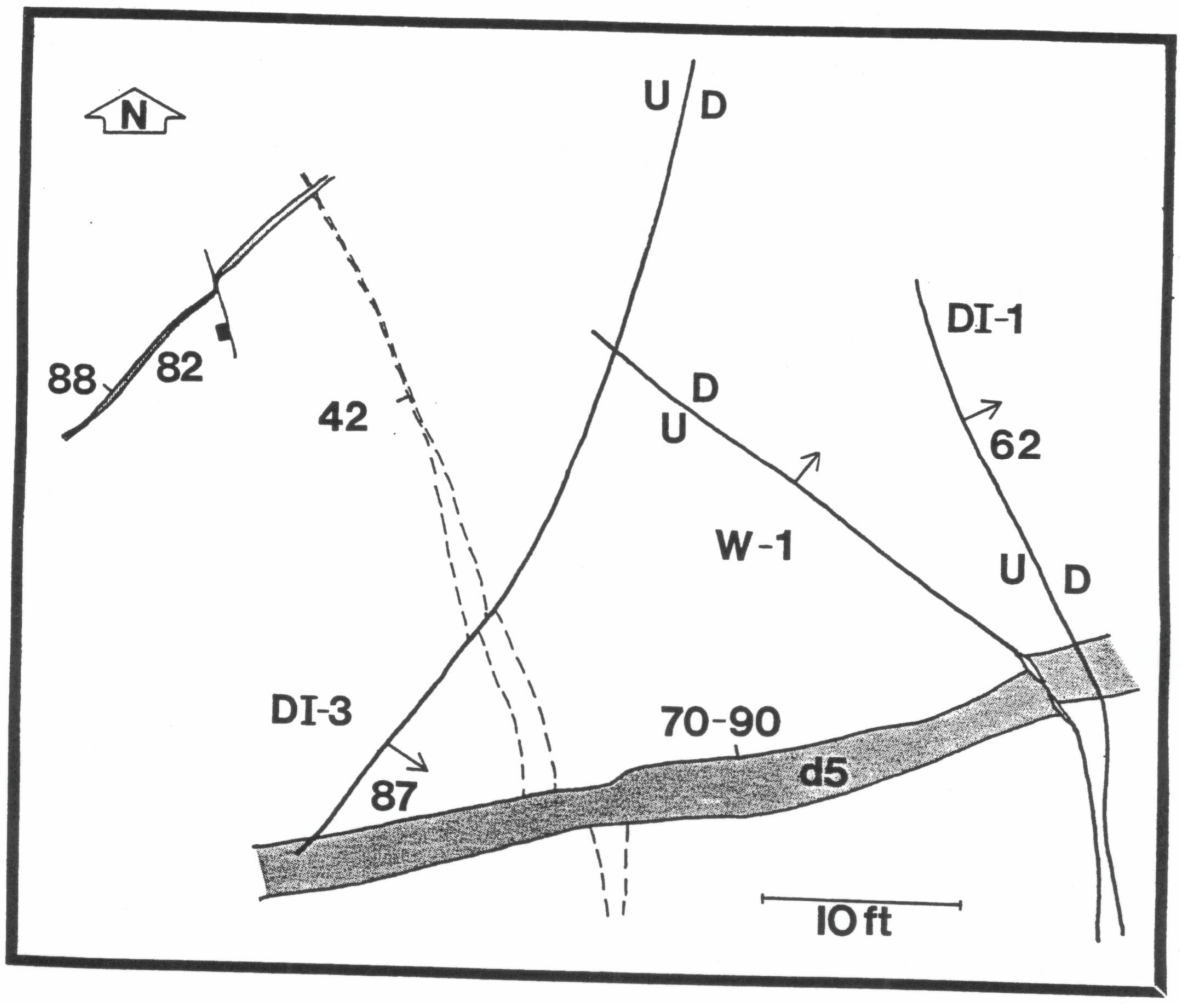
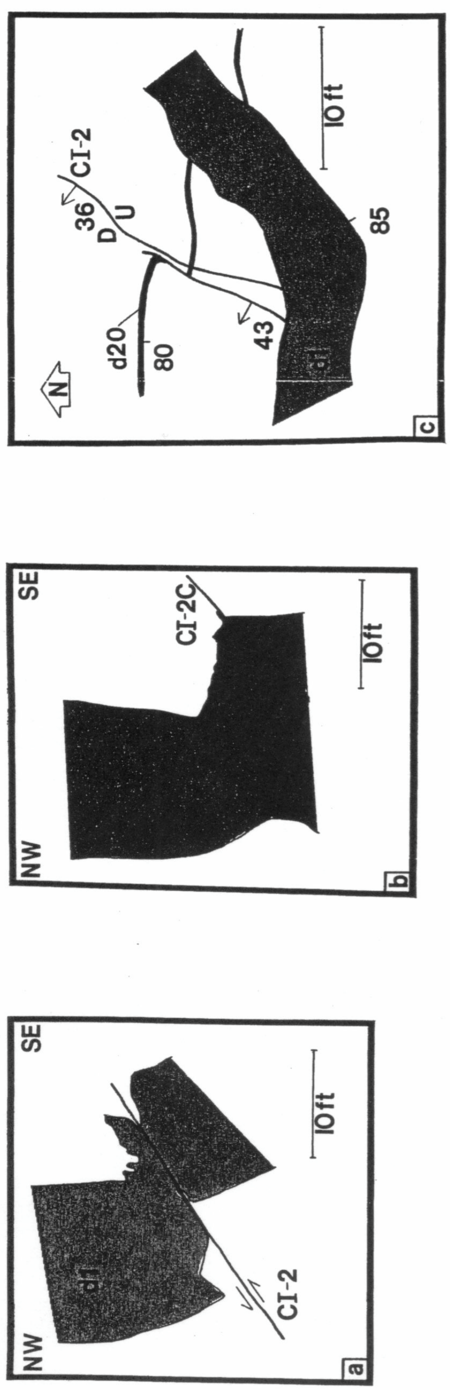
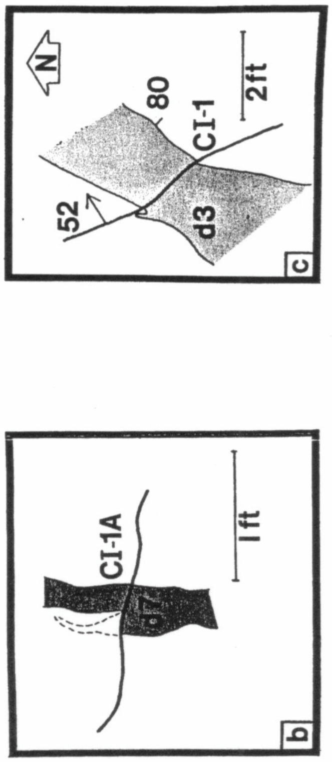


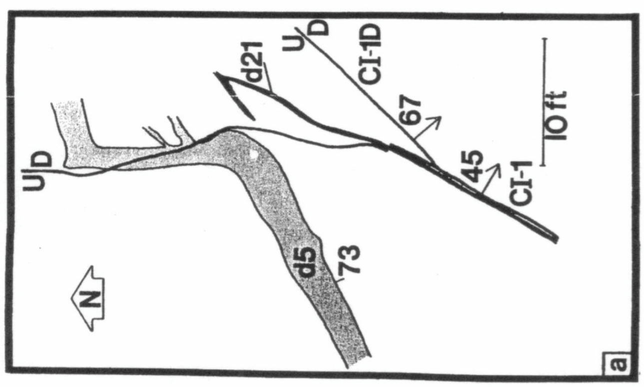
PLAN SKETCH FROM D1. FAULT DI-3 ENDS WITH DIKE d5. FAULT DI-1 APPARENTLY DISPLACES DIKE d5 ALTHOUGH THE FAULT NARROWS TO A SINGLE, NARROW, TIGHT FRACTURE BETWEEN TWO CALCITE PODS AT THE DIKE'S CENTER. FAULT DI-1 APPARENTLY DISPLACES d5 ALTHOUGH HEAVY CALCITE COATINGS PREVENT MEASUREMENT OF DIKE OFFSET. A DIKELET ASSOCIATED WITH d5 IS DEFLECTED ALONG A JOINT IN A MANNER WHICH MIMICS SOME APPARENT OFFSETS OF DIKES ALONG FAULTS OVER THE SITE. DILATION OPENING FOR d5 TOOK PLACE OTHER THAN AT RIGHT ANGLES TO DIKE CONTACTS. DIABASE DIKELET SHOWS PSEUDO-OFFSET ALONG JOINT. HOST ROCK IS NEWBURYPORT.



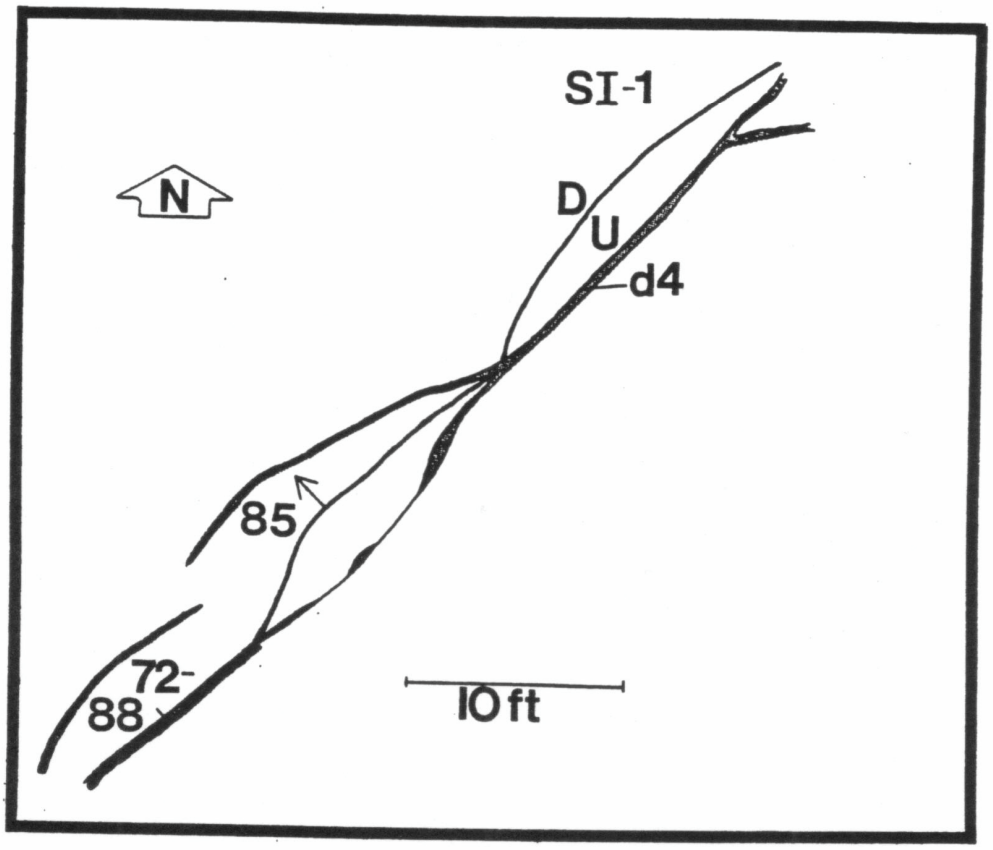
a. PROFILE SKETCH FROM THE NORTHEAST WALL OF EII I. FAULT CI-2 DEFLECTS AND CROSS-CUTS BUT DOES NOT APPEAR TO DISPLACE DIKE d1. HOST ROCK IS THE NEWBURYPORT. b. PROFILE SKETCH FROM THE CWT'S EAST WALL ADJACENT TO THE CP. FAULT CI-2D DEFLECTS AND OFFSETS DIKE d1. APPARENT REVERSE MOTION SENSE RESULTS FROM DIKE FLOW DEFLECTION. HOST ROCK IS NEWBURYPORT. c. PLAN SKETCH FROM CWT SOUTH OF WPB. DIKE d1 CUTS DIKE d20. FAULT CI-2 OFFSETS AND DEFLECTS DIKE d20 AND ENDS AGAINST DIKE d1. HOST ROCK IS KITTERY MIXED WITH SOME NEWBURYPORT.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sketches Detailing CI-2 and CI-2C	
		Figure 2.5-25

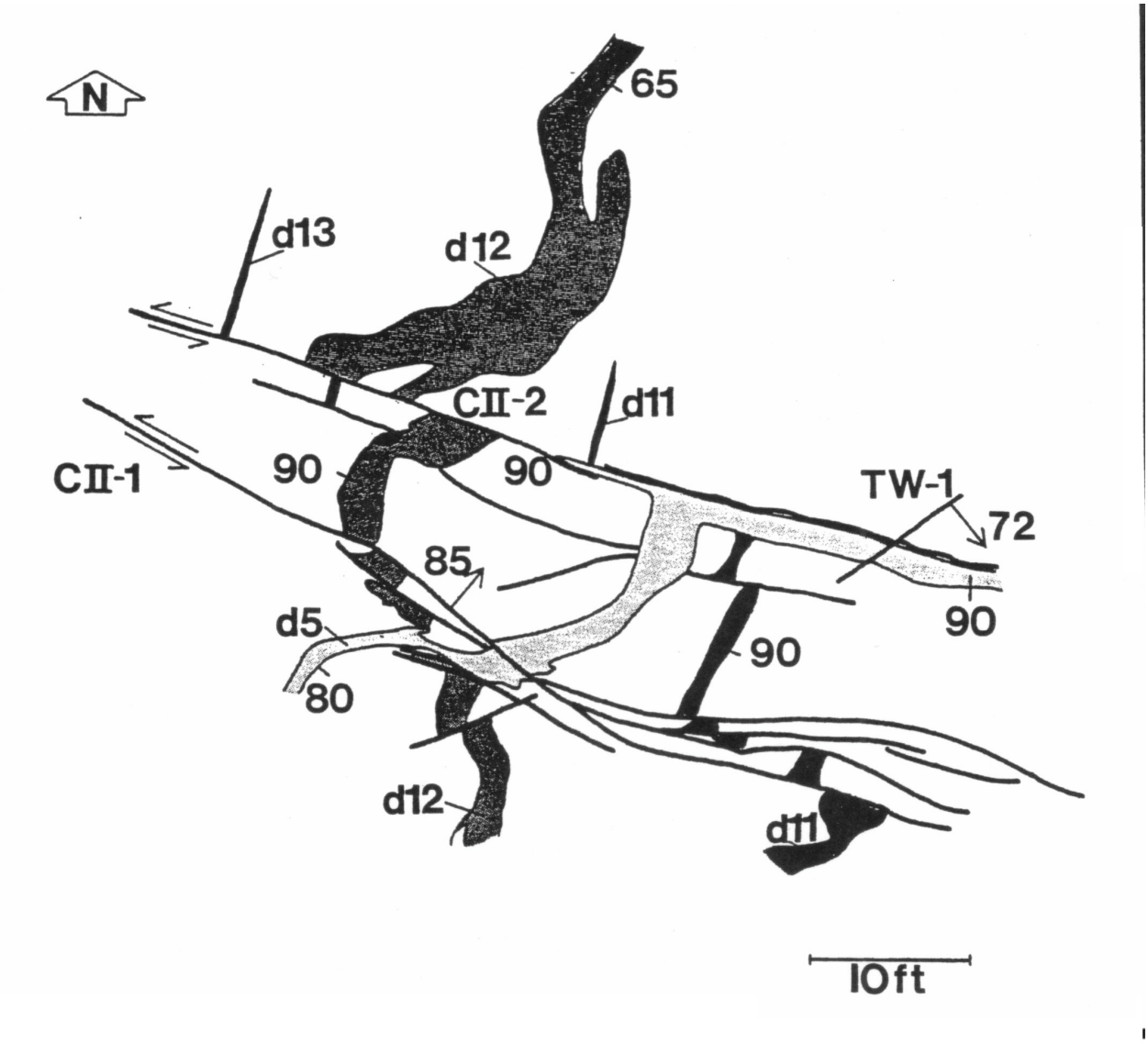




a. PLAN SKETCH FROM NORTHEAST QUADRANT OF CI AND ADJACENT EFPBI. DIKE d21 CROSS-CUTS FAULT CI-1. FAULT CI-1 DEFLECTS DIKE d5 AND TRENDS THROUGH THE DEFLECTED SEGMENT AS A TIGHT, NARROW FRACTURE, BUT DOES NOT OFFSET DIKE CONTACTS. FAULT CI-1D SPLAYS FROM CI-1. HOST ROCK IS NEWBURYPORT. b. FAULT CI-1A DEFLECTS DIKE d7 AND TRENDS THROUGH THAT DIKE AS A NARROW FRACTURE, BUT DOES NOT OFFSET DIKE CONTACTS. THE VUGGY CRACK ADJACENT TO THE d7 IS THE REMNANT OF THE ABANDONED DIKE PATH. HOST ROCK IS NEWBURYPORT. c. PLAN SKETCH FROM RI. FAULT CI-1 CUTS DIKE d3 OFFSETTING ONE DIKE CONTACT BUT APPARENTLY ONLY DEFLECTING AND NOT OFFSETTING THE OTHER CONTACT.

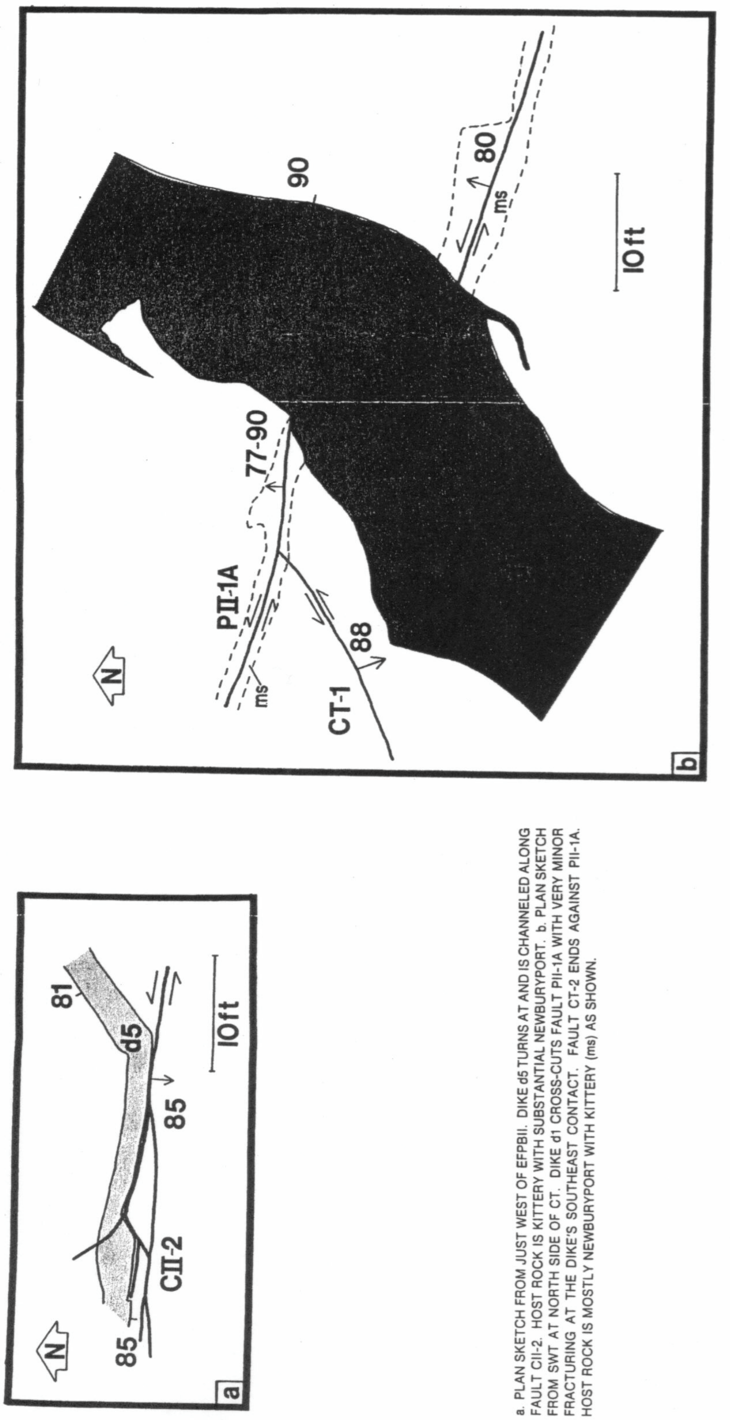


PLAN SKETCH FROM ESFPCI. DIKE d4 BOTH CROSS-CUTS AND WAS CHANNELED ALONG FAULT SI-1. HOST ROCK IS NEWBURYPORT.



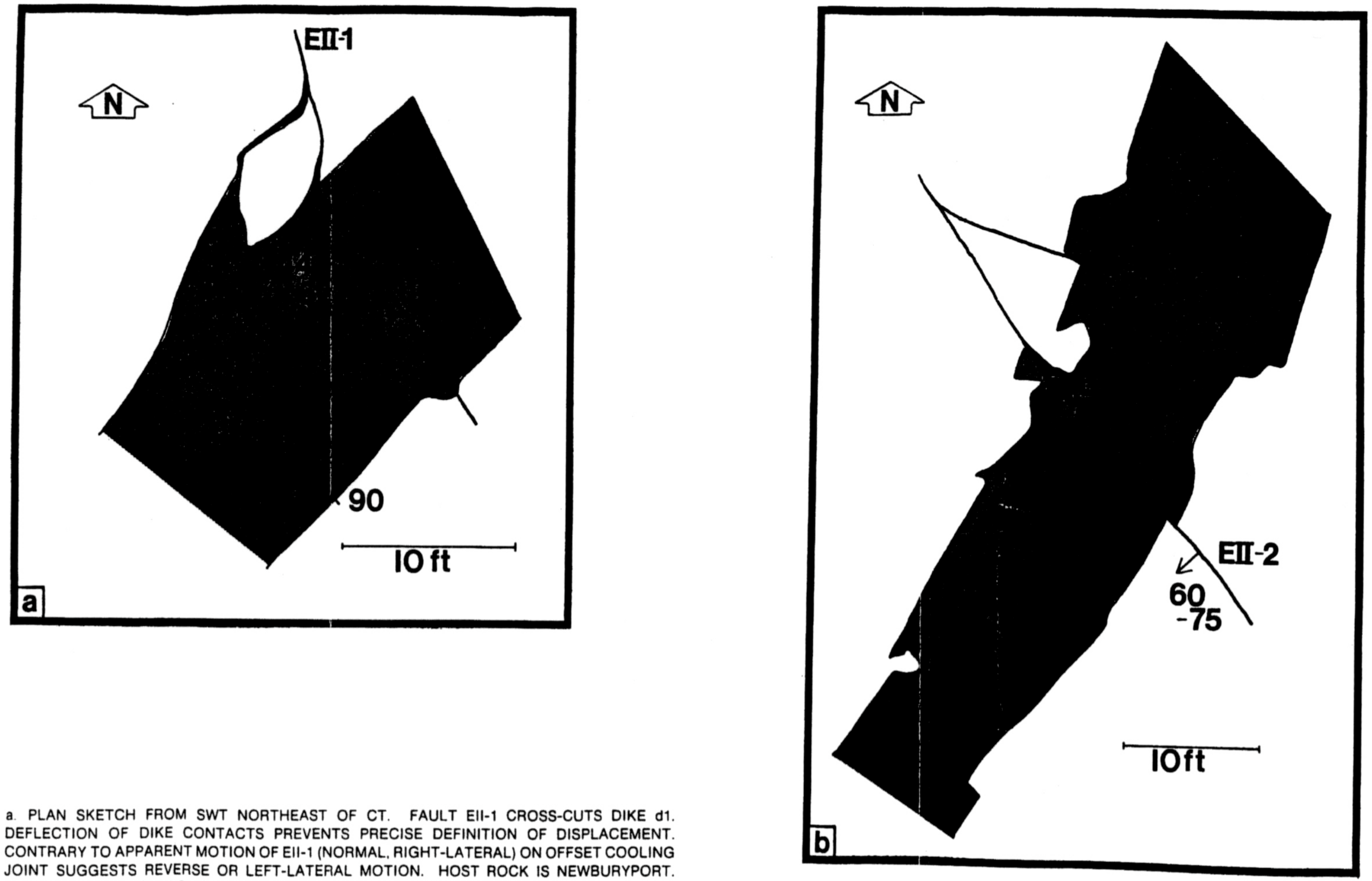
PLAN SKETCH FROM TWII. FAULT CII-1 OFFSETS DIKES d11, d12, d13, AND d5. FAULT CII-2 OFFSETS DIKES d11, d12, AND d13. FAULT TW-1 OFFSETS DIKE d5 AND FAULT CII-2. DIKE d5 CROSS-CUTS CII-2 AND PARTIALLY CROSS-CUTS CII-1. HOST ROCK IS KITTERY WITH MINOR NEWBURYPORT.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sketches Detailing CII-1, CII-2 and TW-1	
		Figure 2.5-28



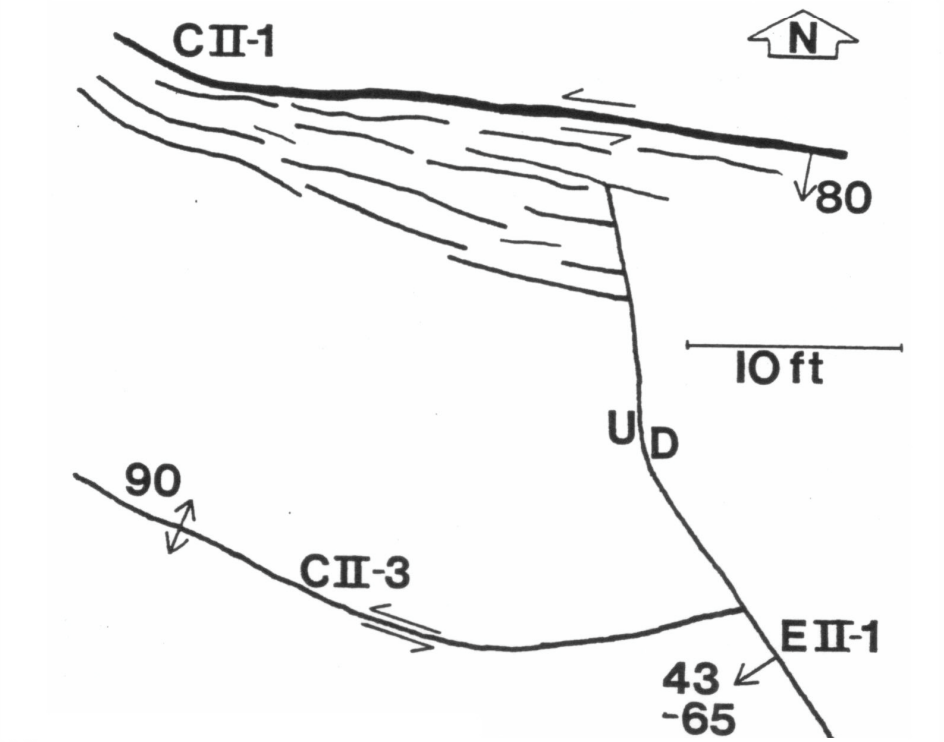
a. PLAN SKETCH FROM JUST WEST OF EFPBII. DIKE d5 TURNS AT AND IS CHANNELED ALONG FAULT CII-2. HOST ROCK IS KITTERY WITH SUBSTANTIAL NEWBURYPORT. b. PLAN SKETCH FROM SWT AT NORTH SIDE OF CT. DIKE d1 CROSS-CUTS FAULT PII-1A WITH VERY MINOR FRACTURING AT THE DIKE'S SOUTHEAST CONTACT. FAULT CT-2 ENDS AGAINST PII-1A. HOST ROCK IS MOSTLY NEWBURYPORT WITH KITTERY (ms) AS SHOWN.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sketches Detailing CII-2, PII-1A and CT-1	
		Figure 2.5-29

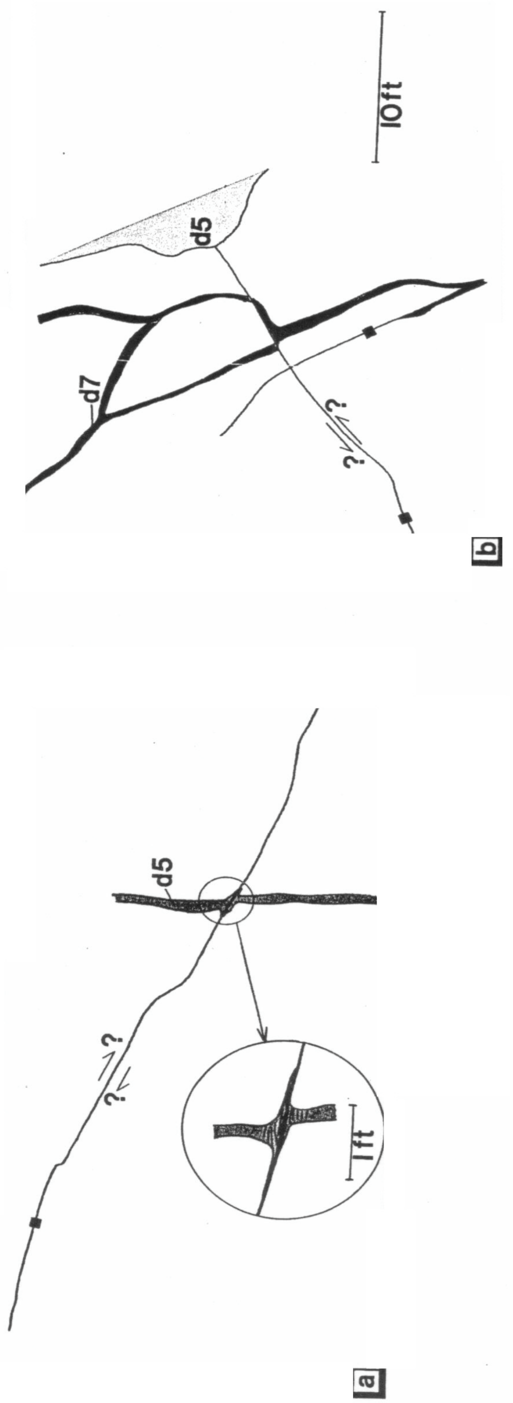


a. PLAN SKETCH FROM SWT NORTHEAST OF CT. FAULT EII-1 CROSS-CUTS DIKE d1. DEFLECTION OF DIKE CONTACTS PREVENTS PRECISE DEFINITION OF DISPLACEMENT. CONTRARY TO APPARENT MOTION OF EII-1 (NORMAL, RIGHT-LATERAL) ON OFFSET COOLING JOINT SUGGESTS REVERSE OR LEFT-LATERAL MOTION. HOST ROCK IS NEWBURYPORT.
b. PLAN SKETCH FROM SWT SOUTHEAST OF WPB. FAULT EII-2 OFFSETS DIKE d1.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sketches Detailing EII-1 and EII-2	
		Figure 2.5-30

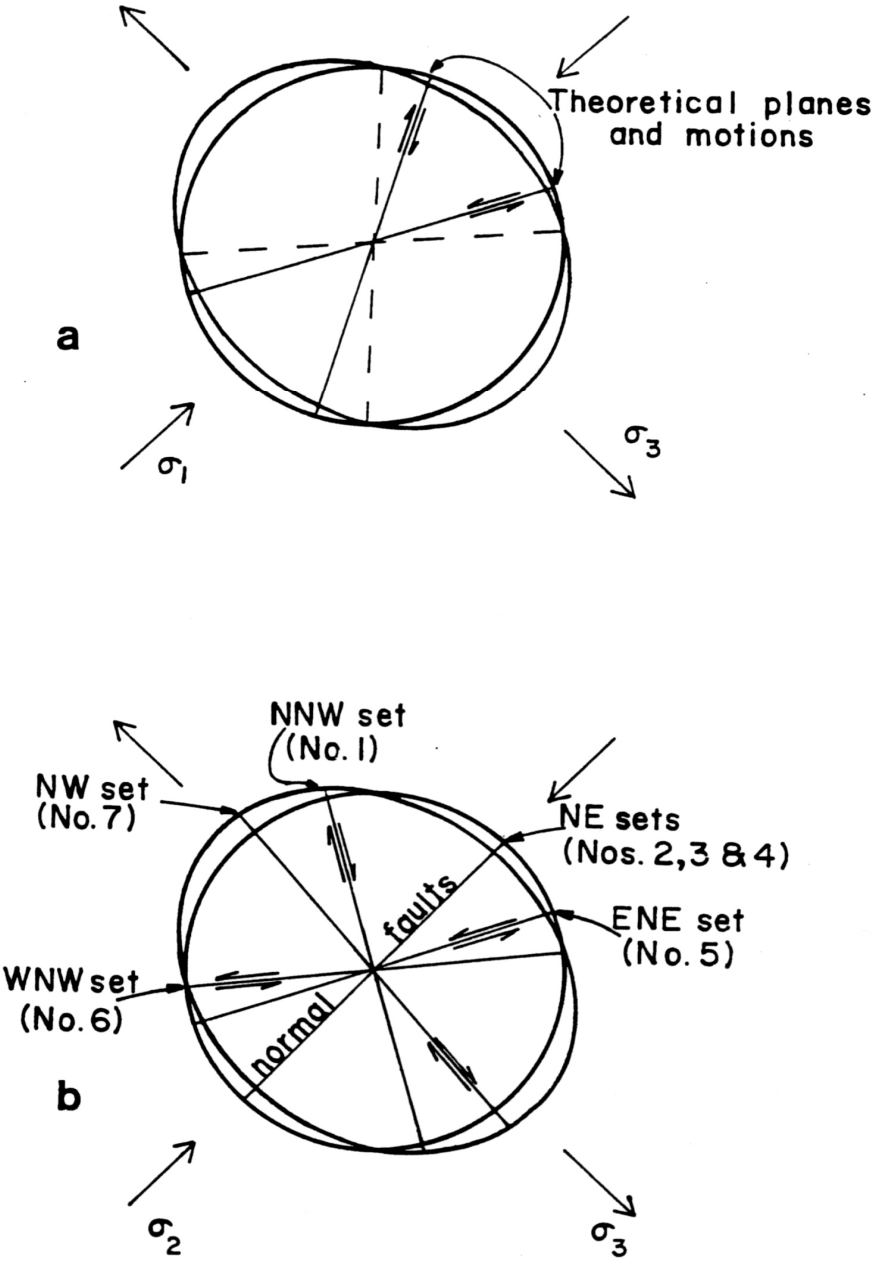


PLAN SKETCH FROM SOUTHEAST OF CII. FAULT CII-1 OFFSETS FAULT EII-1. THE CONTINUATION OF EII-1 EMERGES FROM CII-1 TO THE WEST; EII-1, HOWEVER, DOES PARTIALLY CROSS-CUT PART OF THE ZONE REPRESENTING THE MORE ANCIENT MOTION ON CII-1. CII-3 ENDS AGAINST EII-1. ROCK IS KITTERY WITH MINOR NEWBURYPORT.



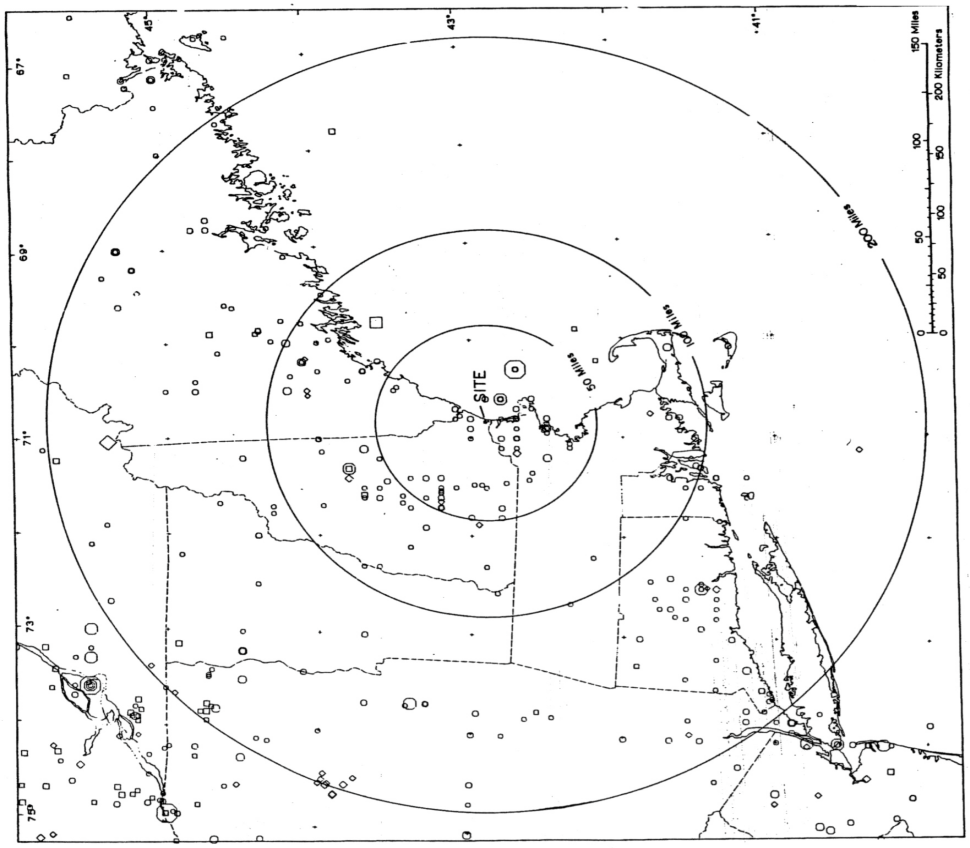
a. PROFILE SKETCH FROM WEST WALL IN DI. DIKELET ASSOCIATED WITH DIKE d5 SHOWS PSEUDO-OFFSET ALONG JOINT. HOST ROCK IS NEWBURYPORT. b. PROFILE SKETCH FROM EAST WALL IN CWT. DIKE d7 SHOWS PSEUDO-OFFSET ALONG JOINT. HOST ROCK IS NEWBURYPORT.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sketch Detailing Pseudo-Offset of Dikes	
		Figure 2.5-32

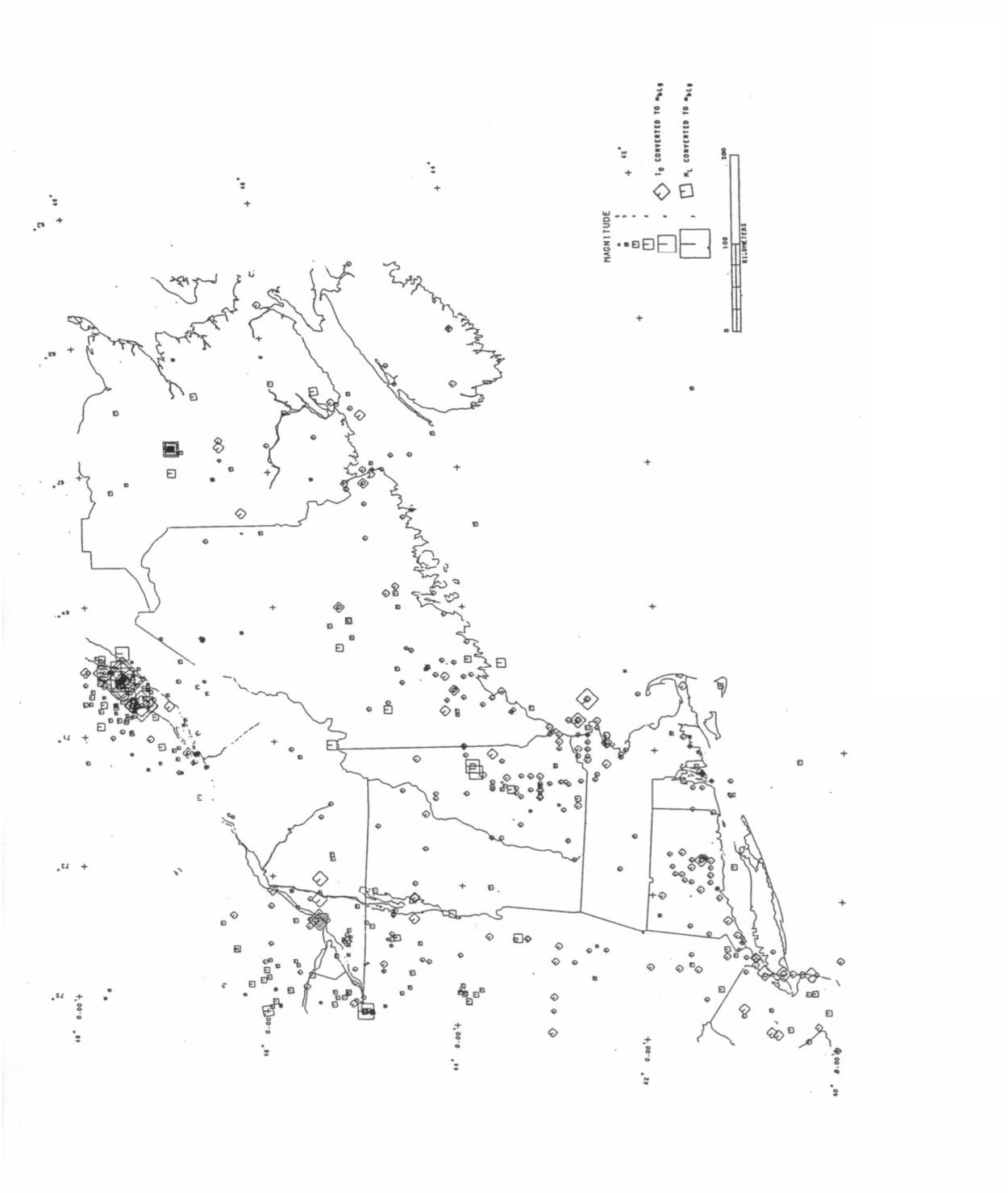


a. FAILURE PLANES AND MOTIONS AS PREDICTED BY "STRAIN THEORY" (BADGLEY, 1962) FOR NW-SE TENSIONAL STRESS FIELD. b. ACTUAL FAULT PLANES WITH LATERAL MOTION COMPONENTS OBSERVED IN SITE EXCAVATIONS. OBSERVED MOTIONS CONFORM TO PREDICTIONS IN a. FAULT MOTIONS AND INTRUSION OF NE-TRENDING DIKES ARE BOTH CONSISTENT WITH A NW-SE TENSIONAL STRESS.

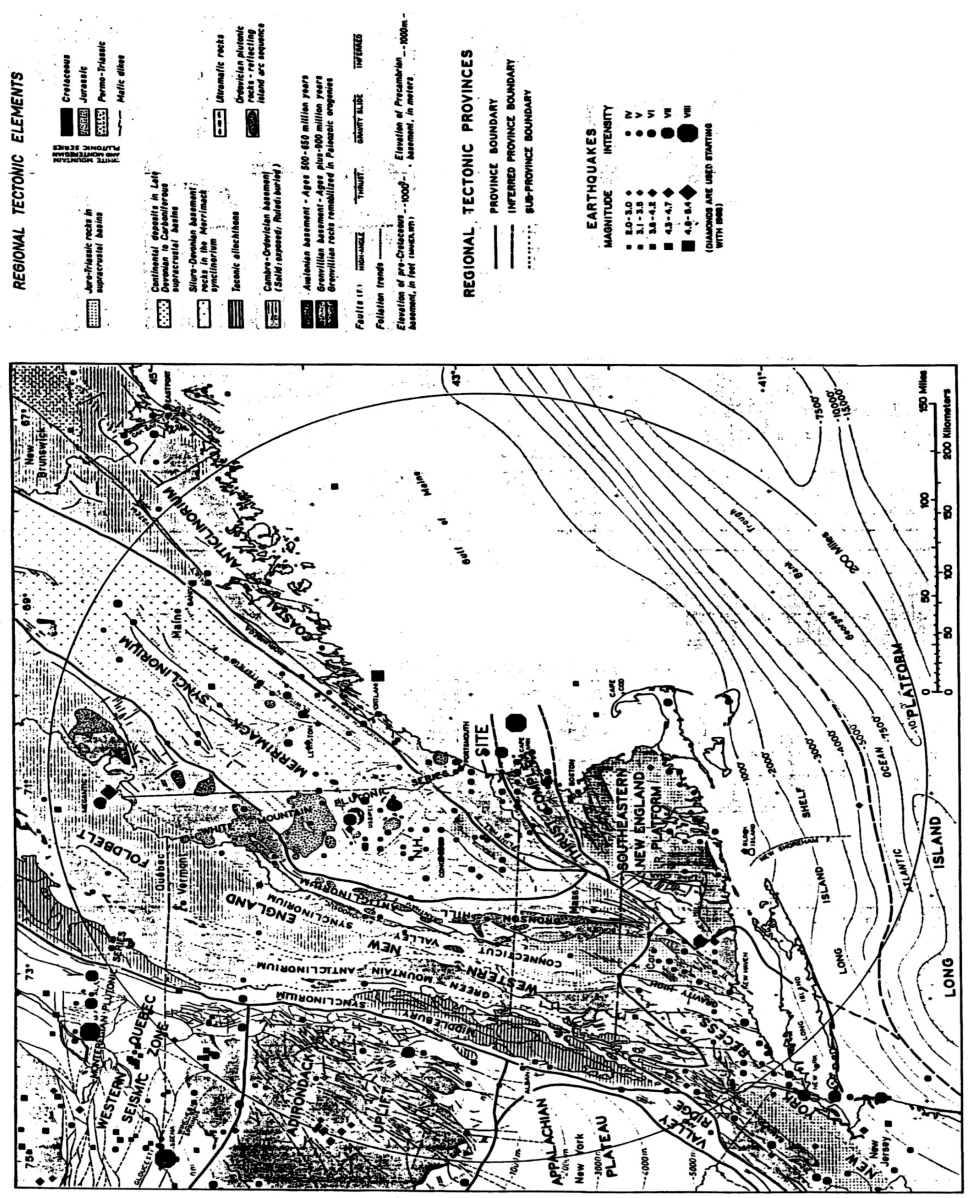
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Strain Ellipsoid for NW-SE Tensional Stress	
		Figure 2.5-33



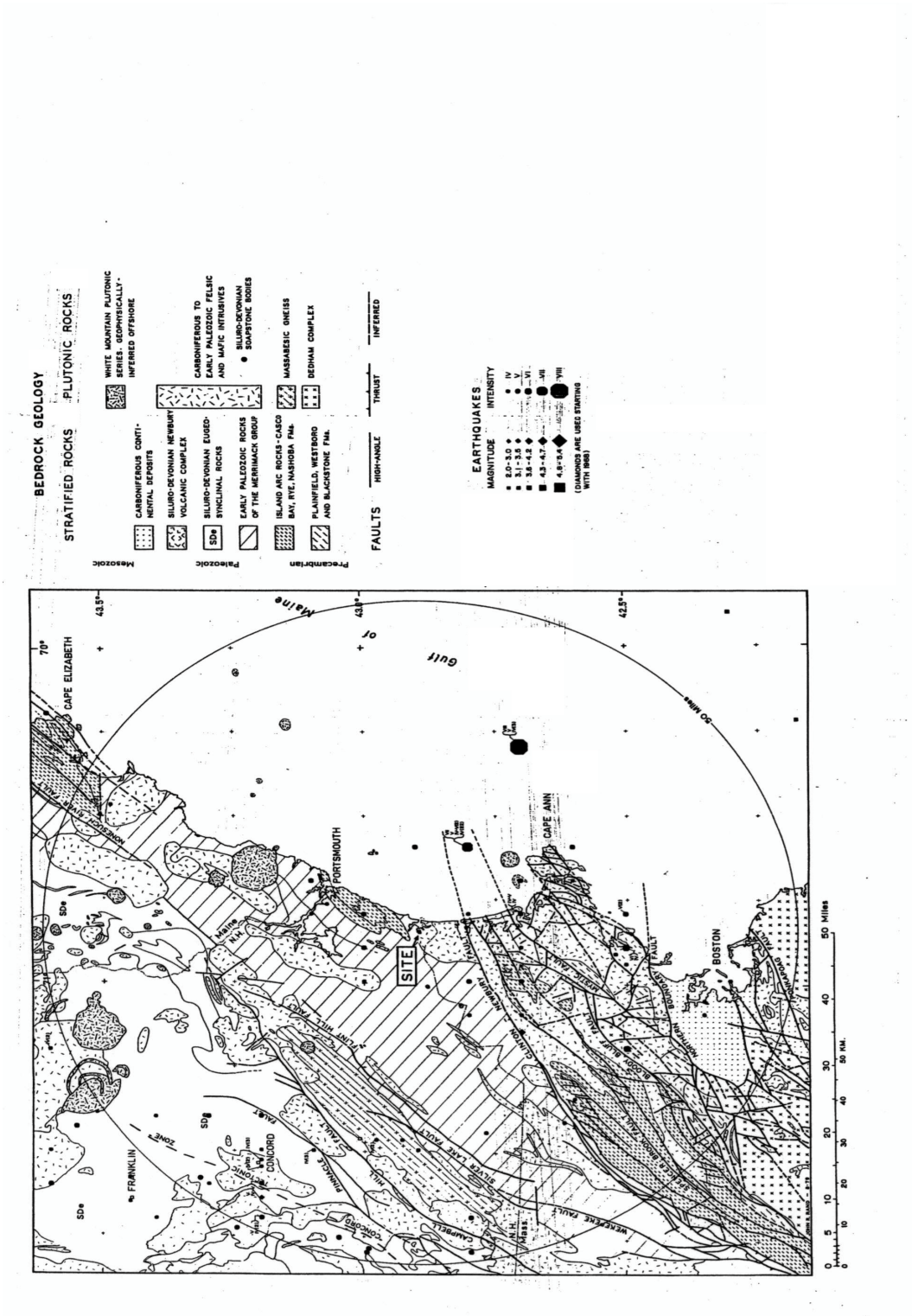
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Cumulative Seismicity Map	
		Figure 2.5-34



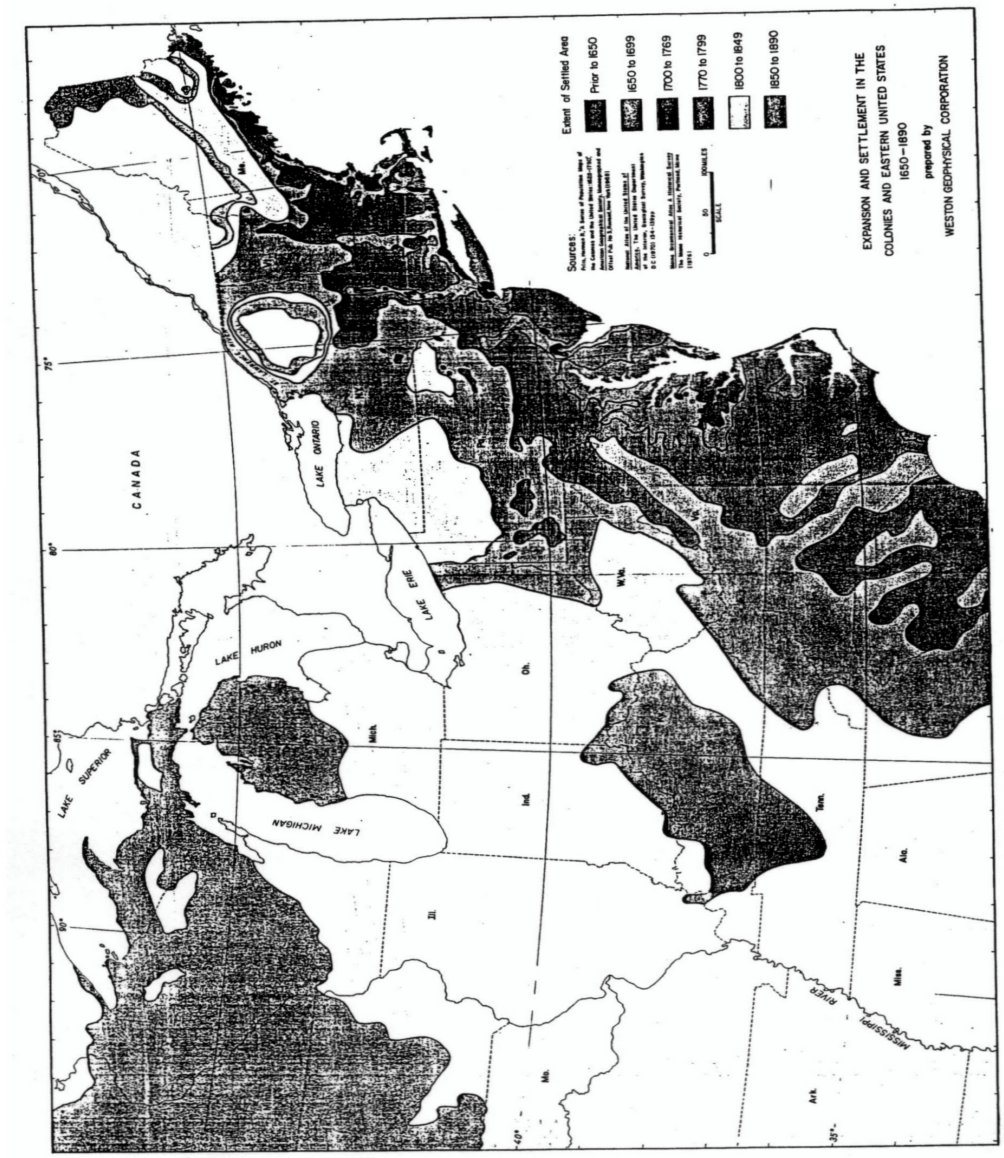
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Regional Seismicity Map	
		Figure 2.5-35



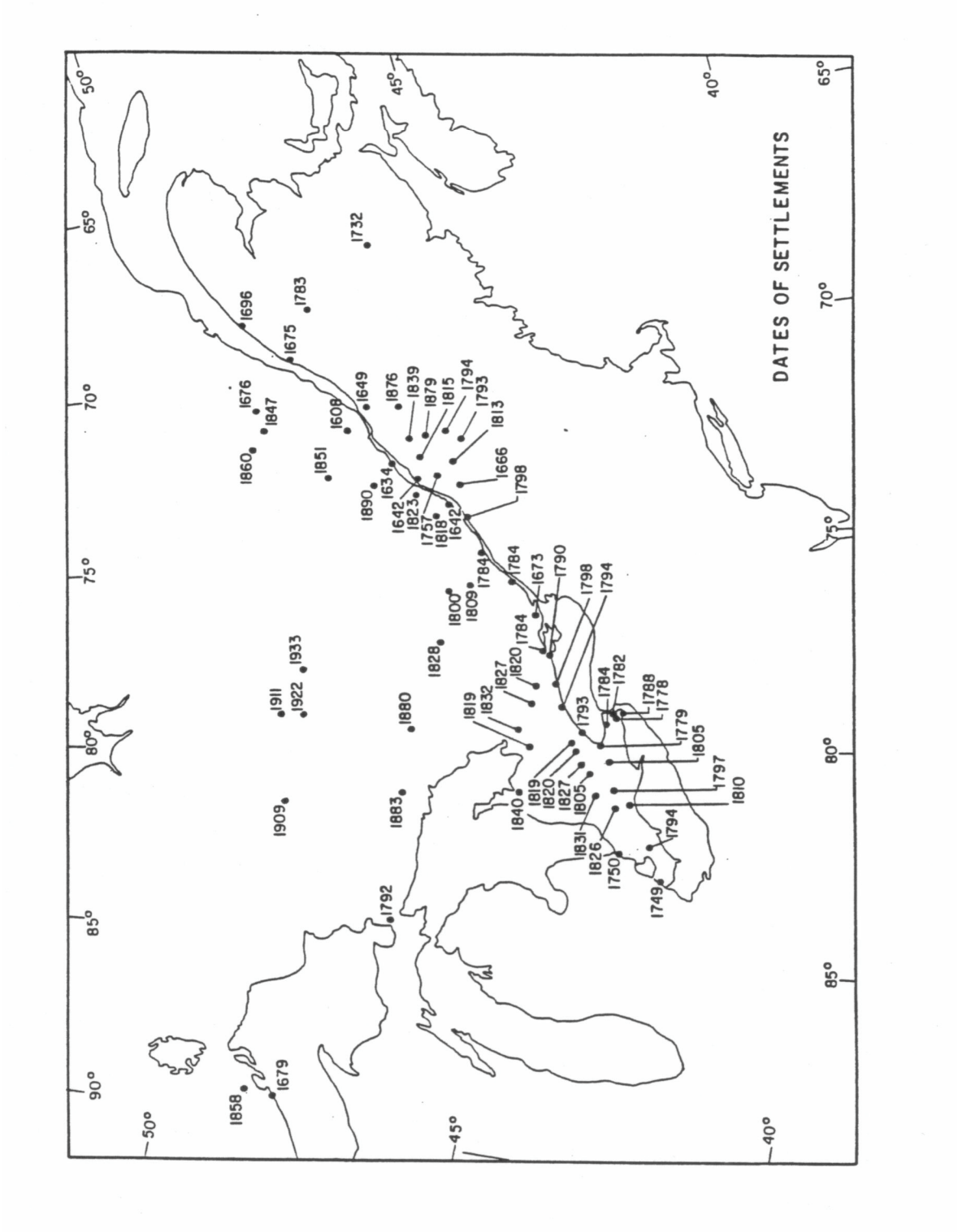
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Epicenter Tectonic Map, 200 Miles	
		Figure 2.5-36



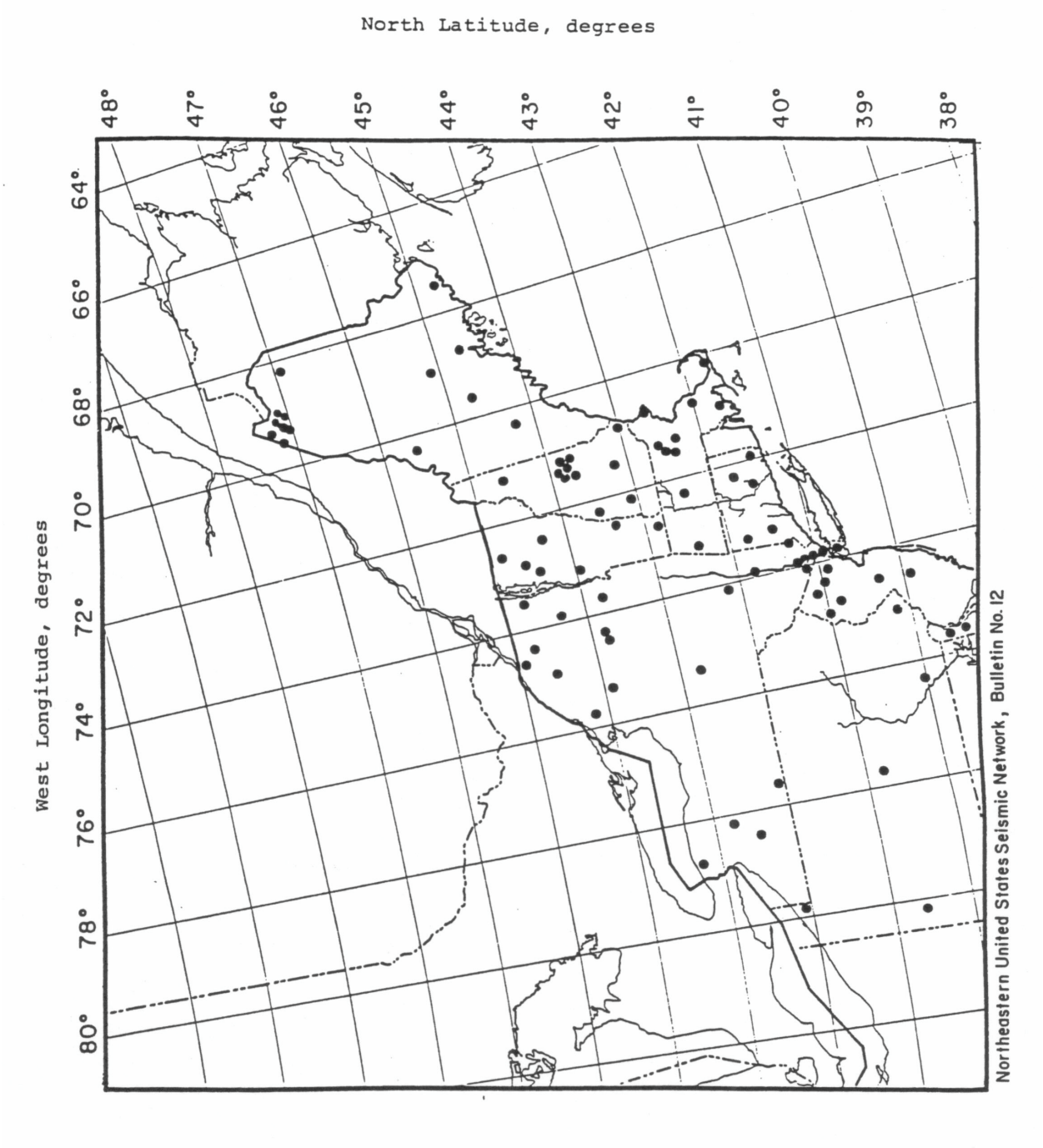
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Epicenter Tectonic Map, 50 Miles	
		Figure 2.5-37



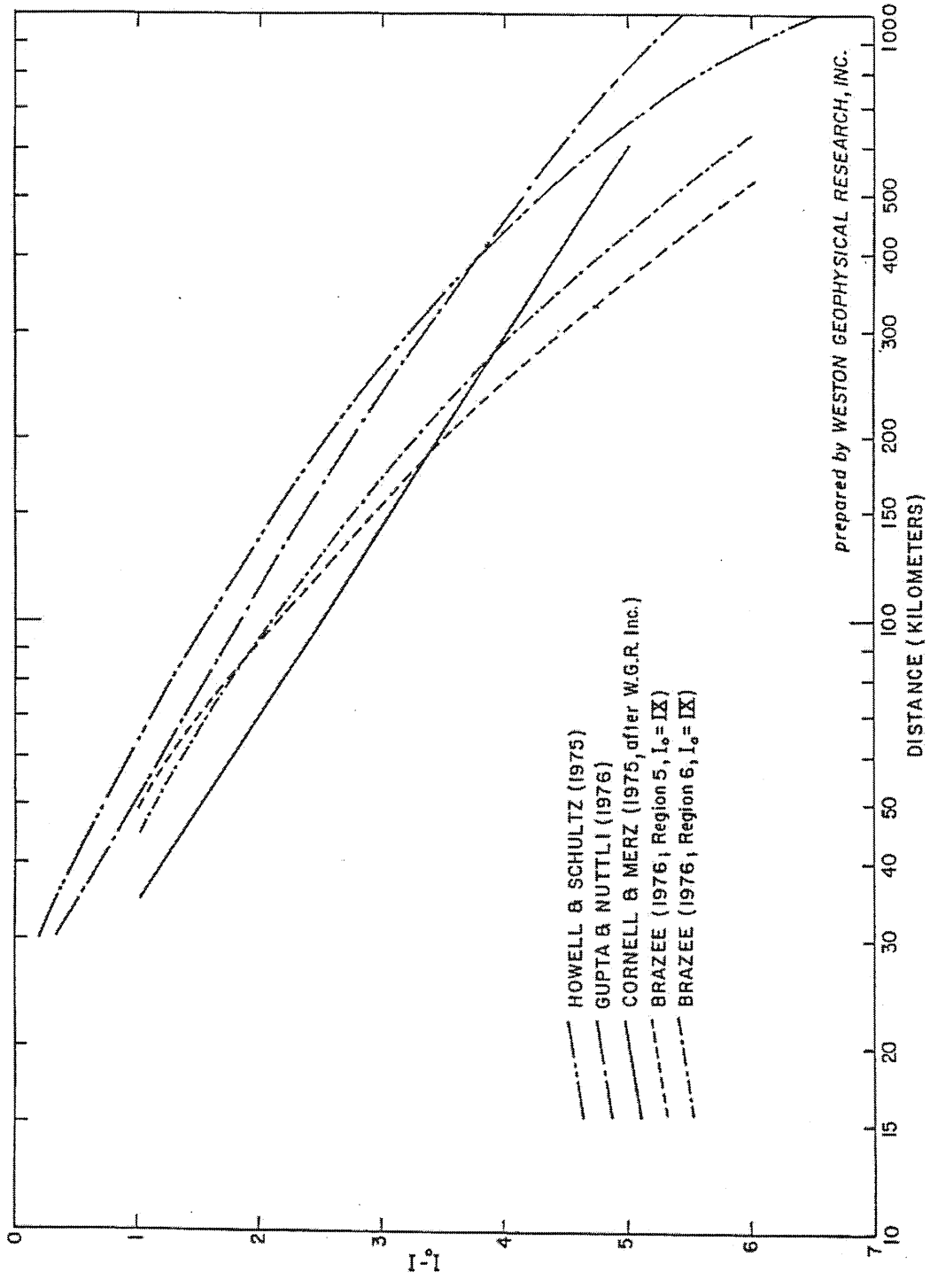
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Expansion and Settlement in the Eastern United States, 1650-1890	
		Figure 2.5-38



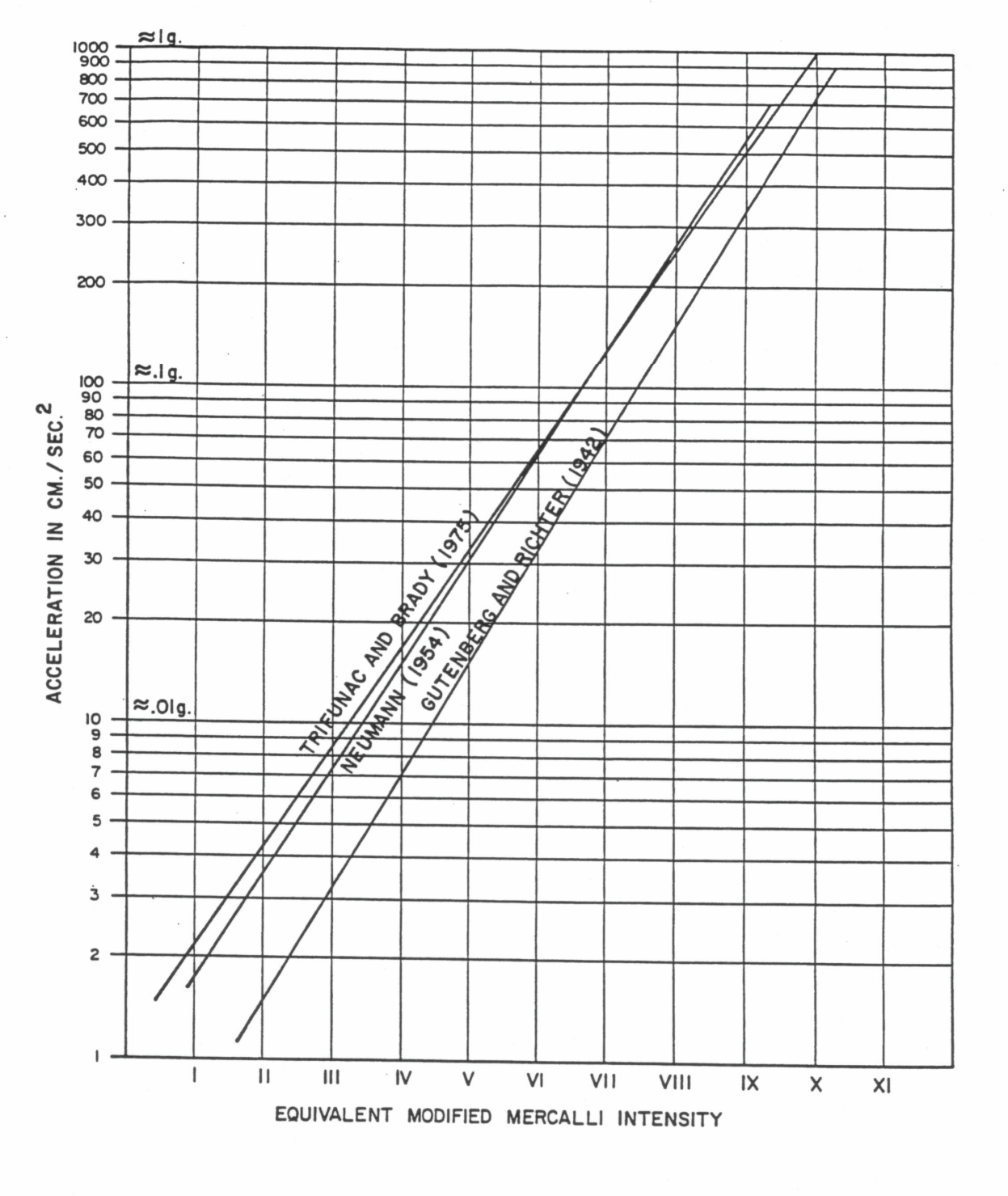
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Settlement in Canada	
		Figure 2.5-39



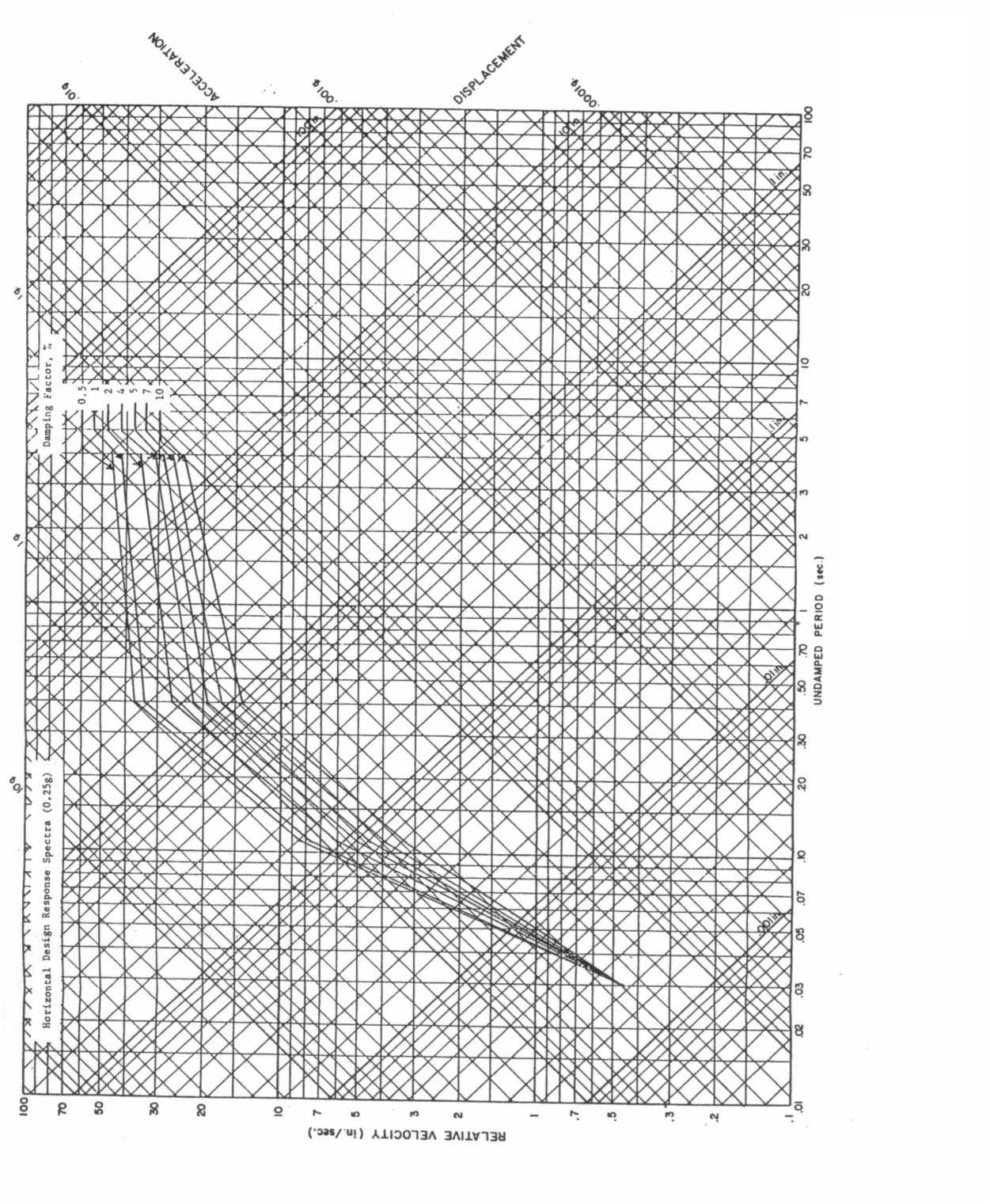
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Northeastern U.S. Seismic Network, Bulletin No. 12	
		Figure 2.5-40



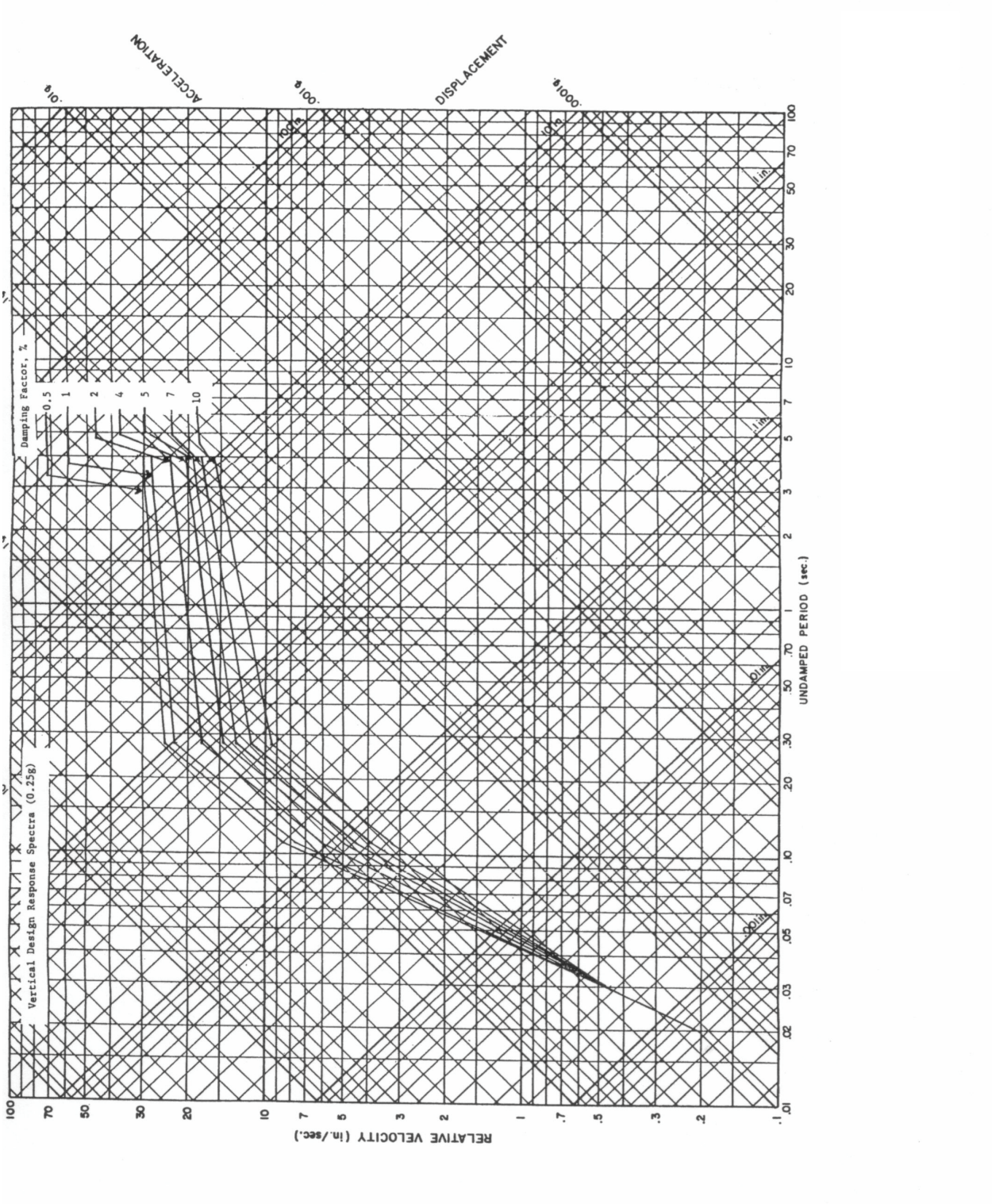
ANALYSIS REPORT		Figure 2.5-41



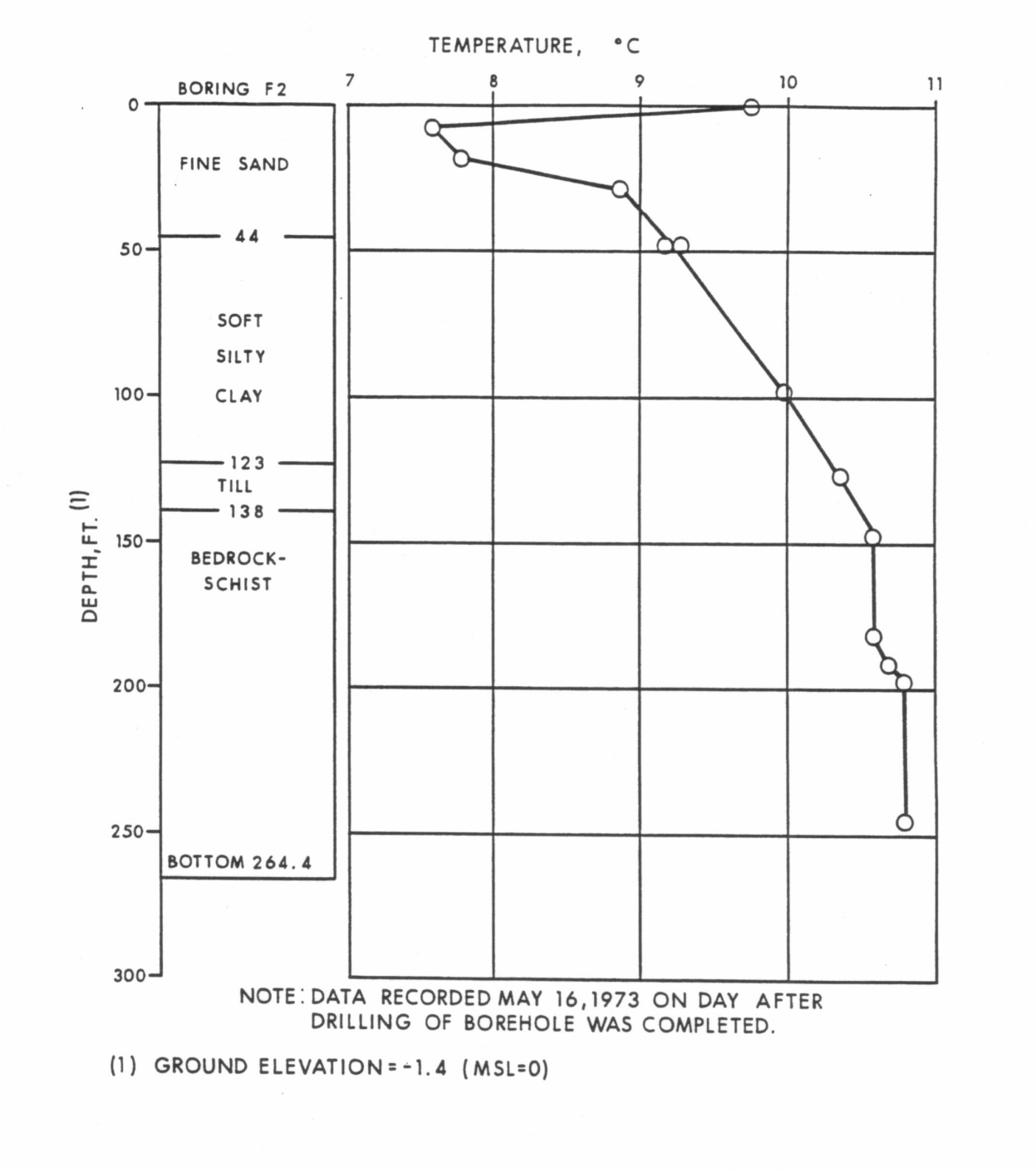
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Intensity-Acceleration Relationship	
		Figure 2.5-42



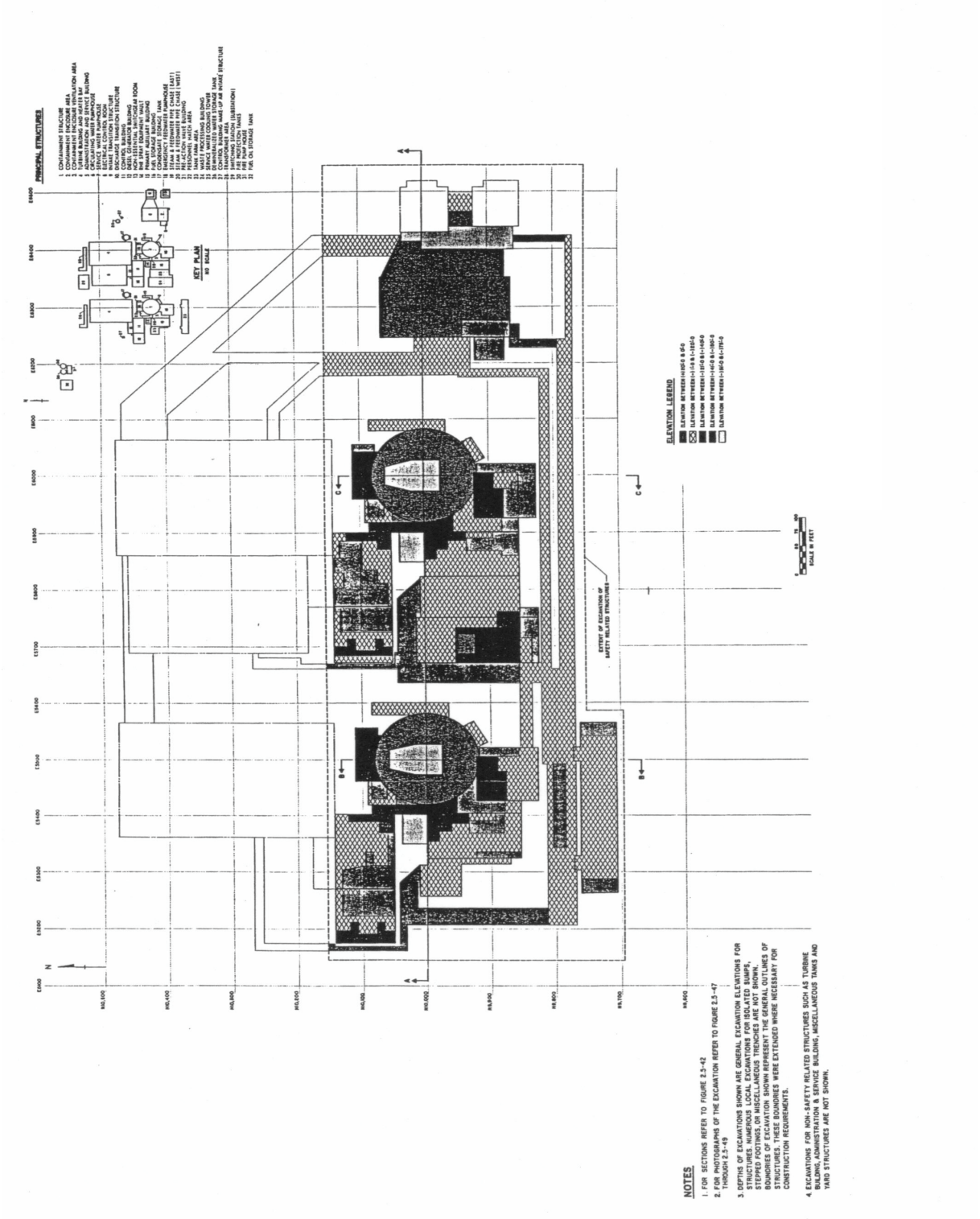
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Safe Shutdown Earthquake Design Response Spectra, Horizontal Motion	
		Figure 2.5-43



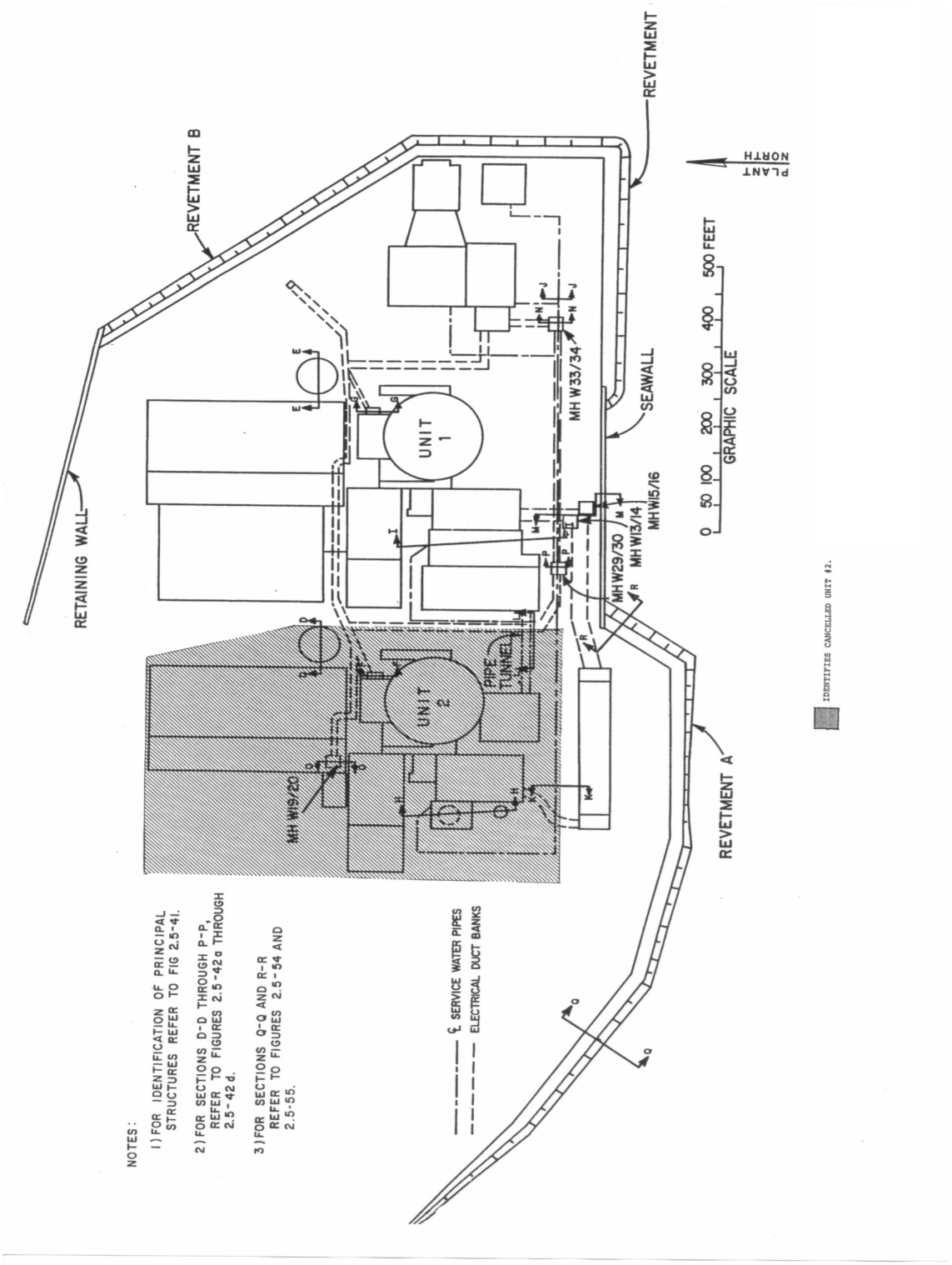
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Safe Shutdown Earthquake Design Response Spectra, Vertical Motion	
		Figure 2.5-44



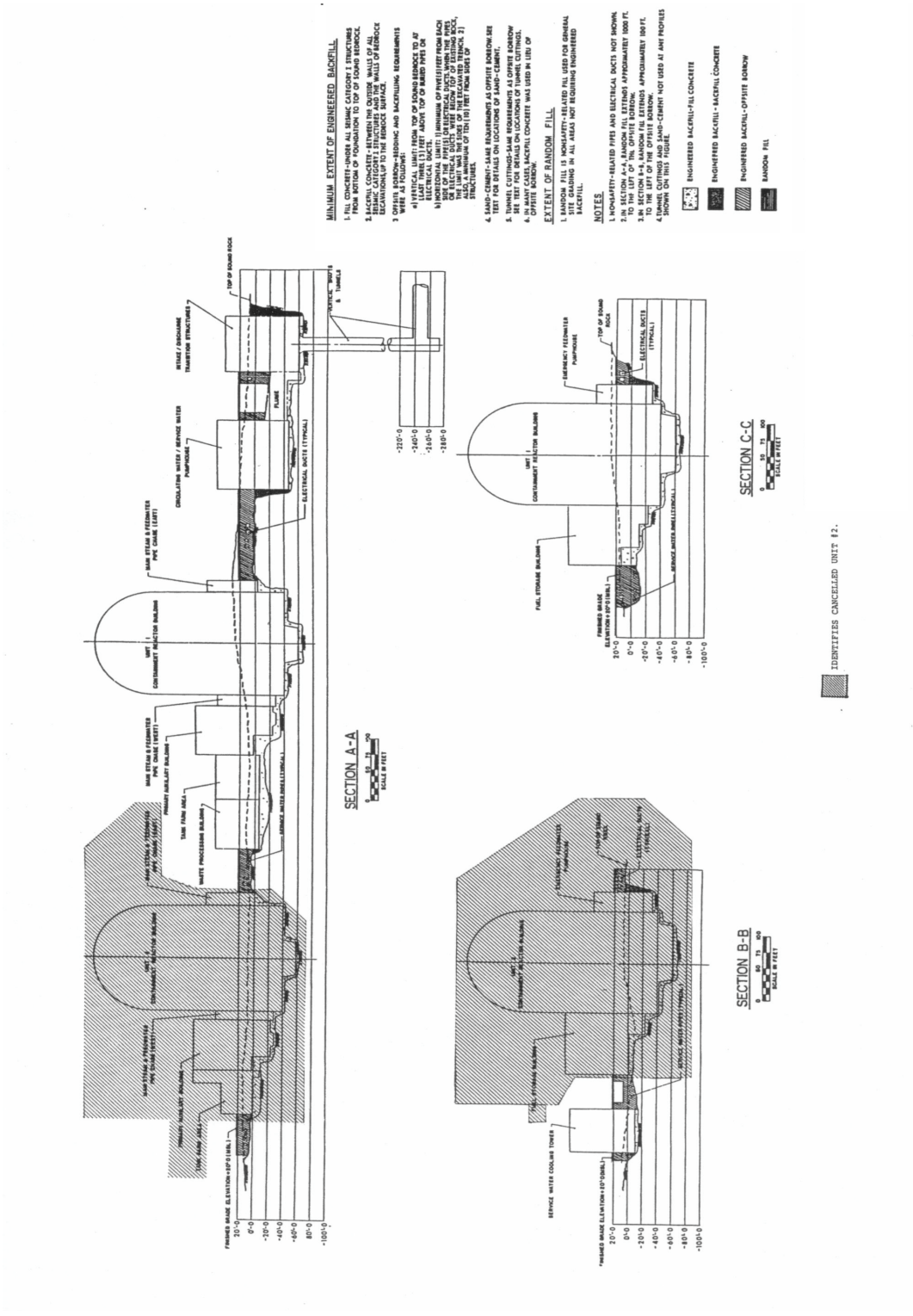
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	In Situ Temperature vs. Depth, Boring F2	
		Figure 2.5-45



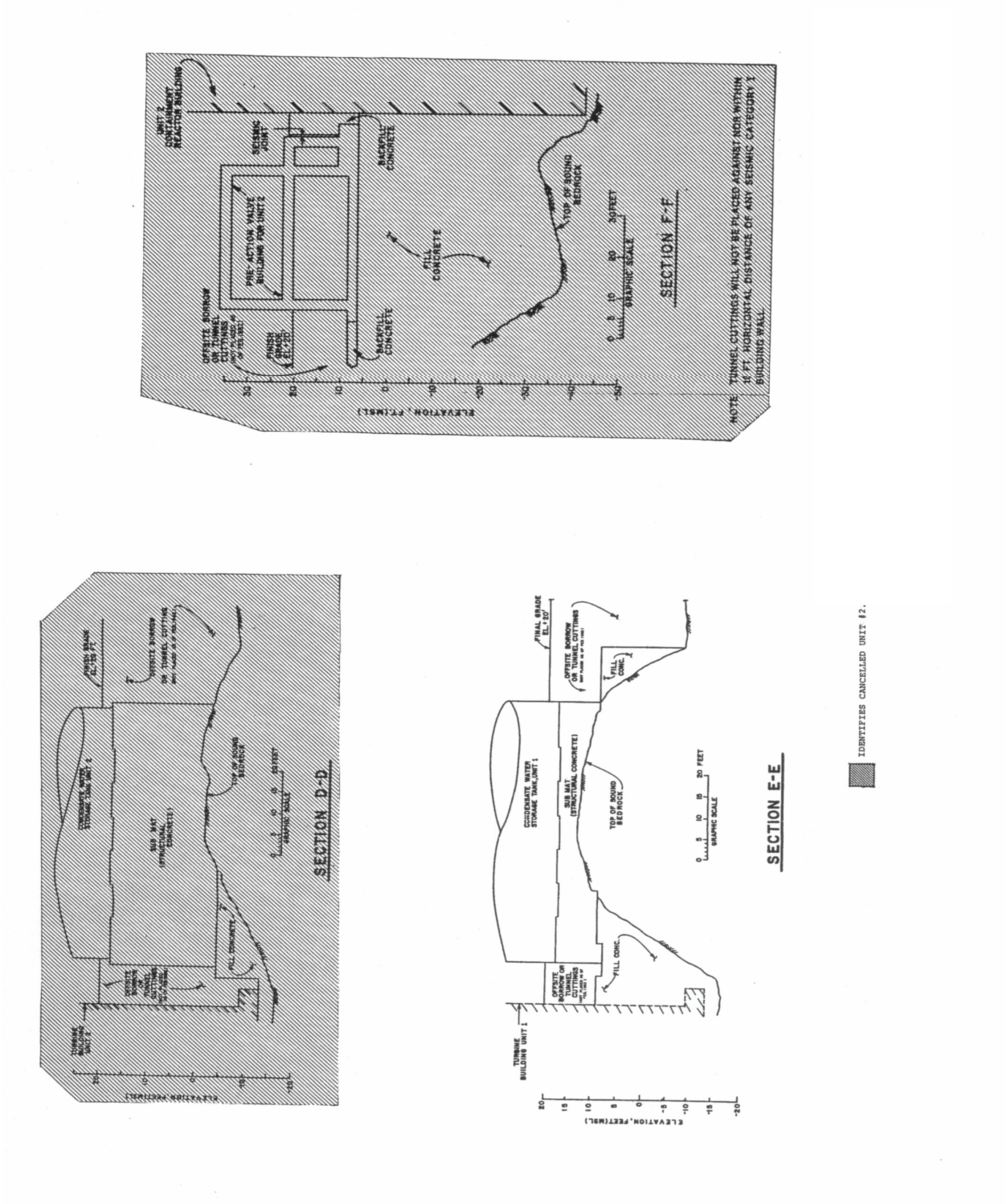
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Extent of Excavation	
		Figure 2.5-46



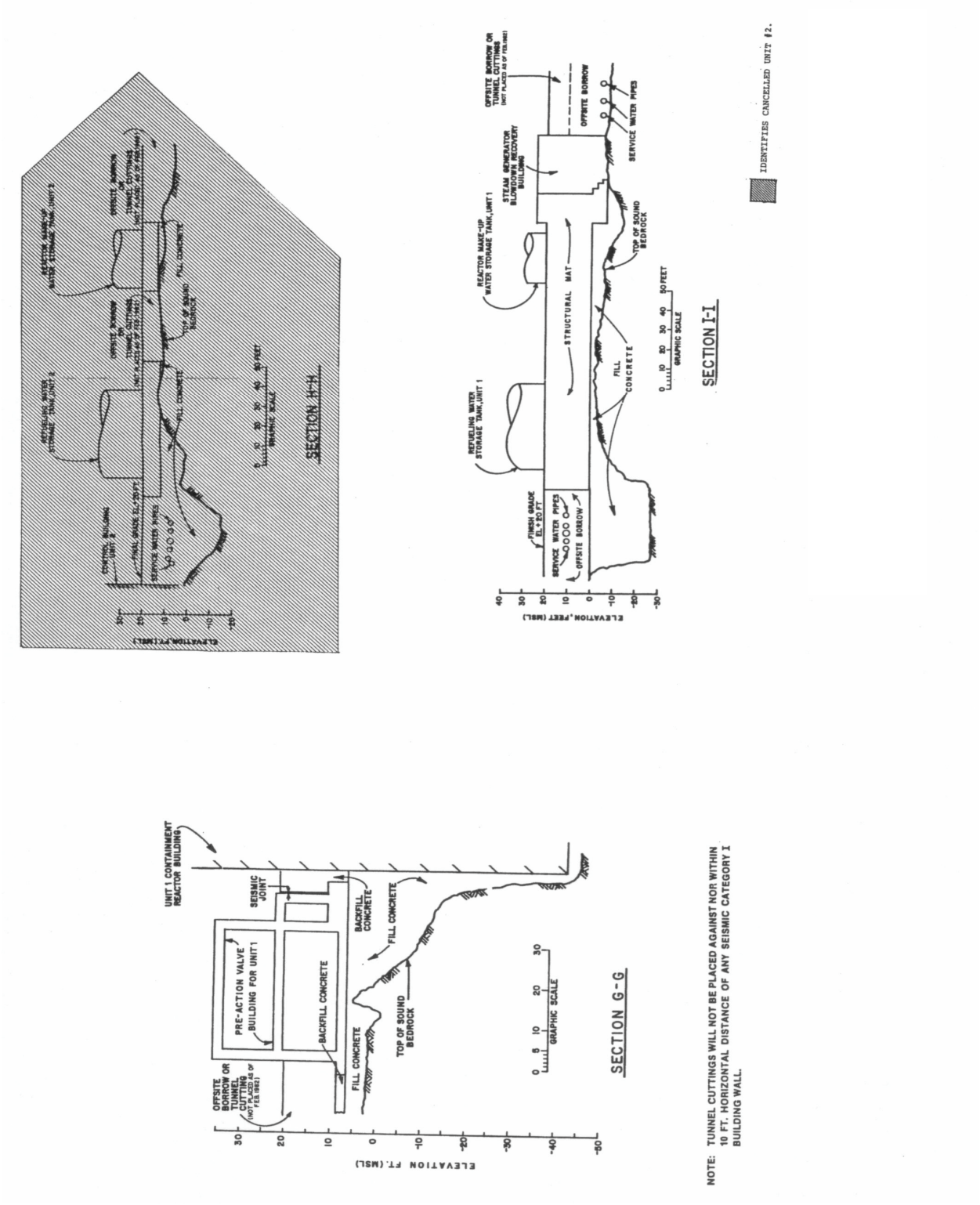
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Locations of Additional Sections – Building and Utility Foundations	
		Figure 2.5-47



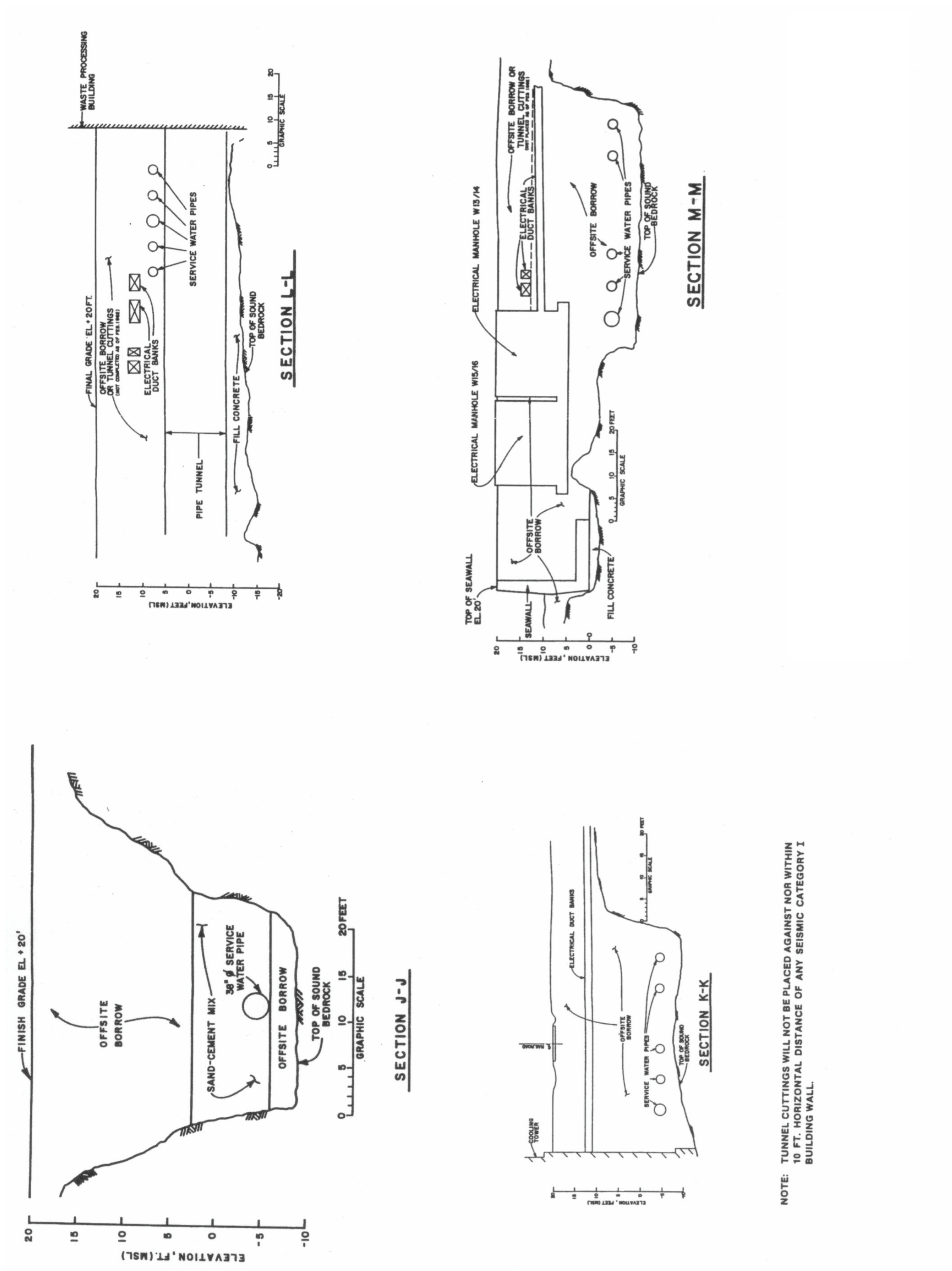
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Extent of Excavation	
		Figure 2.5-48



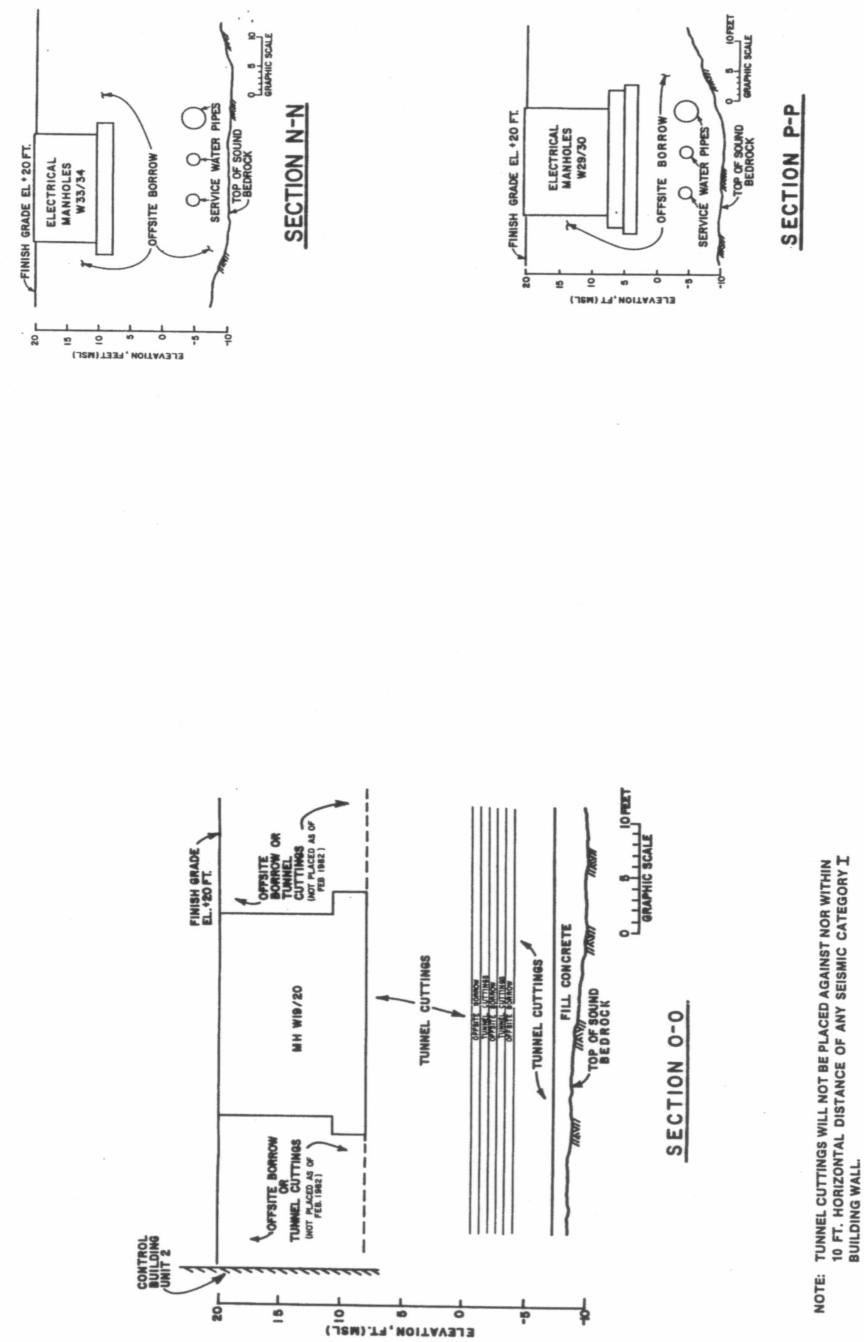
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Building Foundation Cross-Sections [2 Sheets]	
		Figure 2.5-49 Sh. 1 of 2



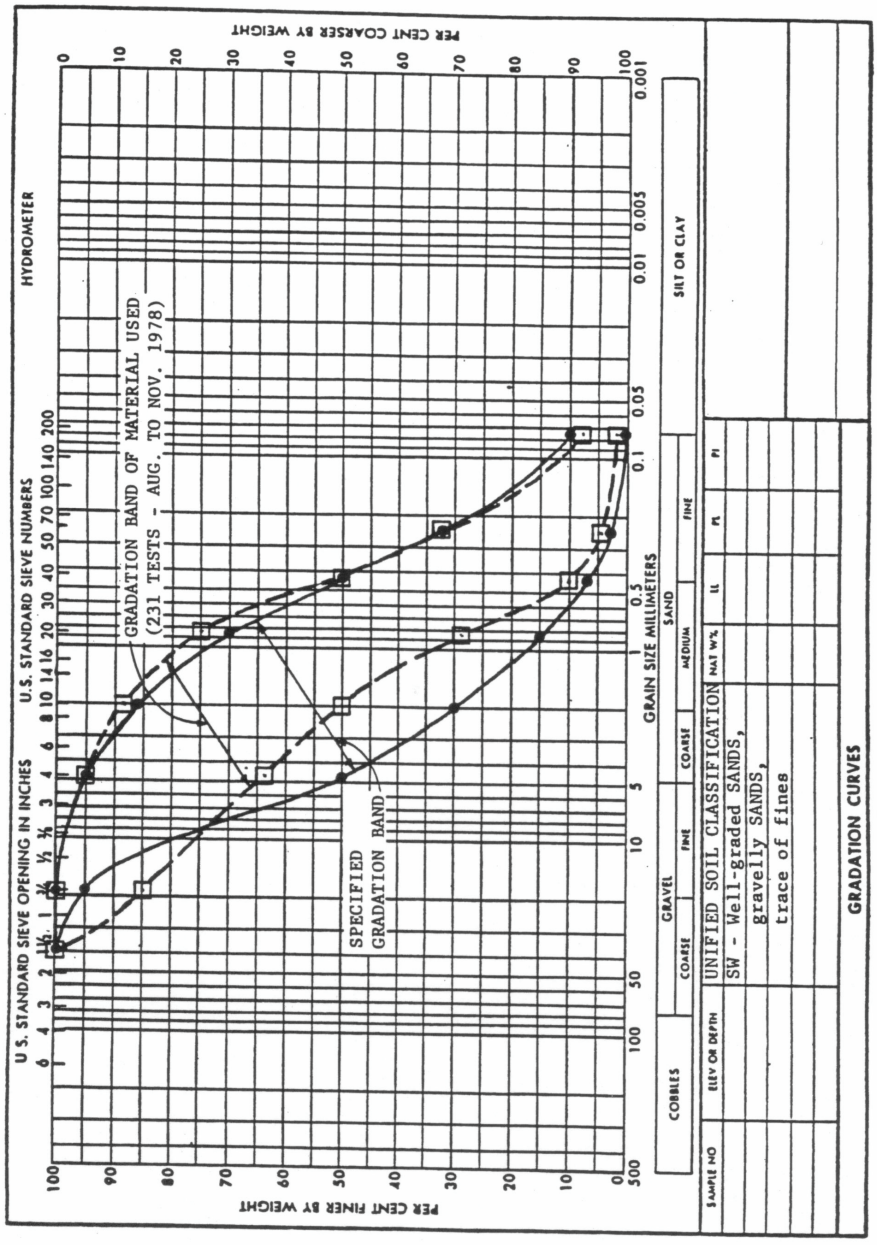
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Building Foundation Cross-Sections [2 Sheets]	
		Figure 2.5-49 Sh. 2 of 2



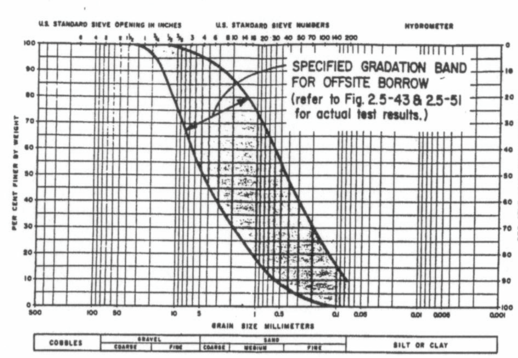
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Foundation Cross-Section for Electrical Duct Banks, Manholes, and Service Water Piping [2 Sheets]
	Figure 2.5-50 Sh. 1 of 2

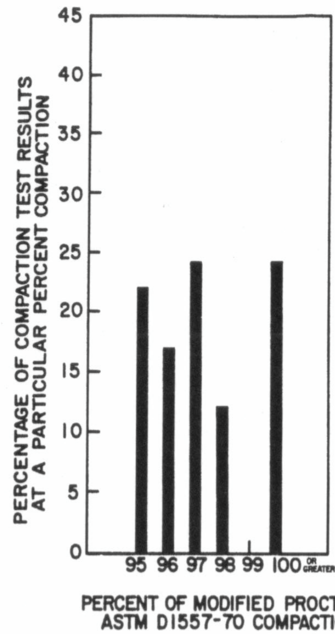


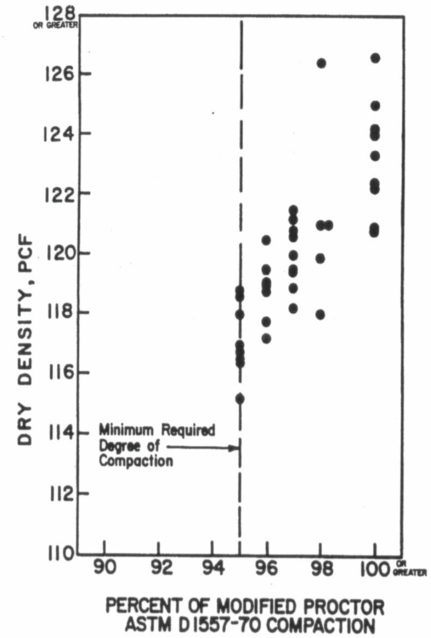
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Foundation Cross-Section for Electrical Duct Banks, Manholes, and Service Water Piping [2 Sheets]
	Figure 2.5-50 Sh. 2 of 2

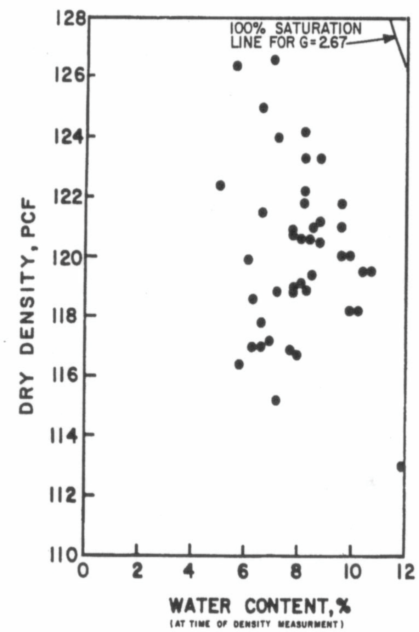


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Offsite Borrow	
		Figure 2.5-51







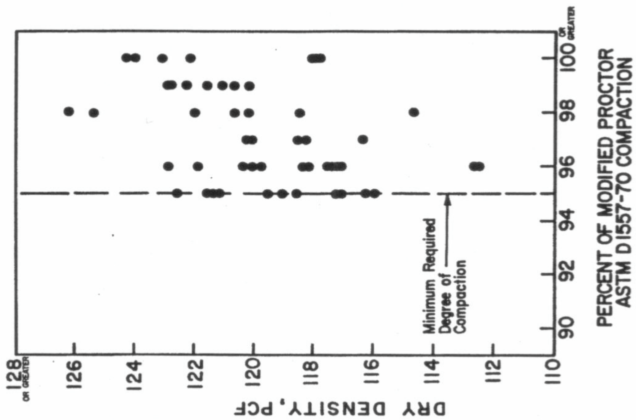


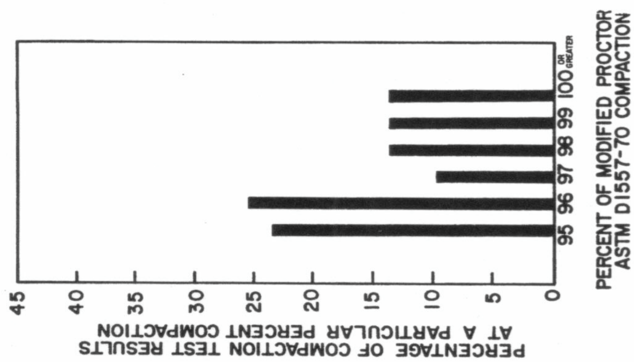
NOTES: (1) Results shown correspond to all field density tests on Offsite Borrow placed in various safety-related areas of the plant site during Feb. 1978, Feb. 1979, March 1979, Jan. 1980, Feb. 1980, and Feb. 1981. Field density tests were performed according to ASTM D2922-71. A one-point compaction test was done for each field density test.

(2) All layers were compacted to at least 95% of ASTM D1557-70 compaction. If the measured degree of compaction for any layer was less than 95%, the layer was recompacted and retested until adequate compaction was achieved. Only the final compaction result for each layer was plotted in this figure.

(3) The total number of test results used to prepare the histogram is 41.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Offsite Borrow Compaction Test Results – Typical Winter Period
	Figure 2.5-52

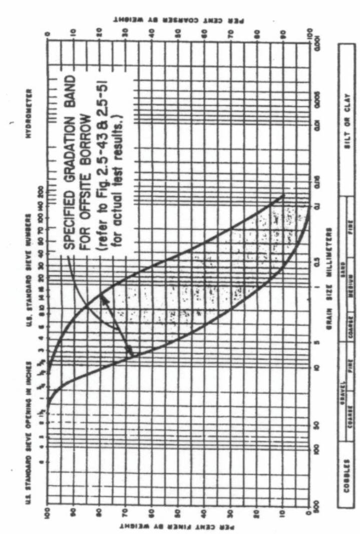


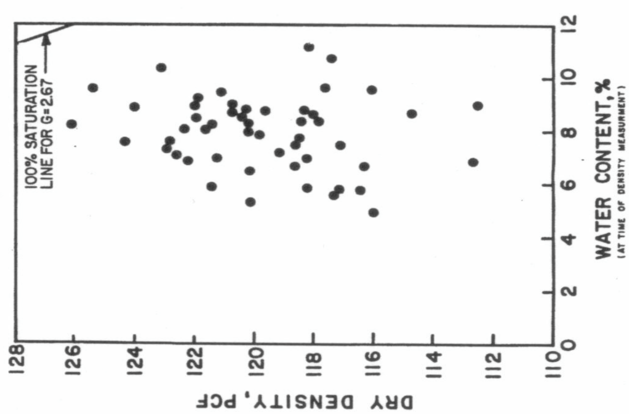


NOTES: (1) Results shown correspond to all field density tests on Offsite Borrow placed in various safety-related areas of the plant site during April and May for both 1978 and 1979. Field density tests were performed according to ASTM D2922-71. 1 one-point compaction test was done for each field density test.

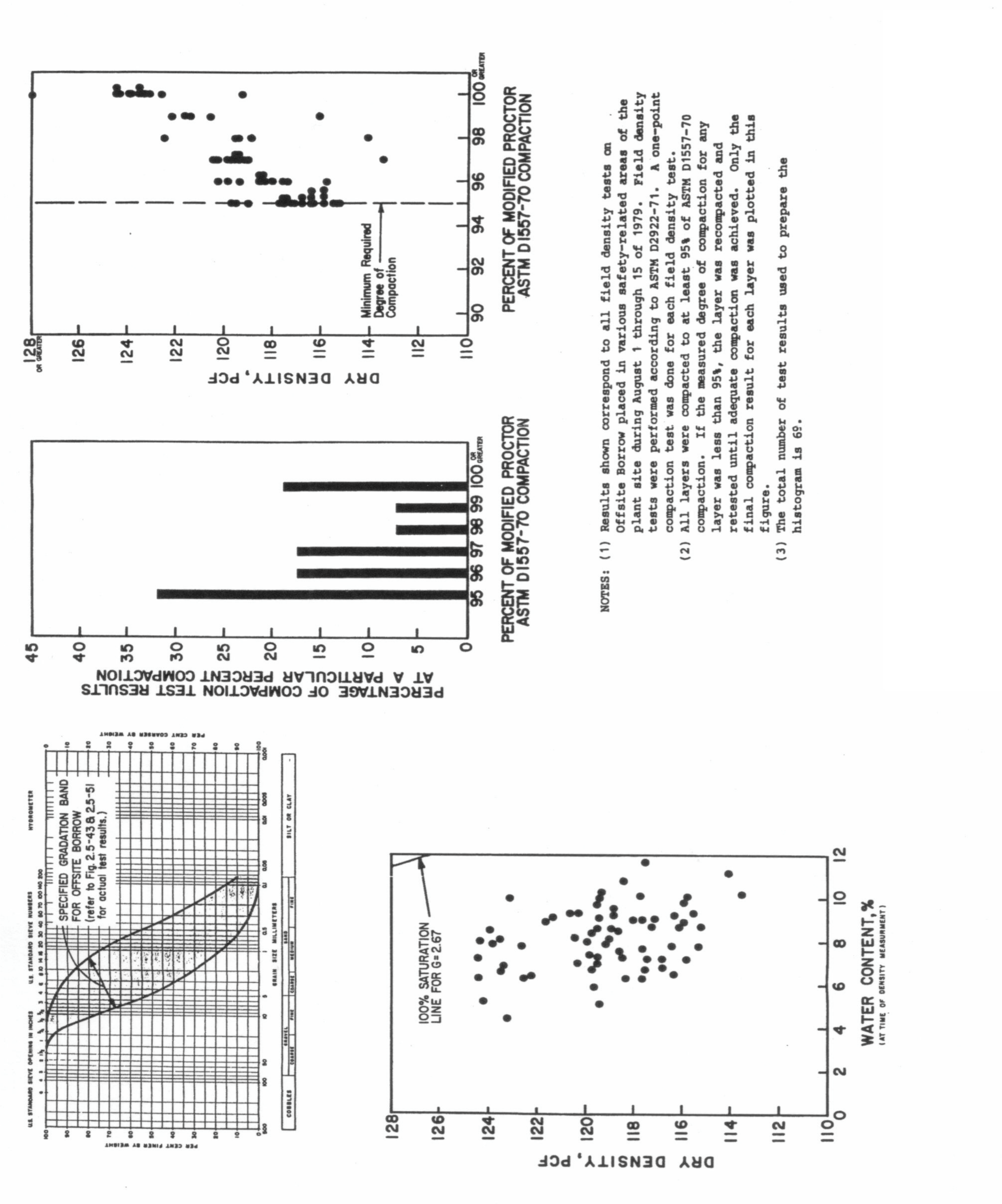
(2) All layers were compacted to at least 95% of ASTM D1557-70 compaction. If the measured degree of compaction for any layer was less than 95%, the layer was recompacted and retested until adequate compaction was achieved. Only the final compaction result for each layer was plotted in this figure.

(3) The total number of test results used to prepare the histogram is 51.

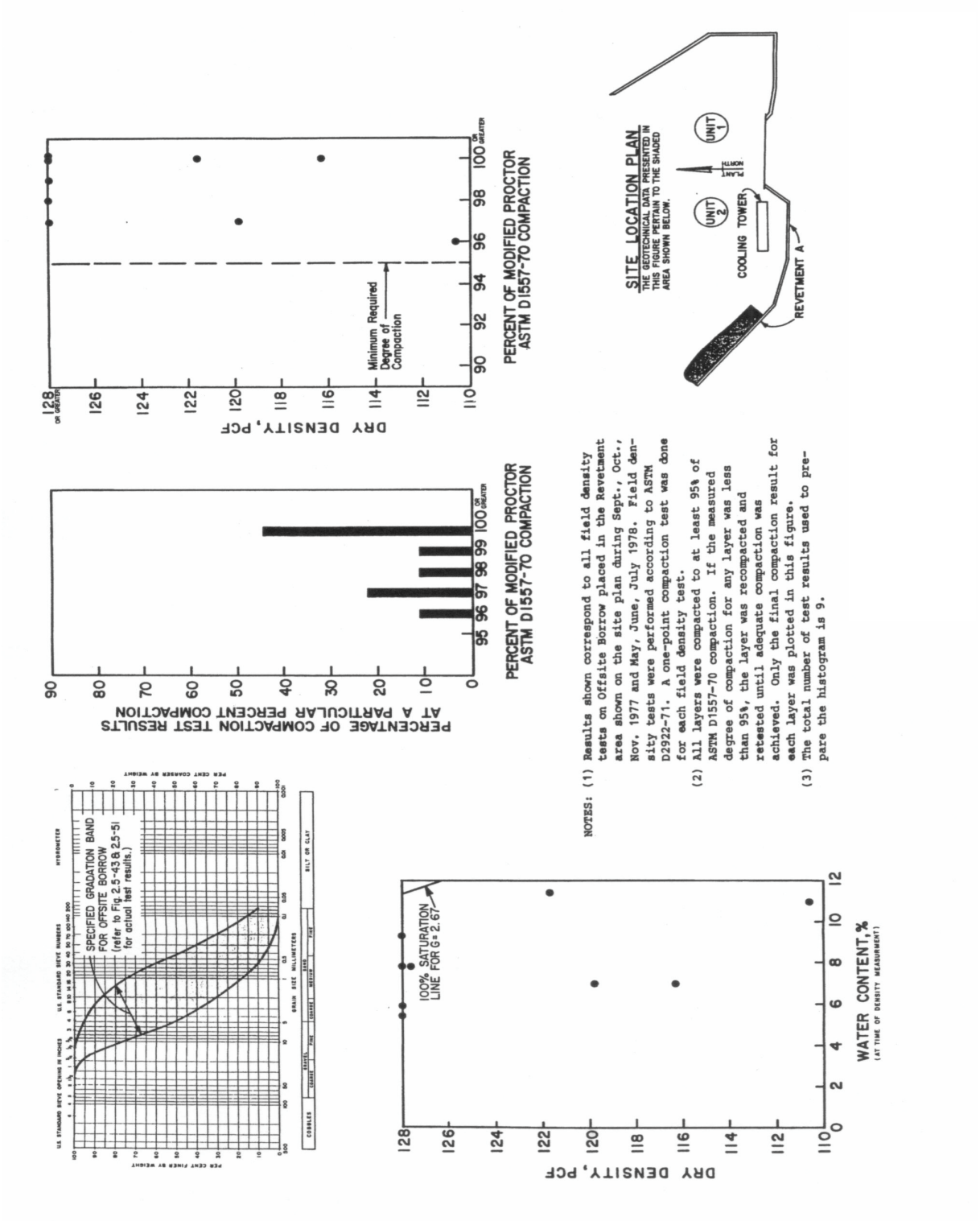




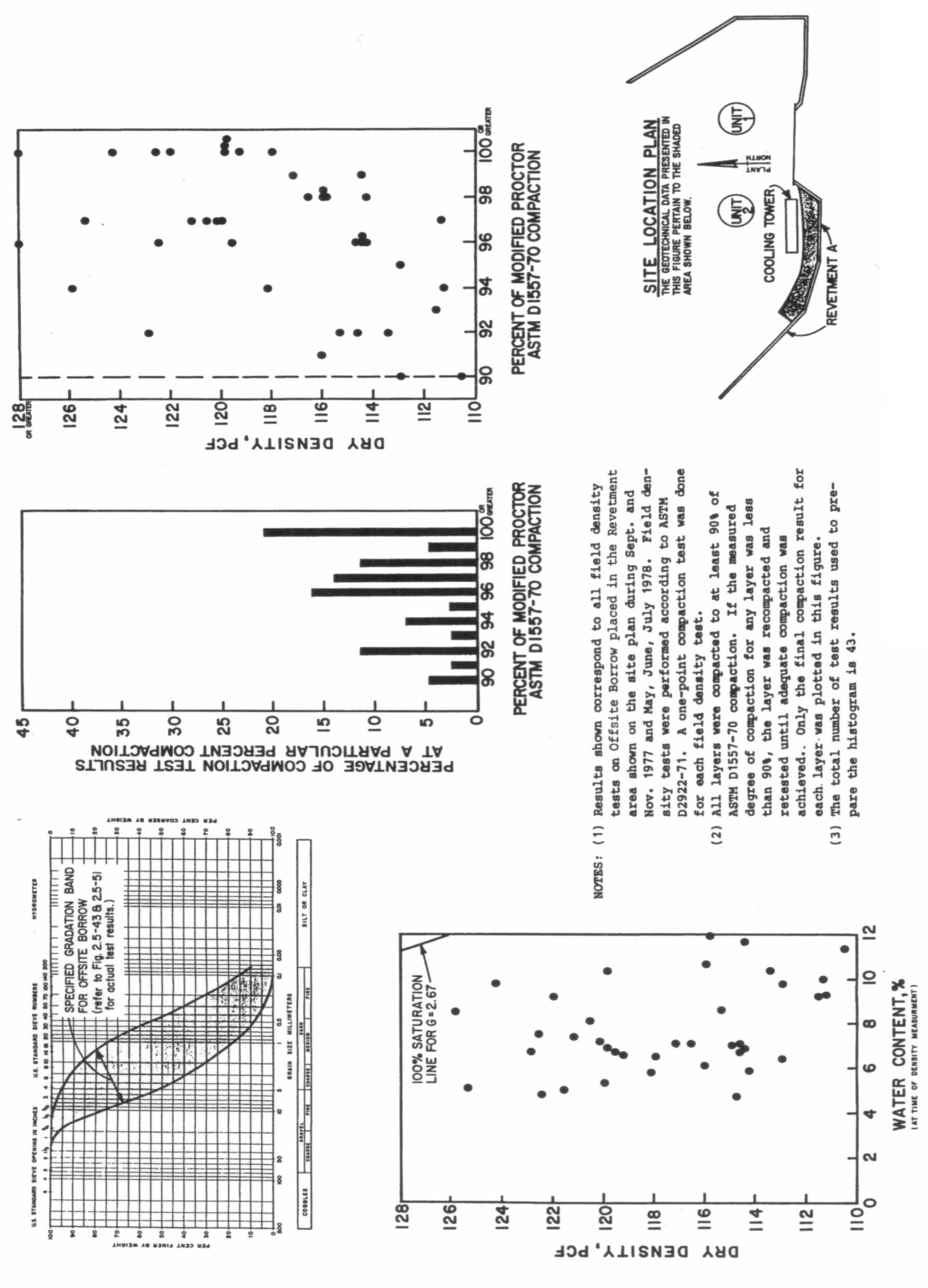
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Offsite Borrow Compaction Test Results – Typical Spring Period	
		Figure 2.5-53



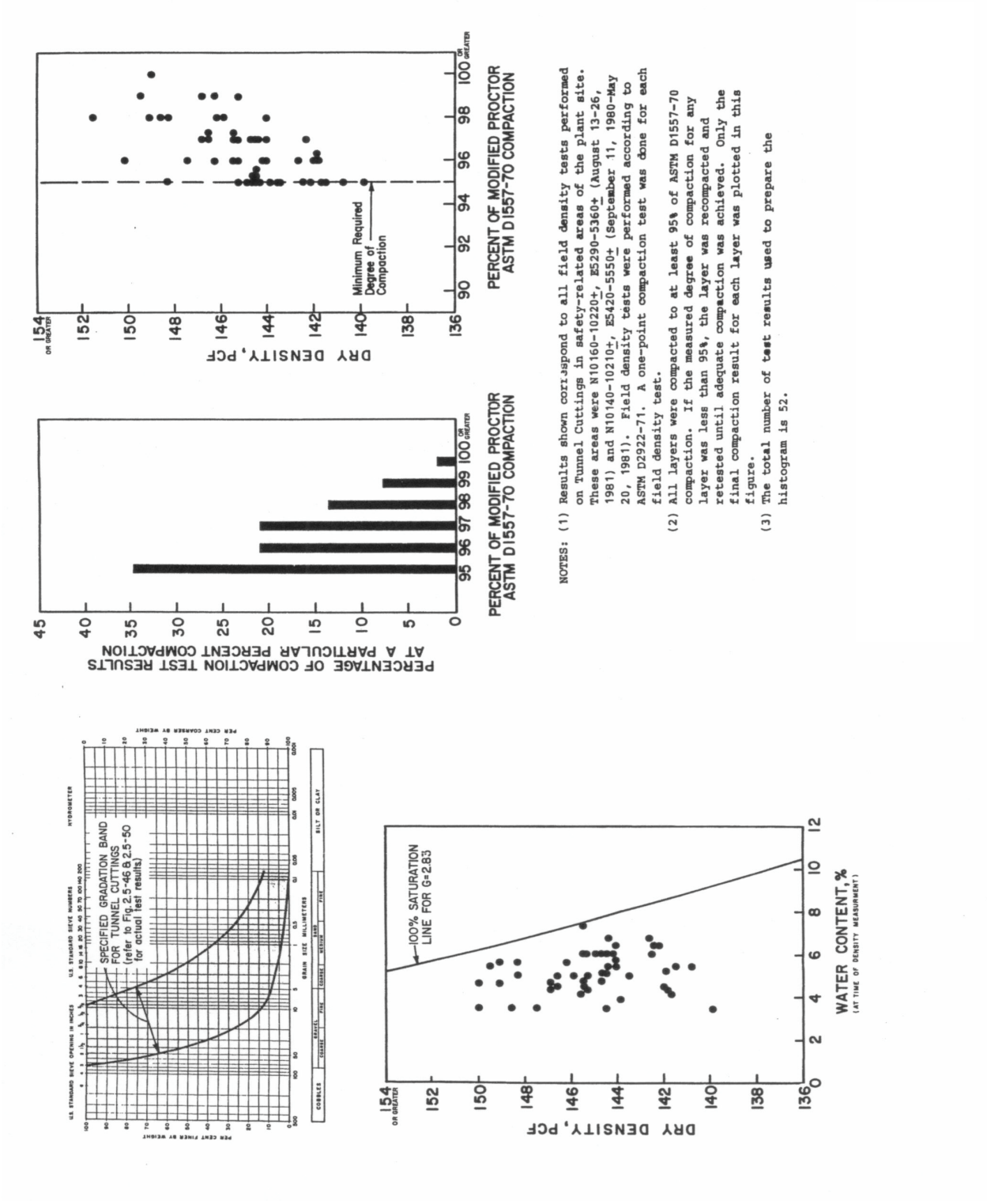
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Offsite Borrow Compaction Test Results – Typical Summer Period
	Figure 2.5-54



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Offsite Borrow Compaction Test Results 95% Critieria – Revetment Area	
		Figure 2.5-55



NOTES:
(1) Results shown correspond to all field density tests on Offsite Borrow placed in the Revetment area shown on the site plan during Sept. and Nov. 1977 and May, June, July 1978. Field density tests were performed according to ASTM D2922-71. A one-point compaction test was done for each field density test.
(2) All layers were compacted to at least 90% of ASTM D1557-70 compaction. If the measured degree of compaction for any layer was less than 90%, the layer was recompacted and retested until adequate compaction was achieved.. Only the final compaction result for each layer was plotted in this figure.
(3) The total number of test results used to prepare the histogram is 43.



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Tunnel Cuttings Compaction Test Results	
		Figure 2.5-57

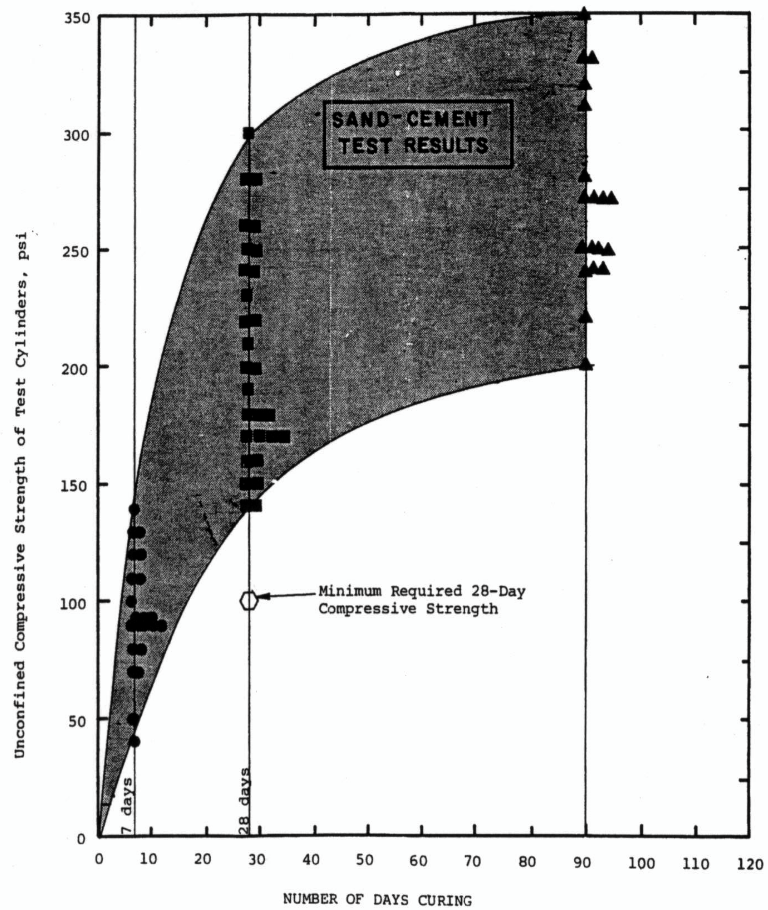
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Sand-Cement Test Results	
		Figure 2.5-58

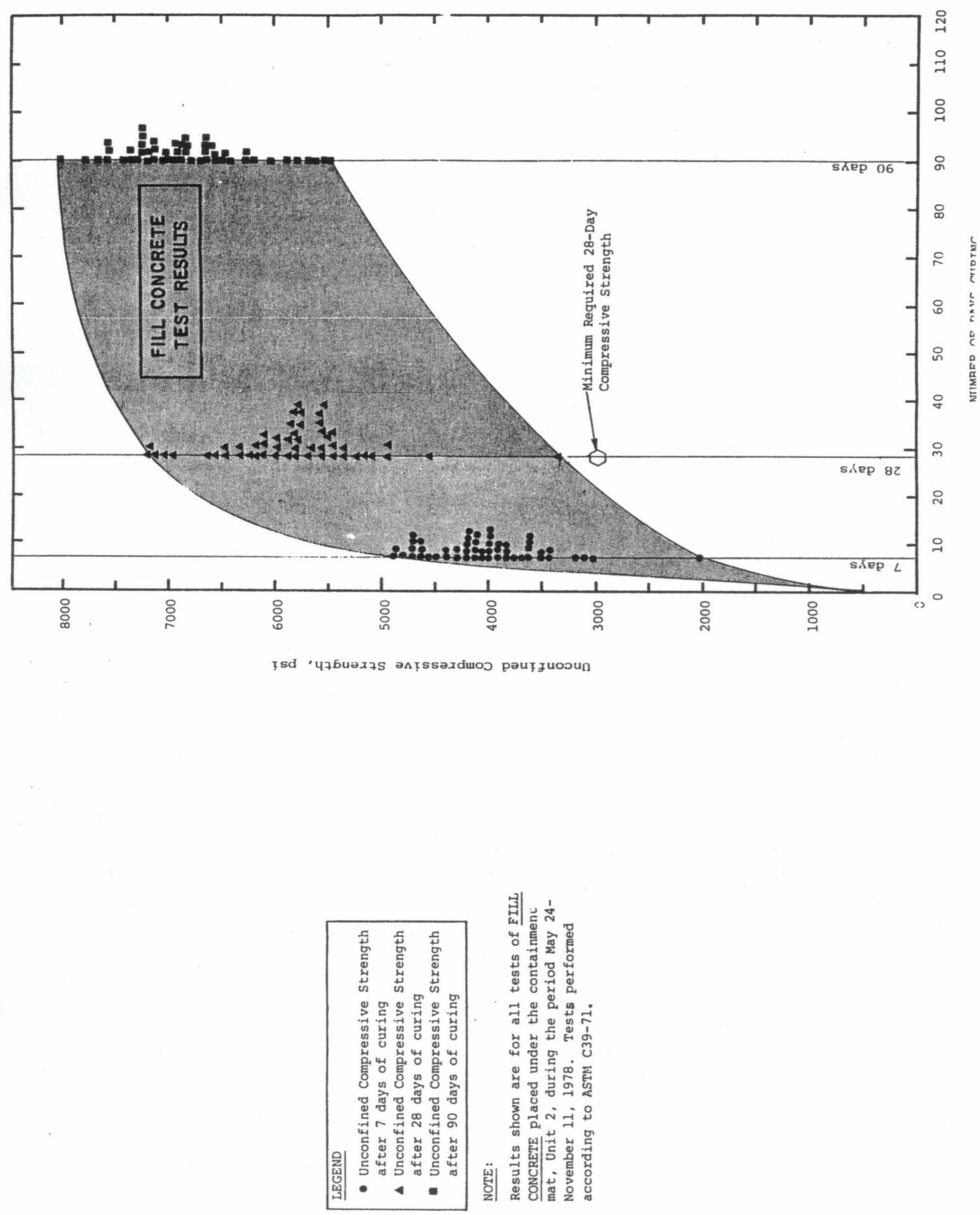
LEGEND

- ● Unconfined Compressive Strength after 7 days of curing
- ■ Unconfined Compressive Strength after 28 days of curing
- ▲ Unconfined Compressive Strength after 90 days of curing

NOTE:

Results shown correspond to all safety-related SAND-CEMENT placed within the plant site, which was placed in a 10-ft-wide service water pipe trench excavated in rock, centerline N9774, between E6250 and E6430 during the period February 16 to March 29, 1978. Tests performed according to ASTM C39-74. Ref. Table 2.5-17.





SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Fill Concrete Test Results	
		Figure 2.5-59