend the existing seawalk from the Franklin Dock to the AJ Dock to provide safe and continuous pedestrian access between cruise vessels moored at the AJ Dock and Downtown Juneau. The proposed work includes construction of a pile-supported seawalk, a cruise ship mooring dolphin with access catwalks, upland improvements, wayfinding signage, site furnishings, and associated power and lighting. Construction will also require demolition and removal of an existing transfer bridge, mooring dolphins, a pile-supported dock, moorage float, gangways, and multiple abandoned piles.

Is any portion of the work already complete?
No

Description of current activity site conditions
The project is located in Juneau in Southeast Alaska, nearly 580 miles southeast of Anchorage, and over 890 miles northwest of Seattle. The project vicinity is an area of high human use and habitat alteration. Ongoing human activity in the action area that impacts protected species includes marine vessel activity, pollution, climate change, and noise (e.g. vessels, aircraft, etc.).

According to the National Oceanic and Atmospheric Administration's (NOAA's) ShoreZone mapper, the coastline at the project site has a protected/anthropogenic permeable habitat and man-made permeable coast and shore type. The site is considered protected for its biological wave exposure, and has an environmental sensitivity index of sheltered rip-rap. There are continuous barnacles and blue mussels present along the shore (ShoreZone 2025). The site contains several existing marine facilities including the PetroMarine Juneau Rock Dump Fuel Terminal which is still in use. Other facilities include the National Guard Dock, which is anticipated to be demolished along with existing dolphins, moorage floats, and timber piles as part of the proposed project.

From April through October, the cruise industry operates as many as 6 ships in Gastineau Channel with berths along the downtown Juneau waterfront and at the rock dump. The Juneau Harbor Seaplane Base, two small boat harbors, the Juneau Yacht Club, a marine services facility, and more are positioned up-channel from the rock dump, leading to high levels of marine traffic and related noise near downtown Juneau throughout much of the year.

Juneau, and the surrounding area, is composed of steep mountainous terrain, various fjords and bays, and stream and river valleys. The valleys have been shaped through glacial movement, which has filled the Gastineau Channel with glacial silt and deposits. The steep mountain slopes present risks of falling and sliding rock, and landslides and avalanches have occurred from these high peaks (Miller 1972). Downtown Juneau receives an estimated 88 inches of rain each year, though precipitation throughout the entire borough varies based on the local topography (Ecology & Environment, Inc. 1989). The Juneau area, and Southeast Alaska, is seismically active; an earthquake in February of 1934 at nearby Admiralty Island resulted in the settling of the ore at the Alaska-Juneau Mine near downtown Juneau (Miller 1972). Localized, high speed winds, known as Taku Winds, originate from east of the site and are most active during the winter. These winds have been known to blow fine particles and dust from the Juneau Rock Dump adjacent to downtown into the air and across Gastineau Channel (Ecology & Environment, Inc. 1989).

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.)
Yes

Linear Feet
1,700

Project Address
1110 Jacobsen Drive to 900 Thane Road
Juneau, AK 99801

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

Project Location
58.2907,-134.3934

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 Juneau International Airport, proceed southeast on Yandukin Drive toward Crest Street for approximately 0.8 miles. Continue on Egan Drive for approximately 7.3 miles, then proceed on to Marine Way for 0.2 miles. Follow S. Franklin Street for approximately 0.5 miles. To access the northern portions of the project site, turn right at the entrance to the Franklin Dock, then take the first left and follow the road to the project site. Southern portions of the project site may be accessed by continuing along Thane Road to Mt. Roberts Street. From Mt. Roberts Street, turn onto Jacobsen Street.

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
Amanda	Locken

Title
Regulatory Specialist

Organization Name
U.S. Army Corps of Engineers

Phone Type	Number	Extension
Business	907-347-6148	

Email
Amanda.N.Locken@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 armor rock from the project site

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

Type	Cubic Yards
Existing armor rock	1,200

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

Surface Area	Units
1	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
58.2907,-134.3934

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
899	Thane Bunker Fuel Tanks	Petroleum	58.2949	-134.3972	Unknown	No Longer Assigned, 9074655229, dec.icunit@alaska.gov

Hazard ID#	Contaminated Site Name	Contaminant Type	Latitude	Longitude	In soil or groundwater?	CS Staff Contact
24693	CBJ South Franklin St Lift Station	Petroleum	58.2940	-134.3968	Unknown	IC Unit, 9074655229, dec.icunit@alaska.gov
24496	Alaska Marine Lines	Petroleum	58.2897	-134.3899	Unknown	No Longer Assigned, 9074655229, dec.icunit@alaska.gov
24508	Unocal - #0313 Tank Farm - Juneau	Petroleum	58.2899	-134.3943	Unknown	No Longer Assigned, 9074655229, dec.icunit@alaska.gov
26523	Alaska Marine Lines - Mt. Roberts St.	Petroleum	58.2871	-134.3910	Unknown	No Longer Assigned, 9074655229, dec.icunit@alaska.gov
402	AK Juneau Rock Dump (a.k.a. Gastineau Mine)	Cadmium, arsenic, lead, chromium	58.2876	-134.3903	Both	No Longer Assigned, 9074655229, dec.icunit@alaska.gov

Describe the identified contaminated site(s) or groundwater plume within 1,500 feet
According to the Alaska Department of Environmental Conservation (ADEC), there are six contaminated sites within 1,500 ft of the project site, and all seven have been designated as ﷺcleanup completeﷺ (ADEC 2025). 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 ﷺcleanup completeﷺ (ADEC 2025g). A leaking UST was discovered at the nearby Alaska Marine Lines site in 1991. 90% of the contaminated soil was excavated and stockpiled for disposal in 1992, and site closure was facilitated later that year. ADEC has determined that this site is ﷺcleanup completeﷺ (ADEC 2025c).

The Alaska-Juneau Mine operated as a gold mine from 1901 to 1951 under AK Juneau Gold Mining Company. During the mineﷺs operation, waste ore was dumped onto the nearby intertidal mud flat, covering 60 to 70 acres, which is now referred to as the Juneau rock dump. In 1987, soil samples from the mud flat contained heavy metals including arsenic, cadmium, lead, and chromium. As of 2019, ADEC determined that the site meets Method 2 cleanup levels, and has since declared the site as ﷺcleanup completeﷺ (ADEC 2025c). The Alaska Marine Lines location at Mt. Roberts Street contained an underground storage tank (UST), which was excavated without incident prior to 2015. During the excavation, no soil samples were collected nor analyzed; a follow up investigation commenced, and samples were collected in May 2015. Testing and analysis for heavy metals and other pollutants presented levels that were all below their respective Method 2 cleanup levels, per 18 AAC 75.341, and the site has since been declared ﷺcleanup completeﷺ (ADEC 2025d).

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
Concentrations are not known.

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
The following best management practices (BMPs) will be incorporated by the applicant in order to minimize impacts to waters of the U.S.:
1. CBJ 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
Impacts to WOTUS could not be entirely avoided for this project because this project is a pile-supported structure dependent on marine access.

Minimization Measures
No new fill will be placed in WOTUS as part of this project. Portions of the existing fill will be removed prior to pile installation and replaced afterwards. Incorporation of the proposed BMPs listed above will avoid and minimize impacts to WOTUS to the extent possible. The contractor will comply with local, state, and federal water quality standards.

Mitigation Measures
Impacts to waters of the U.S. (WOTUS) 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 seawalk while meeting the goal of improving accessibility and public safety.

The proposed project will be constructed over previously disturbed upland fill areas near the top of the existing slopes. In-water impacts are limited and primarily associated with the removal of existing piles and marine infrastructure to accommodate the new seawalk alignment. Because the project footprint occurs predominantly within previously impacted areas and results in a net reduction of in-water structures, no loss of aquatic resource functions is anticipated. Accordingly, 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
Community services provided
Infrastructure improvements
Public health or safety improvements
Recreational opportunities

Economic Importance Analysis
Tax base impacts
Commercial activities
Access to a transportation network

Describe Social and/or Economic Importance of the project
Juneau's downtown waterfront is a critical transportation and economic corridor, yet the area between the Franklin Dock and the AJ Dock lacks a continuous, safe, and accessible pedestrian route. This gap contributes to pedestrian congestion, conflicts with marine-industrial operations, and results in a disjointed connection between major arrival points and access to downtown. The proposed CBJ Seawalk – Franklin Dock to AJ Dock project seeks to address these circulation and safety deficiencies and improve functional access along this essential segment of the waterfront, consistent with the area's long-term community and economic role.

Juneau's downtown waterfront has served as the city's front door since its earliest days, functioning as a vital center of commerce, transportation, and community activity. Although the character and uses of the waterfront have evolved over the past century, its core functions remain essential. This two-and-a-half-mile coastal corridor continues to support maritime cargo operations, welcome visitors arriving by sea, provide access to downtown and the State Capitol, and generate significant economic activity for local residents and businesses.

Today, the Franklin Dock and the AJ Dock represent two major touchpoints for maritime visitors and commercial operations, yet the lack of a continuous, safe, and accessible pedestrian route between them creates congestion, visitor navigation challenges, and operational conflicts with vehicles and port activities. As travel volumes continue to grow and the Downtown waterfront adapts to new social and economic conditions, the absence of a unified seawalk limits the community's ability to effectively manage pedestrian movement and capitalize on the area's economic potential.

A connected seawalk between the Franklin Dock and the AJ Dock is needed to:
– Improve safety and circulation by providing a dedicated, ADA-compliant pedestrian pathway that separates foot traffic from busy marine-industrial and roadway areas.
– Strengthen economic vitality by creating a cohesive visitor experience that encourages exploration of Downtown businesses, cultural sites, and public spaces.
– Enhance multimodal connectivity along the waterfront, knitting together existing seawalk segments into a continuous, intuitive corridor.
– Support long-term waterfront planning goals that anticipate and respond to evolving community needs, tourism trends, and marine transportation demands.
– Reinforce the waterfront's role as Juneau's gateway by providing a welcoming, functional, and visually consistent pedestrian environment between major arrival points.

Given the historic and ongoing importance of Juneau's Downtown waterfront, investment in a continuous seawalk is a necessary step toward ensuring the area remains safe, vibrant, and adaptable for future generations. The proposed connection between the Franklin Dock and the AJ Dock will help the community proactively respond to changing conditions while preserving the waterfront's role as a key logistical, economic, and cultural asset.

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 404/RHA 10 Permit	pending	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
NMFS	IHA	pending	*NONE PROVIDED*	*NONE PROVIDED*	*NONE PROVIDED*
CBJ	Building permit	pending	*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 **Last Name**
Amanda Locken

Title
Regulatory Specialist

Organization Name
U.S. Army Corps of Engineers

Phone Type **Number** **Extension**
Business 907-347-6148

Email
Amanda.N.Locken@usace.army.mil

Attachments

Copy of Federal Application (USACE, EPA, or FERC, etc.)
172110_CBJ Seawalk_USACE App_20260302.pdf - 03/23/2026 07:46 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.
172110 Seawalk Permit Corps_4-29-26.pdf - 05/01/2026 12:05 PM
Comment
NONE PROVIDED

Document Attachments
NONE PROVIDED
Comment
NONE PROVIDED

Delegation of Authority for Submission of Application
172110_CBJ Seawalk_delegation-of-authority-401_signed.pdf - 03/23/2026 07:46 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.

Revisions

Revision	Revision Date	Revision By
Revision 1	3/23/2026 7:46 AM	llee@pndengineers.com llee@pndengineers.com
Revision 2	4/14/2026 12:57 PM	llee@pndengineers.com llee@pndengineers.com

Agreements and Signature(s)

Certification Statement

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 06/10/2026 at 2:21 PM
8OnrL2t+pu6Ki5pVvkmxgy0np/rBwlPup4uyUaY6yTl19QMO8la8CK7n9ZDWdUZ+FXHF5qmQKjRCHgD7gZEY0A==