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July 12, 2004

VIA HAND DELIVERY

Ms. Blanca S. Bayó, Director
Division of the Commission Clerk and
Administrative Services
Florida Public Service Commission
Betty Easley Conference Center
2540 Shumard Oak Boulevard, Room 110
Tallahassee, FL 32399-0850

Re: Request for Exclusion under Rule 25-6.0455(3),
Docket No. 040449-EI

Dear Ms. Bayó:

Enclosed for filing on behalf of Florida Power & Light Company (FPL) are an original and one (1) copy of FPL's Response and attachments to Staff's data request regarding FPL's May 13, 2004 Reliability Exclusion Request filed in the above-referenced docket.

Please contact me should you or your Staff have any questions regarding this filing.

Sincerely,

Wade Litchfield
R. Wade Litchfield *RRL*

CMP _____
COM _____
CTR _____
ECR *Forwarded* _____
GCL _____
OPC _____
MMS _____
RCA _____
SCR _____
SEC 1 _____
OTH _____
an FPL Group company

RWL:ec
Enclosures

cc: Jim Breman (without enclosures)
U/SC Engineer
Cost Recovery Section

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Man
FPSC-BUREAU OF RECORDS

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1. Please provide the customer minutes of interruption ("CMI") and number of customer interruptions ("CI") for each Mesoscale Convective System ("MCS") event that occurred between May 26, 2004 and May 26, 1974 within FPL's retail service area.

Definition

Mesoscale Convective System (MCS)

A MCS is a complex of thunderstorms which becomes organized on a scale larger than the individual thunderstorms, and normally persists for several hours or more. MCSs may be round or linear in shape, and include MCCs (among others). MCS often is used to describe a cluster of thunderstorms that does not satisfy the size, shape, or duration of an **MCC**.

Mesoscale Convective Complex (MCC)

A large MCS, is generally round or oval-shaped, and normally reaches peak intensity at night. The formal definition includes specific minimum criteria for size, duration, and eccentricity (i.e., roundness), based on the cloud shield as seen on *infrared satellite* photographs.

Summary

The following information is provided by FPL's staff meteorologist, Paul Hebert:

There is no climatological source of MCCs and MCSs over a period of 30 years. The effects of severe weather associated with these systems can only be found at a county by county level. Also, since they are based upon satellite photograph appearance, it would require obtaining 30 years of 24 daily satellite pictures for each month to examine for them. Even if it were possible to obtain such a vast amount of data, satisfying such a request would require many months to fulfill. Then, it would be necessary to acquire 30 years of hourly weather observations from those Florida locations which would have them, in order to see if such strong winds occurred based upon the satellite photographs.

These events are extremely rare. As a forecaster, and later Meteorologist in Charge (MIC), at the National Weather Service (NWS) Miami Weather Forecast Office (WFO), responsible for all of Florida east of the Apalachicola River until the mid 90's (over 30 years), this kind of event was never observed before. Furthermore, a check with the other Florida NWS offices indicated such an event had not occurred over the years in their areas of responsibility.



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2. Please explain the April 13, 2004 SAIDI value of 4.09 minutes. Include in your response the CMI and number of customers ("C") used to calculate the SAIDI value, the general locations of the customer interruptions included in the calculations, the time of the first customer interruption, and the time when service was restored to the last affected customer.

Customer Minutes Interrupted: 16,800,791
Customer Served: 4,111,012
SU: 4.09

$$\text{SAIDI} = \frac{\text{Sum of All Customer Minutes Interrupted (CMI)}}{\text{Year to Date Average Customer Served (C)}} = \frac{16,800,791}{4,111,012} = 4.09$$

Note: The 4.09 minutes is based on data dated May 7th, 2004 and is an estimated SAIDI, since actual SAIDI impact for 2004 will be determined at year-end. As part of our established trouble ticket review and close-out processes, (as of June 15, 2004), CMI for April 13th, 2004 is 17,584,477.

Time of first customer interruption: 4/13/04 @ 12:03 a.m.

Time of restoration to last affected customer: 4/14/04 @ 12:57 p.m.

Summary:

Essentially all of FPL's service territory was impacted by this storm system. In fact, at one point much of southern Florida was enveloped by the affects of this system (see radar image provided with May 13th filing) within hours of it's landfall on the west coast.

3. Please provide a copy of the data used to calculate the 2003 daily average SAIDI of 0.20 minutes included in the petition.

SU (per FPL's 2003 Annual Distribution Report): 68.2
Daily SU: $68.2 / 365 = .186 \rightarrow .2$

4. Please provide a copy of the data used to calculate the eight year April daily average SAIDI of 0.20 minutes included in the petition.

The table below provides the monthly data used to calculate the eight (8) year April daily average of SAIDI.

Total Customer Minutes Interrupted for month of April '96 – '03: 180,021,150
Average April CMI: $180,021,150 / 8$: 22,502,643
Average Daily CMI: $22,502,643 / 30$: 750,088
Customer Serve Average April Customer Average Customer: 3,779,665
Daily SU: $750,088 / 3,744,231$: .2

Year	Apr-96	Apr-97	Apr-98	Apr-99	Apr-00	Apr-01	Apr-02	Apr-03
Monthly CMI	24,328,969	42,005,235	21,643,055	24,937,640	13,694,609	14,385,002	15,329,629	23,697,011
Daily Average CMI	810,966	1,400,175	721,435	831,255	456,487	479,500	510,988	789,900
April Cust Served	3,549,254	3,616,885	3,680,174	3,750,443	3,785,707	3,874,481	3,950,825	4,029,549
Daily Avg SAIDI	0.2	0.4	0.2	0.2	0.1	0.1	0.1	0.2

Summary

The following comparisons speak to the magnitude of this event:

4/13/2004 CMI was 16,800,791

- 23 times higher than eight year April daily average
- 28 times higher than lowest daily average (April 2000)
- 13 times higher than highest daily average (April 1997)
- Higher than the monthly CMI totals for 2000, 2001, 2002



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5. Please provide the daily system CMI, C, and CI for each of the seven days from April 10, 2004 through April 16, 2004, inclusive.

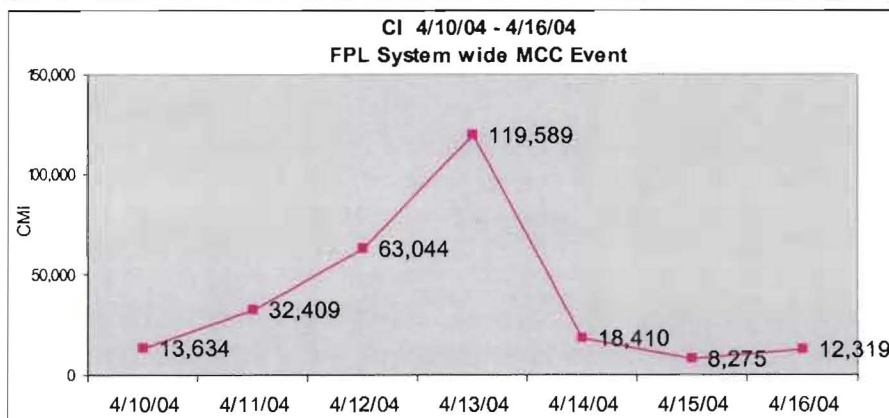
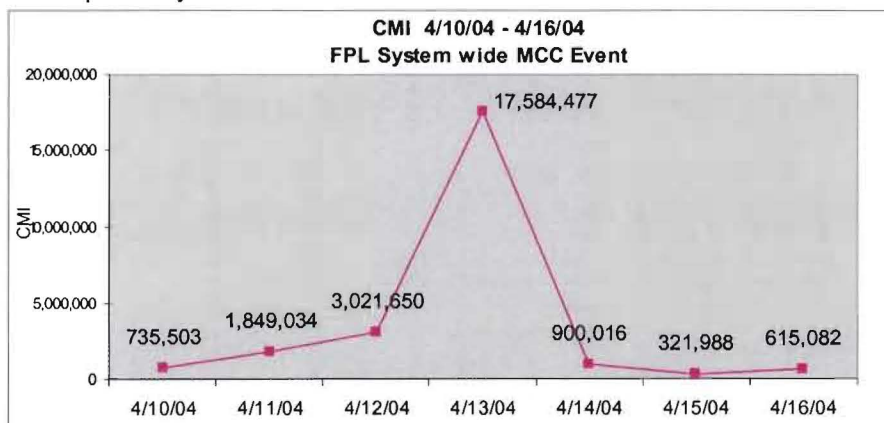
Customer Served: 4,135,885

Date	Customer Minutes Interrupted (CMI)	Customer Interruption (CI)
April 10, 2004	735,503	13,634
April 11, 2004	1,849,034	32,409
April 12, 2004	3,021,650	63,044
April 13, 2004	17,584,477	119,589
April 14, 2004	900,016	18,410
April 15, 2004	321,988	8,275
April 16, 2004	615,082	12,319

Summary

A comparison of 4/13/2004 to the three (3) days before and three (3) days after, reflects the impact this extraordinary event had on FPL, and is indicative of how this event was outside the control of FPL.

- CMI ranges from a low of 321,988 to a high of 3,021,650 – 4/13/2004 is 6 to 54 times higher, respectively
- CI ranges from a low of 8,275 to a high of 63,044 – 4/13/2004 is 2 to 14 times higher, respectively



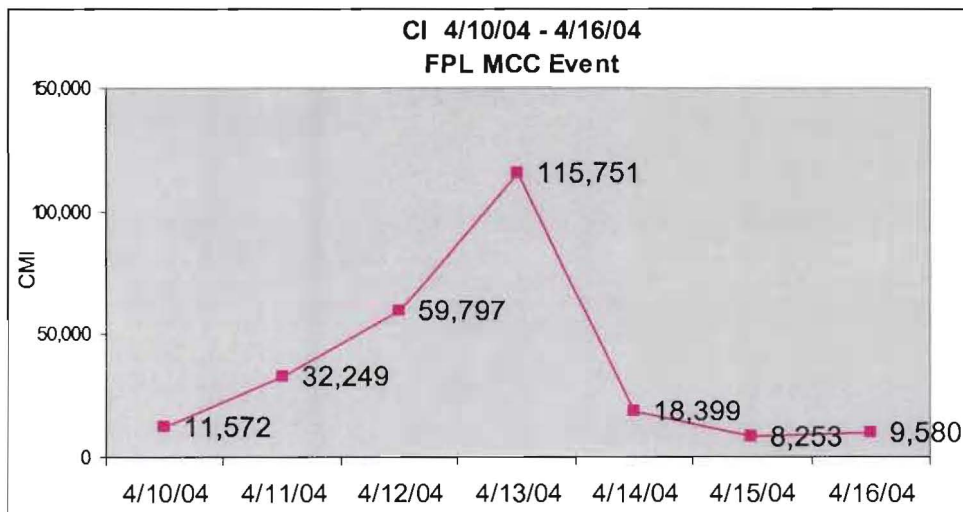
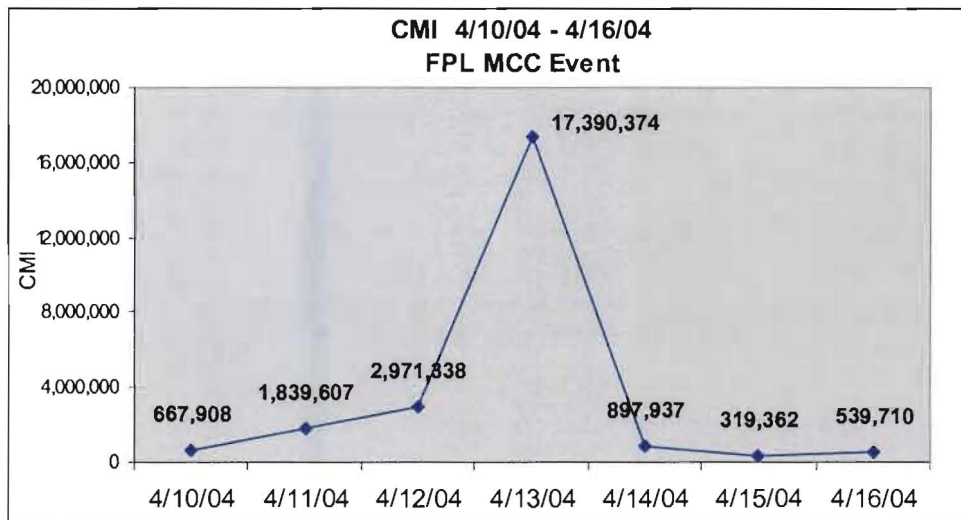


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6. Please provide the daily CMI, C, and CI for the MSC affected region for each of the seven days from April 10, 2004 through April 16, 2004, inclusive.

Customer Served: 3,922,712

Date	CMI	CI
April 10, 2004	667,908	11,572
April 11, 2004	1,839,607	32,249
April 12, 2004	2,971,338	59,797
April 13, 2004	17,390,374	115,751
April 14, 2004	897,937	18,399
April 15, 2004	319,362	8,253
April 16, 2004	539,710	9,580





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7. Please provide the system CMI, C, and system CI for the month of April 2004.

Apr-04	CMI	CI	Customer Served (C)
FPL System	38,449,792	514,053	4,135,885

8. Please provide the CMI, C, and CI for just the MSC affected region for the month of April 2004.

Apr-04	CMI	CI	Customer Served (C)
FPL System	37,531,054	491,681	3,922,712

9. Please provide a 2003 daily average system SAIDI which includes data that FPL may have excluded pursuant to Rule 25-6.0455(2), Florida Administrative Code. Include the supporting data in your response.

2003 PSC SU for all FPL	CMI	SU
FPL 2003 FPSC filed SAIDI	279,674,086	68.2
TRANSMISSION	5,288,262	1.3
E.O.C.	788,899	0.2
NAMED STORM	2,657,720	0.6
PLANNED/REQUEST	9,933,648	2.4
TORNADOES	25,678,275	6.3
TOTAL	324,020,890	79.0
DAILY AVERAGE		0.22

2003 YE Customer Serve:	4,101,421
2003 CMI:	324,020,890
2003 SU: CMI/C	79.0
2003 Daily Average SU:	79.0/365
	.2

10. Please provide a 2003 daily average SAIDI for just the MSC affected region which includes data that FPL may have excluded pursuant to Rule 25-6.0455(2), Florida Administrative Code. Include the supporting data in your response.

2003 SU for MSC Region	CMI	SU
FPL 2003 FPSC filed SAIDI	267,885,215	65.3
TRANSMISSION	4,862,264	1.2
E.O.C.	788,899	0.2
NAMED STORM	2,573,507	0.6
PLANNED/REQUEST	9,637,272	2.3
TORNADOES	20,676,678	5.0
TOTAL	306,423,835	74.7
DAILY AVERAGE		0.20

2003 YE Customer Serve:	4,101,421
2003 CMI:	306,423,835
2003 SU: CMI/C	74.7
2003 Daily Average SU:	74.712/365
	.2



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11. Please provide an April daily system average SAIDI for the period 1997 through 2004, which includes data that FPL may have excluded pursuant to Rule 25-6.0455(2), Florida Administrative Code or an earlier version of the rule. Include the supporting data in your response.

APRIL	1997	1998	1999	2000	2001	2002	2003	2004
PSC SU	11.2	5.6	6.4	3.4	3.6	3.7	5.7	9.3
Transmission	0.61	0.18	0.18	0.07	0.06	0.07	0.07	0.15
Planned	0.48	0.37	1.45	0.18	0.14	0.19	0.20	0.20
Tornadoes (4/12/04)	0	0	0	0	0	0	0	4.7
TOTAL	12.3	6.2	8.0	3.7	3.8	4.0	6.0	14.4
DAILY AVG	0.41	0.21	0.27	0.12	0.13	0.13	0.20	0.48

12. Please provide an April daily average SAIDI for the period 1997 through 2004 for just the MSC affected region which includes data that FPL may have excluded pursuant to Rule 25-6.0455(2), Florida Administrative Code or an earlier version of the rule. Include the supporting data in your response.

APRIL	1997	1998	1999	2000	2001	2002	2003	2004
PSC SU	10.7	5.1	5.8	3.2	3.4	3.6	5.5	9.1
Transmission	0.60	0.15	0.18	0.06	0.06	0.07	0.03	0.15
Request	0.47	0.36	1.43	0.16	0.13	0.18	0.18	0.20
Tornadoes (4/12/04)	0	0	0	0	0	0	0	4.7
TOTAL	11.7	5.6	7.4	3.4	3.6	3.9	5.7	14.2
DAILY AVG	0.39	0.19	0.25	0.11	0.12	0.13	0.19	0.47

13. Please describe FPL's response to the outages that occurred within the MSC affected area. Include the number of FPL and non-FPL crews dispatched, the start time of service restoration efforts, the number of FPL personnel actively involved in service restoration efforts, and the estimated cost FPL incurred to restore service within the affected area. Do not include fixed costs and fully loaded payroll expenses in your response.

Due to an event of this magnitude, FPL activated its storm organization, including the opening of its Command Center. Consistent with FPL's emergency preparedness plans, FPL requested assistance from our sister utilities. Consequently, approximately 20 contractor personnel were provided to assist with restoration efforts.

In order to respond to an event of this degree, FPL was fully activated. In total, FPL had approximately 750 FPL line personnel, 240 non-FPL line personnel, 500 vegetation management personnel, and 90 support personnel actively involved in restoration efforts.

Our storm restoration process requires that we assess all areas in order to reposition resources based on damage and restoration needs. Subsequently, over 150 FPL crews, 160 non-FPL line crews, 80 vegetation management personnel and 35 support personnel traveled throughout the service territory to support our restoration efforts.

Normal working hours were extended up to 16 hour shifts for personnel directly involved with restoration.

The magnitude of this event was of such a nature, that FPL was required to file with the Department of Energy a "electric emergency incident/disturbance" report. This report is required whenever more than 50,000 customers are interrupted for greater than one hour. This report was filed on 4/13th.

The estimated costs for FPL to restore service are approximately \$1.1M.



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14. Please provide a map indicating the geographic area impacted by the MSC, the wind speeds recorded in the general area of the service interruptions, and the locations of all outages FPL seeks to exclude. Please indicate on the map the locations where electric distribution facilities were repaired or replaced.

As requested, we are providing a map of the geographical areas impacted by the severe weather, with locations of all outages FPL seeks to exclude (attached).

Wind storm information relative to wind speeds are contained in the local storm reports and the National Weather Service articles on the event, provided in FPL's May 13th filing. In addition, we are providing newspaper articles containing further information relative to wind speeds and general area.

15. Please provide a table listing the type and quantity all distribution equipment replaced or repaired. The table should be indexed to the mapped locations in Question 14.

See pages Attachments – pages 36 – 66.

16. For each outage location indicated in Question 14, provide the date of FPL's most recent inspection and/or survey, the type of inspection and/or survey, what the inspection/survey found, and whether any distribution facilities were repaired and/or replaced.

As previously agreed upon, FPL is providing a listing of the feeders that were affected during this event with the most recent inspection date, based on our thermo-vision program, in addition to a listing of laterals and transformers that also experienced an interruption. Once the sample of feeders, laterals, and transformers have been identified, we will provide a detailed report of the results of the inspection and follow-up activities.

A thermo-graphic report, that includes information from a visual inspection, is provided after the inspection to the areas. The most common types of follow-up work, based on historical inspections involve replacing or maintaining disconnect switches, lightning arrestors, fuse switches and tree conditions.

In addition, we are providing a listing for sampling of all feeders, laterals and transformers that experienced an interruption on April 13, 2004. See Attachments - pages 11 – 35.

17. Provide a table listing all replaced or repaired distribution equipment included in response to Question 14 that FPL had already noted as needing replacement or repair.

As previously agreed upon, FPL will provide requested information for all affected feeders (see Attachments page 13) and for sampled items identified in #16.

18. Were the outages at each of the locations identified in Question 14 outside FPL's control? If so, provide an explanation why the outage was outside of FPL's control at each of the identified locations in Question 14.

Yes. The outages associated with this event were not within FPL's control and could not have been prevented with generally accepted industry practices. Well over 75% of all customers interrupted were due to weather related causes. The National Weather Service noted that sustained winds of 30 to 35 mph were recorded, with gusts as high as 70 mph. This event is unlike normal thunderstorms in that it lasted for several hours. The scope, size and winds from this event, affected essentially all of FPL's service territory, beginning in the early morning hours of April 13th. The effects of this event were similar to a named tropical storm – which is an excludable event per 25-6.455(2)..



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The impact of the outages associated with this event would have a material impact on the reliability indices contained in FPL's 2004 Annual Distribution Service Reliability Report, which is to be filed with this Commission in March 2005.

As noted in the documentation provided, on May 13th, from the National Weather Service, this system tends to occur in the Great Plains or Southern States. This system was accompanied by unusual winds, with gusts up to 70 mph, which were not associated with the thunderstorms but were on the backside of the system. As mentioned earlier, according to our in-house meteorologist, this is rare for Florida and very difficult to predict. The following radar image was previously provided and demonstrates the size of the system as it moved within our service territory.



<http://www.nrh.noaa.gov/mll/newpage0413.R.05.tif>

4/28/04

19. Please contrast the cause of outages during thunderstorms that occurred in the region during April 10-12, 2004, with the causes of outages FPL seeks to exclude. Include in your response, how FPL distinguished outages and service restoration efforts due to the restoration efforts due to the MSC event on April 13, 2004.

The average number of out of service trouble tickets for a day in April 2004 (excluding April 13th) was approximately 300; on April 13, 2004 FPL handled 1,480 out of service trouble tickets. The sheer volume alone was 5 times more than average.

A comparison of Weather, Vegetation, and Lightning caused outages for the April 2004 daily average versus April 13th, reflects the following:

Regarding CI

- CI due to Other Weather on April 13th, 2004 was 16 times higher than average
- CI due to Lightning on April 13th, 2004 was 25 times higher
- CI due to Vegetation on April 13th, 2004 was 10 times higher

Regarding N:

- N due to Other Weather on April 13th, 2004 was 20 times higher than average
- N due to Lightning on April 13th, 2004 was 15 times higher than average
- N due to Vegetation on April 13th, 2004 was 10 times higher



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This was an extreme weather event that not only covered an extremely large area at one time but lasted several hours. Attached are several newspaper articles that attest to the effects, from blowing a jetliner into a gate at SW Florida International Airport to uprooted trees in Belle Glade.



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Attachments



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Listing of feeders follows:

Feeder #	Last Thermo	Srvc Followup
100236	2/11/2002	Completed
200134	10/18/2001	Completed
203433	1/6/2003	Completed
301461	6/13/2003	Completed
400931	2/1/2002	Completed
400934	4/21/2003	Completed
400935	1/1/2002	Completed
401131	1/6/2003	Completed
402031	12/21/2000	Completed
402133	1/1/2002	Completed
402761	2/16/2004	Completed
403134	7/14/2003	Completed
403432	1/2/2001	Completed
403433	4/19/2004	Completed
403632	5/2/2003	Completed
403633	5/5/2004	Completed
404631	5/1/2003	Completed
404933	4/19/2004	Completed
406163	1/6/2003	Completed
407665	2/6/2004	Completed
408165	6/5/2003	Completed
408261	1/12/2004	Completed
408762	3/2/2004	Completed
410462	Never TV'd	N/A
500634	Never TV'd	N/A
501762	5/10/2004	Completed
501765	7/10/2003	Completed
501766	5/10/2004	PENDING
501768	Never TV'd	N/A
502636	4/22/2002	Completed
503633	Never TV'd	N/A
503639	1/31/2003	Completed
503965	3/15/2004	Completed
506163	2/15/2002	Completed
506767	2/16/2004	Completed
507461	9/23/2003	Completed
700931	5/5/2003	Completed
701637	5/26/2000	Completed
701831	1/1/2002	Completed
704665	1/6/2003	Completed
705465	1/21/2003	Completed
707661	1/1/2004	Completed
801836	2/27/2004	Completed



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Feeder #	Last Thermo	Srvc Followup
802233	3/6/2001	Completed
802531	8/9/2000	Completed
803032	Never TV'd	N/A
804636	12/8/2001	Completed
806038	Undergrnd Feeder	N/A
809935	4/9/2001	Completed
810061	3/9/2004	Completed
811562	2/10/2004	Completed

The following is a listing of 509 laterals that experienced an interruption:

14706486005
23683028203
33968994502
35462584608
37409438206
37506565701
51179616108
51282421809
52246625707
52543915105
55542585006
55542644908
55713529701
55716434001
55811191001
55918532502
56109422807
56822348701
57322108405
58424257209
64130989405
64230653103
64231787405
66047930006
66364301709
66750268103
67221105907
67739913500
67741900100
67840558406
67902867403
68036085002
68131283700



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76285920601
76381250901
76385103406
76481973005
76877130409
85437566300
86059787702
86137865709
86353594800
87082499308
87688114300
87988091509
146033035054
146033146040
235847545030
236846182091
244827346010
248772911040
253762850001
258778823040
270788973041
280679552082
285837625090
289548044040
290852505010
291644565080
316601374070
318320844064
318347473050
342276331060
346211886000
347205360090
348579509071
351557891060
352383441080
353655716060
354624840000
358529389061
358551686050
359508725073
366277077190
367325264070
367347606010
375065417050
376054138092
376079270011



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377046418063
379012259050
445726523010
445748397010
445906655090
446809335090
447799978071
455626510080
467729217024
481324630080
483258152014
484242690062
484389190080
485299867070
502821785080
504792225060
507735547060
508793366952
509781035040
510805641000
511763365030
511768045070
512737981050
514731846000
514755128090
514779474030
515617244080
515684069910
515699637974
516664059020
516676198090
516718609060
517632425042
517802904060
518743403060
518807909030
520635744930
521809065022
523485609020
525396796050
527416207080
529348477070
530371387010
531299553021
540418435001
542445957080



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542446956050
543432537040
544441223000
544454408011
544458608010
551078524080
552043548040
552070923980
552076389010
552426879040
553033984070
553040056030
553051793030
553071626020
553081263080
553082989071
553091416020
554030255104
554034827080
554036616020
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554094952080
555021880061
555025849040
556009557920
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556061352914
556062552023
556095933030
556112442050
556119332050
556137945042
557083782020
557092474030
557117189060
557124539060
557128092040
557128294000
557129774091
557130674060
557143082020
557143162050
557153372060
557154032090



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557154082944
557165165034
557165167080
557165934010
557168109084
558084217000
558085417050
558088718020
558089856033
558089906070
558103756040
558113618014
558114588051
558118936090
558119160052
558123428010
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558152242053
558162699030
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559088072070
559114248010
559130020090
559133719000
560083572050
560084247010
560084276020
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560099129030
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560172845090
560198640064
561043192001
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561082269073



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561090128030
561092328030
561115540060
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561116992090
561155156090
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561181930094
562057034010
562060593010
562173019060
562203033023
562204547000
564200160080
565157749090
565169014080
566020619070
566030203091
566170930010
566177564000
567060697060
567185397020
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586251448030
586262180023
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586266443030
586266517090
586267953010
586269654010
624527227030



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626243926010
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664633160000
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676386695000
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766828301073
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865536449010
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876625895050
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877690866040
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877861459070
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879882873060
879914983043
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880976007080

The following is the listing of 540 transformers that experienced an interruption:

13108950403
25977012502
28853326101
28854127307
28983694409
29082415003
29269869001
29467023003
33199308401
33764838003
33834502609
34136432705
34720666000
35144308608
35756182107
35853676808
35947174004
35950154701
36154111405
36628007303
36631779001
37402464902
37402584002
37511547708
37606939600
37608031109
37609670601



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37803457309
37804600407
37900207300
45894255706
45999191909
46587008505
46685501806
46686381308
46686755101
46771997802
47838325201
47941827406
48125771703
48226715805
48313875106
48314010109
48314392605
48416827305
48516761001
48645073000
49115130206
49204943209
49302507906
50479054603
50575627500
51179679509
51273448406
51274887403
51275331000
51277070009
51277801801
51371431105
51466992101
51469723003
51486012209
51562754203
51565641604
51570342601
51572112107
51578898005
51667669407
51759558608
51767954100
51963908401
52050454206
52051305808



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52245782809
52247846201
52248734104
52286376007
52346680901
52347021501
52540393302
52543344108
52543447306
52934658203
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53139222901
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54041484003
54041491107
54041866704
54146046401
54244585907
54440688708
54933902709
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55303568701
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55306698207
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55403433804
55403604609
55403634800
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55502049006
55502218002
55502628006
55502683902
55503081001
55510031005
55600709601
55610488305
55610621404



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55612495406
55612638100
55614992105
55708057007
55714965203
55715042711
55716844306
55808721304
55812135708
55815182502
55817442609
55817812601
55908913406
55911114705
55912061206
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55917425001
55917585807
56006811405
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62762906208
62763870002
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63058773801



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63158344100
63360930009
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64020839208
64020923501
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64844612306
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65865115406
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66366637003
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66428266204



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66456962015
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66527413805
66562152109
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66623836505
66663689902
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67156012001
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67451253803
67519638302
67520013302
67550347004



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67620829807
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67741417204
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68026652109
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76281595802
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76284823105
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76387200506
76388510207
76480045902
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76582282209



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76588335207
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76878095003
76883137002
76895959304
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86348707405
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86356046307
86375493101
86479042403



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86480180903
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87171989005
87172915307
87172971908



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87188323609
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939678926660
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982607948620
998863221310



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Q 15 Data

Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	3	504062
4/13/2004	TX	4	804931
4/13/2004	TX	9	701639
4/13/2004	LAT	10	707932
4/13/2004	TX	11	503436
4/13/2004	SV	12	500332
4/13/2004	TX	14	503563
4/13/2004	LAT	17	503564
4/13/2004	LAT	19	503562
4/13/2004	TX	21	504963
4/13/2004	LAT	22	503564
4/13/2004	TX	24	502533
4/13/2004	LAT	26	503564
4/13/2004	LAT	27	504061
4/13/2004	LAT	28	501236
4/13/2004	LAT	30	503564
4/13/2004	LAT	33	503561
4/13/2004	LAT	37	503562
4/13/2004	TX	38	503569
4/13/2004	LAT	40	503561
4/13/2004	LAT	45	501239
4/13/2004	TX	50	506662
4/13/2004	SV	51	503564
4/13/2004	LAT	52	506666
4/13/2004	LAT	55	803437
4/13/2004	TX	57	503761
4/13/2004	LAT	58	701043
4/13/2004	LAT	63	506662
4/13/2004	LAT	66	703542
4/13/2004	LAT	69	301133
4/13/2004	TX	74	811361
4/13/2004	LAT	75	503132
4/13/2004	TX	80	807335
4/13/2004	TX	81	503435
4/13/2004	LAT	83	504061
4/13/2004	SV	84	500537
4/13/2004	TX	86	704032
4/13/2004	TX	87	402137
4/13/2004	LAT	90	503134
4/13/2004	LAT	93	404239
4/13/2004	TX	94	402835
4/13/2004	LAT	98	503964
4/13/2004	TX	100	501763
4/13/2004	TX	101	503434
4/13/2004	LAT	102	501764



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	104	106232
4/13/2004	LAT	105	501763
4/13/2004	TX	110	801634
4/13/2004	TX	113	806034
4/13/2004	LAT	115	807835
4/13/2004	LAT	116	501239
4/13/2004	LAT	121	502631
4/13/2004	TX	122	700843
4/13/2004	FDR	127	501765
4/13/2004	LAT	128	501766
4/13/2004	FDR	129	403632
4/13/2004	FDR	130	403633
4/13/2004	LAT	131	505462
4/13/2004	TX	133	504368
4/13/2004	LAT	134	506164
4/13/2004	FDR	135	400935
4/13/2004	TX	139	700836
4/13/2004	LAT	141	503963
4/13/2004	SEC	142	502637
4/13/2004	TX	143	703034
4/13/2004	FDR	145	503633
4/13/2004	LAT	146	502636
4/13/2004	LAT	147	503864
4/13/2004	LAT	148	503961
4/13/2004	LAT	149	506161
4/13/2004	FDR	150	400931
4/13/2004	TX	152	507261
4/13/2004	TX	154	400934
4/13/2004	LAT	155	503631
4/13/2004	LAT	156	503567
4/13/2004	FDR	157	400934
4/13/2004	LAT	158	501762
4/13/2004	LAT	159	501766
4/13/2004	LAT	160	507261
4/13/2004	LAT	162	400933
4/13/2004	LAT	164	405637
4/13/2004	LAT	167	502635
4/13/2004	LAT	171	507263
4/13/2004	LAT	176	503431
4/13/2004	LAT	177	407861
4/13/2004	LAT	178	502636
4/13/2004	LAT	180	502631
4/13/2004	LAT	181	503967
4/13/2004	OCR	182	407861
4/13/2004	FDR	186	506767
4/13/2004	LAT	187	506165
4/13/2004	LAT	190	501833
4/13/2004	LAT	191	506768
4/13/2004	FDR	192	507461



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	194	402831
4/13/2004	LAT	195	408861
4/13/2004	LAT	196	503963
4/13/2004	LAT	200	503862
4/13/2004	FDR	201	501762
4/13/2004	TX	202	501764
4/13/2004	SEC	204	501763
4/13/2004	LAT	206	400932
4/13/2004	LAT	207	400932
4/13/2004	TX	208	501132
4/13/2004	SEC	209	502637
4/13/2004	LAT	210	507661
4/13/2004	OCR	213	407665
4/13/2004	LAT	216	502167
4/13/2004	TX	217	503864
4/13/2004	TX	219	503967
4/13/2004	TX	220	407666
4/13/2004	TX	224	400831
4/13/2004	TX	225	407666
4/13/2004	LAT	226	505462
4/13/2004	TX	228	400932
4/13/2004	TX	229	502939
4/13/2004	TX	230	501764
4/13/2004	TX	234	502464
4/13/2004	TX	236	502632
4/13/2004	TX	237	503961
4/13/2004	LAT	238	502635
4/13/2004	LAT	241	507263
4/13/2004	LAT	244	402032
4/13/2004	LAT	246	501763
4/13/2004	LAT	250	100533
4/13/2004	LAT	254	406764
4/13/2004	TX	257	403031
4/13/2004	LAT	258	503961
4/13/2004	LAT	259	502538
4/13/2004	TX	262	100433
4/13/2004	LAT	267	400832
4/13/2004	LAT	269	407232
4/13/2004	LAT	270	301331
4/13/2004	TX	271	406763
4/13/2004	LAT	273	506164
4/13/2004	TX	275	405264
4/13/2004	LAT	277	507263
4/13/2004	LAT	278	506768
4/13/2004	LAT	279	500766
4/13/2004	LAT	280	503961
4/13/2004	FDR	281	503965
4/13/2004	LAT	282	503964
4/13/2004	LAT	283	408665



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	284	303162
4/13/2004	FDR	285	501766
4/13/2004	LAT	286	405262
4/13/2004	TX	288	501763
4/13/2004	LAT	289	503967
4/13/2004	LAT	291	503967
4/13/2004	LAT	292	403034
4/13/2004	SEC	297	400338
4/13/2004	LAT	299	502636
4/13/2004	TX	302	402538
4/13/2004	SEC	303	503961
4/13/2004	FDR	307	506163
4/13/2004	FDR	308	503639
4/13/2004	LAT	309	403134
4/13/2004	TX	310	506761
4/13/2004	LAT	311	407663
4/13/2004	LAT	313	502636
4/13/2004	SEC	315	502631
4/13/2004	TX	317	503634
4/13/2004	LAT	322	502066
4/13/2004	TX	324	504963
4/13/2004	TX	326	505664
4/13/2004	LAT	328	400934
4/13/2004	TX	329	505662
4/13/2004	LAT	330	501833
4/13/2004	LAT	331	505462
4/13/2004	FDR	333	501768
4/13/2004	TX	336	400334
4/13/2004	LAT	338	506461
4/13/2004	SEC	339	404631
4/13/2004	LAT	340	507261
4/13/2004	TX	343	503967
4/13/2004	LAT	344	306132
4/13/2004	LAT	345	507262
4/13/2004	LAT	347	504762
4/13/2004	LAT	348	505664
4/13/2004	LAT	351	506161
4/13/2004	LAT	352	506461
4/13/2004	LAT	353	505462
4/13/2004	LAT	354	502631
4/13/2004	OCR	355	502462
4/13/2004	TX	356	406764
4/13/2004	LAT	365	502462
4/13/2004	LAT	373	502461
4/13/2004	SEC	374	503863
4/13/2004	FDR	376	402133
4/13/2004	TX	377	401833
4/13/2004	LAT	382	401835
4/13/2004	OCR	383	502636



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	384	505063
4/13/2004	TX	386	406762
4/13/2004	OCR	387	502461
4/13/2004	LAT	389	507662
4/13/2004	FDR	390	704665
4/13/2004	TX	391	406762
4/13/2004	LAT	392	503963
4/13/2004	LAT	393	400833
4/13/2004	LAT	397	503863
4/13/2004	LAT	405	503631
4/13/2004	LAT	406	502464
4/13/2004	FDR	409	408165
4/13/2004	LAT	413	400332
4/13/2004	FDR	414	802531
4/13/2004	SV	415	402634
4/13/2004	LAT	416	503637
4/13/2004	LAT	417	502462
4/13/2004	LAT	418	501764
4/13/2004	TX	419	401831
4/13/2004	LAT	421	401761
4/13/2004	LAT	425	503963
4/13/2004	SV	428	402634
4/13/2004	LAT	429	506763
4/13/2004	TX	430	502161
4/13/2004	LAT	435	504762
4/13/2004	SV	437	503562
4/13/2004	LAT	438	408561
4/13/2004	SV	441	404133
4/13/2004	TX	447	400336
4/13/2004	LAT	448	502462
4/13/2004	LAT	450	503566
4/13/2004	LAT	455	504370
4/13/2004	LAT	460	401838
4/13/2004	TX	464	502462
4/13/2004	OCR	465	402032
4/13/2004	LAT	466	502534
4/13/2004	TX	469	503435
4/13/2004	SEC	471	403931
4/13/2004	TX	472	505065
4/13/2004	TX	473	406761
4/13/2004	TX	480	503962
4/13/2004	LAT	481	403935
4/13/2004	LAT	486	503962
4/13/2004	TX	488	402831
4/13/2004	TX	490	406762
4/13/2004	LAT	491	500663
4/13/2004	TX	492	408161
4/13/2004	TX	495	400934
4/13/2004	TX	496	401835



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	498	500768
4/13/2004	LAT	499	405334
4/13/2004	LAT	500	810263
4/13/2004	TX	502	504369
4/13/2004	SV	504	807033
4/13/2004	LAT	506	501763
4/13/2004	LAT	507	503963
4/13/2004	SV	508	502636
4/13/2004	LAT	511	502464
4/13/2004	LAT	512	503862
4/13/2004	LAT	514	502464
4/13/2004	LAT	515	504963
4/13/2004	LAT	517	507461
4/13/2004	LAT	519	502636
4/13/2004	TX	520	402731
4/13/2004	LAT	521	501832
4/13/2004	SV	522	401762
4/13/2004	TX	523	500534
4/13/2004	LAT	525	504966
4/13/2004	LAT	527	501833
4/13/2004	LAT	528	503635
4/13/2004	LAT	530	408161
4/13/2004	SV	534	407735
4/13/2004	TX	535	501761
4/13/2004	SV	537	502636
4/13/2004	LAT	538	300431
4/13/2004	SV	539	503861
4/13/2004	LAT	540	402634
4/13/2004	SV	543	502464
4/13/2004	SV	544	504962
4/13/2004	LAT	546	204062
4/13/2004	LAT	551	503569
4/13/2004	TX	553	402635
4/13/2004	SV	557	507261
4/13/2004	LAT	559	502167
4/13/2004	LAT	562	101864
4/13/2004	LAT	566	507263
4/13/2004	LAT	568	501761
4/13/2004	LAT	570	504762
4/13/2004	LAT	571	507263
4/13/2004	LAT	572	804636
4/13/2004	LAT	575	804338
4/13/2004	LAT	576	507263
4/13/2004	FDR	577	500634
4/13/2004	LAT	580	507263
4/13/2004	LAT	582	402731
4/13/2004	TX	583	400331
4/13/2004	LAT	585	500664
4/13/2004	TX	586	406761



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	587	407235
4/13/2004	MTR	590	503639
4/13/2004	LAT	591	406063
4/13/2004	LAT	594	505662
4/13/2004	LAT	595	507263
4/13/2004	SEC	596	500664
4/13/2004	LAT	597	506162
4/13/2004	FDR	599	701637
4/13/2004	TX	601	502931
4/13/2004	SEC	602	500663
4/13/2004	LAT	605	502563
4/13/2004	TX	606	504662
4/13/2004	LAT	608	502464
4/13/2004	TX	609	804338
4/13/2004	LAT	610	404631
4/13/2004	FDR	611	400931
4/13/2004	LAT	612	502561
4/13/2004	LAT	615	407663
4/13/2004	LAT	616	406062
4/13/2004	LAT	618	507662
4/13/2004	SEC	622	506036
4/13/2004	LAT	623	504667
4/13/2004	OCR	627	406063
4/13/2004	FDR	630	410462
4/13/2004	FDR	632	408762
4/13/2004	SV	633	406062
4/13/2004	SV	636	807831
4/13/2004	LAT	637	501239
4/13/2004	LAT	640	506762
4/13/2004	LAT	642	503863
4/13/2004	LAT	643	406062
4/13/2004	SV	645	406435
4/13/2004	LAT	648	503636
4/13/2004	LAT	649	807331
4/13/2004	FDR	650	406163
4/13/2004	LAT	651	405531
4/13/2004	TX	653	502563
4/13/2004	LAT	655	504662
4/13/2004	TX	656	502065
4/13/2004	TX	661	403035
4/13/2004	TX	670	504965
4/13/2004	LAT	672	406062
4/13/2004	TX	677	406165
4/13/2004	TX	680	500663
4/13/2004	LAT	681	500763
4/13/2004	SV	682	403133
4/13/2004	TX	685	502462
4/13/2004	LAT	687	410161
4/13/2004	TX	690	502834



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Ticket Create Date	Interupt Type	Ticket No	Feeder No
4/13/2004	LAT	695	500434
4/13/2004	TX	696	406161
4/13/2004	LAT	698	407162
4/13/2004	LAT	701	406061
4/13/2004	TX	705	506461
4/13/2004	TX	707	405262
4/13/2004	LAT	708	407162
4/13/2004	TX	712	402731
4/13/2004	TX	713	406062
4/13/2004	TX	716	503568
4/13/2004	SV	717	403934
4/13/2004	LAT	718	502061
4/13/2004	FDR	723	404933
4/13/2004	TX	724	407162
4/13/2004	TX	725	500131
4/13/2004	SV	727	409361
4/13/2004	SV	728	406166
4/13/2004	TX	729	406063
4/13/2004	LAT	730	408334
4/13/2004	LAT	731	401631
4/13/2004	LAT	732	503133
4/13/2004	LAT	735	403434
4/13/2004	TX	736	401632
4/13/2004	SEC	738	501766
4/13/2004	TX	739	403432
4/13/2004	TX	740	407034
4/13/2004	LAT	741	410461
4/13/2004	LAT	742	300963
4/13/2004	LAT	743	505365
4/13/2004	LAT	744	406164
4/13/2004	LAT	747	502636
4/13/2004	TX	750	401632
4/13/2004	SV	754	403439
4/13/2004	FDR	760	401131
4/13/2004	SV	761	403439
4/13/2004	TX	763	501133
4/13/2004	LAT	764	403436
4/13/2004	FDR	765	403432
4/13/2004	LAT	767	503569
4/13/2004	TX	768	506662
4/13/2004	LAT	769	407031
4/13/2004	OCR	772	402761
4/13/2004	LAT	773	407033
4/13/2004	SV	774	400532
4/13/2004	TX	775	804139
4/13/2004	LAT	776	504431
4/13/2004	LAT	785	406434
4/13/2004	SEC	786	501832
4/13/2004	LAT	791	403434



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	794	404631
4/13/2004	TX	795	503569
4/13/2004	TX	796	407162
4/13/2004	LAT	797	406167
4/13/2004	SEC	798	403432
4/13/2004	LAT	800	406167
4/13/2004	LAT	802	504361
4/13/2004	TX	803	406167
4/13/2004	TX	804	704662
4/13/2004	TX	810	403431
4/13/2004	TX	811	504369
4/13/2004	TX	812	407031
4/13/2004	SV	816	403133
4/13/2004	TX	818	406166
4/13/2004	TX	821	501763
4/13/2004	TX	822	404434
4/13/2004	LAT	823	406061
4/13/2004	SV	825	403432
4/13/2004	SV	826	410461
4/13/2004	TX	827	408334
4/13/2004	TX	829	504762
4/13/2004	TX	831	404938
4/13/2004	LAT	832	401533
4/13/2004	FDR	833	804636
4/13/2004	SV	834	505365
4/13/2004	LAT	836	400932
4/13/2004	LAT	837	504533
4/13/2004	LAT	838	504666
4/13/2004	TX	839	408562
4/13/2004	TX	844	503969
4/13/2004	LAT	845	404939
4/13/2004	FDR	853	404631
4/13/2004	SV	854	500833
4/13/2004	LAT	856	408263
4/13/2004	SEC	858	502636
4/13/2004	SV	860	406164
4/13/2004	TX	861	405161
4/13/2004	TX	862	407031
4/13/2004	LAT	864	501766
4/13/2004	LAT	866	504762
4/13/2004	TX	869	407032
4/13/2004	LAT	871	504961
4/13/2004	TX	872	401135
4/13/2004	LAT	873	404935
4/13/2004	SV	874	406163
4/13/2004	FDR	876	701831
4/13/2004	SV	877	502635
4/13/2004	SV	878	405937
4/13/2004	LAT	879	401134



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	880	401134
4/13/2004	TX	889	400831
4/13/2004	TX	891	501239
4/13/2004	LAT	892	404939
4/13/2004	LAT	893	406764
4/13/2004	FDR	895	400934
4/13/2004	TX	898	408561
4/13/2004	SV	899	406167
4/13/2004	LAT	902	507662
4/13/2004	LAT	909	502638
4/13/2004	LAT	910	400833
4/13/2004	LAT	913	404938
4/13/2004	TX	918	404935
4/13/2004	TX	920	410461
4/13/2004	LAT	921	404936
4/13/2004	TX	926	408333
4/13/2004	TX	928	500833
4/13/2004	LAT	930	501766
4/13/2004	LAT	936	403431
4/13/2004	TX	942	403433
4/13/2004	TX	943	407161
4/13/2004	SV	944	504533
4/13/2004	LAT	945	503569
4/13/2004	LAT	948	505662
4/13/2004	TX	949	502635
4/13/2004	LAT	950	502463
4/13/2004	LAT	957	401831
4/13/2004	LAT	958	503569
4/13/2004	OCR	963	400934
4/13/2004	TX	964	407031
4/13/2004	TX	966	406764
4/13/2004	TX	967	407031
4/13/2004	LAT	972	400934
4/13/2004	LAT	978	503134
4/13/2004	TX	979	402731
4/13/2004	LAT	985	401633
4/13/2004	SV	987	401133
4/13/2004	LAT	989	502635
4/13/2004	TX	990	406167
4/13/2004	TX	991	703732
4/13/2004	LAT	994	505264
4/13/2004	LAT	1000	406061
4/13/2004	LAT	1004	504965
4/13/2004	TX	1005	400332
4/13/2004	LAT	1008	506662
4/13/2004	TX	1012	702035
4/13/2004	FDR	1027	811562
4/13/2004	TX	1029	404533
4/13/2004	TX	1030	108433



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	1033	404938
4/13/2004	LAT	1034	405262
4/13/2004	LAT	1037	402731
4/13/2004	TX	1038	504365
4/13/2004	TX	1042	704032
4/13/2004	TX	1052	504961
4/13/2004	TX	1060	506765
4/13/2004	TX	1062	501763
4/13/2004	TX	1064	801834
4/13/2004	TX	1065	505063
4/13/2004	TX	1074	502067
4/13/2004	SEC	1076	400338
4/13/2004	TX	1077	403034
4/13/2004	LAT	1078	505064
4/13/2004	TX	1079	800732
4/13/2004	TX	1081	502168
4/13/2004	OCR	1083	810366
4/13/2004	SV	1084	505464
4/13/2004	LAT	1087	407666
4/13/2004	TX	1088	400831
4/13/2004	TX	1089	506762
4/13/2004	LAT	1090	806031
4/13/2004	SV	1091	502464
4/13/2004	LAT	1092	503967
4/13/2004	LAT	1099	800740
4/13/2004	LAT	1100	805831
4/13/2004	LAT	1103	801433
4/13/2004	LAT	1104	807835
4/13/2004	FDR	1106	403433
4/13/2004	LAT	1109	402834
4/13/2004	TX	1111	502631
4/13/2004	TX	1114	407232
4/13/2004	LAT	1120	400933
4/13/2004	LAT	1121	805635
4/13/2004	LAT	1123	503564
4/13/2004	SV	1129	409361
4/13/2004	LAT	1131	500135
4/13/2004	LAT	1132	700934
4/13/2004	FDR	1133	403134
4/13/2004	LAT	1136	501132
4/13/2004	LAT	1137	404632
4/13/2004	SV	1140	807634
4/13/2004	TX	1144	503963
4/13/2004	SV	1146	408762
4/13/2004	TX	1147	801234
4/13/2004	SV	1150	406761
4/13/2004	LAT	1153	808734
4/13/2004	LAT	1160	706264
4/13/2004	SV	1161	406164



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	1163	805532
4/13/2004	LAT	1164	807731
4/13/2004	SV	1167	804632
4/13/2004	TX	1168	806334
4/13/2004	LAT	1169	503637
4/13/2004	FDR	1171	707661
4/13/2004	TX	1172	801940
4/13/2004	SEC	1177	806034
4/13/2004	SV	1178	700235
4/13/2004	TX	1182	802233
4/13/2004	LAT	1183	201135
4/13/2004	TX	1184	809339
4/13/2004	SV	1187	500761
4/13/2004	TX	1190	503569
4/13/2004	TX	1191	501235
4/13/2004	TX	1193	808166
4/13/2004	TX	1195	801935
4/13/2004	LAT	1197	107631
4/13/2004	LAT	1200	805335
4/13/2004	LAT	1202	803436
4/13/2004	TX	1205	502464
4/13/2004	LAT	1207	504961
4/13/2004	TX	1208	403133
4/13/2004	LAT	1209	707265
4/13/2004	TX	1210	400831
4/13/2004	LAT	1212	507263
4/13/2004	TX	1213	504762
4/13/2004	SEC	1215	503763
4/13/2004	SV	1218	401133
4/13/2004	SEC	1219	803637
4/13/2004	LAT	1220	704262
4/13/2004	LAT	1222	704761
4/13/2004	TX	1223	808537
4/13/2004	SEC	1231	802232
4/13/2004	LAT	1238	505462
4/13/2004	FDR	1244	804636
4/13/2004	TX	1245	506161
4/13/2004	TX	1247	803434
4/13/2004	SV	1248	503863
4/13/2004	LAT	1252	406063
4/13/2004	LAT	1255	801838
4/13/2004	TX	1256	503631
4/13/2004	SV	1257	402032
4/13/2004	TX	1258	807731
4/13/2004	LAT	1261	801938
4/13/2004	LAT	1262	801035
4/13/2004	SV	1270	408762
4/13/2004	OCR	1271	406063
4/13/2004	LAT	1274	706961



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	1277	801431
4/13/2004	TX	1283	502161
4/13/2004	TX	1285	406063
4/13/2004	TX	1286	406762
4/13/2004	TX	1287	806841
4/13/2004	LAT	1293	808531
4/13/2004	SV	1294	502461
4/13/2004	TX	1296	809135
4/13/2004	TX	1297	501137
4/13/2004	TX	1302	507461
4/13/2004	LAT	1303	808531
4/13/2004	TX	1304	802437
4/13/2004	LAT	1305	507263
4/13/2004	SEC	1306	503569
4/13/2004	TX	1307	805733
4/13/2004	TX	1312	806338
4/13/2004	LAT	1314	802237
4/13/2004	LAT	1318	500768
4/13/2004	TX	1319	506764
4/13/2004	TX	1320	502464
4/13/2004	LAT	1330	808731
4/13/2004	LAT	1331	811065
4/13/2004	LAT	1332	502464
4/13/2004	SV	1333	401135
4/13/2004	TX	1337	401632
4/13/2004	TX	1338	406062
4/13/2004	LAT	1340	502464
4/13/2004	TX	1343	506664
4/13/2004	TX	1344	800442
4/13/2004	TX	1349	803637
4/13/2004	LAT	1350	502634
4/13/2004	SEC	1352	700234
4/13/2004	TX	1356	803037
4/13/2004	TX	1357	502462
4/13/2004	LAT	1359	506164
4/13/2004	SV	1361	803439
4/13/2004	TX	1366	504962
4/13/2004	LAT	1370	701536
4/13/2004	LAT	1371	400833
4/13/2004	TX	1374	400533
4/13/2004	LAT	1376	801435
4/13/2004	SV	1380	403935
4/13/2004	SV	1385	700832
4/13/2004	FDR	1387	802233
4/13/2004	SV	1395	502464
4/13/2004	LAT	1396	400934
4/13/2004	SV	1403	402731
4/13/2004	TX	1404	405531
4/13/2004	TX	1405	407666



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	FDR	1407	801836
4/13/2004	TX	1409	503262
4/13/2004	LAT	1411	502462
4/13/2004	LAT	1412	404937
4/13/2004	TX	1417	100833
4/13/2004	TX	1418	407032
4/13/2004	LAT	1424	800739
4/13/2004	LAT	1425	100632
4/13/2004	SV	1427	409961
4/13/2004	SV	1428	700736
4/13/2004	TX	1433	700840
4/13/2004	TX	1436	101931
4/13/2004	LAT	1437	701532
4/13/2004	SV	1440	703833
4/13/2004	SV	1442	501136
4/13/2004	LAT	1444	504367
4/13/2004	SV	1447	407031
4/13/2004	TX	1452	502464
4/13/2004	TX	1458	501137
4/13/2004	SV	1459	500537
4/13/2004	TX	1462	102361
4/13/2004	SV	1463	401761
4/13/2004	SV	1470	404437
4/13/2004	SEC	1477	502461
4/13/2004	TX	1478	501131
4/13/2004	SV	1482	505166
4/13/2004	TX	1483	100135
4/13/2004	TX	1485	405534
4/13/2004	TX	1488	407665
4/13/2004	LAT	1490	303161
4/13/2004	TX	1494	303161
4/13/2004	OCR	1495	501768
4/13/2004	TX	1498	404937
4/13/2004	LAT	1500	504431
4/13/2004	LAT	1501	401634
4/13/2004	LAT	1502	503566
4/13/2004	LAT	1504	401832
4/13/2004	OCR	1506	205361
4/13/2004	LAT	1512	506361
4/13/2004	LAT	1517	504431
4/13/2004	TX	1523	501132
4/13/2004	LAT	1527	503562
4/13/2004	TX	1528	106862
4/13/2004	LAT	1530	505464
4/13/2004	TX	1532	503132
4/13/2004	LAT	1533	102631
4/13/2004	LAT	1535	201031
4/13/2004	TX	1538	407666
4/13/2004	TX	1540	408334



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	1541	700837
4/13/2004	SV	1542	406063
4/13/2004	TX	1544	704264
4/13/2004	LAT	1545	208862
4/13/2004	TX	1546	101037
4/13/2004	SV	1548	502461
4/13/2004	LAT	1550	504762
4/13/2004	SEC	1554	402638
4/13/2004	TX	1556	810061
4/13/2004	TX	1559	804432
4/13/2004	TX	1560	803531
4/13/2004	LAT	1564	501763
4/13/2004	TX	1565	702234
4/13/2004	TX	1566	400831
4/13/2004	TX	1568	803134
4/13/2004	LAT	1571	505464
4/13/2004	LAT	1572	506262
4/13/2004	SV	1578	503569
4/13/2004	TX	1587	503961
4/13/2004	TX	1599	811261
4/13/2004	TX	1600	503631
4/13/2004	TX	1603	500766
4/13/2004	TX	1604	502464
4/13/2004	TX	1606	810061
4/13/2004	SV	1607	404133
4/13/2004	TX	1610	406164
4/13/2004	SV	1611	705235
4/13/2004	SV	1619	501536
4/13/2004	LAT	1620	207261
4/13/2004	TX	1621	400933
4/13/2004	SV	1623	502562
4/13/2004	SV	1625	506162
4/13/2004	TX	1628	401831
4/13/2004	LAT	1631	503564
4/13/2004	SV	1638	700736
4/13/2004	SV	1640	501132
4/13/2004	LAT	1641	401761
4/13/2004	TX	1644	503961
4/13/2004	TX	1645	808731
4/13/2004	TX	1651	406762
4/13/2004	SEC	1654	706462
4/13/2004	LAT	1659	107631
4/13/2004	LAT	1665	503569
4/13/2004	TX	1666	100831
4/13/2004	TX	1670	300732
4/13/2004	MTR	1672	800635
4/13/2004	SV	1674	703834
4/13/2004	LAT	1675	400231
4/13/2004	TX	1677	507263



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	SV	1685	708162
4/13/2004	TX	1686	807436
4/13/2004	TX	1692	500664
4/13/2004	TX	1693	810061
4/13/2004	TX	1694	503961
4/13/2004	LAT	1699	507461
4/13/2004	SV	1704	503634
4/13/2004	LAT	1707	101534
4/13/2004	LAT	1711	506664
4/13/2004	LAT	1713	402731
4/13/2004	SV	1715	802240
4/13/2004	SV	1716	400336
4/13/2004	TX	1717	201033
4/13/2004	LAT	1720	101038
4/13/2004	SV	1722	501136
4/13/2004	LAT	1725	105131
4/13/2004	TX	1727	503565
4/13/2004	TX	1728	500335
4/13/2004	SV	1730	202036
4/13/2004	TX	1731	804334
4/13/2004	LAT	1735	503963
4/13/2004	TX	1740	808331
4/13/2004	LAT	1743	106533
4/13/2004	FDR	1745	809935
4/13/2004	TX	1747	506666
4/13/2004	SEC	1750	803233
4/13/2004	TX	1751	805835
4/13/2004	TX	1753	507263
4/13/2004	TX	1759	502635
4/13/2004	SV	1762	502462
4/13/2004	LAT	1767	409634
4/13/2004	SV	1769	503631
4/13/2004	LAT	1775	502462
4/13/2004	SV	1776	801433
4/13/2004	LAT	1786	503863
4/13/2004	LAT	1790	502463
4/13/2004	LAT	1794	407162
4/13/2004	TX	1795	401631
4/13/2004	TX	1799	500435
4/13/2004	TX	1800	704264
4/13/2004	TX	1801	401831
4/13/2004	TX	1804	407033
4/13/2004	LAT	1807	501766
4/13/2004	SV	1809	807936
4/13/2004	TX	1810	706261
4/13/2004	SV	1814	403932
4/13/2004	TX	1815	800431
4/13/2004	SV	1818	407033
4/13/2004	TX	1820	806737



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	SV	1821	701036
4/13/2004	TX	1822	102431
4/13/2004	TX	1825	405535
4/13/2004	TX	1826	504368
4/13/2004	SV	1827	502461
4/13/2004	LAT	1830	503564
4/13/2004	TX	1832	507261
4/13/2004	SV	1834	804833
4/13/2004	TX	1836	808936
4/13/2004	TX	1839	503138
4/13/2004	LAT	1840	407162
4/13/2004	MTR	1842	805834
4/13/2004	TX	1846	803432
4/13/2004	TX	1847	807831
4/13/2004	SV	1851	502066
4/13/2004	TX	1852	811833
4/13/2004	SV	1854	406167
4/13/2004	TX	1863	704032
4/13/2004	SV	1864	503864
4/13/2004	LAT	1870	408861
4/13/2004	SV	1872	502462
4/13/2004	TX	1874	801837
4/13/2004	LAT	1878	801735
4/13/2004	OCR	1882	406063
4/13/2004	TX	1889	806935
4/13/2004	TX	1891	204261
4/13/2004	TX	1892	102634
4/13/2004	LAT	1895	201031
4/13/2004	TX	1897	504368
4/13/2004	TX	1898	410661
4/13/2004	LAT	1899	405861
4/13/2004	TX	1905	502161
4/13/2004	TX	1907	207362
4/13/2004	LAT	1909	506163
4/13/2004	LAT	1914	407162
4/13/2004	FDR	1915	203433
4/13/2004	TX	1916	100235
4/13/2004	SV	1919	405261
4/13/2004	SV	1920	402933
4/13/2004	LAT	1922	501763
4/13/2004	SV	1923	504962
4/13/2004	LAT	1924	406063
4/13/2004	SV	1929	108261
4/13/2004	SV	1930	500134
4/13/2004	OCR	1932	402638
4/13/2004	SV	1936	504762
4/13/2004	TX	1938	808433
4/13/2004	LAT	1939	502464
4/13/2004	LAT	1940	406063



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	1943	506163
4/13/2004	OCR	1947	407162
4/13/2004	LAT	1951	500837
4/13/2004	TX	1954	405762
4/13/2004	LAT	1955	505061
4/13/2004	TX	1956	808537
4/13/2004	SV	1958	406164
4/13/2004	TX	1960	503964
4/13/2004	SEC	1963	803432
4/13/2004	TX	1974	400931
4/13/2004	LAT	1975	402638
4/13/2004	LAT	1976	506163
4/13/2004	SEC	1980	203134
4/13/2004	LAT	1981	503963
4/13/2004	SV	1983	703432
4/13/2004	LAT	1986	501765
4/13/2004	TX	1988	803233
4/13/2004	TX	1989	505763
4/13/2004	LAT	1991	405861
4/13/2004	SV	1998	706534
4/13/2004	TX	2000	406763
4/13/2004	LAT	2003	409532
4/13/2004	TX	2005	702234
4/13/2004	LAT	2006	506361
4/13/2004	TX	2009	501133
4/13/2004	SV	2011	808732
4/13/2004	TX	2019	407665
4/13/2004	SV	2025	809761
4/13/2004	LAT	2026	504535
4/13/2004	SV	2031	807831
4/13/2004	TX	2036	101933
4/13/2004	SV	2037	409962
4/13/2004	SV	2042	400934
4/13/2004	LAT	2046	105061
4/13/2004	SV	2050	401131
4/13/2004	LAT	2052	506161
4/13/2004	TX	2065	101538
4/13/2004	TX	2070	503961
4/13/2004	FDR	2071	301461
4/13/2004	SV	2073	705164
4/13/2004	TX	2074	502636
4/13/2004	SV	2079	505264
4/13/2004	SV	2082	407162
4/13/2004	TX	2085	407333
4/13/2004	TX	2090	405937
4/13/2004	TX	2091	805832
4/13/2004	TX	2105	202633
4/13/2004	LAT	2113	408262
4/13/2004	LAT	2114	506361



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	2115	105061
4/13/2004	TX	2120	403132
4/13/2004	LAT	2125	401432
4/13/2004	TX	2128	408862
4/13/2004	TX	2134	501765
4/13/2004	LAT	2135	704766
4/13/2004	LAT	2138	403432
4/13/2004	LAT	2139	502636
4/13/2004	SV	2143	801134
4/13/2004	LAT	2152	504762
4/13/2004	TX	2156	700736
4/13/2004	TX	2160	504365
4/13/2004	TX	2161	503965
4/13/2004	SV	2162	505461
4/13/2004	LAT	2164	503134
4/13/2004	TX	2165	401763
4/13/2004	LAT	2168	504061
4/13/2004	TX	2171	408762
4/13/2004	LAT	2174	704264
4/13/2004	SV	2175	700431
4/13/2004	TX	2180	401761
4/13/2004	TX	2181	501763
4/13/2004	FDR	2182	407665
4/13/2004	TX	2183	503965
4/13/2004	LAT	2189	503634
4/13/2004	SV	2191	501131
4/13/2004	LAT	2192	506033
4/13/2004	TX	2195	308063
4/13/2004	TX	2196	705762
4/13/2004	SV	2199	407864
4/13/2004	LAT	2206	706162
4/13/2004	SV	2208	408762
4/13/2004	TX	2212	300961
4/13/2004	LAT	2218	408166
4/13/2004	SV	2220	403435
4/13/2004	TX	2222	503562
4/13/2004	TX	2227	403931
4/13/2004	TX	2229	405765
4/13/2004	TX	2235	706261
4/13/2004	LAT	2237	501764
4/13/2004	TX	2240	504368
4/13/2004	SV	2241	805133
4/13/2004	SEC	2242	402831
4/13/2004	SEC	2246	803636
4/13/2004	TX	2249	802435
4/13/2004	TX	2251	101538
4/13/2004	LAT	2256	300631
4/13/2004	TX	2259	400831
4/13/2004	LAT	2261	403434



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	2264	301133
4/13/2004	LAT	2266	700139
4/13/2004	LAT	2268	706362
4/13/2004	LAT	2272	806034
4/13/2004	SV	2278	500766
4/13/2004	LAT	2279	106364
4/13/2004	TX	2280	504664
4/13/2004	LAT	2287	406163
4/13/2004	TX	2293	501763
4/13/2004	LAT	2294	406163
4/13/2004	LAT	2296	201831
4/13/2004	TX	2297	805233
4/13/2004	TX	2300	406062
4/13/2004	TX	2304	401134
4/13/2004	TX	2306	408263
4/13/2004	LAT	2312	407031
4/13/2004	TX	2314	500767
4/13/2004	TX	2315	404133
4/13/2004	TX	2320	404032
4/13/2004	LAT	2324	507263
4/13/2004	TX	2326	402731
4/13/2004	LAT	2327	502631
4/13/2004	SEC	2330	100235
4/13/2004	OCR	2335	503963
4/13/2004	LAT	2339	408662
4/13/2004	TX	2340	401762
4/13/2004	TX	2342	502464
4/13/2004	LAT	2344	801635
4/13/2004	LAT	2347	502462
4/13/2004	LAT	2350	407164
4/13/2004	SV	2354	702739
4/13/2004	TX	2358	407931
4/13/2004	TX	2359	400933
4/13/2004	SV	2361	804634
4/13/2004	TX	2365	806935
4/13/2004	TX	2369	407033
4/13/2004	TX	2370	408462
4/13/2004	TX	2372	406762
4/13/2004	LAT	2373	401432
4/13/2004	SV	2376	406765
4/13/2004	SEC	2377	806533
4/13/2004	TX	2381	406062
4/13/2004	LAT	2388	410462
4/13/2004	LAT	2391	801436
4/13/2004	LAT	2393	406336
4/13/2004	LAT	2394	503864
4/13/2004	TX	2398	100137
4/13/2004	SV	2403	800535
4/13/2004	OCR	2408	502636



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Ticket Create Date	Interupt Type	Ticket No	Feeder No
4/13/2004	SV	2410	808632
4/13/2004	LAT	2411	502462
4/13/2004	LAT	2413	405034
4/13/2004	SV	2414	101033
4/13/2004	LAT	2416	108362
4/13/2004	LAT	2420	706162
4/13/2004	LAT	2423	502462
4/13/2004	TX	2427	501761
4/13/2004	SV	2431	407735
4/13/2004	TX	2432	504963
4/13/2004	TX	2436	502832
4/13/2004	SV	2437	208761
4/13/2004	LAT	2439	803134
4/13/2004	LAT	2441	502636
4/13/2004	LAT	2443	501137
4/13/2004	LAT	2448	402762
4/13/2004	TX	2449	803432
4/13/2004	TX	2450	100632
4/13/2004	TX	2459	801838
4/13/2004	TX	2462	407033
4/13/2004	SV	2463	403034
4/13/2004	LAT	2464	505163
4/13/2004	SEC	2467	506262
4/13/2004	LAT	2468	501832
4/13/2004	LAT	2471	503561
4/13/2004	SV	2472	700736
4/13/2004	LAT	2477	503569
4/13/2004	LAT	2479	804140
4/13/2004	SV	2484	503762
4/13/2004	SV	2485	810562
4/13/2004	TX	2488	705231
4/13/2004	SEC	2492	705235
4/13/2004	FDR	2495	100236
4/13/2004	LAT	2500	403034
4/13/2004	TX	2501	502067
4/13/2004	LAT	2504	500834
4/13/2004	TX	2506	805832
4/13/2004	TX	2509	701032
4/13/2004	FDR	2510	402031
4/13/2004	SV	2511	500834
4/13/2004	LAT	2512	503967
4/13/2004	TX	2513	203132
4/13/2004	TX	2515	809340
4/13/2004	TX	2526	701536
4/13/2004	TX	2527	801734
4/13/2004	SV	2530	404031
4/13/2004	SV	2535	506764
4/13/2004	SV	2537	805131
4/13/2004	TX	2539	407661



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	2541	504535
4/13/2004	TX	2542	404939
4/13/2004	LAT	2547	307761
4/13/2004	TX	2553	501763
4/13/2004	SV	2555	501833
4/13/2004	LAT	2561	306131
4/13/2004	TX	2563	404631
4/13/2004	SV	2565	404631
4/13/2004	TX	2569	400664
4/13/2004	SV	2574	500762
4/13/2004	LAT	2576	502464
4/13/2004	TX	2580	300732
4/13/2004	TX	2581	406762
4/13/2004	TX	2587	403931
4/13/2004	SV	2592	404632
4/13/2004	LAT	2597	507661
4/13/2004	LAT	2604	307762
4/13/2004	TX	2606	800638
4/13/2004	SV	2610	801234
4/13/2004	LAT	2611	501833
4/13/2004	OCR	2614	403631
4/13/2004	TX	2620	701738
4/13/2004	SV	2622	406163
4/13/2004	TX	2626	402931
4/13/2004	TX	2628	402931
4/13/2004	LAT	2631	405263
4/13/2004	SV	2637	502636
4/13/2004	TX	2639	401763
4/13/2004	LAT	2649	400739
4/13/2004	LAT	2651	300632
4/13/2004	TX	2656	407665
4/13/2004	TX	2657	407666
4/13/2004	LAT	2660	107631
4/13/2004	LAT	2662	500532
4/13/2004	LAT	2664	400932
4/13/2004	TX	2665	402636
4/13/2004	TX	2666	704668
4/13/2004	LAT	2667	500635
4/13/2004	LAT	2669	407235
4/13/2004	TX	2673	506034
4/13/2004	FDR	2674	705465
4/13/2004	TX	2678	400933
4/13/2004	SV	2683	701935
4/13/2004	LAT	2686	406163
4/13/2004	TX	2688	407033
4/13/2004	TX	2690	506664
4/13/2004	SV	2699	204132
4/13/2004	TX	2707	504965
4/13/2004	TX	2710	101937



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	2714	504367
4/13/2004	TX	2715	503967
4/13/2004	TX	2718	504368
4/13/2004	SV	2721	503636
4/13/2004	SEC	2722	808537
4/13/2004	TX	2728	702736
4/13/2004	SV	2729	804432
4/13/2004	TX	2730	104934
4/13/2004	LAT	2731	408763
4/13/2004	SV	2736	403132
4/13/2004	SV	2741	705636
4/13/2004	TX	2747	506761
4/13/2004	TX	2750	503632
4/13/2004	TX	2752	401132
4/13/2004	TX	2754	407231
4/13/2004	SEC	2755	801038
4/13/2004	TX	2758	503632
4/13/2004	LAT	2759	501762
4/13/2004	OCR	2761	306131
4/13/2004	TX	2766	407735
4/13/2004	LAT	2769	403432
4/13/2004	LAT	2770	306131
4/13/2004	TX	2773	101134
4/13/2004	LAT	2774	812361
4/13/2004	SV	2777	810434
4/13/2004	SV	2778	800443
4/13/2004	SV	2783	504962
4/13/2004	LAT	2787	502636
4/13/2004	SEC	2792	201531
4/13/2004	LAT	2794	810063
4/13/2004	TX	2796	408262
4/13/2004	TX	2803	810063
4/13/2004	TX	2806	804332
4/13/2004	SV	2809	406162
4/13/2004	SV	2816	806338
4/13/2004	TX	2817	105062
4/13/2004	TX	2819	806034
4/13/2004	LAT	2820	501764
4/13/2004	LAT	2822	503562
4/13/2004	SV	2832	801436
4/13/2004	SV	2838	803439
4/13/2004	SV	2840	505961
4/13/2004	TX	2841	406762
4/13/2004	TX	2842	700833
4/13/2004	MTR	2843	500131
4/13/2004	LAT	2844	808433
4/13/2004	OCR	2845	807161
4/13/2004	TX	2846	410462
4/13/2004	SV	2854	406763



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	2855	400337
4/13/2004	TX	2857	705235
4/13/2004	TX	2859	507662
4/13/2004	LAT	2870	700837
4/13/2004	SV	2876	400933
4/13/2004	SV	2882	504965
4/13/2004	FDR	2886	700931
4/13/2004	SEC	2887	806831
4/13/2004	LAT	2892	700731
4/13/2004	TX	2893	810061
4/13/2004	TX	2894	702032
4/13/2004	TX	2895	402835
4/13/2004	SV	2896	502636
4/13/2004	LAT	2897	406764
4/13/2004	TX	2900	700439
4/13/2004	TX	2901	704262
4/13/2004	LAT	2903	701839
4/13/2004	SEC	2904	703033
4/13/2004	TX	2908	808434
4/13/2004	TX	2909	700135
4/13/2004	SV	2910	101036
4/13/2004	TX	2911	503562
4/13/2004	LAT	2913	305232
4/13/2004	LAT	2916	704761
4/13/2004	LAT	2917	810061
4/13/2004	SV	2919	703831
4/13/2004	TX	2922	703035
4/13/2004	LAT	2923	702736
4/13/2004	TX	2926	700444
4/13/2004	TX	2929	800835
4/13/2004	SV	2935	403933
4/13/2004	LAT	2938	700635
4/13/2004	TX	2939	701131
4/13/2004	TX	2941	407032
4/13/2004	TX	2942	501232
4/13/2004	SV	2943	701132
4/13/2004	LAT	2944	702637
4/13/2004	LAT	2946	701132
4/13/2004	LAT	2948	700463
4/13/2004	LAT	2949	809766
4/13/2004	MTR	2952	100531
4/13/2004	SV	2953	700733
4/13/2004	LAT	2959	701831
4/13/2004	SV	2961	405265
4/13/2004	LAT	2963	703537
4/13/2004	LAT	2965	701938
4/13/2004	OCR	2967	101863
4/13/2004	LAT	2978	810562
4/13/2004	TX	2979	701039



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	2981	802731
4/13/2004	TX	2982	500765
4/13/2004	TX	2984	803638
4/13/2004	TX	2986	407936
4/13/2004	TX	2987	701535
4/13/2004	LAT	2988	503639
4/13/2004	LAT	2989	705635
4/13/2004	TX	2990	106462
4/13/2004	TX	2994	807335
4/13/2004	TX	2995	401837
4/13/2004	TX	2998	702133
4/13/2004	LAT	3000	503639
4/13/2004	LAT	3002	100334
4/13/2004	TX	3003	700532
4/13/2004	LAT	3005	701234
4/13/2004	LAT	3006	406063
4/13/2004	TX	3007	706532
4/13/2004	TX	3008	802434
4/13/2004	TX	3010	503961
4/13/2004	LAT	3011	700941
4/13/2004	LAT	3016	701133
4/13/2004	TX	3017	503138
4/13/2004	SV	3018	505462
4/13/2004	TX	3019	700834
4/13/2004	TX	3021	803434
4/13/2004	LAT	3022	701031
4/13/2004	LAT	3025	708932
4/13/2004	LAT	3027	405265
4/13/2004	TX	3030	505163
4/13/2004	SV	3031	504961
4/13/2004	TX	3042	501832
4/13/2004	LAT	3043	503639
4/13/2004	SV	3044	800738
4/13/2004	TX	3046	701735
4/13/2004	SV	3047	400932
4/13/2004	TX	3048	801232
4/13/2004	LAT	3052	100632
4/13/2004	TX	3057	506662
4/13/2004	LAT	3058	500632
4/13/2004	FDR	3060	810061
4/13/2004	LAT	3062	811831
4/13/2004	LAT	3064	307762
4/13/2004	TX	3065	403632
4/13/2004	TX	3066	501137
4/13/2004	TX	3069	101865
4/13/2004	TX	3070	102631
4/13/2004	TX	3076	809664
4/13/2004	SV	3078	406062
4/13/2004	OCR	3080	803132



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	SEC	3082	805735
4/13/2004	TX	3084	403433
4/13/2004	LAT	3086	406336
4/13/2004	TX	3087	408462
4/13/2004	TX	3092	804233
4/13/2004	SEC	3093	505462
4/13/2004	SV	3095	500766
4/13/2004	TX	3096	407665
4/13/2004	TX	3097	506463
4/13/2004	SV	3099	504662
4/13/2004	TX	3101	502066
4/13/2004	TX	3103	706534
4/13/2004	SV	3110	503967
4/13/2004	LAT	3114	704664
4/13/2004	TX	3115	802531
4/13/2004	LAT	3116	700534
4/13/2004	SV	3119	501062
4/13/2004	TX	3121	805237
4/13/2004	LAT	3123	400831
4/13/2004	TX	3124	300961
4/13/2004	SEC	3128	800741
4/13/2004	LAT	3131	801738
4/13/2004	TX	3139	502636
4/13/2004	SV	3141	407732
4/13/2004	SV	3151	706364
4/13/2004	TX	3152	203532
4/13/2004	FDR	3153	806038
4/13/2004	LAT	3159	400233
4/13/2004	LAT	3160	300964
4/13/2004	TX	3161	403632
4/13/2004	LAT	3162	200262
4/13/2004	TX	3165	700335
4/13/2004	TX	3169	802731
4/13/2004	SV	3172	100137
4/13/2004	LAT	3173	806038
4/13/2004	SV	3174	804440
4/13/2004	TX	3175	700731
4/13/2004	SV	3176	806835
4/13/2004	SV	3177	506161
4/13/2004	LAT	3178	504761
4/13/2004	TX	3179	400933
4/13/2004	TX	3180	500766
4/13/2004	LAT	3186	803032
4/13/2004	SEC	3187	704133
4/13/2004	SEC	3195	807935
4/13/2004	SV	3200	403632
4/13/2004	LAT	3201	807337
4/13/2004	TX	3202	503961
4/13/2004	TX	3204	502635



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	3207	506161
4/13/2004	TX	3211	201632
4/13/2004	SEC	3213	405263
4/13/2004	TX	3214	702137
4/13/2004	TX	3215	700833
4/13/2004	LAT	3218	300632
4/13/2004	SV	3221	500763
4/13/2004	TX	3225	804431
4/13/2004	TX	3226	404739
4/13/2004	TX	3228	702034
4/13/2004	TX	3229	507561
4/13/2004	TX	3238	800740
4/13/2004	LAT	3240	702632
4/13/2004	LAT	3241	504533
4/13/2004	LAT	3247	401135
4/13/2004	SV	3254	506363
4/13/2004	LAT	3260	102131
4/13/2004	SV	3262	400934
4/13/2004	TX	3264	501132
4/13/2004	SV	3265	701036
4/13/2004	FDR	3266	803032
4/13/2004	TX	3268	502067
4/13/2004	SV	3272	503765
4/13/2004	TX	3273	502932
4/13/2004	TX	3277	504761
4/13/2004	SV	3280	810931
4/13/2004	SV	3281	403633
4/13/2004	TX	3285	500834
4/13/2004	TX	3288	403633
4/13/2004	SV	3291	810934
4/13/2004	LAT	3294	503564
4/13/2004	TX	3300	106235
4/13/2004	TX	3303	700736
4/13/2004	TX	3306	806333
4/13/2004	TX	3307	501831
4/13/2004	LAT	3308	106862
4/13/2004	OCR	3312	800140
4/13/2004	SV	3314	803432
4/13/2004	TX	3315	705467
4/13/2004	SV	3317	506163
4/13/2004	TX	3321	404936
4/13/2004	SV	3326	301133
4/13/2004	TX	3328	503568
4/13/2004	TX	3329	503863
4/13/2004	LAT	3337	503639
4/13/2004	LAT	3341	100137
4/13/2004	FDR	3344	502636
4/13/2004	TX	3347	802037
4/13/2004	TX	3348	503967



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	3350	802037
4/13/2004	LAT	3353	503437
4/13/2004	SV	3357	502834
4/13/2004	SV	3358	104931
4/13/2004	LAT	3362	810562
4/13/2004	LAT	3363	404840
4/13/2004	TX	3368	501235
4/13/2004	SV	3369	701731
4/13/2004	TX	3371	100632
4/13/2004	LAT	3380	501762
4/13/2004	SEC	3388	503564
4/13/2004	SV	3396	701636
4/13/2004	SV	3398	806339
4/13/2004	TX	3400	501132
4/13/2004	OCR	3402	402761
4/13/2004	TX	3405	704767
4/13/2004	SV	3406	703033
4/13/2004	LAT	3407	102235
4/13/2004	LAT	3410	809231
4/13/2004	TX	3412	703034
4/13/2004	SV	3416	805633
4/13/2004	OCR	3425	406063
4/13/2004	LAT	3435	101034
4/13/2004	LAT	3437	100233
4/13/2004	TX	3439	102432
4/13/2004	SEC	3442	300961
4/13/2004	TX	3443	101932
4/13/2004	TX	3446	505961
4/13/2004	TX	3447	308061
4/13/2004	TX	3448	303161
4/13/2004	TX	3452	803233
4/13/2004	SEC	3453	300961
4/13/2004	SV	3454	400932
4/13/2004	TX	3457	503032
4/13/2004	TX	3458	707931
4/13/2004	LAT	3459	505562
4/13/2004	SV	3460	805433
4/13/2004	SEC	3465	502464
4/13/2004	TX	3466	400933
4/13/2004	LAT	3471	703031
4/13/2004	SEC	3472	801837
4/13/2004	TX	3473	700443
4/13/2004	TX	3475	506262
4/13/2004	SV	3479	501762
4/13/2004	OCR	3482	501762
4/13/2004	LAT	3483	808161
4/13/2004	LAT	3487	106862
4/13/2004	TX	3491	801431
4/13/2004	TX	3501	503864



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	TX	3502	702635
4/13/2004	TX	3519	201635
4/13/2004	TX	3523	700736
4/13/2004	SV	3524	505462
4/13/2004	SV	3525	402538
4/13/2004	TX	3532	400933
4/13/2004	LAT	3533	200231
4/13/2004	TX	3539	501763
4/13/2004	SEC	3540	804636
4/13/2004	SV	3541	700731
4/13/2004	LAT	3542	504665
4/13/2004	SV	3551	504665
4/13/2004	TX	3552	406061
4/13/2004	SV	3554	801436
4/13/2004	TX	3556	504368
4/13/2004	TX	3558	204261
4/13/2004	LAT	3559	400931
4/13/2004	TX	3565	105832
4/13/2004	SV	3566	400336
4/13/2004	LAT	3570	505163
4/13/2004	TX	3573	505561
4/13/2004	OCR	3574	101464
4/13/2004	TX	3579	400933
4/13/2004	TX	3580	505263
4/13/2004	TX	3582	804336
4/13/2004	TX	3583	503133
4/13/2004	TX	3586	505461
4/13/2004	TX	3590	400934
4/13/2004	TX	3592	810062
4/13/2004	SV	3593	503961
4/13/2004	SEC	3594	501062
4/13/2004	TX	3596	504967
4/13/2004	SV	3599	805231
4/13/2004	LAT	3600	807335
4/13/2004	TX	3608	502168
4/13/2004	LAT	3612	100531
4/13/2004	FDR	3613	402761
4/13/2004	TX	3614	400931
4/13/2004	LAT	3616	507263
4/13/2004	TX	3632	408264
4/13/2004	TX	3634	808336
4/13/2004	LAT	3635	404932
4/13/2004	TX	3641	400931
4/13/2004	SV	3642	800636
4/13/2004	TX	3643	406435
4/13/2004	LAT	3644	408561
4/13/2004	LAT	3646	506764
4/13/2004	TX	3649	201231
4/13/2004	LAT	3653	503566



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Ticket Create Date	Interrupt Type	Ticket No	Feeder No
4/13/2004	LAT	3654	408164
4/13/2004	TX	3656	406163
4/13/2004	TX	3657	500331
4/13/2004	OCR	3659	106363
4/13/2004	TX	3660	500434
4/13/2004	TX	3661	504433
4/13/2004	LAT	3663	405940
4/13/2004	SV	3667	806739
4/13/2004	SV	3668	802236
4/13/2004	LAT	3672	204062
4/13/2004	FDR	3674	200134
4/13/2004	LAT	3678	101865
4/13/2004	SV	3679	806331
4/13/2004	TX	3681	801033
4/13/2004	SV	3682	802831
4/13/2004	LAT	3683	404038
4/13/2004	SEC	3684	201631
4/13/2004	TX	3693	400832
4/13/2004	TX	3696	506862
4/13/2004	SEC	3697	401135
4/13/2004	TX	3698	205433
4/13/2004	SV	3701	704132
4/13/2004	TX	3703	400933
4/13/2004	LAT	3704	804235
4/13/2004	TX	3705	504061
4/13/2004	OCR	3706	400934
4/13/2004	FDR	3708	408261
4/13/2004	SV	3712	705463
4/13/2004	TX	3713	500768
4/13/2004	SV	3714	106861
4/13/2004	SV	3717	406867
4/13/2004	TX	3720	406163
4/13/2004	TX	3722	700335
4/13/2004	MTR	3723	806034
4/13/2004	TX	3725	506164
4/13/2004	LAT	3726	101135
4/13/2004	TX	3728	102431
4/13/2004	SV	3730	803433
4/13/2004	TX	3731	403936
4/13/2004	TX	3732	805740
4/13/2004	LAT	3735	806033
4/13/2004	TX	3736	807731
4/13/2004	LAT	3738	101038
4/13/2004	LAT	3744	404533
4/13/2004	LAT	3750	501762
4/13/2004	TX	3752	507263
4/13/2004	TX	3755	500767
4/13/2004	SV	3759	804931
4/13/2004	SV	3760	810434



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Ticket Create Date	Interupt Type	Ticket No	Feeder No
4/13/2004	OCR	3762	300732
4/13/2004	TX	3765	701536
4/13/2004	TX	3767	501832
4/13/2004	TX	3768	503568
4/13/2004	SV	3769	106061



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Area shaken from strong storms

After two days
of wind and rain,
cleanup starts

The News-Press staff

After two days of gale-like winds, pounding surf and much-needed rain, the cleanup across Southwest Florida begins amid 70-degree temperatures and clearing skies.

"The worst is over," said Ryan Sharp, a forecaster with the National Weather Service in Ruskin.

Sharp said a cold front is following the severe weather. High temperatures through the rest of the week will be in the 70s with lows in the 50s. Winds will die down to about 15 to 20 mph and a high surf advisory will be in effect today.

The calming conditions are welcome relief to an area that saw two days of blustery winds that knocked down powerlines, uprooted trees and blasted beaches. The winds even blew a jetliner into a jetway bridge, used by passengers to get on and off planes, at Southwest Florida International Airport.

David Saniter of Lee County Emergency Management said the storm mostly uprooted trees and downed power lines.

But in southeastern Cape Coral, city officials estimate Tuesday morning's winds caused \$63,450 in damage to roofs, carports, lanais and other structures.

Tuesday's winds left about 27,000 Lee County residents without power, utility officials said. Another 8,000 Collier residents also lost their power.

Utility officials expected most residents to get their power back by late Tuesday night.

This came a day after about 125,000 residents lost power in Monday's storm.

"Our people worked throughout the night," said Grover Whidden, a

spokesman for FP&L.

FP&L brought in extra crews from Broward and Miami-Dade counties and from the Bradenton area, he said. "We're going to stay with it until we get everyone back on."

Tuesday's storms, unlike Monday's, brought mostly wind and little rain.

Less than a quarter of an inch of rain fell overnight. About 1.5 inches of rain have fallen since the storms began Monday.

■ See STORM B2

STORM

■ Continued from B1

The storm knocked out power to WAYJ 88.7 FM. The Christian radio station on Boy Scout Drive was off the air from 4 a.m. to 1:30 p.m., according to office manager Kim Harrison.

Sanibel's C.R.O.W. (Clinic for the Rehabilitation of Wildlife) was overwhelmed with injured and stunned animals Monday and Tuesday, said Birgie Vertesch, the clinic's director of development.

The animal clinic saw 71 brought in Monday and another 60-plus Tuesday, Vertesch said. It was the most animals C.R.O.W. has ever had come in at one time. The previous high for one day was 35.

The animals, mostly birds, were either brought in by residents from around Lee County, or volunteers went and rescued them from where they'd been blown from trees and nests.

"They're mostly just traumatized," Vertesch said.

Vertesch said the record-high

number was a result of many animals being caught off-guard during the thick of "baby season." Such intense storms don't usually hit Southwest Florida until May.

CAPE CORAL

The storm ripped the roofing material off Cape Coral's Kiwanis Club Thrift Store at 714 S.E. 47th Terrace and moved a heavy air-conditioning unit 4 to 5 inches off its frame, said general manager Ted Cole.

The air conditioning unit weighs about two tons, he estimated.

"It was all laid out in the parking lot," Cole said.

He estimated the storm caused \$20,000 to \$25,000 in damage. The building is insured, he said.

On Pine Island, the storm ripped the metal roof off an airplane hangar at Pine Island Airport near Bokeelia.

Jamie Mathewson, who runs a piloting school from that hangar, watched helplessly as the zinc roof folded in half and bent over a nearby power line.

"There was nothing we could

do," said Mathewson of Island Flight Adventures. "It was horrible."

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

A gust of wind blew a U.S. Airways' 737 plane into the A5 jetway bridge used by passengers to get on and off the plane. Nobody was on the plane and one of the jet's wings was damaged. It will remain at the airport until it's repaired.

The jet bridge attached to the terminal was damaged and will be closed until it is repaired. It's unclear when it will reopen, said airport spokeswoman Susan Sanders.

The plane was scheduled for the 9:15 a.m. flight to Charlotte. After the incident, officials cancelled an 8:15 a.m. flight to Pittsburgh and used that plane for the Charlotte flight, said U.S. Airways spokeswoman Amy Kudwa.

FORT MYERS BEACH

Town assessment crews are expected to head to the beach this morning to analyze how

much sand was lost.

"It looks like right now we do have a little bit of erosion," said John Gucciardo, deputy town manager. "The game plan is to have our crews out there in the morning when it calms down a little bit."

Gucciardo said from what he can tell so far, the biggest sand losses are in the middle of the island in the general area of the beach across the street from Publix.

LOVERS KEY STATE PARK

The already critically dissolving beach lost a few more inches.

"Basically a lot of the damage was already done, but down on south beach we did lose a bit more," said park manager Paul Rice.

BONITA BEACH

Renourishment project managers say it will be a few days before they know how much sand has been lost.

"We've seen sand move around, but whether or not it's out of the template we can't assess until the Gulf calms

down," said Wayne Moon, project manager for Lake Michigan Contractors, which is doing the renourishment.

The beach lost about 150 feet of sandy dike built to hold the sand being pumped on the beach.

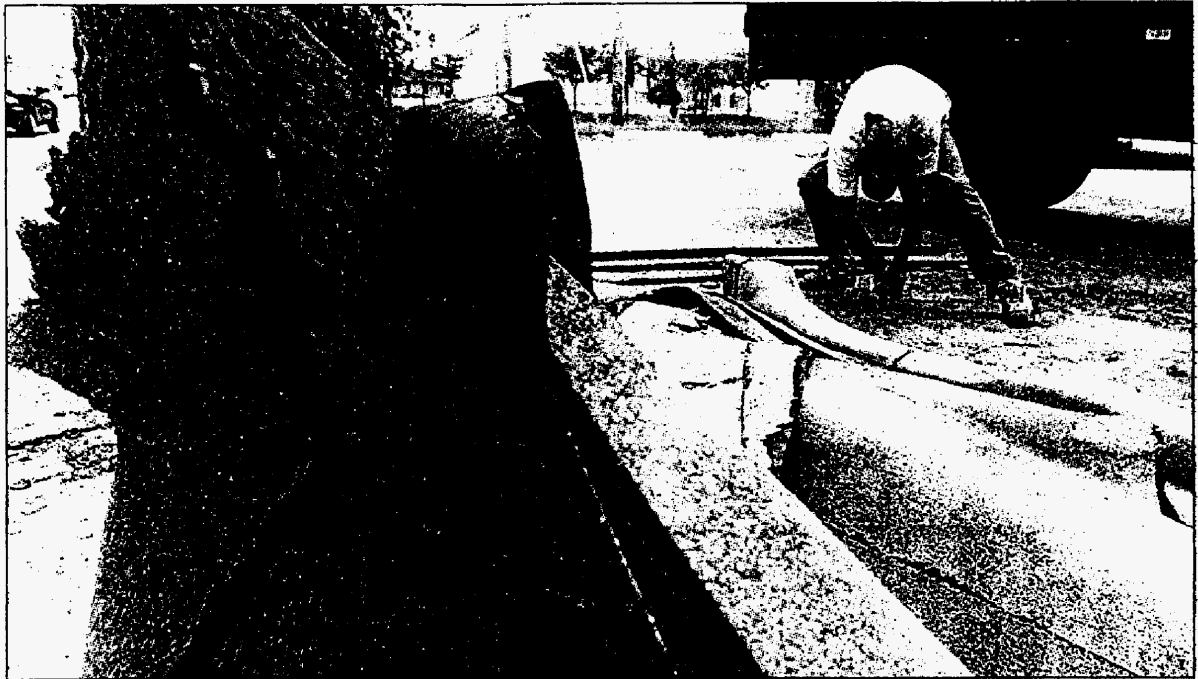
COLLIER COUNTY

One of the worst-hit areas in Southwest Florida was Clam Pass in northern Collier County.

"We have lost the majority of sand north of the boardwalk at Clam Pass Park," said Margie Hapke, public information coordinator for Collier County Public Utilities.

"We also lost a tremendous amount, about 25 percent, of the sea oats, but the sea oats did do what they were supposed to do and helped stop the erosion," Hapke added. "There is relatively no beach at high tide now. Clam Pass took a blow."

— *News-Press staff writers Charles Runnells and Sarah Lundy and freelance writer Andrea Stetson contributed to this report.*



STEPHEN HAYFORD/THE NEWS-PRESS

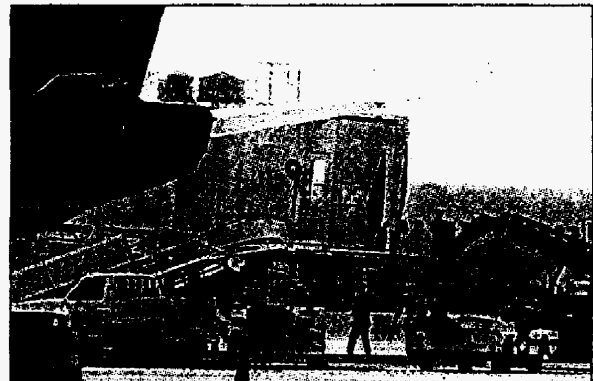
■ Robert Hilgart Sr. of Jim Marks Roofing breaks down a portion of roof that blew off a Cape Coral building in Tuesday morning's storm. A 30-square-foot portion of the roof, from 714 S.E..47th Terrace, landed in the parking lot adjacent to the Kiwanis Thrift Store.

WIND GUSTS

- 80 mph, registered at Island Flight Adventures on Pine Island
- 59 mph, Moore Haven High School
- 58 mph, Southwest Florida International Airport
- 55 mph, GullWing Resort, Fort Myers Beach
- 51 mph, Cape Elementary School
- 49 mph, North Fort Myers High School
- 29 mph, sustained winds in the area throughout area early Tuesday morning

NBC 2 FIRST ALERT WEATHER LINK REPORTING SITES, NATIONAL WEATHER SERVICE, ISLAND FLIGHT ADVENTURES

- **Today's weather:** Temperatures in the 70s, with winds 15 to 20 mph and high surf advisories.
- **Power outages:** About 160,000 residences in Lee and Collier counties lost power. As of 10 p.m. Tuesday, 1,200 customers in Lee and Collier still were without power.
- **Rainfall:** About 1.5 inches of rain fell over two days.



TODD STUBING/THE NEWS-PRESS

■ Ground crew personnel look over damage to gate A5's jetway bridge at Southwest Florida International Airport on Tuesday. High winds at the airport early in the morning blew a US Airways jet that was parked at the gate into the bridge, which also damaged its wing.

Windstorm produces 50 mph gusts

*Despite fierce winds,
the storm caused only
minor damage.*

By JILL TAYLOR
Palm Beach Post Staff Writer

A violent windstorm toppled small trees, a giant cactus, small sheds and canopies while knocking out power to thousands along the Treasure Coast Tuesday.

But damage was minimal and there were no injuries reported.

The National Weather Service office in Melbourne received a report of a 50 mph wind gust in Stuart around 6 a.m. and 40 mph in Port St. Lucie around the same time. There was an unconfirmed report of a gust above 60 mph around 7 a.m. on the Martin County government weather Web site, but forecasters said they could not verify any gusts that high.

"The damage reports don't match up with that wind speed," forecaster Matt Bragaw said Tuesday afternoon.

On the Treasure Coast there was little rain associated with the storm, which was caused when a weather system collapsed and all the energy from the clouds dropped to the surface, Bragaw said.

"It sort of creates a wake behind it like a boat does in the water," he said.

The rain pushed south to Palm Beach, Broward and Miami-Dade counties and Belle Glade reportedly recorded a 75 mph wind gust during the storm.

The storm wreaked havoc in Belle Glade, South Bay and Pahokee, damaging one trailer in Belle Glade with another destroyed by an uprooted tree in South Bay.

Power crews in the Treasure Coast answered calls for dozens of power lines downed or tangled in tree limbs and early Tuesday there were reports of more than 15,000 people without power.

Florida Power and Light spokesman Nick Blount said the power went out in Stuart, Palm City and Port St. Lucie neighborhoods between 6 and 7 a.m. as tree limbs and other debris struck power lines.

"We had a majority of our customers reconnected in a couple hours," Blount said.

As of 4 p.m., Blount said crews were still trying to restore power to more than 100 customers.

Meanwhile, local residents didn't have to look far to witness the strength of the winds.

A 40-foot cactus toppled into a power line in the Jensen Beach area and about a dozen newly planted trees were uprooted in the medians and along the recently completed beautification project on Dixie Highway in Port Salerno.

Larger trees were reported down in the southwestern part of the county, and twisted aluminum frames of driveway canopies were seen in several areas.

Staff Writer Will Vash contributed to this story.

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Winds pack quite a blow

The windy conditions ushered in a cool front that will leave highs in the low 70s through Friday.

By Suzanne Wentley
staff writer

Winds gusting up to 77 mph raced through the Treasure Coast early Tuesday, ripping up trees and causing scattered power outages throughout Martin and St. Lucie counties.

About 22,000 homes and businesses were without power much of the morning, as Florida Power & Light Co. workers scrambled to remove fallen branches from power lines in Port St.

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In Jensen Beach, the National Weather Service in Melbourne reported 77 mph gusts. Winds were sustained at 21 mph in Fort Pierce, with gusts up to 30 mph, forecasters reported.

The strong winds descended on the area after a cluster of thunderstorms fell apart just over Palm Beach County, forcing a rush of air to blow north, said forecaster Scott Kelly.

Left over from Monday's heavy

See WINDS, A2

Blowin' in the wind

Wind gusts recorded in Martin and St. Lucie counties Tuesday:

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Lucie, Palm City and Stuart.

About 1,200 homes were still without power into Tuesday evening, an FPL spokesman said.

Martin County Skywarn weather watchers reported sustained winds of

WINDS

FROM A1

downpours, the windy conditions were ushering a cool front that will leave highs in the low 70s through Friday, Kelly said.

"It was worse in Palm Beach County," he said. "As the surge moved northward, it lost momentum but it was still strong enough to produce damaging winds."

About 25 freshly planted oak trees along Dixie Highway in Port Salerno were uprooted in the landscaped areas Tuesday morning, said Bernie Showman, a civil engineer with Martin County.

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"The roots have not established, but they were tied down with anchoring," he said. "In this case, the anchoring didn't hold sufficiently."

The county's contractor, Dickerson Florida, must replace any trees that don't survive the first year after planting, so the county does not have to pay for the fallen trees, Showman said.

In Jensen Beach, Beau Rivage resident Laurie Fuell spent the day waiting to file an insurance claim after the windy morning.

She said she and her hus-

band awoke at 6:30 Tuesday morning to a loud bang. Their neighbor's carport had flown into their screened-in porch.

"It almost felt like a tornado, the way the trees were blowing and everything," she said. "I went out to walk the dog, and I had to go back inside. It scared me pretty bad."

Similar reports came from Belle Glade and Pahokee, Kelly said. Awnings and carports were lost, a trailer lost a roof and a store window was broken as tree limbs were blown down by the wind, he said.

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Staff writer Will Greenlee contributed to this report.

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After the deluge, the sun shines on

■ Blustery weather is gone after two days as South Florida exchanges thunderstorms for sunnier skies and drier, cooler air.

BY HANNAH SAMPSON
AND HILLARY WASCH
hsampson@herald.com

Soggy, wind-tossed South Floridians — and peeved tourists whose beach plans were scuttled by two days of rain — finally have some good news, weather-wise.

"We don't have any rain in the forecast through next Tuesday," said National Weather Service meteorologist Tom Warner.

Tuesday brought waves of thunderstorms, tornado warnings and flooding to an area that already had been doused the day before.

Firefighters rushing to answer storm-related calls in Pompano Beach had to drive through a foot of water on the way while motorists dealt with a larger number of fender-benders than usual.

Slick roads proved to be a problem from Fort Lauderdale, where a Toyota hit a grocery store, to Plantation, where a dump truck rolled over, to Southwest Miami-Dade and Coral Gables, where drivers navigated through flooded streets and dodged fallen tree branches.

Residents of oft-flooded Hollywood neighborhoods coped as best they could.

"It's always flooded here," said Felix Loli, 30, referring to the corner of West Park Road and North 57th Way in Hollywood, where he lives.

"It's even worse if the rain continues. We can't even park our cars," he said, pointing to his blue Mazda sports car, parked on his front lawn near the walkway to his house.

By Tuesday afternoon, about 5,300 customers in Miami-Dade, Broward and Palm Beach counties were still without power. Florida Power & Light spokesman Bill Swank said electricity was expected to be restored to those customers and others in the state overnight.

By today, expect the recent stormy weather to be just a memory.

Conditions should be partly sunny, breezy and drier with highs in the mid-70s and overnight lows in the 50s. Thursday will be about the same, with lows in mid-50s in the western suburbs and low 60s along the coast.

Friday's high should be in the upper 70s.

"Beautiful weekend," said Warner, the weather service meteorologist. "Everybody's going to be happy for that, I think."

Herald staff writers Susan Anasagasti and Trenton Daniel contributed to this report.

Collier and Lee deal with outages and high winds

By DIANNA SMITH
dsmith@naplesnews.com

The doors were propped open with ashtray stands and the lights were off at the Albertsons in East Naples. The frozen food aisle was roped off like a crime scene, blocking shoppers from stocking up on frigid pizza and chicken pot pies.

And the flies were starting to find their way to the goods, the spoiled goods.

The second fierce thunderstorm of the week led to the tossing of thousands of dollars worth of grocery items from the store in the Courthouse Shadows shopping complex. Fallen tree limbs caused a power loss, which led to the failure of a transformer. The store survived most of Tuesday on a generator.

Behind the store sat dumpsters and more than 80 blue shopping carts packed to the brim with rotten food. Rainbow-colored puddles of melted ice cream covered parts of the ground and the dreadful odor of spoiled food in 70-degree weather lingered like bad cologne while Florida Power and Light workers replaced the transformer.

Shelves normally stocked with refrigerated items were as bare as the restaurants a few doors down, which were also empty Tuesday because most of the shopping center lost power.

As patrons walked into the grocery store, they quickly noticed the strange silence. There were no announcements. No squeak-

ing or shopping cart wheels. Computer screens at vacant registers flickered off and on. And the store was fairly dark.

It was like a scene in a bad, scary movie.

Ellen Peavey of East Naples and her daughter, Susan Rohrbach, traveled to Albertsons in search of meat and ice cream. They left with croutons, rice and pistachios.

"We kept saying, 'What is so different about this? This is rather eerie,'" Peavey said, after paying for her bag of groceries. "But then we remembered the storm."

Cashiers turned into reporters as they informed each customer about what had happened. The store allowed them to work their scheduled shifts because there were still customers to help, but not as many as usual.

Some asked cashier Rolde Surin if the store forgot to pay its electric bill.

"I guess it's to cheer us up. I know they're not serious," said Surin, who was sitting outside sipping a warm drink because there was no light in the break room. "Usually at this time, we're slammed."

So is H&R Block.

Two days before tax deadline, the office in the shopping center suffered from spoiled moods in-

stead of spoiled food. Those who waited until the last minute to get their taxes done will have to wait a bit longer because the employees need their computers to file taxes.

The news didn't make customers happy, office manager Louisa Woodhull said.

"As soon as the power gets back, we can complete the returns or take them to another office," Woodhull said frantically. "This is a nightmare."

Handwritten signs taped to glass doors of stores like Blockbuster, a few doors down from H&R Block, informed customers they'd reopen as soon as the power returned. Permanently.

The shopping center was without power after Monday morning's storm, but power returned early that evening. It shut off again early Tuesday morning and was expected to return Tuesday night.

Once Albertsons officials are convinced the power problems have disappeared, refrigerated trailers packed with frozen foods will travel from the Plant City warehouse and restock the neighborhood grocery store.

"We'll be ready to go," Walt Rubel, spokesman for Albertsons Florida division, said. "It's a loss to the company. Could be as much as \$50,000 to \$100,000."

Grover Whidden, external af-

fairs manager for FPL in Fort Myers, said there were 1,900 customers, both businesses and residences, without power as of late Tuesday afternoon. The power outages were scattered throughout Collier County, which was pummeled with another severe storm early Tuesday morning.

"It hasn't been as bad as Monday, although it seems like we had more damage today so it's taking almost as long today to restore service to these customers," Whidden said.

Lowell Thomas had to wait 31 hours for his power to be restored in his North Naples home.

See **STORM**, Page 10D

Storm

Continued from 3D

Thomas' home and four others in Willoughby Acres were without power beginning Monday morning. Although FPL officials told Thomas the problem would be fixed within a few hours, Thomas said he couldn't get a light switch to work until late Tuesday afternoon.

"It's frustrating," he said. "A fuse popped out because the neighbor's palm frond got into the fuse and shorted it. It takes all of two minutes to put it back."

Starting today, the National Weather Service is reporting that the strong wind and rain will disappear.

For two weeks anyway.

The next 14 days should be dry, said Jim Lushine, meteorologist for the weather service in Miami.

Temperatures in the mornings the rest of the week are expected

to be in the 50s and highs in the 70s. The weekend will bring temperatures in the 80s and lows in the 60s.

Storms also rolled through Lee County on Tuesday. At Southwest Florida International Airport, powerful winds blew a U.S. Airways jet into the jet bridge that connects the aircraft to the terminal, airport spokeswoman Laska Ryan said. The accident occurred at 3:30 a.m., more than two hours before the flight was scheduled to depart for Charlotte, N.C. There were no passengers onboard.

The jet bridge at Gate A5 was being assessed for damage Tuesday afternoon and was temporarily out of service, Ryan said. The jet sustained damage to the wing tip.

It appeared that the brunt of the storm missed the south Lee County area. The Lee County Emergency Operations Center reported an estimated \$63,000 in damage to lanais and roofs, fire damage from a fallen power line

at the Page Mobil Village in Fort Myers and a tree that fell onto a Lehigh Acres garage.

The winds downed power lines and trees in Alva, Bayshore and Captiva Island, while the power went out on the east end of Sanibel Island.

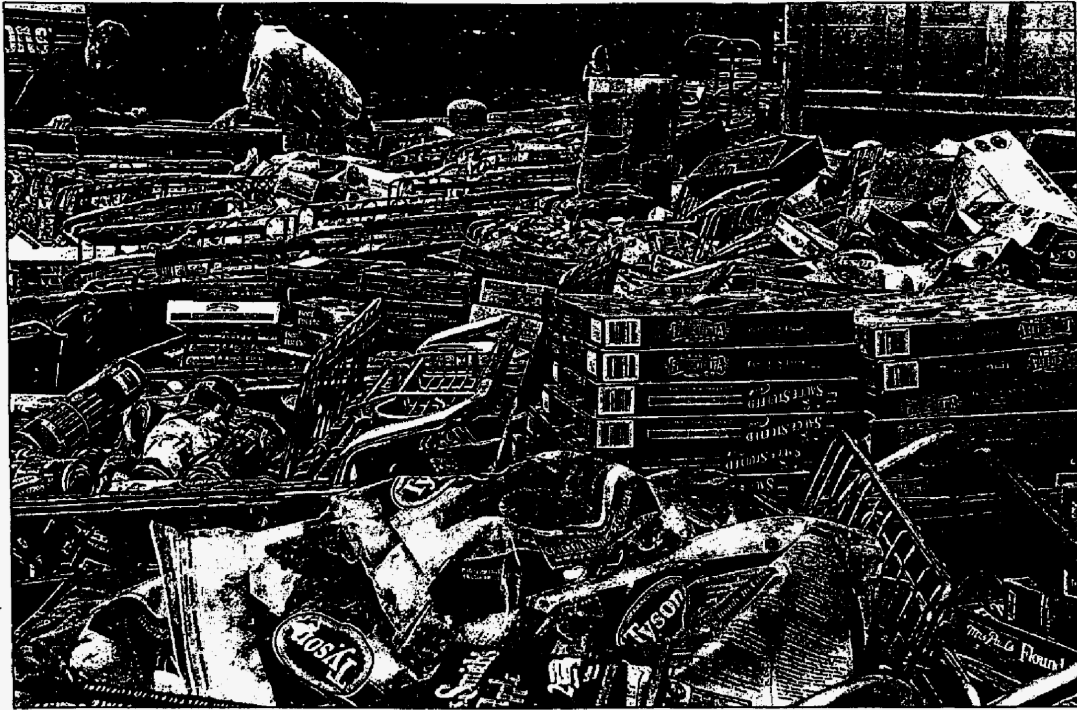
No significant storm damage was reported in Bonita Springs, said Bonita Springs Fire Control and Rescue District Chief Dan Gourley.

Despite the strong winds, the rainfall of the past few days has been welcomed by thirsty lawns as a break to the region's dry season.

"Some of the stormy conditions that came with the rain aren't good news, but rainfall is welcomed news," said South Florida Water Management District spokesman Kurt Harclerode. "The rain should help lessen the demands on our ground water resources. With less people irrigating, it will help the groundwater supplies recharge."

Harclerode said some street flooding was reported in Fort Myers Beach in Lee County, but there were no reports of flooding in Collier County.

Staff writer Paul Pfeifer contributed to this report.



Dozens of grocery carts full of ruined food sit outside of Albertsons on U.S. 41 East in East Naples on Tuesday afternoon. The electricity went out early Tuesday morning, and the store was forced to throw out most of its refrigerated items. *Darron R. Silva/Staff*

Area shaken from strong storms

After two days
of wind and rain,
cleanup starts

The News-Press staff

After two days of gale-like winds, pounding surf and much-needed rain, the cleanup across Southwest Florida begins amid 70-degree temperatures and clearing skies.

"The worst is over," said Ryan Sharp, a forecaster with the National Weather Service in Ruskin.

Sharp said a cold front is following the severe weather. High temperatures through the rest of the week will be in the 70s with lows in the 50s. Winds will die down to about 15 to 20 mph and a high surf advisory will be in effect today.

The calming conditions are welcome relief to an area that saw two days of blustery winds that knocked down powerlines, uprooted trees and blasted beaches. The winds even blew a jetliner into a jetway bridge, used by passengers to get on and off planes, at Southwest Florida International Airport.

David Saniter of Lee County Emergency Management said the storm mostly uprooted trees and downed power lines.

But in southeastern Cape Coral, city officials estimate Tuesday morning's winds caused \$63,450 in damage to roofs, carports, lanais and other structures.

Tuesday's winds left about 27,000 Lee County residents without power, utility officials said. Another 8,000 Collier residents also lost their power.

Utility officials expected most residents to get their power back by late Tuesday night.

This came a day after about 125,000 residents lost power in Monday's storm.

"Our people worked throughout the night," said Grover Whidden, a

spokesman for FP&L.

FP&L brought in extra crews from Broward and Miami-Dade counties and from the Bradenton area, he said. "We're going to stay with it until we get everyone back on."

Tuesday's storms, unlike Monday's, brought mostly wind and little rain.

Less than a quarter of an inch of rain fell overnight. About 1.5 inches of rain have fallen since the storms began Monday.

■ See **STORM B2**

STORM

■ Continued from B1

The storm knocked out power to WAYJ 88.7 FM. The Christian radio station on Boy Scout Drive was off the air from 4 a.m. to 1:30 p.m., according to office manager Kim Harrison.

Sanibel's C.R.O.W. (Clinic for the Rehabilitation of Wildlife) was overwhelmed with injured and stunned animals Monday and Tuesday, said Birgie Vertesch, the clinic's director of development.

The animal clinic saw 71 brought in Monday and another 60-plus Tuesday, Vertesch said. It was the most animals C.R.O.W. has ever had come in at one time. The previous high for one day was 35.

The animals, mostly birds, were either brought in by residents from around Lee County, or volunteers went and rescued them from where they'd been blown from trees and nests.

"They're mostly just traumatized," Vertesch said.

Vertesch said the record-high

number was a result of many animals being caught off-guard during the thick of "baby season." Such intense storms don't usually hit Southwest Florida until May.

CAPE CORAL

The storm ripped the roofing material off Cape Coral's Kiwanis Club Thrift Store at 714 S.E. 47th Terrace and moved a heavy air-conditioning unit 4 to 5 inches off its frame, said general manager Ted Cole.

The air conditioning unit weighs about two tons, he estimated.

"It was all laid out in the parking lot," Cole said.

He estimated the storm caused \$20,000 to \$25,000 in damage. The building is insured, he said.

On Pine Island, the storm ripped the metal roof off an airplane hangar at Pine Island Airport near Bokeelia.

Jamie Mathewson, who runs a piloting school from that hangar, watched helplessly as the zinc roof folded in half and bent over a nearby power line.

"There was nothing we could

do," said Mathewson of Island Flight Adventures. "It was horrible."

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

A gust of wind blew a U.S. Airways' 737 plane into the A5 jetway bridge used by passengers to get on and off the plane. Nobody was on the plane and one of the jet's wings was damaged. It will remain at the airport until it's repaired.

The jet bridge attached to the terminal was damaged and will be closed until it is repaired. It's unclear when it will reopen, said airport spokeswoman Susan Sanders.

The plane was scheduled for the 9:15 a.m. flight to Charlotte. After the incident, officials cancelled an 8:15 a.m. flight to Pittsburgh and used that plane for the Charlotte flight, said U.S. Airways spokeswoman Amy Kudwa.

FORT MYERS BEACH

Town assessment crews are expected to head to the beach this morning to analyze how

much sand was lost.

"It looks like right now we do have a little bit of erosion," said John Gucciardo, deputy town manager. "The game plan is to have our crews out there in the morning when it calms down a little bit."

Gucciardo said from what he can tell so far, the biggest sand losses are in the middle of the island in the general area of the beach across the street from Publix.

LOVERS KEY STATE PARK

The already critically dissolving beach lost a few more inches.

"Basically a lot of the damage was already done, but down on south beach we did lose a bit more," said park manager Paul Rice.

BONITA BEACH

Renourishment project managers say it will be a few days before they know how much sand has been lost.

"We've seen sand move around, but whether or not it's out of the template we can't assess until the Gulf calms

down," said Wayne Moon, project manager for Lake Michigan Contractors, which is doing the renourishment.

The beach lost about 150 feet of sandy dike built to hold the sand being pumped on the beach.

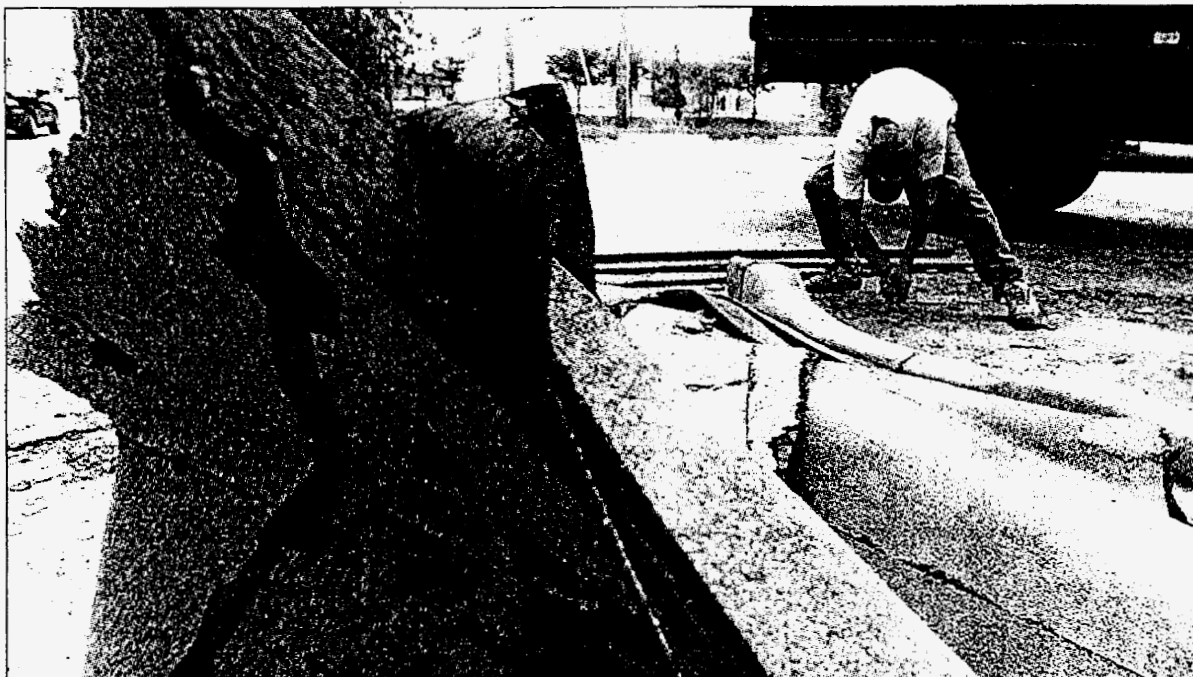
COLLIER COUNTY

One of the worst-hit areas in Southwest Florida was Clam Pass in northern Collier County.

"We have lost the majority of sand north of the boardwalk at Clam Pass Park," said Margie Hapke, public information coordinator for Collier County Public Utilities.

"We also lost a tremendous amount, about 25 percent, of the sea oats, but the sea oats did do what they were supposed to do and helped stop the erosion," Hapke added. "There is relatively no beach at high tide now. Clam Pass took a blow."

— *News-Press staff writers Charles Runnells and Sarah Lundy and freelance writer Andrea Stetson contributed to this report.*



STEPHEN HAYFORD/THE NEWS-PRESS

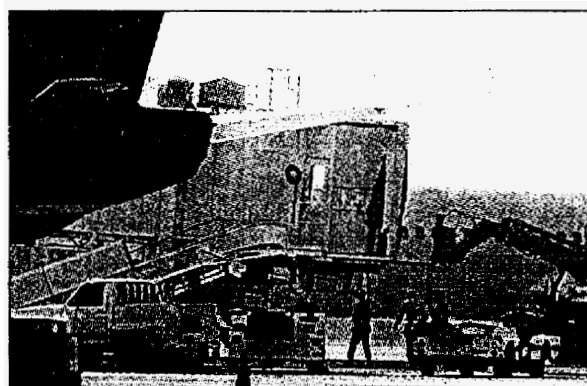
■ Robert Hilgart Sr. of Jim Marks Roofing breaks down a portion of roof that blew off a Cape Coral building in Tuesday morning's storm. A 30-square-foot portion of the roof, from 714 S.E. 47th Terrace, landed in the parking lot adjacent to the Kiwanis Thrift Store.

WIND GUSTS

- 80 mph, registered at Island Flight Adventures on Pine Island
- 59 mph, Moore Haven High School
- 58 mph, Southwest Florida International Airport
- 55 mph, GullWing Resort, Fort Myers Beach
- 51 mph, Cape Elementary School
- 49 mph, North Fort Myers High School
- 29 mph, sustained winds in the area throughout area early Tuesday morning

NBC 2 FIRST ALERT WEATHER LINK REPORTING SITES, NATIONAL WEATHER SERVICE, ISLAND FLIGHT ADVENTURES

- **Today's weather:** Temperatures in the 70s, with winds 15 to 20 mph and high surf advisories.
- **Power outages:** About 160,000 residences in Lee and Collier counties lost power. As of 10 p.m. Tuesday, 1,200 customers in Lee and Collier still were without power.
- **Rainfall:** About 1.5 inches of rain fell over two days.



TODD STUBING/THE NEWS-PRESS

■ Ground crew personnel look over damage to gate A5's jetway bridge at Southwest Florida International Airport on Tuesday. High winds at the airport early in the morning blew a US Airways jet that was parked at the gate into the bridge, which also damaged its wing.

Windstorm produces 50 mph gusts

Despite fierce winds, the storm caused only minor damage.

By JILL TAYLOR
Palm Beach Post Staff Writer

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◆ © jill_taylor@pbpost.com

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Shelves normally stocked with refrigerated items were as bare as the restaurants a few doors down, which were also empty Tuesday because most of the shopping center lost power.

As patrons walked into the grocery store, they quickly noticed the strange silence. There were no announcements. No squeak-

ing or shopping cart wheels. Computer screens at vacant registers flickered off and on. And the store was fairly dark.

It was like a scene in a bad, scary movie.

Ellen Peavey of East Naples and her daughter, Susan Rohrbach, traveled to Albertsons in search of meat and ice cream. They left with croutons, rice and pistachios.

"We kept saying, 'What is so different about this? This is rather eerie,'" Peavey said, after paying for her bag of groceries. "But then we remembered the storm."

Cashiers turned into reporters as they informed each customer about what had happened. The store allowed them to work their scheduled shifts because there were still customers to help, but not as many as usual.

Some asked cashier Rolde Surin if the store forgot to pay its electric bill.

"I guess it's to cheer us up. I know they're not serious," said Surin, who was sitting outside sipping a warm drink because there was no light in the break room. "Usually at this time, we're slammed."

So is H&R Block.

Two days before tax deadline, the office in the shopping center suffered from spoiled moods in-

stead of spoiled food. Those who waited until the last minute to get their taxes done will have to wait a bit longer because the employees need their computers to file taxes.

The news didn't make customers happy, office manager Louisa Woodhull said.

"As soon as the power gets back, we can complete the returns or take them to another office," Woodhull said frantically. "This is a nightmare."

Handwritten signs taped to glass doors of stores like Blockbuster, a few doors down from H&R Block, informed customers they'd reopen as soon as the power returned. Permanently.

The shopping center was without power after Monday morning's storm, but power returned early that evening. It shut off again early Tuesday morning and was expected to return Tuesday night.

Once Albertsons officials are convinced the power problems have disappeared, refrigerated trailers packed with frozen foods will travel from the Plant City warehouse and restock the neighborhood grocery store.

"We'll be ready to go," Walt Rubel, spokesman for Albertsons Florida division, said. "It's a loss to the company. Could be as much as \$50,000 to \$100,000."

Grover Whidden, external af-

fairs manager for FPL in Fort Myers, said there were 1,900 customers, both businesses and residences, without power as of late Tuesday afternoon. The power outages were scattered throughout Collier County, which was pummeled with another severe storm early Tuesday morning.

"It hasn't been as bad as Monday, although it seems like we had more damage today so it's taking almost as long today to restore service to these customers," Whidden said.

Lowell Thomas had to wait 31 hours for his power to be restored in his North Naples home.

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Storm

Continued from 3D

Thomas' home and four others in Willoughby Acres were without power beginning Monday morning. Although FPL officials told Thomas the problem would be fixed within a few hours, Thomas said he couldn't get a light switch to work until late Tuesday afternoon.

"It's frustrating," he said. "A fuse popped out because the neighbor's palm frond got into the fuse and shorted it. It takes all of two minutes to put it back."

Starting today, the National Weather Service is reporting that the strong wind and rain will disappear.

For two weeks anyway.

The next 14 days should be dry, said Jim Lushine, meteorologist for the weather service in Miami.

Temperatures in the mornings the rest of the week are expected

to be in the 50s and highs in the 70s. The weekend will bring temperatures in the 80s and lows in the 60s.

Storms also rolled through Lee County on Tuesday. At Southwest Florida International Airport, powerful winds blew a U.S. Airways jet into the jet bridge that connects the aircraft to the terminal, airport spokeswoman Laska Ryan said. The accident occurred at 3:30 a.m., more than two hours before the flight was scheduled to depart for Charlotte, N.C. There were no passengers onboard.

The jet bridge at Gate A5 was being assessed for damage Tuesday afternoon and was temporarily out of service, Ryan said. The jet sustained damage to the wing tip.

It appeared that the brunt of the storm missed the south Lee County area. The Lee County Emergency Operations Center reported an estimated \$63,000 in damage to lanais and roofs, fire damage from a fallen power line

at the Page Mobil Village in Fort Myers and a tree that fell onto a Lehigh Acres garage.

The winds downed power lines and trees in Alva, Bayshore and Captiva Island, while the power went out on the east end of Sanibel Island.

No significant storm damage was reported in Bonita Springs, said Bonita Springs Fire Control and Rescue District Chief Dan Gourley.

Despite the strong winds, the rainfall of the past few days has been welcomed by thirsty lawns as a break to the region's dry season.

"Some of the stormy conditions that came with the rain aren't good news, but rainfall is welcomed news," said South Florida Water Management District spokesman Kurt Harclerode. "The rain should help lessen the demands on our ground water resources. With less people irrigating, it will help the groundwater supplies recharge."

Harclerode said some street flooding was reported in Fort Myers Beach in Lee County, but there were no reports of flooding in Collier County.

Staff writer Paul Pfeifer contributed to this report.



Dozens of grocery carts full of ruined food sit outside of Albertsons on U.S. 41 East in East Naples on Tuesday afternoon. The electricity went out early Tuesday morning, and the store was forced to throw out most of its refrigerated items. *Darron R. Silva/Staff*