NRC FORM 591M PAR' (06-2010)	Т 1		U.S NUCLEAR REGULATORY COMMISSION					
10 CFR 2.201								
	SAFETY	INSPECTION REF	PORT AND COMPL	IANCE INSPECT	TION			
A NOTNEET OCATIO	N NODEATED.		a Naciasalona ossi	~-				
1. LICENSEE/LOCATION INSPECTED: ATC ASSOCIATES INC			2. NRC/REGIONAL OFFICE USNRC					
TROC 2224 (NAUSTO A) AR. Day TIT								
REPORT NUMBER(\$)	h LOND, IN		2443 Warrenville Rd					
REPORT NOWBER(3)	2011/002		Lisle, I	L 60532				
3. DOCKET NUMBER(S) > > 1/ -	4. LICENSEE NUMBER	•	5. DATE(S) OF I	NSPECTION /			
630~13	5245	13-11	132-01	10/7/	//			
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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 vid	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					
corrective actions is ma	ade in accordance with	the requirements of 10 C	spector will be taken to co FR 2.201 (corrective steps r written response to NRC	already taken, correcti	ve steps which will be taken,			
Title		Printed Name		Signature	Date			
LICENSEE'S REPRESENTATIVE								
NRC INSPECTOR	E-L. Kul	121R	ELA	ulza	10/7/11			
Branch Chief	E.L. KUL TEBLE	OHER	LES	Com	10/13/17			
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NRC FORM 59 (06-2010)	11 M PART 3		U.S. NUC	LEAR REGULATORY COMMISSION			
10 CFR 2.201							
Docket File Information							
SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION							
1. LICENSEE			2. NRC/REGIONAL OFFICE				
ATC Associates							
2224 Industria	al Dr		US Nuclear Regulatory Commission				
Highland, IN			Region III				
			2443 Warrenville Rd				
REPORT NUMBER(s) 2011/002	T	Lisle, I. 160532				
3. DOCKET NUMBE	R(S)	5. LICENSE NUMBER(13-17732-01		5. DATE(S) OF INSPECTION			
030-13245		13-17732-01		10/7/2011			
	TION PROCEDURES	1	PECTION FOCUS AREAS				
87124		0	03.01-03.07				
		SUPPLEMENT	TAL INSPECTION INFORMATION	ON			
1.PROGRAM	2. PRIORITY		EE CONTACT	4. TELEPHONE NUMBER			
03121	5	Robert Ra		219-922-7235			
USIZI	3	110001111		213-322-1233			
☐ Main Office Inspection Next Inspection Date: 10/2016 ☐ Field Office InspectionHighland, Indiana ☐ Temporary Job Site Inspection							
		PR	OGRAM SCOPE				
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The licensee is a small engineering firm that employs 16 individuals. The licensee possesses six Troxler Model 3400 moisture density gauges, for use daily/weekly during the construction season (May-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 six authorized gauge users who have completed manufacturers training. Devices are stored in locked cabinets in the licensee's office in Highland, Indiana. Performance Observations							
At the time of the inspection the gauges were in use in Joliet and Homer Glen, Illinois and in Rochester, Indiana. The operator possessed required shipping papers which contained all appropriate information and were accessible in the transport vehicle. Gauges/cases were 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 described with no problems noted.							