What is the name of your organization?

Open-Ended Response

How does your state approach soil vapor intrusion (SVI) investigation and mitigation in transportation corridors?

Open-Ended Response

Does your state use screening values for soil and groundwater sampling laboratory analytical results to determine the need to address soil vapor intrusion or are only soil vapor sample results considered?

Open-Ended Response

The main issue in transportation corridors is impact to and migration along utilities (either within the utility or in the utility right-of-way). Does your state have investigation, mitigation and/or engineering controls guidelines for this setting?

Open-Ended Response

Does your state have any guidelines for addressing SVI in pedestrian tunnels and other enclosed or partially enclosed spaces associated with transportation corridors?

Open-Ended Response

Other ideas/questions you would like to see on this topic? Who in your organization can be contacted for more information on this topic?

Open-Ended Response

<table>
<thead>
<tr>
<th>Organization</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT</td>
<td>We don't currently investigate for SVI on transportation corridors. If we are constructing buildings over known contaminated sites, we have the contractor include a vapor barrier.</td>
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<tr>
<td>Missouri Department of Transportation</td>
<td>We have none to date. Have not had to apply. We do not. We do not. Back Brooks or Kevin Kelly</td>
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<tr>
<td>NCDOT - Bicycle &amp; Pedestrian Division</td>
<td>This is outside our area of responsibility. This is outside our area of responsibility. This is outside our area of responsibility. We do not have any relevant guidelines.</td>
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<tr>
<td>Oregon DOT</td>
<td>Generally soil vapor investigations are not completed by ODOT in corridors. When contaminant concentrations exceed the regulatory limit for volatiles in soil (to outdoor or indoor air), that is because an RP on an adjacent property has been identified and they are responsible for mitigating soil vapor concerns. Generally, an SVI will only be required when contamination is known and going to be left in place for some reason, and soil vapor data is needed to evaluate risk (as opposed to partitioning models that soil vapor concentrations rely on for estimating risk). Yes. See above for distinction.</td>
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<tr>
<td>Montana Department of Transportation</td>
<td>We are implementing screening values for both soil and groundwater samples but there is no program or lab screening to address SVI. Utilities within the transportation corridor are investigated. Depending on type of impact, typical mitigation and engineering controls consist of upgrading water lines to ductile iron, use of nitrile gaskets and installation of bentonite plugs within the utility trench to mitigate the possibility of contaminant migration.</td>
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<tr>
<td>MnDOT</td>
<td>MnDOT follows the Minnesota Pollution Control Agency's (MPCA) SVI guidance documents for initial screening, and developed a process for investigating and mitigating in at-risk zones for utilities and subsurface design features. The process includes a flow chart and white paper, and allows initial screening using soil and groundwater sampling analytical data from Phase I investigation work. MPCA approved the process as a BMP for transportation corridors. MnDOT has the investigation process noted in No. 2 above, and standard mitigation and engineering control responses (trench dams, utility wrapping, specified utility materials or gasket material, etc.). We are working with local transportation partners to further formalize the entire process.</td>
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<tr>
<td>MPCA's guidelines are specific for evaluating sources and receptors, but the receptors are mainly buildings and to some extent, utilities. We are in the process of developing a SVI engineering tools to mitigate contaminated water and/or vapor to migrating to utility corridors. There are regulatory requirements for RPs to investigate contaminants at depths and locations where utility corridors are or may be present, but there is no state policy or guideline. I can't see where the risk in these scenarios would warrant it, beyond standard H&amp;S practices.</td>
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<tr>
<td>No questions. Shawn Rape, ODOT HazMat Program Coord.</td>
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</tbody>
</table>

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Brian Karmiak or James DeLuca