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GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS

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At approximately 11:50 a.m. on August 28, 2001 I received a phone call from Nick Nogoda that his gauge had been run over by a truck.

I instructed him to rope off the area, at least 100 feet and to keep people away from the gauge. I left the office and went to the site after notifying Kanti Patel.

I arrived on site about the same time as Mr. Patel, and we completed roping off the area and called for a survey meter to obtain readings around the gauge. A survey meter arrived on site and the area around the gauge and up to and including the gauge itself was checked. Readings were 10 MREM at the bottom of the gauge where the source rod comes out and 4 MREM around the shell of the gauge. The source rod and index rod were broken off near the top of the gauge body and the body of the gauge was broken open.

Humboldt Manufacturing (Manufacturer of gauge) and the NRC were notified of the incident at about 2:00 p.m. on August 28, 2002. At a distance of 3 feet from the gauge the readings were 0.0 MREM. Mr. David Collins with the NRC instructed me to box up the gauge in its proper shipping container and transport it to our storage room at our office and perform a leak test on the gauge and wait for the results. If the results show that no leakage occurred, the gauge can be shipped back to Humboldt. I am to notify Mr. Collins of the result. The broken off section of the source rod was still in the gauge. Prior to returning the gauge to the office another Humboldt gauge was taken out of the storage room and readings were obtained on it which revealed the same as the readings we had obtained on the damaged gauge. (10 MREM at bottom of the gauge and 4 MREM on the sides of the gauge). At that point we felt that neither source was leaking. No visible damage could be seen to either source. The damaged gauge was leak tested and the sample sent to Humboldt for analysis on August 28, 2002 at 5:00 p.m. The gauge was placed in our storage room.

I spoke with Nick Nogoda and asked him what had happened. He stated that he was driving the drill rod in the ground to obtain a density test. His clipboard and the gauge was beside him. He heard the dump truck and looked up. He saw that the truck was coming at him and he put his arms in the air and started waving them.

When he realized that the driver did not see him and was not going to stop, he reached for the gauge but then decided he did not have time to grab the gauge. He then jumped out of the way, narrowly being missed by the truck himself. The front tire of the truck ran over the clipboard and the gauge. Mr. Nogoda still had the hammer in his hand with which he was driving the drill rod in the ground. After seeing the truck hit the gauge, Mr. Nogoda ran across the fill area to a cell phone to call me. The driver of the truck stated that he did not see Mr. Nogoda.

Joe Francis, Manager
Field & Lab Services

JF/lrb