

SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION

<p>1. LICENSEE/LOCATION INSPECTED: <i>CITY OF MUSKEGON, ENGINEERING DEPT.</i> <i>933 TERRACE ST.</i> <i>MUSKEGON, MI</i> REPORT NUMBER(S) <i>2012-001</i></p>	<p>2. NRC/REGIONAL OFFICE <i>U.S. NRC</i> <i>REGION III</i> <i>2043 WARRENVILLE RD</i> <i>LISLE, IL 60439</i></p>	
<p>3. DOCKET NUMBER(S) <i>030-10761</i></p>	<p>4. LICENSEE NUMBER(S) <i>21-16304-01</i></p>	<p>5. DATE(S) OF INSPECTION <i>2/1/12</i></p>

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	<i>E. L. Kolzon</i>	<i>E. L. Kolzon</i>	<i>2/1/12</i>
Branch Chief	<i>TAMARA BLOOMER</i>	<i>T Bloomer</i>	<i>2/23/12</i>

Docket File Information

SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION

1. LICENSEE/LOCATION INSPECTED: City of Muskegan 933 Terrace St. Muskegan, MI REPORT NUMBER(S) 2012-001	2. NRC/REGIONAL OFFICE Region III U. S. Nuclear Regulatory Commission 2443 Warrenville Road, Suite 210 Lisle, IL 60532-4352
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3. DOCKET NUMBER(S) 030-10761	4. LICENSE NUMBER(S) 21-16304-01	5. DATE(S) OF INSPECTION 2/31/2012
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6. INSPECTION PROCEDURES USED IP 87124	7. INSPECTION FOCUS AREAS 03.01-03.07
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SUPPLEMENTAL INSPECTION INFORMATION

1. PROGRAM CODE(S) 03121	2. PRIORITY 5	3. LICENSEE CONTACT Bryan Heath	4. TELEPHONE NUMBER (231) 724-6707
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Main Office Inspection Next Inspection Date: 2/2017

Field Office Inspection

Temporary Job Site Inspection

PROGRAM SCOPE

The licensee is an engineering department for the city of Muskegan that employs six individuals. The licensee possesses two Troxler 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 three authorized gauge users who have completed manufacturers training. Device is stored in a vault in the licensee's office in Muskegan, Michigan.

Performance Observations

At the time of this inspection, the gauges were not in use. The operator possessed required shipping papers, which contained all appropriate information and were accessible in the transport vehicle. The licensee locked the gauges/cases and chained them to the rear of the vehicle during transport. The operator demonstrated an adequate level of understanding of emergency and handling procedures during interviews. Security during transport and at the job-site was described with no problems noted.