BLACK & VEATCH

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Sparton Technology
Coors Road Facility

B&V Project 26602.0100
B&V File B
August 12, 1996

Ms. Anna Marie Ortiz
Assistant General Counsel
State of New Mexico Environment Department
1190 St. Francis Drive
P.O. Box 26110
Santa Fe, NM 887502

Re: Vapor Extraction System Pilot Testing
Coors Road Facility

Dear Ms. Ortiz:

In our teleconference on August 5, 1996, we had discussions with you, Dennis McQuillan, and Rob Pine concerning pilot testing for the proposed VES. Based on those discussions, we are submitting this additional information on VES pilot testing as indicated in Jim Harris' letter of August 6, 1996. Specifically, this information covers the installation of additional vapor observation/recovery wells and pilot testing of a centrally located vapor recovery well in the sump area.

The centrally located vapor recovery well would be a 4-inch well installed in the sump area as described in our July 22, 1996, revised proposal. Additional 2-inch vapor wells (as previously described) would be installed at varying radial distances of 50 to 100 feet from the central well. A minimum of four wells would be installed at the approximate locations shown on the attached base map. These wells would be utilized as observation wells (together with the existing soil gas vapor probe VP-1 and existing groundwater monitoring wells with screen exposure above the water table) in a pilot test to evaluate production rates, radius of influence, and VOC concentration in the produced vapor stream. The additional vapor wells would also be used to further define the extent of VOC concentration in the soil gas. These wells could also be potentially used in the VES for vapor recovery and/or air introduction.

We anticipate that the pilot test would use a locally experienced subcontractor such as AcuVac to recover soil vapor from the central vapor recovery well and monitor the

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surrounding observation network. It is our opinion that several days of pilot testing would be required to determine recovery rates and VOC concentrations for permit purposes. Once we have reached agreement on the location and number of pilot test wells and observation points, we will submit a more detailed description of the actual pilot test procedure. At the conclusion of the pilot testing, analyses would be provided relative to the extended VES implementation.

As shown in the following table, there are potentially four groundwater monitoring wells that could be utilized in the pilot test for vapor observation wells.

GROUNDWATER MONITOR WELLS
IN VAPOR RECOVERY AREA (PILOT TEST)

	Elevation Top of Screen (ft)	July 1996 Water Level Elevation (ft)	Screen Exposure (ft)
MW-16	4979.50	4979.45	.05
MW-17*	4982.28	4979.44	2.84
MW-21*	4983.86	4979.18	4.68
MC-22	4976.06	4979.06	(3)
MW-24**	4980.30	4975.72	4.58
MW-25**	4981.31	4977.64	3.67

* Vapor sampled successfully April 1996.
** IM groundwater recovery wells.

The four wells with good screen exposure (MW-17, MW-21, MW-24, and MW-25) were tested in April 1996 for the presence of VOC above the water table; however, VOC concentration in two of the wells, MW-24 and MW-25, could not be confirmed by laboratory analyses due to the water level being drawn above the top of the screen. It should be noted that photoionization detector readings during purging were significantly lower than comparable readings in MW-17. The locations of these four groundwater monitoring wells relative to the central vapor recovery well are shown on the attached base map. Note that two of the wells are within a 25-foot radial distance.

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Two-inch vapor wells as previously described in the July 22, 1996 proposal would be installed at four locations around the central vapor well. Radial distance ranges from 50 to 100 feet as shown on the base map. The locations and radial distances conform to our previous discussion of pilot testing as described in the August 6, 1996 letter.

We trust this pilot testing information is sufficient for your needs.

Sincerely,

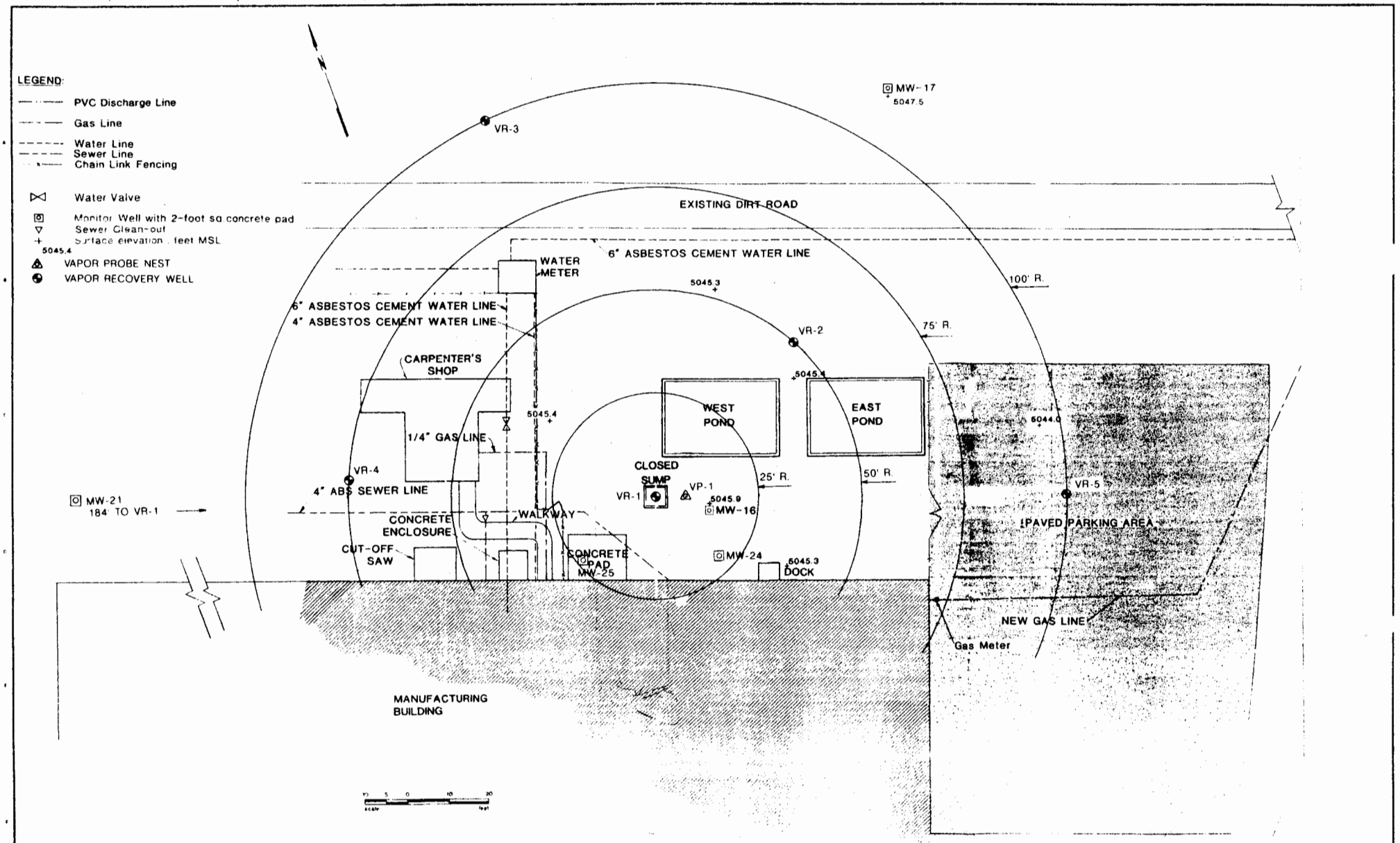
BLACK & VEATCH

Pierce L. Chandler, Jr.
Project Manager

bk
enclosures

cc: Mr. James B. Harris
Mr. R. Jan Appel

OGC-000710



MAP SOURCE: RCRA POST-CLOSURE PERMIT APPLICATION
HARDING LAWSON ASSOCIATES, MARCH 1986

DATE	REVISIONS AND RECORD OF ISSUE	NO.	BY	CK	APP'D

Black & Veatch
Engineers - Architects
Dallas, Texas

DESIGNED
DETAILED
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APPROVED
DATE

PROJECT NO.

SPARTON TECHNOLOGY, INC.

COORS ROAD FACILITY
VES - PILOT TEST

CONTRACT NO.

SHEET NO.