

SPARTON

SPARTON TECHNOLOGY

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

March 4, 1993

Mr. Edward L. Horst
RCRA Program Manager
HAZARDOUS AND RADIOACTIVE MATERIALS BUREAU
New Mexico Environment Department
P.O. Box 26110
525 Camino de los Marquez
Santa Fe, New Mexico 87502



Dear Mr. Horst:

This letter is written to inform you of the actions Sparton Technology, Inc. has taken to repair two cracks in the Pond Closure Cap at the Coors Road Facility. This repair was initiated and completed on September 17, 1992 by Rodgers and Company, Inc. No unusual or unforeseen circumstances were encountered during the repair procedure. The repair work was completed as outlined in our proposal letter to your office dated July 16, 1992.

Enclosed are 1; a summary of the field notes taken during the repair, 2; photographs detailing the procedure, 3; site plan, and 4; before and after benchmark elevation data on the Pond Closure Cap.

If you have any questions please contact John Wakefield or myself at (505) 892-5300. Thank you for your attention to this matter.

Sincerely,
SPARTON TECHNOLOGY, INC.

W Mico

Richard D. Mico
Vice President and General Manager

Enclosures

cc: Mr. J. Appel
Mr. T. Bolz
Mr. G. Richardson
Mr. J. Wakefield

Summary of field notes taken during the repair of two cracks in Sparton Technology's, Inc. Pond Closure Cap on September 17, 1992.

- 0925 Drilling Technicians, Brian Hitchcock and Kerry Conner of Rodgers and Company, Inc. arrive onsite. Sparton's representative is John Wakefield, Environmental Safety Engineer.
- 0940 Drilling commences on the northeast crack with a 14" carbide tipped hole saw, (No. 2 on the site plan, see photo. #1).
- 0950 Pond cap is cut to an average depth of 4", the surface or wear course detaches cleanly from the base course. No evidence of damage or cracks in the base course. A coating of water is present on both asphalt surfaces. No free standing water is present. Survey twine or string was found between the two asphalt layers, see photo. #2. Cracks in surface course apparently caused by delamination between the two layers.
- 1010 A tack coat, (Environmental Coatings), was applied to the entire surface, see photo. #3. Two successive layers of asphalt with an intervening tack coat were applied and hydraulically tamped down. The asphalt was leveled with the surrounding surface course and a sealer coat was applied, see photos. #4 and 5.
- 1030 Moved drilling rig to southwest crack, (No. 1 on the site plan) see photo. #6 for condition of crack prior to repair.
- 1040 Commenced drilling, no clear separation between surface and base course. Surface course is 2 to 2.5" thick at this location. Cracks appear to penetrate the base layer of the asphalt.
- 1100 Decided to remove base asphalt layer as there was no evidence of delamination and damaged extended into the base course. No evidence of moisture.
- 1120 The 8.5" thick base layer is drilled out, see photo. #7. Not able to determine maximum depth of crack penetration, but no evidence of cracking on the bottom of the asphalt base. The base of this layer is convex upward. No indication of causative agents for surface cracks. Proceeded to fill hole with 3 successive applications of asphalt and tack coat which was hydraulically tamped.
- 1200 Finished filling hole and tamped level with surrounding Pond Cap Closure. Sealer coat applied, see photo. #8.
- 1245 Rodgers and Company, Inc. offsite.

Settlement Bench Mark Survey Before and After
Repair of Pond Closure Cap

Settlement Bench Mark No.	Original Elevation as of 06/23/87	Pre-repair Elevation as of 06/06/92	Post-repair Elevation as of 12/28/92
1. PK-1	5046.24	5046.27	5046.26
2. PK-2	5045.96	5046.00	5045.99
3. PK-3	5045.70	5045.74	5045.73
4. PK-4	5046.24	5046.27	5046.26
5. PK-5	5046.15	5046.19	5046.17
6. PK-6	5045.85	5045.89	5045.87



Photograph 1, Northeast crack; No. 2 on site plan, prior to repair. .
Scale equals 1 ft. for all photos. .



Photograph 2, Northeast crack; Surface layer removed and base
course intact.



Photograph 3, Northeast crack; Initial tack coat application.



Photograph 4, Northeast crack; Filled with asphalt and tamped level with surrounding surface layer.



Photograph 5, Northeast crack; Sealer coat applied to repaired surface.



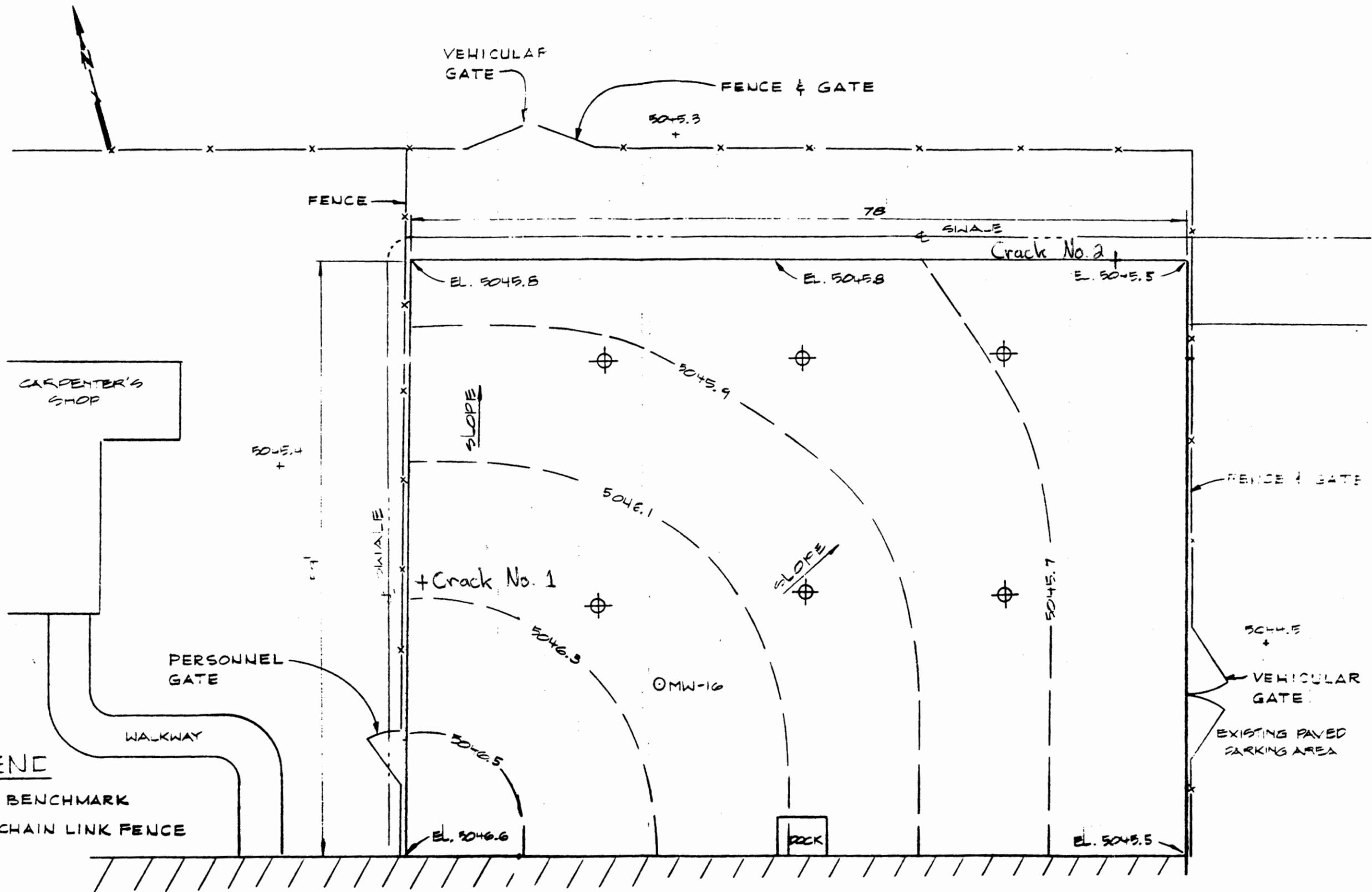
Photograph 6, Southwest crack; No. 1 on site plan, prior to repair.



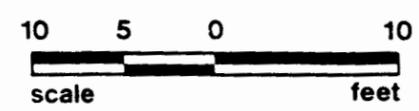
Photograph 7, Southwest crack; Surface and base layers removed exposing fill material.



Photograph 8, Southwest crack; Filled with 3 successive layers of asphalt and tack material. Final sealer coat application.



LEGEND
 ⊕ SURVEY BENCHMARK
 x-x 8' HIGH CHAIN LINK FENCE



MANUFACTURING BUILDING

	Harding Lawson Associates Engineers, Geologists & Geophysicists	POND AND SUMP CAP AREA SPARTON TECHNOLOGY INC. ALBUQUERQUE, NEW MEXICO	3
	DRAWN: <i>ES</i> 6310.012.12	CHECKED: <i>RC</i> 12/12/05	