



Alt & Witzig Engineering, Inc.

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Rec'd from key
on 4/10/97

30-14041

October 23, 1995

United States
Nuclear Regulatory Commission
801 Warrenville Road
Lisle, Illinois 60532-4351
Attn: Mr LaFranzo

Dear Mr. LaFranzo,

As per your request I am sending you a Copy of our reply to
Notice of Violation.

Also, you asked for a response to a concern over loss of
source rod "keys".

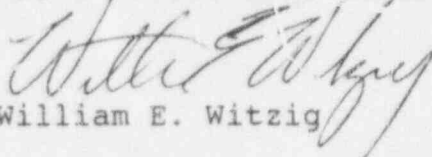
Each user is issued a key for CPN gauge handle. We have extra
keys here in our office. If a key gets lost all the user must do
is request a new one. Most users carry key on a key chain with
their assigned truck keys.

We have added an addition statement to our "User Inspection
Report" to assure that each user has a key.

If you have any further questions please give me a call.

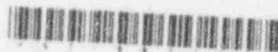
Very truly yours,

ALT & WITZIG ENGINEERING, INC.


William E. Witzig

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REPLY TO
NOTICE OF VIOLATION

1. Apparent Violation: Licensee did not make "surveys" to assure compliance with current license.

Basis for Disputing Violation: The above alleged violation is contested. As per our license all gauge users are monitored with individual TLD's. This is the only "surveys" which are required.

It was stated in the "Notice of Violation" that a user indicated he removed the source rod from the safe position once a month from April to July of 1995. You indicated the user making that statement was Mr. Moore. Robert Moore was working for another firm during April, May, and the first part of June. He was re-hired by us on June 12th and records indicate was assigned as an inspector on an auger cast pile job. (No nuc gauge was used during that assignment).

Corrective Steps. Since no violation of "surveys" was made, we do not deem it necessary to change our methods of evaluating the extent of levels of radiation.

We did interview Mr. Moore and stated to him "emphatically" that no Alt & Witzig employee is to ever, ever expose the source rod. He stated it was permitted at other places where he had worked.

We are concerned that users with previous experience may not be fully aware of our specific company policies. Thus, we have established a form stating "critical company positions on handling of nuc gauges". This form is to be signed by all new employees with "previous experience". This will assure that "our users" are aware of Alt & Witzig policies. To provide Mr. Moore with additional background of "Alt & Witzig" practices we are requiring him to attend the next training class for "new" users.

Date of full Compliance : Alt & Witzig Engineering has been and will continue to be in full compliance with regard to "surveys" for determining extent of radiation levels.

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2. Apparent Violation: Transportation of Nuclear gauges in passenger compartment while traveling during rainy weather conditions.

Basis for Disputing Violation: Our "Employee Radiation and Safety & Emergency Procedures" (first presented in the letter of 1979) was updated by RSO Dr. Swapan Ghosh in our amendment application in December 1990. (letter of December 20, 1990, received by NRC December 31, 1990)

Paragraph 4 in our up-dated "Safety Procedures" states: "Follow all applicable Department of Transportation (DOT) requirements when transporting the gauge."

I have recently contacted several CPN representatives and discussed the transportation of gauges inside the truck cab during rainy weather conditions. I also presented this question to several manufacturer's reps which present the safety training course to our users.

The following are some of "their" statements regarding transportation in the cab. These ideas and statements have actually been presented in our Safety Classes:

"Can find no written regulation that precludes transporting gauges in the passenger section of vehicles. (See 49 CFR 173.448)"

"The gauge should be located in the vehicle as far from passengers as possible."

"Always implement the ALARA approach (As Low As Reasonably Achievable) considering social and economic matters."

"Minimize the dose by: Time, Distance & Shielding."

Corrective Steps: Even though we are disputing this violation we have taken steps to comply with your position until an interpretation can be made.

A notice has been issued to our users that they are not to transport nuclear gauges inside the cab on any public roadway until this issue has been resolved. Users are instructed that if it rains they are to secure the gauge inside their truck cab. They are then required to : a) wait at the job site until it stops raining or b) until their manager can send an automobile to the site to remove the gauge. If there is no job site trailer they should remain inside the cab with the gauge. (use the ALARA approach). They are instructed not to damage the gauge by allowing the non-waterproof case to take on moisture!!

Future Steps: Years ago, our users attempted to secure tarps over the gauges while transporting during rainy weather. Because of the windy conditions which occur in such weather (especially at the back of the truck bed), this approach did not work. We found that this created numerous incidents where tarps were flapping around and/or blowing off while traveling on interstates and major highways. This caused dangerous situations for our users and other motorists.

We are interested in being in full compliance with the NRC's interpretation of the DOT regulation. Thus we have contacted a firm to manufacturing custom road covers for our gauges. As of today (October 20) we have 28 case covers with the additional covers on order. This will allow for transportation of gauges in our open bed trucks during rainy weather conditions.

Date of Compliance: We are presently in complete compliance by not transporting the gauge in the cab of our trucks.

3. Apparent Violation: Improper location of shipping papers.

Reason for Violation: User was "negligent" on the date of NRC inspection.

This user (Fitz) had been properly trained in the correct positioning of transportation papers. Also, our records indicate that on June 30, 1995 this particular user was inspected along with his assigned vehicle and nuclear gauge. At that time his inspection papers were fastened to the steering column. This was in compliance with DOT policy.

Corrective Steps Mr. Fitz has been issued a visor clip and again been advised of the necessity to comply with this regulation. Unannounced inspections will be made of this user at least once a month for the next 6 months.

Also, all current users have been issued visor clips in an attempt to assure that shipping papers are properly positioned according to DOT Regulation.

Future Corrective Steps. In our refresher training and spot user inspections, we have always reviewed the positioning of shipping papers. We will increase our emphasis by issuing probation notices and fines to anyone not in compliance.

Date of Full Compliance: We are presently in compliance by having all shipping papers carried either on the visor or attached to the driver side door.