


MEMORANDUM

TO: District Construction Engineers
Resident Construction Engineers

FROM: Todd Steagall, Director of Construction 

DATE: August 28, 2017

RE: Nuclear Gauge Hazmat Transportation Certification

In order to ensure that SCDOT maintains compliance with the US Nuclear Regulatory Commission (NRC) requirements for our hazardous materials license, a renewed emphasis needs to be placed on the securing and transporting of our nuclear gauges. Therefore, as of November 1, 2017, any SCDOT technician who is found improperly transporting a nuclear gauge will immediately be reported to the SCDOT Technician Certification Board and will be subject to suspension or revocation of their Nuclear Gauge Hazmat Transportation certification as well as their Earthwork and Base Course Certification.

The US NRC requires any nuclear gauge that is transported to be secured by two locks; “two locks must be defeated to steal the nuclear gauge”. In addition to the two lock requirement, the NRC requires that **Shipping Papers** be within arm’s reach of the driver any time they are transporting a nuclear gauge.

The SCDOT Radioactive Materials License for nuclear gauges has three approved set-ups for transporting a nuclear gauge:

1. Cabled and locked in the back of an SUV.
2. Cabled and locked in the trunk of a car.
3. Properly secured in the bed of a pick-up truck in a NUX Box or NUKE-ND Box.
 - **The NUX Box:** if yellow type “A” box is not bolted to the NUX box, 4 locks are required to properly secure the gauge. The locking pin, located on the bottom right of the box and mounting plate, must be locked and the mounting plate must be locked to the NUX box. This equals two locks to secure the NUX box to the bed of the truck. Also, there must be two latches locked on the outside of the NUX box. This equals two locks to secure the lid on the NUX box.

- **The Nuke-ND Box:** must be secured to the truck bed with security bolts and then two latches locked on the outside of the lid. This equals two locks to open the box.

Any actions taken by the SCDOT Technician Certification Board for violations against these regulations will require a Board review for consideration of reinstatement.

Let me know if you have any questions about this policy or any of the referenced requirements.

RTS:tk

FILE: DOC/RTS

Cc: Merrill Zwanka, Materials and Research Engineer
Jay Thompson, State Pavement Design Engineer
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