

**SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION**

1. LICENSEE/LOCATION INSPECTED: Wolverine Engineers & Surveyors, Inc. 312 North Street Mason, MI 48854  REPORT 2006-001	2. NRC/REGIONAL OFFICE  REGION III US NUCLEAR REGULATORY COMMISSION 2443 WARRENVILLE ROAD, SUITE 210 LISLE, ILLINOIS 60532	
3. DOCKET NUMBER(S) 030-33406/030-30819	4. LICENSEE NUMBER(S) 21-25970-02	5. DATE(S) OF INSPECTION 1/26/06

**LICENSEE:**

The inspection was an examination of the activities conducted under your license as they relate to radiation safety and to compliance with the Nuclear Regulatory Commission (NRC) rules and regulations and the conditions of your license. The inspection consisted of selective examinations of procedures and representative records, interviews with personnel, and observations by the inspector. The inspection findings are as follows:

1. Based on the inspection findings, no violations were identified.

2. Previous violation(s) closed.

3. The violation(s), specifically described to you by the inspector as non-cited violations, are not being cited because they were self-identified, non-repetitive, and corrective action was or is being taken, and the remaining criteria in the NRC Enforcement Policy, NUREG-1600, to exercise discretion, were satisfied.

\_\_\_\_\_ Non-Cited Violation(s) was/were discussed involving the following requirement(s) and Corrective Action(s):

..

4. During this inspection certain of your activities, as described below and/or attached, were in violation of NRC requirements and are being cited. This form is a NOTICE OF VIOLATION, which may be subject to posting in accordance with 10 CFR 19.11. (Violations and Corrective Actions)

**Licensee's Statement of Corrective Actions for Item 4, above.**

I hereby state that, within 30 days, the actions described by me to the inspector will be taken to correct the violations identified. This statement of corrective actions is made in accordance with the requirements of 10 CFR 2.201 (corrective steps already taken, corrective steps which will be taken, date when full compliance will be achieved). I understand that no further written response to NRC will be required, unless specifically requested.

Title	Printed Name	Signature	Date
LICENSEE'S REPRESENTATIVE			
NRC INSPECTOR	Ed Kulzer	<i>E. L. Kulzer</i>	1/26/06

*Docket File Information*  
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AND COMPLIANCE INSPECTION**



<b>1. LICENSEE</b> <b>Wolverine Engineers &amp; Surveyors Inc.</b> <b>REPORT</b>		<b>2. NRC/REGIONAL OFFICE</b> <b>Region III</b>	
<b>3. DOCKET NUMBER(S)</b> 03033406/030-30819	<b>4. LICENSE NUMBER(S)</b> 21-25970-02	<b>5. DATE(S) OF INSPECTION</b> 1/26/06	
<b>6. INSPECTION PROCEDURES USED</b> 87124	<b>7. INSPECTION FOCUS AREAS</b> 03.01 - 03.07		
<b>SUPPLEMENTAL INSPECTION INFORMATION</b>			
<b>1. PROGRAM</b> 03121	<b>2. PRIORITY</b> 5	<b>3. LICENSEE CONTACT</b> Maurice Mahieu	<b>4. TELEPHONE NUMBER</b> 517/676-9396
<input type="checkbox"/> <b>Main Office Inspection</b>		<b>Next Inspection Date:</b> <u>January 2011</u>	
<input type="checkbox"/> <b>Field</b>		_____	
<input type="checkbox"/> <b>Temporary Job Site</b>		<u>Fowlerville waste water treatment plant</u>	

**PROGRAM SCOPE**

The licensee is a small engineering consulting firm that employs 30 individuals. The licensee possesses two Troxler 3440 moisture density gauges, for use daily/weekly for DOT road and other construction projects. The licensee does not perform any service or maintenance activities on its gauges; these services are performed by the manufacturer. Currently, the licensee employs five authorized gauge users who have completed manufacturers training. The devices were stored in a vault in the licensee's office in Mason, Michigan.

**Performance Observations**

At the time of this inspection, the gauges were in use. The inspector observed operations at a temporary job site in Fowlerville, MI. The operator possessed required shipping papers which contained all appropriate information. The inspector observed the gauge locked in a vehicle equipped with two independent means of physically securing the gauge during transport. The operator demonstrated an adequate level of understanding of emergency and handling procedures during the job-site interview. Security during transport and at the job site was observed with no problems noted.