

SAFETY INSPECTION REPORT AND COMPLIANCE INSPECTION

1. LICENSEE/LOCATION INSPECTED: SCI Engineering, INC. 130 Point West Boulevard St. Charles, MO 63301 REPORT NUMBER(S) 2012-002		2. NRC/REGIONAL OFFICE Region III U. S. Nuclear Regulatory Commission 2443 Warrenville Road, Suite 210 Lisle, IL 60532-4352	
3. DOCKET NUMBER(S) 030-17675	4. LICENSE NUMBER(S) 24-20039-01	5. DATE(S) OF INSPECTION 3/27/2012	

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:

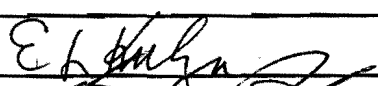
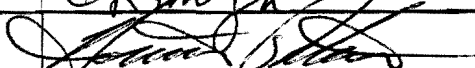
- ☒ 1. Based on the inspection findings, no violations were identified.
- ☐ 2. Previous violation(s) closed.
- ☐ 3. The violation(s), specifically described to you by the inspector as non-cited violations, are not being cited because they were self-identified, non-repetitive, and corrective action was or is being taken, and the remaining criteria in the NRC Enforcement Policy, 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 in accordance with NRC Enforcement Policy. This form is a NOTICE OF VIOLATION, which may be subject to posting in accordance with 10 CFR 19.11.
(Violations and Corrective Actions)

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		6/19/12
BRANCH CHIEF	Hironori Peterson		6/20/12

Docket File Information
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6. INSPECTION PROCEDURES USED IP 87124	7. INSPECTION FOCUS AREAS 03.01-03.07		

SUPPLEMENTAL INSPECTION INFORMATION

1. PROGRAM CODE(S) 03121	2. PRIORITY 5	3. LICENSEE CONTACT William Guerdan	4. TELEPHONE NUMBER (636) 757-1009
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☒ Main Office Inspection Next Inspection Date: 3/2017

☒ Field Office Inspection

☐ Temporary Job Site Inspection

PROGRAM SCOPE

REVISED 6/19/2012

EVENT No. 43978 (closed)
NMED No. 080079 (closed)

The inspector reviewed the documentation including the event, leak testing, and shipping papers, and disposal records for the Humbolt Model 5001 Moisture density gauge (S/N 1564) that was run over by construction equipment on February 11, 2008. The inspector has no issues or concerns at this time.

The licensee is an engineering firm that employs 119 individuals at three locations throughout Missouri. The licensee possesses 25 Humbolt Model 5001 moisture density gauges at it's St. Charles location 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 16 authorized gauge users who have completed manufacturers training. All devices are stored in an open shelving area with two locks and two chains in the licensee's office in St. Charles, Missouri.

Performance Observations

At the time of the inspection, there was at least one temporary job site that the inspector was not able to locate. The operator possessed required shipping papers, which contained all appropriate information and were accessible in the transport vehicle. The licensee locks and chains the gauge to the rear of the vehicle during transport using two independent barriers. The operator demonstrated an adequate level of understanding of emergency and handling procedures during interviews. Security during transport was described and observed with no problems noted. The inspector performed independent and confirmatory radiation measurements which indicated similar results.