



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

PUBLIC NOTICE DATE: August 10, 2012
EXPIRATION DATE: September 10, 2012
REFERENCE NUMBER: POA-2012-236
WATERWAY: Miluveach River

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

Comments on the described work, with the reference number, should reach this 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 Mary Romero at (907) 753-2773, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at mary.r.romero@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Brooks Range Petroleum Corporation, Mark Wiggin 510 L Street, Suite 601, Anchorage, Alaska 99501

AGENT: Oasis Environmental, Dave Trudgen, 825 W. 8th Avenue, Anchorage, Alaska 99501

LOCATION: The project site is located within Section 35, T. 11 N., R. 7 W., Section 2, T. 10 N., R. 7 W., Sections 5 & 6, T. 10 N., R. 8 W., Sections 31, 32, & 33, T. 11 N., R. 8 W., Umiat Meridian; USGS Quad Map Harrison Bay B-1; and Sections 1 & 2, T. 10 N., R. 7 W., Section 6, T. 10 N., R. 8 W., Umiat Meridian; USGS Quad Map Harrison Bay A-1; Latitude 70.248656° N., Longitude 150.282429° W.; Southern Miluveach Unit adjacent to the western boundary of the Kuparuk River Unit; North Slope Borough; approximately 15 miles east of Nuiqsut, Alaska, and 48 miles west of Prudhoe Bay, Alaska.

PURPOSE: The applicant's stated purpose is to develop hydrocarbon accumulations on state oil and gas leases near the Miluveach River and generate financial return on its investment.

PROPOSED WORK: The placement of 766,000 cubic yards (cy) of clean fill into 99.2 acres of wetlands for construction of the Mustang Development Project. 276,750 cy would be placed in 19.34 acres of wetlands for an 'L' shaped gravel production pad (the largest portion of the L would be 773' x 578', the bottom of the L would be

636' x 480', with a small 110' x 104' knob on the northwest corner) that will support drilling of production and injection wells, a three-phase processing facility, an oil pipeline and a water pipeline, buildings (offices, control room, warehouse, and a maintenance facility), and communications infrastructure; 233,699 cy of fill would be placed into 33.19 acres of wetlands for the construction of access roads; mechanized land clearing of 41.58 acres of wetlands for extraction of up to 766,000 cy for the development of a gravel mine to supply gravels for the access roads and pad, within the gravel mine area a stockpile berm will be created by placing 33,207 cy of organic and mineral overburden in 5.04 acres of wetlands; the placement of 24.77 cy of fill in 0.01 acre of wetlands for the installation of pipeline VSMs; and no fill placement for ice roads.

Due to uncertainties around the actual gravel content and ice content in the mine area, the total cubic yardage of extracted material volume from the Primary Mine Area is thought to be 612,539 cy but could be as high as 766,000 cy. The borrow site will be developed as two separate areas or cells - Primary and Contingent. The primary mine area includes the southern three-quarters of the site, consisting of 29.3 acres and will be 30 to 40 feet deep. The contingent mine area consists of the remaining 12.3 acres, but will only be extracted if necessary for future development. Organic overburden will be collected and stored on a single-season ice pad within the contingent mine area's limits. Unusable mineral overburden will be mined and most will be used to construct thermal dikes. The remaining mineral overburden will be stockpiled within the primary mine area's limits. During rehabilitation, the mineral overburden will be used for slope stabilization, to make an irregular shoreline, create littoral zones, and develop islands. The organic material will be spread as topsoil on the disturbed areas around the mine site and on the surface of the islands.

Estimated timeframes for major project elements based on current project and component execution planning and presently anticipated dates for receipt of permits and other regulatory approvals are:

- 1) Construction work is slated to begin the 1st quarter of 2013 with development of the gravel mine and building of the gravel roads and production pad.
- 2) Throughout the summer of 2013, gravel conditioning operations will continue in preparation for 3rd quarter 2013 main pad construction operations.
- 3) North Slope installation of process and utility systems will begin 3rd quarter 2013 and will continue through 2nd quarter 2014.
- 4) Functional check-out and commissioning operations in the 1st and 2nd quarters 2014 will lead to a field start-up and first oil in 2nd quarter 2014.
- 5) Development drilling of approximately 23 wells will begin 4th quarter 2013 and continue for approximately 2 years.

Additional documents including the 404 Application, Project Description, Environmental Report, Jurisdictional Determination Report, and Wetlands Functional Assessment Report are available for viewing as separate links on our website under POA-2012-236 at www.poa.usace.army.mil/reg/PNNew.htm

All work would be performed in accordance with the enclosed plan (sheets 1-15), dated July 2012.

ADDITIONAL INFORMATION: The proposed processing facility would produce sales quality oil for transport to the Alpine common carrier pipeline system. The proposed water pipeline would connect the Alpine source water to the Mustang Development for use in the water reservoir pressure maintenance and waterflood.

The purpose of the Mustang Development project is to produce petroleum from the

Kuparuk "C" sand reservoir and to deliver the oil to the Alpine common carrier pipeline and subsequently to the TAPS for shipment to market.

Developing this resource will help increase domestic oil production for the United States. Maximum production of oil is expected to be approximately 15,000 bpd. BRPC expects to recover 40 million barrels of oil from the prospect. The project could sustain economic production for up to 15 years. The project will also provide economic benefits to the State and local communities including the NSB through tax revenue and creation of jobs. These benefits include temporary jobs during drilling and construction, long-term jobs supporting production operations, and post-operation jobs for decommissioning the facilities. Over the life of the project, significant benefits will accrue to the State and the NSB through the payment of royalties and taxes.

The Mustang oil field will be developed as a standalone process facility concept, one largely independent of connections to existing North Slope processing facilities. The only process connections between the Mustang facility and existing field process infrastructure will be two pipeline connections; 1) approximately an 6" diameter crude sales pipeline with connection to the Alpine Transportation Company 14" diameter crude sales pipeline, and 2) approximately an 6" diameter water pipeline with connection to the Alpine 12" source water pipeline, both approximately 750 feet from Mustang pad.

Facilities - The facilities and their locations have been designed to incorporate requirements for safety, construction, operations, and environmental compliance and performance in a remote area of the North Slope. The proposed roads, pad, and facilities are essential for safe and effective operations at Mustang production facilities. The pipelines are needed to connect the processing facilities to the Alpine common carrier pipeline. A gravel road is required to provide a reliable year-round means to transport personnel and equipment in support of operations, safety, and emergency response activities. As described below, Section 404 regulated project components include a gravel pad, gravel access roads, a gravel mine site, and two VSM supported pipelines (oil and water).

Gravel Infrastructure - Most surface facilities will be located on gravel pads (exceptions include pipeline VSMs and temporary ice roads). The gravel pad and gravel access roads will provide a stable platform to operate facilities through the project design life. Gravel for these structures will be extracted from a new mine site. One gravel pad will be constructed to serve as the platform for all facility operations. The pad's greatest dimensions will be 1,319 ft by 877 ft and will have a minimum fill depth of 6 feet. All-season gravel access roads will connect the gravel pad with the Tarn/Meltwater road and the gravel mine site to the gravel pad access road. Approximately 5.07 miles of gravel roads will be constructed within the project area. Minimum fill depth of the roads is 5 feet with a 2H:1V side slope ratio. The gravel access road is planned to be 4.4 miles in length and 32 feet wide on the road surface (approximately 55 feet wide at bottom of toe) and will cover approximately 28.82 acres. The gravel mine access road will be approximately 0.67 miles long, covering 4.3 acres. A total of 40 to 50 cross-drainage culverts with diameters of 24 or 36 inches will be installed in the roads to mitigate potential water impoundment. The location and distance between the culverts will be determined by local hydrologic and topography features.

Oil and Water Pipelines - Hydrocarbons that are produced from the Mustang Development wells will be delivered to the Alpine common carrier pipeline via a sales quality oil pipeline. A steel platform (10 ft by 10 ft) will be constructed for pigging operation at the junction with the Alpine pipeline, supported on 4 VSMs.

The pipelines will be 6 inches in diameter, and will be supported by 22 VSMs (two of which will be on the gravel pad), which are 16 inches in diameter and installed 20 feet into the ground. The VSMs will be spaced at approximately 55-foot intervals. The oil pipeline is designed to transport a maximum of 15,000 bpd. The water pipeline will share the same VSM and horizontal support member (HSM) supports as the oil pipeline. Water will flow in the opposite direction of the oil, from Alpine's water pipeline to the Mustang gravel pad to maintain production pressure and waterflood for enhanced oil recovery.

Gravel Mine Site - Appendix A (can be viewed online at the link provided on page 2 of this Public Notice) provides the Mustang Development Project Borrow Pit Mining and Rehabilitation Plan. Gravel from the new mine site will be used to construct the project's pad and access roads. Civil design work for the Mustang Development, along with the findings and conclusions of the 2012 gravel exploration program, suggest a total material requirement for construction of the gravel pad and roads of 612,539 cubic yards (cy); however, due to uncertainties around the actual gravel content and ice content in the mine area, the total cubic yardage of extracted material volume from the Primary Mine Area could be as high as 766,000 cy. The borrow site will be developed as two separate areas or cells - Primary and Contingent. The primary mine area includes southern three-quarters of the site, consisting of 29.3 acres and will be 30 to 40 feet deep. The contingent mine area consists of the remaining 12.3 acres, but will only be extracted if necessary for future development. Organic overburden will be collected and stored on a single-season ice pad within the contingent mine area's limits. Unusable mineral overburden will be mined and most will be used to construct thermal dikes. The remaining mineral overburden will be stockpiled within the primary mine area's limits. During rehabilitation, the mineral overburden will be used for slope stabilization, to make an irregular shoreline, create littoral zones, and develop islands. The organic material will be spread as topsoil on the disturbed areas around the mine site and on the surface of the islands.

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

a. Avoidance: There are no practicable, non-wetland alternatives to develop the Mustang Project. However, BRPC has avoided construction of additional drilling pads by utilizing directional drilling techniques. This allows full reservoir development from a single pad, thus maximizing oil production and development while eliminated impacts to wetlands. Secondly, construction will occur in winter, when BRPC will utilize ice roads for construction of the gravel infrastructure to avoid tundra and soils damage. All equipment and vehicles will remain on the ice roads for the construction period and until they transition to the use of the newly constructed gravel roads.

b. Minimization: The project components have been positioned to avoid streams, rivers, lakes and ponds, and most high value wetlands to the greatest extent practicable. Project features have also been designed to minimize footprint and yet safely and practically develop the field. The following provides details of how BRPC has minimized their impacts to wetlands and waters of the U.S.

Pipeline Length and Design - BPRC has elected to process the three phase fluids on the pad to produce sales quality oil for transport in the common carrier Alpine Pipeline. By selecting this method of production, both the oil and water pipelines will connect to the existing Alpine pipelines approximately 750 feet away. This has eliminated the need for a much longer three phase pipeline, and associated wetland

fill, to an offsite facility to process the oil. It has also eliminated the need for two separate pipeline corridors and associated VSM structures for the oil and water pipelines. As currently designed the oil and water pipelines are co-located on the same VSMs resulting in a single pipeline corridor. This reduces the number of VSMs necessary to support the pipelines, and therefore reduces wetland impacts. The relatively short length of the proposed oil pipeline (750 feet) will reduce the spill risk considerably compared to a longer oil pipeline. BRPC has incorporated into the oil pipeline design the use of pig valves, rather than the more typical pig launching facilities ("pigs" are mechanical devices that are used to inspect and clean the inside of the pipeline and travel through the pipe with the flow of oil). The design of the pig valves reduces the amount of space needed to launch and receive the pigs and thus has eliminated the additional gravel pad space necessary for a more typical pig launching facility. From an oil spill and safety standpoint, the pipelines can be visually inspected from the road. This allows more frequent inspections and potentially a more rapid discovery of a problem should one ever occur. The pipeline is designed to be a minimum of 7 ft above the ground surface to allow unfettered passage of wildlife.

Gravel Infrastructure Design - Site location for the gravel pad, access roads and mine site were selected by BRPC to reduce the quantity of gravel deposited, acreage of wetlands affected, and risk of potential oil spills. BRPC proposes to construct only one gravel pad, and will drill 38 wells through horizontal extended reach drilling from that single pad. Drilling technology and optimization of pad size and location have eliminated the need for multiple gravel pads in the Mustang Development. The initial production wells will be drilled on 30-ft centers with provisions to drill up the 38 wells on 15-ft centers. This surface wellhead spacing minimizes the footprint of the pad without causing thaw bulbs of neighboring wells to encroach on one another. The proposed project will utilize an existing road that connects the facility to Prudhoe Bay. Because of this utilization, only an additional 5.07 miles of road need to be constructed for gravel pad and mine access. The gravel pad site is 4.4 miles from the existing Tarn/Meltwater Road. This is the shortest distance that could safely access the propose pad location when taking into account higher value wetlands and other oilfield infrastructure. Shorter access roads would have to cross under an existing powerline and over or under the existing Alpine Pipeline. The pad and roads themselves will have minimum thickness of 6 and 5 feet of gravel respectively, as is standard North Slope construction practice to maintain the integrity of the underlying permafrost. The size of the gravel pad was minimized by optimizing production facility designs and equipment layouts. The current pad dimensions are the minimum size necessary to provide safe operations and meet required drilling and processing needs. Pad design incorporates a double well row concept rather than a single well row. By using this method BRPC was able to reduce the length of the pad by approximately 250 ft. Pad orientation was moved to avoid placement of gravel in an adjacent lake. During conceptual design, the size and shape of the production pad was proposed to be a 1,000 ft by 1,000 ft rectangle oriented to the northwest. The design offered a straightforward approach that provided flexibility for siting the production facilities on the pad, but would have impacted a small lake to the northeast. As the design process matured, BRPC recognized the potential impacts to the high value wetland (Category II) habitat complex associated with this lake. The pad and access roads were re-designed to avoid this wetland complex while still providing efficient siting for the production facilities. This design avoided impacting an additional 3.62 acres of wetlands and the adjacent lake is avoided entirely. All overburden from the gravel mine site will be placed on an ice pad. The overburden will be placed back into the mine pit thus avoiding impacts to the wetlands under the ice pad. Fugitive dust generation from the gravel pad and roads will be controlled by watering the surfaces when necessary.

Hydrologic Considerations - The proposed gravel infrastructure locations of the Mustang Development have been planned to minimize impacts to natural stream flows. No major streams will be filled or crossed by the gravel fill. A total of 40 to 50 cross-drainage culverts with diameters of 24 or 36 inches will be installed to match the topography of the surrounding terrain to avoid ponding and allow water movement under the roads. High value wetlands were avoided to the extent possible by positioning the pad and roads on drier ground. Large ponds and lakes were avoided altogether.

Spill Prevention and Response - Spill prevention and response measures will be implemented to lessen possible impacts to wetlands and waters. Personnel will be trained in both prevention and response techniques. Prevention procedures occur during all stages of production, storage, transport, and operations. BPRC will develop and implement an Oil Discharge Prevention and Contingency Plan, SPCC Plan, Facility response Plan, and Blowout Contingency Plan. The pipeline design incorporates spill leak detection systems, anti-corrosion protection, and internal and external inspection. Pigs will be used to monitor the internal conditions of the pipeline (primarily for corrosion) and to clean the pipeline. The exterior of the pipeline will be visually inspected on a routine schedule.

c. Compensatory Mitigation: After incorporating all appropriate and practicable avoidance and minimization measures, the proposed design for the Mustang Development project will result in approximately 99.2 acres of unavoidable impacts to wetlands due to placement of fill and other activities in jurisdictional wetlands. There are no anticipated unavoidable impacts to other waters of the U.S. associated with this project such as rivers or streams. Compensatory credit needs were determined by identifying where unavoidable wetland impacts will occur within the project area, evaluating the ecosystem functions performed by those wetlands, and then applying standard mitigation ratios to the appropriate wetland categories. Supporting information for this analysis is found in three primary project documents. Details associated with the project design alternatives and impact analysis is provided in a project report titled "Mustang Development Project Environmental Report." Details associated with the wetland delineation and jurisdictional status of those wetlands is provided in a project report titled "Mustang Development Project Request for Approved Jurisdictional Determination Report." Details associated with the functions and values of the wetlands within the project area are provided in a project report titled "Mustang Development Project Wetland Functional Assessment and Categorization Report." The functional assessment results were used to categorize wetlands on a scale of I (high functioning, high value wetlands) to IV (low functioning, low value wetlands). A detailed description of how the functional assessment results were categorized is provided in the "Brooks Range Mustang Development Wetland Functional Assessment and Categorization Report." In summary, each individual function was assigned a category, taking into consideration the relative importance and prevalence of each function within the ACP. The highest category present in a given area was assigned as the wetland's category. Wetlands performing a multitude of functions were considered higher value than those performing few functions, and, thus, a specified wetland area was revised upward (to a higher category) when the area performed five or more functions. Wetlands performing five to seven functions were increased by one category, and wetlands performing eight or more functions were increased by two categories. In an effort to avoid and minimize impacts to high valued wetlands, the proposed project has shifted impacts away from unique and highly functioning wetlands towards lower functioning, common wetlands as much as possible. Table 7 in the 404 Application link summarizes the anticipated wetland impacts, the proposed exchange ratio and proposed ILF preservation credits. Overall, the proposed project will affect 10.25 acres of Category I wetlands, 64.42 acres of Category II wetlands, 24.47 acres of Category III wetlands, and no acres of Category IV wetlands. Recent North Slope

developments, as well as USACE guidance document RGL 09-01, were used to develop proposed exchange ratios for each category. Base on a 3:1 ratio for Category I wetland impacts; a 2:1 ratio for Category II wetland impacts; and a 1.5:1 ratio for Category III and IV impacts; the proposed project will require the purchase of 196.33 acres (credits) through the AKILF program to offset the anticipated 99.2 acres of project related wetland impacts.

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 latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no listed or eligible properties in the vicinity of the worksite. Consultation of the AHRS constitutes the extent of cultural resource investigations by the District Commander at this time, and he is otherwise unaware of the presence of such resources. This application is being coordinated with the State Historic Preservation Office (SHPO). Any comments SHPO 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.

ENDANGERED SPECIES: The project area is within the known or historic range of the Polar Bear (*Ursus maritimus*), Steller's eider (*Polysticta stelleri*), Spectacled eider (*Somateria fischeri*), and Candidate for Listing species Yellow-billed loon (*Gavia adamsii*).

We have determined the described activity may affect the Polar bear, Spectacled eider, and Yellow-billed loon. We will initiate the appropriate consultation procedures under section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service. 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 NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area. We have determined the described activity would not adversely affect EFH in 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 Corps of Engineers 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 considered by the Corps of Engineers 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 are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. 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).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

SEAN PARNELL, GOVERNOR

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
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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 No. POA-2012-236, Miluveach 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.