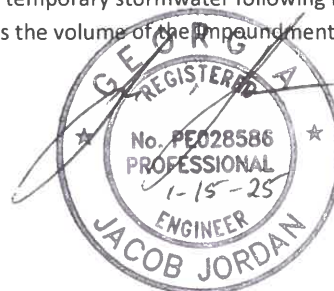


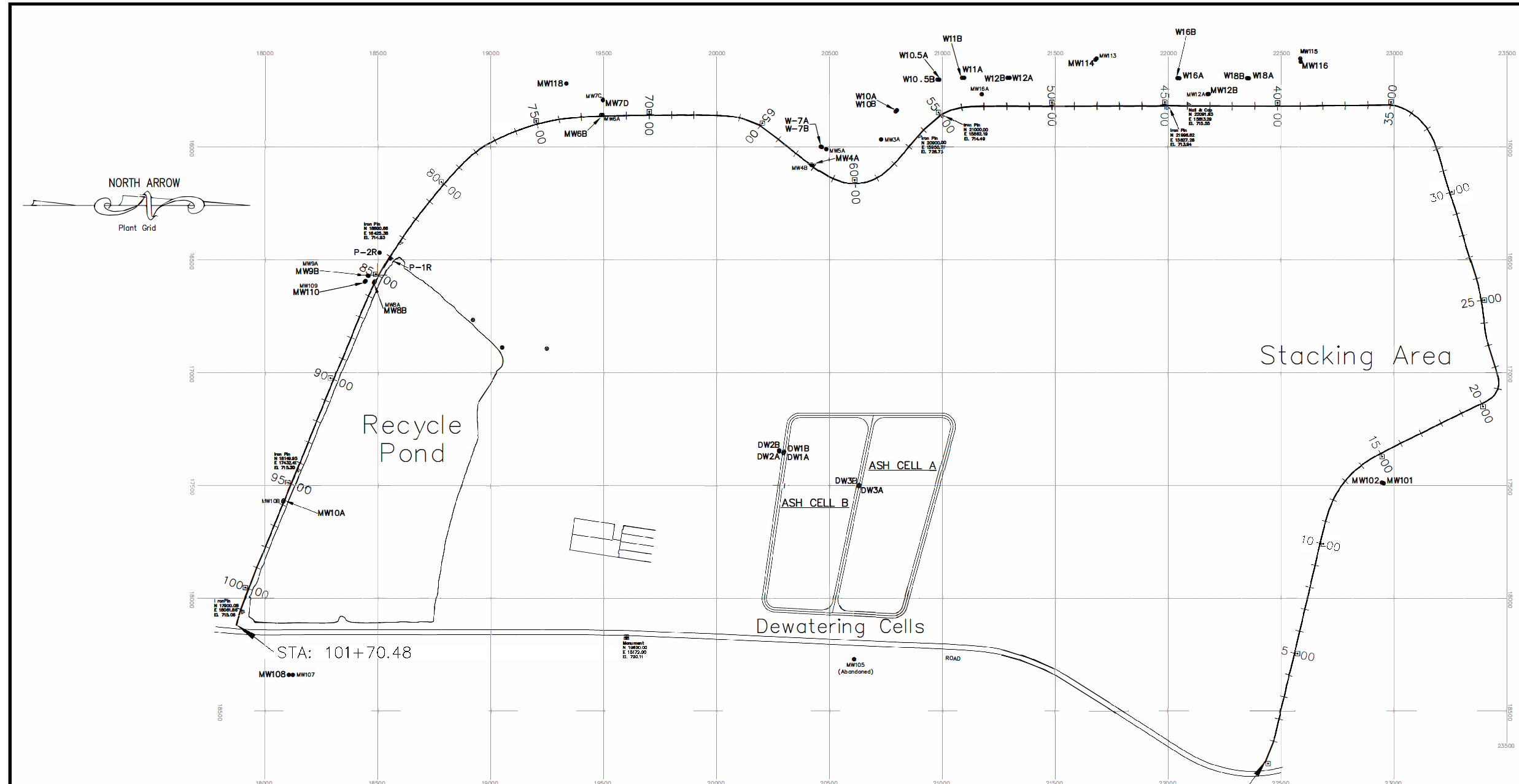
257.83 (b) (2)	REPORT OF ANNUAL INSPECTION OF CCR SURFACE IMPOUNDMENT		
	FACILITY NAME: Plant Bowen Existing Surface Impoundment AP-1, Permit 008-021D(CCR)		
	OWNER/OPERATOR OF FACILITY: Georgia Power Company		
	INSPECTION DATE: October 22, 2024		
	INSPECTING ENGINEER: Jacob A. Jordan, P.E. (Georgia P.E. License #28586)		
(i)	ANY CHANGES IN GEOMETRY OF THE IMPOUNDING STRUCTURE SINCE THE PREVIOUS ANNUAL INSPECTION?	No	
	(IF YES, DESCRIBE):		
(ii)	LOCATION AND TYPE OF EXISTING INSTRUMENTATION	See Attached Plan	
(ii)	MAXIMUM RECORDED READING OF EACH INSTRUMENT SINCE PREVIOUS ANNUAL INSPECTION	See Attached Table	
(iii)	APPROXIMATE MINIMUM, MAXIMUM AND PRESENT DEPTH AND ELEVATION OF THE IMPOUNDED WATER SINCE PREVIOUS ANNUAL INSPECTION		
	MIN. DEPTH: 0 ft	MAX. DEPTH: 15 ft	PRESENT DEPTH: Up to 4.5 ft ⁽²⁾
	MIN. ELEVATION: 708	MAX. ELEVATION: 724	PRESENT. ELEVATION: Up to 713 ft ⁽²⁾
(iii)	APPROXIMATE MINIMUM, MAXIMUM AND PRESENT DEPTH AND ELEVATION OF CCR SINCE PREVIOUS ANNUAL INSPECTION.		
	MIN. DEPTH: 0 ft	MAX. DEPTH: 132 ft	PRESENT DEPTH: Up to 132 ft ⁽¹⁾
	MIN. ELEVATION: 678 ft	MAX. ELEVATION: 810 ft	PRESENT ELEVATION: 810 ft
(iv)	APPROXIMATE STORAGE CAPACITY OF IMPOUNDING STRUCTURE AT TIME OF INSPECTION.	9,340,000 yd ³ ⁽³⁾	
(v)	APPROXIMATE VOLUME OF IMPOUNDED WATER AND CCR AT TIME OF INSPECTION	WATER: 25,000 yd ³ ⁽²⁾	CCR: 20,090,000 yd ³ ⁽¹⁾
(vi)	ANY APPEARANCE OF AN ACTUAL OR POTENTIAL STRUCTURAL WEAKNESS OF THE CCR UNIT, IN ADDITION TO ANY EXISTING CONDITIONS THAT ARE DISRUPTING OR HAVE THE POTENTIAL TO DISRUPT THE OPERATION AND SAFETY OF THE CCR UNIT AND APPURTENANT STRUCTURES?	No	
	(IF YES, DESCRIBE):		
(vii)	ANY OTHER CHANGE(S) WHICH MAY HAVE AFFECTED THE STABILITY OR OPERATION SINCE THE PREVIOUS ANNUAL INSPECTION?	No	
	(IF YES, DESCRIBE):		

(1) Includes dry stack ash storage within ash pond with apex above perimeter embankment elevation. Note the dry stack height will change as closure construction progresses as ash is currently being relocated within the footprint of the impoundment as a part of the closure construction activities.

(2) Water levels within AP-1 have dropped due to ongoing closure construction activities and the fact that process and wastewaters are no longer sent to the ash pond. Any water present is primarily temporary stormwater following rain events.

(3) Due to closure activities, the storage capacity, as stated here, is calculated as the volume of the impoundment up to the lowest elevation of the dike crest.





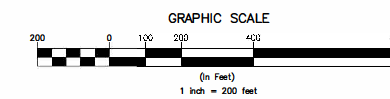
LEGEND

- MONUMENTS ARE FENO SPIKES WITH A POLY ROCK BASE AND ALUMINUM CAP WITH THE STATION STAMPED ON IT.
- △ IRON PIN FOUND.
- PIEZOMETERS. (RADAS PIEZOMETERS IN BOLD FONT)

REFERENCES

- 1) PLANT BOWEN ASH POND. LAND DEPT MAP FILE NO. J-49-2, JUNE 1977.
- 2) PLANT BOWEN BOTTOM ASH POND. LAND DEPT. MAP FILE NO. H-634-4, MAY 2001.
- 3) PLANT BOWEN ASH STORAGE AREA NO. 2. LAND DEPT. MAP FILE NO. H-640-2, MAY 2001.
- 4) PLANT BOWEN ASH POND. LAND DEPT. MAP FILE NO. H-628-12, OCT. 2001.
- 5) PLANT BOWEN ASH STORAGE AREA 3. LAND DEPT. MAP FILE NO. H-725-8, SEPT. 2002.
- 6) PLANT BOWEN ASH POND. LAND DEPT. MAP FILE NO. H-737-3, SEPT. 2002.

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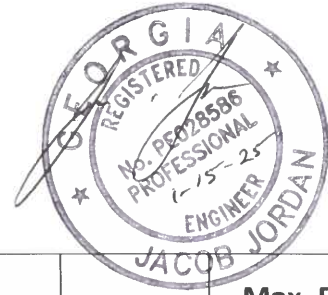


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GEORGIA POWER CO., ATLANTA, GA.
Land Department

Plant Bowen Ash Pond
(RADAS) Remote Automatic Data Acquisition System
Site Plan with Piezometers
Bartow County, Georgia

APPROVALS	DR.	TR.	Checked
	DATE	DATE	
	As Shown	Nov. 10, 2005	
	DRAWING NUMBER		
	H-944-3		



**Maximum Piezometer Readings
10-24-2023 to 10-22-2024**

<u>Piezo. Name</u>	<u>Northing</u>	<u>Easting</u>	<u>Ground Elevation</u>	<u>Depth, Bottom of Casing (feet)</u>	<u>Top of Pipe, Elev. (feet)</u>	<u>Elev. Bottom of casing (feet)</u>	<u>Max. Elev. Reading Since Last Annual Inspection</u>
MW107	18124.77	18337.7	711.80	60.96	713.84	652.88	676.44
MW109	18443.2	16598.4	700.727	52.64	702.54	649.9	677.82
MW113	21683.06	15608.9	670.76	26.92	674.23	647.31	666.53
MW115	22584.8	15610	671.98	26.36	674.71	648.35	668.41
MW3A	20730.86	15966.03	683.64	28.96	686.26	657.3	663.26
MW4B	20421.39	16078.9	714.36	46.00	714.4	668.4	666.7
MW5A	20487.43	16012.19	687.21	30.07	689.67	659.6	666.57
MW6A	19494.75	15857.8	715.34	50.00	715.3	665.3	692.4
MW7C	19495.53	15789.4	688.14	27.60	691.7	664.1	676.75
MW9A	18455	16570.7	699.046	44.15	701.65	657.5	676.75
MW101	22954.6	17490.9	682.49	53.26	685.31	632.05	668.27
MW102	22946.3	17488.1	683.10	115.16	684.64	569.48	665.97
MW108	18107.3	18337.4	711.86	88.63	714.37	625.74	674.89
MW110	18446.65	16594.8	700.76	76.71	704.34	627.63	675.15
MW114	21678.15	15614.3	671.53	70.48	674.38	603.90	671.11
MW116	22586.48	15624.1	671.69	63.54	674.11	610.57	662.93
MW118	19333.71	15720	689.91	26.22	692.94	666.72	668.34
MW12B	22180.44	15765.9	693.02	44.95	696.1	651.15	665.19
MW4A	20426.31	16080.9	714.26	56.04	714.3	658.26	669.22
MW6B	19487.96	15858	715.24	56.96	715.2	658.24	673.22
MW7D	19496.21	15793.5	687.91	38.30	691.45	652.90	681.96
MW9B	18457.79	16571.9	699.276	44.72	702	657.28	686.32
P-2R	18506.41	16468.5	698.718	38.7	700.62	661.92	684.07
W10.5A	20972.17	15700.53	675.49	22.89	677.99	655.10	664.31
W10.5B	20964.15	15699.92	675.49	36.57	677.92	641.35	664.3
W-10A	20799.25	15838.08	684.74	27.80	687.3	659.50	675.02
W-10B	20794.7	15844.15	684.84	41.52	687.42	645.90	664.49
W-11A	21096.22	15695.5	672.54	19.25	677.12	657.87	667.64
W-11B	21087.11	15695.4	673.15	29.95	674.65	644.70	666.51
W-12A	21297.45	15695.3	673.52	19.98	674.48	654.50	666.28

W-12B	21287.68	15695.3	673.34	35.03	677.43	642.40	666.07
W-16A	22050.38	15695.9	672.65	15.25	676.76	661.51	667.34
W-16B	22041.72	15695.4	671.87	38.05	674.95	636.90	665.53
W-18A	22359.7	15696.7	672.63	27.06	675.76	648.70	665.45
W-18B	22352.17	15696.1	672.59	85.26	676.86	591.60	664.43
W-7A	20467.91	16000.84	686.56	31.92	689.32	657.40	665.96
W-7B	20463.5	15998.71	686.56	43.91	689.21	645.30	675.63

- Yellow Boxes indicate piezometers equipped with automatic data acquisition system
- As of September 2024, Piezometers MW107, MW109, MW113, MW115, MW4B, MW5, MW6A, and MW7C were abandoned
- As of September 2024, Piezometers MW3A and MW9A were equipped with transducers and added to the automatic data acquisition telemetry

