

WORK PLAN

MSSC, Haleakala, Maui County, HI

Prepared for:



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1.0 INTRODUCTION

This Work Plan has been prepared to outline the primary methods proposed by National Response Corporation (NRC), a Republic Services Group Company, to successfully complete the time critical removal action to mitigate the impacts from an approximately 700-gallon petroleum (Jet Fuel A and diesel mixture) release, located at the Maui Space Surveillance Complex (MSSC), Haleakala, Maui County, HI (the Site). The work will be performed under the direct supervision of NRC. This Work Plan has been developed based on incident information, emails, and phone conversations with Customer and Department of Defense (DoD) representatives.

The project objective is to successfully excavate and dispose of or perform on-site treatment of petroleum impacted soil at the MSSC. The impacted material will be characterized and segregated based on contamination levels. The material that exceeds Hawaii Department of Health (HDOH) Environment Action Levels (EAL) will be removed and placed in Flexible Intermediate Bulk Container (FIBC) sacks and possibly another type of secondary containment. The FIBC sacks will be left onsite until the analytical testing results are received, and a final determination is made whether waste will be remediated onsite (preferred alternative as this is the most culturally appropriate option). If the preferred option is not practical for human health and safety reasons, then offsite disposal would be considered. "Clean" material (i.e., material with concentrations below the Hawaii Department of Health's Environmental Action Levels for unrestricted use) will be identified on Haleakala and approved by the Customer for backfill.

A schedule detailing the project sequence and duration is included in our proposal to Customer. The scope of work to be performed includes the following:

- Project Preparation and Submittals;
- Mobilization and Site Preparation;
- Excavation and Material Handling;
- Confirmation Sampling;
- Disposal Sampling;
- Backfill;
- Waste Handling, Transportation, and Disposal or On-site Treatment;
- Site Restoration; and
- Demobilization and Project Close-out.

All work will be performed in accordance with all applicable United States Environmental Protection Agency, Hawaii Department of Health, Occupational Safety and Health Administration (OSHA), and any additional applicable local regulations and requirements as well as cultural concerns.

2.0 PROJECT PREPARATION AND SUBMITTALS

NRC will prepare a project submittal register detailing major plans, and notifications required for the project. The submittal register will be followed to ensure accurate and timely submission of required documents in accordance with the Specifications. The following major documents will be prepared in accordance with the submittal register:

- Work Plan- Time Critical Removal of Petroleum Impacted Soil at MSSC Facility
- Contractor Site-Specific Health and Safety Plan (SSHASP); and
- Sampling and Analysis Plan (SAP).

Remaining submittals, including but not limited to contract schedule of values, personnel/subcontractor information, updated schedules, backfill source information, daily activity reports, daily health and safety reports, and a final incident report will be prepared throughout project duration. All equipment on site will be inspected daily to ensure that the equipment is in good working order.

2.1 PROJECT PERMITS, LICENSES AND NOTIFICATIONS

Customer will be responsible for all permits, licenses, and notifications to all local, state and federal agencies. NRC will provide the Customer any requested information from NRC to assist in Customer's permits and licensing process. Based on our initial review, the following notifications and permits will be required:

- Public and Private/ Facility Specific Utility Locate (NRC will require Customer and/ or Facility Representative assistance)

2.2 PRE-MOBILIZATION PROJECT REVIEW MEETING

NRC's project management personnel will attend a pre-mobilization project review meeting/ conference call with the Customer and Facility Representatives to review all documents needed to mobilize to the Site and discuss any other pertinent items that may be needed to execute the project in a safe and efficient manner.

3.0 MOBILIZATION AND SITE PREPARATION

3.1 MOBILIZATION

3.1.1 PERSONNEL AND EQUIPMENT

NRC will mobilize appropriate personnel and equipment to complete activities in a timely manner and meet the proposed schedule. The full-time onsite NRC field crew will consist of a senior project manager/ health and safety manager, project site manager, geotechnical project specialist, equipment operators, and technicians. All project site personnel will hold relevant certifications and necessary training. NRC personnel and applicable subcontractors will have current 40-hour 1910.120 OSHA HAZWOPER certification. All personnel working on the Site will undergo the necessary site-specific training, including a mandatory Site orientation and "Sense of Place" training.

All equipment that is required to be inspected by the National Park Service will be scheduled prior to mobilization to the summit. It will further be inspected by our personnel prior to daily onsite use.

Equipment will be mobilized to the Site on an as-needed basis throughout project duration and may include the following:

Equipment¹	Qty²	Utilization³
Track Mini Excavator	1	Excavation & Loading
Tamping Rammer/ Plate Compactor	2	Soil Compaction
Forklift/ Tele-Handler	2	Waste Soil Processing
Skid Steer	1	Support Functions
Water Truck/ Trailer	1	Dust Control
Gear Trucks	TBD	Site Operations
Soil Storage Containers	TBD	Waste Soil Operations
Various Small Equipment	NA	Generator, Attachments, etc.
Shoring equipment	TBD	If required for excavation operations

Notes

¹ The exact types of equipment to be utilized will be determined by availability and may change based on field observations or as conditions change.

² The exact quantity of each piece of equipment may be changed to meet the proposed schedule.

³ The intended use may change as required to meet project objectives.

All equipment will be inspected upon mobilization and daily, prior to use. Additionally, prior to mobilization all equipment will be sanitized for bioenvironmental/ invasive species as directed by the National Park Service (NPS). Equipment will be furnished with spill response kits and fire extinguishers. Prior to demobilization, all equipment will be refueled, decontaminated, and inspected.

3.1.2 HEALTH AND SAFETY

The health and safety of all on-site personnel, the local community, and the environment will always be the foremost priority, as it has been since the inception of NRC. Our commitment to safety on this project begins immediately after receiving the notice to proceed by developing functional plans and ensuring all applicable regulations and permits are accounted for. Our commitment continues into the execution of the scope of work by conducting meaningful daily safety meetings, reinforcing the role each crew member has in performing work safely, and

employing trusted personnel to carry out this commitment. Safety will remain the top priority until project closeout is complete.

An NRC trained and dedicated Health and Safety Officer (HSO) will be responsible for ensuring project activities are completed safely. Furthermore, the HSO will conduct daily safety meetings and submit safety reports and logs. Everyone on-site has an important role in operating a safe work site and will have the authority to stop work if they observe a potential hazard.

3.1.3 BIOENVIRONMENTAL/ INVASIVE SPECIES CONTROL PROCEDURE

Bioenvironmental controls will be put into place to ensure that non-native/ invasive species are not introduced to the project site. NRC is following all guidance and direction of the National Park Service (NPS) with respect to inspections and clearance of our equipment. A NPS representative will review and approve all equipment prior to being mobilized to the summit/ project site. See Attachment A for Access Permit from NPS.

3.2 SITE PREPARATION

The following items will be addressed progressively during the set-up and implementation of primary site services during applicable phases:

- Initiate utility locate;
- Pre-construction survey;
- Establish equipment and vehicle staging area, fueling and maintenance areas, and decontamination facilities; understand site security requirements; and
- Establish site access and movement.

3.2.1 UTILITIES

NRC has been approved by Customer to perform a subsurface utility investigation of the excavation areas prior to excavation. This will include review of historical documents, site knowledge, evaluation of existing conditions and previous surveys conducted by the Engineer, performing a site walk to confirm visible above-ground utility features, conducting public and private utility locates, notifying the applicable local utility owner(s).

The utility locate notification will be completed a minimum of three full working days prior to ground disturbance. Marks, flagging and stakes will be compared against known utility information and preserved throughout the project duration. The utility locate mark-out will be renewed every 45 calendar days as/ if required/ applicable. Customer has approved NRC to utilize Hawaii Geophysical Services to conduct the utilities locate in the area of all proposed excavation. We are specifically concerned with the Grounding Field that supports the “chiller units”.

It is understood that underground and overhead utilities may be present within the extent of the proposed excavation. NRC and its sub-contractors will perform excavation work around the

identified utilities with extreme caution and in accordance with the permits obtained by the Customer. Delays due to working near these utilities have been considered.

3.2.2 PRE-CONSTRUCTION SURVEY

NRC will perform a pre-excavation survey to document the existing conditions of the Site. Observations made during this survey will be documented and utilized for site restoration operations.

NRC will coordinate with Customer/ DoD representatives to perform an initial Site survey. This team will delineate applicable Site layout features and existing topography of the areas to be excavated.

3.2.3 TEMPORARY OFFICES AND SUPPORT FACILITIES

Based on conversations with Customer, NRC will be able to utilize sufficient workspace for the project team for a staging area (on a paved surface) to store our equipment when not in use. Customer will provide a climate-controlled environment for Site meetings. NRC will have two port-a pottys onsite for our use.

Site personnel will park only in the designated parking area as delineated in the pre-construction survey.

3.2.4 ON SITE COMMUNICATION

Customer will either provide handheld radios to the on-site NRC management team or Customer will provide NRC the information as to how to get our radios approved for use on site. To communicate with the off-site project team, access to land lines will be provided by the Customer.

3.2.5 SITE SECURITY

DoD personnel will provide site security.

3.2.6 SUPPORT AREAS

NRC will keep all project equipment, when not in use, in secondary containment at all times. A dedicated support area will be established on a paved surface. NRC will use Best Management Practices (BMP's) to mitigate any release of petroleum product in our operating areas. NRC will place drip pans under equipment and place tarps over the equipment to best mitigate rain water from entering the drip pans and allow rain water to flow off the tarps and onto the ground.

3.2.7 SITE CONTROLS

NRC will implement temporary protection measures in accordance with project work plans to minimize and control soil erosion, dust generation, and incidental releases during all phases of the scope of work. Temporary controls will be installed prior to initiating land disturbing activities as well as backfilling activities. The following summarizes controls to be implemented at the Site.

Vehicles and personnel working on site will be inspected prior to leaving the summit to reduce any native soil/sediment from leaving the summit.

Dust Control

NRC will perform work activities in a manner to minimize airborne dust emissions for excavation and backfill operations. Primary dust control measures will consist of water application by gravity flow or direct misting from the water supply tank connected to a pressure washer. Water misting will be directed at specific areas having the potential to produce dust such as material processing, load-out activities, staging areas, and travel routes. Truck routes on and off-site will be continuously monitored for excessive dirt, dust, or other debris. Proper cleaning of trucks exiting the site will aid in minimizing dusty conditions on roadways.

Corrective action measures may include increased water application, relocation of dust suppression equipment, utilizing different sizes or types of equipment that may cause less dust generation, and ceasing select activities during high wind as determined on a case-by-case basis when other controls are not effective. Reasonable precautions shall be taken to prevent visible dust generation and no visible dust shall leave the project property line, in compliance with Hawaii Administrative Rules, Section 11-60.1-33 (Fugitive Dust) .

4.0 EXCAVATION AND MATERIAL HANDLING

Excavation activities include removal of petroleum impacted soil at identified, discrete locations. Excavations will be conducted in accordance with OSHA requirements. Excavation activities will be performed to the extents delineated by NRC's geotechnical specialist. The excavation limits will be clearly marked on the ground surface as well as with off-set stakes installed around the limits of the excavation to help guide the excavation once the ground surface is disturbed. Excavation depths will be measured in the field by using a tape measure to measure the excavation bottom in relation to the elevation of the surrounding grades. Upon reaching the target depth and extent of each area, NRC will assist the geotechnical specialist to safely enter (if applicable based on excavation depth and/or potential shoring) the excavation to collect confirmation samples or use the excavator bucket to remove soil from a location within the excavation determined by the geotechnical specialist. The excavation will not be backfilled without prior approval from the geotechnical specialist and satisfactory confirmation results have been received.

4.1 SITE PREPERATION

After effectively preparing the Site and prior to excavating soil. NRC will:

- Identify items that potentially need to be moved;
- Consult with the Facility and Customer's Cultural Representative to identify any cultural or sensitive items/species that may be impacted by the excavation; and
- Identify and/ or stabilize these items/ species as required.

4.2 DELINEATION OF PETROLEUM IMPACTED AREAS

NRC will delineate the contaminated area using a Photoionization Detector (PID). The PID will also be used to monitor the soil during excavation operations, to determine which areas are impacted. The excavations will be guided by visual observation and field screening. The PID will be calibrated for the environment which it is going to be used. Soil samples will be collected in Ziploc type bags and analyzed per PID equipment instructions/best practices. NRC will collect multi-incremental confirmation samples from the sidewalls and floor of the excavation and

waste characterization samples from the excavated material to demonstrate that cleanup goals have been achieved. All soil samples will be analyzed for the following parameters: Benzene, toluene, ethylbenzene and xylene (BTEX) by EPA Method 8260; Total Petroleum Hydrocarbons Diesel Range Organics (TPH-DRO) by EPA Method 8015B Mod.; and Polycyclic Aromatic Hydrocarbons (PAHs) by EPA Method 8270SIM.

4.3 REMOVAL OF PETROLEUM IMPACTED MATERIALS

Excavation will be a combination of mechanical (mini excavator) and hand digging (hand tools). Customer and/or Customer's regulatory partner will determine the action levels for determining the presence/absence of contamination.

As our crew begins hand and/or mechanical excavation we will be actively conducting PID air monitoring, per the approved Sampling and Analysis plan, so that we can minimize the amount of soil that needs to be removed. The excavations will be guided by visual observation and field screening

Contaminated soil will be placed in FIBC Sacks, then placed in a 20 cubic yard (CY) covered roll off box(s) (or another approved location) placed inside a secondary containment and left onsite until the analytical testing and final determination by Customer how the waste will be treated onsite. We understand that on site treatment is the preferred methodology and that removal to an offsite landfill is the very last option. With the exception of soil samples required to be analyzed at a laboratory, no soil will be removed from the site until an approved plan is in place by all parties.

Depending upon the depth of the excavation and proximity of adjacent structures a safety/structural integrity determination by a geotechnical engineer, or equivalent, may be required. We have had these discussions with our scientific specialist and he in turn has communicated with the geotechnical engineer within his firm. Shoring may be required to ensure the excavation is safe during excavation activities and remains until backfill materials can be emplaced. The excavation sites will be properly stabilized, as required, during site work.

5.0 BACKFILL AND SITE RESTORATION

5.1 BACKFILL

Backfilling of the excavation areas will be performed after completion of excavation activities and satisfactory confirmation sample results are received by the geotechnical specialist and approved by HDOH. The Customer/DoD will work with project stakeholders to identify an acceptable local backfill source. Backfill needs to be field screened, documented, and inspected before it will be approved for backfill. Backfill will not be imported as to not import foreign materials to the MSSC facility. NRC will rely on Customer to determine when the excavated areas may be backfilled.

Backfill will be sourced from a to be determined location at Haleakala. Once the backfill issue has been resolved and approved by Customer, NRC will transport, and place backfill material at

excavation sites. Dust control measures will be conducted during the backfill operation. It is NRC's understanding that backfill will not be "imported". To the extent practical, backfill will be obtained from designated stockpiles from the area so as not to import foreign materials to the summit of Haleakala for biosecurity reasons. NRC understands and will ensure that the backfill will be compacted in accordance with industry accepted standards applicable to this situation, and the ground surface will be returned to original elevations to the extent practicable. Any damage shall be repaired and returned to conditions matching those before the work began if NRC is responsible for said damage.

5.2 ONSITE TREATMENT

NRC will rely on the Customer/ HDOH to provide the approved onsite treatment methodology. If on-site treatment is required, a specific plan will be developed and presented to the Customer and any additional project stakeholders for review and approval.

6.0 WASTE HANDLING, TRANSPORTATION AND DISPOSAL

6.1 ONSITE HANDLING AND MANAGEMENT

NRC will properly store petroleum impacted soils until a final determination is made with respect to on-site treatment or off-site disposal.

Excavators and/or responder personnel will load impacted soil into flexible intermediate bulk container (FIBC) sacks and labeled as appropriate. Once these bags have been filled and labeled, they will be transported to an approved area on site until an appropriate remedial alternative is chosen and approved.

6.2 LOADING AND OFFSITE SHIPMENT

NRC will only employ subcontractors for the transportation and disposal of all waste streams, if required.

If off site waste disposal is chosen as a last resort, NRC will work with Customer to identify an approved disposal facility. NRC will ensure proper waste profiles are approved and arrange for transportation to the Customer's designated facility.

6.3 WASTE TRACKING AND MANIFESTS

A Waste Tracking Log will be developed and maintained to track each shipment of waste transported off-site, if required as a last resort. A bill of lading (BOL) or DOT manifest form will accompany each load and will be signed by a Customer, approved agent, before the material leaves the Site, by the truck driver before leaving the site, and by a representative of the disposal facility when the load is received. A copy of the signed BOL/manifest will be filed with the NRC Project Manager. Upon arrival at the disposal facility the BOL/manifest will be signed, and a copy returned to NRC, complete with all applicable signatures as proof of delivery. The returned BOL/manifests and Certificates of Disposal, as applicable, will be cross-checked and matched with the original copy of the manifest already on file. The Waste Tracking Log will be used to track the receipt of completed and signed manifests.

Loaded trucks will exit the loading areas and will be inspected to ensure they have been tarped, that no soil or mud is on the truck tires, and all securements are in place. Inspections will be documented on the specified Truck Inspection Checklist (Attachment B).

7.0 SITE RESTORATION

Following completion of remedial objectives, the Site will be restored to the condition it was found in, or as much as practicable. All specific site restoration activities will be coordinated with the Customer, facility personnel and any additional stakeholders as necessary.

8.0 DEMOBILIZATION AND CLOSEOUT

Following completion of the planned removal action, NRC will remove all equipment, materials, and temporary facilities from the Site. Equipment and vehicles will be inspected for leaks and decontaminated, including the cleaning of shoes, vehicles, and equipment. Decontamination structures, waste storage areas and the components properly containerized for off site disposal with other waste materials, as directed and or if applicable

Work areas will be cleaned and left in acceptable condition prior to NRC fully demobilizing from the site. Demobilization will not be considered complete until approval is granted by the Customer.

A comprehensive Removal Action Report will be developed and presented to the Customer upon completion of the project. Information from the removal action will be used to support a future site characterization, and evaluation of risk, and an evaluation of remedial alternatives for both the excavated soil and contaminated soil still remaining on site.

MSSC SITE MAP



ATTACHMENTS



Attachment A – Park Specific Conditions Pertaining to Construction and Commercial Vehicles

1. **Vehicle Inspections:** The Park requires and performs vehicle inspections to ensure the non-transport of non-native species PRIOR to arriving at the park entrance. **The NPS liaisons for vehicle inspections shall be contacted at (808-298-2009 c).** The Permittee will be responsible for payment for vehicle/equipment inspections as deemed necessary by the liaison. For details on inspection requirements and fees, please see page 5 and 6 of this attachment.
2. **Commitment to Safety:** The Permittee shall exhibit a commitment to safety for all visitors and employees of Haleakalā National Park. The Permittee shall inform their employees, contractors, and subcontractors of hazards likely encountered over the course of their project. The Permittee shall provide guidelines, rules, and practices that will mitigate and/or manage risk to the smallest degree possible. Hazards unique to this location may include:
 - a. High Elevation: influences on medical conditions (e.g. known cardiac or respiratory conditions), extreme temperature variations (30° - 70° F), or wind conditions (15-80 mph or greater).
 - b. Weather Conditions: localized heavy rain, flash flooding, falling rocks, fog drip, sleet, ice, or snow.
 - c. Steep, narrow roadways, limited shoulders, limited sight distance, etc.
3. **Risk Avoidance/Mitigation:** Construction and commercial vehicles share the road with a variety of other pedestrian and vehicular traffic including private and commercial tour vehicles, buses, large horse trailers, and private cyclists. The Permittee and/or employees, and/or contractors, and/or subcontractors shall exercise courtesy and sound judgment to avoid and mitigate risk(s) associated with travel over the Park road.
4. **Compliance Requirements:** Before issuing a permitting document, the National Park Service (NPS) is required to review the proposed project to ensure every reasonable measure is taken to avoid or minimize impacts to park resources and values, and that necessary compliance documents have been completed under the National Environmental Policy Act (NEPA), National Historical Preservation Act (NHPA), Endangered Species Act, and other laws, as applicable.
 - a. Small-scale projects that span a short period of time and/or involve a few vehicles, primarily FHWA Class 4 or below, and no oversized loads will most likely need minimal compliance documentation.
 - b. Large-scale projects that span longer periods of time (i.e., months or years) and/or involve a large number of vehicles, FHWA Class 5 or larger, and/or multiple oversized loads require more extensive compliance documentation.
5. **Commercial Vehicles, Defined:** A commercial vehicle is defined to include, but is not limited to, cube trucks, sport utility vehicles (SUVs), pickup trucks, passenger cars or other vehicles when used to transport movable property for a fee or profit....or when used in connection with any business. The Superintendent shall issue permits for commercial vehicles used on park area roads when such use is necessary for access to private lands situated within or adjacent to the park area, to which access is otherwise not available (36 CFR § 5.6).

PERMITTEE:


Authorized Signature

Jim Riedel – National Response
Corporation
Permittee

2/16/23
Date

6. **Oversized Vehicles, defined:** An oversized vehicle is defined as a vehicle where the width of the vehicle or load exceeds one lane (i.e., beyond the centerline of the paved road).
 - a. Oversized vehicles must not exceed the clearances along the Park road corridor.
 - b. Oversized vehicles shall require an escort.
 - c. The Permittee shall notify the Park of oversized vehicles, scheduled dates, and estimated arrival times at the park entrance, and the identity of who is escorting the vehicle (e.g., police, contractor, etc.).
 - d. **The Permittee shall obtain an additional Special Use Permit with completed compliance for oversized vehicles.**

7. **Wide Load, defined:** Wide load is a load that exceeds the HDOT width limit of 9 feet.
 - a. Delivery of such loads over the Park road shall be carried out in accordance with State and/or Federal regulations including, but not limited to, appropriate escort and signage.
 - b. The Park may restrict the total number of wide loads permitted to utilize the Park road over the course of the project.
 - c. Delivery of such loads shall utilize paved traffic pullouts for effective and safe traffic flow management.
 - d. **The Permittee shall obtain an additional Special Use Permit with completed compliance for wide load vehicles.**

8. **Extreme Wide Load, defined:** Extreme wide load is a load measuring from 18-24 feet in width, and require advance planning, notification and coordination for closure of NPS roads.
 - a. The Permittee shall deliver such loads over the Park road in accordance with State and/or Federal regulations including, but not limited to, appropriate escort and signage and the TMP.
 - b. The Park may restrict the total number of wide loads permitted to utilize the Park road over the course of the project.
 - c. **The Permittee shall obtain an additional Special Use Permit with completed compliance for an extreme wide load.**

9. **Park Road Corridor Clearance:** The Permittee, and contractors/subcontractors registered under this Permit shall ensure no loads exceed the clearances along the Park road corridor.

10. **Edges of Park Road:** The Permittees' drivers shall be constantly cognizant of vehicle/load sense of placement, and/or space, and must avoid driving on, and/or over the edges of the Park road.

11. **Vehicle Maintenance/Inspection Requirements:** The Permittee and contractors/subcontractors registered under this Permit shall have a system of maintenance and inspection for all vehicles utilized under this Permit to reduce to the greatest extent possible, breakdown and/or mechanical failure.
 - a. The Permittee and contractors/subcontractors shall ensure the proper maintenance of all vehicles to the degree that the exhaust produced by a particular vehicle is within legal limits.
 - b. Effects of excessive vehicle exhaust may be subject to enforcement of State and Federal laws regarding emissions as well as those regarding threatened and endangered species.

12. **Commercial Vehicle Safety Inspections:** The Permittee, employees, contractors/subcontractors registered under this Permit shall fully cooperate regarding safety inspections of commercial vehicles within the Park.
 - a. The NPS may conduct unannounced Commercial vehicle safety inspections for employee and visitor safety.
 - b. The NPS may check vehicles for safety and mechanical deficiencies and for compliance with current state and federal laws and regulations.
 - c. Driver licenses and medical certificates, (as applicable) are also checked.

13. **DOT Compliance:** All Permittees' vehicles (including, but not limited to rental vehicles and/or contractors' vehicles) shall be compliant with all DOT requirements including but not limited to, driver with appropriate license

PERMITTEE:



Authorized Signature

Jim Riedel – National Response
Corporation
Permittee

2/16/23
Date

class, medical examiner card as appropriate with license class, carrying three (3) triangles or three (3) flares, mounted fire extinguisher, and valid DOT safety sticker.

14. **Working in the Roadway:** The Permittee shall ensure employees, contractors, and subcontractors who are on foot, working in, and/or traversing on foot in/along the Park roadway, wears at a minimum, traffic safety vests that meet ANSI/ISAE 107-2010 (or later), Class2/Level 2 requirements, at all times when engaged in this activity.
15. **Rules of the Road:** All Permittees' vehicles (including but not limited to rental vehicles and contractors' vehicles) shall comply with posted traffic regulations, including speed limits, traffic control devices, and double-yellow center lane markings.
 - a. Failure to comply with traffic regulations will result in issuing a citation to the driver.
 - b. Vehicles operating under the Permit shall take every safe opportunity to use paved roadside pullouts to allow faster moving traffic to pass.
16. **Vehicle Operation – Prohibited Use of “Jacobs (Jake) Vehicle Brake” Devices with Open-Exhaust:** Noise impacts from brake devices with open-exhaust seriously detract from the “sense of place” atmosphere within park boundaries. This noise causes unacceptable negative effects on the visitor experience, and potential harmful impacts on endangered wildlife habits.
 - a. Vehicles shall not use “Jake Brakes” and/or similar noise producing braking devices over park roads without an appropriate, fully functioning muffler designed specifically to work with such devices, correctly installed and operating in the vehicle.
 - b. Vehicle operators shall not use open exhaust, “straight pipes,” and/or worn-out, altered, non-fully functioning mufflers associated to/with these brake type devices over the park road.
 - c. Vehicles producing unacceptable noise decibel levels are subject, at the discretion of LE Rangers, to citation for violation of this requirement.
17. **Vehicle Operation in Foul/Inclement/High Wind Weather Conditions:** Permittees' drivers shall exercise extra caution when operating vehicles during periods of foul/inclement/high wind weather conditions.
 - a. If windshield wipers are used, drivers shall use headlights on low beams only.
 - b. When operating in fog/clouds, drivers shall use headlights on low beams only.
 - c. For safety reasons, during high wind events all vehicles may be denied proceeding along the Park road, until winds are reduced to levels that permit safe travel.
18. **Vehicle Parking:** Vehicles are not permitted any long-term or overnight parking anywhere along the park road between MM 10.19 and MM 21.5, and/or in associated overlooks/pullouts. Vehicles may use designated parking areas in the case of emergencies and/or road closures. The Permittee shall notify the NPS as quickly as possible of the circumstances requiring the use of parking areas, particularly in instances of emergencies.
19. **Spills:** The Permittee, employees, and contractors/subcontractors registered under this Permit shall immediately notify the Park of any spills. The Permittee shall be responsible for the cleanup and/or remediation of any spills and shall be responsible for compliance with all federal, state, and local laws and regulations applicable to such spills, including response costs.
20. **Time of Day Limitations for Construction-Related Traffic:** The Permittee is to notify the Park of slow vehicles that may cause traffic delays or extended traffic lines. Slow moving vehicles and/or vehicles that are class 5 or larger shall not travel over park roads prior to sunrise and should not travel through the Park between approximately 11:00 a.m. and 2:00 p.m. and shall exit the Park BEFORE sunset.
21. **Road & Weight Restrictions:** All vehicle load, weight, and size limitations, as established by State law, apply to vehicles operated on the Park road (36 CFR § 4.11). No loads heavier than the current load rating for the historic Park bridge will be permitted (see “Structure Load Rating – Haleakala Highway Bridge” below).

PERMITTEE:


Authorized Signature

Jim Riedel – National Response
Corporation
Permittee


Date

22. **Nighttime Driving:** Construction-related traffic shall not engage in nighttime driving. Nighttime is defined as ½ hour before sunset through ½ hour after sunrise.

23. **Documentation Requirements:** Applicable vehicles shall always carry documentation of tare weight and bills of lading and manifests within park boundaries. These documents are subject to review and/or verification by the NPS. Drivers shall surrender these documents for inspection upon request by NPS staff.

- 1) Drivers shall surrender these documents for inspection upon request by NPS staff.
- 2) Using documentation specifically identified to a particular vehicle for the purposes of gaining entry to travel over the park road for a different vehicle is a violation.

24. **Endangered Birds on and Near the Road:** Two endangered bird species can be present on and along the side of the Park's road, the Nene (Hawaiian goose) and the 'Ua'u (Hawaiian petrel). Thus, drivers must drive at or under the speed limit to keep from hitting one of these endangered birds. **If a Nene or 'Ua'u is hit by a vehicle or injured in any other way, the Permittee and/or employees, and/or contractors, and/or subcontractors shall, upon discovery or awareness, immediately contact Park Dispatch (1-808-985-6170).**

a. *Nene:*

- 1) The Permittee shall inform all drivers that *Nene* are frequently on the Park's road and do not readily move when approached by vehicles. If there is a *Nene* on the road, drivers shall stop and allow the *Nene* to move away on its own.
- 2) 2. The Permittee shall especially caution all drivers that *Nene* routinely suddenly appears from the bushes into the road and be especially vigilant of this behavior on foggy and/or rainy days.

b. *'Ua'u:*

- 1) The Permittee shall inform all drivers *'Ua'u* nests occur along the roadside from MM 16.5 to the summit.
- 2) The *'Ua'u* are active at night within the Park, sometimes land on the road, and do not move when approached by vehicles.
- 3) Exhaust from vehicles may harm nesting *'Ua'u* (see §6 **Vehicle Maintenance/Inspection Requirements**).
- 4) If an *'Ua'u* is on the road, drivers should stop and immediately call Park Dispatch directly and await instruction and assistance.
- 5) *'Ua'u* are completely absent from the Park in December and January of each year.

25. **Emergency Medical and Accident Reporting:** The Permittee or any contractor or subcontractor working under this Permit shall contact Park Dispatch if a Park Ranger is required for any medical emergency, any personal injury, and/or traffic accident, all law enforcement incidents, and visitor confrontations shall be reported to the NPS onsite representative or NPS Dispatch at 808-985-6170.

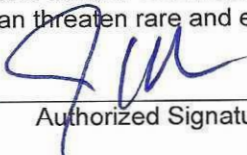
- a. For emergencies, contact Park Dispatch by calling: 911 as needed, **Emergency number** 1-877-428-6911, or Non-Emergency number 1-808-985-6170
- b. Contact Park Dispatch to ensure the entrance station is prepared should any emergency vehicles (e.g. ambulance) need to enter the Park.
- c. Contact Park Dispatch so that any available Emergency Medical Services personnel in the Park might respond until the ambulance arrives.

26. **Visual Aid Recommendation:** The NPS strongly recommends the Permittee provide a site map of the summit area including roads and major buildings indicating location of the construction site to Haleakalā National Park, Maui County Dispatch, and American Medical Response (ambulance) for any long-term project.

27. **Addendums:** The Permittee will contact the Business and Revenue office (hale_commercial_manager@nps.gov) with information on future projects, a minimum of two-weeks in advance. Travel related to such projects cannot occur until the NPS grants approval through a permit addendum.

28. **Vehicle and Equipment Inspections for Invasive Species:** The Park is committed to ensuring the protection of natural and cultural resources found within the Park and adjacent park partner lands. Introduction of non-native species can threaten rare and endangered species or can create new populations of non-native

PERMITTEE:



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Jim Riedel – National Response
Corporation

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species not traditionally found here. The Permittee is required to inform contractors, subcontractors, and suppliers to thoroughly clean vehicles, equipment, supplies, and materials prior to packing and loading. The Park requires and performs inspections to ensure the non-transport of non-native species PRIOR to arriving at the park entrance. *These inspections are subject to payment of cost recovery at the Permittees' expense.*

a. Vehicles – Required Inspections

- 1) Off-Island including from the Mainland: All vehicles require inspection.
- 2) On-Island (Maui): All construction vehicles typically used on road projects such as flatbed trucks, dump trucks, and lowboys hauling heavy equipment.
 - a. Small trucks, SUVs, and passenger vehicles used on construction sites.
 - b. Forklifts, loaders, backhoes, etc.

b. Equipment – Required Inspections

- 1) Off-island including from the Mainland: All equipment require inspection.
- 2) On-Island (Maui): Scissor lifts, generators, etc. used on construction sites and in base yards. Weights, scaffolding, drills, tools, and other equipment from construction sites and base yards. Survey equipment, (i.e., GPS, transits, ground penetrating radar, etc.).

c. Containers – Required Inspections

- 1) Off-island including from the Mainland: All containers require inspection, and an itemized manifest for each container.
 - a. From sterile environment when packed with shrink-wrap or some other plastic wrapping: need to open container, but not cut wrapping.
 - b. Items just packed into container: need to open container and visually inspect items as best as possible.
 - c. Wooden crates packed into a container: need to open container and inspect outside of crates. Contents of crates may be inspected if deemed necessary based on manifest.
- 2) On-Island (Maui): Inspections may be required. Ask when scheduling other inspections.

d. Raw Materials – Required Inspections (i.e., sand, cinder, crush rock, etc.) All raw materials require inspection.

e. Construction Materials – Required Inspections (lumber, cement, etc.)

- 1) Off-island including from the Mainland: Inspection required of open and/or closed containers.
- 2) On-Island (Maui): Inspection required at source site of materials.

f. Inspection Locations:

- 1) Trucking company baseyards for vehicles and some containers and items being hauled (i.e., ROJAC, DeCoite, Jacro, Kahului Trucking, Tri-Isle, etc.)
- 2) Matson shipyard for some containers (i.e., DHX, Island Movers etc.)
- 3) Place of business or worksite outside of the park for large items (i.e., Hawthorne/Caterpillar, Maui Paving, Roadway Solutions, Miyake Concrete, Walker Industries etc.)

g. Scheduling Inspections

- 1) The recommended schedule for inspections is two weeks in advance. The NPS liaisons shall be contacted at (808) 298-2009.
- 2) The NPS will handle unanticipated requests for inspections on a case-by-case basis, dependent on operational constraints and availability of staff to schedule an inspection. Inspections are not conducted on weekends or Federal holidays. Please plan ahead.

h. Cost Recovery for Invasive Species Inspections:

- 1) The NPS shall bill the Permittee for park staff salary, travel time, and mileage, for performing inspections. The charges for inspections average \$40/hour (billed by quarter hour intervals) and \$.63/mile.

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- 2) The NPS bills the Permittee after the inspection is completed. If the NPS does not receive payment within 30 days of Permittee's receipt of the bill, the NPS will suspend the Permit until the bill is paid in full.

Commercial Pre-Inspection Checklist (Updated 6/10/2019)

Passing an invasive species inspection REQUIRES the removal of all organic matter including, but not limited to: Dirt, mud, sand, seeds, insects, spider webs, live or dead animals, grass, manure, etc.

- 1) The truck or load-bearing vehicle must not be loaded prior to inspection in a way that prevents inspection of the contents. Please keep the load and vehicle separate at the designated inspection time to facilitate the process. Not doing so will delay your inspection.
- 2) The inspector must have full access to the vehicle. A vehicle that is actively being loaded for another project or contract cannot be adequately inspected. The inspector must have unobstructed access to the drivers cab, the wheel wells, engine compartment, attached toolboxes, etc.
- 3) The inspector will require a valid Special Park Use (SPU) or other permit issued by Haleakalā National Park before commencing inspection. *A SPU without an inspector's signature and clearance dates is not a valid permit and will be rejected at the entrance station.*
- 4) Aggregate, fill, or soil for construction projects (must be fresh material – see below) must be inspected separately if not loaded in vehicle at time of the inspection. Contractor is responsible for coordinating material inspection if separate from vehicle inspection.

- Wash or power wash vehicle inside and out
- Vacuum interior, under seats and floor mats, door compartments, inside glove box, etc.
- Clean wheel wells, checking mud flaps and inside of front and rear bumper for dirt and debris
- Clean engine compartment: radiator, air filter, area beneath air filter, space between rubber seal and windshield
- Truck beds: empty completely and wash thoroughly, under and inside tool box, any holes on racks
- Low-boys, heavy equipment: tracks must be cleaned of debris, (it is understood that some rocks may be lodged in tracks), space beneath and underneath tracks, buckets, etc. all need to be cleaned
- Surveying equipment, containers, ladders, delineators, etc: the base that sits on the ground must be cleaned, equipment must be removed from bags and cases, bags and cases must be cleaned
- Raw materials from quarries/base yards: Needs to be fresh crush or cut, if the material has been sitting for greater than 1 day, the pile will have to be inspected and monitored while loaded
- ANY vehicle, equipment, fabric, load, substrate (rocks or fill), soil, or other material that has been used or originates from the Big Island of Hawaii is banned from Haleakalā National Park due to the risk of spreading Rapid 'Ōhi'a Death into the park's delicate ecosystems*

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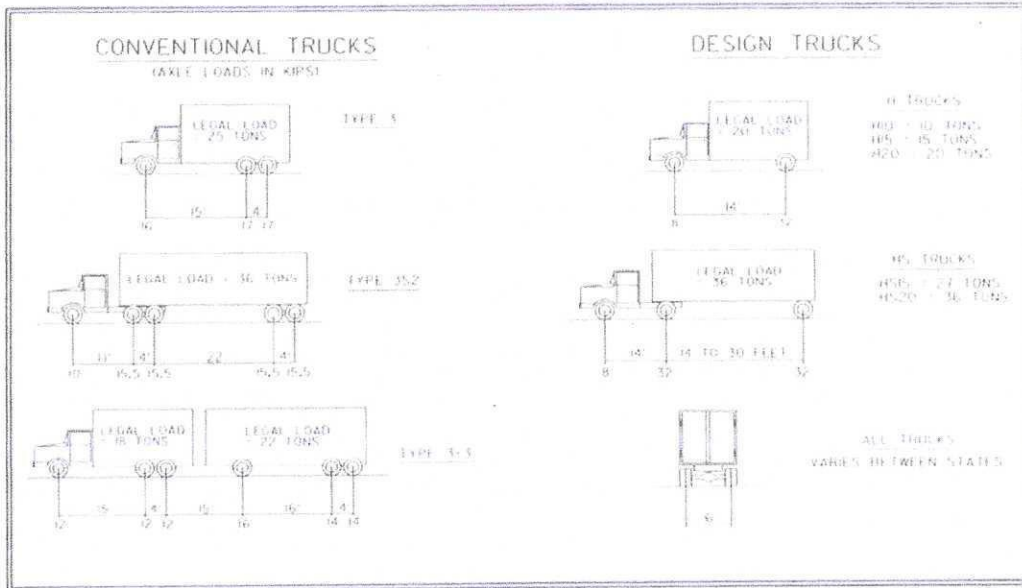
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Corporation

Permittee

2/16/23

Date



STRUCTURE LOAD RATING
HALEAKALA HIGHWAY BRIDGE

STRUCTURE NO 8290-001P
INSPECTION DATE: 6/16/05

TRUCK TYPE	INVENTORY RATING (NORMAL TRAFFIC)		OPERATING RATING (MAXIMUM LOAD)	
	TONS	METRIC TONS	TONS	METRIC TONS
H	18	16	27	24
HS	33	30	49	44
TYPE 3	31	28	45	41
TYPE 3S2	47	43	72	65
TYPE 3-3	55	50	88	80

DESIGN LOADING: H15 (M13.5)

X	CAPACITY MEETS OR EXCEEDS DESIGN LOAD
	CAPACITY IS LESS THAN DESIGN LOAD
X	ORIGINAL LOAD RATING CALCULATION APPLICABLE
	ORIGINAL LOAD RATING CALCULATION REVISED

DATE OF LOAD RATING CALCULATION: 5/91
LOAD RATING CONTROLLED BY: MOMENT CAPACITY OF BEAMS


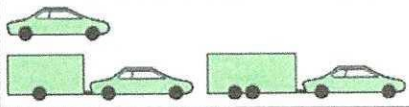
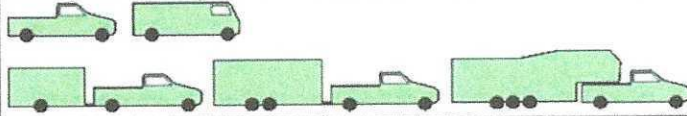

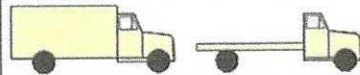
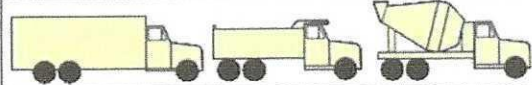
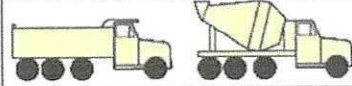
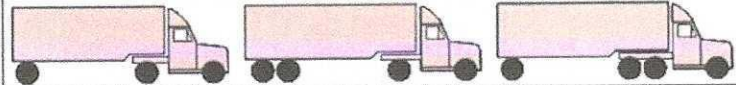
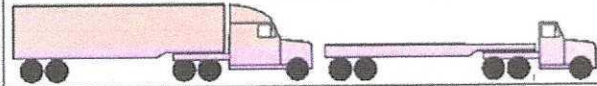
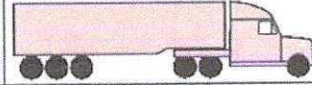
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Jim Riedel
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Jim Riedel – National Response Corporation
Permittee

2/16/23
Date

Federal Highway Administration (FHWA) Vehicle Class Chart

	Class	Schema	Description
Light-weight Vehicles	1	 <i>Not used</i>	all motorcycles plus two wheel axles
	2		all cars plus one/two axle trailers
	3		all pickups and vans single/dual wheels plus one/two/three axle trailers
Single Unit Vehicles	4	 <i>Not used</i>	buses single/dual wheels
	5		two axle, single unit single/dual wheels
	6		three axle, single unit
	7		four axle, single unit
Truck Trailers	8		four or less axles, single trailers
	9		five axles, single trailers
	10		six or more axles, single trailers

PERMITTEE:


Authorized Signature

Jim Riedel – National Response Corporation
Permittee


Date

By signing below, I acknowledge that I have read, understand, and will adhere to the Permit Conditions and Park Specific Conditions Pertaining to Construction and Commercial Vehicles as attached, and/or listed above.

PERMITTEE: Jim RIEDEL JMR 2/16/23
Print Name Signature Date

Contractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Subcontractor: _____
Print Name Signature Company Name Phone Date

Project Name: _____

Date:

OUTBOUND TRUCK INSPECTION

Page__ of __

	Date:	
	Client:	Tunista
	Job No:	22-0134
	Weather:	
Address:	MSSC	
Scope:	Inspect all trucks prior to leaving the MSSC Property	

Vehicle #1			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			

Vehicle #2			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			

Vehicle #3			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			


Inspectors Name:

Inspectors Signature:

Date:

US Ecology

Page__ of __

	Date:	
	Client:	Tunista
	Job No:	22-0134
	Weather:	
Address:	MSSC	
Scope:	Inspect all trucks prior to leaving the MSSC Property	

Vehicle #			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			

Vehicle #			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			

Vehicle #			
Make / Description:			
Model:		Identification Number:	
Checklist			
Item	Pass	Fail	Comments
Front Left Tire Free of Debris			
Front Right Tire Free of Debris			
Back Left Tire Free of Debris			
Back Right Tire Free of Debris			
Tarp Secure			
Hydraulic, Fuel, or Other Leaks			

Inspectors Name:

Inspectors Signature: