

Thermal Conduction Heating (TCH) Removed Over 400,000 Pounds of Jet Fuel Contamination from Former Bulk Fuel Source Area

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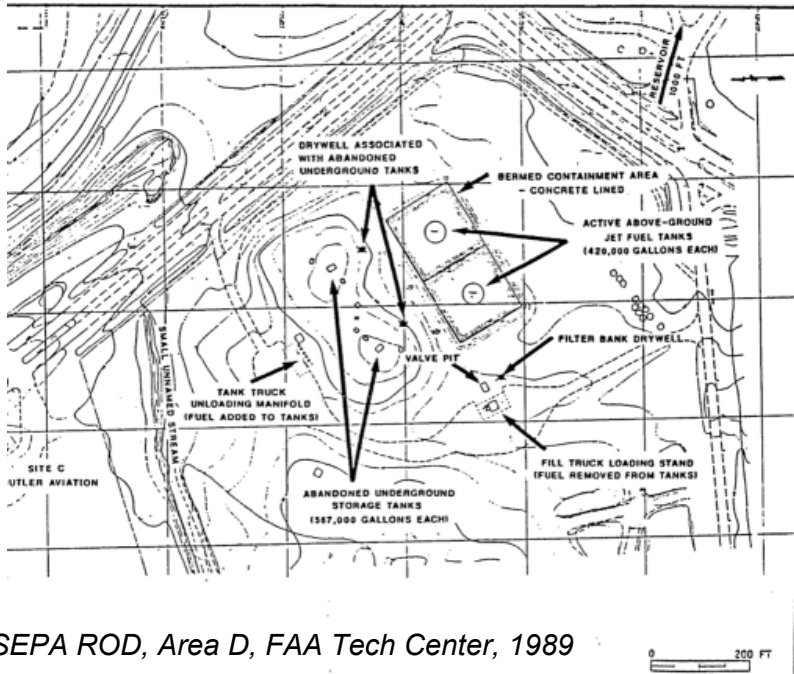
FAA Tech Center - Area D Thermal Remediation

Agenda

- Site History
- Thermal Treatment Zone Definition
- Treatment Goals
- TCH Operation (2 phases)
- Lessons Learned
- Results
- Questions

Area D Fuel Farm - Historic Sources

- Airport built in 1940s
- (2) USTs (Abandoned), 567,000 gal each
- (2) ASTs in conc. berms 420,000 gal each



USEPA ROD, Area D, FAA Tech Center, 1989

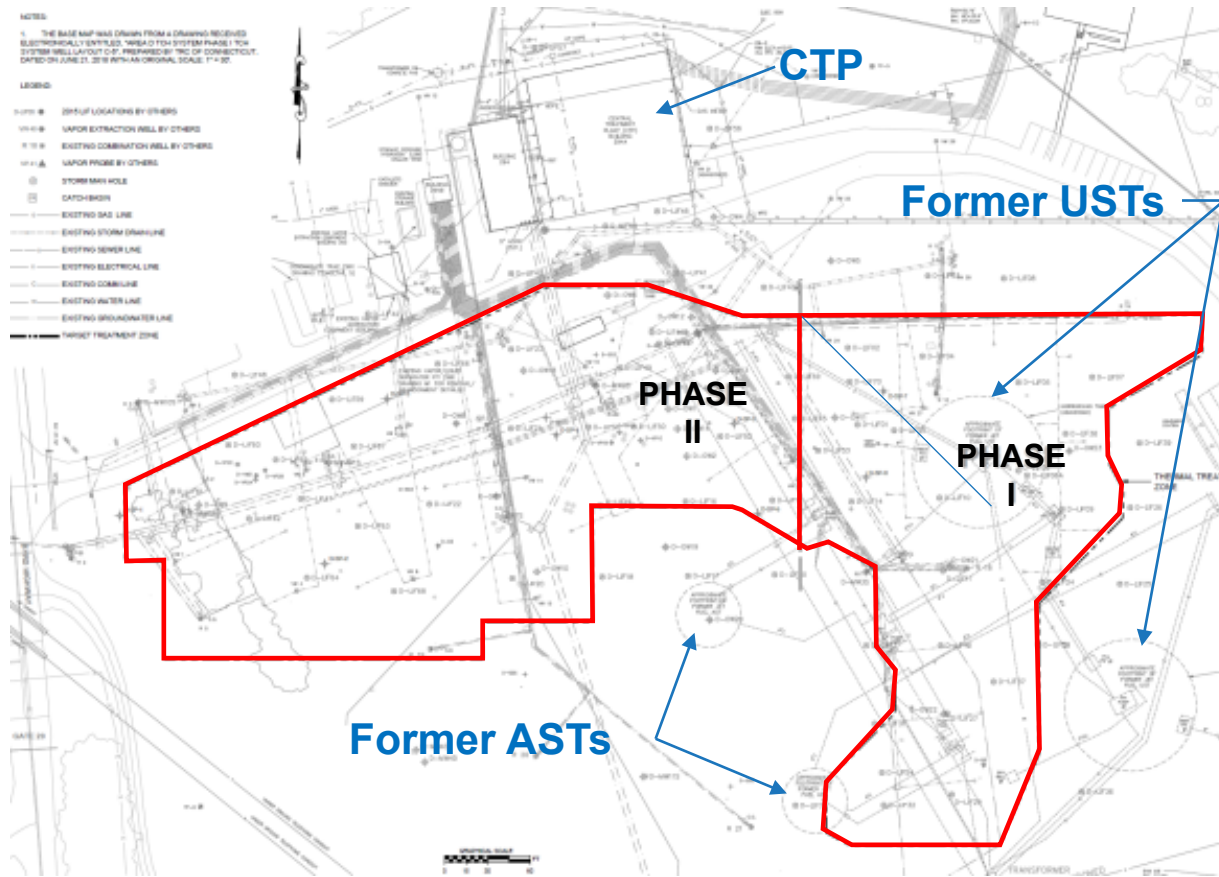


Area D – Pre-Thermal Remediation

- 1989: ROD
- 1998: Free product extraction
- 1994: Vapor Extraction Sys. (VES), Cat-ox off gas treatment; Pump & treat with effluent reinjection
- 2009: Central Treatment Plant (CTP) replaced Area D GWTP
- 2012: Upgrade Cat-ox, 36 new VES, Solar powered LNAPL skimmers, and 5-acre recharge bed
- 1995-2015:
 - Over 89,000 gal NAPL (~580,000 lb) recovered
 - Pumping/skimming: >56,500 gal NAPL [63%]
 - VES System: >33,200 gal, as NAPL [37%]



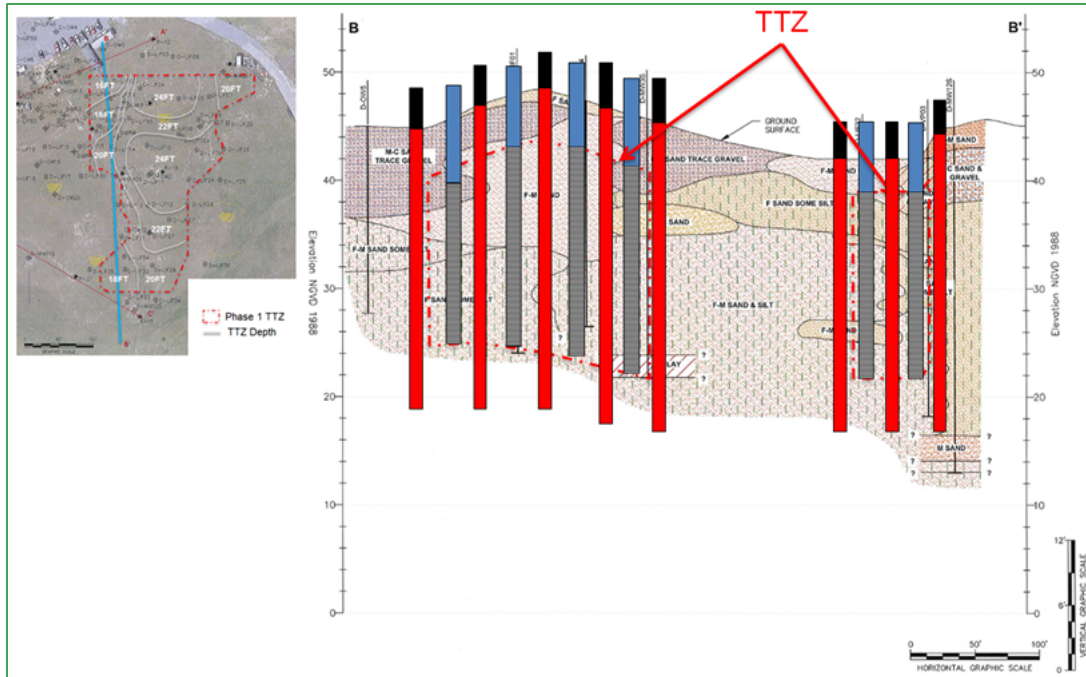
Area D - Thermal Treatment Zone



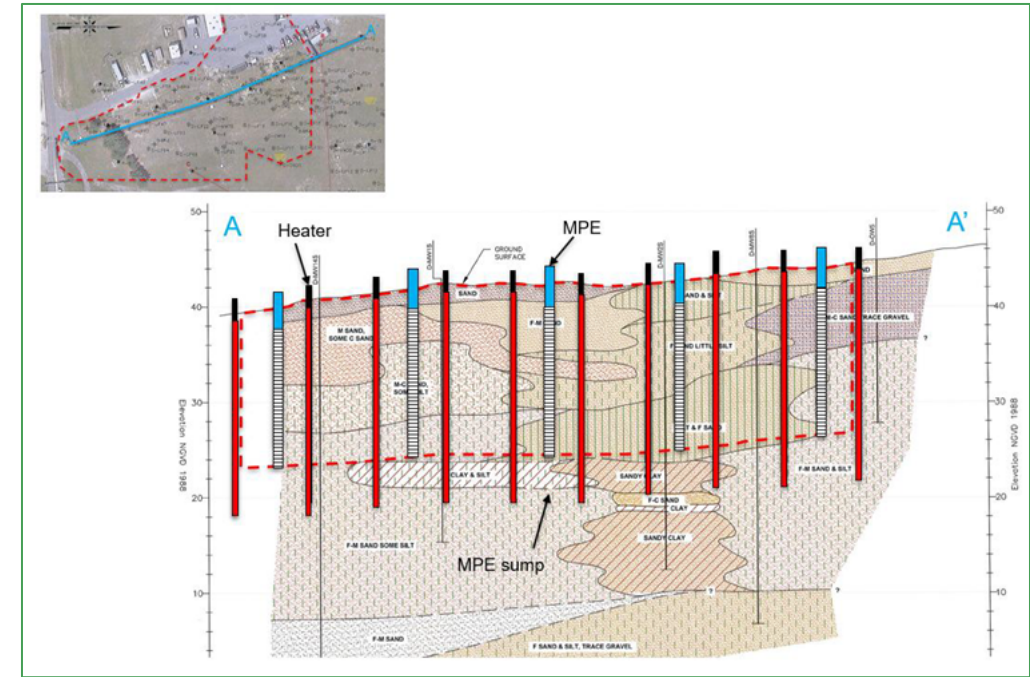
- Final TTZ > 4 acres (1.7 ha)
- Target depth varied
 - Top: 5 - 9 ft bgs
 - Bottom: 16 - 24 ft bgs
 - 8 ft average thickness
- Contaminants: JP-4, BTEX
 - Estimated 500,000 lbs
- Obstructions
 - Buried tank foundations (20' bgs)
 - Active roadway
 - Central Treatment Plant (CTP)
 - Active UG utilities
 - Buried SVE lines

Hydrogeologic Setting

Area 1



Area 2



Geology	Silty/clayey fine sand w/some coarse sand/gravel Intermittent clay stringers
Water Table	10-15 ft bgs, unconfined
Hydraulic Conductivity (k)	Varies, 1×10^{-4} to 1×10^{-5} cm/sec (0.283 – 0.0283 ft/day)
Topographic Relief:	6 to 8 ft elevation change across site

Treatment Goals

- Remove JP-4 NAPL
- Target Temp: 100°C (+/- 3°C)
 - 90% of TCs > 97°C
 - Minimum 65 Days at Target
 - Contract specified # of days
- Reduce Contaminant Mass
 - Diminishing Returns

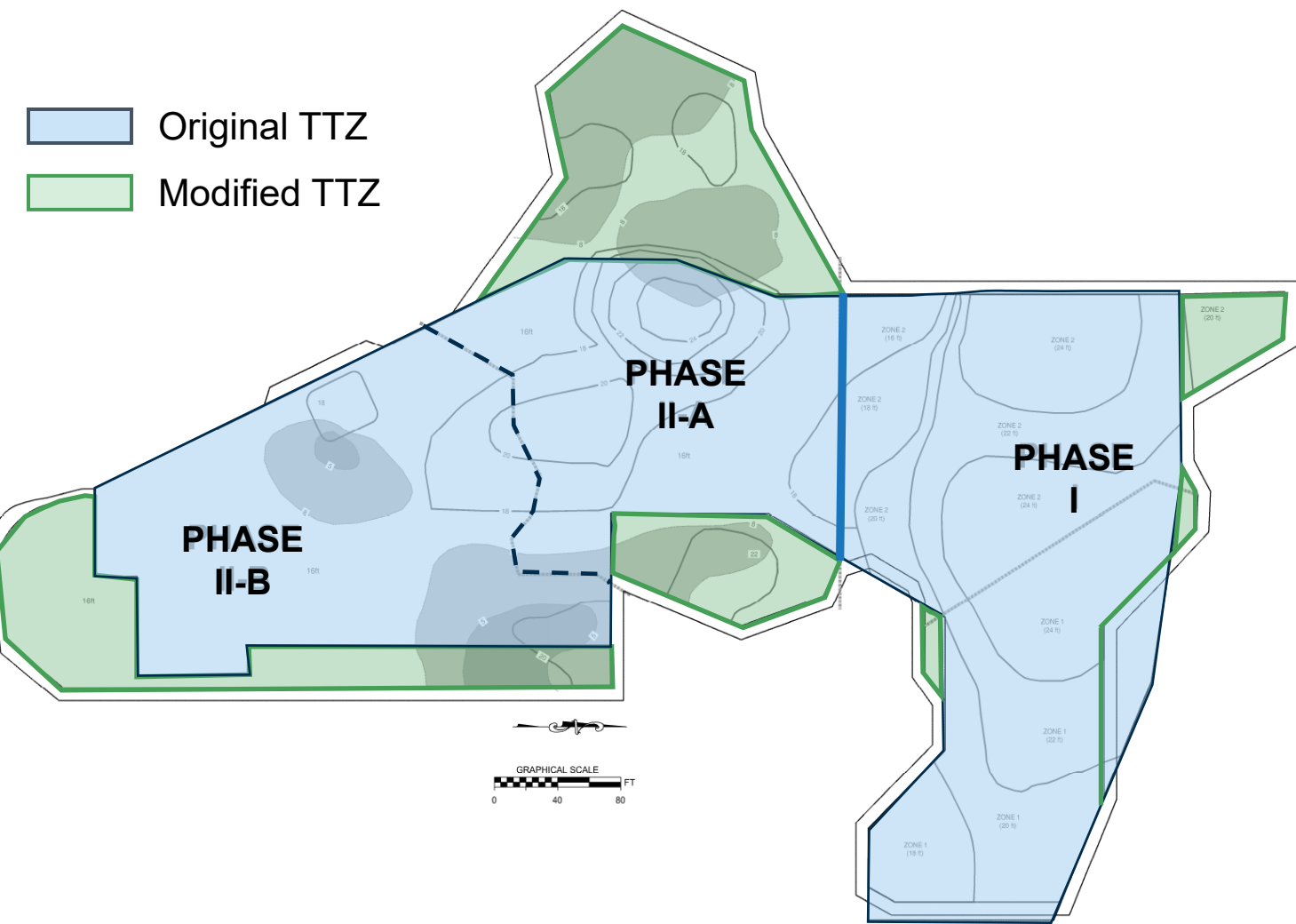


Thermal Treatment Zone

Design Parameters

Modified Thermal Treatment Zone

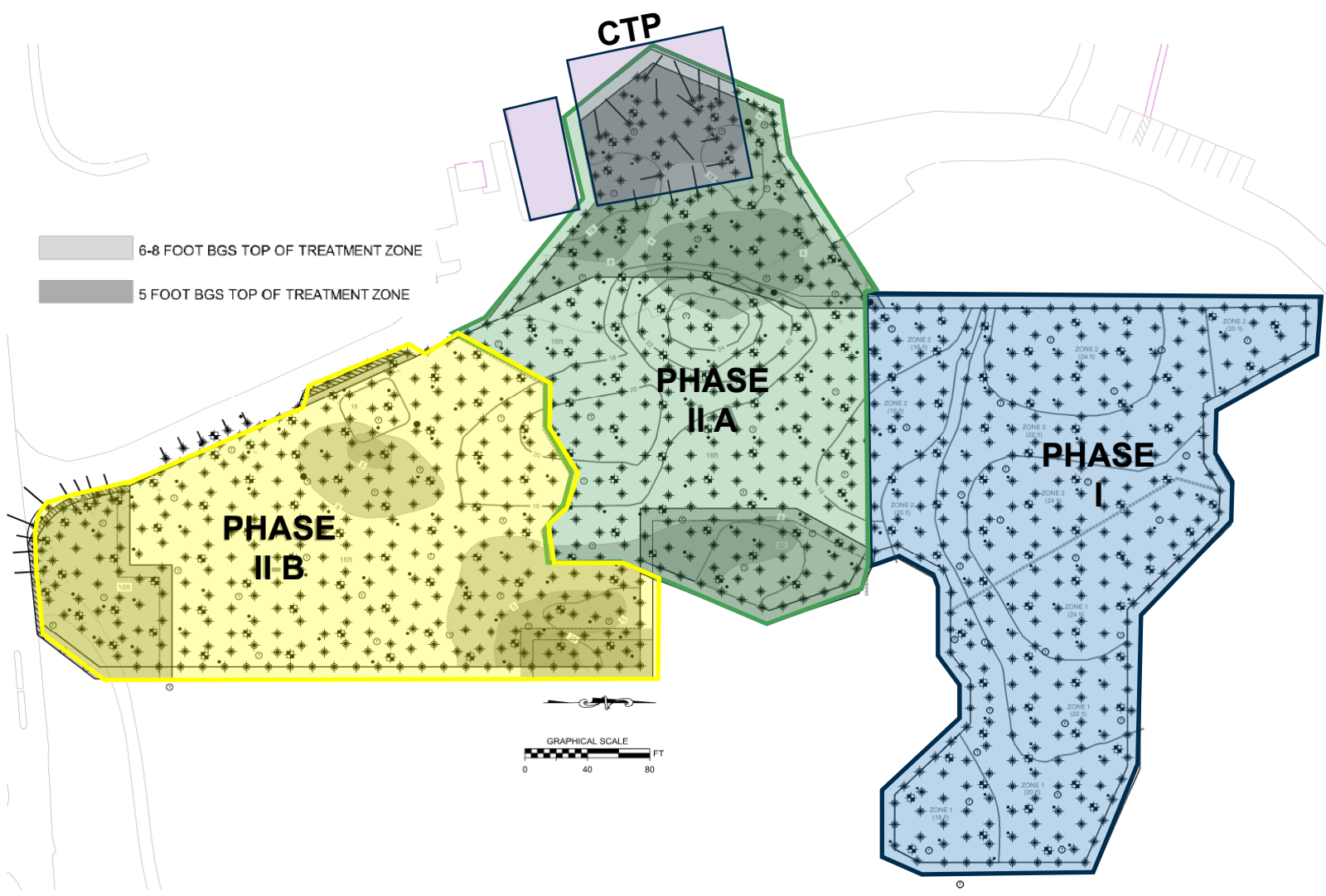
Pre-design final delineation modified original treatment zone



Final TTZ Configuration

	Area (SF)	Treatment Volume (CY)	Heated Volume (CY)
Phase 1	63,563	38,609	62,150
Phase 2A	59,848	19,433	46,247
Phase 2B	59,913	19,454	46,297
Phase 2 Total	119,761	38,887	92,544
Combined	183,324	77,496	154,694

Thermal Wellfield

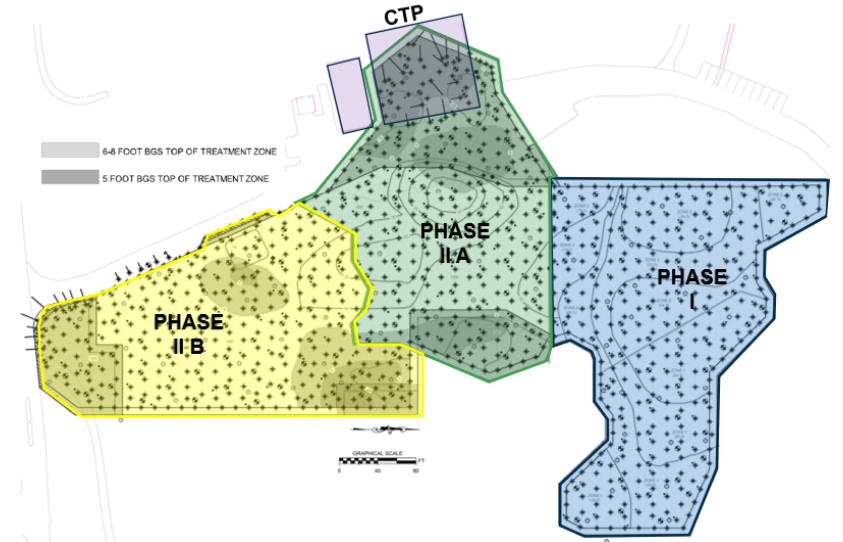


Final TCH Wellfield

	Phase 1	Phase 2
TCH Heaters	307	595 * 27 angled
Shallow TCH Htrs	13	0
MPE	66	129 * 2 angled
TMP	28	44
Shallow TCs	0	4

Design Parameters

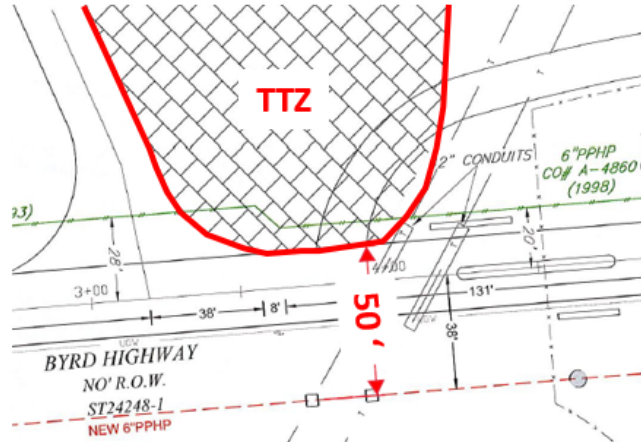
	Heater Spacing (ft)	Heating Duration (Days)	Power Use, in ground (kW)	Power Demand (kW)	Est. Power Use (kW-hr)
Phase 1	17' interior 15' perimeter	256	2,231	3,250	15,021,000
Phase 2A	For top of TTZ at 9' bgs: 17' interior 15' perimeter	400	1,223	1,651	12,145,000
Phase 2B			1,320	1,599	13,116,000
Phase 2 Total	For top of TTZ at <6' bgs: 15' interior 15' perimeter + insulation		2,543	3,250	25,261,000
Combined		656	4,774	6,500	40,282,000



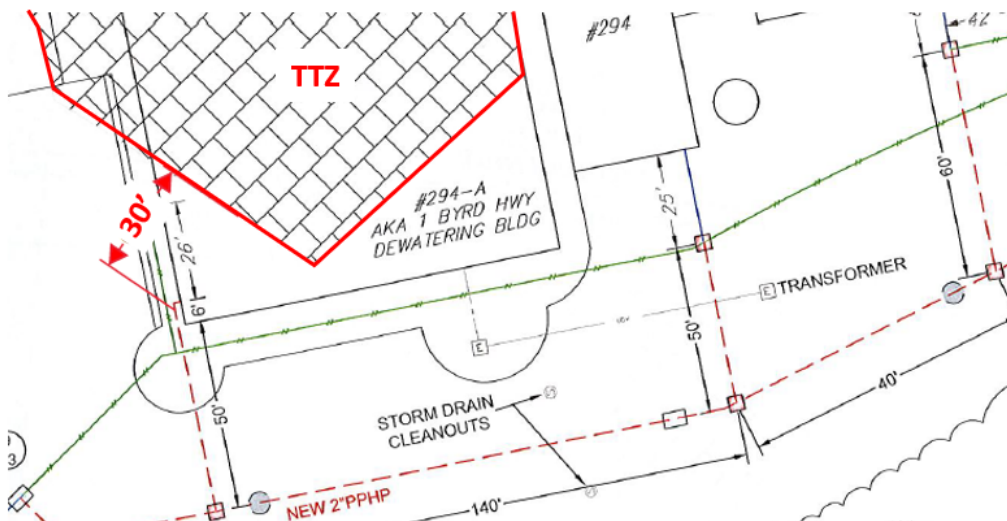
- HDPE cover in Ph. 1 & 2
- Ph. 2 added insulation & concrete cover where top of TTZ <6 ft bgs
- Ph 2 A/B staggered start
 - Reduce peak power demand
 - Reduce peak COC mass load

Ph 2 Design Consideration: Gas Lines

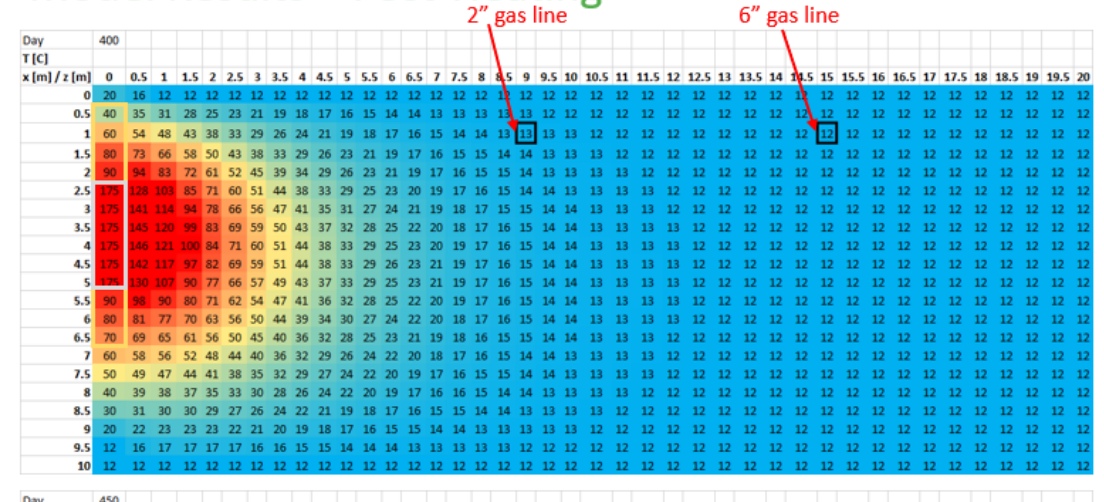
6" Gas Line Location



2" Gas Line Location



Model Results – Post-Heating



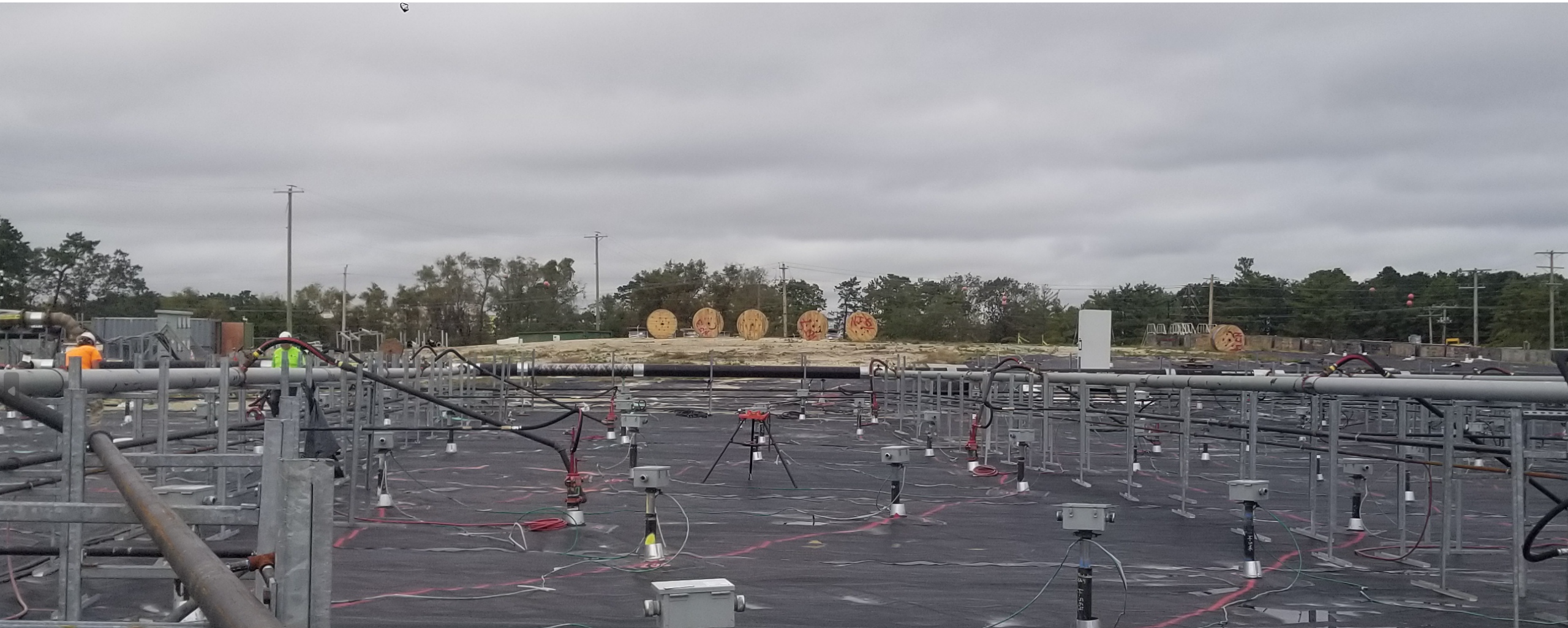
Model Results

Modest heat-up of approximately 1°C at the 2" gas line and no heat-up observed at the 6" gas line.

A large, cylindrical industrial storage tank is being moved by a crawler crane inside a large warehouse. The tank is positioned on a low-profile transport cradle. Several orange traffic cones are placed around the base of the tank and the crane to mark the work area. A worker in a high-visibility vest is visible near the crane. The warehouse has a high ceiling with exposed steel beams and overhead lighting.



Phase 1 Wellfield



Phase 2 Wellfield



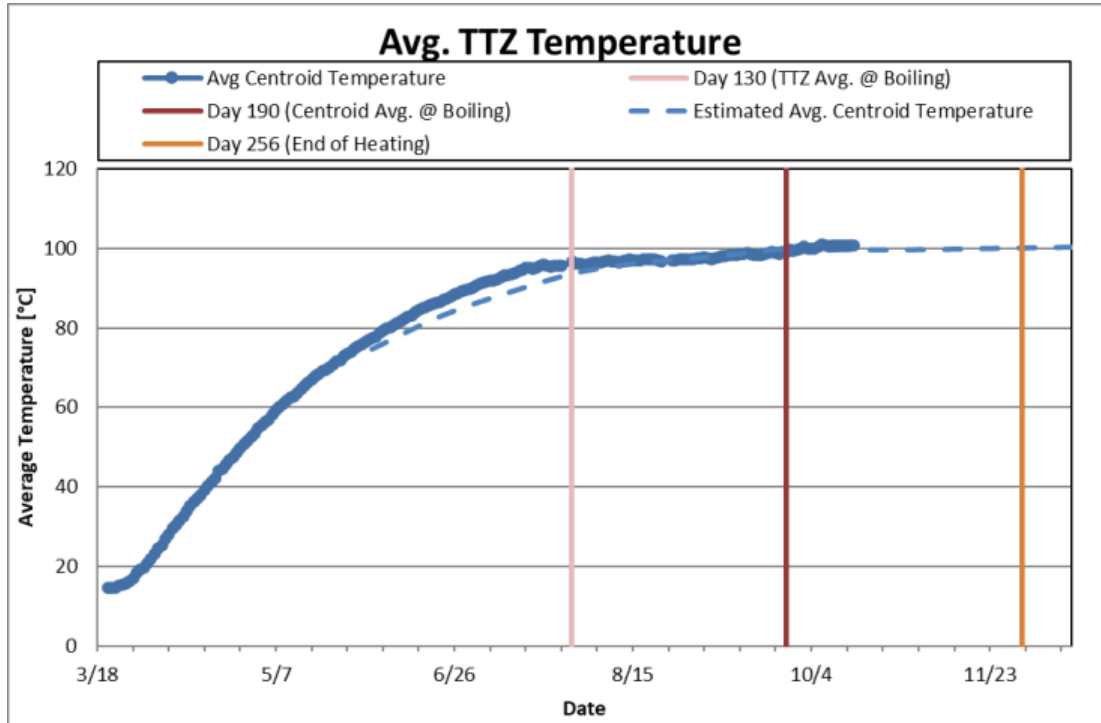
Vapor Treatment System

- Condensing front end to reduce steam load on oxidizer
- Existing Cat-ox replaced with Thermal-ox due high influent loading
 - Therm ox rated up to 134 lb/hr JP-4 (3,200 lb/day)
- Continuous real-time LEL monitoring allowed therm-ox to process vapors at up to 40% LEL
 - Warnings at 35% LEL
 - Alarm/Shut-down at 40% LEL

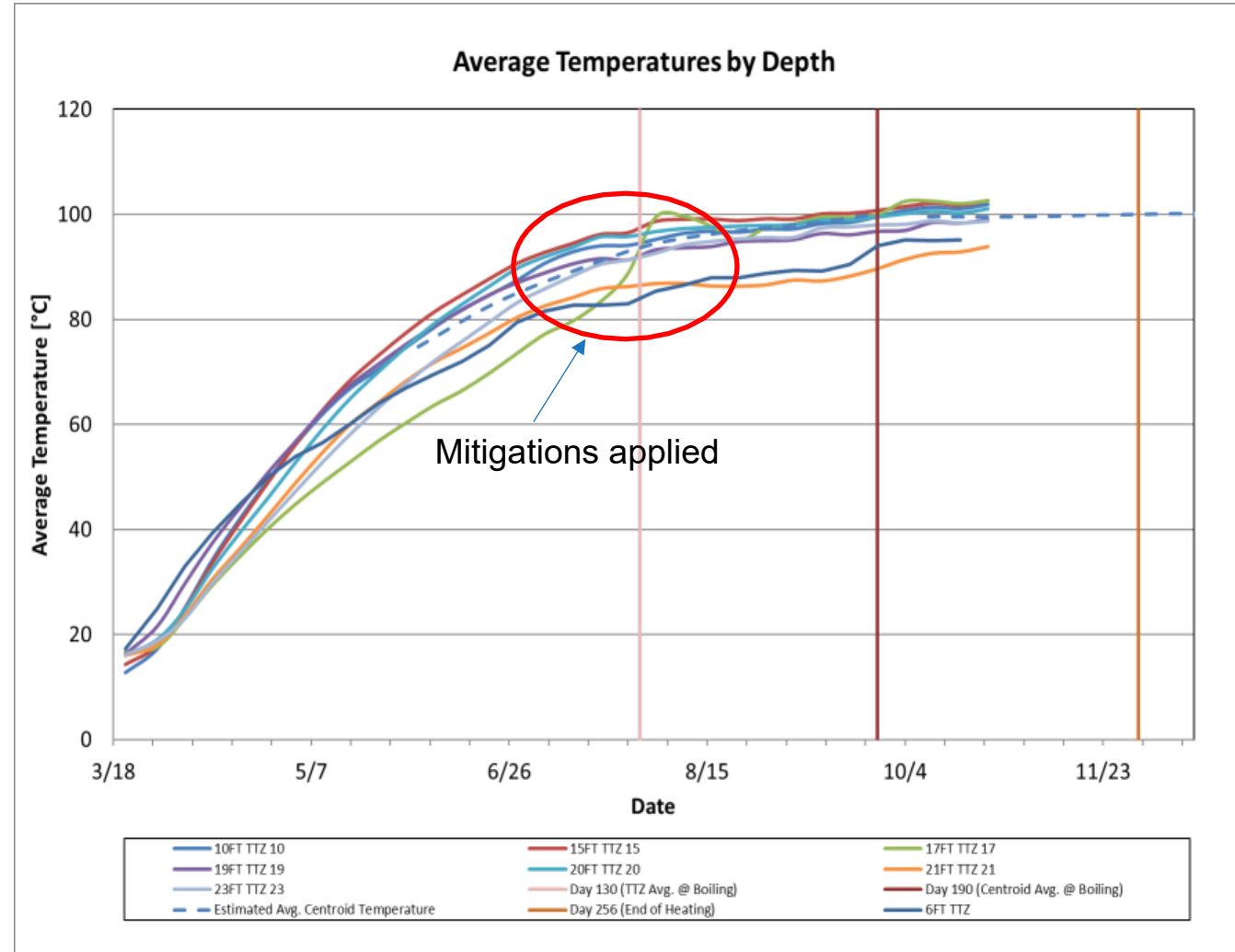


TCH Operations

Temperatures – Phase 1



- Average temps closely tracked model
- 6', 21', 23' intervals lagged behind Avg.
 - Mitigation measures in July/August
 - Supplemental hrs & insulation



Modifications

Ph 1: Lagging temps in shallow areas

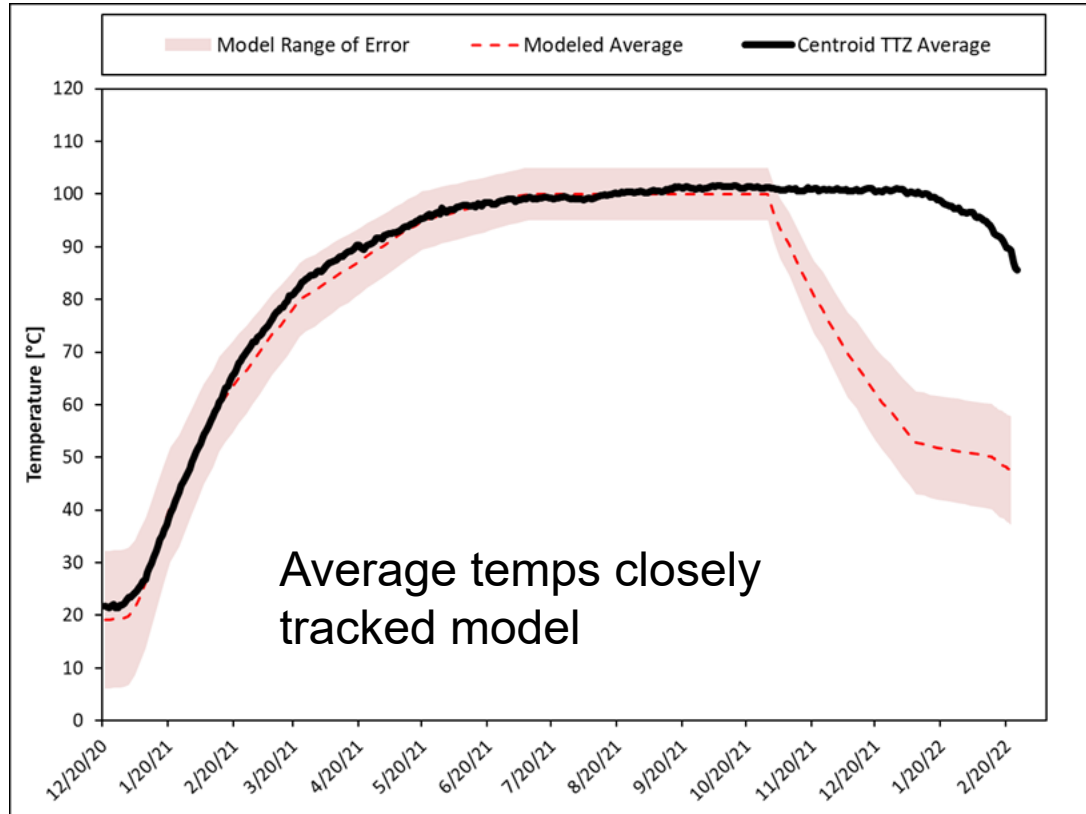
- Added 4 deep heaters
- Added 13 shallow heaters
- Surface insulation in spots

Ph 2: Design Changes

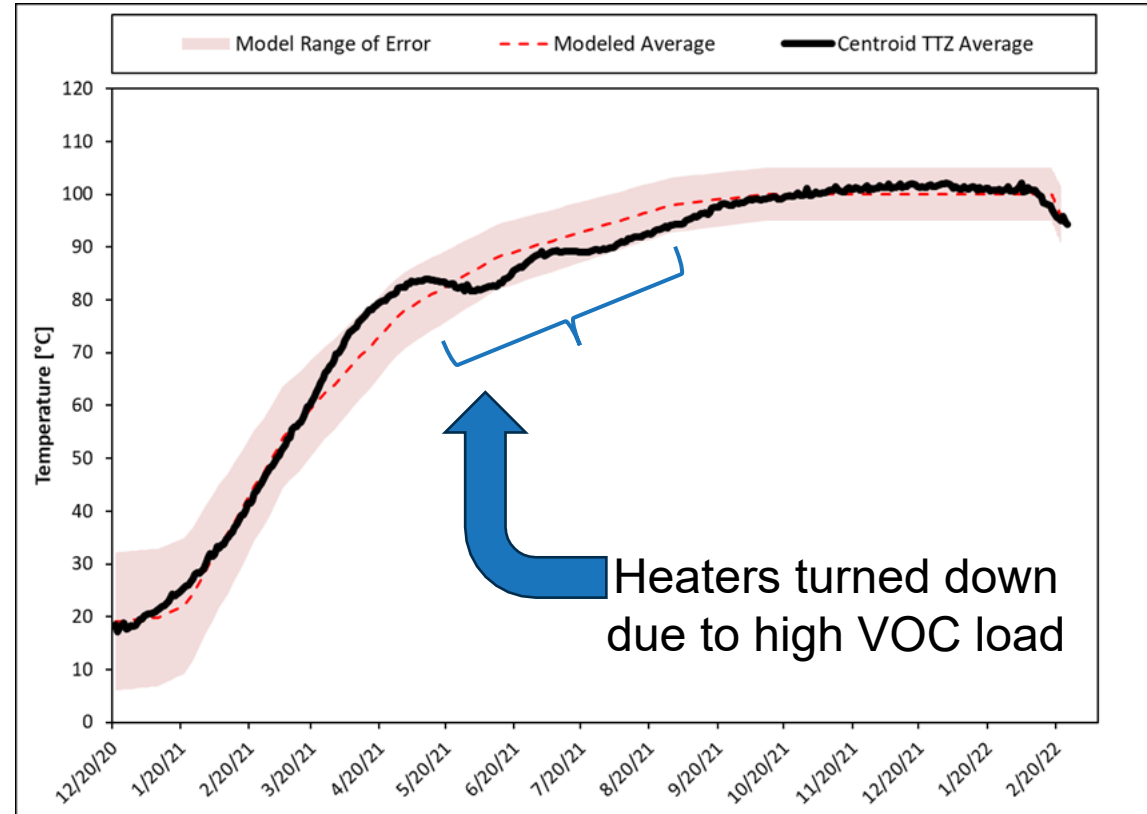
- Top of TTZ <9' bgs
 - Insulating vapor cover
- Top of TTZ <5' bgs
 - Insulating vapor cover
 - Tighten heater spacing to 15'



Temperatures – Phase 2



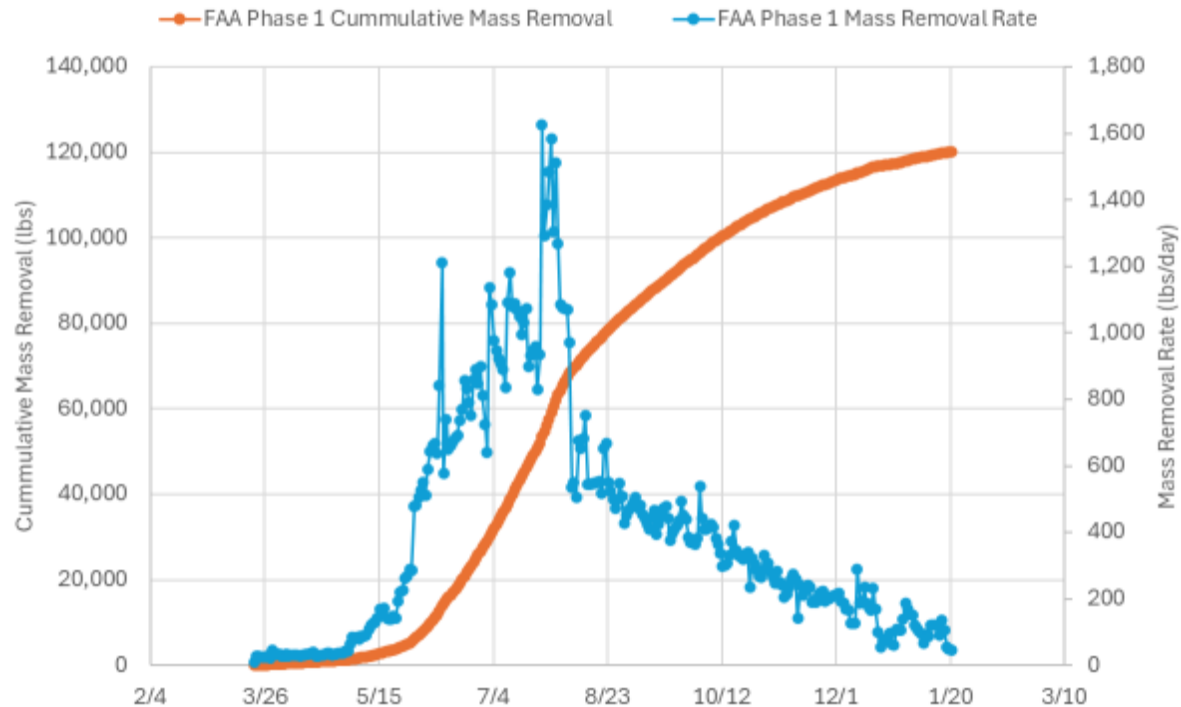
Phase 2A



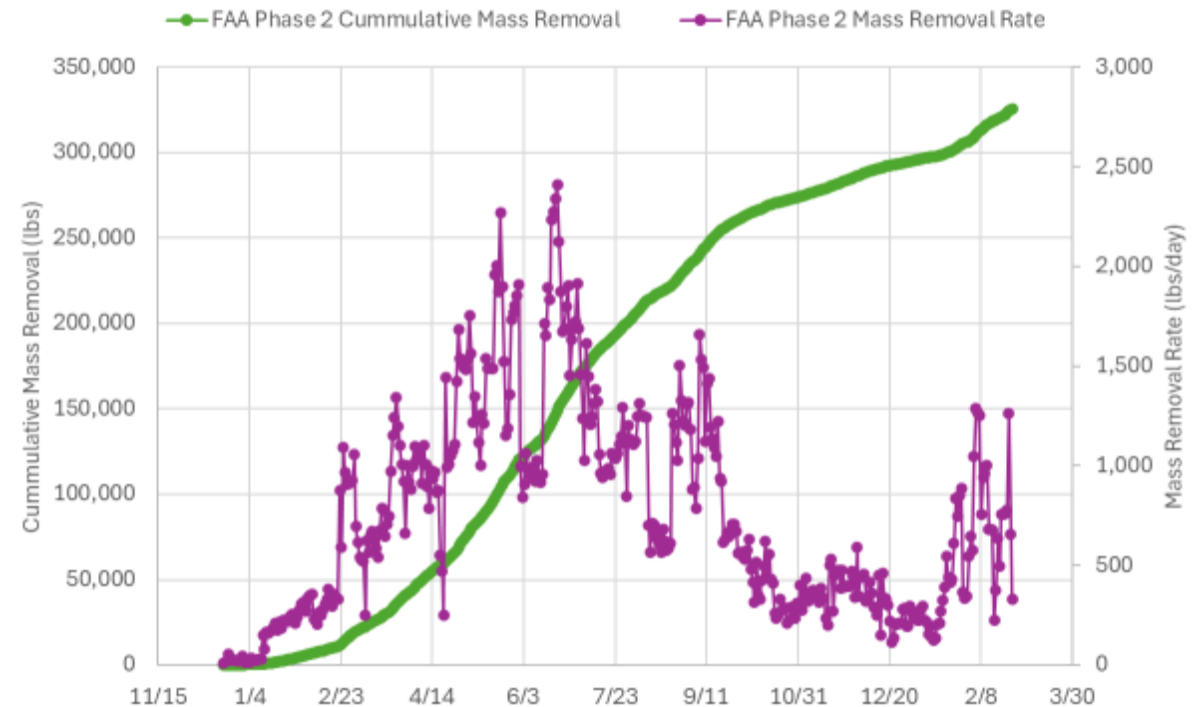
Phase 2B

JP-4 Mass Removal with TCH

FAA Phase 1 Mass Removal



FAA Phase 2 Mass Removal

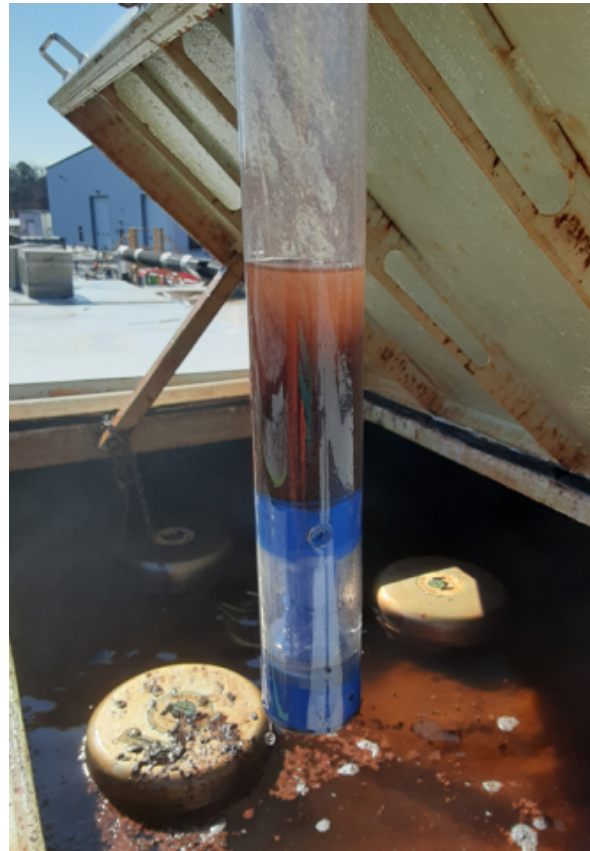


Results

Results

Over 445,000 lbs (202,000 kg) of JP-4 contamination removed during TCH operations

Contaminant Mass Removal (in lbs)		
	Phase 1	Phase 2
Vapor	95,275 [79%]	246,152 [75%]
<i>Liquid</i>	87 [<1%]	400 [<1%]
NAPL	24,715 [21%]	78,906 [25%]
Total	120,077	325,458
Combined	445,535	



Results



“The successful completion of this project resulted in a cost avoidance of \$218M by reducing the environmental remediation timeline by 140 years.”

Amentum, 2022

Questions?

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