Monsanto

FROM (NAME & LOCATION): B. Bigge, Krummrich Plant, Sauget, Illinois

DATE: September 9, 1969

SUBJECT: Reduce Sewer Losses Of Aroclor In Department 246, Krummrich Plant

REFERENCE:

TO: Mr. B. McCutchan

cc: Messrs:
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An engineering study has been conducted to determine a plan for reducing aroclor losses to the environment. The department has been broken down into five areas with proposed correction facilities including estimated installation costs. The five areas are: main process area; tank car loading area north of department; tank truck loading area north of department; tank farm area east of department; and tank car loading area west of Department 254. Facilities for the five areas are described in detail as follows:

1) Main process area - old and new

Plan is to intercept main sewer running south from the department with a settling basin. The trench sewer from the new department would be changed to flow into the settling basin. The basin will have approximately 500 gallon aroclor capacity, brick lined with a steam jet pump to pump the aroclor which settles out into drums for disposal to the toxic dump. The basin will be constructed to accommodate a centrifical sump pump which could be piped to a waste trailer if quanities of aroclor justify these additional facilities in the future. Estimated costs for the basic facilities is $6,000 capital expenditure.

brick lined

2) Tank car loading area north of department

S. G. = 1.3

Plan provides for installing a trench sewer along track running some 400 feet to an existing sewer manhole. This trench will catch drainage from existing concrete pad under loading docks. Also install catch pans under tank cars to catch possible overflow. These catch pans would drain into trench. Down stream from concrete pad and catch pans, another settling basin will be installed to trap aroclor flowing in trench. This basin will be designed as previously described. The trench sewer will be charged to the yard account. Estimated capital cost is $10,000. The catch pans and settling

1st basin brick lined.

~ $9000 pollution control cost for two settling basins.

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EXHIBIT NO. 21

basing will be charged to Department 246. Estimated capital cost is $4,000.

3) Tank truck loading area along north side of department and in roadway north of department

Plan proposes to tie existing trench at truck loading dock into trench along track. This trench presently does not drain anywhere. Also, curb drains to be installed in proposed roadway north of department will be tied into trench along track. These curb drains will catch aroclor spilled in roadway during truck loading operation. The truck loading dock and roadway truck loading spot aroclor runoff will be trapped in the settling basin by the tracks. Estimated cost for draining truck loading dock trench is $3,000 capital expenditure. The road curb drains will be included in the road project to be charged to the yard account. Estimated cost of road project is $15,000 capital.

4) Tank farm area east of department

The tank farm area will be paved and trench sewers installed. These trench sewers will drain to trench sewer located along the tracks. Any aroclor spills from the tank farm will be trapped in the settling basin along tracks previously described. Estimated cost is $6,000 capital expenditure.

5) Tank car loading area west of Department 254

The two tank car loading spots are located west of Department 254 (not shown on sketch). The area around the two docks will be paved and sloped to a settling basin which would overflow into the main sewer running along the west side of Department 254. Catch pans would be installed under the tank cars and made to drain into the settling basin. Estimated capital expenditure is $7,000.

The facilities for the main operating area and the tank car loading area west of Department 254 can be installed independent of other facilities. The trench sewer next to the tank car docks must be installed before the facilities for the truck dock and east tank farm. A sketch is attached to illustrate areas described.

This is a proposed plan. Your comments and suggestions will be appreciated.

Barton L. Bigge
Mechanical Design Group

gv

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