

**SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION**

1. LICENSEE/LOCATION INSPECTED:  
SOIL & MATERIALS ENGINEERS, INC  
43980 PLYMOUTH OAKS BLD.  
PLYMOUTH, ME 48170  
REPORT NUMBER(S) 2011-003

2. NRC/REGIONAL OFFICE  
U.S. Nuclear Regulatory Commission  
Region III  
2443 Warranville Rd. S.C. 210  
Lisle, IL 60532-4351

3. DOCKET NUMBER(S)  
030-19574

4. LICENSEE NUMBER(S)  
21-17158-02

5. DATE(S) OF INSPECTION  
5/19/11

**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) were discussed involving the following requirement(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

**Statement of Corrective Actions**

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	E. L. KULZER	E. L. Kulzer	5/19/11
Branch Chief	T E BLOOMER	T E Bloomer	6/7/11

*Docket File Information*  
**SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION**

1. LICENSEE Soils and Materials Engineers, Inc. 43980 Plymouth Oaks Blvd Plymouth, MI 48170	2. NRC/REGIONAL OFFICE  US Nuclear Regulatory Commission Region III 2443 Warrenville Rd Lisle, IL 60532
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REPORT NUMBER(S) **2011-003**

3. DOCKET NUMBER(S) <b>030-19574</b>	5. LICENSE NUMBER(S) <b>21-17158-02</b>	5. DATE(S) OF INSPECTION <b>5/19/2011</b>
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6. INSPECTION PROCEDURES <b>87124</b>	7. INSPECTION FOCUS AREAS <b>03.01-03.07</b>
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**SUPPLEMENTAL INSPECTION INFORMATION**

1. PROGRAM <b>03121</b>	2. PRIORITY <b>5</b>	3. LICENSEE CONTACT <b>Paul Bycofski</b>	4. TELEPHONE NUMBER <b>313-454-9900</b>
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- Main Office Inspection      Next Inspection Date: **5/2016**  
 Field Office Inspection \_\_\_\_\_  
 Temporary Job Site Inspection    **Heritage Hospital, Taylor, Michigan**

**PROGRAM SCOPE**

The licensee is an engineering firm that employs 100 authorized users throughout Michigan. The licensee possesses twenty eight Troxler gauges Models 3400 moisture density gauges at this location, for use daily/weekly during the construction season (April-November) for soils engineering 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 nine authorized gauge users who have completed manufacturers training. The licensee stores the gauges in a locked metal cabinet and gauges are locked in the licensee's office in Plymouth, Michigan.

**Performance Observations**

At the time of this inspection, the gauges were in use. The operator possessed required shipping papers which contained all appropriate information and were accessible in the transport vehicle. The licensee has made an angle iron frame bolted to the truck floor for the gauge case with holes for chains on all four sides. The gauges/cases are locked and chained to the rear of the vehicle during transport with two locks and two chains. The operator demonstrated an adequate level of understanding of emergency and handling procedures during interviews. Security during transport was observed with no problems noted.