



US Army Corps  
of Engineers  
Alaska District

# Public Notice of Application for Permit

Regulatory Division  
CEPOA-RD  
Post Office Box 6898  
JBER, Alaska 99506-0898

**PUBLIC NOTICE DATE: September 15, 2014**

**EXPIRATION DATE: October 30, 2014**

**REFERENCE NUMBER: POA-2013-461**

**WATERWAY: Colville River**

Interested parties are hereby notified that a Department of the Army (DA) permit application has been received for discharge of dredged and/or fill materials into waters of the United States (US), including wetlands, as described below and shown on the enclosed project figures/drawings.

Comments on the described work, with the reference number (POA-2013-461), need to reach the US Army Corps of Engineers, Alaska District (USACE) office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Mr. Harry A. Baij Jr. by e-mail message at [harry.a.baij@usace.army.mil](mailto:harry.a.baij@usace.army.mil), direct telephone line at 907-753-2784, toll free from within Alaska at 800-478-2712, or by fax at 907-753-5567 if you have questions or need further information concerning this public notice.

**APPLICANT:** ConocoPhillips Alaska, Inc. (CPAI), P.O. Box 100360, Anchorage, AK 99510. The applicant's contact person is Ms. Lynn DeGeorge, Senior Environmental Coordinator, e-mail address [lynn.a.degeorge@conocophillips.com](mailto:lynn.a.degeorge@conocophillips.com), direct telephone line 907-263-4671, and fax number 907-265-1515.

**PROJECT NAME:** Greater Mooses Tooth One (GMT1).

**LOCATION:** The project site is located within the following areas:

Section 6, T. 10 N., R. 3 E;

Sections 24-29, 31, 32, and 33, T. 11 N., R. 3 E;

Sections 1, 12-18 and 19, T. 11 N., R. 4 E;

Umiat Meridian, US Geological Survey Quadrangle Maps Harrison Bay A-3, Harrison Bay B-3; and Harrison Bay B-2;

Start of GMT1 proposed project from the proposed the road intersection with the existing CD-5 Access Road:

Latitude 70.304687 and Longitude -151.210979 NAD 83 decimal degrees;

End of GMT1 proposed project at the drillsite gravel pad: Latitude 70.256952 and Longitude -151.479496 NAD 83 decimal degrees;

Arctic Coastal Plain of Alaska in the National Petroleum Reserve-Alaska near the Beaufort Sea and west of the Colville River, approximately 12 miles northwest of Nuiqsut, Alaska.

**SPECIAL AREA DESIGNATION:** The project would be located within the National Petroleum Reserve-Alaska (NPR-A).

**PURPOSE:** The applicant's stated purpose is to construct a road-accessible drill site, associated pipelines, and ancillary facilities to safely develop, produce, and transport hydrocarbons from the Greater Mooses Tooth Unit (GMTU) to the existing Alpine Central Processing Facility (ACF) and eventually to market at a reasonable rate of financial return. The project would produce 3-phase hydrocarbons (oil, gas, and water) which would be carried by pipeline to the ACF for processing. Sale quality crude oil produced at the ACF would be transported via the existing Alpine Sales Oil Pipeline and Kuparuk Pipeline to the Trans-Alaska Pipeline System (TAPS) for shipment to market.

**PROPOSED WORK:** CPAI proposes the placement of 628,050 cubic yards (cy) of clean fill material into 72.7 acres of waters of the U.S., including wetlands (see Table 1 below), to construct:

- A 7.7 mile-long access road (59.2 acres), including bridges and abutments (no fill material would be placed below the ordinary high water mark of the two bridged creek/river crossings);
- An 11.8-acre drill pad with 33-well capacity at Greater Mooses Tooth 1 (GMT1);
- Placement of fill in 0.1 acre of wetlands to support vertical support members (VSMs) for pipelines (8.4 miles of pipelines from GMT1 to CD5 (Colville River Delta-5), 3.3 miles of pipeline from CD4N (Colville River Delta-4 North) to ACF, and 6.1 miles of pipeline from CD4N to CD5);
- A 0.35 acre fill area to support the west manual pipeline valve pad; and
- A 0.35 acre fill area to support the east manual pipeline valve pad.
- 3 Vehicle Pullout Pads for safety and subsistence activity access.

**Table 1: Size and Volume of Fill in Waters of the U.S.**

Component	Fill Type	Footprint (ac)	Fill Quantity (cy) <sup>a</sup>	Notes/Dimensions
GMT1 Drill Site	Gravel	11.8	131,000	290 feet to 463 feet wide by 1,200 feet long
Access Road (includes bridge abutments)	Gravel	59.2	482,000	7.8 miles long; 32-foot crown width and minimum 5-foot depth
Vehicle Pullout Pads	Gravel	0.9	8,550	Three vehicle pullout pads are proposed at 0.3 acres per pullout. The pullouts would be 50-feet wide by 200-feet long. All pads are located west of the Tiŋmiaqsiġvik (Ublutuoch) Bridge.
Manual Valve Pads	Gravel	0.7	6,500	One valve pad would be installed on each side of the Tiŋmiaqsiġvik (Ublutuoch) River Bridge; each pad is 100 feet by 100 feet with a 20-foot by 25-foot extension
<b>Total Gravel Fill</b>	Gravel	<b>72.6</b>	<b>628,050</b>	All proposed fill areas
GMT1 to CD5 Pipeline VSMs	Sand Slurry/Steel	0.07	3,000 <sup>b</sup>	8.4-mile pipeline requiring approximately 1,000 new VSMs spaced approximately 55 feet apart
CD1 to CD4N Pipeline VSMs	Sand Slurry/Steel	0.03	1,200 <sup>b</sup>	3.3-mile pipeline requiring approximately 400 new VSMs aligned to match existing VSMs
<b>Total Fill</b>	All types	<b>72.7</b>	<b>632,250</b>	

**Note:** Values are approximate and may change during final design.

ACF = Alpine Central Processing Facility; VSM = Vertical Support Member

<sup>a</sup> Clean fill to be purchased from ASRC Mine Site (USACE file number POA-1996-869, Colville River).

<sup>b</sup> VSM fill quantity is estimated to be approximately 3 cy per VSM.

Oil, gas, and water produced from the reservoir would be carried from the GMT1 drill site via pipelines that tie into the CD5 pipeline going to the ACF at CD1 (Colville River Delta 1 or ACF) for processing. Sales quality crude would be transported from CD1 via the Alpine Oil Pipeline and Kuparuk Pipeline to the Trans Alaska Pipeline System (TAPS) for shipment to market. Lean gas and Kuparuk-supplied seawater would be delivered to the drill sites via pipelines from CD1 for injection into the reservoirs. The proposed drill site would be operated and maintained by Alpine (ACP) staff and supported using CD1 infrastructure.

Construction of the GMT1 Development Project facilities is anticipated to occur over a two-year schedule, with two winter construction seasons:

4Q 2015 – Begin first season ice road construction in support of GMT1 construction.

1Q 2016 – Gravel mining, construction of gravel road and pad, bridge piers substructure, and superstructure.

4Q 2016 – Begin second season ice road construction in support of GMT1 construction.

1Q 2017 – Install VSMs, pipelines, power and telecom cable, and facilities.

4Q 2017 – First production.

All work would be performed in accordance with the enclosed plan (Figures) Sheets 1-33, dated 09-08-14.

**ADDITIONAL INFORMATION:** Also attached to this Public Notice are three undated figures provided by the applicant as additional information. They include the expected gravel material source location (ASRC Mine Site) and excavation limits, GMT1 Construction Ice Roads Year One, and GMT1 Construction Ice Roads Year Two locations. The mine site excavation and associated gravel mining discharges of dredged and fill material are not being proposed by the applicant and have not been previously authorized by DA permit recently issued to the Arctic Slope Regional Corporation under DA permit number POA-1996-869. Only Phases I and II of the ASRC Mine Site have been authorized. ASRC is expected to submit an application to the USACE for a permit to open Phase III in the near future and provide CPAI with their gravel needs for the GMT1 proposed project. Seasonal ice roads and ice pads are not regulated by the USACE as they do not include a discharge of dredged or fill material into waters of the US, including wetlands.

Development in the Colville River Unit began with the Alpine CD1 and CD2 drill sites and associated facilities. Oil production from CD1 commenced in November 2000 and from CD2 in November 2001.

In January 2003 the U.S. Bureau of Land Management (BLM) and cooperating agencies (USACE, the U.S. Environmental Protection Agency (EPA), the U.S. Coast Guard (USCG), and the State of Alaska) initiated the Alpine Satellite Development Plan (ASDP) Environmental Impact Statement (EIS) for the five proposed satellite drill sites (CD3 through CD7). The Final EIS (FEIS) was issued in September 2004 and the BLM's Record of Decision (ROD), which regulates the two satellite development areas on public lands managed by BLM (GMT1 and GMT2, formerly known as CD6 and CD7), was issued in November 2004.

On August 23, 2004, CPAI requested prioritization of permits for CD3 and CD4 to meet the construction schedule for those two satellite developments. Most permits were issued by December 2004 and construction of CD3 and CD4 began in January 2005 and production began in 2006. Permitting for CD5 was completed in 2012, and construction began in 2014.

The GMTU was established in 2008 through petition to BLM to establish the unit and approve the GMTU Agreement. CPAI requested the BLM designate and approve the proposed Unit Area so CPAI could perform exploration and development operations under a unit plan of operations. Previous developments (CD1, CD2, CD3, and CD4) and CD5 are within the reservoir of the Colville River Unit. GMT1 was previously identified as CD6 but was renamed after it was determined to be within in the newly established GMTU.

In 2012, the BLM issued the *National Petroleum Reserve-Alaska Final Integrated Activity Plan/Environmental Impact Statement* (NPR-A IAP/EIS), followed by their ROD in 2013 to address development within the entire NPR-A, including the GMTU.

The BLM prepared a Draft Supplemental EIS (SEIS) for the GMT1 Development Project in February 2014 to re-evaluate the proposed GMT1 project. The Draft SEIS was issued to address changes to the proposed development plan from the 2004 ASDP ROD, evaluate relevant new circumstances and information, and provide opportunities for public participation in accordance with National Environmental Policy Act (NEPA) requirements.

The GMT1 Draft SEIS can be viewed at the BLM website at this link:  
[http://www.blm.gov/ak/st/en/prog/energy/oil\\_gas/npra/GMTU\\_proposed\\_dev\\_proj.html](http://www.blm.gov/ak/st/en/prog/energy/oil_gas/npra/GMTU_proposed_dev_proj.html).

**APPLICANT PROPOSED MITIGATION:** The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the US from activities involving discharges of dredged or fill material.

**a. Avoidance:**

Due to the abundance of wetlands on the North Slope and the project vicinity, avoiding all fill discharges into waters and wetlands is not practicable. As further described below, CPAI's proposed avoidance measures include the following: site design/selection and relocation of facilities, use of existing infrastructure, construction of ice roads and pads, elimination of piers in river crossings, avoidance of standing water creation, treatment of gravel contaminants, and winter construction.

Relocation

The GMT1 drill pad site has been relocated outside of the 3-mile Fish Creek setback (BLM lease stipulation K-1). Relocation of the drill pad allowed for modifications to the access road and pipeline corridor lengths, resulting in a road length reduction of 3.5 miles and a pipeline length reduction of 2.9 miles. These changes to the project design have resulted in a reduction in gravel fill needs of approximately 23 acres for development of the drill site and access road.

Ice roads and pads

Ice pads would be constructed on either side of the Tinjmiagsigvik (Ublutuoch) River for staging needed by construction equipment and/or materials. Ice roads and pads would be built only after the ground surface is frozen sufficiently to support the weight of heavy equipment without damaging the underlying tundra and be constructed of at least 6 inches of ice/compacted snow prior to use to protect the underlying vegetation and terrain. The ice roads and temporary ice pads would be routed or positioned so as to avoid shrub areas and large areas of tussock tundra to the extent practicable. Specially designed vehicles that exhibit very low weight per area would be used for off-gravel travel to avoid impact to the tundra.

River crossings

The GMT1 project would require crossing Crea Creek and the Ublutuoch River, but would not require any associated fill placement below the ordinary high water (OHW) mark of either water body. Crea Creek would have a clear-span bridge. Ublutuoch River would involve construction of one pier group being placed below the OHW mark. Two pipeline valve pads would be constructed. Both valve pads would be located outside of the floodplain. Based on discussions with USACE, the valve pad locations were reduced in size from 0.46 acre to 0.35 acre. The two valve pads would be positioned on either side of the Ublutuoch River adjacent to the gravel road to allow for easy access to manually shut-in the pipeline flow. Should the pipeline section spanning the river experience a loss of containment, the amount of contaminants and fluid entering the river would be limited.

Standing water

CPAI has designed the GMT1 access road infrastructure to not cause surface water ponding cross drainage waters and wetlands. The GMT1 project would incorporate bridges over those areas where channelized flow occurs with a 50-year reoccurrence interval of 500 cubic feet per second or greater. Properly sized culverts would be placed where smaller channelized flows occur. Strategic placements of proposed road culverts for cross-drainage would further minimize the chances of ponding water. If ponding should occur after initial road construction, CPAI would insert additional culverts into the road bed. CPAI has also oriented the GMT1 drill pad location and associated GMT1 facilities to minimize wind-drifted snow accumulations that could potentially result in standing water and contribute to localized areas of gravel slumping and erosion.

Use of existing infrastructure

GMT1 would utilize various components of existing Alpine and commercial infrastructure.

- The GMT1 project would utilize existing VSMS from CD5 to CD4N to support a portion of the 14-inch water injection pipeline. This water injection pipeline would transport seawater or produced water from CPAI's ACF at CD1 for injection to support enhanced oil recovery.
- VSMS proposed for the pipeline from the GMT1 drill site to the CD5 location would be sized with sufficient room to allow for additional space available for a future 24-inch pipeline.
- The GMT1 project would utilize existing area airstrips for transporting equipment and personnel to the area. Personnel would be housed in existing camp and/or hotel developments.

- Gravel for the GMT1 Development Project would be purchased from the Arctic Slope Regional Corporation (ASRC) Mine Site, an existing commercial gravel source, eliminating the need to develop a new gravel source within the project vicinity.

#### Site design/selection

CPAI has designed the GMT1 project so that all power lines and communication cables would be hung underneath the VSMS via messenger cables to avoid the need to install power poles and associated impacts to vegetation and wetlands. CPAI conducted site selection activities so that locations having unique habitat or other value, including habitat of threatened or endangered species, were avoided. CPAI routed its ice roads to avoid known archeological sites. Cultural/archeological resource surveys were conducted prior to site selection and would be reviewed prior to ground disturbance activities. CPAI located recent bird nesting areas during baseline studies and avoided those locations when designing the proposed GMT1 development.

#### Construction

GMT1 construction and development activities would occur in the winter months when wetlands are frozen and covered by snow and ice. Gravel harvest and construction would be conducted in a single winter season. CPAI would avoid adding any treatment substances (such as chemical binders) to the gravel fill. CPAI would utilize water misting or spreading application methods to provide dust suppression.

#### b. **Minimization:**

Practicable minimization measures have been incorporated into the project location and design. As further described below, CPAI's proposed minimization measures include the following: river crossings designed for water flow and faunal movement; access roads designed for water flows and permafrost; and equipment and techniques designed to reduce surface compaction and erosion.

#### River crossings

The GMT1 project has been designed to accommodate predicted water flow by incorporating culverts and bridge structures that would sustain both low and high water flows, accommodate fluctuating water levels, and maintain circulation and faunal movement. CPAI would utilize a combination of riprap and sheet pile abutments at the Crea Creek and Ublutuoch River crossings to eliminate the need for fill to be placed below the OHW mark of these flowing waters. The bridge deck for both water crossings has been designed with removable guard rails to facilitate the passage of wide loads without requiring a wider bridge deck and reduces the amount of physical armor and erosion control methods required for both water crossings.

#### Access road

The proposed all-season access gravel road connecting the GMT1 drill site to the CD5 access road intersection has been designed to minimize impacts at waterbody crossings and during high water events across the general area. The design criteria for all culverts would prevent raising the water level on the up-gradient side of the waterbody crossings by more than 6 inches (compared to the down-gradient side) for more than one week after peak discharge. The proposed access road has been sited so that the length of road within the Fish Creek setback has been reduced by 2.7 miles since proposed in the 2004 ASDP proposal. CPAI has further designed its proposed gravel roads to have a minimum gravel thickness of 5 feet. This thickness would maintain stable permafrost conditions by insulating the underlying tundra and offsetting the loss of the insulating effect caused by compression of the vegetated tundra below the gravel.

#### Equipment

The GMT1 proposed development would reduce impacts from heavy equipment by using machinery and techniques that are especially designed to minimize wetland impacts. CPAI would use only approved tundra travel vehicles to support construction and operations activities. This includes machines with specially designed wheels or tracks and the use of mats under heavy machines to reduce wetland surface compaction and rutting. Specialized equipment would be used to construct and maintain ice roads during the winter months to further avoid tundra impacts. All road, pad, and bridge construction would occur during the winter months to minimize impacts to tundra vegetation and wildlife. Ice pads would be used for equipment staging areas, thereby minimizing the volume of gravel fill placement.

#### Erosion control

CPAI updated its Alpine Erosion Control Plan to accommodate the GMT1 project detailing methods used to prevent and mitigate erosion impacting both terrestrial and aquatic environments. Included within this plan are CPAI's Operations, Monitoring, and Maintenance (OM&M) Procedures, which detail the actions CPAI would undertake to monitor; maintain; and, if needed, remediate gravel fill impacting surrounding tundra and wetlands.

### Design, Spill Prevention and Response Planning

The GMT1 pipeline routing is designed to be located up-gradient of the access road, which would serve as a containment barrier in the event of a pipeline spill, as well as year-round access for surveillance monitoring and repair. Pipelines would meet all design codes and North Slope standards and operations would include regular inspection and maintenance. Additionally, CPAI will amend their Oil Discharge Prevention and Contingency Plan and Spill Prevention Control and Countermeasures Plan to address spill prevention measures and response actions for the GMT1 drill site.

### Subsistence

During design of the GMT1 project CPAI consulted with the local community organizations and public on the locations of proposed roads and pipelines to ensure operations do not adversely affect subsistence activities. Pipelines would be coated with a muted (non-shiny) finish to avoid bright flashes from sunlight that tend to frighten caribou. CPAI has developed processes to consult with subsistence users regarding daily planned oil and gas activities through local Subsistence Representatives and Ice Road Monitors to avoid interference with subsistence activities. CPAI would provide cultural awareness training for all project employees and contractors and prohibit employees from participating in hunting and trapping activities while on "work status".

#### **c. Compensatory Mitigation:**

CPAI is currently working with local Native entities in the vicinity of the GMT1 project area to identify suitable aquatic resource sites as preservation areas within the Fish Creek area or close vicinity to offset expected adverse aquatic impacts of the proposed project. Suitable aquatic sites of sufficient function and size would be placed into a conservation easement as Permittee-Responsible Compensatory Mitigation. A mitigation plan to would be completed if such preservation lands are located.

Should the above Permittee-Responsible Compensatory Mitigation not be attainable, CPAI proposes to pay an in-lieu fee to The Conservation Fund for the unavoidable adverse impacts to waters of the US.

**WATER QUALITY CERTIFICATION:** A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

**CULTURAL RESOURCES:** The Alaska Heritage Resources Survey (AHRs) has been reviewed for the presence or absence of historic properties in the proposed permit area, including those listed in or eligible for inclusion in the National Register of Historic Places. Two sites are located within the proposed project vicinity. HAR-00057 and TLUI/HAR-087 are located less than 1 mile from the proposed project area.

The SHPO previously concurred with a finding of "No Historic Properties Affected" for a similar proposed permit area, as long as avoidance stipulations were implemented during project activities. This finding was based on cultural resource surveys conducted by Reanier and Associates in 2008.

Consultation of the AHRs constitutes the extent of cultural resource investigations by the District Commander at this time. This application is being coordinated with the State Historic Preservation Office (SHPO) and the North Slope Borough (NSB). Any comments SHPO or the NSB may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

The applicant would implement avoidance measures to ensure protection of any identified sites during project construction by establishing a 500-foot avoidance buffer (NSB Department of Planning and Community Services, Inupiat History, Language and Culture Division). Additionally, CPAI would survey for archeological resources ahead of constructing ice roads, and route ice roads to avoid cultural resources.

**ENDANGERED SPECIES:** The project area is within the known or historic range of the spectacled eider (*Somateria fischeri*), Steller's eider (*Polysticta stelleri*), and polar bear (*Ursus maritimus*). The yellow-billed loon (*Gavia adamsii*), a candidate species under the Endangered Species Act (ESA), also occurs in the area. This proposed project is being coordinated with the US Fish and Wildlife Service (USFWS). We have determined the described activity may affect the above listed species and would have no effect on any designated or proposed critical habitat, under the ESA of 1973 (87 Stat. 844). Therefore, consultation procedures will be conducted under Section 7 of the ESA with the USFWS. Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the National Marine Fisheries Service (NMFS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

King, chum, and pink salmon have been observed in the lower reaches of the Tiŋmiaqsiġvik (Ublutuoch) River. The river reach at the applicant's proposed Ublutuoch River crossing is mapped by the Alaska Department of Fish and Game as anadromous waters for King, Chum, and Pink Salmon species. Under the proposed project, a pier supported road bridge and an elevated hydrocarbon pipeline would cross the Ublutuoch River within the area identified as EFH. The construction of these structures would not affect the migration of these fish species. One set of 4 bridge piers/piles would be placed in the riverbed of the Ublutuoch River near the west descending bank and would have minimal adverse impact on EFH. In addition, winter time installation of the piers by drill and auger bit would not involve a USACE regulated discharge of dredged or fill material into a water of the US. Therefore, we have determined the described activity would not adversely affect EFH within the project area.

**TRIBAL CONSULTATION:** The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The USACE is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be fully considered by the USACE to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments received will be used in the preparation of our decision document for the proposed action. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

**AUTHORITY:** This permit will be issued or denied under the following authority:

Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

District Commander  
U.S. Army, Corps of Engineers

Enclosures



# STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION  
DIVISION OF WATER

**401 Certification Program**  
**Non-Point Source Water Pollution Control Program**

DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
WQM/401 CERTIFICATION  
555 CORDOVA STREET  
ANCHORAGE, ALASKA 99501-2617  
PHONE: (907) 269-7564/FAX: (907) 334-2415

## NOTICE OF APPLICATION FOR STATE WATER QUALITY CERTIFICATION

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice Number **POA-2013-461, Colville River**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

Any person desiring to comment on the project, with respect to Water Quality Certification, may submit written comments to the address above by the expiration date of the Corps of Engineer's Public Notice.