

Figure B-8: Boring B-740 (DHT), Downhole Vs 75 Hz filtered waveforms from one direction, showing later arrival picks

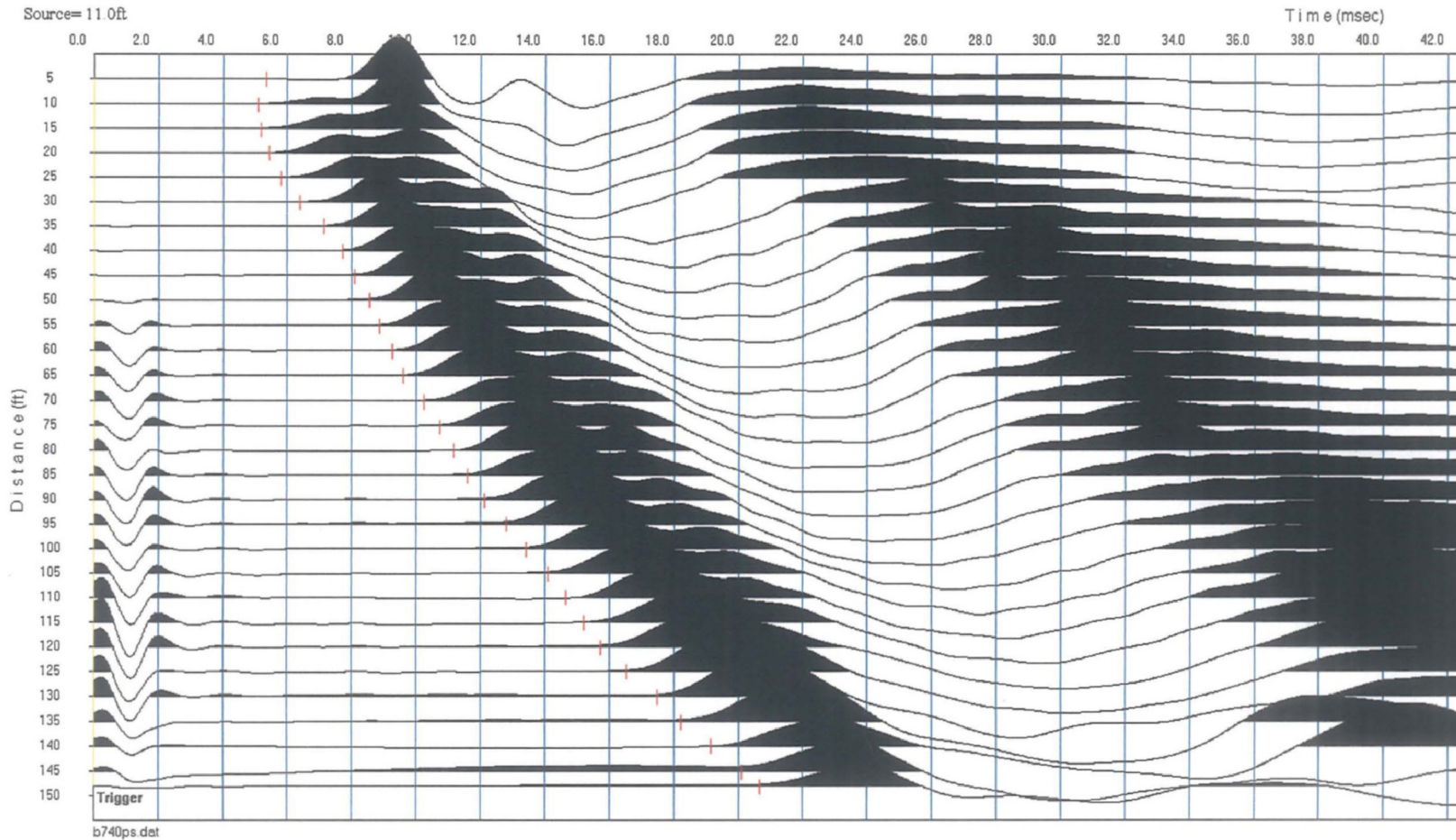


Figure B-9: Boring B-740 (DHT), Downhole Vp 500 Hz filtered waveforms and picks

### FPL Turkey Point COL Borings B-710 G (DH) R1-R2 Calculated and B-740 (DHT) Downhole Travel Times

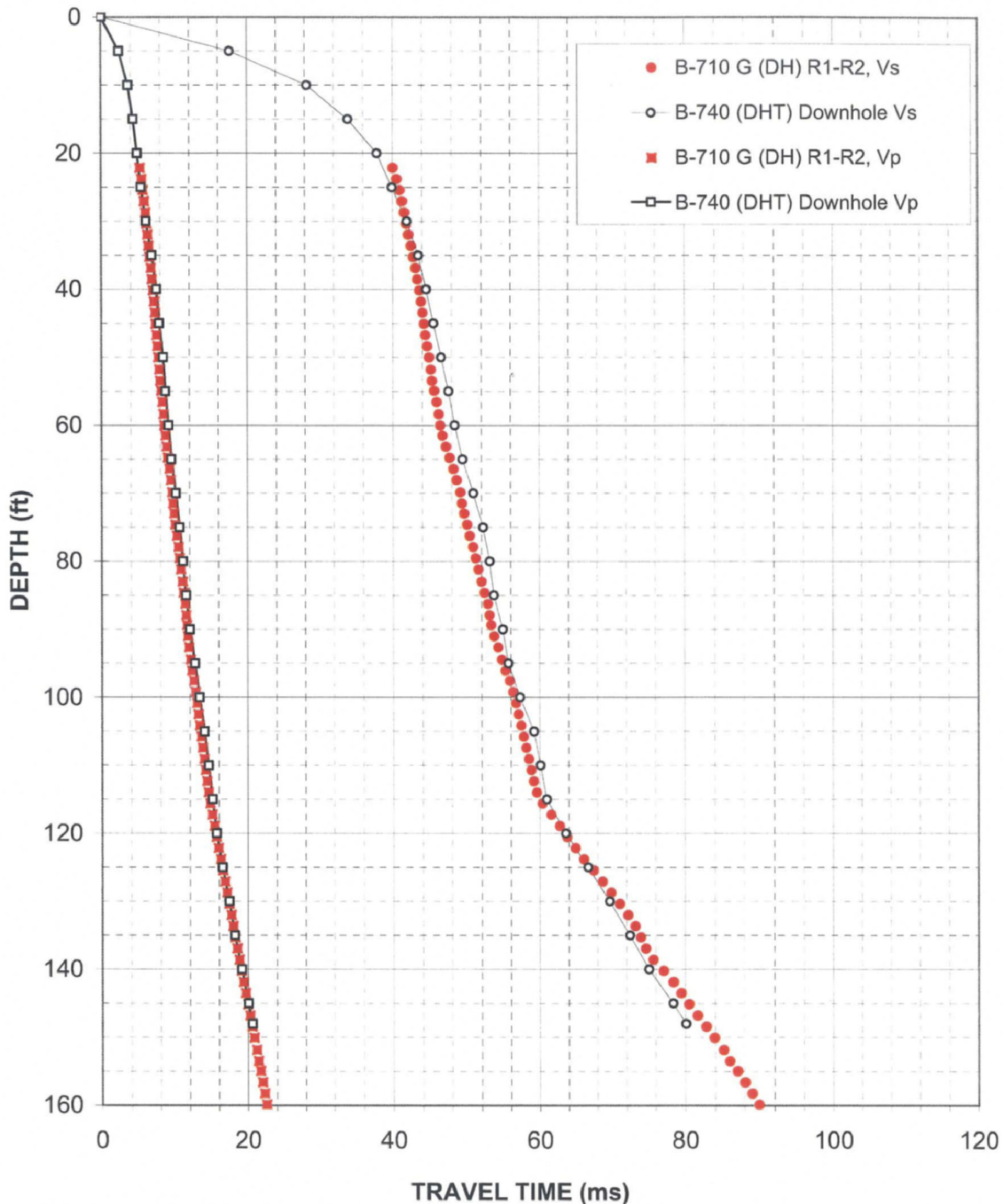


Figure B-10: Borings B-710 G (DH) Suspension R1-R2 Calculated and B-740 (DHT) Measured Downhole Travel Times

**Layered Velocity Model for Vs and Vp  
 Based on Downhole Travel Time Data - Borehole B-740 (DHT)**

American Units						Metric						
Layer Number	Layer Depth			Layer Velocity		Layer Number	Layer Depth			Layer Velocity		Poisson's Ratio
	Top	Bottom	Thickness	V <sub>s</sub>	V <sub>p</sub>		Top	Bottom	Thickness	V <sub>s</sub>	V <sub>p</sub>	
	(ft)	(ft)	(ft)	(ft/s)	(ft/s)		(m)	(m)	(m)	(m/s)	(m/s)	
1	25.0	30.0	5.0	2480	7580	1	7.6	9.1	1.5	757	2310	0.44
2	30.0	65.0	35.0	4770	10400	2	9.1	19.8	10.7	1450	3170	0.37
3	65.0	115.0	50.0	4350	8860	3	19.8	35.1	15.2	1330	2700	0.34
4	115.0	148.0	33.0	1720	5880	4	35.1	45.1	10.1	525	1790	0.45

Table B-2. Boring B-740 (DHT), Downhole Layer P- and S<sub>H</sub>-wave velocities

(rounded to the nearest 10fps, three significant digits)

**IMPORTANT NOTE:** The consequence of picking a later phase is that the Rev 6 Downhole Processing Template Spreadsheet does not correctly adjust for the geometry of the source offset. This template was designed for first arrivals, and does the geometry correction for source offset using travel time. The calculations could be adjusted, but this template has been verified and approved for this project. This affects all data in the upper 40ft, significantly reducing the reported velocity. This is why layers above 25ft have been removed from this table. See Report for discussion.

### FPL Turkey Point COL Borings B-710 G (DH) R1-R2 and B-740 (DHT) Downhole Layered Model Velocities

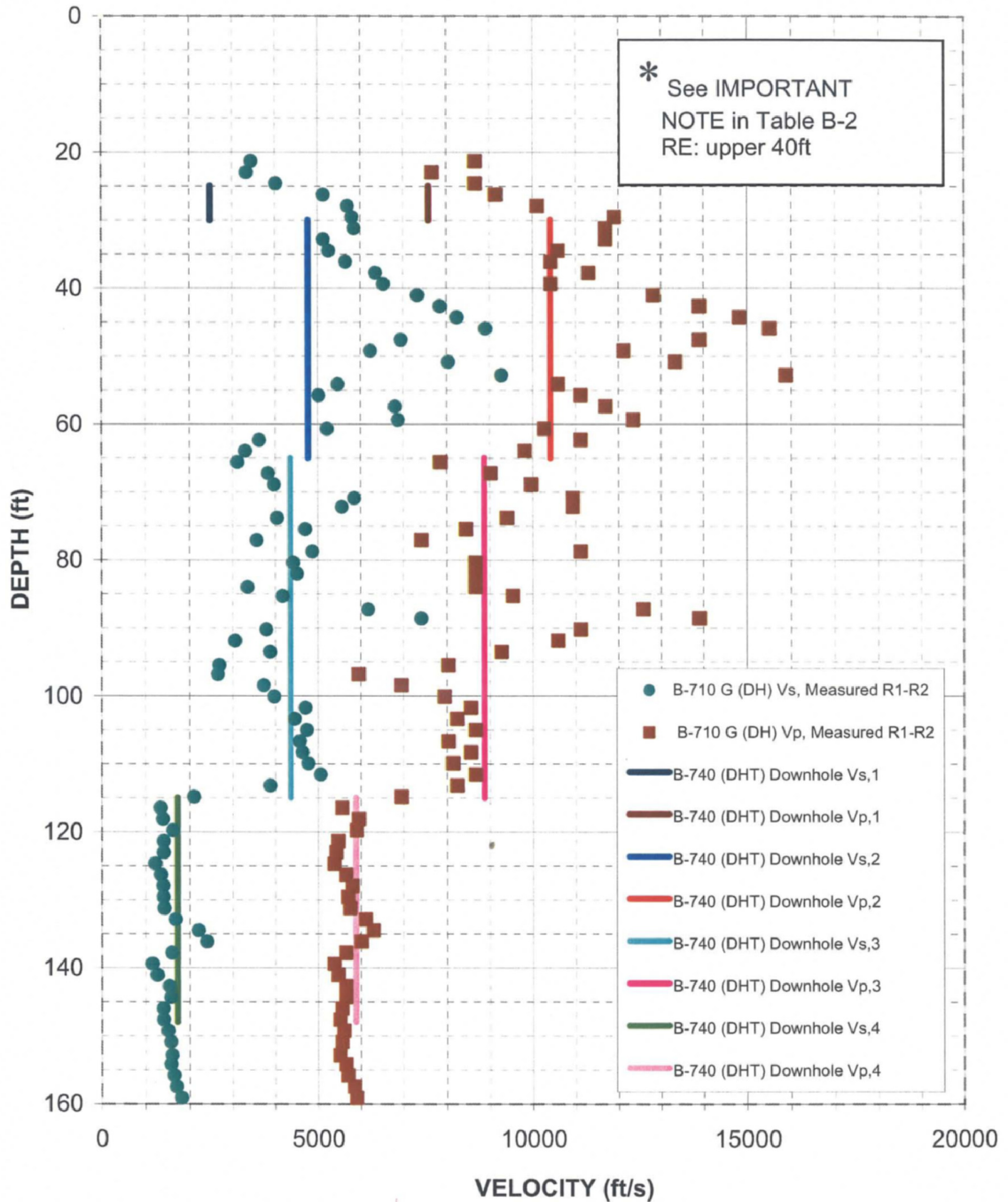


Figure B-11: Comparison of Borings B-710 G (DH) Suspension R1-R2 Results and B-740 (DHT) Downhole Layered Model Velocities

### FPL Turkey Point COL Borings B-710 G (DH) Suspension and B-740 (DHT) Downhole Layered Model Velocities

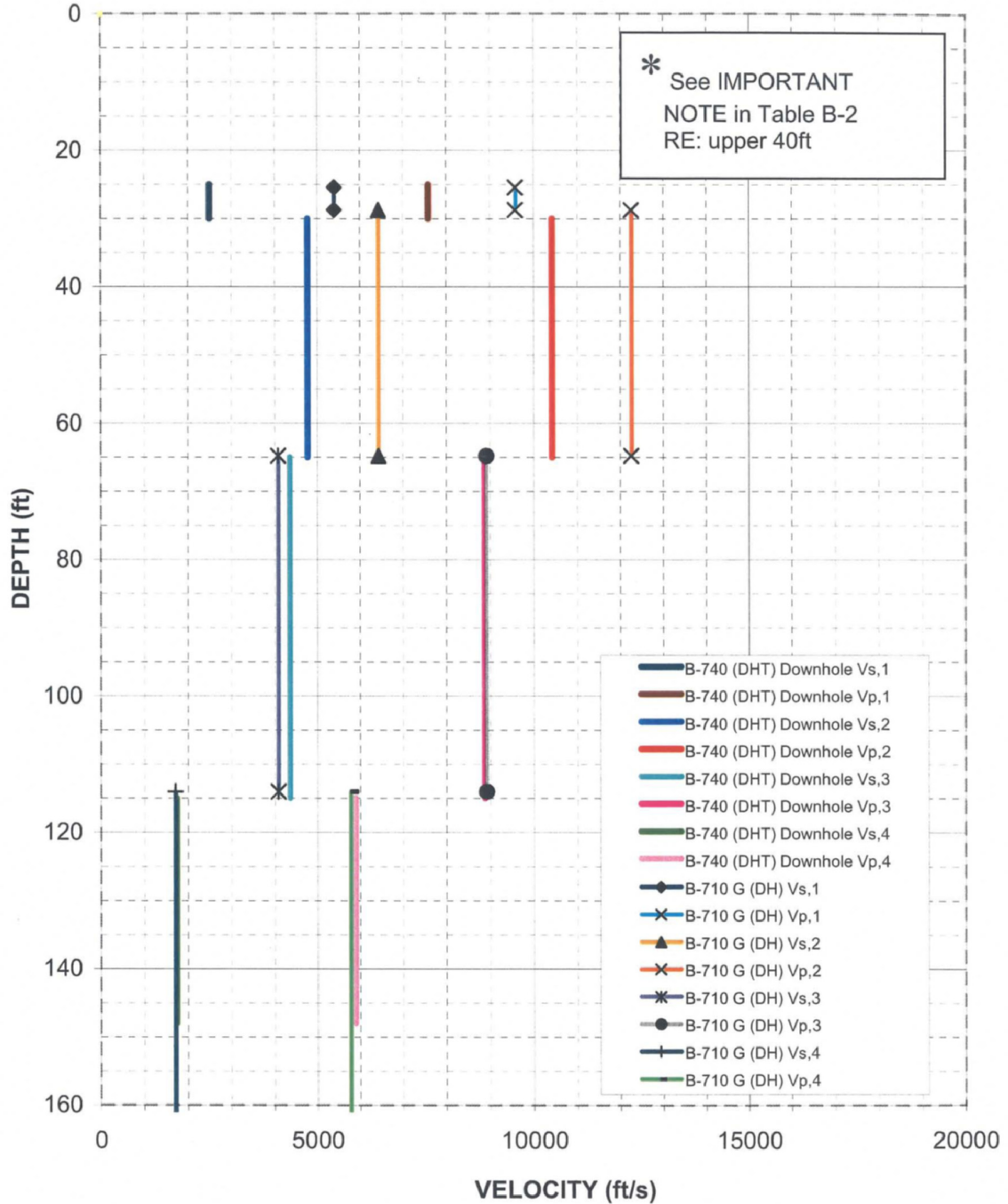


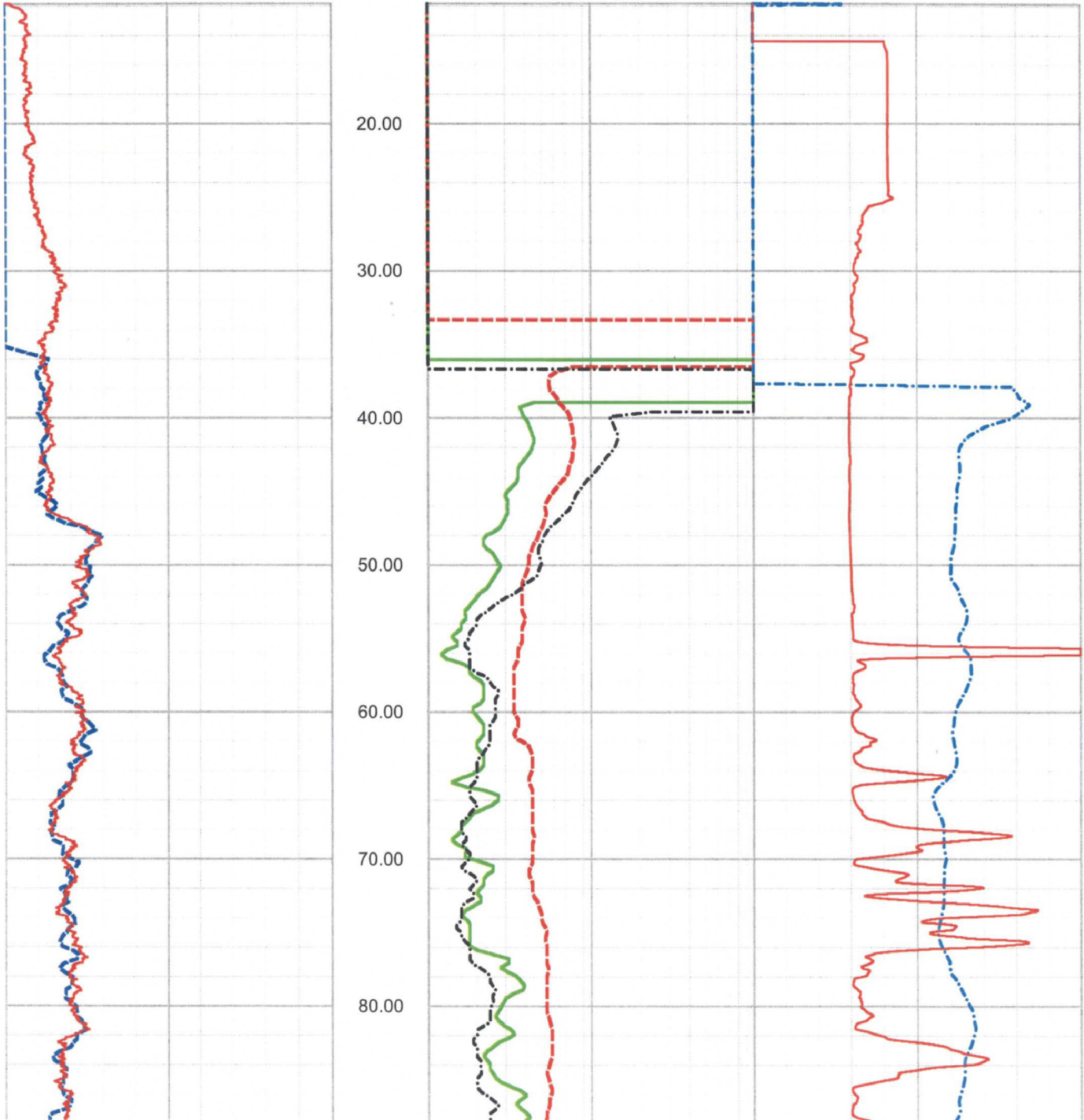
Figure B-12: Comparison of Borings B-710 G (DH) Suspension and Boring B-740 (DHT) Downhole Layered Model Velocities

**APPENDIX C**

**CALIPER, NATURAL GAMMA, RESISTIVITY,  
AND SPONTANEOUS POTENTIAL LOGS**

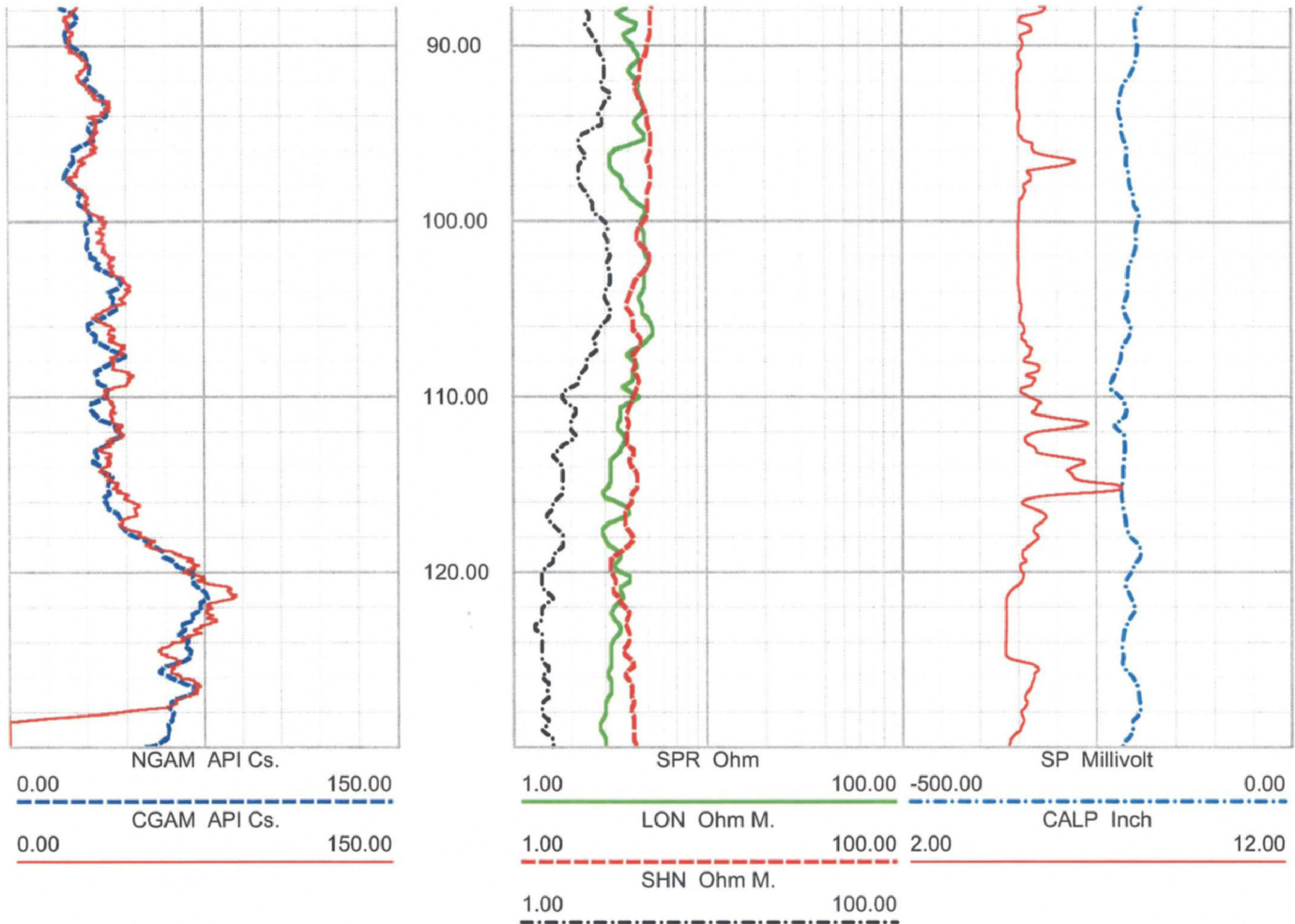
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1.00	SPR Ohm	100.00	-500.00	SP Millivolt	0.00
<hr style="border-top: 1px solid green;"/>					
1.00	LON Ohm M.	100.00	2.00	CALP Inch	12.00
<hr style="border-top: 1px solid red;"/>					
1.00	SHN Ohm M.	100.00			
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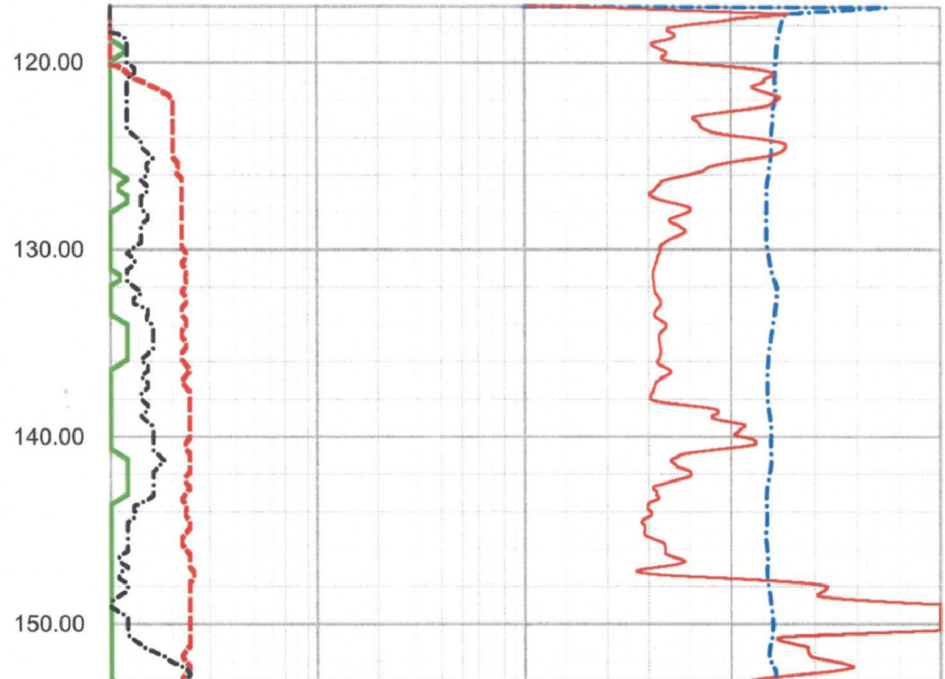
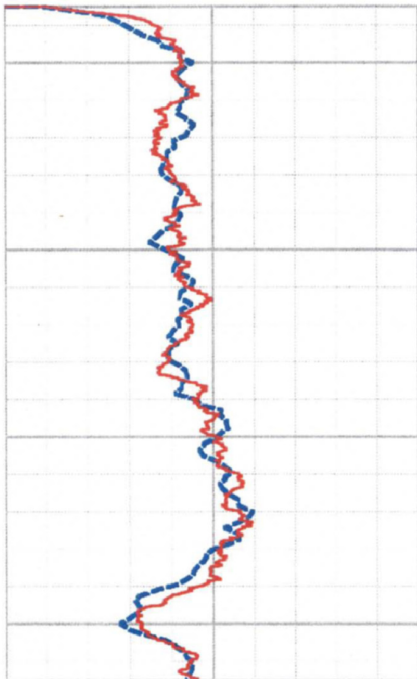
FPL Turkey Point COL Boring B-601 (DH) upper section ELOG, Caliper and Natural Gamma rev 1 Sheet 1 of 2





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 0.00 CGAM API Cs. 150.00  
 -----

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 -----  
 1.00 LON Ohm M. 100.00 2.00 12.00  
 -----  
 1.00 SHN Ohm M. 100.00  
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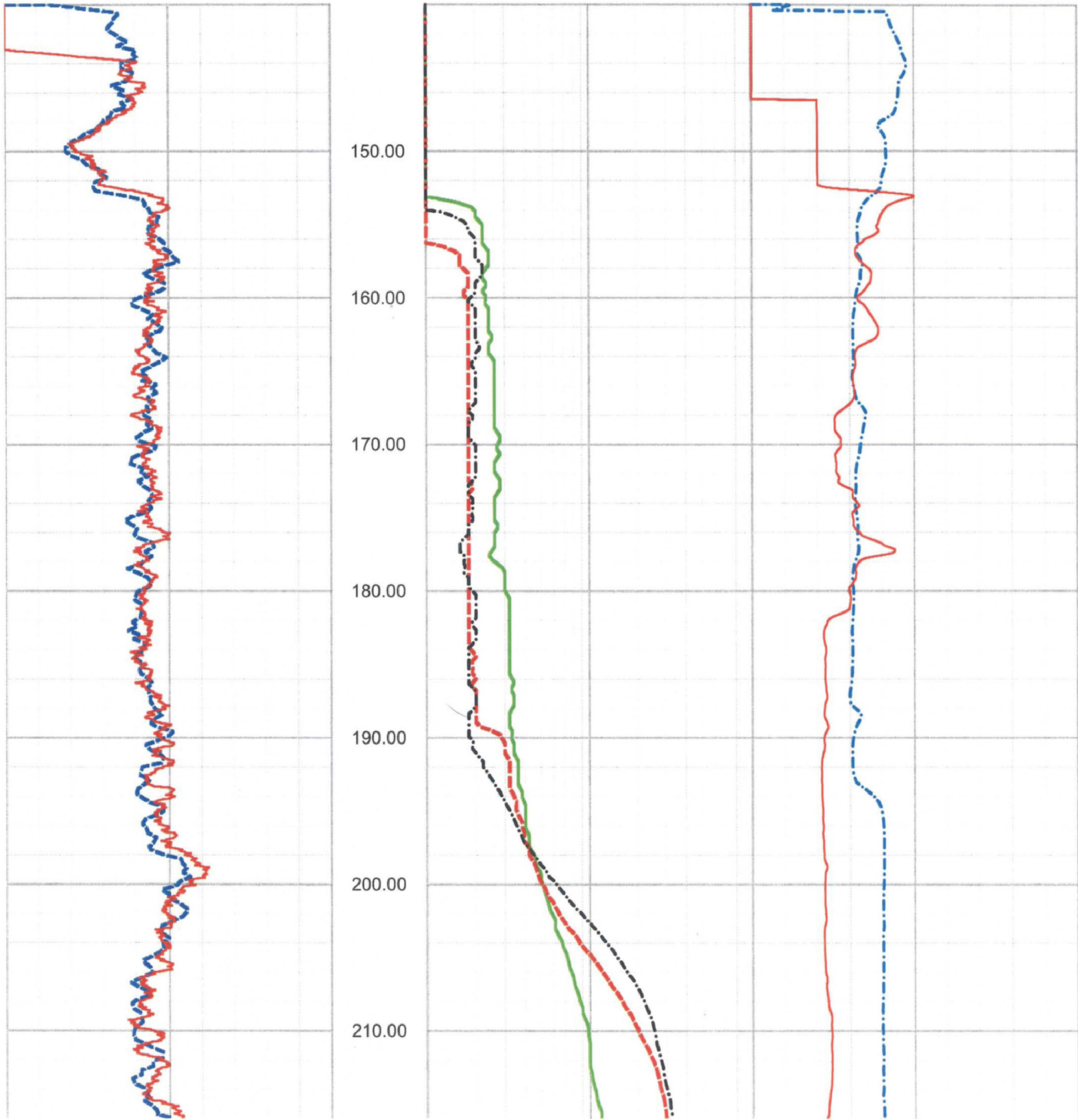


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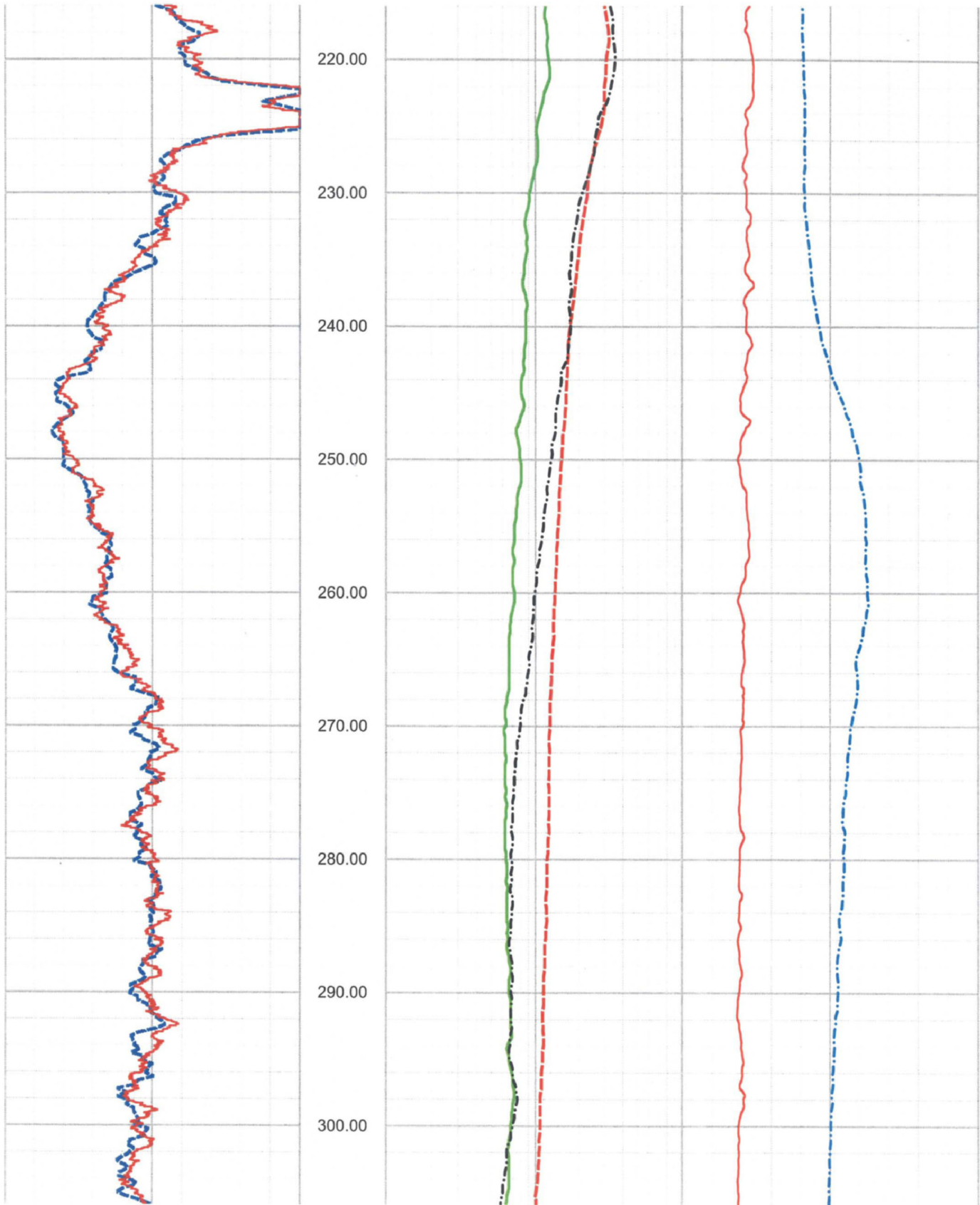
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 0.00 CGAM API Cs. 150.00  
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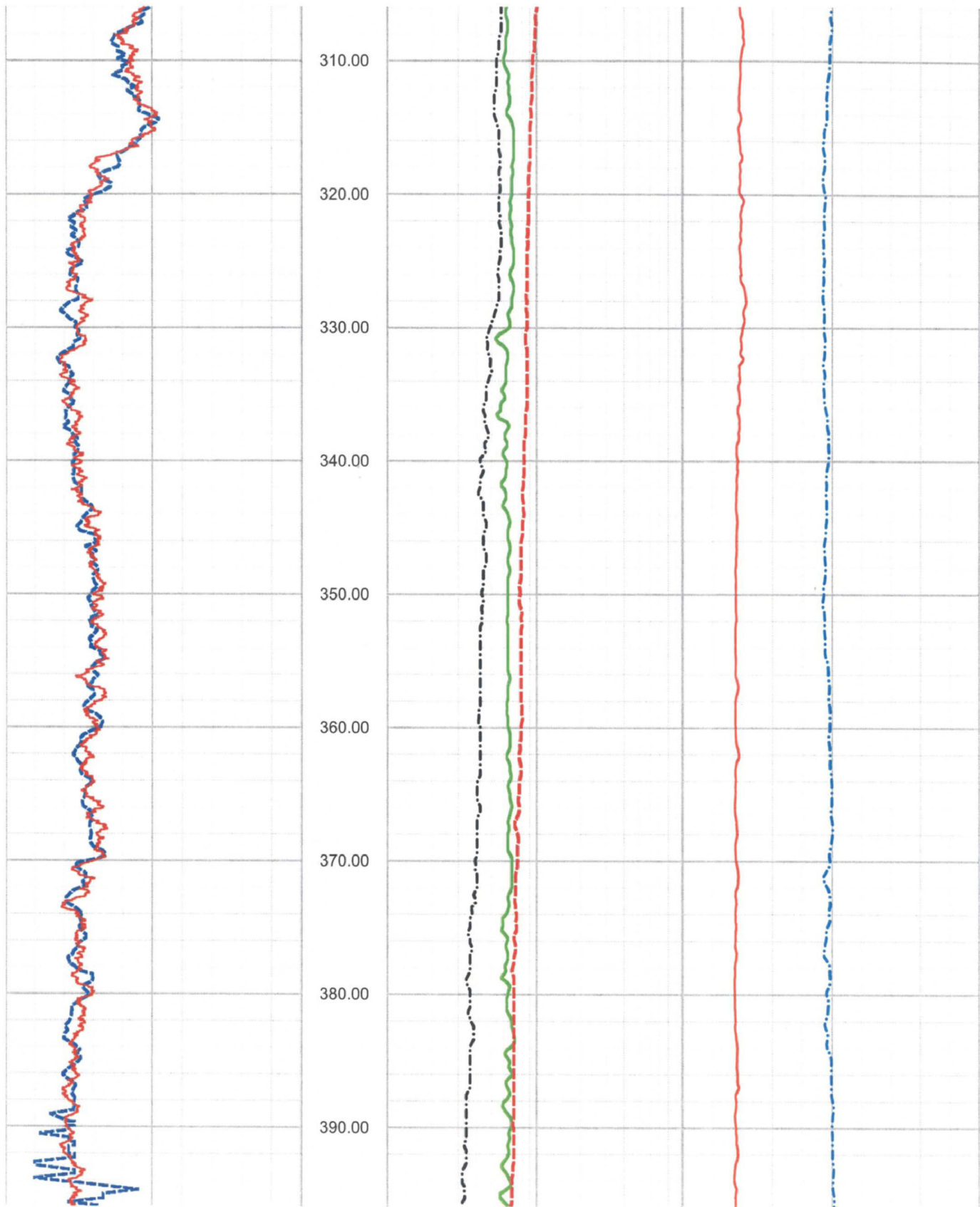
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 -----  
 1.00 SHN Ohm M. 100.00  
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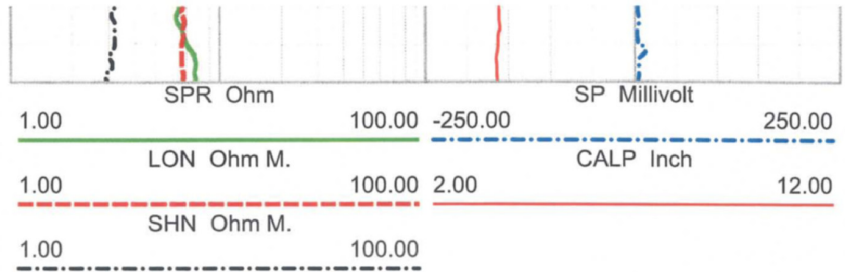
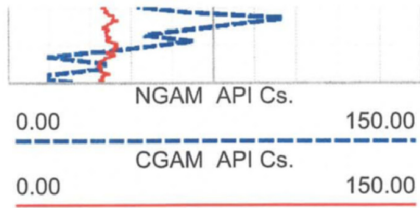
FPL Turkey Point COL Boring B-601 (DH) lower section ELOG, Caliper and Natural Gamma rev 1 Sheet 1 of 4



FPL Turkey Point COL Boring B-601 (DH) lower section ELOG, Caliper and Natural Gamma rev 1 Sheet 2 of 4

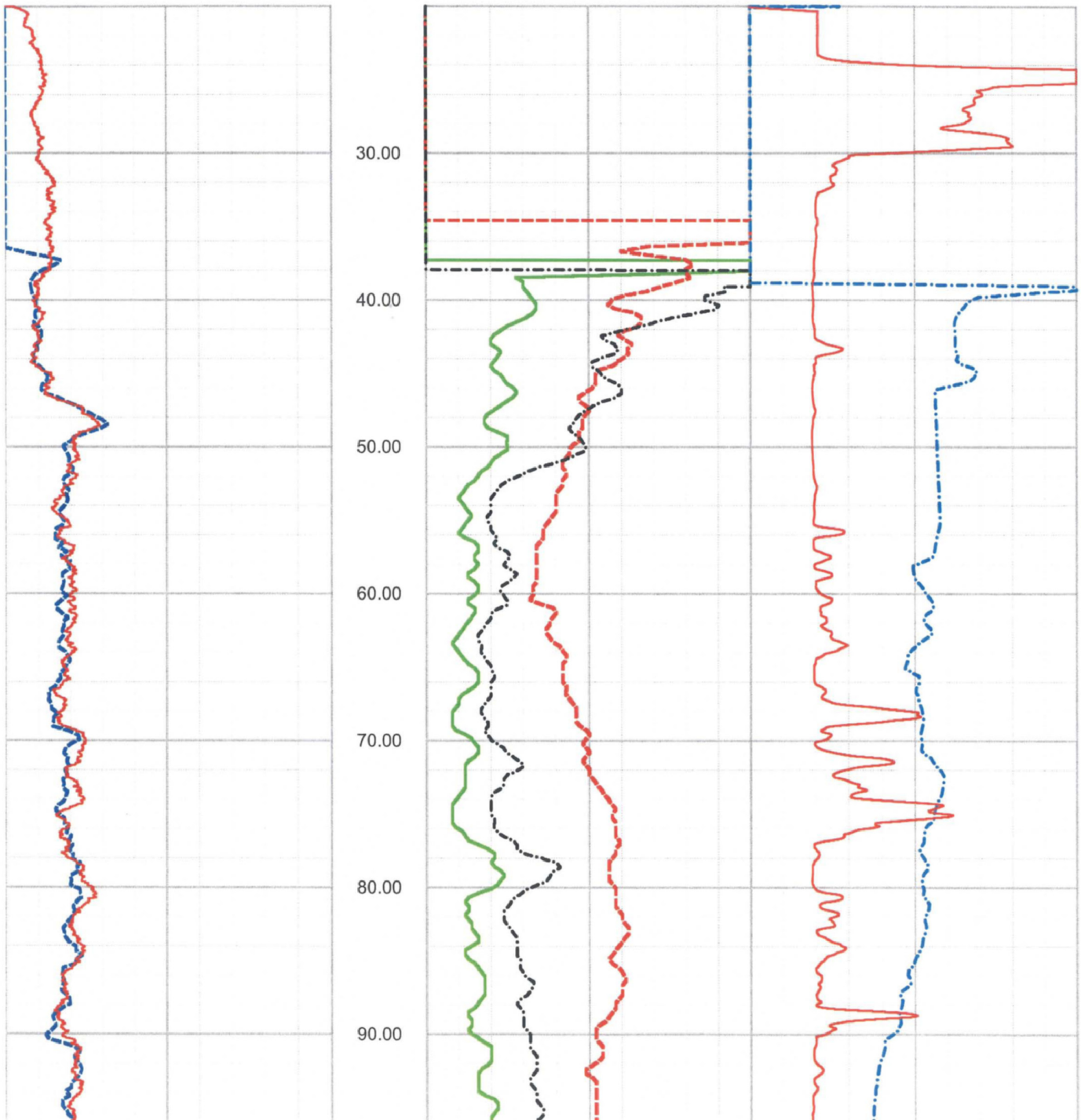


FPL Turkey Point COL Boring B-601 (DH) lower section ELOG, Caliper and Natural Gamma rev 1 Sheet 3 of 4



0.00 NGAM API Cs. 150.00  
 -----  
 0.00 CGAM API Cs. 150.00  
 -----

0.00 SPR Ohm 10.00 -500.00 SP Millivolt 0.00  
 -----  
 0.00 LON Ohm M. 10.00 2.00 CALP Inch 12.00  
 -----  
 0.00 SHN Ohm M. 10.00  
 -----



FPL Turkey Point COL Boring B-604 (DH) upper section ELOG, Caliper and Natural Gamma rev 1 Sheet 1 of 2