



# H. C. NUTTING COMPANY

EMPLOYEE OWNED

GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS  
SINCE 1921

CORPORATE CENTER  
4120 AIRPORT ROAD  
CINCINNATI, OHIO 45226  
(513) 321-5816

November 4, 1993

Ms. Michelle Barry  
United States Nuclear Regulatory Commission  
Region III  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Re: Accident - Nuclear Gauge  
Troxler Model 3411B  
Serial No. 17368  
H. C. Nutting Company, Owner

Dear Ms. Barry:

In accordance with our license No. 34-18882-01 and the requirements of NRC Regulation 10CFR, Part 20, we are reporting an accident resulting in damage to the above referenced moisture density gauge.

The accident occurred on October 6, 1993, at approximately 2:05 p.m. at the H. C. Nutting Project, Drug Emporium, Buttermilk Crossing, Alexandria, Kentucky. A Liebherr 641 loader partially backed over the gauge resulting in damage to the upper housing and key pad. (See enclosed photographs.) Prior to the accident occurring, the gauge was sitting on a mound of dirt 2½' to the east of and 4'-4½' above an undercut being backfilled and compacted. The gauge was sitting close to the technician's personal vehicle while the technician was standing, observing the work being performed. It was necessary for the technician to move his vehicle in order to route a concrete truck onto the site. Inadvertently, the technician moved his vehicle out of the way of the concrete truck without moving the nuclear gauge. The technician was approximately 20' from the gauge location, within eyesight of the gauge when the loader backed up out of the excavation, with the track damaging the gauge as noted above. Noise from the loader engine and on-site concrete trucks prevented the technician's warning from being heard by the loader operator.

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\* CINCINNATI, OHIO \* CHARLESTON, WV \* ERLANGER, KY \* COLUMBUS, OHIO \*

The technician immediately stopped all traffic in the area and surveyed the gauge. The gauge was in a safe position when the accident occurred and neither the source rod nor the lower part of the gauge had been damaged. Technician notified the supervisor who advised him to thoroughly observe the gauge and the condition where it was, which was still in an upright position and to visually determine if there was damage to the source rod. The source rod worked in and out of the meter as a normal operation of an undamaged meter. There was no visible damage to the source rod. The supervisor advised the technician to put the meter in the transportation case, lock the source, lock the case and transport the meter immediately to the office. Once the meter arrived at the office, the writer used a survey meter to determine the activity of the meter as it now existed. The activity measured around the meter was normal to those described in Troxler Electronic Laboratories drawing C102191.

We are in the process of obtaining warning flags similar to those used on bicycles which we are going to attach to the meter with the intent of the warning flag being more visible to all parties involved on a construction site.

Should you have any questions concerning this report, please do not hesitate to contact us at Area Code 513-321-5816.

Respectfully submitted,

**H. C. NUTTING COMPANY**

*Jerry L. Lindsey ks*

Jerry L. Lindsey  
Vice President  
Field Services Manager

JLL/ks

