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March 1, 2010

VIA HAND DELIVERY

Ms. Ann Cole
Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard, Room 110
Tallahassee, FL 32399-0850

100000-OT

RE: Florida Power & Light Company's 2010 Status/Update Report on Storm Hardening/Preparedness and Distribution Reliability

Dear Ms. Cole:

Pursuant to Order No. PSC-06-0781-PAA-EI, I am enclosing for filing in the above docket Florida Power & Light Company's ("FPL's") status report and update of its *Storm Preparedness Initiatives*, which was filed in Docket No. 060198-EI on June 1, 2006. Consistent with Staff's request at its October 30, 2006 workshop, FPL has consolidated into the enclosed document the following additional information:

(1) Wood Pole Inspection Report required by Order No. PSC-06-0144-PAA-EI, issued in Docket No. 060078-EI on February 27, 2006;
(2) Distribution Reliability Report required by Rule 25-6.0455, F.A.C.;
(3) a discussion of FPL's 2009 results and 2010 projected activities for storm hardening facilities; and
(4) a draft presentation on storm readiness for the 2010 storm season.

If there are any questions regarding this transmittal, please contact me at 561-304-5633.

COM ____
APA ____
ECR ____
GCL ____
RAD ____
SSC Vickery
ADM ____
OPC ____
CLK ____

Sincerely,

Scott A. Goorland

Enclosures
cc: Marshall Willis, Acting Director, Division of Economic Regulation

DOCUMENT NUMBER-DATE
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STATUS REPORT/UPDATE
MARCH 1, 2010

Storm Preparedness Initiatives
Order No. PSC-06-0781-PAA-EI
Docket No. 060198-EI

Wood Pole Inspection
Order No. PSC-06-0144-PAA-EI

Annual Distribution Reliability Report
Rule 25-6.0455 F.A.C.

Discussion
FPL's 2009 Results & 2010 Projected Activities
For
Storm Hardened Facilities

Revision/Update
FPL's May 17, 2010 FPSC Workshop Presentation
On
FPL's 2010 Storm Preparedness Plan

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Florida Power & Light Company
Annual Filing to the FPSC
March 1, 2010

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EXECUTIVE SUMMARY – FPL's MARCH 1, 2010 FILING

In 2009, FPL continued to take significant steps to strengthen its electric infrastructure and enhance its emergency response capabilities. Included in these activities are pole inspections, system infrastructure hardening, vegetation management as well as other storm preparedness initiatives. Additionally, FPL continues to provide to its customers excellent overall reliability that is among the best in the nation. In 2010, FPL remains committed to continuing these efforts.

This filing provides details along with other information on FPL's storm hardening activities as well as reliability initiatives and performance, including actual results for 2009 and plans for 2010. These details are contained within the two sections of this report. The first section, Storm Preparedness/Infrastructure Hardening, concentrates on FPL's efforts to strengthen its system and enhance storm response capabilities. Initiatives addressed in this section include: (1) Pole Inspections; (2) System Hardening; (3) 10 Storm Preparedness Initiatives; and (4) 2010 Storm Season Readiness. The second section of this report includes information associated with FPL's reliability, including overall results and plans at an overall level as well as at the distribution and transmission levels. Below are key highlights for each of the two sections:

STORM PREPAREDNESS / INFRASTRUCTURE HARDENING

Pole Inspections

Distribution - Consistent with its approved plan and FPSC pole inspection directives, FPL remains on schedule to complete its first eight-year inspection cycle for all wood distribution poles. In 2009, FPL inspected approximately one-eighth of its pole population or nearly 139,000 poles, including approximately 127,000 wood poles. In total, since May 2006, FPL has inspected approximately 473,000 poles or 47 percent of its eligible wood pole population. Inspection results indicate that FPL's pole reinforcement and replacement rates continue to be better than the national average. Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected. In 2010, FPL expects to again complete inspections on at least one-eighth of its pole population and complete all follow-up work identified during the 2009 inspections.

Transmission – In 2009, FPL performed climbing inspections on over 16,500 structures and remains ahead of schedule to complete the approved plan for a six-year inspection cycle of its transmission structures. By the end of 2009, 84 percent of all transmission structures were inspected during the first cycle. Additionally, FPL executed all necessary follow-up work identified during the 2008 inspections. In 2010, FPL plans to inspect approximately one-sixth of its

transmission structures and complete all follow-up work identified during the 2009 inspections.

System Hardening

FPL continues to implement its approved three-prong plan for hardening its distribution infrastructure by applying: (1) extreme wind loading criteria (EWL) to critical infrastructure facilities (CIF); (2) incremental hardening to certain existing Community Needs feeders; and (3) construction design guidelines that require EWL for the design and construction of all new overhead facilities, major planned work, relocation projects, and daily work activities.

In 2009, FPL applied EWL to 69 feeders serving CIF, primarily serving 18 acute care facilities, 24 hospitals, 29 emergency dispatch centers (911), and 1 special needs shelter throughout its system. An additional 48 CIF, served by these same feeders, also benefited from the EWL hardening improvements. As scheduled, all existing originally identified acute care facilities and hospitals in FPL's 35-county service territory have been hardened. FPL also hardened 27 highway crossings and 49 "01" switches to EWL. Additionally, FPL applied Incremental Hardening to 10 Community Projects - feeders that serve community needs, such as grocery stores, gas stations and pharmacies. Finally, FPL's Design Guidelines were applied to all new construction and other construction activities described above. In 2009, FPL installed over 12,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL continued to promote overhead to underground conversions in 2009, completing six Governmental Adjustment Factor (GAF) tariff-qualified projects in 2009.

FPL's hardening plans for 2010 – 2012 are currently being developed and will be filed with the FPSC in May 2010, as required by Florida Administrative Code, Rule 25-6.0342.

10 Storm Preparedness Initiatives

(1) Vegetation Trim Cycles – In 2009, FPL continued its three-year cycle for feeders and completed the third year of its approved schedule to implement a six-year cycle for laterals. For 2010, FPL plans to continue its three-year average feeder trim cycle and its approved plan to achieve a 6-year average lateral trim cycle by 2013.

(2) Joint Use Audits – Approximately 20 percent of FPL's jointly used poles are audited annually. 2009 audit results continue to show that through FPL's joint use processes and procedures, along with cooperation from joint pole owners and third-party attachers, joint use facilities on the FPL system are being properly maintained.

(3) Six-year Transmission Structure Inspection Cycle – See the Pole Inspection Section – Transmission, on the previous page.

(4) Hardening the Transmission System – In 2009, FPL continued with its plan to replace all wood transmission structures in its system by replacing over 3,200 wood transmission structures, including more than 300 single pole un-guyed wood structures. Additionally, in 2009, FPL replaced nearly 1,100 of its ceramic post insulators on concrete structures with polymer post insulators. The replacement of ceramic post insulators on concrete structures is ahead of FPL's original approved schedule.

(5) Distribution GIS – In 2009, FPL continued its efforts to capture and store distribution system data in its Geographic Information System (GIS). In 2009, streetlight data was added along with on-going pole inspection, joint use and hardening data.

(6) Post-Storm Forensic Collection/Analysis – FPL has plans, systems and processes in place and ready for use. No major storms impacted FPL's service territory in 2009, therefore; no forensic collection/analysis was required.

(7) Overhead and Underground Storm Performance – FPL has plans, systems and processes in place to capture OH and UG storm performance. No major storms impacted FPL's service territory in 2009, therefore; no forensic collection/analysis was required.

(8) Increased Coordination with Local Governments – In 2009, FPL continued its efforts to improve local government coordination. Activities included: (1) conducting meetings with county emergency operations managers to discuss critical infrastructure locations in each jurisdiction; (2) enhancing its e-mail distribution process and network to target key messages to all governmental audiences; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual storm exercise. Together, FPL's Community Outreach Teams and Customer Service Field Organization conducted over 165 community presentations in 2009, providing information on storm readiness and other topics of community interest.

(9) Collaborative Research on Hurricanes/Storm Surge – Collaborative research efforts continue, led by the Public Utilities Research Center (PURC), which have resulted in greater knowledge of: vegetation management during storm and non-storm times; wind during storm and non-storm events; and hurricane and damage modeling towards further understanding the costs and benefits of undergrounding.

(10) Natural Disaster Preparedness/Recovery Plans – FPL's Storm Emergency Plan identifies emergency conditions and the responsibilities and duties of the

FPL emergency response organization for severe weather and fires. The plan covers the emergency organization, responsibilities and FPL's overall severe storm emergency processes. These processes describe the planning activities, restoration work, public communications, coordination with government, training, practice exercises and lessons learned evaluation systems. The plan is reviewed and revised annually.

2010 Storm Season Readiness

FPL's comprehensive storm plan focuses on readiness, restoration, and recovery in order to respond safely and as quickly as possible in the event the electrical infrastructure is damaged by a storm. FPL is well prepared and ready for the 2010 storm season. In addition to the initiatives to strengthen its system and improve storm preparedness discussed previously, FPL will complete, before the start of storm season the following additional storm preparedness initiatives: (1) extensive storm restoration training based on employees' storm roles; (2) annual company-wide hurricane dry-run exercise in May 2010; (3) plan for and review of mutual assistance agreements to ensure they are adequate and ready; and (4) continued focus on improving outage communications and estimated restoration times to customers. Additionally, trimming of all circuits serving all top CIF (e.g., hospitals, 911 centers, special needs shelters, police and fire stations, etc.), will be completed prior to the peak of hurricane season.

In 2009, FPL continued implementation of the Incident Command System (ICS), which relates to the National Incident Management System. Although FPL already adheres to many of the key features of ICS, its goal is to be consistent with as many ICS tenets as possible to further enhance communications with external agencies and standardize key roles. FPL's objective is to complete this effort in 2010.

Additionally, FPL implemented a new internal emergency communication system that will allow improved communications with employees as well as contractors, while also providing real-time staffing information.

Finally, FPL has developed two Performance and Diagnostic Centers, one for Distribution (DPDC) and one for Transmission (TPDC), which in addition to other benefits, monitors the health and performance of the grid in real-time. This enables early detection and resolution of problems, and improves overall efficiency.

RELIABILTY

Overall (Distribution and Transmission) – In 2009, FPL's overall reliability provided to its customers, as measured by SAIDI (System Average Interruption Duration Index), was 82.4 minutes (2008 - 81.0 minutes). This performance is 46% better than the most recently calculated national average. SAIDI is the most relevant and best overall reliability indicator because it encompasses two other standard performance metrics for reliability, SAIFI (System Average Interruption Frequency Index) and CAIDI (Customer Average Interruption Duration Index). FPL's 2009 SAIFI, which measures the average number of outages a customer experiences, improved to 1.40 outages (2008 -1.59 outages). FPL's 2009 CAIDI, which measures the average time to restore service to a customer once an interruption occurs, was 59.0 minutes (2008 – 50.9 minutes). Despite the increase from 2008, FPL's 2009 CAIDI performance still ranks No. 1 in the nation when compared to the most recent available industry data.

Distribution – FPL's 2009 Distribution SAIDI performance continues to rank among the best in nation and is 42% better than the national average. In 2009, FPL's Distribution SAIDI was 77.9 minutes (2008 – 67.2 minutes). The increase in FPL's 2009 Distribution SAIDI resulted primarily from an increase in FPL's Distribution CAIDI, which was 72.1 minutes (2008 – 62.9 minutes). Despite the increase in CAIDI, FPL's 2009 Distribution CAIDI performance remains in the top 10% among utilities nationally. As FPL continues to focus on preventing outages before they occur, thus reducing the overall number of outages, certain types of feeder outages that are typically shorter in duration are eliminated. While the elimination of these outages benefits customers, it increases CAIDI. FPL's 2009 Distribution SAIFI was 1.08 outages (2008 – 1.07 outages), which is better than the national average. FPL's 2009 Distribution MAIFIe (Momentary Average Interruption Frequency Index) performance, a reliability indicator that measures momentary interruptions (interruptions < one minute), was 10.9 momentaries (2008 – 10.5 momentaries). While no statistically valid benchmark data exists for this metric, FPL's performance has been consistent year-over-year.

Transmission – In 2009, FPL's Transmission/Substation system reliability indicators all showed improvement over 2008 results. SAIDI improved to 4.53 minutes (2008 – 13.80 minutes), SAIFI improved to 0.32 outages (2008 - 0.37 outages) and MAIFI improved to 0.78 momentaries (2008 - 0.83 momentaries). FPL's 2009 Transmission overall reliability performance, as measured by SAIDI, is 72 percent better than the most recently calculated national average.

POLE INSPECTIONS

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Summary – Pole Inspections

Distribution

Consistent with its approved plan and FPSC pole inspection directives, FPL remains on schedule to complete its first eight-year inspection cycle for all wood distribution poles. In 2009, FPL inspected approximately one-eighth of its pole population or nearly 139,000 poles, including approximately 127,000 wood poles. In total, since May 2006, FPL has inspected approximately 473,000 poles or 47 percent of its eligible wood pole population. Inspection results indicate that FPL's pole reinforcement and replacement rates continue to be better than the national average. Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected. In 2010, FPL expects to again complete inspections on at least one-eighth of its pole population and complete all follow-up work identified during the 2009 inspections.

Transmission

In 2009, FPL performed climbing inspections on over 16,500 structures and remains ahead of schedule to complete the approved plan for a six-year inspection cycle of its transmission structures. By the end of 2009, 84 percent of all transmission structures were inspected during the first cycle. Additionally, FPL executed all necessary follow-up work identified during the 2008 inspections. In 2010, FPL plans to inspect approximately one-sixth of its transmission structures and complete all follow-up work identified during the 2009 inspections.

Distribution

1. Description of the pole inspection program

FPL's eight-year cycle inspection program for all distribution poles requires targeting for inspection approximately one-eighth of the system annually; but the actual number of poles inspected varies somewhat from year to year. To ensure coverage throughout its service territory, FPL has established nine zones, based on FPL's management areas and pole population, and annually performs inspection and pole remediation in each of these zones.

In November 2006, FPL signed a long-term service agreement with Osmose Utility Services (Osmose), an industry-leading pole inspection company, for the inspection of all distribution poles in its service territory. This long-term agreement helps to stabilize pricing throughout the first cycle of the pole inspection program. In addition, Osmose utilizes mobile computing technology to record inspection data and to calculate strength and loading. The loading calculations, span lengths, attachment heights and wire sizes are recorded in the mobile computer to determine whether the remaining pole capacity exceeds NESC requirements. This data is then transferred to FPL's Graphical Information System (GIS). Pole locations inspected by Osmose are randomly audited by FPL to verify that inspections are completed and meet inspection standards.

Inspections include a visual inspection of all distribution poles from the groundline to the top of the pole to identify visual defects (e.g. woodpecker holes, split tops, decayed tops, cracks, etc). If, due to the severity of the defects, the poles are not suited for continued service, the poles are tagged for replacement. With the exception of CCA poles less than 16 years of age, if the pole passes the above-ground visual inspection, wood poles are excavated to a depth of 18" (where applicable), sounded and bored to determine the internal condition of the pole. Poles encased in concrete or asphalt are not excavated but sounded & bored to determine their internal condition. Osmose developed an inspection process for this condition called "Shell Boring" which was subsequently approved by the FPSC. All suitable poles receive external and/or internal preservative treatment. Strength calculations are performed on wood poles to determine compliance with NESC requirements.

CCA poles less than 16 years in age are subject to a visual, sound and selective bore inspection, but not excavation. A bore inspection is performed if there is any decay indicated from the visual or sound inspection. To ensure that this exception will not compromise existing safety and storm hardening programs, FPL excavates a 1% sample of the CCA poles that would not normally qualify for full excavation.

Current NESC guidelines, outlined by Table 261-1A section 26 of the NESC, require that poles meet the minimum of Grade C construction. Building to Grade

C of the NESC is the typical standard for the distribution utility industry. It is important to note that FPL's strength and loading calculations are based on NESC Grade B construction standards as outlined by Table 261-1A section 26 of the NESC. This more stringent requirement results in additional poles to remediate that would have met the NESC requirements of Grade C construction.

FPL and AT&T work together to coordinate their joint use pole inspection programs. AT&T owns approximately 95% of all poles that FPL does not own but on which FPL attaches power lines and equipment. Both companies utilize Osmose as their inspection contractor to inspect all poles in a targeted area. This helps to ensure that all poles on the circuit are inspected at the same time. Results of these inspections are shared between FPL and AT&T.

2. 2009 Accomplishments

In 2009, approximately one-eighth of our pole population (138,970 in total and 126,906 wood poles) was inspected throughout FPL's service territory in the third full year of the program. The inspections included visual, excavation, sound and bore, as well as strength and loading calculations. FPL remains on-schedule to complete its first 8-year inspection cycle for all wood distribution poles. FPL continues to work together with joint pole owners to ensure all joint use poles are inspected.

Consistent with the Commission's approval of FPL's CCA pole exemption request, FPL discontinued excavation and performed selective sound and bore inspections on all CCA poles under 16 years of age while continuing visual inspections and load calculations for all CCA poles, regardless of age. FPL also sampled 1.6% of the CCA poles that would not have been fully excavated under this exemption and zero poles were identified as rejects in the sample. For 2009, FPL's pole inspection program costs totaled $36M, including costs for wood as well as concrete pole inspections/remediation.

3. Proposed 2010 Plan

For 2010, FPL's pole inspection program includes the inspection of at least one-eighth of FPL's pole population. FPL will also continue operating under the 2009 CCA pole exemption, performing visual inspections and load calculations on all CCA poles while excavating a 1% sample of the inspected CCA poles.

The current estimated cost for the 2010 pole inspection program is $45M - $55M, including costs for wood as well as concrete pole inspections/remediation.

4. NESC compliance for strength and structural integrity

The following methods are used by FPL's vendor to determine NESC compliance for strength and structural integrity of FPL's poles.

Strength Assessment

On wood poles, a strength assessment is performed to determine compliance to the NESC standards for strength. The strength assessment is based on a comparison of measured circumference versus original circumference of the pole. The effective circumference is measured and data collected to ensure that the actual condition of the pole meets NESC requirements as outlined in Table 261-1A section 26 of the NESC. If the pole does not meet the NESC requirements, the pole will be reinforced or replaced.

Loading Assessment

On all poles, a loading assessment is also performed. This is based on a combination of field measurements, span length, attachment heights (including third-party attachments) and wire sizes based on FPL construction standards. If NESC requirements are not met, the pole will be reinforced, replaced or the attachments will be relocated.

5. Summary data and results of previous year's pole inspections

Florida Power & Light Company
Annual Wood Pole Inspection Report
(Reporting Year 2009)

a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of in the Company Inventory	Inspections Planned this Annual	# of Poles Inspected this Annual Inspection*	# of Poles Failing Inspection this Annual Inspection	Pole Failure Rate (%) this Annual Inspection	# of Poles Designated for Replacement this Annual Inspection	Total # of Poles Replaced this Annual Inspection	# of Poles Requiring Minor Follow-up this Annual Inspection	# of Poles Overloaded this Annual Inspection	Method(s) V = Visual E = Excavation P= Prod S = Sound B= Bore R = Resistograph	# of Pole Inspections Planned for Next Annual Inspection Cycle	Total # of Poles Inspected (Cumulative) in the 8-Year Cycle To Date	% of Poles Inspected (Cumulative) in the 8-Year Cycle To Date
1,051,469 (1)	126,388	126,906	Grade C 1,470 Grade B & C 15,187	1.2 12.0	Grade C 1,189 Grade B & C 10,076	n/a Grade B & C 4,558	0 0	58 5,204	V, E, S, B V, E, S, B	154,994	473,475	47.0 (1)
If b - c > 0, provide explanation	For this inspection year, b-c <0. Note that the number of poles by type in each area being inspected is estimated based on the total wood and non wood poles planned and historical inspection data. At the end of the first cycle the number of wood poles planned for each year will be more accurate.											
If d - g > 0, provide explanation	Grade B & C - 5,111 of the poles failing inspection are reinforcement (not replacement) candidates. 3,879 poles were reinforced in 2009 (880 poles pending from the 2008 Inspection Cycle and 2,999 poles from the 2009 Inspection Cycle). All remaining 2009 Inspection Cycle reinforcement candidates will be reinforced by 12-31-10. - The 4,558 poles replaced in 2009 include 3,428 poles from the 2008 Inspection Cycle and 1,160 poles identified in the 2009 Inspection Cycle. All remaining 2009 Inspection Cycle replacement candidates will be replaced by 12-31-10.											
Description of selection criteria for inspections	FPL has determined that the most cost-effective approach for routing the work of the annual inspection program is by geographic location. These geographic locations will be prioritized using inputs such as age of pole, coastal exposure, population density, and critical infrastructure facility (CIF) customers (for example, hospitals, 911 centers, etc.). Inputs such as coastal exposure and population density generally follow the development patterns, which helps to naturally address the older pole population.											

(1) 1,051,469 is the total number of wood poles at the beginning of the eight year cycle, FPL expects to meet a target of 1,007,658 inspections by the end of 2013 (1,051,469 / 96 months x 92 months). Total poles inspected May 2006 through December 31, 2009 = (473,475 / 1,007,658) x 100 = 47%.

In 2009, FPL's reinforcement rate and replacement rate were each less than 1% when the poles were compared to the NESC Grade C requirement. This remains below the average reinforcement rate of 2% and replacement rate of 3% from a 2005 industry survey conducted by KEMA, Inc.

Remediation is categorized into two groups (Level 1 and Level 2) in order to allow for scheduling and resource allocation.

Level 1 - Remediation that requires more immediate attention. Urgent needs are addressed immediately and any additional remaining work is then completed by the end of the next calendar year.

Level 2 - Remediation that does not require immediate attention. This work is completed by the end of the next calendar year.

6. The cause(s) of each pole failure for poles failing inspections, to the extent that such cause(s) can be discerned in the inspection. Also, the specific actions the company has taken or will take to correct each pole failure

The table below provides a summary of the pole inspection findings for the poles identified as poles needing remedy.

Inspection Type	Remediation Type	NESC Min. (Grade C)	FPL Requirement (Grade B - Higher Standard)	Total Remediation	Primary Cause(s)	Remediation Options
Visual	Restorable	5	n/a	5	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	426	n/a	426	Decayed/Split Top, Woodpecker Holes	Pole to be replaced with new pole.
Strength	Restorable	276	3292	3568	Shell Rot, Exposed Pocket, Rotten Butt	Pole to be strengthened by installing C-Truss
	Non-Restorable	705	5279	5984	Decayed/Split Top, Woodpecker Holes, Shell Rot	Pole to be replaced with new pole.
Loading	Restorable	0	1538	1538	Overloaded	Pole to be strengthened by installing ET Truss
	Non-Restorable	58	3701	3759	Overloaded	Pole will be evaluated to determine the most cost effective method to address the overloading. Options are: 1. Install intermediate pole(s). 2. Replace pole with a stronger class pole.

Transmission

7. Description of Pole Inspection Program

FPL performs climbing or bucket inspections on its transmission structures on six-year cycle in accordance with the Commission's order issued in February 2006. Inspectors assess the condition of various transmission structure components; including poles, insulators, cross-arms, cross-braces, foundations, bolts, conductor, overhead ground wire (OHGW), guy wires, anchors, and bonding. A general overview of these inspection procedures are outlined below:

Inspection Procedure
Inspectors assess the condition of various transmission structure components; including poles, insulators, cross-arms, cross-braces, foundations, bolts, conductor, OHGW, guy wires, anchors, and bonding. A general overview of these inspection procedures are outlined below:

Wood Pole Inspections
FPL performs a visual inspection on wood transmission poles from ground-line to the pole top before any additional inspection work is completed. The visual inspection includes a review of the pole condition itself and any pole attachment conditions. If a wood transmission pole does not pass visual inspection, the pole is not tested further and reported for replacement.

After passing visual inspection, wood transmission poles are sounded starting at ground-line and continued up the length of the pole. If sounding around the ground-line warrants further investigation, wood poles are bored to determine the internal condition of the pole. Bored poles are treated with an appropriate preservative treatment.

Concrete Pole Inspections
FPL performs detailed visual inspections on its concrete transmission structures. The detailed inspection incorporates an overall review of the structure condition and includes assessing for structural cracks, chips, exposed rebar, and rust. The inspection includes the condition of all transmission attachments, including insulators, guying, cross-braces, cross-arms, and bolts. If a concrete structure does not pass inspection, the pole is reported for repair or replacement.

Steel Pole Inspections
FPL performs detailed visual inspections on its steel transmission structures. The detailed inspection incorporates an overall review of the structure condition, including foundations. The detailed inspection includes the condition of all transmission attachments, including insulators,

guying, cross-braces, cross-arms, and bolts. If a steel structure does not pass inspection, the pole is reported for repair or replacement.

8. 2009 Accomplishments

In 2009, FPL inspected 16,520 transmission structures, including 5,827 wood structures and 10,693 concrete or steel structures. This represents approximately 25.6% of all FPL transmission structures. This exceeds the 16.6% as outlined in the 6-year inspection cycle of Order No. PSC-06-0198-EI dated April 4, 2006. At year-end, $2.0M was invested in these inspections. In addition to the planned inspections, 13,421 storm and pre-construction mitigation patrols were performed on concrete and steel structures in the system.

9. Proposed 2010 Plan

In 2010, FPL is estimating $1.8M to inspect approximately one-sixth of its system and approximately $21.0M in follow-up work identified from the 2009 inspections.

10. NESC compliance for strength and structural integrity

The following methods are used during inspections for determining NESC compliance of strength and structural integrity of poles:

Strength Assessment
On wood poles, FPL performs a strength assessment to determine compliance to the NESC standards. The strength assessment is based on a comparison of measured circumference versus original circumference of the pole.

The effective circumference is measured and data collected to ensure that the actual condition of the pole meets NESC requirements as outlined in Table 261-1A section 26 of the NESC. If the pole does not meet the NESC requirements, the pole is reported for reinforcement or replacement.

Loading Assessment
FPL performs loading assessment on wood transmission poles with 3rd party attachments. This assessment is based on a combination of pole length, framing configuration, span length, attachment heights (including 3rd party attachments) and wire sizes based on FPL construction standards. If this loading does not meet NESC requirements, the pole is reported. Remediation may include reinforcement or replacement of the pole or relocation of the third-party attachments.

11. Explanation of the inspected pole selection criteria

Prior to 2006, FPL inspected its transmission facilities on a 3-, 4- or 8-year cycle. In accordance with the Commission's orders, FPL now inspects all transmission structures on a 6 year cycle. FPL has prioritized additional inspections based on factors such as framing configuration (structural loading), transmission components, system importance, customer count, and inspection history for a transmission line section. Other economic efficiencies, such as multiple transmission line sections within the same corridor, were also considered.

12. Inspection Summary Data for the Previous Year

Summarized in the following sections are the 2009 inspection results and causes by transmission structure materials:

Wood Transmission Structures

FPL performs inspection of its transmission facilities throughout the year. As condition assessments are completed, FPL prioritizes identified items in its work plan. FPL targets replacement of wood transmission structures and their associated components rather than repairing or reinforcing them. During 2009, FPL replaced 3,206 wood transmission structures through scheduled maintenance, relocations, reliability, and system expansion.

Florida Power & Light Company
Annual Wood Pole Inspection Report
(Reporting Year 2009)

a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of Wooden Poles in the Company Inventory as of 01-2009	# of Wood Pole Inspections Planned this Annual Inspection	# of Wood Poles Inspected this Annual Inspection*	# of Poles Failing Inspection this Annual Inspection	Pole Failure Rate (%) this Annual Inspection	# of Wood Poles Designated for Replacement this Annual Inspection	Total # of Wood Poles Replaced this Annual Inspection	# of Poles Requiring Minor Follow-up this Annual Inspection	# of Poles Overloaded this Annual Inspection	Method(s) V = Visual E = Excavation P = Prod S = Sound B = Bore R = Resistograph	# of Wood Pole Inspections Planned for Next Annual Inspection Cycle	Total # of Wood Poles Inspected (Cumulative) in the 6-Year Cycle To Date (08+09)	% of Wood Poles Inspected (Cumulative) in the 6-Year Cycle To Date (06+09)
21,716	3,605	5,827	694	11.9%	694	3,206	n/a	10	V / P / S / B	2,677	18,461	85.0%
If b - c > 0, provide explanation												
If d - g > 0, provide explanation												
Description of selection criteria for inspections	Prior to 2006, FPL inspected its transmission facilities on a 3, 4 or 8 year cycle. Beginning in 2006, those transmission line sections previously on an 8 year cycle will be transitioned to a 6 year inspection cycle. FPL has prioritized additional inspections based on factors such as framing configuration (structural loading), transmission components, system importance, customer count, and inspection history for a transmission line section. Other economic efficiencies, such as multiple transmission line sections within the same corridor, were also considered.											

Concrete & Steel Transmission Structures

POLE INSPECTION REPORT Company: Florida Power & Light Summary of Concrete & Steel Transmission Pole Inspections Period: January 2009 thru December 2009			
Type of Inspection:		Concrete & Steel Transmission Structures Visual or Bucket	
Type of Pole:			
	Average Class:	Varies	
	Materials	Concrete & Steel	
	Average Vintage	1986	
	Installed Population as of 1/1/2009	42,752	
		Planned	Completed
No. of Inspections Planned & No. completed:		7,097	24,114
Reason for Variance/Plan to Address Backlog:		Storm and pre-construction mitigation patrols increased opportunity for inspections	
No. of inspected poles addressing a prior backlog		0	0
		No. of Structures	% of Inspection
No. of structures identified for reinforcement:		24	0.10%
No. of poles identified for replacement:		7	0.03%
No. of structures identified for a change inspection cycle::		0	0.0%
No. of structures that required no change in inspection cycle or remediation		24,083	99.87%
No. of structures identified as overloaded		0	0.0%
No. of structures with estimated remaining life of less than 8 years		0	0.00%

In 2009, FPL inspected 56% of the concrete and steel transmission structures within its system.

13. Identified Inspection Items (by Cause)

Summarized in the following sections are the cause(s) of the identified transmission pole inspection items. FPL has also included specific actions that have or will be taken for each:

Wood Transmission Structures

Wood Transmission Structures					
Inspection Item	**Level 1**	**Level 2**	**Non-Priority**	**Primary Cause(s)**	**Remediation**
Ground-Line	40	181	48	Decay, Rot, Insects, Voids	Level 1 - Reinforce, Remediate, or Replace in year found Level 2 - Reinforce, Remediate, or Replace the following year Non-Priority – No action required
Above Ground-Line	82	513	249	Wood-Pecker Holes, Decay, Insects	
Overload (3rd Party)	0	14	0	3rd Party Attachments	
Total	122	694	297	Refer to the Above	

To help prioritize and to better plan for future years, FPL has established the following levels of inspection reporting:

Level 1 Priority - Identified as approaching the minimum NESC requirements and is considered unplanned work resulting from inspections. These poles are incorporated into current year work plans for reinforcement, remediation, or replacement. The timeframe for completion is driven by customer (access to facilities) or grid availability of safe electrical clearance of facility.

Level 2 Priority - Identified as approaching the minimum NESC requirements and are identified for reinforcement, remediation, or replacement as planned work by the end of the calendar year following inspection.

Non-priority poles are identified as having reduction in capacity, but still above the minimum NESC requirements. When reported, these

structures are documented but do not require specific action until the next inspection.

Concrete & Steel Transmission Structures

Concrete & Steel Transmission Structures					
Inspection Item	**Level 1**	**Level 2**	**Non-Priority**	**Primary Cause(s)**	**Remediation**
Base of Pole (Identified for Replacement)	0	7	0	Corrosion	Level 1 - Reinforce, Remediate, or Replace in year found Level 2 - Reinforce, Remediate, or Replace the following year Non-Priority – No action required
Base of Pole (Identified for Repair)	9	24	4	Cracks	
Total	9	31	4	Refer to the Above	

To help prioritize and to better plan for future years, FPL has established the following levels of inspection reporting:

Level 1 Priority - Identified as approaching the minimum NESC requirements and are considered unplanned work resulting from inspections. These poles are incorporated into current year work plans for reinforcement, remediation, or replacement. The timeframe for completion is driven by customer (access to facilities) or grid availability of safe electrical clearance of facility.

Level 2 Priority - Identified as approaching the minimum NESC requirements and are identified for reinforcement, remediation, or replacement as planned work by the end of the calendar year following inspection.

Non-priority poles have structural deterioration, but still meet all of the NESC strength requirements. When reported, these structures are documented but do not require specific action until the next inspection.

SYSTEM HARDENING

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

System Hardening

Distribution

FPL continues to implement its approved three-prong plan for hardening its distribution infrastructure by applying: (1) extreme wind loading criteria (EWL) to critical infrastructure facilities (CIF); (2) incremental hardening to certain existing Community Needs feeders; and (3) construction design guidelines that require EWL for the design and construction of all new overhead facilities, major planned work, relocation projects, and daily work activities.

In 2009, FPL applied EWL to 69 feeders serving CIF, primarily serving 18 acute care facilities, 24 hospitals, 29 emergency dispatch centers (911), and 1 special needs shelter throughout its system. An additional 48 CIF, served by these same feeders, also benefited from the EWL hardening improvements. As scheduled, all existing originally identified acute care facilities and hospitals in FPL's 35-county service territory have been hardened. FPL also hardened 27 highway crossings and 49 "01" switches to EWL. Additionally, FPL applied Incremental Hardening to 10 Community Projects - feeders that serve community needs, such as grocery stores, gas stations and pharmacies. Finally, FPL's Design Guidelines were applied to all new construction and other construction activities described above. In 2009, FPL installed over 12,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL continued to promote overhead to underground conversions in 2009, completing six Governmental Adjustment Factor (GAF) tariff-qualified projects in 2009.

FPL's hardening plans for 2010 – 2012 are currently being developed and will be filed with the FPSC in May 2010, as required by Florida Administrative Code, Rule 25-6.0342.

1. Describe each Storm Hardening activity undertaken in the field during 2009

In 2009, FPL continued to target key Critical Infrastructure Facilities and Community Projects within the communities it serves. 69 feeders primarily serving 18 acute care facilities, 24 hospitals, 29 911 facilities, and 1 special needs shelter, 27 highway crossings mainly on I-95, and 49 "01" switches were hardened to EWL. As can be seen in the table below, 48 additional CIF accounts also benefited from these hardening projects. Additionally, 10 Community Projects were incrementally hardened.

2009 CIF Projects

	Region	County	Feeder #	Primary Facility	Additional Facility	Complete
1	East	Indian River	405763	Sebastian Hospital (Acute)	911 Facility	Complete
2	East	Martin	401137	911 Facility	Registered Nursing Homes	Complete
3	East	Martin	404938	911 Facility	Telecom (Board of Commissioners)	Complete
4	East	Okeechobee	401632	911 Facility	EOC	Complete
5	East	Palm Beach	400533	911 Facility	Police, Waste Water Booster Pump Sta.	Complete
6	East	Palm Beach	401933	911 Facility	South County Courthouse	Complete
7	East	Palm Beach	403034	911 Facility	AIRPORTS-FAA, AIRPORT-NAV	Complete *
8	East	Palm Beach	405264	911 Facility		Complete
9	East	Palm Beach	406236	911 Facility	U S GOVT DEPT of Coast Guard	Complete
10	East	Palm Beach	406532	JFK Hospital	911 Facility	Complete
11	East	Palm Beach	407663	Palms West Hospital (Acute)		Complete
12	North	Baker	300961	Northeast Fla State Hosp		Complete
13	North	Brevard	200336	911 Facility	Water Treatment Plants	Complete
14	North	Brevard	201632	Palm Bay Community Hospital (Acute)		Complete
15	North	Brevard	203131	Wuesthoff Medical Center - Rockledge (Acute)	2-911 Facilities, EOC	Complete
16	North	Brevard	205535	Health South Sea Pines Rehabilitation Hospital		Complete
17	North	Columbia	301138	Lake City Medical Center (Acute)		Complete
18	North	Flagler	101462	Florida Hospital Flagler (Acute)	EOC, Stuart F. Meyers Hospice	Complete
19	North	Flagler	101466	911 Facility	Bunnell Elementary School, Correctional Facilities, Critical Cellular Facilities for Police-Fire, Hospital	Complete
20	North	Nassau	301464	911 Facility	EOC (Courthouse), NASSAU COUNTY SHERIFF DEPARTMENT, 76212 NICHOLAS CUTINHA RD #JAIL	Complete
21	North	Seminole	200131	Central Florida Regional Hospital (Acute)	Seminole Cnty Board of Cnty Commissioners	Complete
22	North	Seminole	204636	911 Facility		Complete
23	North	Seminole	205363	911 Facility		Complete
24	North	St Johns	106234	Flagler Hospital (Acute)		Complete
25	North	Suwannee	300633	911 Facility	EOC	Complete
26	North	Volusia	101534	Halifax Hospital		Complete
27	North	Volusia	107161	911 Facility	Critical Well Fields	Complete
28	South	Broward	700135	Kindred Hospital - Las Olas (Acute)		Complete
29	South	Broward	700231	Breast Cancer Center - Memorial Regional Hospital		Complete
30	South	Broward	701835	St Anthony's Rehab Hospital		Complete

* Completed in 2010

2009 CIF Projects - continued

	Region	County	Feeder #	Primary Facility	Additional Facility	Complete
31	South	Broward	702433	911 Facility	Police, Miami-Dade Co Public School WLRN Transmitting Tower	Complete
32	South	Broward	702833	Memorial Hospital Pembroke Urgent Care Center/ Memorial Manor		Complete
33	South	Broward	702835	South FL State Hospital		Complete
34	South	Broward	703731	North Broward Medical Center (Acute)		Complete
35	South	Broward	704135	Kindred Hospital - Hollywood		Complete
36	South	Broward	704563	University Hospital and Medical Center		Complete
37	South	Broward	704663	Sunrise Rehabilitation Hospital		Complete
38	South	Broward	706367	Memorial Hospital Miramar (Acute)		Complete
39	South	Miami-Dade	800440	911 Facility		Complete
40	South	Miami-Dade	801734	South Dade Rehabilitation Hospital		Complete
41	South	Miami-Dade	802434	South Miami Hospital		Complete
42	South	Miami-Dade	802533	911 Facility	Police, Fire Station	Complete *
43	South	Miami-Dade	802832	St Catherine Rehabilitation Hospital		Complete
44	South	Miami-Dade	803545	Jackson Memorial Mental Health Hospital		Complete
45	South	Miami-Dade	804236	Miami Children's South Dade	Police, Fire Station	Complete
46	South	Miami-Dade	805535	911 Facilities		Complete
47	South	Miami-Dade	805733	2 - 911 Facilities		Complete
48	South	Miami-Dade	805735	Westchester Clinic	Fire Station	Complete
49	South	Miami-Dade	805832	Jackson South		Complete
50	South	Miami-Dade	807037	Citrus Health Network/ Southern Winds Hospital		Complete
51	South	Miami-Dade	807432	Kendall Regional Medical Center (Acute)		Complete
52	South	Miami-Dade	808337	Miami Rehabilitation Hospital		Complete
53	South	Miami-Dade	808931	Westchester General Hospital (Acute)		Complete
54	South	Miami-Dade	810161	Baptist Medical Plaza at Doral		Complete
55	South	Miami-Dade	810364	Miami -Dade CO Public School 7121-John A Ferguson SNS		Complete *
56	West	Collier	506663	Cleveland Clinic - Collier County (Acute)	AVOW Hospice	Complete
57	West	Collier	507761	Physicians Regional Medical Center (Acute)		Complete
58	West	De Soto	501435	DeSoto Memorial Hospital (Acute)	S Florida Community College,City of Arcadia WTR Plants, Turner AGRI-CIVIC CTR, Critical Well Fields	Complete
59	West	Lee	505462	Southwest FLA Reg Med Cntr		Complete
60	West	Lee	506162	911 Facility	Gulf Coast Hospital (2nd Feed),Police, Fire Station, S FT Myers High Sch	Complete
61	West	Lee	507065	Bonita Community Health Center		Complete
62	West	Manatee	500236	2 - 911 Facilities	Police	Complete
63	West	Manatee	504667	911 Facility	Waste Booster Pump Sta.	Complete
64	West	Sarasota	500763	911 Facility	Englewood Dist Water Treatment Plant	Complete
65	West	Sarasota	500765	Englewood Community Hospital (Acute)		Complete
66	West	Sarasota	500933	911 Facility	Police	Complete
67	West	Sarasota	503264	911 Facility	North Port Sewage Treatment Plants	Complete
68	West	Sarasota	504135	911 Facility		Complete
69	West	Sarasota	505165	Doctor's Hospital of Sarasota (Acute)	Healthsouth	Complete

* Completed in 2010

2009 Critical Poles

# of Highway Crossings	Region	County	Interstate	Status
8 *	South	Broward	I-95	Complete
16	South	Dade	I-95	Complete
3	East	Palm Beach	Turnpike	Complete
27	Total			

* 1 Project listed was completed in 2010.

# of "01" Switches	Region	County	Substation	Status
13	East	Palm Beach	Various	Complete
6	North	Various	Various	Complete
6	South	Broward	Various	Complete
8	South	Dade	Various	Complete
16	West	Various	Various	Complete
49	Total			

2009 Community Projects

	Region	County	Feeder	Thoroughfare	Complete
1	East	Palm Beach	405464	NW 67 St & Military Trail	Complete
2	East	Palm Beach	403731	PGA Blvd	Complete
3	North	Brevard	205433	Merritt Island Causeway	Complete
4	North	Volusia	101937	Roberts Rd & US 1	Complete
5	South	Broward	703135	Griffin Rd & Ravenswood Rd	Complete
6	South	Broward	707664	Pines Blvd e/o I-75	Complete
7	South	Miami-Dade	807032	35 St to 38 St & W 16 to 18 Ave	Complete
8	South	Miami-Dade	802937	Flagler St/SW 27th Ave	Complete
9	West	Sarasota	504131	Bee Ridge Rd east to McIntosh	Complete
10	West	Sarasota	500532	Clark Rd between Beneva & US41	Complete

2. Describe the process used by your Company to identify the location and select the scope of storm hardening projects.

Critical Infrastructure Facilities (CIF) were identified by working with the various municipalities and prioritized using a classification hierarchy (Acute Care, 911, EOC, Police, etc). FPL's feeders serving CIF were then classified by the most important Top-CIF and sorted by hierarchy and least cost to harden. Community feeders that serve community needs; such as grocery stores, gas stations and pharmacies; were identified in order to provide a broad footprint across all communities in FPL's service territory. The 2009 plan focused on acute care facilities, hospitals, and 911 facilities.

3. Provide the costs incurred and any quantified expected benefits

Total hardening costs in 2009 were $80.2 million for hardening the targeted feeders to extreme wind or incremental levels and the replacement of critical poles. Design Guidelines incremental costs related to new construction, relocation projects and daily work are not tracked. Consistent with the information provided by FPL in Docket No. 070301-EI, FPL has estimated that, over an analytical study period of 30 years, the net present value of restoration cost savings per mile of hardened feeder would be approximately 45% to 70% of the cost to harden that mile of feeder for future major storm frequencies in the range of once every three to five years. Of course, it is possible that FPL will face major storms more frequently than that, as it did in the 2004-2005 hurricane seasons. If that were the case, then the net present value of restoration cost savings likely would exceed the hardening costs. It is also important to recognize that in addition to Restoration Cost Savings, customers will benefit substantially, and in many direct and indirect ways, from the reduced number and duration of storm and non-storm outages resulting from the planned hardening activities.

4. Discuss any 2010 projected activities and budget levels

While the details associated with FPL's hardening plans for 2010-2012 are currently being developed, FPL expects 2010 hardening costs associated with critical infrastructure facilities, community projects, highway crossings and "01" switches to be $45M - $55M. Complete details associated with FPL's 2010-2012 hardening plans will be filed with the FPSC in May 2010, as required by Florida Administrative Code, Rule 25-6.0342.

Transmission

1. **Description of Hardening Programs**
   Please refer to FPL's response to item 1 – Description of Transmission Hardening Programs, in Initiative 4 of the Storm Preparedness filing for a description of each transmission storm hardening initiative of FPL.

2. **Method of Selection**
   Please refer to FPL's response to item 2 – Method of Selection, in Initiative 4 of the Storm Preparedness filing for a description of the method FPL used to determine each transmission storm hardening initiative.

3. **2009 Accomplishments**
   Please refer to FPL's response to item 4 – 2009 Accomplishments, in Initiative 4 of the Storm Preparedness filing for a summary of the 2009 accomplishments for each of the transmission hardening programs. FPL's

2009 accomplishments are also included in appendix 1 (FPSC Table: Transmission Hardening) of initiative 4.

4. **Proposed 2010 Plans**
Please refer to FPL's response to Item 5 – Proposed 2010 Plans, in Initiative 4 of the Storm Preparedness filing for a summary of the 2010 projections for each of the transmission hardening programs. FPL's 2010 proposed plans are also included in Appendix 1 (FPSC Table: Transmission Hardening) of Initiative 4.

10 STORM PREPAREDNESS INITIATIVES

DOCUMENT NUMBER-DATE
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Summary – 10 Storm Preparation Initiatives

1. **Establish a three-year distribution vegetation management cycle**

   In 2009, FPL continued its three-year cycle for feeders and completed the third year of its approved schedule to implement a six-year cycle for laterals. For 2010, FPL plans to continue its three-year average feeder trim cycle and its approved plan to achieve a 6-year average lateral trim cycle by 2013.

2. **Conduct an audit of joint use agreements**

   Approximately 20 percent of FPL's jointly used poles are audited annually. 2009 audit results continue to show that through FPL's joint use processes and procedures, along with cooperation from joint pole owners and third-party attachers, joint use facilities on the FPL system are being properly maintained.

3. **Initiate a six-year transmission structure inspection program**

   See the Pole Inspection Section – Transmission.

4. **Develop a program for hardening the existing Transmission system**

   In 2009, FPL continued with its plan to replace all wood transmission structures in its system by replacing over 3,200 wood transmission structures, including more than 300 single pole un-guyed wood structures. Additionally, in 2009, FPL replaced nearly 1,100 of its ceramic post insulators on concrete structures with polymer post insulators. The replacement of ceramic post insulators on concrete structures is ahead of FPL's original approved schedule.

5. **Develop a distribution Geographic Information System (GIS)**

   In 2009, FPL continued its efforts to capture and store distribution system data in its Geographic Information System (GIS). In 2009, streetlight data was added along with on-going pole inspection, joint use and hardening data.

6 **Establish a post-storm forensic data collection and analysis program**

   FPL has plans, systems and processes in place and ready for use. No major storms impacted FPL's service territory in 2009, therefore; no forensic collection/analysis was required.

7. **Conduct detailed analysis of overhead and underground reliability performance**

   FPL has plans, systems and processes in place to capture OH and UG storm performance. No major storms impacted FPL's service territory in 2009, therefore; no forensic collection/analysis was required.

8. **Work actively to increase coordination with local governments on common concerns**

   In 2009, FPL continued its efforts to improve local government coordination. Activities included: (1) conducting meetings with county emergency operations managers to discuss critical infrastructure locations in each jurisdiction; (2) enhancing its e-mail distribution process and network to target key messages to all governmental audiences; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual storm exercise. Together, FPL's Community Outreach Teams and Customer Service Field Organization conducted over 165 community presentations in 2009, providing information on storm readiness and other topics of community interest.

9. **Conduct collaborative research on effects of hurricane winds/storm surge**

   Collaborative research efforts continue, led by the Public Utilities Research Center (PURC), which have resulted in greater knowledge of: vegetation management during storm and non-storm times; wind during storm and non-storm events; and hurricane and damage modeling towards further understanding the costs and benefits of undergrounding.

10. **Develop natural disaster preparedness and recovery plans**

    FPL's Storm Emergency Plan identifies emergency conditions and the responsibilities and duties of the FPL emergency response organization for severe weather and fires. The plan covers the emergency organization, responsibilities and FPL's overall severe storm emergency processes. These processes describe the planning activities, restoration work, public communications, coordination with government, training, practice exercises and lessons learned evaluation systems. The plan is reviewed and revised annually.

STORM PREPAREDNESS
INITIATIVE No. 1

DOCUMENT NUMBER-DATE
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Storm Preparedness Initiative No. 1

1. A complete description of the Company's vegetation management program (policies, guidelines, practices) for 2008 and 2009 in terms of both activity and costs.

Tree limbs and branches, especially palm fronds, are among the most common causes of power outages and flickers. The primary objective of FPL's distribution vegetation management program is to clear vegetation from the vicinity of distribution facilities and equipment in order to protect them and provide safe, reliable and cost-effective electric service to its customers. The program is comprised of multiple initiatives designed to reduce the average time customers are without electricity as a result of vegetation-related interruptions. This includes its preventive maintenance initiatives (planned cycle and mid-cycle maintenance), corrective maintenance (trouble work and customer service restoration efforts), customer trim requests, and support of system improvement and expansion projects, which focus on long-term reliability by addressing vegetation that will impact new or upgraded overhead distribution facilities.

FPL follows the National Electric Safety Code (NESC), American National Standards Institute (ANSI) A-300, and all other applicable standards while considering tree species, growth rates and the location of trees to our facilities when performing line clearing. Danger trees (leaning, structurally damaged, or dead) outside of right of way (ROW) which can not be effectively trimmed are candidates for removal.

FPL maintains its main distribution lines, called "feeders," on a 3-year average trim cycle because it offers the optimal balance of reliability performance and vegetation clearing cost. The primary benefit of properly maintaining feeders is that each feeder serves a large number of customers, on average, approximately 1,500 customers per feeder.

On May 30, 2007, the Florida Public Service Commission (FPSC) issued Order No. PSC-07-0468-FOF-EI approving FPL's 6-year average lateral trim cycle. In 2007 FPL began to implement its plan to achieve a 6-year average trim cycle for laterals by 2013. Laterals serve fewer customers than feeders. On average, a lateral serves approximately 35 customers.

In 2009 FPL continued and met its plans of maintaining a 3-year average trim cycle for feeders and increasing laterals miles trimmed to reach a 6-year average trim cycle for laterals by 2013. FPL continues to pursue the challenges associated with critical palm removals, customer refusals and hazard trees outside the right-of-way.

Targeted trimming is also achieved through its "mid-cycle" program that addresses critical circuits. Tree species with widely varying growth rates exist

along FPL's system. Certain fast-growing trees, and especially palm trees, need to be addressed before the next scheduled cycle trim date. FPL refers to this additional trimming, performed between normal trimming cycles, as mid-cycle trimming.

Customers often contact FPL with requests to trim trees around lines in their neighborhoods and near their homes. As a result of our discussions with these customers and/or a follow-up investigation, FPL either performs the necessary trimming or determines that the requested trimming can be addressed more efficiently by completing it through the normal scheduled cycle trimming.

Finally, a very important component of FPL's vegetation program is providing information to customers to educate them on our trimming program and practices, safety issues, and the importance of placing trees in the proper location, i.e., FPL's "Right Tree, Right Place" (RTRP) program. Vegetation management requires public cooperation to help remove customer barriers. RTRP is a public education program based on FPL's core belief that providing reliable electric service and sustaining our natural environment can go hand-in-hand and is a win-win partnership between the utility and customers.

	Cost (Millions)	Miles Trimmed		
		Laterals	Feeders	Mid-Cycle
2008	$57.9	2,078	4,262	5,418
2009	$52.6	2,768	4,151	5,384

Note: Currently maintaining a 3-year average trim cycle for feeders. On target to achieve a 6-year average trim cycle for laterals by 2013 in accordance with approved implementation schedule.

2. Definitions of terms: danger tree, demand tree, spot trim, mid-cycle trim

Danger Tree – A tree beyond normal clearance specification that has high likelihood to fail and impact facilities. Danger tree failure can be associated with factors such as trees that are leaning, structurally damaged, dead and certain tree species.

Spot trim – Addresses a specific location vs. entire line segment through hot spot trimming. This includes trouble tickets or reliability-related requests.

Demand Trim/Customer Trim Request (CTR) – Addresses tree conditions reported by a customer. FPL will inspect and, if trimming is required for safety or reliability, the necessary work is performed.

Mid-Cycle trim – Feeder patrol and hot spot trimming of individual tree-conductor conditions most likely to cause an interruption before the next scheduled trimming cycle. These trees are fast growing species, often palms, and include trees identified as meeting removal criteria but removal has been refused by customers.

3. The criteria used to determine whether to remove a tree, replace a tree, spot trim, demand trim, or mid-cycle trim, etc.

Tree removal – Trees which can not be effectively trimmed to meet clearance specifications and ANSI A-300 are evaluated based on species and cost to remove. Palms are a primary removal candidate, especially on feeders.

Tree replacement – FPL does not have a tree replacement program. On a targeted and very limited basis, contribution toward replacement is considered.

Spot trim – Hot spotting to address a specific location based on reliability performance.

Demand trim – Tree meeting FPL's existing Customer Trim Request criteria. See detail below in 12.

Mid-cycle trim – Addresses conditions that will become reliability concerns before the next scheduled cycle. These trees are fast growing species, often palms, and include trees identified as meeting removal criteria but removal has been refused by customers.

4. Provide an analysis of the cost and benefits of the Company's program vs. three-year trim cycle program

See Direct Testimony & Exhibits of: Manuel B. Miranda, filed December 20, 2006 (Docket No. 060198-EI).

5. Tree clearing practices in utility easements and authorized rights-of-way

FPL's line clearing practice is to pre-notify customers of scheduled maintenance activities. FPL clears lines (within easements and outside of easements) to its clearance specifications to protect its facilities and maintain reliable service.

6. & 9. Relevant portions of utility tariffs pertaining to utility vegetation management activities within and outside easements and authorized rights-of-way

Within easement;

Rule 2.8 Access to Premises:
The duly authorized agents of the company shall have safe access to the premises of the customer at all reasonable hours for installing, maintaining and inspecting or removing company's property, reading meters, trimming trees within the company's easements and right of way, and other purposes incident to performance under or termination of the company's agreement with the customer, and in such performance shall not be liable for trespass.

Rule 5.6 Unobstructed Access To Company's Facilities:
Company shall have perpetual unobstructed access to its overhead and underground facilities such as poles, underground cables, pad-mounted transformers and meters in order to perform repair and maintenance in a safe, timely and cost-efficient manner.

Utility Easements tariff 9.770 (see attachment 1)

Outside easements;

There are no specific utility rights to remove trees outside a right-of-way (ROW). Through FPL's Right Tree, Right Place efforts, customers are informed and encouraged to take responsibility and carefully consider the mature height of vegetation planted adjacent to power structures.

7. Tree removal practices for trees that abut and/or intrude into easements and authorized rights-of-way

Trees identified for removal within an easement or ROW will usually involve customer contact and a signed Tree Work Authorization (TWA) by the customer. If removal is not possible, FPL will clear to the extent possible while complying with applicable line clearing standards and practices. In addition, FPL routinely communicates with local communities about the various issues concerning tree removals on residential property and in public ROW.

8. Tree clearing practices outside of easements and authorized rights-of-way

FPL will clear, to the extent possible, any vegetation that encroaches upon our facilities, to provide for adequate clearances while complying with applicable line clearing standards and practices.

10. Tree removal practices for trees outside of easements and authorized rights-of-way

Trees outside an easement or ROW that are targeted for removal will typically involve customer contact and a signed Tree Work Authorization. If a removal is not possible, FPL will clear to the extent possible while complying with applicable line clearing standards and practices.

11. Relevant portions of utility tariffs pertaining to customer vegetation management obligations as a term or condition of electric service

These General Rules and Regulations are a part of the Company's Tariff covering the terms and conditions under which Electric Service is supplied by the Company to the Customer. They are supplemental to the "Rules and Regulations Governing Electric Service by Electric Utilities" issued by the Florida Public Service Commission.
(See attachment 2)

Company tariffs;
Rule 5.5 Interference With Company's Facilities:

The customer should not allow trees, vines and shrubs to interfere with the company's adjacent overhead conductors, service wires, pad-mounted transformers and meter. Such interference may result in an injury to persons, or may cause the customer's service to be interrupted. In all cases the customer should request the company to trim or remove trees and other growth near the company's adjacent overhead wires, and under no circumstances should the customer undertake this work himself, except around service cables when specifically authorized by and arranged with the company.1

Rule 2.9 Right of Way:

The customer shall grant or cause to be granted to the company and without cost to the company all rights, easements, permits and privileges which, in the opinion of the company are necessary for the rendering of service to the customer.

12. Company practices regarding customer trim request

FPL's Customer Trim Request (CTR) process has been referred to as a "demand trim," above. Customer requests located within FPL's line clearing responsibility and found to be non-hazardous are redirected to scheduled maintenance. Customer requests that are inspected and found to be potentially hazardous are immediately scheduled for clearing. If a condition is not potentially hazardous the inspector will advise the customer that work will be deferred to scheduled maintenance.

13. 2010 projected activities and budget levels

In 2010, FPL's vegetation management plan includes trimming approximately 5,200 feeder miles, 3,100 lateral miles and 4,700 miles of mid-cycle trimming. The plan also addresses restoration activities and customer trim requests. Total costs associated with these activities are approximately $61 million.

14. Include the requirements of applicable orders

Initiative 1
Three-Year Vegetation Cycle

Performance Metrics: Adjusted data includes only activities that are budgeted and included in the Company's vegetation management plan. Unadjusted data is to include all performance data including hurricane performance and all other vegetation caused outage events that the Company believes to be excludable pursuant to 25-6.0455, F.A.C. The difference between unadjusted data and adjusted data are the storm reliability performance metrics. Reports due March 1, 2010 should have both for the base year (2008) and the data for 2009. All variances from the Company's Program, if any, sholud be noted in this section of the report

The tables below provide guidance for the data being sought by staff. If customer minutes of interruptions are not recorded or tracked, then provide an explanatory note and substitute whatever performance data is recorded.

System Vegetation Management Performance Metrics

	Feeders			Laterals			
2008	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	223		N/A	13,694		
(B) Customer Interruptions	N/A	354,120		N/A	222,528		
(C) Miles Cleared	N/A	4,262		N/A	2,078		
(D) Remaining Miles	N/A	9,152		N/A	20,314		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0166		N/A	0.6116		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	26.4		N/A	9.9		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		15,359
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 57.9 M
(I) Customer Minutes of Interruption	N/A	15,571,104		N/A	35,169,370		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 4.1 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		$ 63.4 M
(L) Vegetation Goal (current year) 2008	N/A	4,421		N/A	2,007		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		$ 68.3 M
(N) Vegetation Goal (next year) 2009	N/A	4,224		N/A	2,746		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		5,371			47		

1) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2008	Feeders			Laterals			
DADE	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	45		N/A	2,982		
(B) Customer Interruptions	N/A	57,646		N/A	31,645		
(C) Miles Cleared	N/A	760		N/A	315		
(D) Remaining Miles	N/A	1,353		N/A	2,188		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0213		N/A	1.1914		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	27.3		N/A	12.6		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		7,067
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 10.1 M
(I) Customer Minutes of Interruption	N/A	1,870,570		N/A	5,814,247		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 0.5 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		N/A
(L) Vegetation Goal (current year) 2008	N/A	760		N/A	314		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2009	N/A	665		N/A	323		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		661			7		

2) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2008	Feeders			Laterals			
BROWARD	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	27		N/A	1,517		
(B) Customer Interruptions	N/A	50,867		N/A	18,356		
(C) Miles Cleared	N/A	560		N/A	146		
(D) Remaining Miles	N/A	1,009		N/A	1,457		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0172		N/A	0.9464		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	32.4		N/A	11.5		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,879
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 5.7 M
(I) Customer Minutes of Interruption	N/A	2,112,966		N/A	3,145,669		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 0.3 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		N/A
(L) Vegetation Goal (current year) 2008	N/A	560		N/A	146		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2009	N/A	575		N/A	195		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		483			1		

3) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2008	Feeders			Laterals			
EAST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	25		N/A	1,988		
(B) Customer Interruptions	N/A	40,828		N/A	30,951		
(C) Miles Cleared	N/A	1,237		N/A	445		
(D) Remaining Miles	N/A	2,423		N/A	4,504		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0068		N/A	0.4017		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	11.2		N/A	6.3		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		6,245
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 13.7 M
(I) Customer Minutes of Interruption	N/A	2,366,843		N/A	4,830,769		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 0.8 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		N/A
(L) Vegetation Goal (current year) 2008	N/A	1,223		N/A	430		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2009	N/A	1,151		N/A	548		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		1,218			4		

4) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2008	Feeders			Laterals			
NORTH	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	82		N/A	3,424		
(B) Customer Interruptions	N/A	113,953		N/A	57,713		
(C) Miles Cleared	N/A	625		N/A	585		
(D) Remaining Miles	N/A	2,480		N/A	6,045		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0264		N/A	0.5164		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	36.7		N/A	8.7		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		10,511
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 15.2 M
(I) Customer Minutes of Interruption	N/A	5,515,884		N/A	9,424,593		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 1.5 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		N/A
(L) Vegetation Goal (current year) 2008	N/A	825		N/A	547		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2009	N/A	938		N/A	852		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		2,409			20		

5) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2008	Feeders			Laterals			
WEST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	44		N/A	3,783		
(B) Customer Interruptions	N/A	91,186		N/A	83,863		
(C) Miles Cleared	N/A	1,080		N/A	588		
(D) Remaining Miles	N/A	1,887		N/A	6,119		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0148		N/A	0.5640		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	30.7		N/A	12.5		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		7,809
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$ 13.2M
(I) Customer Minutes of Interruption	N/A	3,704,841		N/A	11,954,092		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$ 0.9 M
(K) Vegetation Budget (current year) 2008	N/A	N/A		N/A	N/A		N/A
(L) Vegetation Goal (current year) 2008	N/A	1,053		N/A	570		
(M) Vegetation Budget (next year) 2009	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2009	N/A	895		N/A	828		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		601			15		

Definitions:

(H) All O&M expenditures includes R-1, Storm Secure, Staff (FMIP)

(J) Vegetation Restoration - day to day, call out (FMIP)

(K) Current year budget includes R-1, Storm Secure, Staff (FMIP)

(M) Next year projected budget includes R-1, Storm Secure, Staff (FMIP)

Comparison with a Three-Year Program: **Provide a comparison of a three-year trim cycle program and the achieved performance of the program implemented on both an adjusted and unadjusted basis.**

Feeder Comparison with A Three-Year Cycle Based Program **Note: FPL's feeders are on a 3 year cycle**

	Three-Year Cycle Program			Company Program			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages							
(B) Customer Interruptions							
(C) Miles Cleared							
(D) Remaining Miles							
(E) Outages per Mile [A ÷ (C + D)]							
(F) Vegetation CI per Mile [B ÷ (C + D)]							
(G) Number of Hotspot trims							
(H) All Vegetation Management Costs							
(I) Customer Minutes of Interruption							
(J) Outage Restoration Costs							
(K) Trim-Back Distance							
Suggested Alternatives							

Lateral Comparison with A Three-Year Cycle Based Program N/A

	Three-Year Cycle Program			Company Program			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages							
(B) Customer Interruptions							
(C) Miles Cleared							
(D) Remaining Miles							
(E) Outages per Mile [A ÷ (C + D)]							
(F) Vegetation CI per Mile [B ÷ (C + D)]							
(G) Number of Hotspot trims							
(H) All Vegetation Management Costs							
(I) Customer Minutes of Interruption							
(J) Outage Restoration Costs							
(K) Trim-Back Distance							
Suggested Alternatives							

Initiative 1
Three-Year Vegetation Cycle

Performance Metrics: **Adjusted data includes only activities that are budgeted and included in the Company's vegetation management plan. Unadjusted data is to include all performance data including hurricane performance and all other vegetation caused outage events that the Company believes to be excludable pursuant to 25-6.0455, F.A.C. The difference between unadjusted data and adjusted data are the storm reliability performance metrics. Reports due March 1, 2010 should have both for the base year (2008) and the data for 2009. All variances from the Company's Program, if any, sholud be noted in this section of the report**

The tables below provide guidance for the data being sought by staff. If customer minutes of interruptions are not recorded or tracked, then provide an explanatory note and substitute whatever performance data is recorded.

System Vegetation Management Performance Metrics

2009	Feeders			Laterals			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	221		N/A	14,664		
(B) Customer Interruptions	N/A	324,877		N/A	225,235		
(C) Miles Cleared	N/A	4,151		N/A	2,768		
(D) Remaining Miles	N/A	9,118		N/A	19,662		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0167		N/A	0.6538		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	24.4848		N/A	10.0416		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		17,723
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$52.6 M
(I) Customer Minutes of Interruption	N/A	13,867,357		N/A	38,405,314		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$3.9 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$68.3 M
(L) Vegetation Goal (current year) 2009	N/A	4,224		N/A	2,746		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$61.3 M
(N) Vegetation Goal (next year) 2010	N/A	5,212		N/A	3,100		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		5,384					

1) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2009	Feeders			Laterals			
DADE	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	64		N/A	3,403		
(B) Customer Interruptions	N/A	84,914		N/A	38,200		
(C) Miles Cleared	N/A	664.47		N/A	323.46		
(D) Remaining Miles	N/A	1,406		N/A	2,156		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0309		N/A	1.3724		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	41.0108		N/A	15.4061		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		4,495
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$7.4 M
(I) Customer Minutes of Interruption	N/A	3,449,732		N/A	8,451,254		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.8 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$12.7 M
(L) Vegetation Goal (current year) 2009	N/A	665		N/A	323		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$7.9 M
(N) Vegetation Goal (next year) 2010	N/A	792		N/A	361		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		493					

2) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2009	Feeders			Laterals			
BROWARD	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	30		N/A	1,911		
(B) Customer Interruptions	N/A	48,330		N/A	26,885		
(C) Miles Cleared	N/A	575		N/A	195		
(D) Remaining Miles	N/A	969		N/A	1,392		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0194		N/A	1.2039		
(F) Vegetation Cl per Mile [B ÷ (C + D)]	N/A	31.3105		N/A	16.9377		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		2,390
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$7.2 M
(I) Customer Minutes of Interruption	N/A	1,649,519		N/A	5,567,255		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.6 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$7.7 M
(L) Vegetation Goal (current year) 2009	N/A	575		N/A	195		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$7.9 M
(N) Vegetation Goal (next year) 2010	N/A	600		N/A	193		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		405					

3) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2009	Feeders			Laterals			
EAST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	20		N/A	2,148		
(B) Customer Interruptions	N/A	34,375		N/A	28,595		
(C) Miles Cleared	N/A	1,060		N/A	534		
(D) Remaining Miles	N/A	2,560		N/A	4,535		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0055		N/A	0.4238		
(F) Vegetation Cl per Mile [B ÷ (C + D)]	N/A	9.4945		N/A	5.6414		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,087
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$10.9 M
(I) Customer Minutes of Interruption	N/A	1,631,998		N/A	4,391,011		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.5 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$13.4 M
(L) Vegetation Goal (current year) 2009	N/A	1,151		N/A	548		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$13 M
(N) Vegetation Goal (next year) 2010	N/A	1,369		N/A	590		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		1,529					

4) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2009	Feeders			Laterals			
NORTH	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	68		N/A	3,203		
(B) Customer Interruptions	N/A	85,248		N/A	54,480		
(C) Miles Cleared	N/A	938.32		N/A	852		
(D) Remaining Miles	N/A	2,162		N/A	5,796		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0219		N/A	0.4818		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	27.4944		N/A	8.1952		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		4,624
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$15.2 M
(I) Customer Minutes of Interruption	N/A	4,148,567		N/A	7,967,713		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.9 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$19.2 M
(L) Vegetation Goal (current year) 2009	N/A	938		N/A	852		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$19 M
(N) Vegetation Goal (next year) 2010	N/A	1312		N/A	1,034		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		2,124					

5) REGIONS - Management Area (MA) Vegetation Management Performance Metrics

2009	Feeders			Laterals			
WEST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	39		N/A	3,979		
(B) Customer Interruptions	N/A	72,010		N/A	77,075		
(C) Miles Cleared	N/A	913.49		N/A	863		
(D) Remaining Miles	N/A	2,020		N/A	5,783		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0133		N/A	0.5986		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	24.5455		N/A	11.5957		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,127
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$11.9 M
(I) Customer Minutes of Interruption	N/A	2,987,541		N/A	12,028,081		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$1.1 M
(K) Vegetation Budget (current year) 2009	N/A	N/A		N/A	N/A		$15.3 M
(L) Vegetation Goal (current year) 2009	N/A	1,053		N/A	570		
(M) Vegetation Budget (next year) 2010	N/A	N/A		N/A	N/A		$13.5 M
(N) Vegetation Goal (next year) 2010	N/A	1,139		N/A	922		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		833					

Definitions:
(H) All O&M expenditures includes R-1, Storm Secure, Staff (FMIP)
(J) Vegetation Restoration - day to day, call out (FMIP)
(K) Current year budget includes R-1, Storm Secure, Staff (FMIP)
(M) Next year projected budget includes R-1, Storm Secure, Staff (FMIP)

Comparison with a Three-Year Program: **Provide a comparison of a three-year trim cycle program and the achieved performance of the program implemented on both an adjusted and unadjusted basis.**

Feeder Comparison with A Three-Year Cycle Based Program **Note: FPL's feeders are on a 3 year cycle**

	Three-Year Cycle Program			Company Program			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages							
(B) Customer Interruptions							
(C) Miles Cleared							
(D) Remaining Miles							
(E) Outages per Mile [A ÷ (C + D)]							
(F) Vegetation CI per Mile [B ÷ (C + D)]							
(G) Number of Hotspot trims							
(H) All Vegetation Management Costs							
(I) Customer Minutes of Interruption							
(J) Outage Restoration Costs							
(K) Trim-Back Distance							
Suggested Alternatives							

Lateral Comparison with A Three-Year Cycle Based Program N/A

	Three-Year Cycle Program			Company Program			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages							
(B) Customer Interruptions							
(C) Miles Cleared							
(D) Remaining Miles							
(E) Outages per Mile [A ÷ (C + D)]							
(F) Vegetation CI per Mile [B ÷ (C + D)]							
(G) Number of Hotspot trims							
(H) All Vegetation Management Costs							
(I) Customer Minutes of Interruption							
(J) Outage Restoration Costs							
(K) Trim-Back Distance							
Suggested Alternatives							

15. Support for continuation of the Company Program, rather than a Three-Year Cycle program, should be included in this section of the report. Include all tables and additional analysis supporting continuation of the Company Program in this section of the report

FPL is still in progress of implementing its 3-year feeder / 6-year lateral average line clearing cycles. At this time, there has been no change to affect the initial rationale for using a 6-year average lateral trim cycle. In addition, Customers Interrupted (CI) related to vegetation in 2009 was 5% lower (better) than the prior year. FPL continues to pursue the challenges associated with critical palm removals, customer refusals and hazard trees outside the right-of-way.

16. Local Community Participation

FPL routinely communicates with local communities about the various issues surrounding line clearing. The issues that are most often discussed are the method of trimming, clearances, notification and debris. FPL's practice is to pre-notify customers of scheduled maintenance activities whose neighborhoods will be affected by line clearing activities. These communications provide an overview of scheduled maintenance activities, a safety message and customer

contact number for more information. FPL's "Right Tree, Right Place" program is also an example of its outreach to communities. The program provides information to customers to educate them on our trimming program and practices, safety issues and the importance of placing trees in the proper location.

a) ROW tree clearing
FPL's line clearing practice is to pre-notify customers of scheduled maintenance activities. FPL clears lines (within easements and outside of easements) to our clearance specifications to protect our facilities.

b) Easement tree clearing
See response to 16 a., ROW tree clearing

c) Hard-to-access facilities
See response to 16 a., ROW tree clearing.

d) Danger trees not within ROW or within easements where the utility has unobstructed authority to remove the danger tree
Danger trees outside an easement or ROW that are targeted for removal will typically involve customer contact and a Tree Work Authorization (TWA), signed by the customer, authorizing the removal. If a removal is not possible, FPL will clear to the extent possible while complying with applicable line clearing standards and practices.

e) Trim-back distances
FPL will clear, to the extent possible, any vegetation that may encroach or is in conflict with our facilities to provide for adequate clearances while complying with applicable line clearing standards (National Electric Safety Code, NESC) and practices (American National Standards Institute, ANSI).

17. Danger Trees

Danger tree failure can be associated with factors such as trees that are leaning, structurally damaged, dead and certain tree species. FPL performs a large number of tree removals, including danger trees, but FPL does not track danger trees separately.

a) Number of danger trees removed N/A

b) Expenditures on danger tree removal N/A

c) Number of request for removals that were denied N/A

d) Avoided CI with danger trees removed (estimate) N/A

e) Avoided CMI with danger trees removed (estimate) N/A

Attachment 1

[ ]

	EASEMENT (INDIVIDUAL) This Instrument Prepared By
Sec.____, Twp___S, Rge___E	Name:_____
Parcel I.D. #_____ (Maintained by County Appraiser)	Co. Name:_____ _____
	Address:_____ _____

The undersigned, in consideration of the payment of $1.00 and other good and valuable consideration, the adequacy and receipt of which is hereby acknowledged, grant and give to Florida Power & Light Company, its licensees, agents, successors, and assigns, an easement forever for the construction, operation and maintenance of overhead and underground electric utility facilities (including wires, poles, guys, cables, conduits and appurtenant equipment) to be installed from time to time; with the right to reconstruct, improve, add to, enlarge, change the voltage, as well as, the size of and remove such facilities or any of them within an easement ____ feet in width described as follows:

[Reserved for Circuit Court]

Together with the right to permit any other person, firm or corporation to attach wires to any facilities hereunder and lay cable and conduit within the easement and to operate the same for communications purposes; the right of ingress and egress to said premises at all times; the right to clear the land and keep it cleared of all trees, undergrowth and other obstructions within the easement area; to trim and cut and keep trimmed and cut all dead, weak, leaning or dangerous trees or limbs outside of the easement area which might interfere with or fall upon the lines or systems of communications or power transmission or distribution; and further grants, to the fullest extent the undersigned has the power to grant, if at all, the rights hereinabove granted on the land heretofore described, over, along, under and across the roads, streets or highways adjoining or through said property.

(Continued on Sheet No. 9.771)

(Continued from Sheet No. 9.770)

IN WITNESS WHEREOF, the undersigned has signed and sealed this instrument on _____, _____.

Signed, sealed and delivered
in the presence of:

_____
(Witness' Signature)

Print Name _____
(Witness)

_____
(Witness' Signature)

Print Name _____
(Witness)

By: _____
(Grantor's Signature)
Print Name: _____

Print Address: _____

_____

By: _____
(Grantor's Signature)
Print Name: _____

Print Address: _____

_____
(Corporate Seal)

STATE OF _____ AND COUNTY OF _____. The foregoing instrument was acknowledged before me this _____ day of _____, _____, by _____, and

_____, who is (are) personally known to me or has (have) produced

_____ as identification, and who did (did not) take an oath.
(Type of Identification)

My Commission Expires:

_____
Notary Public, Signature

Print Name _____

Issued by: S. E. Romig, Director, Rates and Tariffs
Effective: March 7, 2003

(Continued from Sheet No. 9.771)

Section_____, Township_____South, Range_____East [ ]

_____ County, Florida Scale:_____

[Reserved for Circuit Court]

Attachment 2

GENERAL RULES AND REGULATIONS FOR ELECTRIC SERVICE

INTRODUCTION

These General Rules and Regulations are a part of the Company's Tariff, covering the terms and conditions under which Electric Service is supplied by the Company to the Customer. They are supplementary to the "Rules and Regulations Governing Electric Service by Electric Utilities" issued by the Florida Public Service Commission.

1 SERVICE AGREEMENTS

1.1 Application for Service. Service may be obtained upon application. Usually all that is required is the service application, a form of identification acceptable to the Company, and the posting of a guarantee deposit.

1.2 Information Needed. To provide service promptly the Company will need the applicant's name, telephone number and address including the street, house number (or apartment number), or the name of the subdivision with lot and block numbers. The types of identification required upon application for service include a valid social security number, tax identification number, driver's license, birth certificate or any other form of identification acceptable to the Company. On new or changed installations, the Company will also need to know the equipment that will be used. The Company will advise the Customer as to whether the desired type of service is available at the designated location.

1.3 Agreement. Service is furnished upon acceptance of the agreement or contract by the Company. Applications are accepted by the Company with the understanding that there is no obligation to render service other than the character of service then available at the point of delivery. A copy of any written agreement accepted by the Company will be furnished to the applicant upon request.

1.4 Applications by Agents. Applications for service requested by firms, partnerships, associations, corporations, etc., shall be made only by duly authorized parties. When service is rendered under an agreement or agreements entered into between the Company and an agent of a principal, the use of such service by the principal shall constitute full and complete ratification by the principal of such agreement or agreements.

1.5 Prior Indebtedness. The Company may refuse or discontinue service for failure to settle, in full, all prior indebtedness incurred by any Customer(s) for the same class of service at any one or more locations of such Customer(s). The Company may also refuse service for prior indebtedness by a previous customer provided that the current applicant or customer occupied the premises at the time the prior indebtedness occurred and the previous customer continues to occupy the premises.

1.6 Discontinuance of Service. Service may be discontinued for violation of the Company's rules or by actions or threats made by a customer, or anyone on the customer's premises, which are reasonably perceived by a utility employee as violent or unsafe, after affording the Customer reasonable opportunity to comply with said rules, and/or the customer agrees to cease from any further act of violence or unsafe condition, including five (5) days written notice to the Customer. However, where the Company believes a dangerous condition exists on the Customer's premises, service may be discontinued without notice.

(Continued on Sheet No. 6.011)

STORM PREPAREDNESS INITIATIVE No. 2

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Initiative 2 – Joint Use Pole Attachment Audits

FPL Overview

FPL administers annual audits of its joint use facilities (poles owned and attached to by FPL or telephone companies) and attachments to its facilities (CATV and telecommunication attachments). Approximately 20% of its service territory is audited annually in order to determine the number and ownership of jointly-used poles and of attachments on these facilities.

Additionally, as part of FPL's pole inspection program, pole strength and loading tests are now performed on all joint use poles. This is described more fully in FPL's pole inspection reporting requirements response.

Describe the extent of the audit and results pertaining to pole reliability and NESC safety matters. The intent is to assure the Commission that utilities know the status of their facilities and that reasonable efforts are taken to address pole reliability and NESC safety matters.

In addition to FPL's pole inspection program, NESC safety audits are conducted by the FPSC. Apparent NESC variances are identified by FPSC auditors and recorded, investigated, and corrected if necessary. Additionally, as part of FPL's daily work activities, (e.g., construction, maintenance, reliability initiatives, etc.), NESC safety issues may be identified and corrected. While the FPSC variances are tracked, FPL does not track those activities completed as part of its daily activities.

a) Percent of system audited.
Feeders: Approximately 20% annually.
Laterals: Approximately 20% annually.

FPL does not specifically maintain/track its joint use audits at this level of detail. See FPL's overview above.

b) Date audit conducted? Ongoing – See FPL's overview above.

c) Date of previous audit? Ongoing - See FPL's overview above.

d) List of audits conducted annually. Joint use poles, attachments, strength/loading tests – see FPL's overview above and FPL's pole inspection reporting requirement response.

Suggested Alternatives: None.

Joint Use Attachment Audits

JOINT USE AUDITS **(A) Number of company owned distribution poles.** (FPL owned poles at 12/31/09)	1,157,904
(B) Number of company distribution poles leased. (Non-FPL owned poles)	236,531
(C) Number of owned distribution pole attachments. (FPL owned poles w/attachments)	793,667
(D) Number of leased distribution pole attachments. (Non-FPL owned poles w/attachments)	236,531
(E) Number of authorized attachments.	1,235,935
(F) Number of unauthorized attachments.	32
POLE INSPECTIONS – JOINT USE POLES **(G) Number of distribution poles strength tested.**	90,309
(H) Number of distribution poles passing strength test.	Grade C – 82,710 Grade B – 78,153
(I) Number of distribution poles failing strength test (overloaded).	Grade C - 51 (0.06%) Grade B – 4,608 (5.10%)
(J) Number of distribution poles failing strength test (other reasons).	Grade C – 7,548 Grade B – 7,548
(K) Number of distribution poles corrected (strength failure).	N/A – see Note 2
(L) Number of distribution poles corrected (other reasons).	N/A – see Note 2
(M) Number of distribution poles replaced.	N/A – see Note 2
FPSC SAFETY AUDITS **(N) Number of apparent NESC violations involving electric infrastructure.**	606
(O) Number of apparent NESC violations involving third-party facilities.	207
Suggested Alternatives:	None

Notes: (1) NESC required standard = Grade C; FPL Higher Standard =Grade B;
(2) K, L, M not tracked at the joint use level.
(3) D – Non-FPL owned poles with FPL and another attaching entity (e.g., CATV) – 169,704

State whether pole rents are jurisdictional or non-jurisdictional. If pole rents are jurisdictional, then provide an estimate of lost revenue and describe the company's efforts to minimize the lost revenue.

"Pole rent" revenues are jurisdictional. There are no lost revenues since back-billings for joint use pole ownership true-ups as well as unauthorized attachments are made retroactively back to the date of the previous audit/true-up.

STORM PREPAREDNESS INITIATIVE No. 3

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Initiative 3 – Six-Year Transmission Structure Inspection Cycle

1. Description of Inspection Program

Please refer to FPL's response to Item 7 – Description of Pole Inspection Program, in the Transmission section of the Pole Inspection Report for a description of FPL's six-year transmission inspection program. Included in FPL's response are inspection procedures for wood, concrete, and steel transmission structures.

2. 2009 Accomplishments

Transmission Line Inspections
Please refer to FPL response to Item 8 – 2009 Accomplishments, in the Transmission section of the Pole Inspection Report for the 2009 accomplishments of FPL's transmission inspection program. Included in FPL's response are 2008 accomplishments for wood, concrete, and steel transmission structure inspections.

Substation Inspections
In 2009, FPL completed inspections in accordance with its procedures at 98% of its 488 distribution substations and 100% of its 97 transmission substations. A total of 478 inspections were completed at distribution substations and 278 inspections at transmission substations. The frequency of these substation inspections exceeded FPL's annual target.

3. Proposed 2010 Plans

Transmission Line Inspections
Please refer to FPL response to Item 9 – Proposed 2010 Plan, in the Transmission section of the Pole Inspection Report for the 2010 projections of the transmission line inspection program at FPL.

Substation Inspections
In 2010, FPL plans include $0.12M for the inspection of 100% of its transmission and distribution substations.

Appendix

Appendix 1: FPSC Table: 6-Year Transmission Inspection

Transmission Circuit, Substation and Other Equipment Inspections

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total transmission circuits.	n/a	970	n/a	n/a	n/a	n/a
(B) Planned transmission circuit inspections.	161*	283	$1.8M to $2.0M*	$2.0M*	170	$1. 8M*
(C) Completed transmission circuit inspections.	161*	283	$1.8M to $2.0M*	$2.0M*	n/a	n/a
(D) Percent of transmission circuit inspections completed.	16.6%	29.2%	100%	100%	16.6%	100%
(E) Planned transmission substation inspections**	1,004	756	$0.3M	$0.2M	1160	$0.12
(F) Completed transmission substation inspections**	n/a	756	$0.3M	$0.2M	n/a	n/a
(G) Percent trans. substation inspections completed**	100%	75%	n/a	67%	n/a	n/a
(H) Planned transmission equip. inspections (other equip)***	n/a	n/a	n/a	n/a	n/a	n/a
(I) Completed transmission equip inspections (other equipment)***	n/a	n/a	n/a	n/a	n/a	n/a
(J) Percent of trans. equip inspection comp (other equip)***	n/a	n/a	n/a	n/a	n/a	n/a

* FPL does not budget or track expenditures based on structure materials. As such, the dollar amounts shown in the table above represent all transmission structure inspections regardless of materials.

** Values shown for E, F, and G include both transmission and distribution substations. FPL does not budget or track these items separately.

*** Items H, I, and J are included within FPL transmission line and/or substation inspections.

Appendix 1 (Continued): FPSC Table: 6-Year Transmission Inspection

Non-Wood Transmission Structure Inspections

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total non-wood transmission tower structures.	n/a	42,752	n/a	n/a	47,156	n/a
(B) Planned transmission tower structure inspections	7,097	10,693	$2.0.M*	$2.0M*	7,828	$1.8M*
(C) Completed transmission tower structure inspections.	7,097	10,693	$2.0M*	$2.0M*	n/a	n/a
(D) Percent of transmission tower structure inspections completed.	16.6%	25.0%	100%	100%	16.6%	100%

* FPL does not budget or track expenditures based on structure materials. As such, the dollar amounts shown in the table above represent all transmission structure inspections regardless of materials.

Wood Transmission Structure Inspections

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total number of wood transmission poles.	n/a	21,716	n/a	n/a	18,510	n/a
(B) Number of transmission poles strength tested. (CI)	3,605	5,827	$2.0M*	$2.0M*	2,677	$1.8M*
(C) Number of transmission poles passing strength test.	n/a	4,267	n/a	n/a	n/a	n/a
(D) Number of transmission poles failing strength test (overloaded).	n/a	10	n/a	n/a	10	n/a
(E) Number of transmission poles failing strength test (other reasons).	n/a	581	n/a	n/a	n/a	n/a
(F) Number of transmission poles corrected (strength failure).	13	13	$0.0M	n/a	n/a	n/a
(G) Number of transmission poles corrected (other reasons).	581	581	$0.0M	n/a	684	n/a
(H) Total transmission poles replaced.	594	3,206**	$14.8M ***	$15.3M ***	694	$20.0M** *

* FPL does not budget or track expenditures based on structure materials. As such, the dollar amounts shown in the table above represent all transmission structure inspections regardless of materials.

** The replacement quantities shown in the table above represents the total of transmission structures replaced not only through its condition assessment program, but also from relocations, proactive rebuilds, and system expansion.

*** The dollar amounts shown are only for FPL's condition assessment follow-up program.

STORM PREPAREDNESS
INITIATIVE No. 4

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Initiative 4 – Hardening of Existing Transmission Structures

1. Description of Transmission Hardening Programs

Wood Structure Replacement Program
In 2006, FPL's began its Transmission hardening initiative by targeting replacement of single pole un-guyed wood structures. In 2008, FPL enhanced its hardening initiative to include replacement of all wood transmission structures over the next 25 to 30 years. Replacements will be performed as part of maintenance, hardening, relocations and system expansion programs.

Ceramic Post (CPOC) Transmission Line Insulators
In 2006, FPL implemented a comprehensive plan for replacing existing ceramic post insulators on concrete poles. These insulators are being replaced with FPL's current design standard for transmission structures of polymer post insulators. FPL is targeting an average replacement of 450 CPOCs per year to achieve complete replacement of these insulators over the next 10 to 15 years.

2. Method of Selection

FPL's method for selecting the hardening initiatives for its transmission/substation system was based on performance during the 2004-05 storm seasons. The 2008 enhancement of FPL's wood transmission pole hardening initiative was based on evaluation of the overall adequacy of the original program to prepare the transmission infrastructure for future storms. FPL believes these revisions are a more effective overall hardening approach of the transmission infrastructure. Instead of upgrading only selected structures which could still leave that transmission line section vulnerable; replacement of all wood transmission structures will harden entire transmission line sections to current standards.

3. Prioritizing Programs with the Community

Being a network transmission system, FPL's first priority for work must be the overall system reliability and stability for the state of Florida. Prioritization also factors in proximity to high wind areas, system importance, customer counts, and coordination with other business unit storm initiatives. Other economic efficiencies, such as opportunities to perform work on multiple transmission line sections within the same corridor, are also considered. The transmission department also incorporates the distribution business unit hardening plans for the communities into the transmission prioritizations.

Going forward, the wood replacement program will focus on upgrading entire line sections to provide a more effective overall hardening of the system and to have a greater impact on overall system integrity.

4. **2009 Accomplishments**

Wood Structure Replacement Program

In 2009, FPL targeted the replacement of 188 single pole un-guyed wood (SPUW) structures within the system. In 2009, FPL replaced 317 SPUW structures under the hardening program and other programs such as relocations, ampacity upgrades and system expansion. FPL replaced a total of 3,206 wood transmission structures during the 2009 year. These structures were replaced with FPL's current design standards of round spun concrete poles.

Ceramic Post Transmission Line Insulators

In 2009, FPL targeted the replacement of ceramic post insulators on 392 transmission structures. In 2009, FPL replaced CPOC insulators on 1055 transmission structures within the system. These insulators were replaced with FPL's current design standards of polymer posts.

5. **Proposed 2010 Plans**

Replacement of All Wood Transmission Structures

In 2010, FPL plans on replacing 694 wood transmission structures within the system. Structures will be replaced with FPL's current design standards. These wood structures shall be replaced during maintenance, relocations, system expansion, and hardening programs.

Ceramic Post Transmission Line Insulators

Since FPL is currently ahead of its plans on replacing ceramic post insulators on concrete structures within the system, FPL will be replacing ceramic post insulators on only 72 concrete structures for 2010.

Appendix

Appendix 1: FPSC Table: Transmission Hardening

Single Pole Un-Guyed Wood Transmission Structures

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	n/a	n/a	$2.7M*	n/a	n/a	n/a
(B) Transmission structures hardening completed.	n/a	483	n/a	$2.7M*	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	n/a	n/a	100%	n/a	n/a

In 2006, FPL's began its Transmission hardening initiative by targeting replacement of single pole un-guyed wood structures. In 2008, FPL enhanced its hardening initiative to include replacement of all wood transmission structures over the next 25 to 30 years. This year will be the last time FPL reports on the single pole un-guyed wood pole program as these structures will be incorporated in the enhanced initiative.

Replace All Wood Transmission Structures

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	944	n/a	n/a	n/a	694**	n/a**
(B) Transmission structures hardening completed.	n/a	3,206	n/a	n/a	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	340%	n/a	n/a	n/a	n/a

Ceramic Post Transmission Line Insulators

	2009		2009		2010	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	392	n/a	$1.3M	n/a	72	n/a*
(B) Transmission structures hardening completed.	n/a	1,055	n/a	$1.3M	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	269%	n/a	100%	n/a	n/a

*Even though FPL has established in 2007 budget items for both transmission hardening programs and will be able to track expenditures within these specific budget activities, it will not be able to separate costs for these types of improvement made within other normal business activities such as maintenance, relocations, proactive rebuilds, and system expansion.
** These wood poles will be replaced with concrete /steel structures during our maintenance activities, therefore no budget is shown.

STORM PREPAREDNESS INITIATIVE No. 5

DOCUMENT NUMBER-DATE
01391 MAR-1 2
FPSC-COMMISSION CLERK

Initiative 5 – Distribution Geographic Information System (GIS)

5.1 Efforts Undertaken at FPL to Meet the Commission Initiative

Since 2007, FPL has completed or undertaken the following key initiatives which support the Commission's objective:

5.1.1 Distribution GIS Improvements – Post-Hurricane Forensic Analysis

FPL developed a mobile electronic inspection tool that randomly creates routes within the hurricane-force wind area. Field employees travel the routes collecting observed damage and documenting the cause of the damage. This field data is uploaded to a database for further analysis by our product engineers. This tool replaces the sampling methodology used in 2005 as stated in the June 1, 2006 Alternative FPL Proposal.

5.1.2 Distribution GIS Improvements - Poles

Since the fourth quarter of 2006, FPL has added inspection records for approximately 496,000 poles in its GIS, including approximately 139,000 poles during 2009.

The initial 2006-2007 load required extensive manual cross checking and correcting to ensure that the pole's physical location – along with consistent, meaningful attributes were properly collected in the field and accurately loaded into our GIS database.

Many pole attributes are collected via inspections and are now populated in GIS; these include: Pole Height; Class; Treatment Type; Install Date; Owner; Manufacturer; Accessibility.

During 2008, FPL implemented a process "framework" to standardize and automate the loading of inspection data into GIS. This greatly enhanced the timeliness of the pole inspection data, which is now loaded on a weekly basis as data is received from Osmose.

5.1.3 Distribution GIS Improvements – Joint Use Data

By year-end 2008, all Joint Use data was added to the GIS and continues being updated as audits are completed and data is received from FPL's Joint Use vendor.

5.1.4 Distribution GIS Improvements – Level of Hardening

Level of hardening has been added to the GIS system and all hardening facilities have been updated including the load calculation and hardening level.

5.1.5 Distribution GIS Improvements – Streetlights

As of year-end 2009, streetlight data has been loaded into the FPL Distribution GIS. FPL actively audits streetlight assets in the field and this project moved the streetlight asset data and audit data into GIS through the new automated loading "framework".

However, a significant amount of data correction is required and currently in progress as the field inspections are completed. As on-going inspection results are loaded into FPL's GIS, an interface to its Customer Information System ensures continued accuracy.

Initiative 5

Geographic Information System (GIS)

Distribution OH Data Input

	Activity (2007)		2008		2009	
	Goal	Actual	Goal	Actual	Goal	Actual
(A) Total number of system wide OH assets for input.*	N/A	2,725,800	2,780,300	2,729,000	3,625,000	3,438,000^^
(B) Number of OH assets currently on system.	N/A	2,005,800	2,780,300^	2,729,000**	3,625,000	3,438,000
(C) Percent of OH assets already on system.	75%	74%	100%	100%	100%	100%
(D) Annual OH assets targeted for input (goal). (% of new construction assets)	100%	100%	100%	100%	100%	100%
(E) Annual OH assets input to system (actual).	100%	100%	775,000^	723,000	896,000	709,000
(F) Annual percent of OH assets input.	100%	100%	100%	100%	100%	100%
Suggested Alternatives						

Distribution UG Data Input

	Activity (2007)		2008		2009	
	Goal	Actual	Goal	Actual	Goal	Actual
(A) Total number of system wide UG assets for input.*	N/A	1,155,000	1,236,000	1,175,000	1,210,400	1,290,000^^^
(B) Number of UG assets currently on system.	N/A	1,155,000	1,236,000	1,175,000	1,210,400	1,290,000
(C) Percent of UG assets already on system.	100%	100%	100%	100%	100%	100%
(D) Annual UG assets targeted for input (goal). (% of new construction assets)	100%	100%	100%	100%	100%	100%
(E) Annual UG assets input to system (actual).	100%	100%	81,000	20,098	142,000	115,000
(F) Annual percent of UG assets input.	100%	100%	100%	100%	100%	100%
Suggested Alternatives						

*Note: Asset counts above include most distribution overhead and underground assets. Assets excluded from counts above include distribution substation equipment and miles of overhead conductor/underground cable. Additionally, certain information, e.g., pole inspection results, while input and maintained in AMS, is also not reflected in asset counts.

**Note: Budget dollars are not allocated by type construction (underground and overhead dollars). Total 2007 AMS support budget was $2,800,000, 2008 actual was $2,466,000 and 2009 actual was $2,350,000.

^Note: 720,000 streetlight assets targeted for input into AMS during 2008, plus new construction assets account for increase.

^^Note: Includes 625,000 streetlights and 215,000 outdoor lights were input into AMS during 2009.

^^^Note: Includes 107,000 Cable Junction Boxes / Hand Holes input into AMS during 2009.

***Note: Total project costs for three years were estimated at $6,300,000. 2008 was estimated at $4,300,000 with an actual of $3,900,000, with work continuing into 2009 at cost of $2,700,000

All numbers rounded

STORM PREPAREDNESS INITIATIVE No. 6

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Initiative 6 – Post Storm Forensic Data Collection/Analysis – Overhead

1. **Has Forensics Team been established?**

   Yes.

2. **Have forensic measurements been established? If yes, please describe/provide.**

   Forensic measurements have been established and will be entered into portable field computers at forensic locations.

   At each forensic location:

   - Pictures are taken to show the specific damage and the surrounding area.
   - GPS Coordinate information is recorded
   - Data collection form is completed, detailing information such as:
     - Pole specific information
     - Wire specific information
     - Framing and loading information
     - Tree conditions
     - Foreign attachments
     - Surrounding area characteristics
     - Debris conditions
     - Soil conditions
     - Wind speed rating

3. **Has forensics database format been established?**

   The information captured from the portable field computers via FPL's mobile mapping and field automation software is uploaded into a Microsoft SQL server database.

4. **Describe/provide GIS and forensic data tracking integration**

   Storm track information is imported via shape file to FPL's mobile mapping and field automation software for identification of storm affected equipment. From the storm affected distribution pole population, the software then selects the desired random sample size for forensic team routing.

   FPL's mobile mapping and field automation software visually identifies the facilities to be patrolled and provides the tools needed to perform forensic work such as audit trail of route traveled and data collection forms.

5. **Describe/provide forensics and restoration process integration** (Established and documented processes to capture forensic data during a restoration process)

   General Forensic Process – Overhead Distribution
   - Obtain information on the storm path and responding wind bands.
   - Assigned teams cover specific areas lying in the path of the storm.
   - Provide random sample and pre-determined route/track to each forensic team.
   - Utilize the "Tracking" or audit trail function in FPL's mobile mapping and field automation software to document areas patrolled.
   - Perform a forensic investigation at each damage location encountered that meets patrol criteria. Damage locations to include poles, wires or any other equipment that is damaged or that has caused a customer outage.
   - Utilize portable field computers to complete a data collection form for each observation.

6. **Describe/provide any forensic data sampling methodology**

   The random sample that is performed by FPL's mobile mapping and field automation software is a proprietary vendor process that is designed to select poles from the total GIS pole set (all distribution poles in the wind band area) without any consideration of pole attributes or specific pole location data. These random points are the basis for defining forensic team routes. Observations will be made on all damaged locations along the routes, including poles, wires, and distribution equipment.

7. **Describe/provide forensic reporting format used to report forensic results to the Company and Commission**

   Forensic results will be categorized by equipment type and will show failure modes. For pole failures, FPL will provide information on NESC standard strength requirements and if criteria were met or not met.

8. **Forensic activities and costs incurred in 2009**

   Since no major storms impacted FPL's service territory in 2009, forensic collection/analysis was not required and no costs were incurred.

9. **2010 projected activities and costs**

   In 2010, the forensic team will participate in the annual storm dry run. Costs associated with the storm dry run are not tracked. Costs will be dependent on storm events and the subsequent deployment of the forensic teams.

STORM PREPAREDNESS INITIATIVE No. 7

DOCUMENT NUMBER-DATE
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Initiative 7 – Overhead vs. Underground Storm Performance Data

Items a–j (all tables) – Though both system and district level data for these metrics are for the most part available during storms on a non-differentiated basis, they are not available for overhead and underground separately. The primary reason is that FPL's feeders are mostly overhead/underground hybrids. Therefore, FPL is not able to classify a large portion of the data required to calculate these metrics as either overhead or underground. Further, performing the calculations on a subset of data that could be differentiated could yield misleading results. Though not of direct concern for these tables, item b cannot be provided even on a non-differentiated basis because cause codes are not available during storms.

Item k (all tables) – Prospectively, equipment performance by type may be available from forensics depending on the specific characteristics associated with any given storm. Data gathering is highly dependant on the storm having sufficient intensity to result in a restoration lasting a number of days. Otherwise, there will be insufficient time for the forensics teams to collect adequate data. Additionally, depending on the nature of the storm, certain types of equipment may not be impacted. For example, there may be little flooding or storm surge. Or, a given storm's location may disproportionately impact areas with predominantly wood poles or front lot construction. In any case, results will only be statistically significant on system-level basis and, therefore, cannot be provided at a district level.

FPL Alternative Plan – FPL can fulfill the spirit of the requested set of metrics with alternatives that demonstrate the performance differences between the overhead and underground facilities during storms. As previously stated, because FPL's feeders are almost universally overhead/underground hybrids, differentiated performance would be difficult to determine. However, laterals are typically comprised of only a single type of construction so they will be used as a proxy for differentiated system performance. The relative performance results will be derived from two sources. First, forensic field data collection will be conducted during restoration using statistically valid random samples drawn daily for both overhead and underground tickets. Second, post-restoration analysis of available ticket comments will be performed, particularly for underground damage since problems with buried equipment may not be field-observable.

FPL Alternative Plan Metrics:

- **Relative proportion of infrastructure damaged:**
  - Percent of overhead circuits with damage relative to the total overhead circuits in the storm-impacted areas.
  - Percent of underground circuits with damage relative to the total underground circuits in the storm-impacted areas.

- **Count of facility damage observed by type (item k on a system level basis).** This will include an evaluation of statistical validity based on samples achieved (due to storm characteristics discussed previously).
    - Overhead – total quantities stratified by pole type, location on lot, etc. (as available)
    - Underground – total quantities stratified by cable construction method, etc. (as available)
- **Primary root cause of damage by type**. In those instances that can be determined through field observation or post-restoration ticket comments review.
- **Estimated repair time**. This will be interpolated by multiplying the observed damage counts by equipment type times the typical estimated construction man-hours required to repair.

Overhead (OH) Storm Data

Since no major storms impacted FPL's service territory in 2009, no analysis was conducted.

STORM PREPAREDNESS INITIATIVE No. 8

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Initiative 8.0 - Increased Utility Coordination with Local Governments

FPL Overview

FPL's External Affairs organization consists of manager-level employees who are dedicated to meeting the needs of local governments and communities every day. These individuals interface with members of local governments and community leaders to identify and resolve issues of common concern to the company and the communities it serves. External Affairs is engaged with local governments on critical infrastructure, line clearing, storm readiness, joint use of public rights-of-way, fuel/rate adjustments, undergrounding and other day-to-day issues.

FPL also employs dedicated Account Managers assigned to governmental accounts. These representatives provide customer service to government accounts and are available to assist with many of the issues that affect local governments, including storm readiness, restoration and recovery. They are especially helpful to local governments on account issues such as billing, fuel costs, construction and service reliability.

FPL conducts meetings with county emergency operations managers to discuss critical infrastructure locations in each jurisdiction. Agreed-upon locations are factored into the company's storm restoration and capacity shortage plans. FPL invites local, state and federal emergency response personnel to participate in its annual storm dry-run. This exercise provides FPL with the opportunity to share its plans to improve service reliability and storm communications, and solicit input on how FPL and government agencies can better collaborate in emergency situations.

FPL maintains an External Response Team that consists of trained representatives who assist External Affairs in meeting the needs of local governments in times of emergency. This team of more than 80 employees staff county Emergency Operations Centers (EOCs) and interface with local officials throughout the FPL service territory. By staffing EOCs, FPL is physically present to provide company updates to county and city officials, as well as obtain information from the EOC to help FPL's restoration efforts.

Describe extra tree trimming and underground conversion projects implemented. Describe any special considerations or options local governments attempted to secure and the utility's response.

FPL meets with all counties and municipalities requesting information on line clearing and underground conversions. This includes working with local governments to establish language in applicable ordinances that encourage citizens to plant the right tree in the right place to avoid threats to overhead service. It also includes requested meetings and workshops with cities interested

in converting from overhead to underground service. Discussions have included special considerations such as using public rights-of-way and the use of underground switch cabinets. The company also meets with local governments to explain its efforts to enhance service reliability and provide information on hardening projects within their jurisdiction.

The External Affairs organization meets with local governments that express interest in converting overhead facilities to underground service and address their questions. As part of FPL's Storm Secure Initiative, FPL filed its GAF Tariff in February 2006 and it was approved as a pilot by the FPSC. Through the end of December 2009, eight municipalities have signed the GAF tariff agreement and moved forward with their projects. Additionally, there were over twenty municipal requests for non-binding, order of magnitude estimates during 2009.

Are the companies regarding the buildup to a potential hurricane (even when one does not ultimately develop) as an opportunity for a test or dry run which can form the basis for evaluating their storm preparation and response plans?

In addition to its corporate storm dry-run and unit-driven dry-run exercises, FPL takes every opportunity to test its storm preparation and restoration plans to be ready for any potential event. Depending on the track of the storm, this may include the activation of its command center and the mobilization and positioning of employees and equipment for rapid restoration. This provides an opportunity to evaluate plans, systems and communications to be even better prepared for the next event. FPL representatives also take part in county drills and exercises upon request and invite key government stakeholders and emergency managers to our annual storm dry run.

What quantifiable indices (metrics), if any are the companies using to assess the effectiveness with which they began implementing initiative #8?

ONGOING PROGRAMS

a) Number of city/county liaisons initiated.
External Affairs and Government Account Managers routinely interface with city and county governments to discuss storm-readiness and other issues of concern. The quantity of these interfaces and the unique situational dynamics of each issue make it administratively burdensome (nonproductive) to capture on an ongoing basis. FPL does keep track of the number of EOCs that are contacted, as well as the number that are staffed with company representatives.

b) Number of periodic communications initiated with cities/counties.
External Affairs provides quarterly e-mail communications to city and county governments. The company has also established an on-line Government Portal Web site that allows government officials to obtain the latest media releases and information on customer outages, estimated restoration times, FPL crew resources, outage maps and other information. Government account managers also communicate with cities and counties through monthly newsletters that address topics from energy conservation to storm preparation.

c) Number of restoration training and assistance programs conducted.
External Affairs and other company units meet with local governments to discuss critical infrastructure locations and train on subjects such as how to handle and report downed power lines.

d) Number of city/county problem resolution plans.
External Affairs and Governmental Account Managers interface with city and county governments routinely to discuss storm readiness and other issues of concern. The quantity of these interfaces and the unique situational dynamics of each storm make it administratively burdensome (nonproductive) to capture on an ongoing basis.

STORM PREPARATION

a) Number of communication links and contingency plans established.
FPL is prepared to support 27 county and seven satellite EOCs should these locations be impacted by an emergency situation. The company can report on the number of direct links with EOCs activated during emergency conditions. FPL representatives are also available to meet one-on-one with emergency managers, city and county government officials as needed.

b) Number of operational contingency plans developed for emergency services.
FPL met with 25 county EOC locations to obtain input on critical infrastructure locations within their jurisdiction. This critical infrastructure information was then factored into FPL's restoration and capacity shortage plans. In addition, assigned FPL EOC representatives work with the counties to assist with emergency priorities and External Affairs Managers have open communications with counties and cities to address necessary contingencies. Counting the number of contingency plans would be administratively burdensome (nonproductive) and not a meaningful indicator.

c) Number of public communications plans developed prior to, during and after the storm.
FPL develops communication plans for the media and all releases are shared with local governments. Number of plans is not a meaningful indicator, but counting the number of releases to local governments can be accomplished.

d) Number of city/county mitigation guidelines prepared and distributed. Same response as b) above.

Suggested alternative: Maintain and report on the number of EOCs in which FPL involvement is required, including number staffed and length of stay. This information can be easily captured and reported. No EOCs needed to be staffed with FPL representatives due to storm-related issues during 2009.

STORM RESTORATION

a) Number of emergency communication links maintained. FPL is prepared to support twenty-seven county and seven satellite EOCs if impacted by an emergency situation. The company also established an online Government Portal Web site that allows government officials to obtain the latest media releases and information on customer outages, estimated restoration times, FPL crew resources, outage maps and other information.

b) Number of priority emergency services restored. FPL is prepared to report on critical infrastructure locations restored on a daily basis. This information is provided on the Government Portal Web site.

c) For each tropical storm, hurricane and other emergency event impacting the utilities service area, what community coordination actions did the utility pursue not otherwise in a) and b) above. In addition to outgoing communications and information provided by FPL EOC representatives, FPL External Affairs Managers are made available to interface with public officials to address their concerns.

ONGOING INITIATIVES

Communications Programs

FPL's External Affairs unit initiated Community Outreach Teams (COT) in 2007 to educate its communities on topics of interest including service reliability, energy conservation, storm readiness and power generation. This program helps address the informational needs of local community-based organizations. COT ambassadors gave 168 community presentations in 2009.

NEW INITIATIVES

Government/Community Communications
In 2009, FPL enhanced its e-mail distribution process and network to target key messages to all governmental audiences. This network continues to be utilized to share breaking news and important updates to local state and federal public officials in a timely and consistent manner.

Government Outreach
In 2009, local, state and federal emergency responders attended our annual storm dry run exercise where FPL emergency restoration plans were shared and discussed.

Government Update Website
FPL's External Affairs organization implemented a dedicated Government Portal Web site which was customized with the types of information that government leaders rely on to help with their recovery efforts. This site was enhanced for the 2009 storm season and was ready to be communicated to government users as significant weather events approached the FPL service area. The site contains company-wide and county-specific information that includes:

- Media alerts and releases
- Customer outage information and outage maps
- Maps of impacted areas
- Critical infrastructure facility (CIF) information
- Estimated time of restoration (ETR) information
- FPL staging site locations and available personnel resources
- Crew work location maps

STORM PREPAREDNESS INITIATIVE No. 9

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Initiative 9 – Collaborative Research on Hurricane Winds & Storm Surge

Collaborative research efforts, led by the Public Utilities Research Center (PURC), which began in 2007, have resulted in greater knowledge of: (1) vegetation management during storm and non-storm times; (2) wind during storm and non-storm events; and (3) hurricane and damage modeling towards further understanding the costs and benefits of undergrounding. These efforts continued during 2009 and are summarized in PURC's report included in this filing.

Report on Collaborative Research for Hurricane Hardening

Provided by

The Public Utility Research Center
University of Florida

To the

Utility Sponsor Steering Committee

January 2010

I. Introduction

The Florida Public Service Commission (FPSC) issued Order No. PSC-06-00351-PAA-EI on April 25, 2006 (Order 06-0351) directing each investor-owned electric utility (IOU) to establish a plan that increases collaborative research to further the development of storm resilient electric utility infrastructure and technologies that reduce storm restoration costs and outages to customers. This order directed IOUs to solicit participation from municipal electric utilities and rural electric cooperatives in addition to available educational and research organizations. As means of accomplishing this task, the IOUs joined with the municipal electric utilities and rural electric cooperatives in the state (collectively referred to as the Project Sponsors) to form a Steering Committee of representatives from each utility and entered into a Memorandum of Understanding (MOU) with the University of Florida's Public Utility Research Center (PURC).

The MOU has a term beginning March 1, 2006 and ending May 31, 2009; it was extended in May 2009 through December 31, 2009. In serving as the research coordinator for the Project outlined by the MOU, PURC manages the work flow and communications, develops work plans, serves as a subject matter expert and conducts research, facilitates the hiring of experts, coordinates with research vendors, advises the Project Sponsors and provides reports for Project activities. An MOU covering the period from January 1, 2010 through December 31, 2011 is under review by the Participating Utilities. The costs for this work are in Appendix A.

The work in this effort began with a workshop in June 2006 at which utility managers and hazard research professionals discussed means to prepare Florida's electric infrastructure to better withstand and recover from hurricanes.[2] The presentations and subsequent dialogue indicated interest in wind research, materials development and analysis, forensic analysis, cost-effectiveness of storm hardening options, joint use loads, and the economics of undergrounding.

Based in part on the results of the initial workshop, the Steering Committee at its initial meeting identified four primary research areas, namely the economics of undergrounding, the measurement and analysis of hurricane winds at a granular level, best practices in vegetation management, and improved materials for distribution facilities. The Steering Committee decided to initiate research on the first two topics, to hold a workshop on the vegetation management topic, and to look to vendors to conduct research on improved materials. The Steering Committee continues to hold regular conference calls.

This report summarizes the work completed on the Steering Committee's areas of focus, with detail about specific accomplishments and activities from March 2009 through February 2010.[3] Sections II through IV provide information on the undergrounding research, wind research, and vegetation management workshop respectively. The costs shown for each project are allocated on a percentage basis to each of the Project Sponsors as outlined in the MOU. The costs for the work completed in 2009 are listed as Appendix A. The Conclusion of this report provides an overall assessment of the collaborative research program to date, including operational and financial viability and future planning to the extent these items are not already covered in the other sections of this report.

II. Undergrounding

An important consequence of hurricanes is that they often cause major power outages, which can last for days or even weeks. These outages almost always lead to a public outcry for electric utilities to move overhead power lines under ground. To some it seems intuitive that undergrounding facilities should protect them from damage. However, research shows that this is not necessarily the case: while underground systems on average have fewer outages than overhead systems, they can sometimes take longer to repair. Furthermore, forensic analyses of recent hurricane damage in Florida found that underground systems may be particularly susceptible to storm surge.

[2] Presentations and the workshop report are available at http://www.cba.ufl.edu/purc/research/energy.asp under the heading "Hurricane Hardening Workshop."

[3] Previous reports are available at http://www.cba.ufl.edu/purc/docs/report_PURC_Collaborative_Research_2007.pdf http://www.cba.ufl.edu/purc/docs/report_PURC_Collaborative_Research_2008.pdf and http://www.cba.ufl.edu/purc/docs/report_PURC_Collaborative_Research_2009.pdf/ .

The purpose of the collaborative research on undergrounding is to address the lacuna in existing research on the economics and effects of hardening strategies, including undergrounding, so that service providers, regulators, and customers can make informed decisions about the desirability of undergrounding policies and specific undergrounding projects.

The initial project was divided into three phases. Phase I was a meta-analysis of existing research, reports, methodologies, and case studies.[4] Phase II examined specific undergrounding project case studies in Florida and included an evaluation of relevant case studies from other hurricane prone states and other parts of the world.[5] Phase III developed an *ex ante* methodology to identify and evaluate the costs and benefits of undergrounding specific facilities in Florida. Each phase of the project included tasks of data collection, analysis, and reporting. Although the primary focus is the impact of undergrounding on hurricane performance, this study also considered benefits and drawbacks of undergrounding during non-hurricane conditions.

The Steering Committee received the final deliverables on the Undergrounding project from the vendor Quanta Technologies[6] (formerly InfraSource Technology), including the final Undergrounding Assessment Phase III Report and computer program on May 21, 2008 as the culmination of Phase III.[7]

For this project, it is very important to make a clear distinction between the design and the implementation of the computer "tool" that has been developed. The first part, the computer program that Quanta Technologies delivered and the testers have refined, consists of the computer engine that calculates estimated reliability and cost data. In this past year, there has been a collective effort to learn more about the function and functionality of the computer code, and the testing group has accomplished that. We have made significant improvements to the flexibility of selecting input scenarios in which the calculator arrives at results.

The second part, which presents a more complicated issue, concerns the implementation of the calculator. The computer program calculates complex, non-linear interactions between hundreds of input variables. These interactions result in probability distributions of various output parameters including the extent of damage from storm-related events and the time necessary to correct that damage. However, these results are highly sensitive to the input parameters used in the calculation. Some input parameters, like the costs associated with the installation of equipment, are well-known to the utilities, but may be accounted for

[4] The Phase I report is available at http://www.cba.ufl.edu/purc/docs/initiatives_UndergroundingAssessment.pdf.
[5] The Phase II report is available at http://www.cba.ufl.edu/purc/docs/initiatives_UndergroundingAssessment2.pdf.
[6] The Request for Proposal is available at http://www.cba.ufl.edu/purc/docs/initiatives_HHRequestProposal.pdf.
[7] The Phase III report is available at http://www.cba.ufl.edu/purc/docs/initiatives_UndergroundingAssessment3.pdf.

in different ways, depending on the internal accounting and work management systems that the utilities employ. Other inputs, such as the initial availability of repair crews and the rate at which additional crews become available are not known and measurable to the utility at the time the calculations are made. For these input parameters, the utility must employ a reasonable assessment of their value. To the extent that this assessment is not realized, however, actual results may vary greatly from what is originally calculated. The testers have improved their understanding of the extent to which this variation occurs, but educating users outside of the testing group will be an important step in the implementation process of the calculator.

Several formal and informal sessions, sponsored by PURC, have facilitated the testing process this year. A testing teleconference took place in June 2009. Two additional testing workshops took place in 2009. The first was in February, at the facilities of the Seminole Electric Cooperative in Tampa, and the second was in November, at the facilities of Progress Energy in Lake Mary. During these workshops, the testing group worked together to refine elements of the program code, as well as to solve practical problems associated with implementation. Participants shared their experiences in working with software systems at their respective utilities, as well as additional sources for input data. The testers have made significant progress in this regard, but have learned that internal processes make it difficult to make some comparisons between them. Despite this, the testers continue to standardize the process as much as possible, though significant heterogeneity will always remain. Thus, the process to refine the inputs used in the undergrounding calculations will always continue to be revised and enhanced.
PURC and the utility sponsors also worked to fill information gaps for model inputs through the forensics sub-group. Significant efforts were invested in developing a forensics data collection form for all utilities to use, towards supplying input information for the undergrounding calculator.

Appendix A provides the 2009 costs for this work.

III. Wind Data Collection

Appropriate hardening of the electric utility infrastructure against hurricane winds requires: 1) an accurate characterization of severe dynamic wind loading, 2) an understanding of the likely failure modes for different wind conditions, and 3) a means of evaluating the effectiveness of hardening solutions prior to implementation.

The Project Sponsors addressed the first requirement by contracting with the University of Florida's Department of Civil & Coastal Engineering (Department) to establish a granular wind observation network designed to capture the behavior

of the dynamic wind field upon hurricane landfall. Through a partnership with WeatherFlow, the network plans were expanded to include permanent stations around the coast of Florida that capture wind, temperature, and barometric pressure data 24/7. In 2008 the opportunities for data collected on wind continued to expand this year with the addition of 50 wind stations.

To address the second purpose of this project, namely to better understand the likely failure modes for different severe weather conditions, a group was convened through a series of conference calls to improve forensic data consistency. PURC developed a uniform forensics data gathering system for use by the utilities and a database that will allow for data sharing and that will match the forensics data with the wind monitoring and other weather data. The data gathering system consists of a uniform entry method that can be used on a tablet PC or entered onto the web once gathered by another means. Once a hurricane occurs and wind data is captured, forensic investigations of utilities infrastructure failure, conducted by the utility companies, will be overlaid with wind observations to correlate failure modes to wind speed and turbulence characteristics. Utility sponsors and PURC will analyze such data.

IV. Vegetation Management

The goal of this project was to improve vegetation management practices so that vegetation related outages are reduced, vegetation clearing for post-storm restoration is reduced, and vegetation management is more cost-effective. The initial Vegetation Management workshop was held March 5-6, 2007 and the second Vegetation Management workshop was held January 26-27, 2009. Both conferences were informative and revealed nuanced information related to hurricane hardening and vegetation practices. There is interest in another Vegetation Management workshop in the future, though specific plans have not developed.

V. Conclusions

In response to the FPSC's Order 06-0351, IOUs, municipal electric utilities and rural electric cooperatives joined together and retained PURC to coordinate research on electric infrastructure hardening. Costs have been incurred according to the funding schedule set by the Steering Committee. This year, costs incurred have been towards research in the initiatives of granular wind research, undergrounding research, vegetation management, and PURC's coordinating work. The Steering Committee is currently considering next steps in these research areas.

The benefits of the work realized from the time of the last report (March 2009) to

the time of this report include increased and sustained collaboration and discussion between the members of the Steering Committee, greater knowledge of the determinants of damage during storm and non-storm times, greater knowledge and data from wind collection stations and post-hurricane forensics in the State of Florida, and continued state-to-state collaboration with others in the Atlantic Basin Hurricane Zone.

Appendix A. Project Costs for 2009

RESEARCH COORDINATION FOR ELECTRICITY INFRASTRUCTURE HARDENING

Phase VII - commencing January 1, 2009 and ending May 31, 2009

Undergrounding Study			
Personnel			
PURC Faculty (4 weeks)	$ 1,200.00		Faculty Activities
Grad Student (3 weeks)	$,980.00		Coordinating work on model data gaps
Administrative (2 weeks)	$ 2,800.00		Reprogramming hurricane model when necessary
Model testing workshop 3/09	$ 400.00		Developing forensic data input formats
		$ 16,380.00	Plan vegetation management workshop for early 2009
Wind Study			Plan steering committee meeting for early 2009
Personnel			Coordinating testing of model for report to FPSC
PURC Faculty (1 week)	$ 2,800.00		Organizing and managing conference calls
Grad Student (1 week)	$ 660.00		Attending meetings with FPSC staff or sponsors
Administrative (1 week)	$,400.00		Managing PURC staff working on project
		$ 4,860.00	
Vegetation Management			
PURC Faculty (1 week)	$ 2,800.00		Graduate Student Activities
Grad Student (1 week)	$ 660.00		Developing forensic data input formats
Administrative (1 week)	$,400.00		Maintaining forensics database
Travel (1/09 workshop)	$ 500.00		Planning vegetation management workshop for early 2009
		$ 5,360.00	Testing of undergrounding model
Miscellaneous			Participating in and taking minutes for weekly conference calls
Global Crossing Conference Calls	$ 500.00		Maintaining PURC work plan for overseeing projects
Annual Steering Comm meeting 2/5/09	$ 250.00		
		$ 750.00	Administrative Activities
Subtotal		$ 27,350.00	Proofreading all materials
			Taking minutes on conference calls
			Developing all administrative documents, such as contact lists
University Overhead (25%)		$ 9,116.67	and invoices
			Developing budgets
Total		$ 36,466.67	Financial management

Phase VIII - commencing June 1, 2009 and ending December 31, 2009

Undergrounding Study

Personnel

PURC Faculty (4 weeks)	$ 11,200.00	
Grad Student (1 week)	$ 660.00	
Administrative (2 weeks)	$ 2,800.00	
		$ 14,660.00

Wind Study

Vegetation Management

Miscellaneous

Global Crossing Conference Calls	$ 200.00	
Travel to model testing workshop 11/10/09	$ 100.00	
		$ 300.00
Subtotal		$ 14,960.00
University Overhead (25%)		$ 4,986.67
Total		$ 19,946.67

Faculty Activities

Coordinating work on model data gaps
Reprogramming hurricane model when necessary
Developing forensic data input formats
Coordinating collection of forensic data from utilities
Facilitating planning meeting(s) and workshop(s)
Organizing and managing conference calls
Attending meetings with FPSC staff or sponsors
Managing PURC staff working on project

Graduate Student Activities

Developing forensic data input formats
Maintaining forensics database
Testing of undergrounding model
Participating in and taking minutes for weekly conference calls
Maintaining PURC work plan for overseeing projects

Administrative Activities

Proofreading all materials
Taking minutes on conference calls
Organizing conference calls and meetings
Developing all administrative documents, such as contact lists and invoices
Developing budgets
Financial management

STORM PREPAREDNESS INITIATIVE No. 10

DOCUMENT NUMBER-DATE
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Initiative 10 – Natural Disaster Preparedness and Recovery Plans

FPL's Storm Emergency Plan identifies emergency conditions and the responsibilities and duties of the FPL emergency response organization for severe weather and fires. The plan covers the emergency organization, responsibilities and FPL's overall severe storm emergency processes. These processes describe the planning activities, restoration work, public communications, coordination with government, training, practice exercises and lessons learned evaluation systems. The plan is reviewed and revised annually. A brief summary of the plan, FPL Emergency Management Plan – Severe Storms Brief, is included in the Appendix of this fling.

2010 STORM SEASON READINESS

DOCUMENT NUMBER-DATE
01391 MAR-1 0
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2010 Storm Season Readiness

FPL's comprehensive storm plan focuses on readiness, restoration, and recovery in order to respond safely and as quickly as possible in the event the electrical infrastructure is damaged by a storm. FPL is well prepared and ready for the 2010 storm season. In addition to the initiatives to strengthen its system and improve storm preparedness discussed previously, FPL will complete, before the start of storm season the following additional storm preparedness initiatives: (1) extensive storm restoration training based on employees' storm roles; (2) annual company-wide hurricane dry-run exercise in May 2010; (3) plan for and review of mutual assistance agreements to ensure they are adequate and ready; and (4) continued focus on improving outage communications and estimated restoration times to customers. Additionally, trimming of all circuits serving all top CIF (e.g., hospitals, 911 centers, special needs shelters, police and fire stations, etc.), will be completed prior to the peak of hurricane season.

In 2009, FPL continued implementation of the Incident Command System (ICS), which relates to the National Incident Management System. Although FPL already adheres to many of the key features of ICS, its goal is to be consistent with as many ICS tenets as possible to further enhance communications with external agencies and standardize key roles. FPL's objective is to complete this effort in 2010.

Additionally, FPL implemented a new internal emergency communication system that will allow improved communications between employees as well as contractors, while also providing real-time staffing information.

Finally, FPL has developed two Performance and Diagnostic Centers, one for Distribution (DPDC) and one for Transmission (TPDC), which in addition to other benefits, monitors the health and performance of the grid in real-time. This enables early detection and resolution of problems, and improves overall efficiency.



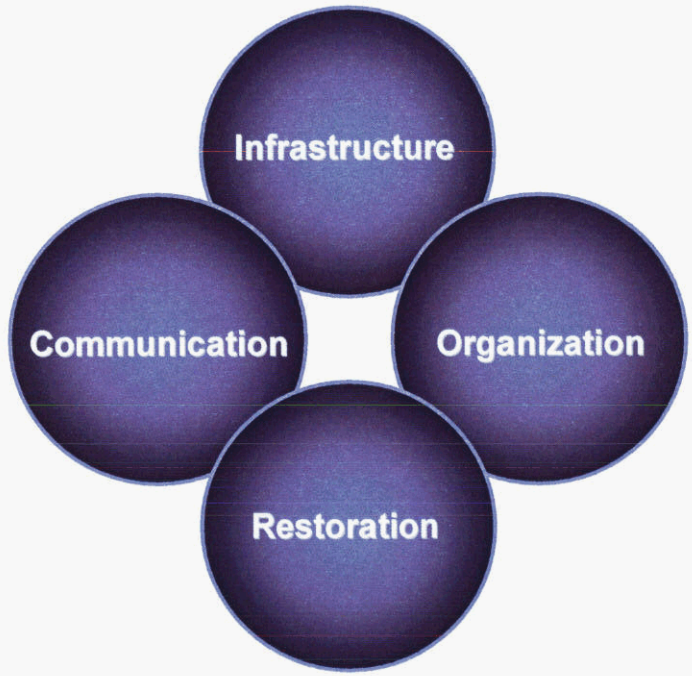
2010 Hurricane Preparedness

May 17, 2010

2010 Preparations

FPL's Hurricane Preparedness Plan

- Continue to strengthen the infrastructure
- Prepare the storm organization
- Refine the restoration plan
- Enhance communications



FPL

Continue to Strengthen the Infrastructure

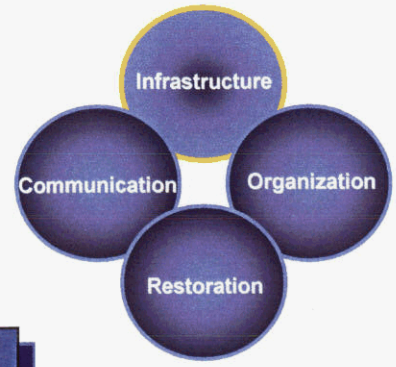


Distribution Hardening

TBD – At this time, FPL is still developing its 2010-2012 hardening plan filing, which will be submitted to the FPSC in May 2010. FPL will update this slide for the May 17 FPSC workshop.



Continue to Strengthen the Infrastructure



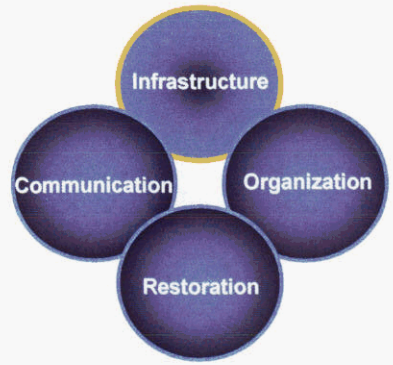
Transmission Hardening

- Replace all wood structures
- Replace ceramic post insulators on concrete structures.



FPL.

Continue to Strengthen the Infrastructure



Distribution Pole Inspections

- FPL owns over 1.1 million poles
- Inspecting 1/8 of poles each year
- On-schedule - first cycle 47% complete
- Working throughout entire FPL system



FPL

Continue to Strengthen the Infrastructure



Transmission Pole Inspections

- 64,000 structures system-wide
- On-going 6-year cycle
- Ahead-of-schedule - first cycle 84% complete
- Inspect all critical 500kV lines & facilities serving CIF



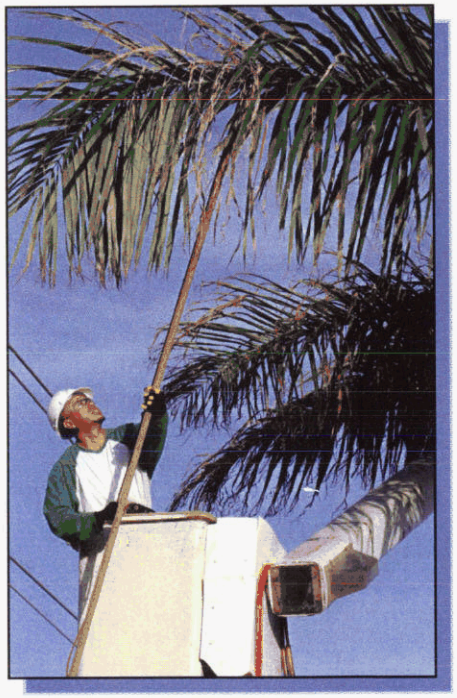
FPL.

Continue to Strengthen the Infrastructure



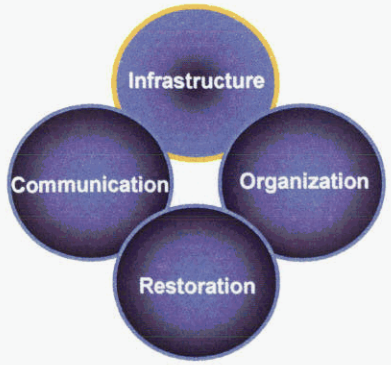
Distribution Vegetation Management

- Feeders - 3-year average trim cycle
- Laterals - 6-year average trim cycle
- Clear Top CIF
- Encourage "Right Tree - Right Place"



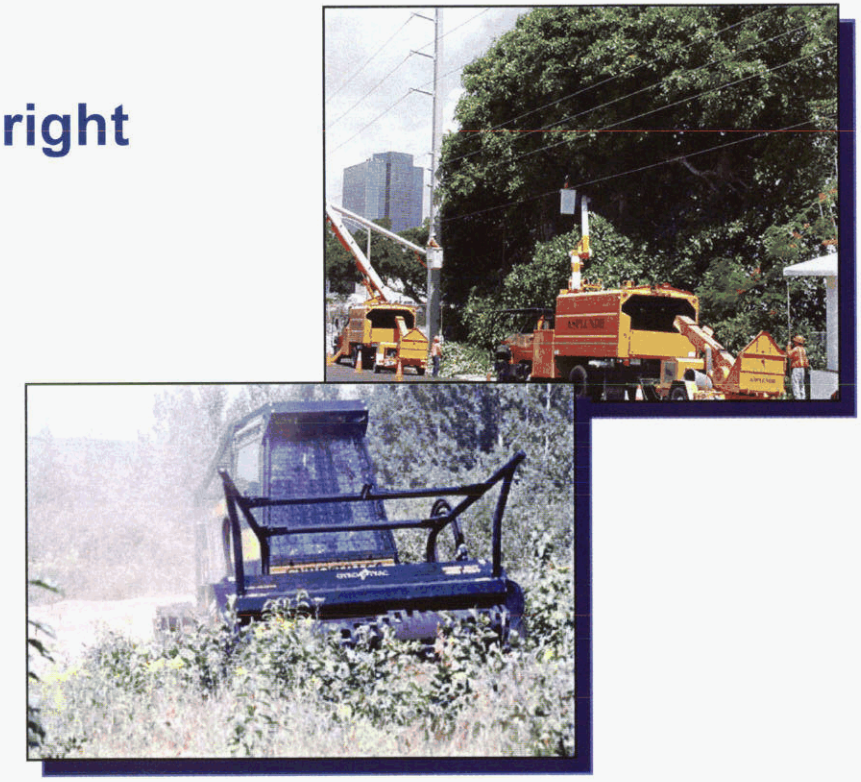
FPL

Continue to Strengthen the Infrastructure



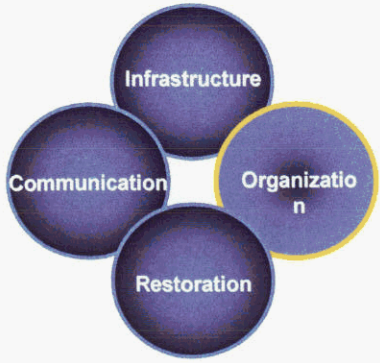
Transmission Vegetation Management

- Clear 100% of transmission right of way each year



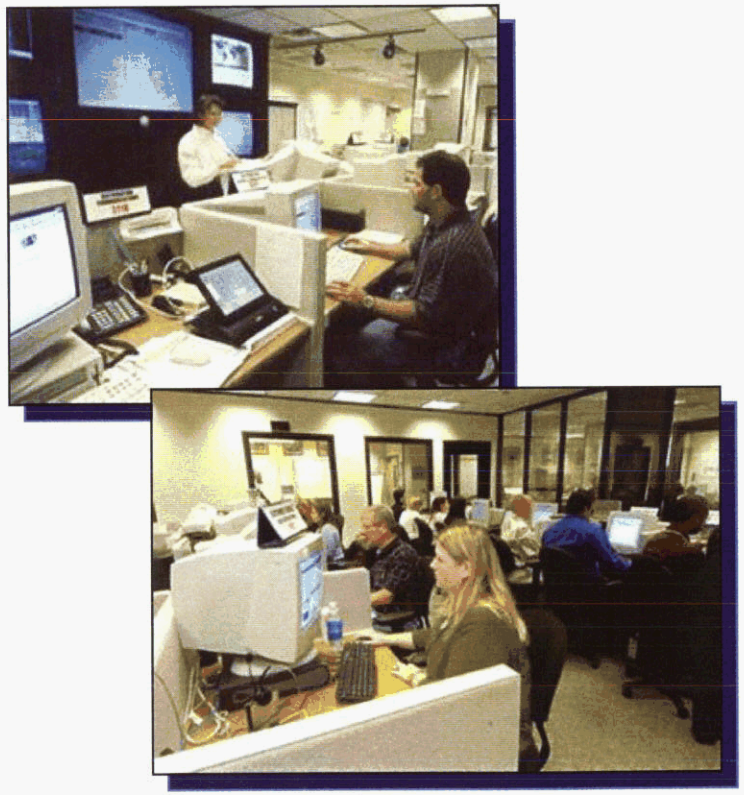
FPL

Prepare the Storm Organization



Annual Preparations

- Roles identified and staffed
- Training updated
- Training conducted
- Forensic teams ready



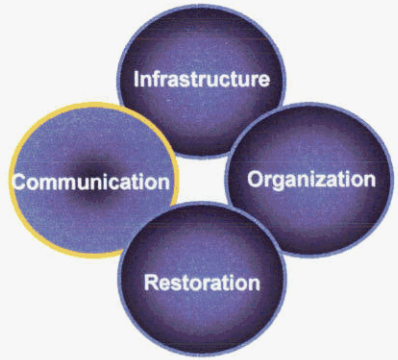
Refine the Restoration Plan



- **Safely restore in shortest time**
- **Resource plans in place**
  - Logistics
  - Foreign utilities & contract crews
  - Inventories
- **Further implement ICS organization structure**



Enhance Communications

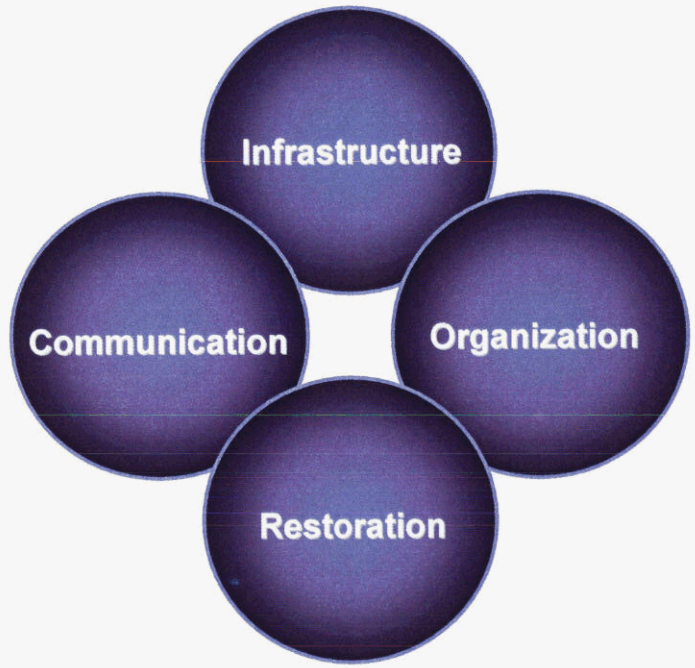


- FPL / County EOC meetings
- Governmental & community communications
- Estimated restoration times



Areas of Concern or Vulnerability

- Hardening - Multi-Year Effort
- Multiple Storms
- Catastrophic Storms
- Insufficient Resources

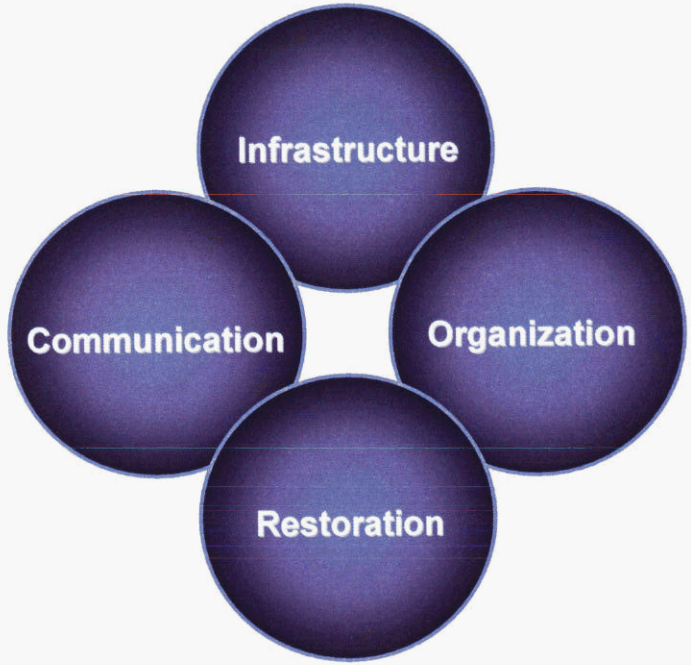


FPL

Hurricane Preparedness Plan 2009

Summary

- **Infrastructure strengthened**
  - Hardening; Pole inspections; Vegetation
- **Organization prepared**
  - Trained and ready
- **Restoration plan tested & refined**
  - Lessons learned; Technology; Forensics
- **Communications enhanced**
  - Better information



RELIABILITY

DOCUMENT NUMBER-DATE
03139 MAR-1 02
FPSC-COMMISSION CLERK

Summary – Reliability

Overall (Distribution and Transmission) – In 2009, FPL's overall reliability provided to its customers, as measured by SAIDI (System Average Interruption Duration Index), was 82.4 minutes (2008 - 81.0 minutes). This performance is 46% better than the most recently calculated national average. SAIDI is the most relevant and best overall reliability indicator because it encompasses two other standard performance metrics for reliability, SAIFI (System Average Interruption Frequency Index) and CAIDI (Customer Average Interruption Duration Index). FPL's 2009 SAIFI, which measures the average number of outages a customer experiences, improved to 1.40 outages (2008 -1.59 outages). FPL's 2009 CAIDI, which measures the average time to restore service to a customer once an interruption occurs, was 59.0 minutes (2008 – 50.9 minutes). Despite the increase from 2008, FPL's 2009 CAIDI performance still ranks No. 1 in the nation when compared to the most recent available industry data.

Distribution – FPL's 2009 Distribution SAIDI performance continues to rank among the best in nation and is 42% better than the national average. In 2009, FPL's Distribution SAIDI was 77.9 minutes (2008 – 67.2 minutes). The increase in FPL's 2009 Distribution SAIDI resulted primarily from an increase in FPL's Distribution CAIDI, which was 72.1 minutes (2008 – 62.9 minutes). Despite the increase in CAIDI, FPL's 2009 Distribution CAIDI performance remains in the top 10% among utilities nationally. As FPL continues to focus on preventing outages before they occur, thus reducing the overall number of outages, certain types of feeder outages that are typically shorter in duration are eliminated. While the elimination of these outages benefits customers, it increases CAIDI. FPL's 2009 Distribution SAIFI was 1.08 outages (2008 – 1.07 outages), which is better than the national average. FPL's 2009 Distribution MAIFIe (Momentary Average Interruption Frequency Index) performance, a reliability indicator that measures momentary interruptions (interruptions < one minute), was 10.9 momentaries (2008 – 10.5 momentaries). While no statistically valid benchmark data exists for this metric, FPL's performance has been consistent year-over-year.

Transmission – In 2009, FPL's Transmission/Substation system reliability indicators all showed improvement over 2008 results. SAIDI improved to 4.53 minutes (2008 – 13.80 minutes), SAIFI improved to 0.32 outages (2008 - 0.37 outages) and MAIFI improved to 0.78 momentaries (2008 - 0.83 momentaries). FPL's 2009 Transmission overall reliability performance, as measured by SAIDI, is 72 percent better than the most recently calculated national average.

GENERAL

1. Discuss overall performance absent adjustments (Form 102).

FPL's overall unadjusted distribution reliability, as measured by SAIDI, was 82.7 minutes. This unadjusted performance includes approximately 4.8 minutes associated with tornados, floods, and planned interruptions.

2. Describe the level of detailed reliability data the Company tracks.

FPL tracks the following reliability data associated with each individual interruption: customers affected, minutes out, cause of outage, percentage of customers partially restored, device affected by interruption and location of the device. All of the interruption data is compiled to calculate reliability indices which are tracked throughout the year. The reliability indices which FPL tracks include the following: SAIDI, SAIFI, CAIDI, MAIFI, MAIFIe, Lbar, CEMI-5 and CEMI-8.

3. Describe Company efforts to increase critical review of detailed reliability data.

Several daily reports are generated and distributed providing detailed information such as the previous day's interruptions by device, month-to-date and year-to-date reliability indices. FPL's distribution management utilizes the information in conducting a daily in-depth review of key reliability data to capture lessons learned and identify areas for improvement. This review also includes an assessment of upcoming weather and its potential impact, operational risks and a final review of the daily operations plan. FPL's distribution management team also conducts monthly reliability reviews of the programs, objectives and performance vs. the plan. On an annual basis, FPL reviews its performance and causes of interruptions to direct its reliability programs for continued performance. With the aid of advanced statistical applications, such as Minitab, FPL performs statistical analyses to identify reliability trends, root causes and measure program benefits.

4. Describe the process used by your company to identify and select the level of detailed reliability data.

FPL's reliability data detail has been developed over the years based on industry practices as well as its own needs (see also FPL's response to question two above). Additional detail is identified externally (e.g. industry practice, regulators) or by FPL's internal needs.

5. Discuss adjustments.

Generation Events - None
Transmission Events- See response to Transmission Reliability Item No. 1
Distribution Events- See response to Distribution Reliability Item Nos. 11 & 13
Extreme Weather- See response to Distribution Reliability Item Nos. 7 & 10

6. Discuss adjusted performance.
Distribution - See response to Distribution Reliability Item No. 1.

EXTREME WEATHER

7. Include in the discussion, the type of weather event, strength (wind speeds/surge-flood levels), locations affected, source of meteorological information, and the performance of overhead and underground systems

Due to the nature of 2009 extreme weather events (i.e. minimal infrastructure damage), the performance of overhead vs. underground systems was not evaluated.

Extreme Weather Events	Strength (wind speeds/surge-flood levels)	Landfall Location	Management Regions Affected
Tornado in West Palm	N/A	Vicinity of Palm Beach Gardens, Mar 31	Affected: West Palm Supported: Treasure Coast
Tornado in Central Florida	N/A	Seminole County, Apr 1	Central Florida
Tornado in Brevard	65-75 mph	Brevard County, Apr 14	Brevard
Floods in the North Region	N/A	May 18-22	Affected: Central Florida Supported: Brevard and North Florida
Tornado in Central Florida and North Florida	N/A	Volusia County July 24	Central Florida and North Florida

* Data Source: http://www.spc.noaa.gov/climo/reports

* Data Source: http://www.nhc.noaa.gov

8. Describe the Company's efforts to avoid or minimize, in terms of costs incurred and outage duration, any similar events in the future.

As a part of FPL's continuous improvement philosophy, FPL gathers relevant information following each storm to critique its processes and performance. During 2009, FPL experienced a mild hurricane season with relatively no major events. However, we have implemented process improvements that will enable us to continue to improve our response to future events:

- Updated FPL's hurricane damage forecast model, allowing more periodic updates of weather to be uploaded. This will ensure a more effective damage forecast.
- Installed AVL-GPS (automatic vehicle location) into FPL trucks. This will enable more effective utilization of the workforce as well as quicker mobilization and redirection of resources.
- Integrated the Outage Switching Module (OSM) into the existing Distribution Management System. OSM will provide a more effective network switching capability.

- Developed a Restoration Spatial View tool that, working with AVL/GPS, provides several key pieces of information for more effective restoration. This would include truck and trouble ticket locations and status, a momentary investigation/location tool, and field personnel ticket creation.

9. If the method of deriving the weather exclusion is different from the method used for 2008, please explain the changes and provide the CMI and CI for 2009 using the prior method.

No changes were made to FPL's exclusion methodology.

10. Provide the 2009 service reliability data for each extreme weather outage event that is excluded from your Company's 2009 Annual Distribution Reliability Report pursuant to Rule 25-6.0455.

All data below provided in the Appendix.

A) Causation
B) Date
C) CI
D) CMI
E) L-Bar
F) Repair Cost
G) Forensics

OTHER DISTRIBUTION ADJUSTMENTS

11. Discuss the Causation of each type of distribution event that resulted in customer outages.

Planned interruptions consistent with Rule 25-6.0455.

Causation	# of Outages	CI	CMI	LBAR
Planned Interruptions	7,894	140,426	12,172,136	140

12. Describe the Company's efforts to avoid or minimize any similar events in the future in terms of the level of costs incurred and outage duration.

FPL continually evaluates the need for planned crew and customer-requested outages by determining if there are alternative work methods that could minimize or prevent an interruption. FPL also works with customers to schedule necessary outages during times which are more convenient for them (e.g. nights and weekends).

13. Provide the 2009 service reliability data for each distribution outage event that is excluded from your Company's 2009 Annual Distribution Reliability Report pursuant to Rule 25-6.0455.

All data below provided in the Appendix.

A) Causation
B) Date
C) CMI
D) CI.
E) L-Bar
F) Repair Cost (N/A)

2009 ADJUSTED RELIABILITY CAUSES OF OUTAGE EVENTS

14. Five-Year patterns/trends in outage causation for each of the top 10 causes of outage events, including the frequency, duration, restoration time, cost incurred to restore service, remediation programs and remediation program costs.

		System Avg. Interruption (SAIDI)					Frequency (SAIFI)					Duration (CAIDI)				
Rank	PSC Cause Group	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
1	Equipment Failure	25.0	27.4	26.1	26.2	35.3	0.40	0.45	0.44	0.44	0.50	62.9	61.0	59.8	59.9	71.1
2	Unknown	6.9	8.1	5.1	4.3	4.5	0.15	0.19	0.13	0.10	0.09	46.0	43.6	39.2	42.4	48.1
3	Other	3.2	3.7	3.0	2.4	2.6	0.07	0.09	0.07	0.06	0.05	42.6	43.0	40.6	38.9	48.5
4	Animal	2.9	3.4	3.1	3.1	3.1	0.04	0.05	0.05	0.05	0.05	72.2	70.0	59.8	63.3	63.5
5	Vegetation	8.3	6.8	9.7	11.4	11.8	0.11	0.08	0.11	0.13	0.12	77.7	82.4	90.2	87.9	95.0
6	Other Weather	4.5	5.1	6.0	4.0	4.8	0.08	0.08	0.09	0.05	0.06	55.5	60.9	70.3	74.0	85.1
7	Remaining Causes	4.7	4.6	4.3	3.8	4.3	0.08	0.09	0.07	0.06	0.06	58.3	51.9	58.8	64.0	73.4
8	Lightning	7.2	7.6	9.5	6.2	6.6	0.10	0.11	0.12	0.08	0.07	69.8	70.0	76.2	79.0	90.4
9	Equipment Connection	0.7	1.0	0.7	0.6	0.7	0.00	0.01	0.01	0.01	0.01	161.7	117.7	111.0	122.0	132.6
10	Vehicle	6.1	6.6	5.8	5.1	4.4	0.11	0.14	0.13	0.09	0.07	54.3	45.8	45.4	56.0	60.3
	System Total	69.6	74.3	73.2	67.2	77.9	1.15	1.29	1.21	1.07	1.08	60.4	57.8	60.3	62.9	72.1

See remediation programs and budget levels in FPL's response to Distribution Reliability Item No. 16.

Cost incurred to restore service by cause is not available. At the present time, FPL has no plans to be able to capture this information.

15. The process used to identify and select the actions to improve the performance in each of the top 10 causes of outages.

Annually, FPL evaluates its current reliability remediation programs and verifies their need and/or existence. In addition, FPL proposes new reliability remediation programs to improve its reliability performance concentrating on the highest cause codes and those cause codes that have shown trends needing attention.

16. 2010 activities and budget levels addressing each of the 10 causes of service outage.

In 2010, FPL has reliability programs aimed at reducing customer interruptions. These include:

Program	Program Description	2010 Budget (Millions)	Impact on Cause Codes
Vegetation Management *	Integrated program designed to minimize tree and vine related interruptions.	$61.3	Vegetation, Unknown
Cable Lateral	Reduce the number of direct buried lateral cable failures.	$12.5	Equipment Failure
Priority Feeders	Reduce the number of customers experiencing excess amounts of interruptions and momentaries by identifying and correcting feeders experiencing the highest number of interruptions and momentaries.	$8.9	All
Cable Feeder	Reduce the number of direct buried feeder cable failures and reduce customer interruptions.	$5.7	Equipment Failure
Overhead Line Inspection	Conduct a visual and infrared inspection of the OH feeder infrastructure, and thus reduce overhead interruptions.	$5.2	Equipment Failure, Vegetation, Other Weather, Other, Unknown, Lightning
Vault Inspections	Inspect vaults and Powell-Esco Switches. Program will mitigate vault interruptions and will help to identify any issues that need to be addressed before an interruption occurs.	$3.5	Equipment Failure
System Expansion	Provide the necessary feeder capacity to serve all customers during normal and emergency periods, and install the infrastructure necessary to meet new loads.	$3.3	Remaining Causes
Handhole Inspections / Pad Mounted Transformers	The purpose of this program is to maintain pad-mount transformer security	$2.6	Equipment Failure
VAR Management	Install, relocate, maintain, and control distribution capacitor banks. This program will help maintain or improve power factor performance, improve system efficiency, reliability, and quality of service voltage to our customers.	$0.7	Remaining Causes
AFS	Maintain "smart" automated feeder switches. This will help mitigate the effects of feeder interruptions by isolating problematic areas and decreasing restoration time; making it a more reliable system based on model feeder configuration guidelines.	$0.2	All
Network Revitalization	Replace equipment on the network system with an investment in network protectors and Fenwal fire protection elements.	$0.07	Equipment Failure
EEI Switch Cabinets	This program will proactively replace EEI Cabinets in order to enhance system operations and reliability.	$0.05	Equipment Failure

* Can also be referred to as a Storm Preparedness Initiative

THREE PERCENT FEEDER LIST

17. Identify whether any feeders appear on the 3% listing more than once within a consecutive five-year period and any actions implemented to improve feeder performance.

12 of the 94 feeders on the 3% Feeder List have appeared more than once within a five year period.

See FPL's responses to Distribution Reliability Question numbers 16 and 18 for actions that FPL has taken to address these feeders.

18. The process used to identify and select the actions to improve the performance of feeders in the 3% feeder list, if any.

FPL evaluates feeder performance on a daily basis, and has addressed feeders on this list through one or more of its reliability programs. As of 2009, and moving into 2010, the 3% Feeder List is now addressed through FPL's "Priority Feeder" program.

The Priority Feeder program addresses feeders based on a 12 MOE list of feeders ranked by performance based on feeder interruptions, momentaries, number of customers served and causes of interruptions. Once the Priority Feeders are identified, a reliability analysis, planning infrastructure review and field condition assessment will take place, all in collaboration with the many operations and centralized support groups.

19. 2009 activities and budget levels directed at improving feeder performance.

See response to Distribution Reliability Item No. 16.

REGIONAL RELIABILITY INDICES

20. Five-Year patterns/trends in each region's reliability for each index and on any overall basis.

(* Note for all indices tables: Gulf Coast (GC) was split into Ft Myers (FM) and Naples (NA) in 2007)

Annual SAIDI performance for the Distribution unit and its regions:

Data	Region	2005	2006	2007	2008	2009
SAIDI	Boca Raton (BR)	77.8	74.7	68.3	53.8	66.9
	Brevard (BV)	63.3	55.4	69.8	75.7	75.3
	Central Dade (CE)	55.2	63.6	63.9	50.4	74.3
	Central Florida (CF)	74.4	69.8	84.2	79.6	70.8
	Fort Myers (FM)			75.3	78.9	72.3
	Gulf Coast (GC)	71.0	79.7	N/A*	N/A*	N/A*
	Gulfstream (GS)	55.7	59.7	55.1	53.9	76.4
	Manasota (MS)	54.0	66.4	67.9	72.5	82.6
	Naples (NA)			59.4	64.5	72.6
	North Dade (ND)	75.8	77.8	72.3	62.3	84.2
	North Florida (NF)	79.6	74.4	94.3	129.3	103.1
	Pompano (PM)	55.2	67.7	61.4	48.9	57.2
	South Dade (SD)	74.2	83.1	95.7	88.8	122.2
	Toledo Blade (TB)	61.4	81.8	74.3	60.0	79.1
	Treasure Coast (TC)	101.1	80.9	94.5	67.1	69.9
	West Palm (WB)	76.2	83.5	70.5	55.5	62.4
	West Dade (WD)	72.2	94.4	77.8	66.4	85.8
	Wingate (WG)	74.6	82.7	76.3	71.0	87.7
	All FPL	69.6	74.3	73.2	67.2	77.9

Annual SAIFI performance for the Distribution unit and its regions:

Data	Region	2005	2006	2007	2008	2009
SAIFI	BR	1.35	1.39	1.23	1.04	1.26
	BV	1.02	1.03	1.16	1.07	1.12
	CE	1.02	1.05	1.20	0.94	1.09
	CF	1.31	1.27	1.49	1.24	0.99
	FM			1.26	1.24	1.04
	GC	1.26	1.53	N/A*	N/A*	N/A*
	GS	1.04	1.28	1.13	1.03	1.02
	MS	0.83	1.01	0.87	1.01	0.92
	NA			1.12	0.93	0.95
	ND	1.03	1.19	1.13	0.83	0.86
	NF	1.10	1.14	1.38	1.58	1.25
	PM	0.88	1.16	1.03	0.91	0.80
	SD	1.27	1.25	1.42	1.35	1.51
	TB	0.82	1.42	0.96	0.77	1.00
	TC	1.43	1.41	1.31	1.05	1.07
	WB	1.27	1.27	1.21	0.88	0.97
	WD	1.30	1.64	1.40	1.17	1.19
	WG	1.39	1.51	1.50	1.35	1.37
	All FPL	1.15	1.29	1.21	1.07	1.08

Annual CAIDI performance for the Distribution unit and its regions:

Data	Region	2005	2006	2007	2008	2009
CAIDI	BR	57.8	53.9	55.7	51.8	52.9
	BV	61.9	53.9	60.0	70.7	67.1
	CE	53.9	60.8	53.4	53.8	68.1
	CF	56.9	54.9	56.4	64.2	71.3
	FM			60.0	63.4	69.2
	GC	56.4	52.2	N/A*	N/A*	N/A*
	GS	53.6	46.6	48.7	52.1	74.9
	MS	65.2	66.0	77.8	71.7	89.4
	NA			53.2	69.3	76.3
	ND	73.6	65.2	63.8	75.2	97.5
	NF	72.2	65.2	68.5	81.6	82.8
	PM	62.8	58.2	59.3	53.8	71.5
	SD	58.6	66.2	67.2	65.7	81.1
	TB	74.5	57.6	77.1	77.6	79.0
	TC	70.7	57.5	72.0	63.7	65.6
	WB	59.9	65.7	58.4	62.9	64.6
	WD	55.7	57.4	55.6	56.7	71.9
	WG	53.8	54.6	51.0	52.6	64.0
	All FPL	60.4	57.8	60.3	62.9	72.1

Annual MAIFIe performance for the Distribution unit and its regions:

Data	Region	2005	2006	2007	2008	2009
MAIFIe	BR	8.2	8.8	9.6	8.9	10.6
	BV	14.1	15.8	16.6	14.1	13.6
	CE	7.8	8.9	10.3	8.5	9.5
	CF	15.1	12.8	14.1	13.3	12.3
	FM			11.2	9.4	8.5
	GC	8.7	9.8	N/A*	N/A*	N/A*
	GS	9.8	8.9	9.0	8.5	9.3
	MS	8.5	9.3	9.5	9.2	8.5
	NA			8.3	7.5	7.7
	ND	8.8	9.7	10.0	7.8	8.8
	NF	13.2	12.5	12.9	15.9	15.3
	PM	7.8	7.8	7.6	7.2	7.3
	SD	11.9	10.3	10.2	8.9	11.0
	TB	16.3	20.4	17.1	16.5	18.2
	TC	15.6	14.6	17.6	17.5	15.2
	WB	11.4	11.7	10.8	10.0	10.9
	WD	9.8	10.6	10.0	9.0	9.7
	WG	12.0	12.8	13.1	11.0	14.0
	All FPL	10.8	11.1	11.4	10.5	10.9

Annual Cust>5 performance for the Distribution unit and its regions:

Data # Cust >5	Region	2005	2006	2007	2008	2009
	BR	1.1%	2.1%	2.3%	0.7%	1.6%
	BV	0.5%	0.8%	0.9%	0.8%	1.1%
	CE	2.1%	1.2%	1.1%	1.2%	1.3%
	CF	2.8%	2.0%	1.8%	2.6%	1.2%
	FM			1.1%	2.3%	0.8%
	GC	2.4%	3.1%	N/A*	N/A*	N/A*
	GS	1.6%	5.4%	1.0%	0.5%	1.7%
	MS	1.0%	1.2%	1.1%	1.1%	0.6%
	NA			4.3%	1.2%	1.0%
	ND	1.1%	2.5%	2.8%	1.2%	1.1%
	NF	1.9%	1.4%	2.4%	5.5%	2.8%
	PM	0.6%	2.3%	1.6%	0.9%	0.5%
	SD	3.1%	2.3%	3.3%	2.3%	3.9%
	TB	1.9%	2.9%	3.0%	0.7%	1.1%
	TC	4.2%	4.6%	3.2%	2.2%	1.1%
	WB	2.5%	2.5%	1.9%	0.7%	0.8%
	WD	2.0%	7.4%	2.9%	1.4%	1.3%
	WG	2.2%	2.3%	3.0%	2.0%	1.1%
	All FPL	1.9%	2.7%	2.1%	1.4%	1.3%

21. The process used to identify and select actions to improve the regional reliability trends.

See FPL's response to Distribution Reliability Item No. 3.

22. *Discuss any 2010 projected activities and budget levels directed at* improving regional reliability performance.

See FPL's response to Distribution Reliability Item No. 16. Each activity listed addresses equipment and devices at the management area level.

OVERHEAD – UNDERGROUND RELIABILITY

23. Describe the five year patterns/trends in reliability performance of underground systems vs. overhead systems.

The majority of FPL's customers are fed from circuits that are a hybrid of both overhead and underground. The methodology used to classify a customer as fed purely overhead is as follows: those customers served by a feeder with combined feeder and lateral overhead miles greater than or equal to 95% of the total primary miles. Then, to classify a customer as fed purely underground: the customers served by a feeder with combined feeder and lateral underground miles greater than or equal to 95% of the total primary miles. Hybrid customers are those served by neither 95% OH or UG, but rather by something in between. According to this methodology, FPL has 212 overhead feeders, 403 underground feeders and the remaining 2,509 feeders are hybrid. This methodology was applied for FPL's responses Distribution Reliability Item No. 23 & 26.

Five years reliability performance of underground, hybrid and overhead systems:

Data	Year	Hybrid	OH	UG	ALL
SAIDI	2005	69.0	111.2	34.6	69.6
	2006	74.7	105.8	34.3	74.3
	2007	72.9	118.0	35.2	73.2
	2008	67.4	103.3	33.0	67.2
	2009	78.6	113.8	30.7	77.9
SAIFI	2005	1.16	1.47	0.66	1.15
	2006	1.32	1.48	0.54	1.29
	2007	1.22	1.82	0.59	1.21
	2008	1.09	1.35	0.55	1.07
	2009	1.10	1.41	0.41	1.08
CAIDI	2005	59.3	75.6	52.6	60.4
	2006	56.5	71.5	63.4	57.8
	2007	59.8	64.7	60.0	60.3
	2008	61.9	76.7	60.1	62.9
	2009	71.2	80.5	75.1	72.1
L BAR	2005	211	152	229	204
	2006	207	186	276	205
	2007	212	198	275	211
	2008	200	186	250	199
	2009	215	199	285	214

Historically, the underground system has had a better SAIDI performance than overhead, driven by a better SAIFI. Also, the CAIDI associated with underground systems has performed in-line with overhead systems due to the nature of FPL's looped underground system which allows for sectionalizing during each restoration event. The metric where underground systems perform worse than overhead systems is Lbar, which accounts for the average minutes out per interruption, not accounting for part-on times.

24. Describe Company efforts to separately track the reliability of overhead and underground systems.

FPL continually monitors each interruption by feeder with a designation of either overhead, underground or hybrid system. FPL also utilizes the actual equipment type that fails to determine the necessary performance of its overhead and underground systems. For example, FPL has equipment codes that relate specifically to its overhead system (disconnect switches, insulators, jumpers, wire) and underground system (cable, switch cabinets, elbow and terminators).

After storm events, FPL will perform the activities as described in Initiative 7, Section 7.3 of FPL's approved Storm Preparedness Initiatives in FPSC Order PSC-06-0781-PAA-EI.

25. Describe the process used by your company to identify and select the actions to promote underground distribution systems.

FPL has more than 40 years of industry-leading experience in planning, designing, building and operating underground power lines and equipment. Approximately 40 percent of our distribution infrastructure is underground, greater than the national average. Over the past five years, more than 60 percent of FPL's new construction throughout its service territory was underground; in Palm Beach, Broward and Miami-Dade Counties, roughly 90 percent of all new construction was underground.

Governmental Adjustment Factor (GAF) – FPL's primary tool to promote overhead to underground conversions is its GAF tariff. The GAF's goal is to lower storm restoration costs to all customers by providing an incentive for government-sponsored conversions. Local governments are in the best position to guarantee the needed 100% customer service lateral conversion participation. Local governments are also best positioned to facilitate the construction through managing permitting, securing locations for the underground facilities, and the negotiations with other utility providers.

This FPSC-approved tariff is a pilot program which, by two consecutive Commission approvals, has been extended through October 2010. On November 20, 2009, FPL filed a petition with the Commission for approval to implement the Stipulation and Settlement Agreement in Docket 080244-EI. The agreement includes, among other items, that FPL will seek the Commission's approval to make the GAF provisions a permanent tariff. The Commission is scheduled to consider FPL's petition on March 2, 2010.

Through the end of December 2009, eight municipalities have signed the GAF tariff agreement and moved forward with a project(s). Additionally, there were over 20 municipal requests for non-binding, order of magnitude estimates during 2009. FPL completed six government-sponsored conversion projects in 2009.

Local Community Presentations – FPL conducts numerous presentations with local community groups who are interested in exploring overhead-to-underground conversions.

Local Ordinances – There are local ordinances in effect in several counties in FPL service territory that require FPL to install facilities underground. In addition, several municipalities require the customer to bury any existing OH lines on or adjacent to their property when any major renovation is performed.

26. Provide Overhead and Underground Metrics.

See FPL's response to Distribution Reliability Item No. 23 for criteria.
CEMI-5 is not available by overhead and underground.
The miles below include only primary circuits (Feeders and Laterals).

2009 OVERHEAD:

Number of miles = 7,623
Number of customers = 285,548
Number of Customer Minutes Interrupted (CMI) = 32,483,790
Number of Customers Interruptions (CI) = 403,327

$$\text{L-Bar} = \frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{2,485,461}{12,483} = 199$$

2009 HYBRID:

Number of miles = 51,098
Number of customers = 3,889,457
Number of Customer Minutes Interrupted (CMI) = 305,683,193
Number of Customers Interruptions (CI) = 4,291,944

$$\text{L-Bar} = \frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{17,565,790}{81,671} = 215$$

2009 UNDERGROUND:

Number of miles = 2,747
Number of customers = 273,977
Number of Customer Minutes Interrupted (CMI) = 8,398,435
Number of Customers Interruptions (CI) = 111,874

$$\text{L-Bar} = \frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{330,915}{1,160} = 285$$

Data	Year	Hybrid	OH	UG	ALL
Number of Customers	2005	3,774,640	272,757	258,802	4,306,199
	2006	3,862,564	283,856	268,991	4,415,411
	2007	3,936,445	257,614	269,028	4,463,087
	2008	3,938,593	234,017	274,634	4,447,244
	2009	3,889,457	285,548	273,977	4,448,982
CMI	2005	260,393,375	30,330,377	8,954,839	299,678,591
	2006	288,678,080	30,018,891	9,217,454	327,914,425
	2007	286,949,493	30,386,937	9,459,433	326,795,863
	2008	265,650,962	24,173,847	9,064,291	298,889,100
	2009	305,683,193	32,483,790	8,398,435	346,565,418
CI	2005	4,389,869	401,236	170,327	4,961,432
	2006	5,110,488	419,724	145,389	5,675,601
	2007	4,794,819	469,407	157,578	5,421,804
	2008	4,288,170	315,188	150,908	4,754,266
	2009	4,291,944	403,327	111,874	4,807,145
MAIFIe	2005	10.2	18.3	2.1	10.8
	2006	11.0	21.8	1.4	11.1
	2007	11.3	22.9	1.8	11.4
	2008	10.5	20.2	1.7	10.5
	2009	10.9	19.5	1.7	10.9

RELIABILITY RELATED CUSTOMER COMPLAINTS

27. Describe the five year patterns/trends in reliability related customer complaints.

Service Interruption FPSC Inquiries/Complaints

Per 10,000 Customers

2005 - 0.96
2006 - 1.03
2007 - 0.89
2008 - 0.82
2009 - 1.13

Note: Excludes inquiries/complaints associated with storm restoration efforts.

28. Describe Company efforts to correlate reliability-related complaints with reliability indices for applicable feeder, lateral and sub region.

FPL addresses reliability complaints on a case-by-case basis. Lessons learned from issues and resolutions identified may be incorporated into our processes, if deemed appropriate. FPL also utilizes programs such as Customer Response and Priority Feeders / Laterals to address customer complaints.

29. Describe the process used by your company to identify and select systemic actions to improve reliability due to customer complaints. If no such program exists explain why.

See response to Distribution Reliability Item No. 28.

Transmission Reliability

1. Reliability Adjustments Events (Transmission).

FPL had no reliability event adjustments in 2009.

2. Localized Versus System Wide Events.

None.

3. Description of Reliability Programs.

The transmission & substation reliability initiative is a two-fold program. The first part consists of on-going assessments and inspections of the transmission and substation system conditions and the associated mitigation work (as required). The second part consists of the following targeted reliability areas:

Animals – Program to discourage and mitigate the effects of animal related events to the transmission & substation system. Animals include (but not limited to) roosting & prey birds on transmission structures, squirrels, monk parrots, and raccoons.

Equipment – Proactive replacement of both transmission and substation equipment reaching end of life. Items include (but not limited to) insulators, OHGW, distribution breakers, transmission breakers, switches, and substation regulators.

Lightning – Items include bonding, grounding, and arrester installations.

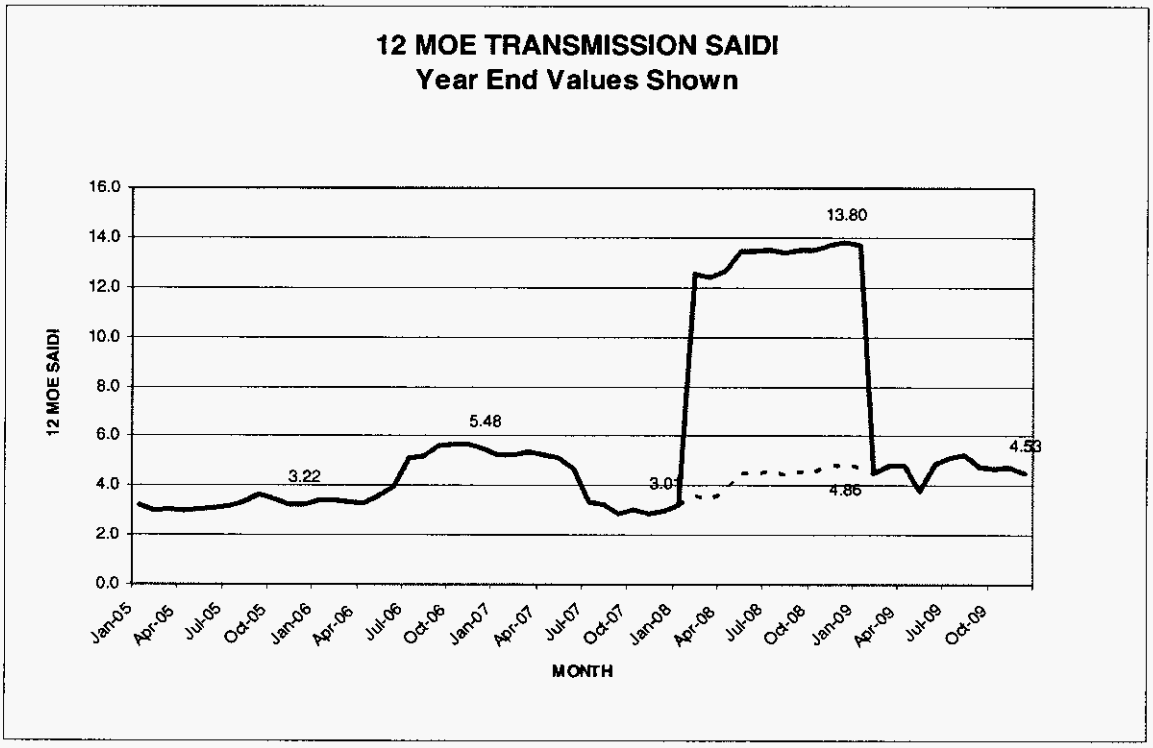
Foreign Interference – Outreach & awareness safety program to minimize the impact of foreign interference (such as cranes, balloons, diggers, sailboats, etc.) into electrical lines

Vegetation Management – FPL performs condition assessments of every transmission right-of-way with a qualified arborist. Performed every six (6) months, these assessments include detailed prescriptions based on actual vegetation conditions. As a result of these assessments, the schedules are established to complete the identified work; at that point the work is prioritized and executed.

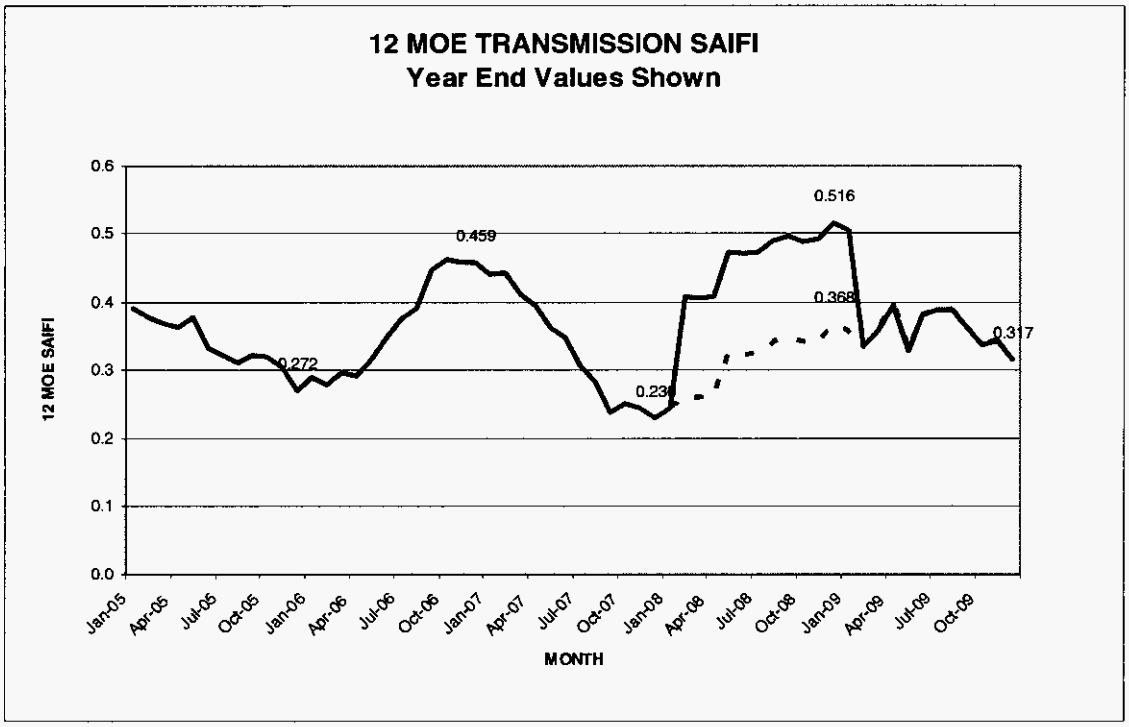
4. Five Year Reliability Performance

2009 reliability performance of FPL's transmission/substation system was better than 2008 for all reliability metrics (SAIDI, SAIFI, and MAIFI). SAIDI was 67% better than 2008 performance (4.53 vs.13.80) or 7% better without the 2008 Flagami outage (4.53 vs. 4.86). SAIFI was 14% better (0.317 vs. 0.368) and MAIFI was 6% better (0.78 vs. 0.83). All three reliability metrics showed slight variability around an essentially consistent performance over a the 5 year period of January 2005 – December 2009)

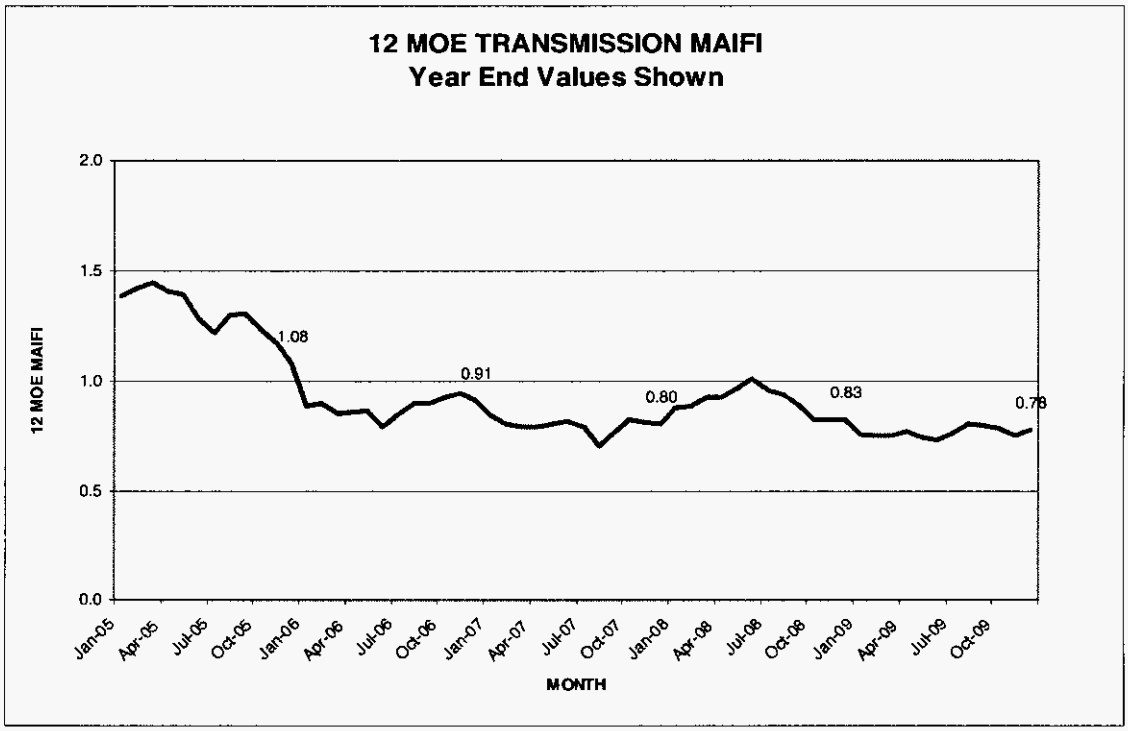
12-month ending transmission/substation SAIDI performance 1/05-12/09:



12 month ending transmission/substation SAIFI performance 1/05-12/09:



12 month ending transmission/ substation MAIFI performance 1/05-12/09:



5. Description of Company's Tracking

FPL's transmission/substation department investigates all transmission and substation outages in order to identify root cause. Reliability performance is tracked using the following indicators:

SAIDI is the number of minutes (duration) the average customer is without power during a specific event lasting 1 minute or longer.

SAIFI is the number of times (frequency) the average customer experiences an interruption lasting 1 minute or longer (sustained).

MAIFI is the number of times (frequency) the average customer experiences an interruption lasting less than 1 minute (momentary).

6. Method of Program Selections

FPL's transmission/substation department utilizes historical reliability performance, trends, condition assessments and risk ranking in program selection.

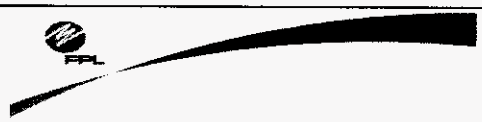
7. Distribution Substation Inspections (2005 – 2009)

The following table summarizes the inspections completed at FPL's substations from 2005-2009.

Year	Substation Type*	System Population	Inspections Completed
2009	Transmission	97	278
	Distribution	488	478
	All	585	756
2008	Transmission	94	278
	Distribution	486	726
	All	580	1,004
2007	Transmission	89	555
	Distribution	468	1,269
	All	557	1,824
2006	Transmission	88	770
	Distribution	454	2,473
	All	542	3,243
2005	Transmission	87	838
	Distribution	447	2,719
	All	534	3,557

* Note: Substations containing both a transmission & distribution switch-yard are classified as transmission in the table above.

APPENDIX



ANNUAL DISTRIBUTION RELIABILITY REPORT 2009

SAIDI = System Average Interruption Duration Index

=	Sum of All Customer Minutes Interrupted (CMI)	346,565,418	77.9
	Total number of Customers Served (C)	4,448,982	

CAIDI = Customer Average Interruption Duration Index

=	Sum of All Customer Minutes Interrupted (CMI)	346,565,418	72.1
	Total number of Customers Interruptions (CI)	4,807,145	

SAIFI = System Average Interruption Frequency Index

=	Total number of Customers Interruptions (CI)	4,807,145	1.08
	Total number of Customers Served (C)	4,448,982	

MAIFIe = Momentary Average Interruption Event

=	Sum of All Customer Momentary Interruption Events (CME)	48,597,534	10.9
	Total number of Customers Served (C)	4,448,982	

L BAR =	Minutes of Interruption	20,382,166	214
	Total Number of Outages	95,314	

%CEMI- =	Sum of CEMI-5 Customers	59,147	1.3%
	Total number of Customers Served (C)	4,448,982	

Service Reliability Indices Data					
Utility Name	FPL	Year	2009		
District or Service Area	Customer Served (C)	CMI	CI	CME	# Cust >5
Brevard	283,298	21,340,066	318,049	3,860,397	3,087
Central Florida	264,524	18,738,204	262,734	3,261,806	3,066
North Florida	139,400	14,374,480	173,666	2,130,087	3,963
Manasota	357,938	29,551,247	330,485	3,053,618	2,320
Toledo Blade	167,850	13,283,026	168,149	3,048,254	1,926
Fort Myers	184,230	13,324,577	192,448	1,568,678	1,508
Naples	236,430	17,173,797	225,088	1,820,654	2,464
Boca Raton	349,273	23,365,464	441,541	3,697,400	5,720
Treasure Coast	269,792	18,850,235	287,398	4,089,792	2,942
West Palm	337,471	21,058,743	325,999	3,664,862	2,768
Central Dade	257,751	19,150,685	281,270	2,445,339	3,393
North Dade	221,592	18,659,689	191,371	1,958,847	2,393
South Dade	280,926	34,333,150	423,506	3,081,810	10,975
West Dade	237,215	20,344,973	282,987	2,300,870	2,995
Gulfstream	315,117	24,081,989	321,332	2,942,924	5,292
Pompano	294,184	16,823,359	235,419	2,156,707	1,451
Wingate	251,991	22,111,734	345,703	3,515,489	2,884
All FPL	4,448,982	346,565,418	4,807,145	48,597,534	59,147

PSC/ECR 103-1(a)
Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Adjusted

Utility Name: FPL Year: 2009

Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	31,913	261	71.1
Unknown	11,755	172	48.1
Other	7,643	191	48.5
Animal	9,342	116	63.5
Vegetation	14,866	219	95.0
Other Weather	8,183	152	85.1
Remaining Causes	3,745	214	73.4
Lightning	4,292	297	90.4
Equipment Connection	2,488	253	132.6
Vehicle	1,087	256	60.3
System Totals	95,314	214	72.1

PSC/ECR 102-1(a)
Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Actual

Utility Name: FPL Year: 2009

Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	32,140	262	71.1
Unknown	11,789	172	48.2
Other	7,690	191	47.5
Animal	9,373	116	63.1
Request	7,921	139	86.7
Vegetation	15,259	220	96.2
Other Weather	8,409	153	86.5
Remaining Causes	3,852	215	76.9
Lightning	4,368	296	90.9
Equipment Connection	2,498	253	132.7
Vehicle	1,091	256	60.8
System Totals	104,390	209	73.0

Three Percent Feeder List – Actual

ANNUAL DISTRIBUTION RELIABILITY REPORT 2009 - Actual										PSC/ECR 102-2		
FPL			Year 2009									
Primary			Number of Customers									No. of
Circuit Id. No. or Name	Substation Origin	Location	Residential	Commercial	Industrial	Other	Total	Outage Events(N)	Average Duration "L-Bar"	CAIDI	Listed Last Year?	Years in the Last 5
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
812162	BEACON	Miami-Dade	3	530	5	7	538	13	134	25.3	N	0
804236	PERRINE	Miami-Dade	1490	380	2	44	1872	12	99	51.6	N	0
401931	LINTON	Palm Beach	1339	318	10	30	1667	8	138	45.7	YES	3
408462	ADAMS	St Lucie	340	217	8	56	565	8	172	62.5	N	0
400434	HILLCREST	Palm Beach	657	124	4	19	785	8	152	36.0	N	0
201731	SYKES CREEK	Brevard	1049	238	4	23	1291	7	190	51.1	N	0
810064	AVOCADO	Miami-Dade	767	200	4	110	971	7	78	55.7	YES	1
101463	FLAGLER BEACH	Flagler	2310	233	17	19	2560	6	100	28.7	YES	1
108433	SAN MATEO	Putnam	1074	213	4	110	1291	6	220	47.6	YES	1
706961	CHAPEL	Broward	1674	229	4	10	1907	6	272	60.1	N	0
704262	IMAGINATION	Broward	1144	105	4	29	1253	6	73	20.6	N	0
810061	AVOCADO	Miami-Dade	939	267	6	133	1212	6	132	9.9	YES	1
205362	GENEVA	Seminole	1197	111	7	106	1315	6	132	53.0	YES	2
204265	BABCOCK	Brevard	1757	316	4	79	2077	6	123	29.4	N	1
208762	GRANT	Brevard	854	154	6	45	1014	6	106	60.1	YES	3
808832	SNAPPER CREEK	Miami-Dade	548	51	11	16	610	6	172	117.7	N	0
106462	SPRUCE	Volusia	4156	279	4	54	4439	5	149	55.4	YES	2
407663	LOXAHATCHEE	Palm Beach	1701	207	2	18	1910	5	32	16.1	N	1
808269	LINDGREN	Miami-Dade	3316	245	0	1	3561	5	69	31.5	N	1
406333	ROEBUCK	Palm Beach	1835	153	0	14	1988	5	70	47.2	N	0
503132	SOLANA	Collier	2318	235	9	29	2562	5	129	60.8	N	0
405264	ACME	Palm Beach	1466	287	4	10	1757	5	2	2.2	N	0
400933	BELLE GLADE	Palm Beach	1898	302	3	58	2203	5	348	69.2	N	0
802937	GRAPELAND	Miami-Dade	1481	336	1	19	1818	5	40	16.3	N	0
809665	COURT	Miami-Dade	1795	954	0	5	2749	5	98	52.4	N	0
400536	BOYNTON	Palm Beach	1568	185	4	30	1757	5	115	36.6	N	0
504363	PINE RIDGE	Collier	2661	657	18	27	3336	5	59	49.0	N	0
404739	HILLSBORO	Palm Beach	1771	257	14	18	2042	5	126	29.7	N	0
806732	IVES	Miami-Dade	1339	72	0	1	1411	5	58	23.7	N	0
808931	OLYMPIA HEIGHTS	Miami-Dade	1332	54	2	15	1388	5	14	10.4	YES	1
805735	GALLOWAY	Miami-Dade	1039	153	0	36	1192	5	39	8.1	N	0
503569	ALLIGATOR	Collier	1611	316	22	31	1949	5	69	67.2	YES	1
700231	HOLLYWOOD	Broward	1178	118	1	28	1297	5	43	19.2	N	0
402533	BELVEDERE	Palm Beach	577	160	7	13	744	5	55	38.0	N	0
108362	GATOR	St Johns	619	144	6	47	769	5	166	58.9	N	1
200331	TITUSVILLE	Brevard	648	386	6	47	1040	5	148	20.0	N	0
806433	HAINLIN	Miami-Dade	450	102	1	48	553	5	80	63.7	N	2
801631	PRINCETON	Miami-Dade	373	228	3	59	604	5	239	61.8	N	0
704063	MOTOROLA	Broward	4603	102	5	18	4710	4	64	14.7	N	0
405461	CLINTMOORE	Palm Beach	3968	199	6	12	4173	4	15	11.4	N	1
704662	SPRINGTREE	Broward	2620	353	9	11	2982	4	59	25.2	N	1
707265	FLAMINGO	Broward	3201	94	3	3	3298	4	103	29.2	N	0
207361	WYOMING	Brevard	2052	76	1	73	2129	4	170	51.8	N	1
209761	VIERA	Brevard	2137	231	14	5	2382	4	121	49.5	N	0
404532	NORTON	Palm Beach	2132	136	1	9	2269	4	87	44.3	N	0
702434	PEMBROKE	Broward	1951	466	5	29	2422	4	203	57.0	N	1
706663	NOBHILL	Broward	2422	237	2	6	2661	4	37	20.9	YES	1
800331	BUENA VISTA	Miami-Dade	1713	139	1	25	1853	4	52	34.0	N	0
504761	ALVA	Lee	1621	232	36	112	1889	4	215	26.9	N	0
802931	GRAPELAND	Miami-Dade	1731	194	1	21	1926	4	191	45.7	N	0
801635	PRINCETON	Miami-Dade	1794	94	1	12	1889	4	213	80.2	N	1
805134	LAWRENCE	Miami-Dade	1790	131	0	17	1921	4	120	31.8	N	1
407936	QUANTUM	Palm Beach	1594	328	10	63	1932	4	74	14.8	N	0
802936	GRAPELAND	Miami-Dade	1916	111	0	10	2027	4	131	32.5	N	0
400932	BELLE GLADE	Palm Beach	1416	205	3	48	1624	4	71	26.0	N	0
704665	SPRINGTREE	Broward	3626	211	0	8	3837	4	35	12.6	N	0
801734	62ND AVE	Miami-Dade	1509	301	3	32	1813	4	2	2.2	N	0
800631	LITTLE RIVER	Miami-Dade	1395	156	3	21	1554	4	249	92.2	N	0
505263	RUBONIA	Manatee	1401	105	1	44	1507	4	195	34.5	N	0
205431	MERRITT	Brevard	1716	63	7	20	1786	4	194	62.2	N	0
807036	ROSELAWN	Miami-Dade	1074	413	1	17	1488	4	354	25.6	N	1
709362	ORCHID	Broward	1462	100	5	18	1567	4	58	14.9	N	1
408035	CALDWELL	Palm Beach	1074	461	6	25	1541	4	135	29.0	N	0
802134	MIRAMAR	Miami-Dade	1579	238	2	18	1819	4	50	14.4	N	0
802237	GLADEVIEW	Miami-Dade	1136	178	1	31	1315	4	110	10.0	N	0
400533	BOYNTON	Palm Beach	1137	275	6	14	1418	4	17	12.9	N	1
801233	OPA LOCKA	Miami-Dade	1098	618	6	62	1722	4	422	55.5	N	0
504667	CASTLE	Manatee	1219	83	15	48	1317	4	99	37.2	N	0
101462	FLAGLER BEACH	Flagler	1181	291	7	23	1479	4	19	8.2	N	0
706964	CHAPEL	Broward	2087	295	8	8	2390	4	116	36.3	N	1
800442	COCONUT GROVE	Miami-Dade	1086	125	5	24	1216	4	104	40.1	N	0
200131	SANFORD	Seminole	1003	227	1	23	1231	4	7	6.5	N	1
802135	MIRAMAR	Miami-Dade	1725	274	2	22	2001	4	196	54.6	N	0
704666	SPRINGTREE	Broward	1445	320	6	4	1771	4	33	25.4	N	0
706066	HIATUS	Broward	1457	45	2	4	1504	4	130	36.4	N	0
700134	SISTRUNK	Broward	1166	123	7	6	1296	4	22	19.0	N	0
402831	LANTANA	Palm Beach	1260	174	1	44	1435	4	85	39.0	N	0
101863	ORANGEDALE	St Johns	1368	171	8	88	1547	4	121	77.9	YES	3
201433	GRANDVIEW	Seminole	897	113	1	23	1011	4	101	88.6	N	0
706063	HIATUS	Broward	1209	161	4	6	1374	4	105	53.9	N	0
105761	RIVERTON	St Johns	875	85	15	22	975	4	233	101.4	N	1
806535	SUNILAND	Miami-Dade	667	22	3	54	692	4	102	57.2	N	1
806533	SUNILAND	Miami-Dade	641	125	1	51	767	4	51	35.4	N	0
802531	GREYNOLDS	Miami-Dade	662	293	0	19	955	4	306	68.9	N	1
803132	FLORIDA CITY	Miami-Dade	1027	140	0	16	1167	4	133	122.0	N	0
700731	FAIRMONT	Broward	832	140	3	38	975	4	305	47.0	N	0
801937	DEAUVILLE	Miami-Dade	620	91	6	10	717	4	258	94.1	N	2
505862	BUCKEYE	Manatee	651	61	9	14	721	4	73	62.6	N	4
801139	FRONTON	Miami-Dade	330	168	1	17	499	4	41	30.3	N	0
808162	MILAM	Miami-Dade	0	507	0	6	507	4	108	23.9	N	0
811363	ANHINGA	Miami-Dade	207	158	5	30	370	4	172	51.8	N	0
806436	HAINLIN	Miami-Dade	70	93	1	21	164	4	104	36.2	N	1
806036	GOLDEN GLADES	Miami-Dade	51	66	0	3	117	4	93	55.9	N	0
811063	PALMETTO	Miami-Dade	3889	350	0	8	4239	3	2	1.7	N	2

Three Percent Feeder List - Adjusted

ANNUAL DISTRIBUTION RELIABILITY REPORT 2009 - Adjusted									PSC/ECR 103-2			
	FPL		Year	2009								
Primary			Number of Customers									No. of
Circuit										Average		Listed	Years
Id. No. or	Substation							Outage	Duration		Last	in the
Name	Origin	Location	Residential	Commercial	Industrial	Other	Total	Events(N)	"L-Bar"	CAIDI	Year?	Last 5
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
812162	BEACON	Miami-Dade	3	530	5	7	538	13	134	25.3	N	0
804236	PERRINE	Miami-Dade	1490	380	2	44	1872	12	99	51.6	N	0
401931	LINTON	Palm Beach	1339	318	10	30	1667	8	138	45.7	YES	3
400434	HILLCREST	Palm Beach	657	124	4	19	785	8	152	36.0	N	0
810064	AVOCADO	Miami-Dade	767	200	4	110	971	7	78	55.7	YES	1
108433	SAN MATEO	Putnam	1074	213	4	110	1291	6	220	47.6	YES	1
706961	CHAPEL	Broward	1674	229	4	10	1907	6	272	60.1	N	0
704262	IMAGINATION	Broward	1144	105	4	29	1253	6	73	20.6	N	0
810061	AVOCADO	Miami-Dade	939	267	6	133	1212	6	132	9.9	YES	1
201731	SYKES CREEK	Brevard	1049	238	4	23	1291	6	218	58.0	N	0
408462	ADAMS	St Lucie	340	217	8	56	565	6	117	55.8	N	1
808832	SNAPPER CREEK	Miami-Dade	548	51	11	16	610	6	172	117.7	N	0
106462	SPRUCE	Volusia	4156	279	4	54	4439	5	149	55.4	N	0
407663	LOXAHATCHEE	Palm Beach	1701	207	2	18	1910	5	32	16.1	N	1
808269	LINDGREN	Miami-Dade	3316	245	0	1	3561	5	69	31.5	N	1
101463	FLAGLER BEACH	Flagler	2310	233	17	19	2560	5	119	28.8	N	0
503132	SOLANA	Collier	2318	235	9	29	2562	5	129	60.8	N	1
405264	ACME	Palm Beach	1466	287	4	10	1757	5	2	2.2	N	0
400933	BELLE GLADE	Palm Beach	1898	302	3	58	2203	5	348	69.2	N	0
802937	GRAPELAND	Miami-Dade	1481	336	1	19	1818	5	40	16.3	N	0
809665	COURT	Miami-Dade	1795	954	0	5	2749	5	98	52.4	N	0
400536	BOYNTON	Palm Beach	1568	185	4	30	1757	5	115	36.6	N	0
504363	PINE RIDGE	Collier	2661	657	18	27	3336	5	53	49.0	N	0
404739	HILLSBORO	Palm Beach	1771	257	14	18	2042	5	126	29.7	N	1
806732	IVES	Miami-Dade	1339	72	0	1	1411	5	58	23.7	N	0
808931	OLYMPIA HEIGHTS	Miami-Dade	1332	54	2	15	1388	5	14	10.4	YES	1
805735	GALLOWAY	Miami-Dade	1039	153	0	36	1192	5	39	8.1	N	0
503569	ALLIGATOR	Collier	1611	316	22	31	1949	5	69	67.2	YES	1
204265	BABCOCK	Brevard	1757	316	4	79	2077	5	143	29.5	N	1
205362	GENEVA	Seminole	1197	111	7	106	1315	5	146	49.0	YES	1
402533	BELVEDERE	Palm Beach	577	160	7	13	744	5	55	38.0	N	0
208762	GRANT	Brevard	854	154	6	45	1014	5	120	70.6	N	1
108362	GATOR	St Johns	619	144	6	47	769	5	166	58.9	N	1
200331	TITUSVILLE	Brevard	648	386	6	47	1040	5	148	20.0	N	0
806433	HAINLIN	Miami-Dade	450	102	1	48	553	5	80	63.7	N	1
801631	PRINCETON	Miami-Dade	373	228	3	59	604	5	239	61.8	N	0
704063	MOTOROLA	Broward	4603	102	5	18	4710	4	64	14.7	N	0
405461	CLINTMOORE	Palm Beach	3968	199	6	12	4173	4	15	11.4	N	1
704662	SPRINGTREE	Broward	2620	353	9	11	2982	4	59	25.2	N	1
707265	FLAMINGO	Broward	3201	94	3	3	3298	4	103	29.2	N	0
207361	WYOMING	Brevard	2052	76	1	73	2129	4	170	51.8	N	1
209761	VIERA	Brevard	2137	231	14	5	2382	4	121	49.5	N	0
406333	ROEBUCK	Palm Beach	1835	153	0	14	1988	4	41	18.8	N	0
404532	NORTON	Palm Beach	2132	136	1	9	2269	4	87	44.3	N	0
702434	PEMBROKE	Broward	1951	466	5	29	2422	4	203	57.0	N	1
706863	NOBHILL	Broward	2422	237	2	6	2661	4	37	20.9	YES	1
800331	BUENA VISTA	Miami-Dade	1713	139	1	25	1853	4	52	34.0	N	0
504761	ALVA	Lee	1621	232	36	112	1889	4	215	26.9	N	0
802931	GRAPELAND	Miami-Dade	1731	194	1	21	1926	4	191	45.7	N	0
801635	PRINCETON	Miami-Dade	1794	94	1	12	1889	4	213	80.2	N	1
805134	LAWRENCE	Miami-Dade	1790	131	0	17	1921	4	120	31.8	N	0
802936	GRAPELAND	Miami-Dade	1916	111	0	10	2027	4	131	32.5	N	0
400932	BELLE GLADE	Palm Beach	1416	205	3	48	1624	4	71	26.0	N	0
704665	SPRINGTREE	Broward	3626	211	0	8	3837	4	35	12.6	N	0
801734	62ND AVE	Miami-Dade	1509	301	3	32	1813	4	2	2.2	N	1
800631	LITTLE RIVER	Miami-Dade	1395	156	3	21	1554	4	249	92.2	N	0
505263	RUBONIA	Manatee	1401	105	1	44	1507	4	195	34.5	N	0
205431	MERRITT	Brevard	1716	63	7	20	1786	4	194	62.2	N	0
807036	ROSELAWN	Miami-Dade	1074	413	1	17	1488	4	354	25.6	N	1
709362	ORCHID	Broward	1462	100	5	18	1567	4	58	14.9	N	1
408035	CALDWELL	Palm Beach	1074	461	6	25	1541	4	135	29.0	N	0
802134	MIRAMAR	Miami-Dade	1579	238	2	18	1819	4	50	14.4	N	0
802237	GLADEVIEW	Miami-Dade	1136	178	1	31	1315	4	110	10.0	YES	1
400533	BOYNTON	Palm Beach	1137	275	6	14	1418	4	17	12.9	N	0
801233	OPA LOCKA	Miami-Dade	1098	618	6	62	1722	4	422	55.5	N	0
504667	CASTLE	Manatee	1219	83	15	48	1317	4	99	37.2	N	0
101462	FLAGLER BEACH	Flagler	1181	291	7	23	1479	4	19	8.2	N	0
706964	CHAPEL	Broward	2087	295	8	8	2390	4	116	36.3	N	2
800442	COCONUT GROVE	Miami-Dade	1086	125	5	24	1216	4	104	40.1	N	0
200131	SANFORD	Seminole	1003	227	1	23	1231	4	7	6.5	N	1
802135	MIRAMAR	Miami-Dade	1725	274	2	22	2001	4	196	54.6	N	0
704666	SPRINGTREE	Broward	1445	320	6	4	1771	4	33	25.4	N	0
706066	HIATUS	Broward	1457	45	2	4	1504	4	130	36.4	N	0
700134	SISTRUNK	Broward	1166	123	7	6	1296	4	22	19.0	N	0
402831	LANTANA	Palm Beach	1260	174	1	44	1435	4	85	39.0	N	0
706063	HIATUS	Broward	1209	161	4	6	1374	4	105	53.9	N	0
105761	RIVERTON	St Johns	875	85	15	22	975	4	233	101.4	N	1
806535	SUNILAND	Miami-Dade	667	22	3	54	692	4	102	57.2	N	0
806533	SUNILAND	Miami-Dade	641	125	1	51	767	4	51	35.4	N	0
802531	GREYNOLDS	Miami-Dade	662	293	0	19	955	4	306	68.9	N	1
803132	FLORIDA CITY	Miami-Dade	1027	140	0	16	1167	4	133	122.0	N	0
700731	FAIRMONT	Broward	832	140	3	38	975	4	305	47.0	N	0
801937	DEAUVILLE	Miami-Dade	620	91	6	10	717	4	258	94.1	N	1
505862	BUCKEYE	Manatee	651	61	9	14	721	4	73	62.6	N	4
801139	FRONTON	Miami-Dade	330	168	1	17	499	4	41	30.3	N	0
806162	MILAM	Miami-Dade	0	507	0	6	507	4	108	23.9	N	0
811363	ANHINGA	Miami-Dade	207	158	5	30	370	4	172	51.8	YES	1
806436	HAINLIN	Miami-Dade	70	93	1	21	164	4	104	36.2	N	1
806036	GOLDEN GLADES	Miami-Dade	51	66	0	3	117	4	93	55.9	N	0
811063	PALMETTO	Miami-Dade	3889	350	0	8	4239	3	2	1.7	N	2
502563	PALMA SOLA	Manatee	3549	323	9	30	3881	3	234	65.3	N	0
208163	HIELD	Brevard	3761	66	0	149	3827	3	66	26.1	N	0
504661	CASTLE	Manatee	3197	231	9	66	3437	3	266	61.2	N	0
705464	PHOENIX	Broward	3262	102	1	6	3365	3	16	11.8	N	0

PSC/ECR 103-3

System Reliability Indices - Adjusted

Utility Name: FPL Year: 2009

District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFIe (e)	CEMI5 (f)
Boca Raton	66.9	52.9	1.26	10.6	5,720
Brevard	75.3	67.1	1.12	13.6	3,087
Central	74.3	68.1	1.09	9.5	3,393
Central Florida	70.8	71.3	0.99	12.3	3,066
Fort Myers	72.3	69.2	1.04	8.5	1,508
Gulfstream	76.4	74.9	1.02	9.3	5,292
Manasota	82.6	89.4	0.92	8.5	2,320
Naples	72.6	76.3	0.95	7.7	2,464
North Dade	84.2	97.5	0.86	8.8	2,393
North Florida	103.1	82.8	1.25	15.3	3,963
Pompano	57.2	71.5	0.80	7.3	1,451
South Dade	122.2	81.1	1.51	11.0	10,975
Toledo Blade	79.1	79.0	1.00	18.2	1,926
Treasure Coast	69.9	65.6	1.07	15.2	2,942
West Palm	62.4	64.6	0.97	10.9	2,768
West Dade	85.8	71.9	1.19	9.7	2,995
Wingate	87.8	64.0	1.37	14.0	2,884
All FPL	77.9	72.1	1.08	10.9	59,147

PSC/ECR 102-3

System Reliability Indices - Actual

Utility Name: FPL Year: 2009

District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFIe (e)	CEMI5 (f)
Boca Raton	69.0	53.7	1.29	10.3	5,937
Brevard	87.1	69.9	1.25	14.5	4,722
Central	77.4	69.7	1.11	9.3	3,685
Central Florida	89.3	75.5	1.18	13.7	3,377
Fort Myers	75.1	67.0	1.12	8.0	1,560
Gulfstream	80.1	76.9	1.04	9.8	5,968
Manasota	86.4	88.0	0.98	8.4	2,680
Naples	74.3	76.3	0.97	8.1	2,887
North Dade	86.3	98.4	0.88	9.7	2,435
North Florida	109.3	82.3	1.33	16.1	3,963
Pompano	59.6	73.4	0.81	7.6	1,516
South Dade	124.7	81.5	1.53	11.2	11,356
Toledo Blade	82.3	74.1	1.11	19.4	1,929
Treasure Coast	76.4	67.7	1.13	15.5	3,056
West Palm	67.8	66.3	1.02	11.6	3,034
West Dade	89.0	73.1	1.22	9.3	3,250
Wingate	90.5	65.1	1.39	13.3	3,160
All FPL	82.7	73.0	1.13	11.2	64,515

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	7/24/09	1	81	81	N	Not Applicable
Verified Tornado	7/24/09	5	1,420	284	N	Not Applicable
Verified Tornado	7/24/09	5	1,400	280	N	Not Applicable
Verified Tornado	7/24/09	1	393	393	N	Not Applicable
Verified Tornado	7/24/09	117	11,700	100	N	Not Applicable
Verified Tornado	7/24/09	1	513	513	N	Not Applicable
Verified Tornado	7/24/09	2	198	99	N	Not Applicable
Verified Tornado	7/24/09	31	11,591	595	N	Not Applicable
Verified Tornado	7/24/09	106	4,876	46	N	Not Applicable
Verified Tornado	7/24/09	1	470	470	N	Not Applicable
Verified Tornado	7/24/09	2	216	108	N	Not Applicable
Verified Tornado	7/24/09	56	4,480	80	N	Not Applicable
Verified Tornado	7/24/09	4	396	99	N	Not Applicable
Verified Tornado	7/24/09	6	2,334	389	N	Not Applicable
Verified Tornado	7/24/09	4	260	65	N	Not Applicable
Verified Tornado	7/24/09	52	8,424	162	N	Not Applicable
Verified Tornado	7/24/09	4	432	108	N	Not Applicable
Verified Tornado	7/24/09	25	4,775	191	N	Not Applicable
Verified Tornado	7/24/09	2	446	223	N	Not Applicable
Verified Tornado	7/24/09	1	465	465	N	Not Applicable
Verified Tornado	7/24/09	5	1,060	212	N	Not Applicable
Verified Tornado	7/24/09	5	1,515	303	N	Not Applicable
Verified Tornado	7/24/09	348	28,536	383	N	Not Applicable
Verified Tornado	7/24/09	1	288	288	N	Not Applicable
Verified Tornado	7/24/09	9	4,041	449	N	Not Applicable
Verified Tornado	7/24/09	1	399	399	N	Not Applicable
Verified Tornado	7/24/09	3	300	100	N	Not Applicable
Verified Tornado	7/24/09	20	7,720	398	N	Not Applicable
Verified Tornado	7/24/09	33	4,752	144	N	Not Applicable
Verified Tornado	7/24/09	6	714	119	N	Not Applicable
Verified Tornado	7/24/09	11	3,740	340	N	Not Applicable
Verified Tornado	7/24/09	7	1,589	227	N	Not Applicable
Verified Tornado	7/24/09	72	9,576	133	N	Not Applicable
Verified Tornado	7/24/09	10	2,310	231	N	Not Applicable
Verified Tornado	7/24/09	16	2,220	155	N	Not Applicable
Verified Tornado	7/24/09	5	990	198	N	Not Applicable
Verified Tornado	7/24/09	3	594	198	N	Not Applicable
Verified Tornado	7/24/09	30	4,440	148	N	Not Applicable
Verified Tornado	7/24/09	159	17,331	109	N	Not Applicable
Verified Tornado	7/24/09	17	3,978	234	N	Not Applicable
Verified Tornado	7/24/09	3	285	95	N	Not Applicable
Verified Tornado	7/24/09	22	4,774	217	N	Not Applicable
Verified Tornado	7/24/09	2	760	380	N	Not Applicable
Verified Tornado	7/24/09	4	964	241	N	Not Applicable
Verified Tornado	7/24/09	27	8,343	309	N	Not Applicable
Verified Tornado	7/24/09	31	5,642	182	N	Not Applicable
Verified Tornado	7/24/09	1	284	284	N	Not Applicable
Verified Tornado	7/24/09	140	15,260	109	N	Not Applicable
Verified Tornado	7/24/09	44	6,644	151	N	Not Applicable
Verified Tornado	7/24/09	17	2,635	155	N	Not Applicable
Verified Tornado	7/24/09	2	720	360	N	Not Applicable
Verified Tornado	7/24/09	27	11,043	409	N	Not Applicable
Verified Tornado	7/24/09	3	843	281	N	Not Applicable
Verified Tornado	7/24/09	113	21,583	191	N	Not Applicable

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	7/24/09	83	9,877	119	N	Not Applicable
Verified Tornado	7/24/09	1	139	139	N	Not Applicable
Verified Tornado	7/24/09	25	3,675	367	N	Not Applicable
Verified Tornado	7/24/09	37	8,399	227	N	Not Applicable
Verified Tornado	7/24/09	3	543	181	N	Not Applicable
Verified Tornado	7/24/09	11	539	49	N	Not Applicable
Verified Tornado	7/24/09	6	486	81	N	Not Applicable
Verified Tornado	7/24/09	104	14,092	398	N	Not Applicable
Verified Tornado	7/24/09	13	962	74	N	Not Applicable
Verified Tornado	7/24/09	9	450	50	N	Not Applicable
Verified Tornado	7/24/09	1	289	289	N	Not Applicable
Verified Tornado	7/24/09	18	2,070	115	N	Not Applicable
Verified Tornado	7/24/09	4	880	220	N	Not Applicable
Verified Tornado	7/24/09	1	176	176	N	Not Applicable
Verified Tornado	7/24/09	2,557	2,557	1	N	Not Applicable
Verified Tornado	7/24/09	2	220	110	N	Not Applicable
Verified Tornado	7/24/09	2	226	113	N	Not Applicable
Verified Tornado	7/24/09	4	244	61	N	Not Applicable
Verified Tornado	7/24/09	3	243	81	N	Not Applicable
Verified Tornado	7/24/09	21	2,562	122	N	Not Applicable
Verified Tornado	7/24/09	5	960	192	N	Not Applicable
Verified Tornado	7/24/09	1	161	161	N	Not Applicable
Verified Tornado	7/24/09	11	627	309	N	Not Applicable
Verified Tornado	7/24/09	1	212	212	N	Not Applicable
Verified Tornado	7/24/09	48	8,142	174	N	Not Applicable
Verified Tornado	7/24/09	12	960	80	N	Not Applicable
Verified Tornado	4/14/09	1	110	110	N	Not Applicable
Verified Tornado	4/14/09	4	1,056	264	N	Not Applicable
Verified Tornado	4/14/09	6	714	119	N	Not Applicable
Verified Tornado	4/14/09	1	431	431	N	Not Applicable
Verified Tornado	4/14/09	34	14,314	421	N	Not Applicable
Verified Tornado	4/14/09	1	398	398	N	Not Applicable
Verified Tornado	4/14/09	67	25,862	386	N	Not Applicable
Verified Tornado	4/14/09	60	3,900	65	N	Not Applicable
Verified Tornado	4/14/09	3	1,728	576	N	Not Applicable
Verified Tornado	4/14/09	13	2,366	182	N	Not Applicable
Verified Tornado	4/14/09	1	49	49	N	Not Applicable
Verified Tornado	4/14/09	4	240	60	N	Not Applicable
Verified Tornado	4/14/09	1	147	147	N	Not Applicable
Verified Tornado	4/14/09	55	11,825	215	N	Not Applicable
Verified Tornado	4/14/09	1	157	157	N	Not Applicable
Verified Tornado	4/14/09	9	2,142	238	N	Not Applicable
Verified Tornado	4/14/09	8	720	90	N	Not Applicable
Verified Tornado	4/14/09	8	3,776	472	N	Not Applicable
Verified Tornado	4/14/09	2,159	353,507	365	N	Not Applicable
Verified Tornado	4/14/09	229	66,339	291	N	Not Applicable
Verified Tornado	4/14/09	5	2,585	517	N	Not Applicable
Verified Tornado	4/14/09	12	5,484	457	N	Not Applicable
Verified Tornado	4/14/09	4	1,104	276	N	Not Applicable
Verified Tornado	4/14/09	1	294	294	N	Not Applicable
Verified Tornado	4/14/09	4	1,068	267	N	Not Applicable
Verified Tornado	4/14/09	2	830	415	N	Not Applicable
Verified Tornado	4/14/09	155	15,345	99	N	Not Applicable
Verified Tornado	4/14/09	45	23,310	518	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	4/14/09	15	270	18	N	Not Applicable
Verified Tornado	4/14/09	24	5,280	220	N	Not Applicable
Verified Tornado	4/14/09	1	530	530	N	Not Applicable
Verified Tornado	4/14/09	43	16,856	392	N	Not Applicable
Verified Tornado	4/14/09	46	25,622	557	N	Not Applicable
Verified Tornado	4/14/09	4	2,296	574	N	Not Applicable
Verified Tornado	4/14/09	1	227	227	N	Not Applicable
Verified Tornado	4/14/09	1	506	506	N	Not Applicable
Verified Tornado	4/14/09	7	2,989	427	N	Not Applicable
Verified Tornado	4/14/09	1	72	72	N	Not Applicable
Verified Tornado	4/14/09	27	5,184	192	N	Not Applicable
Verified Tornado	4/14/09	53	11,395	215	N	Not Applicable
Verified Tornado	4/14/09	1	280	280	N	Not Applicable
Verified Tornado	4/14/09	40	6,480	162	N	Not Applicable
Verified Tornado	4/14/09	34	7,888	232	N	Not Applicable
Verified Tornado	4/14/09	3	645	215	N	Not Applicable
Verified Tornado	4/14/09	11	352	32	N	Not Applicable
Verified Tornado	4/14/09	1	123	123	N	Not Applicable
Verified Tornado	4/14/09	48	3,168	66	N	Not Applicable
Verified Tornado	4/14/09	6	1,332	222	N	Not Applicable
Verified Tornado	4/14/09	58	4,698	81	N	Not Applicable
Verified Tornado	4/14/09	3	597	199	N	Not Applicable
Verified Tornado	4/14/09	13	4,303	331	N	Not Applicable
Verified Tornado	4/14/09	70	8,540	122	N	Not Applicable
Verified Tornado	4/14/09	1,265	25,691	112	N	Not Applicable
Verified Tornado	4/14/09	1	429	429	N	Not Applicable
Verified Tornado	4/14/09	1	476	476	N	Not Applicable
Verified Tornado	4/14/09	29	6,293	217	N	Not Applicable
Verified Tornado	4/14/09	1	143	143	N	Not Applicable
Verified Tornado	4/14/09	2	370	185	N	Not Applicable
Verified Tornado	4/14/09	28	2,660	95	N	Not Applicable
Verified Tornado	4/14/09	1	246	246	N	Not Applicable
Verified Tornado	4/14/09	4	384	96	N	Not Applicable
Verified Tornado	4/14/09	3	195	65	N	Not Applicable
Verified Tornado	4/14/09	1	121	121	N	Not Applicable
Verified Tornado	4/14/09	1	325	325	N	Not Applicable
Verified Tornado	4/14/09	8	2,264	283	N	Not Applicable
Verified Tornado	4/14/09	23	6,049	263	N	Not Applicable
Verified Tornado	4/14/09	8	3,096	387	N	Not Applicable
Verified Tornado	4/14/09	14	5,188	467	N	Not Applicable
Verified Tornado	4/14/09	23	6,164	268	N	Not Applicable
Verified Tornado	4/14/09	16	3,580	460	N	Not Applicable
Verified Tornado	4/14/09	36	6,692	353	N	Not Applicable
Verified Tornado	4/14/09	3	369	123	N	Not Applicable
Verified Tornado	4/14/09	23	3,450	150	N	Not Applicable
Verified Tornado	4/14/09	1	125	125	N	Not Applicable
Verified Tornado	4/14/09	6	1,896	316	N	Not Applicable
Verified Tornado	4/14/09	1	78	78	N	Not Applicable
Verified Tornado	4/14/09	59	7,139	121	N	Not Applicable
Verified Tornado	4/14/09	1	315	315	N	Not Applicable
Verified Tornado	4/14/09	1	421	421	N	Not Applicable
Verified Tornado	4/14/09	1	71	71	N	Not Applicable
Verified Tornado	4/14/09	1	428	428	N	Not Applicable
Verified Tornado	4/14/09	398	11,940	30	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	4/14/09	14	1,848	132	N	Not Applicable
Verified Tornado	4/14/09	2	224	112	N	Not Applicable
Verified Tornado	4/14/09	1	512	512	N	Not Applicable
Verified Tornado	4/14/09	1	247	247	N	Not Applicable
Verified Tornado	4/14/09	15	16,170	1,078	N	Not Applicable
Verified Tornado	4/14/09	1	310	310	N	Not Applicable
Verified Tornado	4/14/09	4	688	172	N	Not Applicable
Verified Tornado	4/14/09	4	1,516	379	N	Not Applicable
Verified Tornado	4/14/09	54	7,722	143	N	Not Applicable
Verified Tornado	4/14/09	8	2,840	355	N	Not Applicable
Verified Tornado	4/14/09	42	3,360	80	N	Not Applicable
Verified Tornado	4/14/09	5	2,760	552	N	Not Applicable
Verified Tornado	4/14/09	1	173	173	N	Not Applicable
Verified Tornado	4/14/09	4	1,664	416	N	Not Applicable
Verified Tornado	4/14/09	51	3,162	62	N	Not Applicable
Verified Tornado	4/14/09	11	1,573	143	N	Not Applicable
Verified Tornado	4/14/09	28	8,764	313	N	Not Applicable
Verified Tornado	4/14/09	9	3,555	395	N	Not Applicable
Verified Tornado	4/14/09	5	1,730	346	N	Not Applicable
Verified Tornado	4/14/09	13	8,021	617	N	Not Applicable
Verified Tornado	4/14/09	89	6,853	77	N	Not Applicable
Verified Tornado	4/14/09	34	8,432	248	N	Not Applicable
Verified Tornado	4/14/09	8	1,440	180	N	Not Applicable
Verified Tornado	4/14/09	28	4,508	161	N	Not Applicable
Verified Tornado	4/14/09	1,822	10,932	6	N	Not Applicable
Verified Tornado	4/14/09	117	48,087	411	N	Not Applicable
Verified Tornado	4/14/09	7	231	33	N	Not Applicable
Verified Tornado	4/14/09	139	30,441	219	N	Not Applicable
Verified Tornado	4/14/09	1	282	282	N	Not Applicable
Verified Tornado	4/14/09	4	1,220	305	N	Not Applicable
Verified Tornado	4/14/09	2,341	11,705	5	N	Not Applicable
Verified Tornado	4/14/09	51	6,069	119	N	Not Applicable
Verified Tornado	4/14/09	1	140	140	N	Not Applicable
Verified Tornado	4/14/09	1	129	129	N	Not Applicable
Verified Tornado	4/14/09	1	168	168	N	Not Applicable
Verified Tornado	4/14/09	58	5,278	91	N	Not Applicable
Verified Tornado	4/14/09	6	600	100	N	Not Applicable
Verified Tornado	4/14/09	1,061	29,708	28	N	Not Applicable
Verified Tornado	4/14/09	3	954	318	N	Not Applicable
Verified Tornado	4/14/09	31	1,364	44	N	Not Applicable
Verified Tornado	4/14/09	7	413	59	N	Not Applicable
Verified Tornado	4/14/09	5	1,020	204	N	Not Applicable
Verified Tornado	4/14/09	1	353	353	N	Not Applicable
Verified Tornado	4/14/09	342	54,720	160	N	Not Applicable
Verified Tornado	4/14/09	9	1,449	161	N	Not Applicable
Verified Tornado	4/14/09	1	81	81	N	Not Applicable
Verified Tornado	4/14/09	9	2,358	262	N	Not Applicable
Verified Tornado	4/14/09	4	140	35	N	Not Applicable
Verified Tornado	4/14/09	7	42	6	N	Not Applicable
Verified Tornado	4/14/09	1,831	9,155	5	N	Not Applicable
Verified Tornado	4/14/09	5	410	82	N	Not Applicable
Verified Tornado	4/14/09	29	9,135	315	N	Not Applicable
Verified Tornado	4/14/09	3	645	215	N	Not Applicable
Verified Tornado	4/14/09	89	52,866	594	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	4/14/09	49	5,145	105	N	Not Applicable
Verified Tornado	4/14/09	51	15,657	307	N	Not Applicable
Verified Tornado	4/14/09	15	2,145	143	N	Not Applicable
Verified Tornado	4/14/09	1,046	28,270	36	N	Not Applicable
Verified Tornado	4/14/09	5	190	38	N	Not Applicable
Verified Tornado	4/14/09	1	120	120	N	Not Applicable
Verified Tornado	4/14/09	7	1,029	147	N	Not Applicable
Verified Tornado	4/14/09	1	232	232	N	Not Applicable
Verified Tornado	4/14/09	606	46,130	155	N	Not Applicable
Verified Tornado	4/14/09	3,853	146,414	38	N	Not Applicable
Verified Tornado	4/14/09	119	35,819	301	N	Not Applicable
Verified Tornado	4/14/09	1	485	485	N	Not Applicable
Verified Tornado	4/14/09	1	253	253	N	Not Applicable
Verified Tornado	4/14/09	1	82	82	N	Not Applicable
Verified Tornado	4/14/09	15	1,380	92	N	Not Applicable
Verified Tornado	4/14/09	16	2,544	159	N	Not Applicable
Verified Tornado	4/14/09	3	225	75	N	Not Applicable
Verified Tornado	4/14/09	8	376	47	N	Not Applicable
Verified Tornado	4/14/09	9	3,861	429	N	Not Applicable
Verified Tornado	4/14/09	1	166	166	N	Not Applicable
Verified Tornado	4/14/09	1	312	312	N	Not Applicable
Verified Tornado	4/14/09	1	261	261	N	Not Applicable
Verified Tornado	4/14/09	4	320	80	N	Not Applicable
Verified Tornado	4/14/09	1	70	70	N	Not Applicable
Verified Tornado	4/14/09	1	74	74	N	Not Applicable
Verified Tornado	4/14/09	33	3,465	105	N	Not Applicable
Verified Tornado	4/14/09	1	291	291	N	Not Applicable
Verified Tornado	4/14/09	1	410	410	N	Not Applicable
Verified Tornado	4/14/09	10	4,350	435	N	Not Applicable
Verified Tornado	4/14/09	85	5,950	70	N	Not Applicable
Verified Tornado	4/14/09	70	14,560	208	N	Not Applicable
Verified Tornado	4/14/09	1	189	189	N	Not Applicable
Verified Tornado	4/14/09	34	5,780	170	N	Not Applicable
Verified Tornado	4/14/09	8	2,640	330	N	Not Applicable
Verified Tornado	4/14/09	1,459	84,622	58	N	Not Applicable
Verified Tornado	4/14/09	1	194	194	N	Not Applicable
Verified Tornado	4/14/09	1	136	136	N	Not Applicable
Verified Tornado	4/14/09	11	1,155	105	N	Not Applicable
Verified Tornado	4/14/09	10	1,430	143	N	Not Applicable
Verified Tornado	4/14/09	53	9,699	183	N	Not Applicable
Verified Tornado	4/14/09	28	17,472	624	N	Not Applicable
Verified Tornado	4/14/09	8	720	90	N	Not Applicable
Verified Tornado	4/14/09	5	620	124	N	Not Applicable
Verified Tornado	4/14/09	1	164	164	N	Not Applicable
Verified Tornado	4/14/09	1	409	409	N	Not Applicable
Verified Tornado	4/14/09	319	54,868	172	N	Not Applicable
Verified Tornado	4/14/09	49	14,553	297	N	Not Applicable
Verified Tornado	4/14/09	17	5,202	306	N	Not Applicable
Verified Tornado	4/14/09	5	2,345	469	N	Not Applicable
Verified Tornado	4/14/09	3	723	241	N	Not Applicable
Verified Tornado	4/14/09	37	22,644	612	N	Not Applicable
Verified Tornado	4/14/09	239	72,656	304	N	Not Applicable
Verified Tornado	4/14/09	44	25,564	581	N	Not Applicable
Verified Tornado	4/14/09	1	576	576	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	4/14/09	1	626	626	N	Not Applicable
Verified Tornado	4/14/09	227	92,843	409	N	Not Applicable
Verified Tornado	4/14/09	1	534	534	N	Not Applicable
Verified Tornado	4/14/09	16	2,384	149	N	Not Applicable
Verified Tornado	4/14/09	8	4,072	509	N	Not Applicable
Verified Tornado	4/14/09	101	38,885	385	N	Not Applicable
Verified Tornado	4/14/09	9	2,772	308	N	Not Applicable
Verified Tornado	4/14/09	1	249	249	N	Not Applicable
Verified Tornado	4/14/09	24	9,648	402	N	Not Applicable
Verified Tornado	4/14/09	17	7,348	496	N	Not Applicable
Verified Tornado	4/14/09	89	10,858	122	N	Not Applicable
Verified Tornado	4/14/09	55	8,305	151	N	Not Applicable
Verified Tornado	4/14/09	1	112	112	N	Not Applicable
Verified Tornado	4/14/09	113	80,004	708	N	Not Applicable
Verified Tornado	4/14/09	1,194	66,864	75	N	Not Applicable
Verified Tornado	4/14/09	1	112	112	N	Not Applicable
Verified Tornado	4/14/09	71	20,377	287	N	Not Applicable
Verified Tornado	4/14/09	60	8,400	140	N	Not Applicable
Verified Tornado	4/14/09	1,591	124,098	108	N	Not Applicable
Verified Tornado	4/14/09	79	69,204	876	N	Not Applicable
Verified Tornado	4/14/09	1,745	232,672	379	N	Not Applicable
Verified Tornado	4/14/09	1,744	442,251	377	N	Not Applicable
Verified Tornado	4/14/09	1	50	50	N	Not Applicable
Verified Tornado	4/14/09	1	287	287	N	Not Applicable
Verified Tornado	4/14/09	1	64	64	N	Not Applicable
Verified Tornado	4/14/09	1	519	519	N	Not Applicable
Verified Tornado	4/14/09	1	45	45	N	Not Applicable
Verified Tornado	4/14/09	1	424	424	N	Not Applicable
Verified Tornado	4/14/09	2	866	433	N	Not Applicable
Verified Tornado	4/14/09	3	426	142	N	Not Applicable
Verified Tornado	4/14/09	1	64	64	N	Not Applicable
Verified Tornado	4/14/09	1	83	83	N	Not Applicable
Verified Tornado	4/14/09	2	324	162	N	Not Applicable
Verified Tornado	4/14/09	2	202	101	N	Not Applicable
Verified Tornado	4/14/09	2	116	58	N	Not Applicable
Verified Tornado	4/14/09	1	240	240	N	Not Applicable
Verified Tornado	4/14/09	5	135	27	N	Not Applicable
Verified Tornado	4/1/09	3	375	125	N	Not Applicable
Verified Tornado	4/1/09	1	204	204	N	Not Applicable
Verified Tornado	4/1/09	3	669	223	N	Not Applicable
Verified Tornado	4/1/09	1	324	324	N	Not Applicable
Verified Tornado	4/1/09	1	70	70	N	Not Applicable
Verified Tornado	4/1/09	1	80	80	N	Not Applicable
Verified Tornado	4/1/09	1	281	281	N	Not Applicable
Verified Tornado	4/1/09	24	2,712	113	N	Not Applicable
Verified Tornado	4/1/09	51	5,355	105	N	Not Applicable
Verified Tornado	4/1/09	1,016	51,723	89	N	Not Applicable
Verified Tornado	4/1/09	9	711	79	N	Not Applicable
Verified Tornado	4/1/09	39	7,488	192	N	Not Applicable
Verified Tornado	4/1/09	3	468	156	N	Not Applicable
Verified Tornado	4/1/09	6	2,172	362	N	Not Applicable
Verified Tornado	4/1/09	9	216	24	N	Not Applicable
Verified Tornado	4/1/09	1	307	307	N	Not Applicable
Verified Tornado	4/1/09	1	380	380	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	4/1/09	1	337	337	N	Not Applicable
Verified Tornado	4/1/09	13	1,495	115	N	Not Applicable
Verified Tornado	4/1/09	4	968	242	N	Not Applicable
Verified Tornado	4/1/09	7	329	47	N	Not Applicable
Verified Tornado	4/1/09	1	67	67	N	Not Applicable
Verified Tornado	4/1/09	1	291	291	N	Not Applicable
Verified Tornado	4/1/09	7	105	15	N	Not Applicable
Verified Tornado	4/1/09	2	206	103	N	Not Applicable
Verified Tornado	4/1/09	1,193	165,900	340	N	Not Applicable
Verified Tornado	4/1/09	1	415	415	N	Not Applicable
Verified Tornado	3/31/09	45	10,215	227	N	Not Applicable
Verified Tornado	3/31/09	1	169	169	N	Not Applicable
Verified Tornado	3/31/09	3	648	216	N	Not Applicable
Verified Tornado	3/31/09	1	387	387	N	Not Applicable
Verified Tornado	3/31/09	1	248	248	N	Not Applicable
Verified Tornado	3/31/09	23	6,453	554	N	Not Applicable
Verified Tornado	3/31/09	9	2,277	253	N	Not Applicable
Verified Tornado	3/31/09	1	58	58	N	Not Applicable
Verified Tornado	3/31/09	1	398	398	N	Not Applicable
Verified Tornado	3/31/09	13	2,041	157	N	Not Applicable
Verified Tornado	3/31/09	1	123	123	N	Not Applicable
Verified Tornado	3/31/09	47	12,408	264	N	Not Applicable
Verified Tornado	3/31/09	1	141	141	N	Not Applicable
Verified Tornado	3/31/09	1	135	135	N	Not Applicable
Verified Tornado	3/31/09	1	129	129	N	Not Applicable
Verified Tornado	3/31/09	5	1,540	308	N	Not Applicable
Verified Tornado	3/31/09	8	664	83	N	Not Applicable
Verified Tornado	3/31/09	1	100	100	N	Not Applicable
Verified Tornado	3/31/09	1	259	259	N	Not Applicable
Verified Tornado	3/31/09	44	11,138	277	N	Not Applicable
Verified Tornado	3/31/09	1	57	57	N	Not Applicable
Verified Tornado	3/31/09	17	3,638	214	N	Not Applicable
Verified Tornado	3/31/09	3	927	309	N	Not Applicable
Verified Tornado	3/31/09	15	10,425	695	N	Not Applicable
Verified Tornado	3/31/09	1	131	131	N	Not Applicable
Verified Tornado	3/31/09	1	320	320	N	Not Applicable
Verified Tornado	3/31/09	1	241	241	N	Not Applicable
Verified Tornado	3/31/09	6	786	131	N	Not Applicable
Verified Tornado	3/31/09	67	4,623	69	N	Not Applicable
Verified Tornado	3/31/09	15	1,620	108	N	Not Applicable
Verified Tornado	3/31/09	5	2,290	458	N	Not Applicable
Verified Tornado	3/31/09	15	3,090	206	N	Not Applicable
Verified Tornado	3/31/09	15	1,980	132	N	Not Applicable
Verified Tornado	3/31/09	1	583	583	N	Not Applicable
Verified Tornado	3/31/09	84	13,272	158	N	Not Applicable
Verified Tornado	3/31/09	8	936	117	N	Not Applicable
Verified Tornado	3/31/09	16	9,280	580	N	Not Applicable
Verified Tornado	3/31/09	3	381	127	N	Not Applicable
Verified Tornado	3/31/09	810	2,430	3	N	Not Applicable
Verified Tornado	3/31/09	1,188	20,969	298	N	Not Applicable
Verified Tornado	3/31/09	12	1,872	156	N	Not Applicable
Verified Tornado	3/31/09	13	4,251	327	N	Not Applicable
Verified Tornado	3/31/09	13	2,990	230	N	Not Applicable
Verified Tornado	3/31/09	4	2,368	592	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/31/09	1	544	544	N	Not Applicable
Verified Tornado	3/31/09	4	1,292	323	N	Not Applicable
Verified Tornado	3/31/09	6	576	96	N	Not Applicable
Verified Tornado	3/31/09	1	308	308	N	Not Applicable
Verified Tornado	3/31/09	1	499	499	N	Not Applicable
Verified Tornado	3/31/09	2	508	254	N	Not Applicable
Verified Tornado	3/31/09	1	500	500	N	Not Applicable
Verified Tornado	3/31/09	72	8,568	280	N	Not Applicable
Verified Tornado	3/31/09	1,022	189,992	409	N	Not Applicable
Verified Tornado	3/31/09	21	5,712	272	N	Not Applicable
Verified Tornado	3/31/09	2	850	425	N	Not Applicable
Verified Tornado	3/31/09	9	3,114	346	N	Not Applicable
Verified Tornado	3/31/09	1	495	495	N	Not Applicable
Verified Tornado	3/31/09	4	1,804	451	N	Not Applicable
Verified Tornado	3/31/09	10	3,350	335	N	Not Applicable
Verified Tornado	3/31/09	31	8,277	267	N	Not Applicable
Verified Tornado	3/31/09	29	6,728	232	N	Not Applicable
Verified Tornado	3/31/09	38	4,180	110	N	Not Applicable
Verified Tornado	3/31/09	1	84	84	N	Not Applicable
Verified Tornado	3/31/09	14	2,450	175	N	Not Applicable
Verified Tornado	3/31/09	25	4,050	162	N	Not Applicable
Verified Tornado	3/31/09	31	7,533	243	N	Not Applicable
Verified Tornado	3/31/09	2,026	332,288	188	N	Not Applicable
Verified Tornado	3/31/09	104	30,680	295	N	Not Applicable
Verified Tornado	3/31/09	50	27,500	550	N	Not Applicable
Verified Tornado	3/31/09	4	1,740	435	N	Not Applicable
Verified Tornado	3/31/09	26	5,538	213	N	Not Applicable
Verified Tornado	3/31/09	9	2,331	259	N	Not Applicable
Verified Tornado	3/31/09	11	2,607	237	N	Not Applicable
Verified Tornado	3/31/09	46	35,098	763	N	Not Applicable
Verified Tornado	3/31/09	2	818	409	N	Not Applicable
Verified Tornado	3/31/09	1	180	180	N	Not Applicable
Verified Tornado	3/31/09	8	5,120	1,210	N	Not Applicable
Verified Tornado	3/31/09	10	1,660	166	N	Not Applicable
Verified Tornado	3/31/09	1,188	106,163	425	N	Not Applicable
Verified Tornado	3/31/09	6	4,554	759	N	Not Applicable
Verified Tornado	3/31/09	6	534	89	N	Not Applicable
Verified Tornado	3/31/09	1	90	90	N	Not Applicable
Verified Tornado	3/31/09	2	1,206	765	N	Not Applicable
Verified Tornado	3/31/09	1	383	383	N	Not Applicable
Verified Tornado	3/31/09	55	6,818	206	N	Not Applicable
Verified Tornado	3/31/09	44	7,216	249	N	Not Applicable
Verified Tornado	3/31/09	8	1,168	146	N	Not Applicable
Verified Tornado	3/31/09	1,771	58,443	33	N	Not Applicable
Verified Tornado	3/31/09	52	3,796	73	N	Not Applicable
Verified Tornado	3/31/09	1	322	322	N	Not Applicable
Verified Tornado	3/31/09	1	411	411	N	Not Applicable
Verified Tornado	3/31/09	13	78	6	N	Not Applicable
Verified Tornado	3/31/09	1	768	768	N	Not Applicable
Verified Tornado	3/31/09	6	480	80	N	Not Applicable
Verified Tornado	3/31/09	2	272	136	N	Not Applicable
Verified Tornado	3/31/09	13	1,014	78	N	Not Applicable
Verified Tornado	3/31/09	1	595	595	N	Not Applicable
Verified Tornado	3/31/09	1	200	200	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/31/09	4	740	185	N	Not Applicable
Verified Tornado	3/31/09	1	421	421	N	Not Applicable
Verified Tornado	3/31/09	6	1,626	271	N	Not Applicable
Verified Tornado	3/31/09	9	1,053	117	N	Not Applicable
Verified Tornado	3/31/09	1	217	217	N	Not Applicable
Verified Tornado	3/31/09	5	855	171	N	Not Applicable
Verified Tornado	3/31/09	1	193	193	N	Not Applicable
Verified Tornado	3/31/09	10	10	1	N	Not Applicable
Verified Tornado	3/31/09	7	2,156	308	N	Not Applicable
Verified Tornado	3/31/09	1	664	664	N	Not Applicable
Verified Tornado	3/31/09	1	276	276	N	Not Applicable
Verified Tornado	3/31/09	10	1,120	112	N	Not Applicable
Verified Tornado	3/31/09	1	472	472	N	Not Applicable
Weather/Flood And Tornado	5/22/09	8	2,096	262	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1,583	145,190	421	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	251	251	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	238	238	N	Not Applicable
Weather/Flood And Tornado	5/22/09	19	9,728	512	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	110	110	N	Not Applicable
Weather/Flood And Tornado	5/22/09	16	4,976	311	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	1,088	1,088	N	Not Applicable
Weather/Flood And Tornado	5/22/09	9	1,863	207	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	130	130	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	391	391	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	254	254	N	Not Applicable
Weather/Flood And Tornado	5/22/09	13	793	61	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	492	492	N	Not Applicable
Weather/Flood And Tornado	5/22/09	5	220	44	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	279	279	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	172	172	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	397	397	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	805	805	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	652	652	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	272	272	N	Not Applicable
Weather/Flood And Tornado	5/22/09	31	5,983	193	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	133	133	N	Not Applicable
Weather/Flood And Tornado	5/22/09	188	10,152	54	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	610	610	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	553	553	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	115	115	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	130	130	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	320	320	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	634	634	N	Not Applicable
Weather/Flood And Tornado	5/22/09	1	121	121	N	Not Applicable
Weather/Flood And Tornado	5/22/09	2	238	119	N	Not Applicable
Weather/Flood And Tornado	5/22/09	33	198	6	N	Not Applicable
Weather/Flood And Tornado	5/22/09	3	330	110	N	Not Applicable
Weather/Flood And Tornado	5/22/09	2,213	104,244	64	N	Not Applicable
Weather/Flood And Tornado	5/22/09	3	657	219	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	429	429	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	864	288	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	289	289	N	Not Applicable
Weather/Flood And Tornado	5/21/09	49	637	13	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	225	225	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/21/09	10	260	26	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	93	93	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	228	228	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	166	166	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	55	55	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	154	154	N	Not Applicable
Weather/Flood And Tornado	5/21/09	11	3,674	334	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	174	174	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	53	53	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	161	161	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	183	183	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	810	270	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	509	509	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	283	283	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	200	200	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	418	418	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	272	272	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	555	555	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	80	80	N	Not Applicable
Weather/Flood And Tornado	5/21/09	32	4,800	150	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	354	354	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	66	22	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	250	125	N	Not Applicable
Weather/Flood And Tornado	5/21/09	28	10,528	376	N	Not Applicable
Weather/Flood And Tornado	5/21/09	8	256	32	N	Not Applicable
Weather/Flood And Tornado	5/21/09	4	608	152	N	Not Applicable
Weather/Flood And Tornado	5/21/09	13	2,236	172	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	654	218	N	Not Applicable
Weather/Flood And Tornado	5/21/09	71	21,726	306	N	Not Applicable
Weather/Flood And Tornado	5/21/09	11	220	20	N	Not Applicable
Weather/Flood And Tornado	5/21/09	4	444	111	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	220	220	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	478	478	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	139	139	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	844	422	N	Not Applicable
Weather/Flood And Tornado	5/21/09	30	4,170	139	N	Not Applicable
Weather/Flood And Tornado	5/21/09	4	868	217	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	269	269	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	341	341	N	Not Applicable
Weather/Flood And Tornado	5/21/09	10	1,670	167	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	395	395	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	372	372	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	150	150	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	448	224	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	307	307	N	Not Applicable
Weather/Flood And Tornado	5/21/09	37	10,101	273	N	Not Applicable
Weather/Flood And Tornado	5/21/09	6	342	57	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	72	72	N	Not Applicable
Weather/Flood And Tornado	5/21/09	5	1,005	201	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	286	143	N	Not Applicable
Weather/Flood And Tornado	5/21/09	4	1,684	421	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	14	14	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	311	311	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	356	356	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/21/09	1	362	362	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	453	453	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	550	550	N	Not Applicable
Weather/Flood And Tornado	5/21/09	31	1,023	33	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	160	80	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	356	178	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	161	161	N	Not Applicable
Weather/Flood And Tornado	5/21/09	5	1,085	217	N	Not Applicable
Weather/Flood And Tornado	5/21/09	58	23,374	403	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	276	276	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	358	358	N	Not Applicable
Weather/Flood And Tornado	5/21/09	19	4,332	228	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	169	169	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	546	546	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	621	207	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	645	645	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	147	147	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	156	52	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	230	230	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	352	352	N	Not Applicable
Weather/Flood And Tornado	5/21/09	5	810	162	N	Not Applicable
Weather/Flood And Tornado	5/21/09	8	2,168	271	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2,074	151,528	881	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	310	310	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	291	97	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	142	142	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1,130	68,530	72	N	Not Applicable
Weather/Flood And Tornado	5/21/09	10	430	43	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	113	113	N	Not Applicable
Weather/Flood And Tornado	5/21/09	18	7,722	429	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	198	198	N	Not Applicable
Weather/Flood And Tornado	5/21/09	15	945	63	N	Not Applicable
Weather/Flood And Tornado	5/21/09	11	968	88	N	Not Applicable
Weather/Flood And Tornado	5/21/09	415	42,260	176	N	Not Applicable
Weather/Flood And Tornado	5/21/09	67	6,566	98	N	Not Applicable
Weather/Flood And Tornado	5/21/09	2	146	73	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	139	139	N	Not Applicable
Weather/Flood And Tornado	5/21/09	3	219	73	N	Not Applicable
Weather/Flood And Tornado	5/21/09	1	861	861	N	Not Applicable
Weather/Flood And Tornado	5/21/09	30	4,560	152	N	Not Applicable
Weather/Flood And Tornado	5/21/09	10	930	93	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	172	172	N	Not Applicable
Weather/Flood And Tornado	5/20/09	17	1,411	83	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	2,676	446	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	66	66	N	Not Applicable
Weather/Flood And Tornado	5/20/09	136	8,976	66	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	132	132	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	515	103	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	635	127	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	121	121	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	200	40	N	Not Applicable
Weather/Flood And Tornado	5/20/09	20	2,000	100	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	213	213	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	386	193	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/20/09	2	500	250	N	Not Applicable
Weather/Flood And Tornado	5/20/09	24	1,608	67	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	291	97	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	129	129	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	214	214	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,552	27,700	46	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	3,195	355	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	139	139	N	Not Applicable
Weather/Flood And Tornado	5/20/09	23	2,553	111	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	293	293	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	116	116	N	Not Applicable
Weather/Flood And Tornado	5/20/09	10	970	97	N	Not Applicable
Weather/Flood And Tornado	5/20/09	15	1,485	99	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	12,810	1,830	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	229	229	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	744	93	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	1,864	466	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	283	283	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	107	107	N	Not Applicable
Weather/Flood And Tornado	5/20/09	50	5,875	170	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	180	180	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	792	99	N	Not Applicable
Weather/Flood And Tornado	5/20/09	24	1,416	59	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	134	134	N	Not Applicable
Weather/Flood And Tornado	5/20/09	114	23,142	203	N	Not Applicable
Weather/Flood And Tornado	5/20/09	25	5,850	234	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,451	68,264	49	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	245	35	N	Not Applicable
Weather/Flood And Tornado	5/20/09	99	17,226	174	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	12	2	N	Not Applicable
Weather/Flood And Tornado	5/20/09	68	4,556	67	N	Not Applicable
Weather/Flood And Tornado	5/20/09	10	800	80	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	3,916	356	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	236	59	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	2,740	548	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	948	158	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	207	207	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	250	250	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	568	71	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	435	435	N	Not Applicable
Weather/Flood And Tornado	5/20/09	43	1,591	37	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	538	538	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	26	26	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	184	92	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	204	204	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	104	104	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	38	38	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	304	76	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	396	132	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	63	63	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	396	66	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	469	67	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	307	307	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	572	572	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/20/09	2	268	134	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	270	135	N	Not Applicable
Weather/Flood And Tornado	5/20/09	55	4,510	82	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	1,212	404	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	126	42	N	Not Applicable
Weather/Flood And Tornado	5/20/09	284	38,056	134	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	151	151	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	334	167	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	1,305	145	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	770	385	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	34	34	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	1,078	98	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	1,095	219	N	Not Applicable
Weather/Flood And Tornado	5/20/09	16	5,120	320	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	460	92	N	Not Applicable
Weather/Flood And Tornado	5/20/09	17	4,284	252	N	Not Applicable
Weather/Flood And Tornado	5/20/09	107	60,241	563	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	138	138	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	1,512	189	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	272	272	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	190	190	N	Not Applicable
Weather/Flood And Tornado	5/20/09	33	7,260	220	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	53	53	N	Not Applicable
Weather/Flood And Tornado	5/20/09	203	38,976	192	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	185	185	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	395	79	N	Not Applicable
Weather/Flood And Tornado	5/20/09	68	15,232	224	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	73	73	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	89	89	N	Not Applicable
Weather/Flood And Tornado	5/20/09	45	14,940	332	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	148	148	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	271	271	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	334	167	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	244	244	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	118	118	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	153	153	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	770	70	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	173	173	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	274	137	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	464	232	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	192	32	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	800	400	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	375	125	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	82	82	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	534	534	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	351	39	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	684	76	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	227	227	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	243	243	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	1,096	548	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	154	154	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	106	106	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	408	102	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	708	236	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/20/09	1	282	282	N	Not Applicable
Weather/Flood And Tornado	5/20/09	61	6,954	114	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	228	228	N	Not Applicable
Weather/Flood And Tornado	5/20/09	83	5,644	68	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	85	85	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	90	90	N	Not Applicable
Weather/Flood And Tornado	5/20/09	13	2,080	160	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	1,078	98	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	306	306	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	198	198	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	840	210	N	Not Applicable
Weather/Flood And Tornado	5/20/09	144	32,112	223	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	553	79	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	395	79	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	49	49	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	595	85	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	284	284	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	203	203	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	141	47	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	242	242	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	87	87	N	Not Applicable
Weather/Flood And Tornado	5/20/09	16	1,584	99	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	91	91	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	312	52	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	1,407	201	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	154	14	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	1,460	365	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	158	79	N	Not Applicable
Weather/Flood And Tornado	5/20/09	182	23,393	504	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	825	165	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	539	49	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	2,232	248	N	Not Applicable
Weather/Flood And Tornado	5/20/09	26	2,808	108	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,189	20,213	17	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	840	120	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	104	26	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	146	146	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	362	362	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	134	134	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	936	117	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	197	197	N	Not Applicable
Weather/Flood And Tornado	5/20/09	57	24,891	485	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	293	293	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	751	751	N	Not Applicable
Weather/Flood And Tornado	5/20/09	338	85,993	416	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	149	149	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	153	153	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	147	147	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	640	640	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	241	241	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	65	65	N	Not Applicable
Weather/Flood And Tornado	5/20/09	29	4,031	139	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	448	448	N	Not Applicable
Weather/Flood And Tornado	5/20/09	10	2,120	212	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/20/09	1	153	153	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	301	301	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	913	913	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	356	356	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	150	150	N	Not Applicable
Weather/Flood And Tornado	5/20/09	14	3,584	256	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	246	246	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	228	228	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	2,043	681	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	1,368	342	N	Not Applicable
Weather/Flood And Tornado	5/20/09	30	6,840	228	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	117	117	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	752	376	N	Not Applicable
Weather/Flood And Tornado	5/20/09	44	2,640	60	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	193	193	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	270	90	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	206	206	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	264	264	N	Not Applicable
Weather/Flood And Tornado	5/20/09	30	4,500	150	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	1,944	216	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	882	147	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	340	340	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	52	52	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	408	51	N	Not Applicable
Weather/Flood And Tornado	5/20/09	64	5,386	151	N	Not Applicable
Weather/Flood And Tornado	5/20/09	5	950	190	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	1,686	281	N	Not Applicable
Weather/Flood And Tornado	5/20/09	30	9,284	410	N	Not Applicable
Weather/Flood And Tornado	5/20/09	4	520	130	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	98	98	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	1,078	154	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	1,140	380	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	764	764	N	Not Applicable
Weather/Flood And Tornado	5/20/09	8	1,192	149	N	Not Applicable
Weather/Flood And Tornado	5/20/09	40	12,880	322	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	275	275	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	266	133	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	276	276	N	Not Applicable
Weather/Flood And Tornado	5/20/09	16	1,664	104	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	549	549	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	88	88	N	Not Applicable
Weather/Flood And Tornado	5/20/09	67	10,251	153	N	Not Applicable
Weather/Flood And Tornado	5/20/09	17	1,870	110	N	Not Applicable
Weather/Flood And Tornado	5/20/09	53	25,758	486	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	432	144	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,167	65,507	97	N	Not Applicable
Weather/Flood And Tornado	5/20/09	41	21,976	536	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	6	6	N	Not Applicable
Weather/Flood And Tornado	5/20/09	16	1,248	78	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,198	1,198	1	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	242	121	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	117	117	N	Not Applicable
Weather/Flood And Tornado	5/20/09	12	912	76	N	Not Applicable
Weather/Flood And Tornado	5/20/09	369	58,791	199	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/20/09	4	664	166	N	Not Applicable
Weather/Flood And Tornado	5/20/09	31	5,828	188	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	4,734	526	N	Not Applicable
Weather/Flood And Tornado	5/20/09	10	3,480	348	N	Not Applicable
Weather/Flood And Tornado	5/20/09	19	1,387	73	N	Not Applicable
Weather/Flood And Tornado	5/20/09	7	2,202	384	N	Not Applicable
Weather/Flood And Tornado	5/20/09	26	2,184	84	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	334	334	N	Not Applicable
Weather/Flood And Tornado	5/20/09	149	11,324	76	N	Not Applicable
Weather/Flood And Tornado	5/20/09	39	7,605	195	N	Not Applicable
Weather/Flood And Tornado	5/20/09	9	3,285	365	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	78	78	N	Not Applicable
Weather/Flood And Tornado	5/20/09	26	3,588	138	N	Not Applicable
Weather/Flood And Tornado	5/20/09	17	2,074	122	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2,788	128,754	61	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	388	388	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	1,302	217	N	Not Applicable
Weather/Flood And Tornado	5/20/09	27	4,347	161	N	Not Applicable
Weather/Flood And Tornado	5/20/09	6	2,898	483	N	Not Applicable
Weather/Flood And Tornado	5/20/09	20	1,400	70	N	Not Applicable
Weather/Flood And Tornado	5/20/09	58	12,122	209	N	Not Applicable
Weather/Flood And Tornado	5/20/09	35	35	1	N	Not Applicable
Weather/Flood And Tornado	5/20/09	3	588	196	N	Not Applicable
Weather/Flood And Tornado	5/20/09	162	55,242	341	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	185	185	N	Not Applicable
Weather/Flood And Tornado	5/20/09	21	3,003	143	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,290	1,290	1	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1,859	109,681	59	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	529	529	N	Not Applicable
Weather/Flood And Tornado	5/20/09	19	12,863	677	N	Not Applicable
Weather/Flood And Tornado	5/20/09	182	47,138	259	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	221	221	N	Not Applicable
Weather/Flood And Tornado	5/20/09	11	3,344	304	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2,301	59,826	26	N	Not Applicable
Weather/Flood And Tornado	5/20/09	979	94,148	98	N	Not Applicable
Weather/Flood And Tornado	5/20/09	18	11,214	623	N	Not Applicable
Weather/Flood And Tornado	5/20/09	10	1,000	100	N	Not Applicable
Weather/Flood And Tornado	5/20/09	23	5,520	240	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	400	200	N	Not Applicable
Weather/Flood And Tornado	5/20/09	49	37,338	762	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	321	321	N	Not Applicable
Weather/Flood And Tornado	5/20/09	12	4,800	400	N	Not Applicable
Weather/Flood And Tornado	5/20/09	45	13,140	292	N	Not Applicable
Weather/Flood And Tornado	5/20/09	750	15,750	21	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	876	876	N	Not Applicable
Weather/Flood And Tornado	5/20/09	12	5,100	425	N	Not Applicable
Weather/Flood And Tornado	5/20/09	87	27,666	318	N	Not Applicable
Weather/Flood And Tornado	5/20/09	24	4,632	193	N	Not Applicable
Weather/Flood And Tornado	5/20/09	2	770	385	N	Not Applicable
Weather/Flood And Tornado	5/20/09	1	672	672	N	Not Applicable
Weather/Flood And Tornado	5/20/09	40	13,960	349	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	6	2	N	Not Applicable
Weather/Flood And Tornado	5/19/09	18	3,726	207	N	Not Applicable
Weather/Flood And Tornado	5/19/09	19	6,330	518	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/19/09	73	21,097	289	N	Not Applicable
Weather/Flood And Tornado	5/19/09	41	14,227	347	N	Not Applicable
Weather/Flood And Tornado	5/19/09	52	56,316	1,083	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1,831	244,097	440	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	1	1	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	8,040	536	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1,014	242,136	244	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	389	389	N	Not Applicable
Weather/Flood And Tornado	5/19/09	887	96,545	115	N	Not Applicable
Weather/Flood And Tornado	5/19/09	13	4,420	340	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	8,932	319	N	Not Applicable
Weather/Flood And Tornado	5/19/09	45	26,775	595	N	Not Applicable
Weather/Flood And Tornado	5/19/09	40	43,640	1,091	N	Not Applicable
Weather/Flood And Tornado	5/19/09	36	8,892	247	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	670	67	N	Not Applicable
Weather/Flood And Tornado	5/19/09	29	9,429	371	N	Not Applicable
Weather/Flood And Tornado	5/19/09	21	3,129	149	N	Not Applicable
Weather/Flood And Tornado	5/19/09	30	3,210	107	N	Not Applicable
Weather/Flood And Tornado	5/19/09	99	34,254	346	N	Not Applicable
Weather/Flood And Tornado	5/19/09	6	372	62	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	317	317	N	Not Applicable
Weather/Flood And Tornado	5/19/09	81	10,287	127	N	Not Applicable
Weather/Flood And Tornado	5/19/09	59	17,759	301	N	Not Applicable
Weather/Flood And Tornado	5/19/09	30	7,230	241	N	Not Applicable
Weather/Flood And Tornado	5/19/09	18	8,370	465	N	Not Applicable
Weather/Flood And Tornado	5/19/09	18	2,698	186	N	Not Applicable
Weather/Flood And Tornado	5/19/09	12	2,352	196	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	510	102	N	Not Applicable
Weather/Flood And Tornado	5/19/09	69	25,323	367	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	345	345	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	339	339	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	587	587	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	6,048	216	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	139	139	N	Not Applicable
Weather/Flood And Tornado	5/19/09	11	1,430	130	N	Not Applicable
Weather/Flood And Tornado	5/19/09	16	1,808	113	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	572	143	N	Not Applicable
Weather/Flood And Tornado	5/19/09	37	7,397	431	N	Not Applicable
Weather/Flood And Tornado	5/19/09	12	1,116	93	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	43	43	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	933	311	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	1,268	317	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	475	475	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	119	119	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	234	78	N	Not Applicable
Weather/Flood And Tornado	5/19/09	6	516	86	N	Not Applicable
Weather/Flood And Tornado	5/19/09	33	7,062	214	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	78	78	N	Not Applicable
Weather/Flood And Tornado	5/19/09	9	990	110	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	4,575	305	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	59	59	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1,166	2,332	2	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	774	258	N	Not Applicable
Weather/Flood And Tornado	5/19/09	14	644	46	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/19/09	7	1,757	251	N	Not Applicable
Weather/Flood And Tornado	5/19/09	29	25,114	866	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	55	55	N	Not Applicable
Weather/Flood And Tornado	5/19/09	30	4,980	166	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	84	84	N	Not Applicable
Weather/Flood And Tornado	5/19/09	6	1,014	169	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	1,300	650	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	228	114	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	202	101	N	Not Applicable
Weather/Flood And Tornado	5/19/09	44	5,060	115	N	Not Applicable
Weather/Flood And Tornado	5/19/09	7	1,848	264	N	Not Applicable
Weather/Flood And Tornado	5/19/09	533	15,457	29	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	339	339	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	183	183	N	Not Applicable
Weather/Flood And Tornado	5/19/09	37	3,108	84	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	126	126	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	193	193	N	Not Applicable
Weather/Flood And Tornado	5/19/09	288	20,835	207	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	635	635	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	414	414	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	285	285	N	Not Applicable
Weather/Flood And Tornado	5/19/09	29	10,150	350	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	1,380	138	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	680	85	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	1,824	228	N	Not Applicable
Weather/Flood And Tornado	5/19/09	213	11,076	52	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	358	358	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	1,216	152	N	Not Applicable
Weather/Flood And Tornado	5/19/09	7	462	66	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	468	234	N	Not Applicable
Weather/Flood And Tornado	5/19/09	9	1,530	170	N	Not Applicable
Weather/Flood And Tornado	5/19/09	114	38,304	336	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	190	190	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	562	281	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	1,629	543	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	270	270	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	481	481	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	345	345	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	494	494	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	3,705	247	N	Not Applicable
Weather/Flood And Tornado	5/19/09	44	8,888	202	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	82	41	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	710	142	N	Not Applicable
Weather/Flood And Tornado	5/19/09	36	7,128	198	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	131	131	N	Not Applicable
Weather/Flood And Tornado	5/19/09	22	11,924	542	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	213	213	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	378	378	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	82	41	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	446	446	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	435	435	N	Not Applicable
Weather/Flood And Tornado	5/19/09	14	3,892	278	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	1,332	333	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	225	225	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/19/09	7	819	117	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	790	79	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	279	279	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	269	269	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	308	154	N	Not Applicable
Weather/Flood And Tornado	5/19/09	6	2,184	364	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	127	127	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	450	225	N	Not Applicable
Weather/Flood And Tornado	5/19/09	99	31,284	316	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	249	249	N	Not Applicable
Weather/Flood And Tornado	5/19/09	11	2,728	248	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	715	143	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	259	259	N	Not Applicable
Weather/Flood And Tornado	5/19/09	24	2,280	95	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	325	325	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	1,050	350	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	372	124	N	Not Applicable
Weather/Flood And Tornado	5/19/09	11	2,563	233	N	Not Applicable
Weather/Flood And Tornado	5/19/09	14	154	11	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	294	98	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	6,468	231	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	632	158	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	178	178	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	840	210	N	Not Applicable
Weather/Flood And Tornado	5/19/09	17	3,400	200	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	5,820	582	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	4,185	279	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	2,360	295	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	193	193	N	Not Applicable
Weather/Flood And Tornado	5/19/09	12	1,968	164	N	Not Applicable
Weather/Flood And Tornado	5/19/09	14	1,750	125	N	Not Applicable
Weather/Flood And Tornado	5/19/09	9	2,394	266	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	143	143	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	1,980	132	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	250	250	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	602	602	N	Not Applicable
Weather/Flood And Tornado	5/19/09	33	6,765	205	N	Not Applicable
Weather/Flood And Tornado	5/19/09	105	12,495	119	N	Not Applicable
Weather/Flood And Tornado	5/19/09	18	2,088	116	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	376	376	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	157	157	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	6,076	217	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	225	225	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	1,568	56	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	4,704	588	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	390	390	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1,758	91,722	127	N	Not Applicable
Weather/Flood And Tornado	5/19/09	11	5,709	519	N	Not Applicable
Weather/Flood And Tornado	5/19/09	41	4,346	106	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	541	541	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	744	744	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	604	604	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	341	341	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	332	332	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/19/09	1	412	412	N	Not Applicable
Weather/Flood And Tornado	5/19/09	28	1,596	57	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	796	199	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	242	121	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	357	119	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	432	144	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	208	208	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	55	55	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	124	124	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	5	5	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	68	68	N	Not Applicable
Weather/Flood And Tornado	5/19/09	32	4,128	129	N	Not Applicable
Weather/Flood And Tornado	5/19/09	20	3,400	170	N	Not Applicable
Weather/Flood And Tornado	5/19/09	16	2,160	135	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	910	182	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	155	155	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	326	326	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	105	105	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	200	200	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	297	297	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	1,330	133	N	Not Applicable
Weather/Flood And Tornado	5/19/09	7	2,912	416	N	Not Applicable
Weather/Flood And Tornado	5/19/09	44	3,828	87	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	215	215	N	Not Applicable
Weather/Flood And Tornado	5/19/09	3	633	211	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	159	159	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	347	347	N	Not Applicable
Weather/Flood And Tornado	5/19/09	7	1,631	233	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	166	166	N	Not Applicable
Weather/Flood And Tornado	5/19/09	9	1,629	181	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	298	298	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	744	372	N	Not Applicable
Weather/Flood And Tornado	5/19/09	33	10,824	328	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	235	235	N	Not Applicable
Weather/Flood And Tornado	5/19/09	64	4,736	74	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	229	229	N	Not Applicable
Weather/Flood And Tornado	5/19/09	22	4,862	221	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	210	210	N	Not Applicable
Weather/Flood And Tornado	5/19/09	27	3,537	131	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	925	185	N	Not Applicable
Weather/Flood And Tornado	5/19/09	14	3,010	215	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	219	219	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	76	76	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	497	497	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2,279	70,649	31	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	140	70	N	Not Applicable
Weather/Flood And Tornado	5/19/09	44	17,292	393	N	Not Applicable
Weather/Flood And Tornado	5/19/09	67	14,204	212	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	116	116	N	Not Applicable
Weather/Flood And Tornado	5/19/09	9	6,750	750	N	Not Applicable
Weather/Flood And Tornado	5/19/09	117	46,449	397	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	467	467	N	Not Applicable
Weather/Flood And Tornado	5/19/09	32	9,920	310	N	Not Applicable
Weather/Flood And Tornado	5/19/09	26	13,728	528	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/19/09	191	79,456	416	N	Not Applicable
Weather/Flood And Tornado	5/19/09	30	3,240	108	N	Not Applicable
Weather/Flood And Tornado	5/19/09	327	27,141	83	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	69	69	N	Not Applicable
Weather/Flood And Tornado	5/19/09	30	13,590	453	N	Not Applicable
Weather/Flood And Tornado	5/19/09	41	5,494	134	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	89	89	N	Not Applicable
Weather/Flood And Tornado	5/19/09	7	4,270	610	N	Not Applicable
Weather/Flood And Tornado	5/19/09	10	4,160	416	N	Not Applicable
Weather/Flood And Tornado	5/19/09	19	10,431	549	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	740	370	N	Not Applicable
Weather/Flood And Tornado	5/19/09	42	28,980	690	N	Not Applicable
Weather/Flood And Tornado	5/19/09	68	24,344	358	N	Not Applicable
Weather/Flood And Tornado	5/19/09	95	42,560	448	N	Not Applicable
Weather/Flood And Tornado	5/19/09	13	910	70	N	Not Applicable
Weather/Flood And Tornado	5/19/09	35	16,730	478	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	574	574	N	Not Applicable
Weather/Flood And Tornado	5/19/09	71	29,749	419	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	210	210	N	Not Applicable
Weather/Flood And Tornado	5/19/09	69	2,691	39	N	Not Applicable
Weather/Flood And Tornado	5/19/09	15	1,920	128	N	Not Applicable
Weather/Flood And Tornado	5/19/09	56	39,760	710	N	Not Applicable
Weather/Flood And Tornado	5/19/09	117	25,623	219	N	Not Applicable
Weather/Flood And Tornado	5/19/09	4	192	48	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	72	72	N	Not Applicable
Weather/Flood And Tornado	5/19/09	5	1,255	251	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	1,504	188	N	Not Applicable
Weather/Flood And Tornado	5/19/09	75	6,450	86	N	Not Applicable
Weather/Flood And Tornado	5/19/09	12	3,996	333	N	Not Applicable
Weather/Flood And Tornado	5/19/09	8	1,656	207	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	394	394	N	Not Applicable
Weather/Flood And Tornado	5/19/09	2	360	180	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	89	89	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	143	143	N	Not Applicable
Weather/Flood And Tornado	5/19/09	1	631	631	N	Not Applicable
Weather/Flood And Tornado	5/18/09	21	5,145	245	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	1,085	1,085	N	Not Applicable
Weather/Flood And Tornado	5/18/09	41	19,844	484	N	Not Applicable
Weather/Flood And Tornado	5/18/09	9	4,023	447	N	Not Applicable
Weather/Flood And Tornado	5/18/09	18	2,358	131	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	227	227	N	Not Applicable
Weather/Flood And Tornado	5/18/09	12	348	29	N	Not Applicable
Weather/Flood And Tornado	5/18/09	87	10,005	115	N	Not Applicable
Weather/Flood And Tornado	5/18/09	32	2,752	86	N	Not Applicable
Weather/Flood And Tornado	5/18/09	24	8,136	339	N	Not Applicable
Weather/Flood And Tornado	5/18/09	3	771	257	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	276	276	N	Not Applicable
Weather/Flood And Tornado	5/18/09	15	5,985	399	N	Not Applicable
Weather/Flood And Tornado	5/18/09	16	12,024	1,011	N	Not Applicable
Weather/Flood And Tornado	5/18/09	18	1,062	59	N	Not Applicable
Weather/Flood And Tornado	5/18/09	7	756	108	N	Not Applicable
Weather/Flood And Tornado	5/18/09	4	772	193	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	711	711	N	Not Applicable
Weather/Flood And Tornado	5/18/09	4	2,044	511	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather/Flood And Tornado	5/18/09	1	325	325	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	101	101	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	574	574	N	Not Applicable
Weather/Flood And Tornado	5/18/09	3	1,704	568	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	154	154	N	Not Applicable
Weather/Flood And Tornado	5/18/09	5	440	88	N	Not Applicable
Weather/Flood And Tornado	5/18/09	95	82,745	871	N	Not Applicable
Weather/Flood And Tornado	5/18/09	72	11,664	162	N	Not Applicable
Weather/Flood And Tornado	5/18/09	15	2,595	173	N	Not Applicable
Weather/Flood And Tornado	5/18/09	58	6,686	242	N	Not Applicable
Weather/Flood And Tornado	5/18/09	61	5,612	92	N	Not Applicable
Weather/Flood And Tornado	5/18/09	4	340	85	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	112	112	N	Not Applicable
Weather/Flood And Tornado	5/18/09	70	4,900	70	N	Not Applicable
Weather/Flood And Tornado	5/18/09	40	3,320	83	N	Not Applicable
Weather/Flood And Tornado	5/18/09	64	4,992	78	N	Not Applicable
Weather/Flood And Tornado	5/18/09	29	2,929	101	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	83	83	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	59	59	N	Not Applicable
Weather/Flood And Tornado	5/18/09	39	8,619	221	N	Not Applicable
Weather/Flood And Tornado	5/18/09	2,213	130,344	63	N	Not Applicable
Weather/Flood And Tornado	5/18/09	46	9,706	211	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	234	234	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	138	138	N	Not Applicable
Weather/Flood And Tornado	5/18/09	58	10,556	182	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	376	376	N	Not Applicable
Weather/Flood And Tornado	5/18/09	9	1,943	367	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	244	244	N	Not Applicable
Weather/Flood And Tornado	5/18/09	119	28,441	239	N	Not Applicable
Weather/Flood And Tornado	5/18/09	3	876	292	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	214	214	N	Not Applicable
Weather/Flood And Tornado	5/18/09	3	591	197	N	Not Applicable
Weather/Flood And Tornado	5/18/09	2	310	155	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	118	118	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	272	272	N	Not Applicable
Weather/Flood And Tornado	5/18/09	25	1,425	57	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	167	167	N	Not Applicable
Weather/Flood And Tornado	5/18/09	21	2,541	121	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	393	393	N	Not Applicable
Weather/Flood And Tornado	5/18/09	14	3,022	370	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	100	100	N	Not Applicable
Weather/Flood And Tornado	5/18/09	5	2,490	498	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	314	314	N	Not Applicable
Weather/Flood And Tornado	5/18/09	27	2,889	107	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	142	142	N	Not Applicable
Weather/Flood And Tornado	5/18/09	2	332	166	N	Not Applicable
Weather/Flood And Tornado	5/18/09	1	52	52	N	Not Applicable
Weather/Flood And Tornado	5/18/09	40	4,080	102	N	Not Applicable

FPL Feeder Specific Data and attached Laterals

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
100131	CF	Hybrid	1993	40	20	2	4.4	0.4	7.3	1.3	11.7	1.7	13.4	2229	62374	Looped	-0.8	9.1	0
100132	CF	Hybrid	1275	14	26	4	2.8	0.9	1.6	0.7	4.4	1.6	6.0	1446	23853	Looped	0.0	6.8	0
100133	CF	Hybrid	736	13	8	1	2.4	1.0	2.2	1.7	4.6	2.7	7.3	759	9286	Looped	-0.2	5.2	0
100134	CF	Hybrid	387	6	4	0	0.9	2.9	1.1	0.1	2.0	3.0	5.0	496	31837	Looped	-0.2	1.8	0
100135	CF	Hybrid	1349	16	23	11	3.7	0.2	4.3	2.1	8.0	2.3	10.3	295	33510	Looped	0.0	10.6	0
100136	CF	Hybrid	161	2	9	2	0.8	0.3	0.4	0.5	1.2	0.8	2.0	1	133	Looped	-0.3	2.6	0
100137	CF	Hybrid	1641	41	12	7	4.9	0.1	12.1	1.1	17.0	1.2	18.2	4149	229576	Looped	-0.6	7.5	0
100138	CF	Hybrid	347	2	4	1	0.6	3.5	0.7	1.2	1.3	4.7	6.0	37	4208	Looped	0.2	6.2	0
100139	CF	Hybrid	674	9	6	0	0.8	2.3	1.5	0.3	2.3	2.6	4.9	173	49077	Looped	-0.4	5.4	0
100231	NF	Hybrid	1243	22	15	4	4.4	0.9	9.8	1.9	14.2	2.8	17.0	1491	95020	Looped	0.0	7.3	0
100232	NF	Hybrid	713	10	19	1	2.1	0.2	1.2	1.3	3.3	1.5	4.8	270	33218	Looped	-0.9	7.2	0
100233	NF	Hybrid	754	32	4	2	3.5	0.2	4.8	0.3	8.3	0.5	8.8	187	18415	Looped	2.0	6.0	0
100234	NF	Hybrid	352	9	19	2	3.5	0.2	2.3	0.6	5.8	0.8	6.6	144	14308	Looped	2.3	9.1	0
100235	NF	Hybrid	1659	33	11	5	4.7	2.5	10.2	0.0	14.9	2.5	17.4	489	65894	Looped	0.0	7.7	0
100236	NF	Hybrid	1366	17	16	7	3.6	0.1	4.1	1.8	7.7	1.9	9.6	1611	169882	Looped	-0.2	8.7	0
100331	NF	OH	868	84	6	6	15.4	0.0	43.2	1.0	58.6	1.0	59.6	265	47669	Looped	-0.4	4.6	0
100332	NF	OH	500	45	0	4	9.3	0.0	27.1	0.2	36.4	0.2	36.6	302	73450	Looped	-0.1	1.8	0
100333	NF	OH	720	104	1	7	17.3	0.1	59.9	2.9	77.2	3.0	80.2	1109	102084	Looped	-0.2	3.2	0
100334	NF	OH	1055	112	5	5	19.4	0.1	77.3	0.5	96.7	0.6	97.3	3919	172464	Looped	0.0	5.3	0
100431	NF	OH	928	32	3	3	5.0	0.0	10.3	0.1	15.3	0.1	15.4	261	31503	Looped	-0.1	3.9	0
100432	NF	OH	497	25	3	1	3.5	0.0	3.5	0.1	7.0	0.1	7.1	674	26399	Looped	0.1	2.7	0
100433	NF	OH	1754	51	15	7	7.3	0.0	19.2	0.6	26.5	0.6	27.1	2500	248095	Looped	0.0	7.2	1
100434	NF	OH	813	27	7	2	4.2	0.0	7.0	0.1	11.2	0.1	11.3	2297	88218	Looped	0.1	4.0	0
100435	NF	OH	1061	37	10	5	7.4	0.0	5.9	0.3	13.3	0.3	13.6	1031	41347	Looped	-0.1	6.2	0
100531	NF	OH	1113	74	3	3	9.4	0.0	50.0	0.6	59.4	0.6	60.0	713	91970	Looped	0.4	4.5	0
100532	NF	OH	185	13	0	1	3.1	0.0	6.5	0.0	9.6	0.0	9.6	240	20026	Looped	-0.1	0.8	0
100533	NF	OH	257	17	0	4	6.2	0.0	12.7	0.2	18.9	0.2	19.1	209	40331	Looped	0.8	5.5	0
100631	NF	OH	482	44	8	1	7.6	0.0	13.5	0.3	21.1	0.3	21.4	1152	80236	Looped	-0.1	2.5	0
100632	NF	OH	1541	104	17	3	22.1	0.0	36.9	0.1	59.0	0.1	59.1	6072	386369	Looped	-0.2	6.2	0
100831	CF	Hybrid	1898	24	11	2	3.5	0.4	8.8	1.6	12.3	2.0	14.3	688	89744	Looped	-0.2	6.4	0
100832	CF	Hybrid	1562	33	6	5	4.1	2.8	4.4	4.0	8.5	6.8	15.3	2508	122477	Looped	-0.2	4.5	1
100833	CF	Hybrid	1870	14	42	8	4.6	0.0	4.8	7.2	9.4	7.2	16.6	2104	52216	Looped	-0.4	8.5	0
100834	CF	Hybrid	1958	17	39	5	3.2	0.5	5.2	6.2	8.4	6.7	15.1	292	46303	Looped	-0.2	7.7	0
100835	CF	Hybrid	2827	22	46	2	5.6	1.5	4.2	1.2	9.8	2.7	12.5	3920	249046	Looped	-0.6	8.3	0
100836	CF	Hybrid	1206	5	31	3	2.7	0.3	1.2	6.3	3.9	6.6	10.5	243	39782	Looped	0.5	7.6	0
100837	CF	Hybrid	1944	29	19	6	4.5	0.5	8.3	3.7	12.8	4.2	17.0	362	44967	Looped	0.3	6.6	0
100838	CF	Hybrid	1518	0	47	0	3.5	0.4	0.0	9.5	3.5	9.9	13.4	506	60622	Looped	0.3	10.5	0
100839	CF	Hybrid	815	20	5	3	2.6	0.1	4.8	0.5	7.4	0.6	8.0	85	10489	Looped	-0.1	3.0	0
100931	CF	Hybrid	2104	28	21	11	4.3	0.1	9.1	3.3	13.4	3.4	16.8	1063	180314	Looped	-0.4	9.2	0
100932	CF	Hybrid	1264	2	33	2	2.8	0.7	0.5	1.6	3.3	2.3	5.6	1656	69087	Looped	0.5	8.3	0
100933	CF	Hybrid	1267	11	21	3	2.1	0.1	1.9	1.8	4.0	1.9	5.9	83	8278	Looped	-0.4	4.3	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
100934	CF	Hybrid	629	24	14	5	1.1	1.8	2.4	0.3	3.5	2.1	5.6	78	10844	Looped	-0.2	2.4	0
100935	CF	Hybrid	1476	57	10	7	3.8	0.7	10.1	0.8	13.9	1.5	15.4	3253	69184	Looped	0.2	8.0	0
100936	CF	Hybrid	196	1	9	1	1.1	0.7	0.4	1.3	1.5	2.0	3.5	1	50	Looped	-0.2	1.1	0
100937	CF	Hybrid	1510	23	13	4	3.5	0.1	7.6	1.7	11.1	1.8	12.9	521	74098	Looped	-0.5	6.6	0
100938	CF	Hybrid	2731	20	24	2	2.3	3.1	2.9	4.2	5.2	7.3	12.5	3130	67713	Looped	-0.1	7.8	0
101031	CF	Hybrid	1330	15	17	3	2.4	1.4	5.6	0.9	8.0	2.3	10.3	1689	206070	Looped	-0.4	7.1	0
101032	CF	Hybrid	1197	25	5	3	2.6	2.1	5.7	0.7	8.3	2.8	11.1	99	22001	Looped	-0.2	4.8	1
101033	CF	Hybrid	873	20	11	1	4.4	1.8	3.9	0.4	8.3	2.2	10.5	961	48255	Looped	0.4	5.0	0
101034	CF	Hybrid	1592	35	21	5	4.3	0.0	6.6	1.1	10.9	1.1	12.0	1844	91826	Looped	-0.2	7.1	0
101035	CF	Hybrid	743	5	8	1	1.3	2.8	1.3	1.1	2.6	3.9	6.5	23	2593	Looped	-0.1	5.0	0
101036	CF	Hybrid	1868	43	12	7	5.6	0.3	9.7	0.6	15.3	0.9	16.2	501	72811	Looped	-0.2	8.4	0
101037	CF	Hybrid	1694	35	12	4	3.4	0.3	12.0	0.8	15.4	1.1	16.5	875	148452	Looped	-3.2	5.7	0
101038	CF	Hybrid	1262	26	5	4	4.1	0.3	8.6	0.5	12.7	0.8	13.5	529	68967	Looped	-0.4	7.6	0
101131	CF	OH	1185	41	2	3	3.6	0.5	11.0	0.0	14.6	0.5	15.1	514	102303	Looped	-0.7	6.8	1
101132	CF	Hybrid	797	9	18	4	2.9	2.3	3.4	1.0	6.3	3.3	9.6	1034	81899	Looped	-3.1	6.5	0
101133	CF	Hybrid	1325	8	29	8	3.8	0.0	4.6	3.3	8.4	3.3	11.7	1854	83309	Looped	-0.4	7.9	0
101134	CF	Hybrid	1975	20	26	3	5.1	1.1	8.2	4.5	13.3	5.6	18.9	695	135979	Looped	-2.2	7.8	0
101135	CF	Hybrid	1137	2	28	1	2.5	0.1	1.2	6.0	3.7	6.1	9.8	410	55643	Looped	0.3	6.6	0
101136	CF	Hybrid	1251	8	35	2	3.4	0.0	2.3	2.2	5.7	2.2	7.9	294	47035	Looped	-1.7	8.6	0
101137	CF	Hybrid	2254	42	22	4	5.5	1.0	10.3	3.9	15.8	4.9	20.7	2937	148535	Looped	-0.3	6.0	0
101138	CF	Hybrid	1450	25	17	8	6.4	1.2	6.4	2.9	12.8	4.1	16.9	583	77451	Looped	0.5	7.7	0
101461	CF	Hybrid	1768	30	24	4	8.8	2.5	27.0	7.1	35.8	9.6	45.4	4372	176194	Looped	0.3	10.1	0
101462	CF	Hybrid	1483	40	30	6	9.4	1.6	10.0	6.8	19.4	8.4	27.8	5912	108325	Looped	-0.2	10.2	0
101463	CF	Hybrid	2563	31	68	3	22.7	11.7	6.4	35.7	29.1	47.4	76.5	12057	560596	Looped	-0.4	10.7	3
101464	CF	Hybrid	2410	124	15	9	33.2	1.2	85.6	10.2	118.8	11.4	130.2	917	99928	Looped	0.9	9.6	0
101465	CF	Hybrid	3657	53	25	0	9.9	4.0	52.5	9.0	62.4	13.0	75.4	4306	266868	Looped	0.5	16.7	0
101466	CF	Hybrid	1650	49	20	12	10.8	3.4	19.6	5.3	30.4	8.7	39.1	3672	58339	Looped	0.7	10.6	0
101531	CF	Hybrid	202	3	19	6	2.6	0.2	1.7	1.4	4.3	1.6	5.9	46	6252	Looped	0.3	11.1	0
101532	CF	Hybrid	4	0	2	0	0.0	2.6	0.2	0.2	0.2	2.8	3.0	0	0	Looped	-0.6	0.6	0
101533	CF	UG	21	0	1	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	0	0	Looped	0.5	1.7	0
101534	CF	Hybrid	432	6	32	8	5.1	0.2	1.6	2.9	6.7	3.1	9.8	2365	140911	Looped	-0.6	11.7	0
101535	CF	Hybrid	337	0	37	1	2.7	3.4	0.0	3.5	2.7	6.9	9.6	5	858	Looped	1.7	8.4	0
101536	CF	UG	79	0	4	0	0.0	1.7	0.0	0.7	0.0	2.4	2.4	32	2175	Looped	-0.1	4.7	0
101537	CF	Hybrid	880	1	28	1	3.4	0.0	0.5	1.0	3.9	1.0	4.9	51	3757	Looped	0.1	8.7	0
101538	CF	Hybrid	397	1	13	1	2.9	1.2	0.5	3.9	3.4	5.1	8.5	139	22116	Looped	-0.9	5.5	0
101539	CF	Hybrid	47	0	11	0	1.2	3.0	0.2	0.4	1.4	3.4	4.8	29	6468	Looped	0.1	8.7	0
101540	CF	Hybrid	2029	10	33	1	4.4	0.0	4.0	2.0	8.4	2.0	10.4	1440	155007	Looped	-1.0	7.3	0
101541	CF	Hybrid	61	1	9	1	1.7	2.2	1.1	2.8	2.8	5.0	7.8	2	728	Looped	-1.2	9.4	0
101631	NF	OH	0	0	0	#N/A	0.6	0.0	0.0	0.0	0.6	0.0	0.6	0	0	Radial	-0.2	21.6	0
101632	NF	Hybrid	0	0	0	#N/A	0.1	0.1	0.0	0.0	0.1	0.1	0.2	0	0	Radial	-0.3	9.6	0
101633	NF	UG	0	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.2	18.0	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
101634	NF	Hybrid	633	36	30	7	8.2	0.1	8.9	1.5	17.1	1.6	18.7	816	33962	Looped	-1.4	7.9	0
101635	NF	Hybrid	201	20	18	5	6.5	0.1	3.9	1.7	10.4	1.8	12.2	240	18311	Looped	-1.2	5.9	0
101861	NF	Hybrid	2508	7	37	0	9.5	4.1	0.8	38.8	10.3	42.9	53.2	2484	338583	Looped	-1.0	15.2	0
101862	NF	Hybrid	1582	23	59	1	6.0	8.5	12.5	23.3	18.5	31.8	50.3	202	26123	Looped	0.2	12.4	1
101863	NF	Hybrid	1552	149	33	16	23.6	1.6	35.8	14.3	59.4	15.9	75.3	4243	525561	Looped	0.0	7.6	2
101864	NF	Hybrid	2845	34	48	5	9.9	7.6	12.5	44.0	22.4	51.6	74.0	2741	200025	Looped	0.2	14.2	0
101865	NF	Hybrid	166	15	4	1	5.0	0.1	5.7	2.1	10.7	2.2	12.9	155	13232	Looped	-0.1	0.8	0
101931	CF	Hybrid	1648	39	5	6	5.0	0.1	14.8	2.3	19.8	2.4	22.2	1781	27648	Looped	0.0	6.9	0
101932	CF	OH	2338	52	0	0	3.4	0.1	22.9	0.0	26.3	0.1	26.4	919	166983	Looped	0.0	10.3	0
101933	CF	Hybrid	1773	21	13	9	3.9	0.1	10.1	5.0	14.0	5.1	19.1	257	39996	Looped	-0.4	7.5	0
101934	CF	Hybrid	1445	26	19	6	6.8	0.0	9.9	1.3	16.7	1.3	18.0	2052	91119	Looped	-0.3	6.6	0
101935	CF	Hybrid	861	33	6	3	11.9	0.1	19.1	3.6	31.0	3.7	34.7	1039	117541	Looped	-0.6	3.8	0
101936	CF	Hybrid	1895	21	24	7	9.7	0.7	20.1	10.6	29.8	11.3	41.1	1415	189109	Looped	0.7	8.5	0
101937	CF	Hybrid	1830	32	6	1	2.4	1.2	17.5	0.7	19.9	1.9	21.8	600	83256	Looped	-0.1	9.0	0
101938	CF	Hybrid	1542	19	7	7	2.8	1.2	11.7	2.2	14.5	3.4	17.9	231	23450	Looped	0.2	5.9	0
102031	CF	Hybrid	1216	2	25	2	4.1	1.2	0.6	26.3	4.7	27.5	32.2	1489	135400	Looped	0.5	11.4	0
102032	CF	Hybrid	1555	21	7	8	7.6	0.1	9.6	1.9	17.2	2.0	19.2	1067	106121	Looped	0.2	3.9	0
102033	CF	Hybrid	2268	16	27	14	7.7	0.8	10.4	2.2	18.1	3.0	21.1	3216	122196	Looped	1.0	8.4	2
102034	CF	Hybrid	1575	40	27	9	8.1	0.9	10.7	5.8	18.8	6.7	25.5	2083	204532	Looped	-1.5	3.8	0
102035	CF	Hybrid	989	2	26	1	2.1	6.0	1.5	24.9	3.6	30.9	34.5	142	21830	Looped	0.1	5.6	0
102131	CF	Hybrid	208	26	10	8	14.6	0.4	19.8	2.4	34.4	2.8	37.2	335	72747	Looped	-0.1	1.7	0
102231	CF	Hybrid	1241	16	9	4	3.9	0.0	7.8	2.0	11.7	2.0	13.7	637	58524	Looped	-0.3	6.1	0
102232	CF	Hybrid	255	6	3	1	1.6	0.5	1.7	0.1	3.3	0.6	3.9	96	13797	Looped	-1.9	2.7	0
102233	CF	Hybrid	1747	42	16	11	5.5	0.0	12.9	1.7	18.4	1.7	20.1	2401	141290	Looped	-0.5	9.7	0
102234	CF	Hybrid	1151	22	6	5	3.2	1.9	5.7	0.9	8.9	2.8	11.7	1495	90290	Looped	0.1	6.4	0
102235	CF	OH	2191	41	7	3	4.1	0.2	14.8	0.6	18.9	0.8	19.7	3272	196220	Looped	1.5	6.8	0
102236	CF	Hybrid	1061	27	14	3	3.2	0.9	9.1	2.3	12.3	3.2	15.5	1532	119703	Looped	-3.3	4.3	0
102361	CF	Hybrid	3611	21	71	4	9.1	2.8	15.3	36.2	24.4	39.0	63.4	1949	242034	Looped	-0.2	18.6	0
102362	CF	Hybrid	2996	39	21	0	9.0	1.5	32.3	3.1	41.3	4.6	45.9	5240	220623	Looped	1.1	14.7	0
102363	CF	Hybrid	1651	12	18	0	3.0	0.1	11.6	5.7	14.6	5.8	20.4	1935	65570	Looped	-0.1	7.7	0
102364	CF	Hybrid	3324	30	58	3	6.2	4.7	17.6	26.9	23.8	31.6	55.4	4382	298158	Looped	-2.3	14.5	1
102365	CF	Hybrid	1583	12	33	2	2.7	10.6	1.6	13.7	4.3	24.3	28.6	3238	180966	Looped	-2.1	7.5	0
102366	CF	Hybrid	1195	8	50	5	3.5	1.9	9.2	10.2	12.7	12.1	24.8	93	14204	Looped	0.2	12.9	0
102431	CF	Hybrid	984	27	8	5	2.8	2.5	7.2	1.0	10.0	3.5	13.5	2551	176313	Looped	0.2	6.0	0
102432	CF	Hybrid	1141	15	16	7	4.3	0.1	6.4	0.6	10.7	0.7	11.4	1422	109065	Looped	-0.3	5.1	0
102433	CF	Hybrid	1521	24	20	0	3.3	0.1	7.4	1.1	10.7	1.2	11.9	379	66557	Looped	0.1	5.9	0
102434	CF	Hybrid	1489	16	22	6	3.2	0.3	5.6	1.9	8.8	2.2	11.0	709	93820	Looped	-5.5	6.1	1
102435	CF	Hybrid	1068	33	13	5	4.8	0.3	7.1	2.4	11.9	2.7	14.6	2403	44740	Looped	0.4	7.6	0
102436	CF	Hybrid	1083	13	4	2	2.2	2.1	3.5	1.0	5.7	3.1	8.8	1885	165786	Looped	4.1	8.3	0
102531	NF	Hybrid	1432	48	43	9	17.9	0.0	26.0	14.6	43.9	14.6	58.5	1483	77167	Looped	-0.7	7.5	0
102532	NF	Hybrid	1452	15	18	4	3.8	0.6	7.1	3.1	10.9	3.7	14.6	2065	179345	Looped	0.0	4.8	0

FPL Feeder Specific Data and attached Laterals

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
102533	NF	Hybrid	2539	17	26	4	6.3	1.5	8.0	7.9	14.3	9.4	23.7	1003	169371	Looped	0.1	6.6	0
102534	NF	Hybrid	29	1	13	0	4.0	0.4	0.1	0.7	4.1	1.1	5.2	2	853	Looped	0.6	6.7	0
102535	NF	Hybrid	2113	64	35	8	11.2	1.8	13.7	3.7	24.9	5.5	30.4	1271	117651	Looped	1.0	8.3	0
102631	NF	Hybrid	2118	39	22	5	7.6	0.6	23.9	13.2	31.5	13.8	45.3	6553	502829	Looped	-0.6	9.4	0
102632	NF	Hybrid	1022	14	8	9	3.8	1.1	6.9	3.2	10.7	4.3	15.0	1373	78712	Looped	-0.2	4.8	0
102633	NF	Hybrid	497	12	5	2	1.8	3.3	4.4	1.1	6.2	4.4	10.6	1694	122869	Looped	0.2	2.7	0
102634	NF	Hybrid	2188	30	13	2	3.7	0.3	15.6	4.0	19.3	4.3	23.6	450	58605	Looped	-0.5	6.2	0
102635	NF	Hybrid	1157	34	22	5	7.0	1.2	14.2	6.4	21.2	7.6	28.8	1285	47930	Looped	-0.7	7.9	0
102636	NF	Hybrid	833	24	12	5	4.3	0.3	4.6	0.3	8.9	0.6	9.5	90	17607	Looped	-0.3	5.5	0
102637	NF	Hybrid	1602	25	21	5	5.6	2.2	10.1	6.2	15.7	8.4	24.1	2970	188624	Looped	0.3	9.3	0
102731	NF	OH	546	36	3	2	5.2	0.0	26.0	0.3	31.2	0.3	31.5	844	71810	Looped	-0.4	2.3	0
102732	NF	OH	1464	95	8	5	11.2	0.0	50.8	0.4	62.0	0.4	62.4	2406	247159	Looped	-0.7	5.9	0
102961	CF	Hybrid	840	6	13	5	3.7	2.2	6.6	11.5	10.3	13.7	24.0	1053	147102	Looped	-0.2	5.3	0
102962	CF	Hybrid	1505	25	29	4	11.9	0.4	13.4	14.8	25.3	15.2	40.5	2726	183250	Looped	-0.3	1.7	0
103731	NF	hybrid	1	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	10.1	0
103732	NF	OH	599	29	3	4	6.0	0.0	11.3	0.6	17.3	0.6	17.9	196	48693	Looped	-0.3	3.4	0
103831	CF	Hybrid	1834	6	49	1	5.1	0.1	1.9	8.0	7.0	8.1	15.1	2038	165426	Looped	0.0	8.3	0
103832	CF	Hybrid	1865	1	38	1	6.4	0.0	0.3	19.4	6.7	19.4	26.1	4236	414397	Looped	-1.9	5.8	0
103833	CF	Hybrid	1397	0	38	1	3.1	0.4	0.1	13.5	3.2	13.9	17.1	674	97016	Looped	0.0	6.9	0
103834	CF	Hybrid	1081	63	24	5	24.7	0.4	29.8	23.2	54.5	23.6	78.1	2887	208476	Looped	-1.5	5.1	0
103835	CF	Hybrid	2961	7	59	1	4.0	0.7	2.8	6.7	6.8	7.4	14.2	657	51706	Looped	0.2	10.0	0
103836	CF	Hybrid	1898	0	24	0	3.0	1.9	0.0	10.0	3.0	11.9	14.9	1967	28144	Looped	-0.2	4.9	0
104431	CF	Hybrid	1506	22	19	4	3.1	0.0	6.6	2.9	9.7	2.9	12.6	900	129492	Looped	-0.6	5.3	0
104432	CF	Hybrid	92	6	11	1	1.7	1.3	1.0	1.9	2.7	3.2	5.9	1	22	Looped	-0.2	6.7	0
104433	CF	Hybrid	1063	5	16	3	2.1	1.0	1.2	3.8	3.3	4.8	8.1	709	83598	Looped	-0.3	3.4	0
104731	NF	Hybrid	1957	53	20	12	12.2	0.5	41.2	10.7	53.4	11.2	64.6	870	118086	Looped	-0.1	9.3	0
104732	NF	Hybrid	1002	26	24	2	7.4	0.3	10.8	2.6	18.2	2.9	21.1	238	24136	Looped	0.6	7.7	1
104733	NF	Hybrid	1359	15	35	5	6.4	0.3	4.9	6.0	11.3	6.3	17.6	326	33470	Looped	-0.8	8.8	0
104831	CF	Hybrid	1054	9	12	2	2.1	0.0	6.7	3.8	8.8	3.8	12.6	545	64438	Looped	-0.1	3.3	0
104832	CF	OH	1286	19	5	3	2.9	0.0	10.1	0.5	13.0	0.5	13.5	1617	157684	Looped	-0.6	4.1	0
104833	CF	Hybrid	1021	4	14	3	1.4	1.2	4.2	5.8	5.6	7.0	12.6	102	9012	Looped	-0.1	5.6	0
104834	CF	Hybrid	1288	15	18	2	2.6	3.2	4.6	4.0	7.2	7.2	14.4	399	41975	Looped	-0.1	4.6	0
104835	CF	Hybrid	1654	12	39	10	3.3	4.7	4.9	3.4	8.2	8.1	16.3	196	52853	Looped	-0.2	6.0	0
104836	CF	Hybrid	1072	1	24	3	3.6	1.4	2.9	7.6	6.5	9.0	15.5	234	23577	Looped	0.0	4.9	0
104837	CF	Hybrid	846	1	20	0	1.0	0.3	0.0	5.8	1.0	6.1	7.1	113	15565	Looped	-0.1	3.6	0
104931	NF	Hybrid	2236	12	50	2	6.0	0.0	3.8	16.4	9.8	16.4	26.2	2871	94565	Looped	0.2	9.2	0
104932	NF	Hybrid	1262	7	23	0	3.0	2.3	3.0	7.4	6.0	9.7	15.7	1760	102463	Looped	-0.1	6.8	0
104933	NF	Hybrid	2456	5	36	3	2.6	2.3	3.2	8.3	5.8	10.6	16.4	3222	320138	Looped	0.6	7.5	0
104934	NF	Hybrid	1784	24	40	7	6.0	1.5	12.0	8.8	18.0	10.3	28.3	221	22335	Looped	0.2	8.0	0
105061	CF	OH	2037	78	5	17	12.7	0.0	91.7	4.4	104.4	4.4	108.8	1013	114751	Looped	-0.7	9.0	0
105062	CF	Hybrid	1505	55	4	11	11.9	0.0	45.4	8.1	57.3	8.1	65.4	4160	417100	Looped	-0.1	5.5	1

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
105131	NF	OH	787	51	0	3	7.0	0.0	21.4	0.1	28.4	0.1	28.5	993	92162	Looped	0.0	2.5	0
105132	NF	OH	1453	92	15	8	14.0	0.0	44.6	2.3	58.6	2.3	60.9	3602	314115	Looped	-0.3	4.7	0
105133	NF	OH	991	107	1	4	13.2	0.2	42.8	0.9	56.0	1.1	57.1	1371	143525	Looped	-0.1	3.5	2
105761	NF	Hybrid	981	29	38	4	12.1	3.7	8.6	24.9	20.7	28.6	49.3	4345	471746	Looped	-5.2	7.0	0
105762	NF	Hybrid	2314	35	50	14	14.7	0.5	16.4	42.1	31.1	42.6	73.7	1741	196282	Looped	-0.6	17.5	0
105831	NF	Hybrid	1353	25	21	0	8.9	3.0	11.1	13.3	20.0	16.3	36.3	1554	100531	Looped	0.0	5.8	0
105832	NF	OH	1083	99	6	16	22.7	0.2	74.6	2.8	97.3	3.0	100.3	2081	280025	Looped	0.0	4.5	0
106061	CF	Hybrid	1607	19	37	12	4.9	0.4	10.3	14.4	15.2	14.8	30.0	2594	212633	Looped	-0.3	15.2	3
106062	CF	Hybrid	799	45	4	11	11.4	0.0	30.3	4.4	41.7	4.4	46.1	274	33403	Looped	0.1	4.6	0
106063	CF	Hybrid	2306	32	52	6	7.5	1.9	14.4	40.5	21.9	42.4	64.3	530	58180	Looped	0.5	13.3	1
106231	NF	Hybrid	624	3	21	1	1.9	0.6	1.2	4.7	3.1	5.3	8.4	17	3733	Looped	-0.2	6.4	0
106232	NF	Hybrid	1312	29	6	2	3.1	1.2	13.0	0.9	16.1	2.1	18.2	1937	163114	Looped	-1.2	6.8	0
106233	NF	Hybrid	2596	31	25	1	3.8	2.3	11.3	6.3	15.1	8.6	23.7	2918	152929	Looped	0.6	10.0	1
106234	NF	Hybrid	1141	5	32	1	4.4	1.5	1.7	5.4	6.1	6.9	13.0	127	28533	Looped	-1.3	6.6	0
106235	NF	Hybrid	1700	49	25	5	6.8	1.0	16.9	5.7	23.7	6.7	30.4	2380	89902	Looped	-0.3	8.4	0
106236	NF	Hybrid	2099	32	22	7	4.3	2.5	9.4	5.0	13.7	7.5	21.2	540	70900	Looped	0.4	10.2	0
106361	CF	Hybrid	1285	122	20	6	22.0	0.6	72.1	5.9	94.1	6.5	100.6	1440	138818	Looped	-0.3	5.2	0
106362	CF	OH	2792	49	4	0	11.4	0.4	42.7	0.8	54.1	1.2	55.3	3290	304971	Looped	0.1	12.3	0
106363	CF	OH	960	102	10	4	28.5	0.0	59.0	1.5	87.5	1.5	89.0	960	150978	Looped	-0.4	3.9	0
106364	CF	Hybrid	2208	29	10	2	8.7	0.4	34.8	3.4	43.5	3.8	47.3	470	51566	Looped	0.2	11.3	0
106365	CF	Hybrid	2563	25	17	3	8.4	0.3	26.7	5.9	35.1	6.2	41.3	1008	122341	Looped	-0.1	11.9	0
106461	CF	Hybrid	1820	2	52	0	7.7	0.4	1.2	23.1	8.9	23.5	32.4	15	3942	Looped	0.1	10.3	0
106462	CF	Hybrid	4451	69	69	8	28.1	2.5	37.1	50.4	65.2	52.9	118.1	19019	1143291	Looped	3.3	21.4	0
106463	CF	Hybrid	2591	21	41	2	2.7	6.6	4.4	34.6	7.1	41.2	48.3	390	76978	Looped	0.7	14.1	0
106464	CF	Hybrid	1181	9	22	5	3.1	0.2	4.4	9.0	7.5	9.2	16.7	1477	111856	Looped	-3.3	8.3	0
106531	CF	Hybrid	1079	21	15	5	2.8	0.1	4.9	1.1	7.7	1.2	8.9	151	18786	Looped	-0.4	4.4	0
106532	CF	Hybrid	1452	29	10	6	3.0	0.6	9.6	2.0	12.6	2.6	15.2	2133	65080	Looped	-0.1	6.0	0
106533	CF	Hybrid	1137	15	16	5	3.1	0.7	6.4	3.9	9.5	4.6	14.1	255	40628	Looped	-0.6	4.5	0
106534	CF	Hybrid	201	8	21	1	1.4	3.2	0.8	1.4	2.2	4.6	6.8	20	2878	Looped	0.2	5.4	0
106661	CF	Hybrid	1378	20	22	4	4.8	1.0	8.2	9.0	13.0	10.0	23.0	220	34962	Looped	-2.1	8.1	0
106662	CF	Hybrid	556	30	34	6	8.9	1.2	16.4	6.7	25.3	7.9	33.2	1265	74355	Looped	-0.5	8.9	0
106663	CF	Hybrid	937	7	19	0	1.9	3.3	3.5	11.6	5.4	14.9	20.3	50	7450	Looped	0.2	5.1	0
106861	CF	Hybrid	1871	28	15	0	6.2	4.1	25.9	12.0	32.1	16.1	48.2	4338	251568	Looped	0.2	9.4	0
106862	CF	Hybrid	1592	27	14	1	3.2	5.2	10.7	6.4	13.9	11.6	25.5	4052	192235	Looped	-0.3	6.3	0
106863	CF	Hybrid	2076	20	34	7	3.0	5.2	10.6	13.2	13.6	18.4	32.0	2901	203423	Looped	0.1	10.0	0
107161	CF	Hybrid	504	28	24	6	18.7	0.5	12.5	2.8	31.2	3.3	34.5	1985	68723	Looped	-0.3	7.3	1
107162	CF	Hybrid	215	3	6	7	3.3	1.1	4.2	4.8	7.5	5.9	13.4	95	14398	Looped	-0.6	6.7	0
107631	NF	Hybrid	1970	27	38	8	6.6	5.7	20.2	32.6	26.8	38.3	65.1	4206	221560	Looped	0.5	10.6	0
107632	NF	Hybrid	250	9	13	3	2.3	0.6	4.6	2.8	6.9	3.4	10.3	104	10567	Looped	-0.4	4.9	0
107633	NF	Hybrid	1568	6	24	1	8.2	3.4	0.7	4.3	8.9	7.7	16.6	617	55438	Looped	0.6	7.2	0
108261	CF	Hybrid	677	0	31	0	4.4	5.0	0.0	12.2	4.4	17.2	21.6	656	20144	Looped	-2.0	5.3	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
108262	CF	Hybrid	325	2	15	1	4.9	1.4	1.1	11.3	6.0	12.7	18.7	0	0	Looped	0.4	2.3	0
108361	NF	Hybrid	1066	33	43	3	8.3	4.0	10.3	26.9	18.6	30.9	49.5	134	29827	Looped	0.6	9.2	0
108362	NF	Hybrid	767	62	16	11	15.0	0.1	28.5	9.6	43.5	9.7	53.2	3953	252952	Looped	1.0	5.1	1
108363	NF	Hybrid	1867	31	36	8	5.8	2.3	13.9	10.9	19.7	13.2	32.9	488	36117	Looped	-1.6	12.6	0
108431	NF	OH	1232	140	10	10	38.2	0.1	56.0	2.3	94.2	2.4	96.6	606	82775	Looped	0.0	4.9	0
108432	NF	OH	1914	53	8	4	7.2	0.1	33.4	0.9	40.6	1.0	41.6	708	88871	Looped	-0.1	7.2	0
108433	NF	OH	1289	66	9	10	10.3	0.0	29.2	0.7	39.5	0.7	40.2	8414	451635	Looped	-1.0	5.2	0
108961	NF	Hybrid	1369	7	47	1	8.1	13.0	5.1	36.4	13.2	49.4	62.6	459	50318	Looped	0.5	8.1	0
108962	NF	Hybrid	684	9	17	6	9.5	2.8	8.8	14.6	18.3	17.4	35.7	172	52702	Looped	-0.2	3.9	0
109031	CF	Hybrid	2060	42	6	4	3.4	0.1	14.6	1.9	18.0	2.0	20.0	402	67037	Looped	-0.3	8.6	0
109032	CF	Hybrid	570	3	35	0	6.9	2.3	0.8	10.1	7.7	12.4	20.1	5	1085	Looped	-5.3	5.5	0
109033	CF	UG	0	0	0	#N/A	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	4.3	4.5	0
109034	CF	Hybrid	2013	4	49	1	5.4	1.0	1.0	16.5	6.4	17.5	23.9	132	19700	Looped	10.1	10.2	0
110361	CF	Hybrid	1700	27	19	5	6.4	2.6	20.7	3.8	27.1	6.4	33.5	739	73006	Looped	-0.3	8.7	0
110362	CF	Hybrid	2347	34	8	4	10.0	4.3	37.1	5.0	47.1	9.3	56.4	430	45276	Looped	-2.2	11.8	0
111132	CF	Hybrid	522	14	16	1	2.4	0.2	2.1	2.2	4.5	2.4	6.9	2	282	Looped	-0.2	0.0	0
200131	CF	Hybrid	1232	15	21	6	5.5	0.1	3.9	4.4	9.4	4.5	13.9	5139	57026	Looped	-0.3	5.0	0
200132	CF	Hybrid	1081	20	21	9	5.3	0.0	9.2	3.7	14.5	3.7	18.2	328	45349	Looped	-0.2	7.3	0
200133	CF	Hybrid	1278	16	31	1	6.8	1.4	5.2	6.6	12.0	8.0	20.0	152	11236	Looped	0.1	6.7	0
200134	CF	Hybrid	1123	19	27	5	4.5	0.7	3.8	7.2	8.3	7.9	16.2	129	15537	Looped	0.1	7.6	0
200135	CF	Hybrid	41	5	15	0	2.5	1.1	0.7	0.6	3.2	1.7	4.9	12	1640	Looped	0.3	10.1	0
200231	CF	Hybrid	653	38	25	2	9.1	3.2	18.8	4.5	27.9	7.7	35.6	259	70829	Looped	-0.8	4.3	0
200261	CF	Hybrid	752	56	4	9	12.3	0.1	30.7	3.8	43.0	3.9	46.9	1401	99501	Looped	0.0	2.5	0
200262	CF	Hybrid	1583	85	9	14	28.0	0.9	89.7	6.0	117.7	6.9	124.6	1907	272655	Looped	0.2	6.7	1
200331	BV	Hybrid	1034	33	20	7	5.5	0.2	6.2	1.3	11.7	1.5	13.2	3423	96042	Looped	-0.1	6.5	0
200332	BV	Hybrid	2181	27	24	3	4.3	0.0	11.9	1.9	16.2	1.9	18.1	884	95921	Looped	0.4	8.7	0
200333	BV	Hybrid	1915	63	22	7	6.7	0.3	15.4	2.5	22.1	2.8	24.9	2356	130677	Looped	-0.2	8.4	0
200334	BV	Hybrid	1791	16	23	5	3.8	0.1	8.3	5.3	12.1	5.4	17.5	5933	95543	Looped	0.3	6.7	0
200335	BV	Hybrid	524	14	11	3	2.5	0.3	4.3	0.6	6.8	0.9	7.7	409	31188	Looped	-1.5	6.6	0
200336	BV	OH	1684	34	12	6	5.3	0.2	16.2	0.7	21.5	0.9	22.4	683	75661	Looped	0.0	6.0	0
200431	BV	Hybrid	965	18	7	5	2.4	0.1	6.3	1.2	8.7	1.3	10.0	2263	79092	Looped	-1.6	8.0	0
200432	BV	OH	964	32	5	3	4.4	0.1	8.2	0.3	12.6	0.4	13.0	157	24625	Looped	1.0	6.4	0
200433	BV	OH	1720	37	7	4	4.4	0.0	15.6	1.0	20.0	1.0	21.0	621	97890	Looped	0.4	7.5	0
200434	BV	Hybrid	1340	40	24	8	5.4	0.2	7.3	0.6	12.7	0.8	13.5	542	49472	Looped	0.8	7.4	0
200531	BV	Hybrid	555	12	11	3	2.5	0.6	4.4	2.7	6.9	3.3	10.2	1885	123358	Looped	-0.1	7.6	1
200532	BV	Hybrid	66	1	12	2	1.0	0.6	0.5	0.2	1.5	0.8	2.3	28	2685	Looped	0.3	8.7	0
200533	BV	Hybrid	974	16	27	5	4.0	0.1	6.1	1.1	10.1	1.2	11.3	3163	89272	Looped	0.1	6.4	0
200534	BV	Hybrid	2006	35	22	7	5.5	0.1	9.4	4.6	14.9	4.7	19.6	4462	261728	Looped	0.4	8.0	0
200535	BV	Hybrid	94	3	12	1	2.3	0.5	0.5	1.3	2.8	1.8	4.6	7	632	Looped	0.2	4.5	0
200536	BV	OH	1339	33	10	11	4.2	0.0	8.7	0.4	12.9	0.4	13.3	1751	110590	Looped	0.4	9.3	0
200537	BV	Hybrid	124	6	12	3	2.2	0.2	0.9	0.6	3.1	0.8	3.9	4	565	Looped	-0.8	6.3	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
200538	BV	Hybrid	1409	18	17	4	4.6	0.9	5.1	3.4	9.7	4.3	14.0	433	45756	Looped	0.1	8.8	0
200731	BV	Hybrid	1362	21	5	11	2.2	0.0	4.5	0.5	6.7	0.5	7.2	270	44009	Looped	-2.9	5.7	0
200732	BV	Hybrid	1169	10	26	3	2.4	0.0	3.0	1.7	5.4	1.7	7.1	232	28261	Looped	-1.0	6.7	0
200733	BV	Hybrid	2209	22	25	8	2.9	0.0	6.7	1.7	9.6	1.7	11.3	4910	348642	Looped	0.2	7.4	0
200734	BV	Hybrid	749	4	15	2	1.9	0.3	0.6	1.5	2.5	1.8	4.3	137	10224	Looped	-0.3	4.7	0
200735	BV	Hybrid	2336	6	38	8	2.6	0.2	1.7	2.9	4.3	3.1	7.4	2578	111811	Looped	6.9	7.1	0
200831	CF	Hybrid	1202	30	21	4	4.9	0.0	6.6	3.2	11.5	3.2	14.7	1054	107623	Looped	0.6	8.0	0
200832	CF	Hybrid	1538	39	6	2	4.6	0.0	10.5	0.8	15.1	0.8	15.9	460	57777	Looped	-0.5	6.7	0
200833	CF	OH	724	17	5	1	3.1	0.0	4.5	0.1	7.6	0.1	7.7	1073	50475	Looped	-0.2	2.9	0
201031	BV	OH	1240	27	9	12	4.7	0.0	8.6	0.2	13.3	0.2	13.5	1592	125465	Looped	0.4	6.4	0
201032	BV	Hybrid	1435	31	9	5	3.5	0.0	6.5	1.9	10.0	1.9	11.9	2081	98954	Looped	-0.1	4.4	0
201033	BV	Hybrid	1630	34	10	3	2.9	0.0	12.0	1.4	14.9	1.4	16.3	2046	97014	Looped	0.1	6.4	0
201034	BV	Hybrid	2616	14	45	5	5.4	0.2	4.0	9.2	9.4	9.4	18.8	237	31853	Looped	1.0	10.5	0
201035	BV	Hybrid	777	8	12	4	3.5	0.1	2.5	1.8	6.0	1.9	7.9	185	29219	Looped	-0.5	3.7	0
201131	BV	hybrid	0	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.1	8.8	0
201132	BV	OH	9	0	0	#N/A	1.1	0.0	0.0	0.0	1.1	0.0	1.1	0	0	Radial	-0.1	5.2	0
201133	BV	Hybrid	1679	19	16	5	2.7	0.0	7.6	1.8	10.3	1.8	12.1	577	126040	Looped	-0.8	7.6	0
201134	BV	Hybrid	1185	69	47	4	9.8	3.5	9.6	6.1	19.4	9.6	29.0	2819	260938	Looped	0.5	8.3	1
201135	BV	Hybrid	436	5	11	3	1.8	2.2	3.3	0.7	5.1	2.9	8.0	141	23393	Looped	0.2	3.9	0
201136	BV	Hybrid	1258	10	11	5	3.1	0.9	7.7	4.7	10.8	5.6	16.4	573	76914	Looped	-0.6	6.1	0
201231	BV	Hybrid	3342	20	22	8	2.6	1.0	5.3	2.8	7.9	3.8	11.7	950	124821	Looped	0.4	8.2	0
201232	BV	Hybrid	991	6	24	7	3.2	0.5	2.6	4.5	5.8	5.0	10.8	377	69379	Looped	-1.2	6.6	0
201233	BV	Hybrid	196	4	18	5	3.8	1.5	0.9	1.4	4.7	2.9	7.6	7	1102	Looped	-0.2	5.0	0
201234	BV	Hybrid	2335	17	29	7	3.5	0.6	3.3	1.2	6.8	1.8	8.6	689	133816	Looped	1.5	6.7	0
201431	CF	Hybrid	1567	21	37	3	5.2	0.6	5.2	5.1	10.4	5.7	16.1	218	26079	Looped	0.0	7.9	0
201432	CF	OH	1172	23	8	8	3.7	0.1	9.9	0.5	13.6	0.6	14.2	309	60413	Looped	2.3	8.9	0
201433	CF	Hybrid	1013	14	22	7	3.8	0.8	5.1	4.1	8.9	4.9	13.8	2421	104230	Looped	-0.1	6.0	0
201434	CF	Hybrid	1578	26	29	2	5.6	0.1	7.4	3.8	13.0	3.9	16.9	420	104905	Looped	-0.4	8.6	0
201435	CF	Hybrid	2233	41	21	3	5.1	0.1	15.1	9.4	20.2	9.5	29.7	2194	238934	Looped	0.1	9.1	0
201436	CF	Hybrid	1094	23	34	6	6.1	1.0	14.7	9.1	20.8	10.1	30.9	2571	259484	Looped	-0.9	10.2	2
201437	CF	Hybrid	812	26	6	3	2.5	0.4	7.2	3.2	9.7	3.6	13.3	286	66554	Looped	0.0	4.2	0
201531	BV	OH	965	44	1	3	8.2	0.1	19.6	0.4	27.8	0.5	28.3	1387	101126	Looped	-2.8	5.8	0
201532	BV	OH	1254	31	13	4	4.7	0.0	14.4	0.3	19.1	0.3	19.4	521	84560	Looped	0.0	6.3	0
201533	BV	Hybrid	1802	46	19	3	8.2	0.1	13.8	3.5	22.0	3.6	25.6	353	63415	Looped	-2.8	8.3	0
201534	BV	Hybrid	1292	13	28	2	4.8	0.0	5.6	1.7	10.4	1.7	12.1	878	95651	Looped	0.9	7.8	0
201631	BV	Hybrid	1831	8	22	8	2.6	0.0	3.3	3.3	5.9	3.3	9.2	789	67862	Looped	0.3	6.7	0
201632	BV	Hybrid	1224	25	5	3	4.0	0.2	13.0	0.9	17.0	1.1	18.1	1090	201495	Looped	0.8	7.6	0
201633	BV	Hybrid	1783	33	14	8	5.3	0.2	13.5	3.0	18.8	3.2	22.0	2519	127751	Looped	0.2	7.4	0
201634	BV	Hybrid	0	0	0	#N/A	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	-1.2	5.1	0
201635	BV	Hybrid	2028	7	27	4	4.8	2.1	6.8	10.7	11.6	12.8	24.4	2870	117845	Looped	-1.5	8.3	0
201636	BV	Hybrid	0	0	0	#N/A	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	-1.0	1.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
201637	BV	Hybrid	2038	31	19	5	5.2	0.3	17.0	3.3	22.2	3.6	25.8	903	137543	Looped	-0.3	9.0	0
201638	BV	Hybrid	1655	15	30	1	4.3	0.4	2.8	14.6	7.1	15.0	22.1	483	90115	Looped	0.2	6.5	0
201639	BV	Hybrid	1	0	0	#N/A	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	-0.2	4.6	0
201731	BV	Hybrid	1296	49	17	4	7.0	0.9	9.3	1.6	16.3	2.5	18.8	6172	396176	Looped	0.2	7.9	0
201732	BV	Hybrid	961	19	14	1	3.6	0.4	4.1	0.3	7.7	0.7	8.4	629	69951	Looped	1.0	6.5	0
201733	BV	Hybrid	1735	32	7	6	3.6	0.4	11.7	2.6	15.3	3.0	18.3	4165	265529	Looped	-2.4	7.9	0
201734	BV	Hybrid	1459	22	12	7	4.3	0.7	8.0	0.6	12.3	1.3	13.6	430	53799	Looped	-0.7	8.4	0
201735	BV	Hybrid	715	15	9	1	3.8	0.5	4.5	0.8	8.3	1.3	9.6	1591	115425	Looped	-0.4	4.9	0
201736	BV	Hybrid	1589	72	15	9	7.9	2.0	11.2	3.0	19.1	5.0	24.1	3487	154609	Looped	0.1	7.6	0
201831	BV	Hybrid	2430	26	19	11	4.0	0.0	7.6	2.2	11.6	2.2	13.8	1668	194285	Looped	-1.8	7.8	0
201832	BV	Hybrid	900	13	19	3	2.4	0.0	4.1	1.6	6.5	1.6	8.1	1032	20102	Looped	-0.3	5.8	0
201833	BV	Hybrid	1548	10	20	3	3.3	0.0	1.6	1.6	4.9	1.6	6.5	3981	268504	Looped	-1.1	4.7	0
201834	BV	Hybrid	999	13	10	5	2.1	0.0	5.7	1.0	7.8	1.0	8.8	328	36681	Looped	-2.9	6.8	0
201931	BV	Hybrid	1211	37	12	7	5.2	0.3	15.6	2.7	20.8	3.0	23.8	2213	219940	Looped	-3.1	5.9	2
201932	BV	Hybrid	1749	24	23	7	5.0	0.4	9.7	5.7	14.7	6.1	20.8	863	80882	Looped	0.1	9.0	0
201933	BV	Hybrid	1117	8	16	7	3.8	0.0	3.6	3.0	7.4	3.0	10.4	1523	105530	Looped	-0.2	6.3	0
201934	BV	Hybrid	889	5	26	1	5.2	0.0	4.0	2.0	9.2	2.0	11.2	2340	114108	Looped	0.2	8.7	0
201935	BV	Hybrid	1142	12	27	8	3.2	0.2	8.0	6.5	11.2	6.7	17.9	1667	71211	Looped	0.1	7.5	0
201936	BV	Hybrid	1130	64	24	9	16.5	1.1	21.0	11.5	37.5	12.6	50.1	1481	53750	Looped	3.4	6.8	0
202031	BV	Hybrid	1387	13	21	5	3.4	0.1	5.8	2.7	9.2	2.8	12.0	624	81186	Looped	0.4	6.2	0
202032	BV	Hybrid	1400	14	41	4	2.6	0.5	2.9	7.1	5.5	7.6	13.1	464	56732	Looped	0.9	7.9	0
202033	BV	Hybrid	2122	22	23	7	3.1	0.0	7.1	2.1	10.2	2.1	12.3	699	136876	Looped	-1.9	7.7	0
202034	BV	Hybrid	1411	16	16	7	4.3	0.4	7.3	1.4	11.6	1.8	13.4	558	112223	Looped	0.2	6.7	0
202035	BV	Hybrid	1231	17	31	4	2.6	0.3	4.4	3.9	7.0	4.2	11.2	427	60475	Looped	-1.6	8.8	0
202036	BV	Hybrid	1385	10	24	4	2.1	1.8	4.6	3.7	6.7	5.5	12.2	4647	74488	Looped	0.3	5.4	0
202131	BV	Hybrid	1652	27	31	5	5.0	0.0	6.9	2.4	11.9	2.4	14.3	1872	114136	Looped	-0.3	6.7	0
202132	BV	Hybrid	2000	6	25	8	3.9	0.0	9.7	2.4	13.6	2.4	16.0	3679	241196	Looped	0.1	9.7	1
202133	BV	Hybrid	2567	14	53	6	6.4	1.1	6.4	6.5	12.8	7.6	20.4	3279	209512	Looped	0.6	10.3	1
202134	BV	Hybrid	1421	29	18	1	4.9	0.1	9.1	1.1	14.0	1.2	15.2	895	88767	Looped	0.4	8.6	0
202135	BV	Hybrid	1103	23	15	5	3.7	0.3	6.0	0.8	9.7	1.1	10.8	1484	157099	Looped	-0.1	4.5	1
202231	BV	Hybrid	1379	25	15	5	7.4	0.3	9.7	4.7	17.1	5.0	22.1	325	48188	Looped	-1.3	6.7	0
202232	BV	OH	1476	29	8	4	4.7	0.3	25.5	0.7	30.2	1.0	31.2	856	122089	Looped	-0.2	5.1	0
202233	BV	Hybrid	1104	30	13	5	6.0	0.6	8.9	1.3	14.9	1.9	16.8	683	77789	Looped	-0.1	8.4	0
202234	BV	Hybrid	1495	32	8	6	6.5	0.3	23.6	2.3	30.1	2.6	32.7	2211	184825	Looped	-0.2	7.0	0
202235	BV	Hybrid	2018	62	36	10	15.4	0.1	39.8	6.0	55.2	6.1	61.3	2652	145133	Looped	0.7	9.4	0
202531	BV	Hybrid	1681	14	37	6	3.1	0.3	6.0	5.0	9.1	5.3	14.4	258	33278	Looped	0.6	9.9	0
202532	BV	Hybrid	1298	5	18	5	2.0	0.0	2.2	2.2	4.2	2.2	6.4	337	58144	Looped	0.2	5.3	0
202533	BV	OH	1640	33	4	4	3.3	0.0	13.6	0.4	16.9	0.4	17.3	3869	181005	Looped	0.1	7.9	0
202534	BV	Hybrid	1622	2	32	2	2.0	0.6	1.0	1.6	3.0	2.2	5.2	175	25828	Looped	0.2	6.7	0
202535	BV	Hybrid	1541	56	28	10	5.9	0.0	18.3	5.5	24.2	5.5	29.7	412	89653	Looped	0.4	8.6	0
202536	BV	Hybrid	1392	21	14	1	4.7	1.1	8.8	3.5	13.5	4.6	18.1	484	62366	Looped	0.1	6.1	0

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202537	BV	Hybrid	2273	2	48	2	3.8	0.2	0.7	5.7	4.5	5.9	10.4	787	74627	Looped	0.3	7.9	0
202631	BV	Hybrid	2633	37	33	6	5.0	0.0	6.0	10.5	11.0	10.5	21.5	6265	382745	Looped	0.4	8.8	0
202632	BV	Hybrid	1280	23	22	5	3.7	0.1	5.8	6.4	9.5	6.5	16.0	563	117878	Looped	0.3	6.1	0
202633	BV	Hybrid	1418	30	12	6	3.7	4.7	8.8	4.4	12.5	9.1	21.6	593	106085	Looped	0.4	5.6	0
202831	BV	Hybrid	1788	31	8	5	3.5	0.1	14.5	1.4	18.0	1.5	19.5	675	100511	Looped	0.5	9.8	0
202832	BV	OH	1777	44	5	3	4.6	0.1	14.4	0.1	19.0	0.2	19.2	268	61070	Looped	-0.8	7.1	0
202833	BV	Hybrid	1686	68	13	8	8.9	0.3	19.1	3.8	28.0	4.1	32.1	405	41364	Looped	0.5	9.2	0
203031	BV	OH	1712	59	14	9	6.3	0.1	24.1	0.9	30.4	1.0	31.4	3686	99283	Looped	0.6	8.3	0
203032	BV	OH	1318	20	22	1	6.8	0.0	9.5	0.7	16.3	0.7	17.0	271	36246	Looped	0.5	6.7	0
203033	BV	OH	1470	32	1	1	4.6	0.1	14.7	0.0	19.3	0.1	19.4	99	11724	Looped	0.2	6.8	0
203034	BV	Hybrid	873	31	8	2	8.3	0.1	9.9	1.9	18.2	2.0	20.2	1128	26770	Looped	-0.6	7.6	0
203035	BV	OH	1574	27	3	1	3.1	0.0	17.0	0.2	20.1	0.2	20.3	326	71205	Looped	-1.3	8.2	0
203131	BV	Hybrid	1711	32	22	10	4.8	0.1	9.7	2.5	14.5	2.6	17.1	298	23217	Looped	-0.6	9.9	0
203132	BV	Hybrid	912	3	32	3	3.0	0.2	0.6	4.2	3.6	4.4	8.0	37	2984	Looped	-2.4	6.2	0
203133	BV	Hybrid	2172	24	15	6	2.8	0.0	18.4	1.5	21.2	1.5	22.7	3062	66422	Looped	0.4	9.6	0
203134	BV	Hybrid	1283	15	25	2	3.5	0.0	4.4	3.8	7.9	3.8	11.7	396	52289	Looped	-0.2	7.0	0
203135	BV	Hybrid	617	14	19	2	4.5	0.2	6.0	1.6	10.5	1.8	12.3	180	26304	Looped	0.4	5.4	0
203231	BV	Hybrid	1431	12	16	8	1.7	0.1	6.0	2.0	7.7	2.1	9.8	456	81973	Looped	-0.2	6.2	0
203232	BV	Hybrid	1109	23	20	7	2.7	0.1	6.3	5.9	9.0	6.0	15.0	287	35657	Looped	-0.2	6.7	0
203233	BV	OH	1416	38	7	5	3.3	0.1	9.4	0.5	12.7	0.6	13.3	3303	211310	Looped	0.5	6.4	0
203234	BV	OH	923	29	4	2	3.9	0.1	7.3	0.0	11.2	0.1	11.3	238	40241	Looped	0.3	5.6	0
203331	BV	Hybrid	78	7	10	2	4.6	0.1	2.4	1.7	7.0	1.8	8.8	101	5160	Looped	-0.3	3.7	0
203431	BV	Hybrid	1480	1	33	2	2.3	0.7	0.7	11.5	3.0	12.2	15.2	2174	178424	Looped	0.2	5.1	0
203432	BV	Hybrid	1983	6	19	3	1.9	0.0	10.1	12.1	12.0	12.1	24.1	1033	204617	Looped	0.3	6.9	0
203433	BV	Hybrid	1656	44	22	10	7.4	0.5	16.0	6.6	23.4	7.1	30.5	470	64752	Looped	-0.1	6.5	0
203531	BV	Hybrid	1041	10	23	7	3.7	1.3	3.1	5.9	6.8	7.2	14.0	1787	131706	Looped	0.2	8.0	0
203532	BV	Hybrid	1249	26	8	2	3.8	0.1	9.5	4.0	13.3	4.1	17.4	520	50082	Looped	0.2	5.6	0
203533	BV	Hybrid	144	3	15	2	3.0	0.3	1.2	0.5	4.2	0.8	5.0	0	0	Looped	-0.1	5.9	0
203534	BV	Hybrid	924	14	15	5	2.8	0.1	8.0	1.4	10.8	1.5	12.3	443	41929	Looped	0.2	7.2	0
203535	BV	Hybrid	273	13	9	3	3.4	0.4	2.7	1.1	6.1	1.5	7.6	716	35489	Looped	-0.2	8.2	0
203536	BV	Hybrid	1521	26	24	2	3.7	0.6	6.8	4.6	10.5	5.2	15.7	1700	33191	Looped	0.4	7.6	0
203537	BV	Hybrid	444	5	17	1	2.3	2.8	1.3	2.4	3.6	5.2	8.8	1349	45790	Looped	-0.2	5.8	0
203538	BV	Hybrid	1185	32	17	3	3.9	2.7	10.7	1.3	14.6	4.0	18.6	377	62389	Looped	0.4	8.6	0
203539	BV	Hybrid	637	15	17	1	4.3	0.9	6.0	2.8	10.3	3.7	14.0	745	23996	Looped	-1.5	8.3	0
203540	BV	Hybrid	36	4	14	2	2.6	2.6	1.0	1.0	3.6	3.6	7.2	86	3956	Looped	0.2	7.9	0
203541	BV	Hybrid	1807	25	36	8	4.0	0.1	5.1	11.7	9.1	11.8	20.9	2743	167192	Looped	0.6	9.4	0
203631	BV	Hybrid	1041	14	28	0	4.8	0.5	4.9	4.7	9.7	5.2	14.9	1125	27986	Looped	-2.1	7.1	0
203632	BV	UG	1	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	0.1	2.1	0
203633	BV	UG	0	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.4	1.3	0
203634	BV	UG	0	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-2.0	2.3	0
203635	BV	Hybrid	2105	10	36	4	3.4	0.2	3.5	5.3	6.9	5.5	12.4	453	58446	Looped	0.5	7.4	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
203636	BV	UG	0	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	0.9	5.1	0
203637	BV	Hybrid	1273	20	23	1	4.0	0.2	5.1	4.7	9.1	4.9	14.0	216	18692	Looped	-3.0	6.5	0
203638	BV	Hybrid	496	0	0	#N/A	3.0	0.6	3.8	0.5	6.8	1.1	7.9	754	18319	Looped	4.7	4.9	0
203931	BV	Hybrid	1669	57	19	7	13.1	0.1	14.9	3.2	28.0	3.3	31.3	1922	48573	Looped	-0.8	7.5	0
203932	BV	OH	1	0	0	#N/A	0.5	0.0	0.0	0.0	0.5	0.0	0.5	0	0	Looped	-0.2	2.2	0
203933	BV	Hybrid	709	22	19	10	8.5	0.1	6.7	1.6	15.2	1.7	16.9	729	4851	Looped	-0.1	4.6	0
203934	BV	Hybrid	88	4	29	1	4.5	0.4	0.3	0.6	4.8	1.0	5.8	122	6588	Looped	0.2	4.4	0
203935	BV	Hybrid	1967	8	30	5	4.5	0.1	6.6	10.6	11.1	10.7	21.8	717	80093	Looped	-0.8	7.8	0
204061	CF	Hybrid	2552	25	23	8	5.3	0.0	32.7	6.1	38.0	6.1	44.1	2585	233455	Looped	-4.3	12.9	0
204062	CF	OH	1876	47	3	0	4.4	0.0	19.0	0.2	23.4	0.2	23.6	3088	192298	Looped	-0.4	10.8	0
204063	CF	Hybrid	3090	62	2	4	8.0	0.0	30.6	2.1	38.6	2.1	40.7	1000	145690	Looped	0.2	14.1	0
204064	CF	Hybrid	1113	29	4	5	5.6	0.0	15.9	1.7	21.5	1.7	23.2	152	19205	Looped	1.2	7.8	0
204065	CF	Hybrid	2367	45	21	1	6.1	0.7	22.0	8.7	28.1	9.4	37.5	1385	317422	Looped	3.3	10.9	2
204131	BV	Hybrid	1273	10	10	9	2.0	0.6	8.3	5.3	10.3	5.9	16.2	854	97884	Looped	0.1	5.7	1
204132	BV	Hybrid	1663	32	7	7	2.7	0.4	11.0	1.1	13.7	1.5	15.2	5830	327205	Looped	2.8	7.2	0
204133	BV	Hybrid	1668	16	33	5	3.0	0.9	4.1	4.1	7.1	5.0	12.1	813	115213	Looped	0.8	8.6	0
204261	BV	OH	2831	142	18	3	13.2	0.3	56.1	2.9	69.3	3.2	72.5	1757	165724	Looped	0.2	15.3	0
204262	BV	Hybrid	3099	65	28	10	9.3	0.3	39.6	5.3	48.9	5.6	54.5	7297	327316	Looped	0.9	17.4	1
204263	BV	Hybrid	3300	88	15	3	11.8	0.6	55.2	3.7	67.0	4.3	71.3	4581	142428	Looped	5.3	18.4	2
204264	BV	OH	3436	89	12	5	10.6	0.0	48.1	2.5	58.7	2.5	61.2	4716	195716	Looped	0.9	17.4	0
204265	BV	Hybrid	2075	125	19	12	16.6	0.2	52.5	10.1	69.1	10.3	79.4	5009	197100	Looped	0.9	9.5	1
204361	BV	Hybrid	1742	5	39	4	4.7	2.0	1.3	16.4	6.0	18.4	24.4	3581	20317	Looped	0.8	12.8	0
204362	BV	UG	2816	0	39	0	1.2	4.6	0.0	35.2	1.2	39.8	41.0	275	49160	Looped	1.0	15.6	0
204363	BV	Hybrid	2325	0	37	3	3.0	1.5	1.0	22.4	4.0	23.9	27.9	2662	572190	Looped	0.9	11.5	0
204364	BV	Hybrid	2125	0	33	1	2.3	2.5	0.0	20.1	2.3	22.6	24.9	2314	187792	Looped	0.1	11.7	0
204531	CF	Hybrid	1831	33	39	4	8.9	0.9	15.8	15.5	24.7	16.4	41.1	3888	249659	Looped	1.0	11.7	0
204532	CF	Hybrid	256	1	7	0	1.2	0.4	0.1	1.1	1.3	1.5	2.8	2	361	Looped	-0.1	1.1	0
204631	CF	Hybrid	1618	9	40	1	3.6	1.6	2.1	10.3	5.7	11.9	17.6	1813	84957	Looped	-0.9	8.6	0
204632	CF	Hybrid	1900	10	50	1	6.3	0.6	1.8	8.8	8.1	9.4	17.5	350	57318	Looped	0.1	7.5	0
204633	CF	Hybrid	1113	8	31	3	3.9	0.3	2.2	5.4	6.1	5.7	11.8	382	79467	Looped	-0.1	7.8	0
204634	CF	Hybrid	44	4	11	0	3.2	0.9	0.5	1.3	3.7	2.2	5.9	58	6407	Looped	0.7	6.3	0
204635	CF	Hybrid	1424	11	17	1	1.9	1.6	3.0	5.4	4.9	7.0	11.9	203	25674	Looped	-2.6	7.6	0
204636	CF	Hybrid	1759	13	29	3	3.7	1.0	6.5	6.4	10.2	7.4	17.6	332	50935	Looped	0.3	7.9	0
205361	CF	OH	879	90	10	13	14.2	0.0	45.8	2.9	60.0	2.9	62.9	1700	90387	Looped	-0.8	5.8	2
205362	CF	OH	510	71	3	4	11.0	0.0	34.1	1.8	45.1	1.8	46.9	6059	536105	Looped	-1.6	5.3	0
205363	CF	Hybrid	800	39	6	8	9.2	2.4	39.2	2.0	48.4	4.4	52.8	0	0	Looped	-0.2	0.0	0
205431	BV	Hybrid	1737	67	25	9	6.3	0.1	15.2	3.0	21.5	3.1	24.6	6369	499720	Looped	0.8	10.4	0
205432	BV	Hybrid	1720	43	32	8	4.7	0.1	11.1	2.3	15.8	2.4	18.2	1961	185782	Looped	0.5	8.7	0
205433	BV	OH	902	20	11	7	2.7	0.0	5.7	0.4	8.4	0.4	8.8	303	34423	Looped	-0.3	7.2	0
205434	BV	Hybrid	1245	21	9	6	3.1	0.6	8.7	0.4	11.8	1.0	12.8	669	45606	Looped	-0.5	7.8	0
205531	BV	Hybrid	1553	1	25	1	1.8	3.4	0.3	17.7	2.1	21.1	23.2	378	66569	Looped	-1.9	6.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
205532	BV	Hybrid	1979	22	37	6	6.2	0.0	6.2	10.6	12.4	10.6	23.0	3231	240165	Looped	-0.4	9.5	0
205533	BV	Hybrid	1831	14	29	3	4.6	1.6	9.0	7.3	13.6	8.9	22.5	494	84294	Looped	2.4	9.2	0
205534	BV	Hybrid	1971	3	37	0	5.3	0.1	0.3	16.7	5.6	16.8	22.4	217	33738	Looped	0.5	9.1	0
205535	BV	Hybrid	2186	1	34	3	3.4	0.4	0.7	8.3	4.1	8.7	12.8	636	75059	Looped	0.8	8.6	0
205631	BV	Hybrid	1433	73	12	11	10.4	0.4	26.0	7.5	36.4	7.9	44.3	218	25818	Looped	1.0	10.8	0
205632	BV	Hybrid	1238	15	29	2	5.1	0.3	5.9	6.9	11.0	7.2	18.2	1851	129468	Looped	-0.3	4.2	0
205633	BV	Hybrid	1006	5	29	4	3.2	0.1	2.5	6.6	5.7	6.7	12.4	293	28033	Looped	0.0	8.9	0
205931	CF	Hybrid	717	14	27	5	4.0	0.9	8.4	15.8	12.4	16.7	29.1	110	17404	Looped	0.2	5.8	0
205932	CF	Hybrid	692	5	19	2	2.0	3.6	1.1	14.4	3.1	18.0	21.1	774	29445	Looped	0.0	6.5	0
205933	CF	Hybrid	700	3	26	0	2.1	2.5	1.1	5.9	3.2	8.4	11.6	49	3431	Looped	0.4	7.2	0
205934	CF	UG	562	0	10	0	0.2	4.6	0.0	2.6	0.2	7.2	7.4	0	0	Looped	1.1	7.7	0
205935	CF	UG	1066	0	15	0	0.0	3.7	0.0	12.1	0.0	15.8	15.8	25	5840	Looped	0.1	8.2	0
205936	CF	Hybrid	657	4	9	0	0.3	2.5	0.0	0.9	0.3	3.4	3.7	48	3365	Looped	0.2	3.4	0
205937	CF	Hybrid	750	23	18	4	3.9	0.9	10.8	11.5	14.7	12.4	27.1	117	21724	Looped	-1.4	5.2	0
206931	BV	Hybrid	1608	9	55	3	6.9	0.9	3.7	9.2	10.6	10.1	20.7	150	21243	Looped	-1.3	8.9	0
206932	BV	Hybrid	1280	32	22	11	7.5	0.1	14.6	8.0	22.1	8.1	30.2	2746	55335	Looped	0.2	7.3	0
207061	BV	Hybrid	2195	113	19	7	15.5	0.4	46.9	7.6	62.4	8.0	70.4	4839	275683	Looped	0.4	11.4	2
207062	BV	Hybrid	2604	96	23	11	15.0	0.5	39.0	7.2	54.0	7.7	61.7	762	117393	Looped	0.0	12.1	0
207063	BV	Hybrid	0	0	0	#N/A	0.8	1.2	0.0	0.0	0.8	1.2	2.0	0	0	Radial	5.7	6.0	0
207261	CF	Hybrid	1096	42	23	7	9.8	0.1	30.6	18.1	40.4	18.2	58.6	681	91495	Looped	0.5	7.8	0
207262	CF	Hybrid	2095	44	25	13	8.2	3.6	20.0	20.5	28.2	24.1	52.3	456	69641	Looped	0.7	13.0	0
207263	CF	Hybrid	2001	17	38	0	4.5	3.2	2.3	28.0	6.8	31.2	38.0	84	19323	Looped	0.4	13.5	0
207361	BV	OH	2116	300	6	5	32.6	0.1	104.2	2.4	136.8	2.5	139.3	10074	584619	Looped	-0.1	10.0	1
207362	BV	Hybrid	2927	170	11	3	20.3	0.9	71.9	8.1	92.2	9.0	101.2	815	123822	Looped	0.8	13.1	0
207363	BV	Hybrid	2866	122	28	1	14.1	2.5	52.8	23.3	66.9	25.8	92.7	6679	218767	Looped	-0.6	13.7	0
207861	CF	Hybrid	1375	75	14	13	5.6	0.6	14.0	5.7	19.6	6.3	25.9	1083	131517	Looped	-2.9	7.9	0
207862	CF	Hybrid	2214	68	8	7	10.0	0.4	33.0	4.8	43.0	5.2	48.2	2639	97391	Looped	-1.3	11.3	0
207931	CF	Hybrid	1008	18	44	6	5.3	0.8	6.5	13.0	11.8	13.8	25.6	158	21748	Looped	0.5	9.4	0
207932	CF	Hybrid	160	0	27	0	0.4	1.7	0.0	3.8	0.4	5.5	5.9	163	4775	Looped	-0.7	9.7	0
207933	CF	Hybrid	484	0	27	0	1.9	1.7	0.0	5.4	1.9	7.1	9.0	2	178	Looped	-0.7	6.2	0
207934	CF	Hybrid	1010	5	38	2	4.6	1.8	1.3	10.4	5.9	12.2	18.1	125	16293	Looped	-1.1	9.1	0
207935	CF	Hybrid	153	0	11	1	1.0	6.3	0.5	2.2	1.5	8.5	10.0	1	410	Looped	-0.9	5.1	0
207936	CF	Hybrid	1074	2	16	1	1.2	1.7	0.9	4.8	2.1	6.5	8.6	1098	44712	Looped	-0.3	4.9	0
208161	BV	OH	2591	69	3	0	8.4	0.1	41.9	0.4	50.3	0.5	50.8	3034	78610	Looped	-1.5	12.3	0
208162	BV	Hybrid	1984	64	22	10	16.0	0.2	34.9	5.0	50.9	5.2	56.1	4875	269399	Looped	0.5	11.7	0
208163	BV	Hybrid	3836	110	12	4	12.0	0.0	65.2	8.4	77.2	8.4	85.6	13349	555459	Looped	2.3	18.4	1
208164	BV	Hybrid	2042	46	50	7	8.6	0.2	10.5	12.3	19.1	12.5	31.6	2207	193180	Looped	1.6	12.9	0
208165	BV	OH	3064	83	6	4	9.6	0.9	40.3	0.5	49.9	1.4	51.3	1908	255068	Looped	1.5	14.8	0
208631	BV	Hybrid	1731	38	6	0	5.3	0.2	15.2	1.0	20.5	1.2	21.7	256	28266	Looped	0.4	8.2	0
208632	BV	Hybrid	1435	37	6	2	5.7	1.0	15.3	4.5	21.0	5.5	26.5	59	8585	Looped	0.1	7.9	0
208633	BV	Hybrid	1370	33	2	1	3.8	0.9	12.3	2.0	16.1	2.9	19.0	60	10631	Looped	-0.1	7.0	0

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208761	BV	Hybrid	1459	61	30	5	7.0	6.4	11.1	8.5	18.1	14.9	33.0	1862	81046	Looped	1.2	10.3	0
208762	BV	Hybrid	1018	75	24	5	17.0	0.5	21.6	12.2	38.6	12.7	51.3	3655	286624	Looped	-0.2	6.2	0
208763	BV	Hybrid	2004	25	25	4	10.3	0.9	16.8	18.7	27.1	19.6	46.7	2816	441451	Looped	1.4	7.9	2
208861	BV	Hybrid	2433	31	36	5	7.1	0.9	9.7	7.3	16.8	8.2	25.0	553	116684	Looped	0.8	15.6	0
208862	BV	Hybrid	2389	12	35	9	4.1	2.5	3.0	25.5	7.1	28.0	35.1	2472	22185	Looped	0.9	14.8	2
208863	BV	Hybrid	2531	61	15	9	5.9	1.1	13.9	6.5	19.8	7.6	27.4	6374	372190	Looped	0.2	9.3	0
209761	BV	Hybrid	2393	4	65	2	5.7	6.8	0.7	39.3	6.4	46.1	52.5	9558	505609	Looped	1.9	17.5	0
209762	BV	Hybrid	939	0	38	2	1.9	6.9	0.2	14.4	2.1	21.3	23.4	7	1155	Looped	0.1	15.0	0
209763	BV	Hybrid	2999	9	82	2	7.9	4.5	5.7	44.0	13.6	48.5	62.1	3034	238700	Looped	1.3	14.9	1
209801	BV	UG	1	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.1	5.3	0
209861	BV	Hybrid	738	26	39	6	5.7	0.1	6.7	6.7	12.4	6.8	19.2	1606	55430	Looped	0.4	14.4	0
209862	BV	Hybrid	2938	15	50	4	5.6	3.9	4.0	30.0	9.6	33.9	43.5	2724	209983	Looped	2.2	14.2	0
209863	BV	Hybrid	2868	3	35	2	2.2	6.0	0.8	32.9	3.0	38.9	41.9	3138	302057	Looped	0.3	15.9	0
210131	CF	Hybrid	2081	5	32	1	1.9	0.1	0.6	12.3	2.5	12.4	14.9	771	67932	Looped	0.1	8.7	0
210132	CF	Hybrid	695	1	27	1	2.4	2.2	0.2	6.4	2.6	8.6	11.2	1510	54931	Looped	0.0	8.0	0
210133	CF	Hybrid	761	10	14	3	2.1	1.0	5.2	5.3	7.3	6.3	13.6	329	30490	Looped	-0.5	4.5	0
210531	BV	Hybrid	1186	10	6	6	1.9	0.0	1.8	0.3	3.7	0.3	4.0	869	105450	Looped	0.0	6.7	0
210532	BV	Hybrid	726	13	8	2	1.8	0.0	1.6	1.7	3.4	1.7	5.1	919	29749	Looped	0.0	6.0	0
300431	NF	OH	947	69	7	8	12.6	0.0	36.6	2.0	49.2	2.0	51.2	1006	151539	Looped	-0.2	6.7	0
300432	NF	OH	636	19	2	6	3.3	0.0	14.5	0.4	17.8	0.4	18.2	127	16544	Looped	-0.3	3.5	0
300631	NF	OH	1224	81	9	5	13.8	0.0	37.4	0.4	51.2	0.4	51.6	2830	226307	Looped	-0.2	5.4	0
300632	NF	OH	668	29	4	6	8.3	0.1	16.6	0.7	24.9	0.8	25.7	505	65632	Looped	0.4	4.4	0
300633	NF	OH	1201	67	9	3	14.5	0.0	29.6	0.2	44.1	0.2	44.3	1703	132201	Looped	-0.3	6.5	0
300634	NF	Hybrid	849	32	26	6	6.9	0.0	8.9	1.2	15.8	1.2	17.0	366	52264	Looped	-0.2	7.5	0
300731	NF	hybrid	2	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	1.8	0
300732	NF	OH	1652	136	3	6	22.1	0.1	83.9	1.7	106.0	1.8	107.8	2090	319762	Looped	-0.5	8.1	0
300961	NF	OH	1136	45	16	6	7.8	0.2	27.7	1.1	35.5	1.3	36.8	3208	177949	Looped	0.1	12.0	0
300962	NF	Hybrid	291	15	9	1	4.8	0.6	15.3	0.7	20.1	1.3	21.4	247	23025	Looped	1.7	5.9	0
300963	NF	Hybrid	2116	73	17	10	11.0	0.0	46.9	4.1	57.9	4.1	62.0	3553	396296	Looped	-0.4	10.8	0
300964	NF	Hybrid	1070	29	16	5	10.9	0.1	18.4	4.2	29.3	4.3	33.6	640	33844	Looped	0.6	6.9	0
301131	NF	Hybrid	660	20	16	3	6.4	0.0	5.1	1.3	11.5	1.3	12.8	88	9972	Looped	0.0	8.0	0
301132	NF	Hybrid	792	27	11	3	5.4	0.3	7.9	0.9	13.3	1.2	14.5	1851	64179	Looped	0.2	8.9	0
301133	NF	Hybrid	1057	43	2	4	7.2	0.1	14.4	1.1	21.6	1.2	22.8	1379	57736	Looped	-3.8	4.7	0
301134	NF	Hybrid	772	47	8	3	8.2	0.1	9.4	1.3	17.6	1.4	19.0	365	60123	Looped	0.1	3.5	0
301135	NF	OH	672	44	11	2	15.7	0.4	16.9	1.0	32.6	1.4	34.0	358	55237	Looped	0.3	4.3	0
301136	NF	Hybrid	1616	55	24	7	8.3	0.1	12.3	3.1	20.6	3.2	23.8	348	47982	Looped	-1.0	6.1	0
301137	NF	OH	917	30	6	6	4.8	0.3	7.8	0.2	12.6	0.5	13.1	194	18858	Looped	0.2	7.8	0
301138	NF	Hybrid	406	11	14	3	8.3	0.6	4.5	3.8	12.8	4.4	17.2	465	53246	Looped	-0.1	3.1	0
301139	NF	Hybrid	846	56	6	5	11.9	0.6	30.8	2.8	42.7	3.4	46.1	258	23245	Looped	-1.3	5.2	0
301331	NF	OH	823	57	3	4	20.9	0.1	25.5	1.0	46.4	1.1	47.5	636	167199	Looped	-0.1	7.4	0
301332	NF	UG	1	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.7	3.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
301461	NF	Hybrid	1962	22	60	6	9.4	6.1	10.0	28.2	19.4	34.3	53.7	1929	138154	Looped	2.7	15.2	0
301462	NF	Hybrid	2300	86	36	7	20.7	0.4	43.1	20.6	63.8	21.0	84.8	5875	223229	Looped	-0.3	11.0	0
301463	NF	Hybrid	2123	51	13	6	8.4	0.8	36.0	6.3	44.4	7.1	51.5	2313	214692	Looped	-0.4	11.4	0
301464	NF	Hybrid	1147	33	29	7	15.3	2.2	18.4	17.7	33.7	19.9	53.6	2561	94273	Looped	0.2	7.3	0
301561	NF	Hybrid	1	0	0	#N/A	0.3	0.1	0.0	0.1	0.3	0.2	0.5	0	0	Radial	0.0	6.9	0
301562	NF	OH	406	26	3	1	9.6	0.2	14.9	0.3	24.5	0.5	25.0	416	36643	Looped	-0.1	2.6	0
301563	NF	UG	3	0	2	0	0.0	0.7	0.0	0.3	0.0	1.0	1.0	0	0	Radial	0.2	4.3	0
303161	NF	OH	669	65	4	0	15.1	0.0	21.1	0.2	36.2	0.2	36.4	907	83671	Looped	-0.6	3.7	0
303162	NF	OH	836	90	1	4	15.1	0.0	35.7	0.5	50.8	0.5	51.3	749	124112	Looped	-0.3	3.5	0
303163	NF	UG	0	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.2	20.0	0
305231	NF	OH	1203	38	8	6	9.1	0.3	21.1	0.4	30.2	0.7	30.9	595	51022	Looped	-0.2	8.0	0
305232	NF	Hybrid	486	44	6	11	19.5	0.9	21.9	4.7	41.4	5.6	47.0	887	103902	Looped	0.0	7.4	0
306131	NF	Hybrid	462	49	7	2	9.6	0.6	13.0	2.1	22.6	2.7	25.3	89	17189	Looped	-0.4	5.3	0
306132	NF	Hybrid	1074	48	40	5	8.7	0.8	16.7	10.1	25.4	10.9	36.3	226	45453	Looped	0.3	6.0	0
306133	NF	Hybrid	759	41	29	8	6.5	1.0	10.5	3.9	17.0	4.9	21.9	71	8103	Looped	-0.2	8.1	0
306134	NF	Hybrid	1093	82	17	9	16.3	0.4	60.6	10.4	76.9	10.8	87.7	1724	208443	Looped	0.0	4.9	0
307561	NF	OH	1228	92	5	3	11.9	0.5	33.3	0.9	45.2	1.4	46.6	1656	290458	Looped	0.5	5.6	0
307562	NF	Hybrid	215	32	2	2	5.5	0.4	9.0	0.4	14.5	0.8	15.3	61	8288	Looped	-0.2	2.1	0
307761	NF	Hybrid	2767	66	80	15	12.2	1.1	24.5	39.8	36.7	40.9	77.6	2063	140226	Looped	-1.0	15.0	0
307762	NF	Hybrid	1691	87	36	9	13.3	3.4	33.6	18.8	46.9	22.2	69.1	2714	245550	Looped	-0.2	8.0	0
307763	NF	UG	237	0	4	0	0.0	0.8	0.0	1.7	0.0	2.5	2.5	7	2261	Looped	-0.1	0.7	0
308061	NF	OH	1171	69	22	13	19.2	0.0	40.7	2.8	59.9	2.8	62.7	2079	110568	Looped	0.0	7.7	0
308062	NF	OH	422	46	3	8	22.3	0.1	24.7	0.8	47.0	0.9	47.9	897	129800	Looped	-0.2	3.3	0
308063	NF	Hybrid	2010	73	17	13	20.1	0.0	48.5	6.9	68.6	6.9	75.5	1924	185330	Looped	-1.2	11.1	0
308064	NF	Hybrid	1783	52	16	13	9.9	0.4	37.6	5.8	47.5	6.2	53.7	5751	285732	Looped	-0.4	9.5	0
309331	NF	Hybrid	918	83	2	8	15.8	1.7	55.8	2.5	71.6	4.2	75.8	2922	330026	Looped	-0.1	3.9	0
309332	NF	Hybrid	239	29	8	4	11.1	1.7	16.0	1.6	27.1	3.3	30.4	396	33035	Looped	1.0	2.2	0
309461	NF	UG	0	0	0	#N/A	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	2.4	2.6	0
309462	NF	OH	481	42	6	1	6.1	0.1	15.6	0.3	21.7	0.4	22.1	76	10767	Looped	-2.5	2.6	0
400131	WB	Hybrid	584	13	6	0	3.0	0.1	1.8	0.4	4.8	0.5	5.3	88	15943	Looped	-0.1	3.0	0
400132	WB	Hybrid	496	1	12	0	0.8	0.8	0.0	1.7	0.8	2.5	3.3	7	843	Looped	0.0	8.0	0
400133	WB	Hybrid	1138	0	26	2	2.2	1.9	0.4	1.9	2.6	3.8	6.4	160	34428	Looped	-0.4	6.8	0
400134	WB	Hybrid	616	3	24	4	1.6	1.7	0.9	2.0	2.5	3.7	6.2	837	78548	Looped	0.1	6.5	0
400135	WB	Hybrid	186	0	13	1	0.9	1.6	0.2	1.1	1.1	2.7	3.8	1	67	Looped	1.2	4.3	0
400136	WB	Hybrid	754	0	9	1	0.1	2.3	0.4	1.5	0.5	3.8	4.3	92	25315	Looped	-0.7	6.5	0
400137	WB	Hybrid	624	9	2	0	1.1	2.0	0.5	0.2	1.6	2.2	3.8	9	844	Looped	-0.1	6.0	0
400138	WB	Hybrid	388	0	6	1	0.1	1.0	0.1	1.7	0.2	2.7	2.9	13	1353	Looped	-0.5	5.1	0
400139	WB	Hybrid	1341	1	7	1	0.3	2.1	0.0	0.6	0.3	2.7	3.0	1	54	Looped	0.3	6.5	0
400231	WB	Hybrid	780	2	14	1	2.7	2.7	0.0	0.5	2.7	3.2	5.9	838	41484	Looped	0.1	7.2	0
400232	WB	Hybrid	437	4	8	2	1.5	1.7	0.7	0.7	2.2	2.4	4.6	56	9658	Looped	0.6	5.6	0
400233	WB	Hybrid	268	8	9	5	1.4	1.9	1.3	1.7	2.7	3.6	6.3	482	91853	Looped	-0.4	7.7	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
400234	WB	Hybrid	669	6	12	2	0.7	2.1	0.7	0.8	1.4	2.9	4.3	244	15363	Looped	-1.2	4.9	0
400235	WB	Hybrid	266	8	11	1	0.9	1.8	0.7	1.1	1.6	2.9	4.5	365	12926	Looped	1.7	6.6	0
400236	WB	UG	153	0	5	2	0.1	1.6	0.0	1.6	0.1	3.2	3.3	0	0	Looped	-0.1	6.8	0
400237	WB	Hybrid	952	13	5	0	2.5	2.1	2.8	0.6	5.3	2.7	8.0	909	29345	Looped	1.3	5.7	0
400238	WB	UG	6	0	1	1	0.0	0.7	0.0	0.3	0.0	1.0	1.0	0	0	Looped	0.2	3.6	0
400239	WB	Hybrid	83	0	6	0	0.2	1.0	0.0	1.0	0.2	2.0	2.2	0	0	Looped	0.3	0.5	0
400240	WB	Hybrid	492	1	5	0	0.1	0.4	0.0	0.2	0.1	0.6	0.7	2	196	Looped	0.9	3.5	0
400331	WB	Hybrid	1877	3	23	5	3.5	1.2	4.2	7.6	7.7	8.8	16.5	455	100380	Looped	-0.5	7.6	0
400332	WB	Hybrid	864	36	22	6	4.7	1.1	7.9	1.7	12.6	2.8	15.4	1342	117844	Looped	0.0	10.0	1
400333	WB	Hybrid	423	9	10	3	2.7	0.2	2.3	0.8	5.0	1.0	6.0	17	4174	Looped	-0.2	3.0	0
400334	WB	Hybrid	713	13	5	0	2.4	0.1	3.0	0.3	5.4	0.4	5.8	81	10272	Looped	-0.1	2.6	0
400335	WB	Hybrid	142	1	14	1	3.1	0.8	0.5	0.7	3.6	1.5	5.1	9	1670	Looped	-0.3	5.8	0
400336	WB	Hybrid	2065	48	13	1	7.3	0.3	6.7	1.3	14.0	1.6	15.6	2303	152553	Looped	1.0	8.8	0
400337	WB	Hybrid	1072	22	13	2	6.9	0.5	6.5	0.6	13.4	1.1	14.5	3745	240094	Looped	-0.5	6.7	0
400338	WB	Hybrid	803	11	26	2	3.8	0.4	4.9	2.1	8.7	2.5	11.2	293	28200	Looped	-0.6	7.6	0
400431	WB	Hybrid	1485	41	9	6	3.5	0.1	12.8	4.1	16.3	4.2	20.5	3315	138564	Looped	0.1	8.5	0
400432	WB	Hybrid	2551	28	20	2	4.7	1.2	10.9	5.9	15.6	7.1	22.7	8308	627178	Looped	2.2	9.8	1
400433	WB	Hybrid	1282	27	3	0	4.9	0.7	6.1	0.1	11.0	0.8	11.8	738	108393	Looped	-0.1	5.6	0
400434	WB	Hybrid	785	18	36	2	3.6	4.0	2.5	4.1	6.1	8.1	14.2	4462	202079	Looped	0.1	6.9	1
400435	WB	Hybrid	993	18	8	2	2.7	0.3	6.2	1.8	8.9	2.1	11.0	1195	64845	Looped	0.1	5.0	0
400436	WB	Hybrid	1161	23	7	1	2.8	0.6	4.7	0.4	7.5	1.0	8.5	1364	50422	Looped	0.3	5.4	0
400531	BR	Hybrid	1625	6	31	1	3.7	0.1	3.2	9.6	6.9	9.7	16.6	1921	43799	Looped	0.0	6.8	0
400532	BR	Hybrid	986	4	32	1	3.8	1.5	0.4	8.7	4.2	10.2	14.4	124	35588	Looped	0.2	8.0	0
400533	BR	Hybrid	1420	17	23	4	3.5	1.1	3.8	3.2	7.3	4.3	11.6	5834	168125	Looped	1.4	7.6	0
400534	BR	Hybrid	356	5	1	2	0.9	0.0	2.5	0.6	3.4	0.6	4.0	84	14450	Looped	-0.2	1.8	0
400535	BR	Hybrid	1996	22	21	2	3.8	0.4	5.5	4.3	9.3	4.7	14.0	447	92333	Looped	-2.3	7.3	0
400536	BR	Hybrid	1749	26	14	2	4.8	0.2	6.5	1.2	11.3	1.4	12.7	9394	424435	Looped	2.0	7.8	0
400537	BR	Hybrid	544	2	26	0	2.3	0.2	0.5	2.0	2.8	2.2	5.0	178	20639	Looped	-0.4	3.3	0
400538	BR	Hybrid	2314	0	39	1	2.9	1.0	0.2	10.6	3.1	11.6	14.7	904	72395	Looped	0.6	8.9	0
400539	BR	Hybrid	674	1	34	1	1.7	1.8	1.3	3.6	3.0	5.4	8.4	44	8802	Looped	-0.6	8.9	0
400661	TC	Hybrid	2545	145	11	6	18.7	1.9	79.0	9.7	97.7	11.6	109.3	5685	197556	Looped	0.9	13.5	1
400662	TC	Hybrid	1964	52	69	9	12.3	3.6	18.8	33.0	31.1	36.6	67.7	314	60703	Looped	-2.1	9.4	0
400663	TC	Hybrid	946	59	41	13	12.8	0.7	30.3	20.1	43.1	20.8	63.9	1245	96516	Looped	-0.2	6.5	1
400664	TC	Hybrid	2421	20	81	4	8.1	9.4	8.4	34.6	16.5	44.0	60.5	5811	417397	Looped	-3.3	14.2	0
400731	BR	Hybrid	1517	9	29	1	2.0	2.3	1.1	2.1	3.1	4.4	7.5	1596	89569	Looped	1.4	8.5	0
400732	BR	Hybrid	1157	3	26	2	1.3	2.3	1.2	1.9	2.5	4.2	6.7	166	21612	Looped	-0.4	8.2	0
400733	BR	Hybrid	945	12	19	6	4.3	0.9	3.7	1.4	8.0	2.3	10.3	552	32574	Looped	-1.5	9.3	0
400734	BR	Hybrid	934	0	18	0	0.6	0.9	0.0	0.5	0.6	1.4	2.0	195	30948	Looped	0.2	7.3	0
400735	BR	Hybrid	1447	14	24	4	3.4	0.1	2.8	2.7	6.2	2.8	9.0	454	57270	Looped	0.1	6.2	0
400736	BR	Hybrid	1051	23	7	3	2.3	0.2	6.0	0.8	8.3	1.0	9.3	390	62628	Looped	0.1	6.6	0
400737	BR	Hybrid	2039	5	34	4	4.9	2.6	1.3	3.8	6.2	6.4	12.6	2	446	Looped	0.4	8.6	0

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400738	BR	Hybrid	548	1	19	0	0.5	2.5	0.1	2.2	0.6	4.7	5.3	2	359	Looped	-1.0	6.9	0
400739	BR	Hybrid	1873	16	20	5	3.1	2.2	4.9	2.3	8.0	4.5	12.5	344	58240	Looped	-1.9	8.0	0
400740	BR	Hybrid	783	8	18	3	2.3	1.4	2.0	2.3	4.3	3.7	8.0	103	16540	Looped	0.1	6.4	2
400831	BR	Hybrid	307	10	4	0	6.7	0.0	3.1	0.9	9.8	0.9	10.7	2062	29134	Looped	-5.5	1.0	0
400832	BR	OH	346	12	1	1	45.9	0.0	5.3	0.2	51.2	0.2	51.4	51	4320	Looped	-1.2	1.2	0
400833	BR	Hybrid	1472	55	9	3	8.3	0.0	11.5	1.1	19.8	1.1	20.9	403	58467	Looped	-0.6	5.9	0
400834	BR	OH	947	36	9	4	17.4	0.2	15.0	1.2	32.4	1.4	33.8	1339	59966	Looped	6.7	6.8	0
400931	BR	Hybrid	261	6	2	3	4.9	0.2	2.4	0.4	7.3	0.6	7.9	2254	171564	Looped	-0.4	11.8	0
400932	BR	Hybrid	1627	45	25	2	9.9	0.2	13.6	2.5	23.5	2.7	26.2	7048	255272	Looped	-0.3	7.6	0
400933	BR	Hybrid	2184	45	11	5	6.3	0.0	9.7	2.6	16.0	2.6	18.6	9642	682025	Looped	0.0	9.8	0
400934	BR	OH	1429	61	14	4	36.6	0.3	25.1	1.2	61.7	1.5	63.2	566	85074	Looped	0.1	8.9	0
400935	BR	Hybrid	111	13	10	2	5.5	0.1	2.8	0.5	8.3	0.6	8.9	93	12992	Looped	-1.2	1.8	0
401031	BR	OH	1702	40	6	4	4.7	0.0	12.7	0.6	17.4	0.6	18.0	1033	127301	Looped	0.3	7.9	0
401032	BR	Hybrid	2197	32	27	3	3.9	0.0	8.8	4.0	12.7	4.0	16.7	2925	154960	Looped	-0.1	5.8	0
401033	BR	Hybrid	1552	25	18	11	4.3	0.5	8.1	10.4	12.4	10.9	23.3	1002	198209	Looped	0.1	7.7	0
401034	BR	Hybrid	890	12	21	2	3.3	0.1	2.3	5.6	5.6	5.7	11.3	178	16372	Looped	0.1	4.0	0
401035	BR	Hybrid	2903	7	32	2	3.4	0.2	1.4	14.5	4.8	14.7	19.5	1527	251702	Looped	0.4	8.8	0
401036	BR	Hybrid	2271	21	36	3	5.1	0.1	5.5	8.9	10.6	9.0	19.6	3525	175754	Looped	-0.2	9.4	0
401131	TC	Hybrid	1869	39	19	7	6.2	0.2	9.8	3.0	16.0	3.2	19.2	190	26847	Looped	0.7	8.9	0
401132	TC	Hybrid	1471	30	29	2	5.5	0.8	7.4	13.9	12.9	14.7	27.6	1765	156297	Looped	-1.3	7.5	0
401133	TC	Hybrid	1083	20	16	7	3.2	0.1	4.5	2.2	7.7	2.3	10.0	121	18565	Looped	-2.2	6.8	0
401134	TC	Hybrid	1303	26	22	6	4.0	0.4	8.1	2.5	12.1	2.9	15.0	335	36525	Looped	1.3	8.4	0
401135	TC	Hybrid	1065	21	26	5	5.0	3.1	5.5	2.6	10.5	5.7	16.2	314	35578	Looped	0.5	7.5	0
401136	TC	Hybrid	1828	15	37	2	3.3	0.8	2.8	7.2	6.1	8.0	14.1	422	48214	Looped	0.4	5.2	0
401137	TC	Hybrid	1044	22	25	5	4.4	0.6	4.0	3.0	8.4	3.6	12.0	2177	8438	Looped	-0.8	8.1	1
401138	TC	Hybrid	340	10	21	1	3.1	0.2	0.4	0.7	3.5	0.9	4.4	32	5930	Looped	0.0	6.7	0
401231	TC	OH	613	32	0	3	20.8	0.0	29.8	0.9	50.6	0.9	51.5	1354	120881	Looped	0.4	1.8	0
401232	TC	OH	173	31	1	2	31.6	0.0	30.0	1.3	61.6	1.3	62.9	288	46373	Looped	-0.2	0.8	0
401431	TC	Hybrid	1481	37	17	8	6.8	0.0	22.6	2.2	29.4	2.2	31.6	561	118097	Looped	0.0	8.4	0
401432	TC	Hybrid	1224	26	25	5	5.5	0.7	13.7	9.3	19.2	10.0	29.2	336	40647	Looped	-0.1	8.0	0
401433	TC	Hybrid	1846	31	17	2	7.1	0.5	13.3	5.8	20.4	6.3	26.7	172	19799	Looped	0.4	8.1	0
401434	TC	Hybrid	757	48	40	2	13.1	1.1	7.1	9.8	20.2	10.9	31.1	1533	61986	Looped	-0.7	5.9	0
401435	TC	Hybrid	746	27	6	1	3.2	0.4	6.4	0.5	9.6	0.9	10.5	1065	38289	Looped	-2.5	3.2	0
401531	TC	Hybrid	1582	22	24	3	7.6	0.9	11.1	4.3	18.7	5.2	23.9	273	39428	Looped	0.0	5.9	0
401532	TC	Hybrid	1835	15	35	2	10.9	2.9	6.9	7.7	17.8	10.6	28.4	5481	149527	Looped	-0.4	6.2	0
401533	TC	Hybrid	569	47	19	3	10.0	1.4	13.1	11.4	23.1	12.8	35.9	76	8564	Looped	-0.8	4.7	0
401534	TC	OH	1025	60	1	5	11.8	0.1	15.9	0.9	27.7	1.0	28.7	458	54088	Looped	0.0	4.3	0
401631	TC	Hybrid	1624	32	12	6	9.3	0.1	8.9	7.8	18.2	7.9	26.1	5000	310901	Looped	-0.2	4.6	0
401632	TC	Hybrid	1511	54	24	10	20.4	0.1	22.8	2.5	43.2	2.6	45.8	4229	53508	Looped	-1.8	8.7	0
401633	TC	Hybrid	1502	55	25	6	10.1	0.2	24.4	3.1	34.5	3.3	37.8	348	25028	Looped	2.3	8.5	0
401634	TC	Hybrid	1682	55	8	7	15.3	0.1	39.9	6.0	55.2	6.1	61.3	4720	100610	Looped	0.6	7.6	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
401635	TC	Hybrid	1515	34	9	3	6.1	0.2	16.1	4.0	22.2	4.2	26.4	2058	420634	Looped	0.1	6.2	0
401636	TC	Hybrid	1062	51	16	2	8.5	0.2	18.8	3.4	27.3	3.6	30.9	152	13273	Looped	-1.2	6.0	0
401637	TC	Hybrid	1681	26	31	9	6.8	0.8	9.9	9.3	16.7	10.1	26.8	2525	82860	Looped	-0.4	9.0	0
401761	TC	Hybrid	1144	9	39	2	11.5	5.7	9.0	39.7	20.5	45.4	65.9	2300	86825	Looped	0.7	9.1	0
401762	TC	Hybrid	2358	34	32	5	8.1	0.1	18.5	13.7	26.6	13.8	40.4	6039	468732	Looped	2.6	12.4	1
401763	TC	Hybrid	2267	28	55	7	11.7	1.7	12.6	30.7	24.3	32.4	56.7	2921	392973	Looped	0.7	10.9	0
401764	TC	Hybrid	1642	34	23	4	21.7	4.9	28.7	33.6	50.4	38.5	88.9	321	50599	Looped	4.8	6.7	0
401831	WB	Hybrid	1877	31	34	8	5.8	0.9	8.3	6.8	14.1	7.7	21.8	3028	131956	Looped	0.4	8.8	0
401832	WB	Hybrid	1765	28	22	4	7.0	0.6	7.1	2.5	14.1	3.1	17.2	646	98098	Looped	-0.7	8.1	0
401833	WB	Hybrid	1048	21	31	5	4.9	0.6	6.6	9.6	11.5	10.2	21.7	266	40525	Looped	-1.2	7.8	0
401834	WB	Hybrid	1500	22	33	1	5.8	3.9	4.6	16.7	10.4	20.6	31.0	149	26807	Looped	1.2	7.6	0
401835	WB	Hybrid	1934	43	9	7	5.0	0.8	10.5	2.2	15.5	3.0	18.5	595	84936	Looped	0.2	8.5	0
401836	WB	Hybrid	951	5	26	1	3.0	0.1	1.3	14.3	4.3	14.4	18.7	208	34715	Looped	0.2	6.5	0
401837	WB	Hybrid	1047	11	17	3	2.7	0.9	4.0	1.8	6.7	2.7	9.4	1679	78347	Looped	-2.6	5.6	0
401838	WB	Hybrid	1506	1	31	2	2.7	0.5	1.9	6.7	4.6	7.2	11.8	446	60359	Looped	0.0	7.9	0
401931	BR	Hybrid	1668	39	36	14	5.4	0.5	7.7	3.0	13.1	3.5	16.6	13183	633502	Looped	-1.7	8.9	0
401932	BR	Hybrid	1439	4	13	4	1.6	0.7	3.2	0.8	4.8	1.5	6.3	3331	327105	Looped	0.6	6.3	0
401933	BR	Hybrid	1724	31	32	7	6.5	0.3	7.4	2.8	13.9	3.1	17.0	3748	58730	Looped	-0.6	8.1	0
401934	BR	Hybrid	1230	19	27	1	3.5	0.3	3.5	2.1	7.0	2.4	9.4	1581	69807	Looped	1.8	8.6	0
401935	BR	Hybrid	1373	32	15	2	3.6	0.2	8.7	1.3	12.3	1.5	13.8	567	148720	Looped	-1.8	6.4	0
401936	BR	Hybrid	547	18	22	2	4.6	0.5	2.6	1.5	7.2	2.0	9.2	121	16372	Looped	-0.1	6.7	0
401937	BR	Hybrid	1557	7	32	5	3.9	0.4	3.0	1.8	6.9	2.2	9.1	4780	368112	Looped	0.3	7.8	0
401938	BR	Hybrid	813	22	10	1	3.3	0.4	5.8	3.0	9.1	3.4	12.5	276	37898	Looped	2.0	5.0	0
402031	BR	OH	102	20	3	0	58.4	0.0	15.6	0.2	74.0	0.2	74.2	154	25018	Looped	-2.6	2.1	0
402032	BR	Hybrid	1349	48	22	5	25.9	0.1	14.2	6.4	40.1	6.5	46.6	381	54029	Looped	0.0	7.6	0
402131	WB	Hybrid	1595	30	23	9	5.7	1.3	5.2	3.3	10.9	4.6	15.5	5257	463718	Looped	-0.8	7.7	0
402132	WB	Hybrid	1416	9	26	1	2.3	2.6	2.4	6.3	4.7	8.9	13.6	3203	124179	Looped	-0.1	7.2	0
402133	WB	OH	1175	36	7	1	5.7	0.0	4.6	0.4	10.3	0.4	10.7	2470	121500	Looped	0.2	5.0	0
402134	WB	Hybrid	1724	20	13	3	4.6	0.8	3.1	1.0	7.7	1.8	9.5	4509	153527	Looped	0.3	6.0	0
402135	WB	Hybrid	837	16	14	1	2.3	0.7	2.1	1.9	4.4	2.6	7.0	956	13525	Looped	-0.3	6.8	0
402136	WB	Hybrid	651	0	19	0	0.5	3.9	0.0	3.9	0.5	7.8	8.3	202	29789	Looped	-2.5	5.9	0
402137	WB	Hybrid	2064	15	30	1	3.8	1.4	6.7	6.5	10.5	7.9	18.4	539	78051	Looped	0.2	9.3	0
402232	WB	OH	0	0	0	#N/A	1.6	0.0	0.0	0.0	1.6	0.0	1.6	0	0	Looped	-0.2	2.8	0
402234	WB	OH	0	0	0	#N/A	1.6	0.0	0.0	0.0	1.6	0.0	1.6	0	0	Radial	-0.2	2.8	0
402235	WB	OH	1	0	0	#N/A	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Radial	-0.2	2.8	0
402236	WB	OH	0	0	0	#N/A	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Radial	-0.2	2.8	0
402262	WB	Hybrid	34	3	6	1	10.5	0.4	1.5	1.6	12.0	2.0	14.0	48	5127	Looped	0.3	2.6	0
402531	WB	Hybrid	793	19	25	3	4.1	0.2	2.4	4.0	6.5	4.2	10.7	66	12632	Looped	-3.2	5.8	0
402532	WB	Hybrid	859	22	8	6	3.0	1.5	7.8	2.4	10.8	3.9	14.7	1315	75050	Looped	-0.1	6.3	1
402533	WB	Hybrid	744	12	17	7	3.2	1.3	3.0	2.6	6.2	3.9	10.1	3688	194977	Looped	0.2	8.1	0
402534	WB	Hybrid	1275	23	14	2	3.6	0.7	3.6	0.5	7.2	1.2	8.4	300	44434	Looped	-1.5	6.8	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
402535	WB	UG	1	0	0	#N/A	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Radial	-0.1	5.8	0
402536	WB	Hybrid	1203	37	14	0	4.7	0.5	4.9	0.8	9.6	1.3	10.9	274	37367	Looped	-0.2	7.5	0
402537	WB	Hybrid	675	21	19	4	3.0	0.7	3.0	0.9	6.0	1.6	7.6	689	12422	Looped	-0.1	5.4	0
402538	WB	Hybrid	1264	28	6	1	3.1	0.4	4.2	0.9	7.3	1.3	8.6	145	25251	Looped	-1.5	5.0	0
402539	WB	Hybrid	179	2	19	0	1.2	1.7	0.3	2.0	1.5	3.7	5.2	0	0	Looped	2.4	5.5	0
402631	WB	Hybrid	1103	1	14	0	0.5	1.6	0.1	3.8	0.6	5.4	6.0	37	10509	Looped	0.3	3.7	0
402632	WB	Hybrid	1731	10	42	1	3.1	3.0	2.9	2.4	6.0	5.4	11.4	1905	32453	Looped	1.0	9.8	0
402633	WB	Hybrid	829	4	24	0	1.9	3.9	1.0	6.5	2.9	10.4	13.3	988	64327	Looped	0.2	7.6	0
402634	WB	Hybrid	1704	5	33	4	2.6	0.8	0.8	11.3	3.4	12.1	15.5	171	22317	Looped	-0.8	9.1	0
402635	WB	Hybrid	1124	7	42	1	2.9	2.8	0.7	14.9	3.6	17.7	21.3	290	34419	Looped	0.0	8.3	0
402636	WB	Hybrid	657	2	17	2	1.4	0.7	0.7	2.5	2.1	3.2	5.3	8	1533	Looped	0.0	4.8	0
402637	WB	Hybrid	533	1	15	3	1.1	1.7	1.2	3.1	2.3	4.8	7.1	217	27526	Looped	0.0	7.2	0
402638	WB	Hybrid	1676	30	21	3	4.3	0.5	11.8	3.1	16.1	3.6	19.7	2083	190651	Looped	1.0	9.6	0
402731	TC	Hybrid	549	53	8	5	30.4	0.9	55.0	7.5	85.4	8.4	93.8	2016	144728	Looped	-0.8	3.1	1
402761	TC	Hybrid	225	20	11	1	39.8	0.4	35.7	10.2	75.5	10.6	86.1	645	99647	Looped	-0.1	2.4	3
402762	TC	OH	8	1	2	0	5.9	0.3	6.9	0.3	12.8	0.6	13.4	13	3196	Looped	-0.3	0.3	0
402831	BR	Hybrid	1432	25	25	5	5.3	0.1	10.2	4.0	15.5	4.1	19.6	4785	236035	Looped	-1.0	9.7	0
402832	BR	Hybrid	1092	29	8	4	7.7	0.0	6.4	0.9	14.1	0.9	15.0	2495	81429	Looped	1.6	6.9	0
402833	BR	Hybrid	1951	13	25	4	4.3	1.6	5.6	4.1	9.9	5.7	15.6	2913	95799	Looped	-1.5	9.9	0
402834	BR	Hybrid	1612	4	24	3	3.1	1.2	1.3	2.4	4.4	3.6	8.0	1863	96841	Looped	-0.2	6.9	0
402835	BR	Hybrid	2583	11	65	4	3.9	2.6	3.7	7.1	7.6	9.7	17.3	6041	97633	Looped	1.1	9.7	0
402836	BR	Hybrid	1069	10	22	2	3.4	0.6	4.1	2.7	7.5	3.3	10.8	3310	101605	Looped	0.1	5.3	0
402837	BR	Hybrid	2168	13	10	3	3.7	0.0	6.5	3.6	10.2	3.6	13.8	3090	105496	Looped	2.3	8.3	0
402838	BR	Hybrid	2859	21	37	5	3.7	0.6	7.1	7.8	10.8	8.4	19.2	745	164557	Looped	0.5	8.1	0
402839	BR	Hybrid	2633	27	13	6	3.6	0.6	9.7	2.5	13.3	3.1	16.4	7141	196692	Looped	-0.8	9.2	0
402931	TC	Hybrid	1304	28	21	2	4.6	0.0	9.7	5.4	14.3	5.4	19.7	577	59470	Looped	-1.7	6.5	0
402932	TC	Hybrid	2231	39	21	2	6.9	0.2	18.7	8.9	25.6	9.1	34.7	951	111207	Looped	5.6	10.2	0
402933	TC	Hybrid	1289	29	17	0	5.2	1.7	10.9	10.8	16.1	12.5	28.6	143	20085	Looped	-1.6	5.8	0
402934	TC	Hybrid	1274	24	35	5	5.8	0.2	8.1	13.2	13.9	13.4	27.3	249	36526	Looped	-0.6	8.0	0
402935	TC	Hybrid	1654	24	21	2	6.4	0.2	12.2	7.8	18.6	8.0	26.6	285	25878	Looped	0.3	7.2	0
402936	TC	Hybrid	1118	23	38	4	10.0	1.4	15.5	22.6	25.5	24.0	49.5	1366	80110	Looped	-1.1	6.1	0
402937	TC	Hybrid	2087	32	12	5	6.8	0.5	13.8	6.1	20.6	6.6	27.2	606	82706	Looped	-1.8	7.0	0
402938	TC	Hybrid	2453	24	35	2	6.9	1.4	9.6	9.9	16.5	11.3	27.8	3070	237009	Looped	-0.8	7.6	0
403031	WB	Hybrid	609	14	18	2	4.7	0.0	4.9	1.9	9.6	1.9	11.5	129	27904	Looped	-0.1	6.4	0
403032	WB	Hybrid	1471	32	10	1	3.3	0.0	9.9	2.1	13.2	2.1	15.3	625	127847	Looped	-0.3	6.7	0
403033	WB	Hybrid	2486	4	33	1	3.1	0.1	1.3	13.6	4.4	13.7	18.1	753	91200	Looped	0.2	7.5	0
403034	WB	Hybrid	1618	47	23	5	4.6	0.4	9.2	6.6	13.8	7.0	20.8	2563	256273	Looped	3.5	8.6	1
403035	WB	Hybrid	1717	17	28	0	4.4	0.0	7.0	4.8	11.4	4.8	16.2	852	108985	Looped	1.4	7.7	0
403036	WB	Hybrid	829	18	16	2	2.0	0.4	5.1	3.6	7.1	4.0	11.1	232	41845	Looped	-0.2	2.7	0
403037	WB	Hybrid	662	16	12	3	3.4	0.1	5.9	1.0	9.3	1.1	10.4	736	139089	Looped	0.0	3.9	0
403038	WB	Hybrid	1924	13	30	2	3.6	0.6	7.9	8.9	11.5	9.5	21.0	5125	404403	Looped	-0.1	8.7	0

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403131	WB	Hybrid	565	8	15	2	2.8	1.4	1.5	1.4	4.3	2.8	7.1	610	10200	Looped	-0.5	3.2	0
403132	WB	Hybrid	970	27	10	1	6.7	0.4	6.1	0.6	12.8	1.0	13.8	1216	52557	Looped	0.5	7.8	0
403133	WB	Hybrid	1476	37	17	2	6.4	0.8	8.7	1.5	15.1	2.3	17.4	1821	137518	Looped	-1.4	7.5	0
403134	WB	Hybrid	356	13	11	6	2.4	1.8	3.1	0.6	5.5	2.4	7.9	500	107407	Looped	-5.5	3.6	0
403231	BR	Hybrid	1673	12	29	4	4.7	0.5	7.4	3.9	12.1	4.4	16.5	2926	243882	Looped	-0.1	9.9	0
403232	BR	Hybrid	1260	4	28	4	3.3	0.0	1.5	2.6	4.8	2.6	7.4	368	54108	Looped	1.0	7.2	0
403233	BR	UG	1	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	1	83	Looped	0.1	14.0	0
403234	BR	UG	0	0	0	#N/A	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.2	0.3	0
403235	BR	Hybrid	608	1	27	0	2.7	0.4	0.8	1.8	3.5	2.2	5.7	1023	57064	Looped	-0.4	4.6	0
403236	BR	Hybrid	582	0	22	0	1.2	1.8	0.0	5.7	1.2	7.5	8.7	641	5994	Looped	-0.1	7.2	0
403237	BR	Hybrid	869	9	27	2	3.4	0.7	2.2	4.8	5.6	5.5	11.1	1145	88825	Looped	0.4	6.8	0
403238	BR	UG	0	0	0	#N/A	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	-0.2	0.0	0
403239	BR	Hybrid	26	0	6	0	0.6	2.9	0.0	0.2	0.6	3.1	3.7	46	1303	Looped	1.3	8.1	0
403431	TC	Hybrid	1507	19	20	2	3.3	2.1	11.9	9.3	15.2	11.4	26.6	341	31865	Looped	-3.8	7.3	0
403432	TC	Hybrid	1006	2	30	3	4.3	0.0	1.6	16.0	5.9	16.0	21.9	85	21030	Looped	0.8	7.2	0
403433	TC	Hybrid	1232	11	32	1	4.7	5.5	4.0	14.5	8.7	20.0	28.7	43	7333	Looped	-0.6	8.3	1
403434	TC	Hybrid	1988	29	32	6	6.5	0.1	11.4	7.1	17.9	7.2	25.1	780	97267	Looped	-0.3	9.3	0
403435	TC	Hybrid	1641	19	43	3	4.1	4.3	2.4	9.4	6.5	13.7	20.2	3311	77043	Looped	0.8	5.8	0
403436	TC	Hybrid	1347	8	23	7	4.7	2.8	8.5	7.7	13.2	10.5	23.7	1564	113573	Looped	0.4	8.6	0
403437	TC	Hybrid	241	1	25	0	1.5	0.4	1.3	4.3	2.8	4.7	7.5	13	1835	Looped	-0.5	7.3	0
403438	TC	Hybrid	1076	2	28	0	2.5	1.8	1.7	13.1	4.2	14.9	19.1	363	47269	Looped	0.1	5.7	0
403439	TC	Hybrid	1725	3	26	4	7.4	4.0	6.3	18.7	13.7	22.7	36.4	1920	19031	Looped	-1.8	7.1	0
403631	BR	OH	160	25	16	2	82.0	0.6	14.4	2.9	96.4	3.5	99.9	576	132242	Looped	-1.4	5.7	0
403632	BR	Hybrid	1134	26	19	0	56.8	0.9	6.8	2.7	63.6	3.6	67.2	163	28734	Looped	0.9	7.8	0
403633	BR	Hybrid	799	39	16	3	12.4	0.5	15.3	1.3	27.7	1.8	29.5	1110	46718	Looped	-0.1	5.9	0
403731	WB	Hybrid	1171	3	36	2	2.1	1.5	1.5	8.3	3.6	9.8	13.4	165	24143	Looped	0.0	11.2	0
403732	WB	Hybrid	898	0	28	0	0.7	3.0	0.2	12.6	0.9	15.6	16.5	76	14731	Looped	0.4	7.9	0
403733	WB	Hybrid	1765	1	48	1	3.8	2.3	0.2	8.6	4.0	10.9	14.9	132	18794	Looped	-0.3	10.8	0
403734	WB	UG	469	0	14	0	0.0	4.0	0.0	1.5	0.0	5.5	5.5	0	0	Looped	0.1	10.6	0
403735	WB	Hybrid	1035	0	33	0	2.2	2.7	0.0	17.0	2.2	19.7	21.9	1163	99788	Looped	0.0	6.1	0
403736	WB	Hybrid	1401	15	27	5	4.0	1.6	3.0	7.1	7.0	8.7	15.7	516	55521	Looped	0.6	8.1	0
403737	WB	Hybrid	184	0	22	0	0.6	3.3	0.0	4.6	0.6	7.9	8.5	190	11152	Looped	-0.2	5.9	0
403738	WB	Hybrid	1777	5	16	1	2.0	2.5	4.5	8.6	6.5	11.1	17.6	646	79365	Looped	0.0	6.3	0
403931	WB	Hybrid	1907	18	30	3	3.9	0.1	4.8	1.9	8.7	2.0	10.7	224	35801	Looped	-0.1	5.9	0
403932	WB	OH	2328	58	7	1	5.8	0.2	15.2	0.7	21.0	0.9	21.9	2984	198563	Looped	0.2	9.7	0
403933	WB	Hybrid	3324	20	48	4	3.8	1.9	4.2	6.4	8.0	8.3	16.3	3803	80058	Looped	-0.1	9.9	0
403934	WB	Hybrid	1648	19	15	10	4.4	0.5	4.8	2.5	9.2	3.0	12.2	1955	50840	Looped	-0.1	8.3	0
403935	WB	Hybrid	2094	22	19	5	5.3	0.3	8.3	4.1	13.6	4.4	18.0	2932	73309	Looped	-0.2	8.7	0
403936	WB	Hybrid	1202	4	22	1	2.1	0.7	3.8	6.4	5.9	7.1	13.0	2775	167338	Looped	0.1	6.7	0
403937	WB	Hybrid	2347	9	32	0	2.1	1.7	4.3	3.9	6.4	5.6	12.0	4816	165016	Looped	-0.9	9.9	0
404031	WB	Hybrid	717	17	19	3	3.8	0.1	5.0	0.7	8.8	0.8	9.6	180	34993	Looped	-0.2	6.8	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
404032	WB	Hybrid	1629	33	14	6	4.9	0.6	8.4	2.3	13.3	2.9	16.2	618	101713	Looped	-0.1	7.8	0
404033	WB	Hybrid	1325	0	36	0	2.6	0.1	0.0	6.9	2.6	7.0	9.6	396	50400	Looped	-0.3	7.9	0
404034	WB	Hybrid	4523	4	45	0	4.4	0.7	1.0	15.3	5.4	16.0	21.4	820	98333	Looped	1.9	8.0	0
404035	WB	Hybrid	1872	22	28	6	4.9	0.1	6.3	4.1	11.2	4.2	15.4	461	76042	Looped	-0.5	9.0	0
404036	WB	Hybrid	1386	13	14	0	2.8	0.1	3.2	3.8	6.0	3.9	9.9	368	64806	Looped	0.1	4.5	0
404037	WB	Hybrid	2990	8	23	0	3.2	1.6	1.6	9.6	4.8	11.2	16.0	503	91379	Looped	0.2	7.3	0
404038	WB	Hybrid	1800	8	46	2	3.1	0.6	4.2	5.3	7.3	5.9	13.2	3959	186679	Looped	0.0	8.1	0
404039	WB	Hybrid	802	0	31	0	1.6	2.8	0.0	2.9	1.6	5.7	7.3	872	35934	Looped	-0.8	4.5	0
404040	WB	Hybrid	505	8	23	5	2.8	0.3	2.0	2.3	4.8	2.6	7.4	86	11051	Looped	-0.4	5.5	0
404131	BR	Hybrid	1895	6	40	2	4.7	0.1	2.3	21.0	7.0	21.1	28.1	6094	217574	Looped	0.4	8.2	0
404132	BR	Hybrid	2550	15	36	4	3.9	0.9	3.3	5.5	7.2	6.4	13.6	3975	157160	Looped	0.6	7.4	0
404133	BR	Hybrid	607	4	7	1	1.2	0.1	4.2	0.7	5.4	0.8	6.2	226	39463	Looped	-0.3	3.1	0
404134	BR	Hybrid	1753	12	38	4	4.4	1.4	3.9	14.1	8.3	15.5	23.8	347	41309	Looped	0.6	11.0	0
404135	BR	Hybrid	1503	29	15	10	6.4	0.2	8.9	5.1	15.3	5.3	20.6	272	58958	Looped	3.2	8.0	0
404136	BR	Hybrid	4143	24	35	13	4.4	0.3	6.6	9.2	11.0	9.5	20.5	4362	316373	Looped	-0.4	9.2	1
404137	BR	Hybrid	1878	1	48	1	5.9	0.9	0.3	16.3	6.2	17.2	23.4	5999	394462	Looped	0.1	8.4	1
404138	BR	Hybrid	1674	1	31	2	2.4	2.7	0.4	8.9	2.8	11.6	14.4	336	45091	Looped	0.2	8.7	0
404139	BR	Hybrid	2336	1	66	0	3.7	0.4	0.1	13.5	3.8	13.9	17.7	3879	140571	Looped	0.3	8.7	0
404140	BR	UG	2	0	0	#N/A	0.0	0.6	0.0	0.3	0.0	0.9	0.9	0	0	Looped	0.2	5.7	0
404231	BR	Hybrid	1637	6	33	7	2.4	0.4	3.1	10.7	5.5	11.1	16.6	301	29898	Looped	0.0	8.0	0
404232	BR	Hybrid	2105	11	32	3	2.7	0.8	3.0	6.9	5.7	7.7	13.4	6564	278740	Looped	0.0	7.0	0
404233	BR	Hybrid	1791	1	26	0	2.1	0.4	0.3	2.2	2.4	2.6	5.0	4662	103318	Looped	0.2	6.1	0
404234	BR	Hybrid	2403	5	24	2	1.5	2.7	1.1	5.0	2.6	7.7	10.3	4729	160971	Looped	0.8	9.3	0
404235	BR	Hybrid	225	0	17	0	1.6	0.6	0.0	1.8	1.6	2.4	4.0	0	0	Looped	-1.1	3.9	0
404236	BR	Hybrid	541	9	12	1	1.9	1.6	2.2	2.3	4.1	3.9	8.0	822	58142	Looped	-0.1	4.3	0
404237	BR	Hybrid	449	0	24	0	1.5	1.8	0.0	6.2	1.5	8.0	9.5	1094	64352	Looped	-4.1	6.7	0
404238	BR	UG	46	0	16	0	0.2	1.9	0.0	3.2	0.2	5.1	5.3	0	0	Looped	-1.0	6.9	0
404239	BR	Hybrid	1352	7	24	2	4.9	0.4	3.5	6.1	8.4	6.5	14.9	787	157206	Looped	0.1	5.8	0
404240	BR	UG	1377	0	29	0	0.8	3.0	0.0	12.9	0.8	15.9	16.7	1484	14659	Looped	0.2	7.7	0
404241	BR	Hybrid	1127	1	32	1	2.0	1.6	0.4	6.0	2.4	7.6	10.0	1165	43072	Looped	-1.8	7.2	1
404242	BR	Hybrid	471	6	27	4	2.3	1.0	0.9	2.2	3.2	3.2	6.4	57	6444	Looped	-0.1	8.2	1
404331	BR	UG	1	0	0	#N/A	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	-2.9	1.7	0
404332	BR	UG	0	0	0	#N/A	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	-2.7	2.4	0
404333	BR	Hybrid	621	6	19	4	2.9	0.5	0.8	6.6	3.7	7.1	10.8	254	35933	Looped	0.2	10.7	0
404334	BR	Hybrid	103	0	22	1	2.7	0.5	0.2	3.5	2.9	4.0	6.9	155	1514	Looped	-1.5	7.7	0
404335	BR	Hybrid	925	2	27	1	2.3	1.8	0.2	11.7	2.5	13.5	16.0	1233	103849	Looped	0.0	10.0	0
404336	BR	Hybrid	968	7	40	3	4.2	1.5	3.2	7.7	7.4	9.2	16.6	2090	138052	Looped	-0.1	9.6	1
404337	BR	Hybrid	122	0	30	0	1.3	3.1	0.0	2.1	1.3	5.2	6.5	241	13843	Looped	-2.2	9.0	0
404338	BR	Hybrid	904	1	28	1	3.3	2.3	0.4	7.1	3.7	9.4	13.1	38	10131	Looped	3.3	7.7	0
404339	BR	UG	1	0	1	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	0.2	7.8	0
404431	WB	Hybrid	1101	12	11	5	1.8	0.0	3.6	3.4	5.4	3.4	8.8	617	99603	Looped	-1.2	5.5	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
404432	WB	Hybrid	2234	17	36	3	4.3	0.0	3.6	7.7	7.9	7.7	15.6	333	62399	Looped	0.2	6.6	0
404433	WB	Hybrid	2260	15	30	4	4.8	0.2	6.3	3.3	11.1	3.5	14.6	824	156770	Looped	-2.6	8.3	0
404434	WB	Hybrid	2890	24	28	4	3.8	0.2	7.6	9.9	11.4	10.1	21.5	1147	182177	Looped	0.4	9.9	0
404435	WB	Hybrid	2067	9	25	4	3.1	0.0	1.9	5.7	5.0	5.7	10.7	465	80757	Looped	0.2	7.2	1
404436	WB	Hybrid	2205	13	27	3	4.1	0.4	2.5	9.2	6.6	9.6	16.2	747	155093	Looped	2.3	9.2	1
404437	WB	Hybrid	2050	21	23	4	3.5	0.6	7.7	3.5	11.2	4.1	15.3	512	84007	Looped	0.4	8.0	0
404438	WB	Hybrid	1880	13	30	4	4.1	0.1	3.7	7.4	7.8	7.5	15.3	4313	79131	Looped	0.5	8.8	0
404531	WB	Hybrid	1649	38	3	6	4.1	0.1	7.9	0.7	12.0	0.8	12.8	2132	98354	Looped	-0.1	7.8	0
404532	WB	Hybrid	2280	6	44	4	4.6	2.7	2.0	5.3	6.6	8.0	14.6	8547	440897	Looped	0.0	8.8	0
404533	WB	Hybrid	1174	30	6	1	3.0	0.1	8.2	0.6	11.2	0.7	11.9	1750	212619	Looped	0.1	7.2	0
404631	TC	Hybrid	2153	34	30	15	19.2	0.1	39.7	10.9	58.9	11.0	69.9	3511	254756	Looped	0.6	10.4	0
404632	TC	Hybrid	160	14	8	5	18.0	0.3	7.2	2.1	25.2	2.4	27.6	452	22236	Looped	-0.1	13.2	0
404731	BR	Hybrid	933	6	21	3	4.2	0.4	3.5	3.9	7.7	4.3	12.0	534	75438	Looped	0.1	7.6	0
404732	BR	Hybrid	1619	26	9	3	3.9	0.1	11.8	2.4	15.7	2.5	18.2	2572	183958	Looped	0.1	9.3	1
404733	BR	Hybrid	1124	1	18	0	2.0	0.1	0.6	9.7	2.6	9.8	12.4	332	44649	Looped	3.6	9.9	0
404734	BR	Hybrid	1782	0	20	0	3.8	2.4	0.1	9.7	3.9	12.1	16.0	1826	43261	Looped	1.0	8.4	0
404735	BR	Hybrid	1884	6	24	1	3.6	1.4	3.1	12.7	6.7	14.1	20.8	749	75177	Looped	0.5	8.1	0
404736	BR	Hybrid	1409	3	21	1	1.3	1.9	0.2	4.1	1.5	6.0	7.5	1672	43193	Looped	-0.9	6.2	0
404737	BR	Hybrid	739	4	5	5	1.4	0.7	4.3	1.1	5.7	1.8	7.5	463	75004	Looped	2.4	6.2	0
404738	BR	Hybrid	580	5	19	2	1.8	1.0	0.5	0.6	2.3	1.6	3.9	88	10244	Looped	0.8	8.9	1
404739	BR	Hybrid	2057	14	35	7	3.5	0.8	4.8	2.8	8.3	3.6	11.9	1137	129612	Looped	-0.1	8.3	0
404740	BR	UG	788	1	18	0	0.3	3.0	0.1	14.9	0.4	17.9	18.3	4	1509	Looped	-0.2	0.0	0
404831	BR	Hybrid	1494	14	20	2	4.9	0.3	5.5	5.6	10.4	5.9	16.3	2062	99260	Looped	0.1	6.9	0
404832	BR	Hybrid	2059	6	50	3	5.1	1.9	1.6	15.1	6.7	17.0	23.7	172	34065	Looped	0.1	8.7	0
404833	BR	Hybrid	2746	12	40	1	4.1	0.6	3.7	14.2	7.8	14.8	22.6	4088	185257	Looped	0.4	9.3	0
404834	BR	Hybrid	1617	1	34	3	2.8	0.2	0.6	10.0	3.4	10.2	13.6	1676	41257	Looped	-0.5	6.3	0
404835	BR	Hybrid	959	17	11	6	4.1	0.0	5.8	1.4	9.9	1.4	11.3	922	125611	Looped	-2.7	5.2	0
404836	BR	Hybrid	2363	12	76	3	4.2	0.8	1.4	4.2	5.6	5.0	10.6	2736	73849	Looped	-0.6	10.0	0
404837	BR	Hybrid	1346	12	23	7	4.7	0.2	5.3	3.8	10.0	4.0	14.0	1544	35457	Looped	-0.2	7.8	0
404838	BR	Hybrid	2405	10	51	10	4.5	0.5	2.7	8.6	7.2	9.1	16.3	587	61068	Looped	0.7	8.7	1
404839	BR	Hybrid	1620	29	24	8	4.1	0.8	7.0	1.5	11.1	2.3	13.4	1946	55395	Looped	2.8	9.8	0
404840	BR	Hybrid	1949	9	21	0	2.7	0.6	3.1	7.7	5.8	8.3	14.1	829	96102	Looped	0.1	6.9	0
404931	TC	Hybrid	1770	21	34	2	7.1	0.3	6.4	6.1	13.5	6.4	19.9	2139	163036	Looped	-1.8	7.8	0
404932	TC	Hybrid	1090	15	18	4	4.6	0.3	3.0	13.7	7.6	14.0	21.6	243	38171	Looped	-0.3	6.9	0
404933	TC	Hybrid	1675	13	37	4	5.8	3.7	3.2	17.9	9.0	21.6	30.6	287	57453	Looped	0.5	10.5	0
404934	TC	Hybrid	698	10	19	4	4.9	0.2	3.7	1.6	8.6	1.8	10.4	77	7611	Looped	-0.3	9.5	1
404935	TC	Hybrid	1563	12	22	2	4.4	0.1	3.5	6.3	7.9	6.4	14.3	116	18085	Looped	0.0	5.1	0
404936	TC	Hybrid	1606	45	25	5	6.1	0.1	10.5	3.8	16.6	3.9	20.5	545	64134	Looped	-2.0	7.3	0
404937	TC	Hybrid	2030	32	28	4	7.5	1.4	7.0	20.4	14.5	21.8	36.3	1022	73982	Looped	0.1	9.3	0
404938	TC	Hybrid	904	39	29	6	7.9	2.8	10.1	16.8	18.0	19.6	37.6	973	6955	Looped	-3.0	6.4	0
404939	TC	Hybrid	1621	21	24	3	5.6	1.3	6.1	13.6	11.7	14.9	26.6	328	41237	Looped	0.1	8.8	0

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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
405031	BR	Hybrid	1639	0	37	0	2.5	0.5	0.0	9.9	2.5	10.4	12.9	217	31595	Looped	0.4	7.5	0
405032	BR	Hybrid	1987	4	33	0	2.9	0.8	0.3	11.7	3.2	12.5	15.7	4222	225736	Looped	0.3	9.0	0
405033	BR	Hybrid	744	0	19	0	3.0	0.2	0.0	9.6	3.0	9.8	12.8	1542	42535	Looped	-0.2	4.6	0
405034	BR	Hybrid	1065	0	22	1	2.5	0.7	0.8	12.6	3.3	13.3	16.6	1156	16789	Looped	0.6	7.2	0
405035	BR	Hybrid	1887	3	25	0	3.4	0.6	1.7	10.0	5.1	10.6	15.7	257	27536	Looped	0.2	7.7	0
405036	BR	Hybrid	2241	0	34	0	3.7	0.1	0.0	11.4	3.7	11.5	15.2	335	57114	Looped	0.5	8.0	0
405037	BR	UG	1313	0	15	0	0.1	3.4	0.0	16.1	0.1	19.5	19.6	226	22409	Looped	0.6	7.8	0
405038	BR	Hybrid	845	2	21	0	1.6	2.7	0.1	12.3	1.7	15.0	16.7	1045	78851	Looped	0.1	6.0	0
405039	BR	Hybrid	2119	2	38	1	3.4	1.7	1.0	18.8	4.4	20.5	24.9	1279	287990	Looped	0.0	9.2	0
405131	TC	Hybrid	2161	0	23	0	1.0	5.7	0.0	9.6	1.0	15.3	16.3	330	64783	Looped	-1.3	3.0	0
405132	TC	Hybrid	22	6	7	1	4.5	1.7	1.6	5.3	6.1	7.0	13.1	22	3724	Looped	0.7	4.2	0
405133	TC	Hybrid	9	2	1	0	0.9	1.0	0.5	0.6	1.4	1.6	3.0	3	687	Looped	-0.2	0.2	0
405134	TC	Hybrid	3537	1	61	2	4.4	3.1	0.3	10.5	4.7	13.6	18.3	7132	47634	Looped	0.0	7.2	0
405261	WB	Hybrid	3813	11	72	0	8.6	5.8	10.3	40.2	18.9	46.0	64.9	4637	311129	Looped	-0.2	16.0	1
405262	WB	Hybrid	2558	3	55	3	7.2	0.7	2.2	27.2	9.4	27.9	37.3	324	53017	Looped	1.6	15.5	0
405263	WB	Hybrid	2951	2	64	0	6.2	0.3	1.0	29.3	7.2	29.6	36.8	1013	202012	Looped	0.4	14.4	0
405264	WB	Hybrid	1764	5	50	4	6.8	2.3	2.5	19.9	9.3	22.2	31.5	9688	84220	Looped	-0.4	17.8	0
405265	WB	Hybrid	2793	3	47	1	4.3	0.3	2.4	21.0	6.7	21.3	28.0	1417	101408	Looped	4.0	16.4	2
405266	WB	Hybrid	1800	13	53	1	6.8	2.4	5.9	19.4	12.7	21.8	34.5	3692	219764	Looped	3.4	16.7	0
405267	WB	Hybrid	192	0	4	0	1.1	4.4	0.0	1.6	1.1	6.0	7.1	51	2856	Looped	1.4	10.4	0
405268	WB	UG	1438	1	42	1	0.9	6.0	0.2	31.3	1.1	37.3	38.4	20	3664	Looped	0.8	11.8	0
405269	WB	Hybrid	2577	4	56	5	5.5	1.1	3.8	19.2	9.3	20.3	29.6	388	79667	Looped	0.3	10.8	0
405331	WB	Hybrid	1516	5	26	1	7.7	3.3	1.5	20.3	9.2	23.6	32.8	219	45377	Looped	-1.6	8.3	0
405332	WB	Hybrid	1174	3	22	3	4.0	0.7	1.1	5.6	5.1	6.3	11.4	45	6355	Looped	-0.4	7.5	0
405333	WB	Hybrid	1310	1	45	2	6.8	0.3	0.4	11.4	7.2	11.7	18.9	26	7730	Looped	0.1	8.5	0
405334	WB	Hybrid	1255	5	17	5	3.7	1.9	4.8	7.9	8.5	9.8	18.3	1507	85385	Looped	0.0	5.4	0
405335	WB	Hybrid	931	1	25	3	3.5	1.0	1.2	7.0	4.7	8.0	12.7	1205	68369	Looped	-0.4	4.8	0
405336	WB	Hybrid	2122	7	38	3	3.0	1.9	4.7	11.8	7.7	13.7	21.4	532	110133	Looped	0.1	10.1	0
405337	WB	Hybrid	149	0	17	0	3.8	0.3	0.0	2.4	3.8	2.7	6.5	8	1143	Looped	-0.3	4.7	0
405338	WB	UG	0	0	0	#N/A	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	0.0	5.6	0
405339	WB	Hybrid	14	1	2	0	0.3	0.5	0.2	0.1	0.5	0.6	1.1	22	1924	Looped	-0.4	2.8	0
405340	WB	Hybrid	1171	5	23	1	2.1	1.5	0.4	6.4	2.5	7.9	10.4	51	5922	Looped	-0.2	5.8	0
405461	BR	Hybrid	4179	5	84	2	6.1	2.3	1.1	29.4	7.2	31.7	38.9	14021	278549	Looped	0.4	16.8	1
405462	BR	Hybrid	2967	1	38	2	3.7	2.7	0.5	30.4	4.2	33.1	37.3	5209	313123	Looped	2.6	13.1	1
405463	BR	Hybrid	1532	1	38	0	3.8	2.1	0.1	25.3	3.9	27.4	31.3	1692	92384	Looped	0.0	15.8	1
405464	BR	Hybrid	2211	1	39	2	2.4	4.9	0.8	30.6	3.2	35.5	38.7	2529	82196	Looped	0.0	14.0	2
405465	BR	Hybrid	2118	0	35	0	2.2	5.0	0.0	29.4	2.2	34.4	36.6	2282	162884	Looped	0.5	13.7	1
405466	BR	Hybrid	1384	1	29	2	4.5	1.4	1.8	17.3	6.3	18.7	25.0	205	25862	Looped	-0.1	7.7	2
405467	BR	Hybrid	1585	0	40	0	2.4	3.4	0.0	24.5	2.4	27.9	30.3	1658	60696	Looped	-0.2	12.9	0
405468	BR	UG	1381	0	24	1	0.1	5.0	0.1	18.5	0.2	23.5	23.7	1526	85986	Looped	0.2	9.7	0
405469	BR	UG	1411	0	28	0	0.0	4.4	0.0	22.0	0.0	26.4	26.4	29	5918	Looped	0.2	14.3	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
405531	TC	Hybrid	2206	24	12	3	5.3	0.7	25.2	7.5	30.5	8.2	38.7	807	104464	Looped	0.4	9.5	0
405532	TC	Hybrid	1684	21	20	0	7.1	0.2	6.8	7.0	13.9	7.2	21.1	177	16504	Looped	0.4	6.2	0
405533	TC	Hybrid	1378	30	9	1	5.5	0.7	19.7	3.3	25.2	4.0	29.2	580	57391	Looped	0.3	6.7	0
405534	TC	Hybrid	1676	10	22	3	4.0	0.2	3.8	5.7	7.8	5.9	13.7	565	76405	Looped	0.2	5.9	0
405535	TC	Hybrid	920	4	20	3	3.6	0.1	2.7	6.6	6.3	6.7	13.0	83	12960	Looped	0.1	4.0	0
405536	TC	Hybrid	1786	28	30	2	5.3	0.6	10.0	10.3	15.3	10.9	26.2	2121	87178	Looped	-1.0	7.6	0
405631	BR	Hybrid	2489	7	38	1	5.1	1.3	1.3	14.4	6.4	15.7	22.1	358	56347	Looped	0.4	9.0	0
405632	BR	Hybrid	2131	2	45	2	2.7	0.1	0.7	12.2	3.4	12.3	15.7	437	80389	Looped	-0.1	8.7	0
405633	BR	Hybrid	2543	12	33	1	3.6	0.2	5.9	10.3	9.5	10.5	20.0	535	64085	Looped	-0.1	9.2	0
405634	BR	Hybrid	2920	14	40	2	5.8	0.5	6.6	7.3	12.4	7.8	20.2	734	158507	Looped	-0.2	9.2	1
405635	BR	Hybrid	2270	5	33	0	3.7	0.1	0.5	10.2	4.2	10.3	14.5	550	99984	Looped	0.0	5.2	0
405636	BR	Hybrid	3124	3	45	0	5.5	0.2	0.2	24.0	5.7	24.2	29.9	3744	312181	Looped	0.9	10.2	0
405637	BR	Hybrid	2413	27	25	2	5.1	0.8	10.3	10.6	15.4	11.4	26.8	476	47358	Looped	0.2	9.4	0
405638	BR	Hybrid	2063	0	36	0	3.5	0.4	0.1	16.2	3.6	16.6	20.2	979	87164	Looped	0.2	8.1	0
405761	TC	Hybrid	2105	77	30	5	9.4	1.1	25.9	10.7	35.3	11.8	47.1	648	79546	Looped	0.2	9.4	0
405762	TC	Hybrid	2981	58	14	17	9.7	0.1	25.9	6.7	35.6	6.8	42.4	3730	240089	Looped	-0.7	8.4	3
405763	TC	Hybrid	1315	28	31	10	6.0	1.0	10.5	4.7	16.5	5.7	22.2	2713	238039	Looped	-0.5	8.7	0
405764	TC	Hybrid	2354	47	28	3	9.2	0.3	24.8	8.1	34.0	8.4	42.4	3041	282173	Looped	0.6	10.0	0
405765	TC	Hybrid	3219	63	25	1	9.5	0.7	36.8	6.9	46.3	7.6	53.9	4380	304854	Looped	-3.2	13.4	0
405861	BR	Hybrid	3867	9	76	4	5.3	1.8	1.8	27.1	7.1	28.9	36.0	3591	368723	Looped	3.9	16.1	4
405862	BR	Hybrid	4931	1	70	1	6.6	1.5	0.5	28.8	7.1	30.3	37.4	10729	206724	Looped	-0.9	12.1	1
405863	BR	Hybrid	3823	0	49	0	4.5	4.7	0.0	37.7	4.5	42.4	46.9	370	73785	Looped	0.8	15.3	0
405864	BR	Hybrid	2300	1	44	1	4.5	6.1	2.4	26.8	6.9	32.9	39.8	2591	168567	Looped	0.2	15.6	0
405865	BR	Hybrid	4983	22	76	3	9.5	2.9	3.8	37.5	13.3	40.4	53.7	10314	52451	Looped	0.9	15.6	0
405866	BR	Hybrid	4061	5	55	0	5.3	0.8	0.7	24.0	6.0	24.8	30.8	686	94526	Looped	-2.2	13.3	0
405867	BR	Hybrid	4200	5	51	9	4.9	0.7	2.3	19.1	7.2	19.8	27.0	5455	562631	Looped	3.4	16.1	0
405868	BR	Hybrid	5168	1	89	0	6.7	6.0	0.2	36.5	6.9	42.5	49.4	726	107663	Looped	0.8	15.1	0
405931	BR	Hybrid	1033	0	26	0	1.6	1.6	0.0	13.6	1.6	15.2	16.8	1124	41540	Looped	0.2	7.8	0
405932	BR	Hybrid	1110	0	26	0	2.4	0.5	0.0	11.9	2.4	12.4	14.8	122	17401	Looped	0.2	7.0	0
405933	BR	Hybrid	1004	0	14	0	1.3	0.2	0.0	3.4	1.3	3.6	4.9	124	21659	Looped	0.4	3.4	0
405934	BR	Hybrid	1238	1	25	0	2.3	1.9	0.1	11.2	2.4	13.1	15.5	1581	33633	Looped	-0.1	6.2	0
405935	BR	Hybrid	1196	0	23	0	0.8	1.5	0.0	10.9	0.8	12.4	13.2	1425	79230	Looped	-0.2	8.7	0
405936	BR	UG	1511	0	24	0	0.7	3.0	0.0	11.8	0.7	14.8	15.5	262	33579	Looped	0.2	5.8	0
405937	BR	UG	765	0	19	0	0.0	2.2	0.0	9.7	0.0	11.9	11.9	1048	49233	Looped	0.2	7.1	0
405938	BR	Hybrid	647	4	11	0	1.4	2.9	1.0	6.0	2.4	8.9	11.3	246	26640	Looped	-1.3	7.9	0
405939	BR	Hybrid	1782	1	24	0	1.3	3.0	0.0	15.0	1.3	18.0	19.3	189	29274	Looped	-1.2	7.6	1
405940	BR	Hybrid	1984	5	31	2	3.4	2.8	0.9	14.1	4.3	16.9	21.2	4358	287609	Looped	0.2	9.2	0
406061	TC	OH	1176	52	9	2	29.6	0.2	43.2	2.9	72.8	3.1	75.9	4225	238527	Looped	-3.2	7.2	0
406062	TC	Hybrid	3768	64	14	12	14.9	3.8	41.1	11.1	56.0	14.9	70.9	5694	750415	Looped	-0.7	11.7	0
406063	TC	Hybrid	3111	125	30	11	42.7	0.4	92.2	17.0	134.9	17.4	152.3	2074	119028	Looped	0.1	9.2	3
406064	TC	OH	642	62	7	1	31.6	1.2	57.8	2.2	89.4	3.4	92.8	1931	189414	Looped	-1.0	3.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
406161	TC	OH	3270	65	6	2	7.7	0.2	49.1	0.3	56.8	0.5	57.3	4593	210907	Looped	0.3	16.1	0
406162	TC	OH	1691	39	11	2	6.1	0.3	22.1	0.9	28.2	1.2	29.4	555	45896	Looped	0.0	10.1	0
406163	TC	Hybrid	2663	43	12	1	6.3	1.4	26.6	6.8	32.9	8.2	41.1	3319	101363	Looped	-6.3	12.1	1
406164	TC	OH	2641	48	10	0	6.6	0.2	37.2	1.9	43.8	2.1	45.9	1112	87448	Looped	0.8	13.9	0
406165	TC	OH	2783	60	4	0	11.5	0.6	34.4	0.2	45.9	0.8	46.7	3772	154656	Looped	-0.5	11.9	0
406166	TC	Hybrid	3599	47	56	1	12.0	0.2	34.8	19.5	46.8	19.7	66.5	459	52097	Looped	1.5	19.8	0
406167	TC	OH	2824	68	0	1	6.6	0.8	35.7	0.1	42.3	0.9	43.2	627	84023	Looped	1.0	14.1	0
406231	WB	Hybrid	3112	0	47	0	3.6	0.3	0.0	17.5	3.6	17.8	21.4	535	63370	Looped	0.3	9.2	0
406232	WB	Hybrid	3132	4	49	6	3.9	1.6	1.7	11.0	5.6	12.6	18.2	4179	90307	Looped	0.7	9.8	0
406233	WB	Hybrid	2054	0	30	4	2.5	1.1	0.9	12.6	3.4	13.7	17.1	2289	92384	Looped	0.3	8.2	0
406234	WB	Hybrid	1749	0	35	2	3.0	4.1	0.5	21.8	3.5	25.9	29.4	2108	183448	Looped	-0.2	8.6	0
406235	WB	Hybrid	2237	16	50	4	4.6	1.6	3.0	6.1	7.6	7.7	15.3	270	58014	Looped	0.2	7.2	0
406236	WB	Hybrid	1389	17	33	0	4.7	1.6	4.6	5.5	9.3	7.1	16.4	3041	76658	Looped	-0.8	6.8	0
406237	WB	Hybrid	772	7	21	4	3.3	2.1	1.9	7.8	5.2	9.9	15.1	908	58620	Looped	-0.8	6.2	0
406331	WB	Hybrid	1834	12	49	2	7.6	0.0	1.9	11.8	9.5	11.8	21.3	3919	211006	Looped	0.7	8.7	0
406332	WB	Hybrid	2342	0	33	2	3.1	0.1	0.1	21.6	3.2	21.7	24.9	305	45340	Looped	0.1	7.4	0
406333	WB	Hybrid	1984	0	39	0	3.5	1.2	0.0	11.3	3.5	12.5	16.0	8539	177649	Looped	0.3	8.6	0
406334	WB	Hybrid	1422	2	29	3	4.3	0.5	0.9	10.2	5.2	10.7	15.9	1579	138444	Looped	0.6	8.1	0
406335	WB	Hybrid	858	0	20	0	2.7	1.1	0.0	9.4	2.7	10.5	13.2	99	9216	Looped	0.3	9.7	0
406336	WB	Hybrid	1798	6	23	0	1.9	1.1	1.0	8.9	2.9	10.0	12.9	134	47036	Looped	-0.8	7.5	0
406337	WB	Hybrid	1963	9	21	2	2.2	1.3	2.2	11.5	4.4	12.8	17.2	1000	181783	Looped	-1.9	5.4	0
406431	TC	Hybrid	1758	7	23	3	3.6	0.6	1.2	16.3	4.8	16.9	21.7	85	5902	Looped	0.5	7.6	0
406432	TC	Hybrid	445	1	16	1	1.6	0.2	0.2	1.5	1.8	1.7	3.5	1	87	Looped	0.0	4.2	0
406433	TC	Hybrid	1800	10	40	2	4.8	0.8	5.5	10.4	10.3	11.2	21.5	182	20377	Looped	0.6	7.2	0
406434	TC	Hybrid	1603	7	26	3	4.0	0.1	6.9	11.7	10.9	11.8	22.7	344	51621	Looped	0.2	7.1	0
406435	TC	Hybrid	1658	30	23	2	5.0	0.8	13.0	8.1	18.0	8.9	26.9	337	48746	Looped	0.6	7.4	0
406531	BR	Hybrid	1542	6	28	0	2.3	0.9	0.3	13.1	2.6	14.0	16.6	48	6799	Looped	0.8	9.2	0
406532	BR	Hybrid	1576	13	36	1	4.6	0.6	5.4	13.3	10.0	13.9	23.9	4115	143994	Looped	0.5	6.7	0
406533	BR	Hybrid	1133	26	19	1	4.2	2.5	7.8	7.8	12.0	10.3	22.3	2629	68593	Looped	0.9	7.2	0
406534	BR	Hybrid	1199	0	26	3	3.0	0.1	0.9	13.8	3.9	13.9	17.8	352	39678	Looped	2.2	7.1	0
406535	BR	Hybrid	2232	13	32	1	4.0	0.7	8.6	7.0	12.6	7.7	20.3	2227	174750	Looped	-0.3	10.4	0
406536	BR	Hybrid	2042	23	36	4	4.6	0.3	3.9	15.4	8.5	15.7	24.2	4860	172109	Looped	0.7	10.0	0
406537	BR	Hybrid	211	0	11	1	0.7	1.8	0.1	1.5	0.8	3.3	4.1	6	1552	Looped	-0.3	5.4	0
406761	WB	Hybrid	1389	22	5	1	9.2	0.0	30.4	9.1	39.6	9.1	48.7	311	51622	Looped	0.3	9.1	0
406762	WB	Hybrid	2169	57	7	0	8.2	0.2	41.2	3.1	49.4	3.3	52.7	3632	181304	Looped	0.2	12.2	1
406763	WB	OH	1909	68	2	0	7.8	0.2	49.6	2.0	57.4	2.2	59.6	805	122623	Looped	-0.1	11.6	0
406764	WB	OH	2047	71	8	1	18.6	0.1	58.6	0.6	77.2	0.7	77.9	5190	306028	Looped	0.2	13.6	1
406765	WB	Hybrid	2726	5	52	0	6.6	7.7	3.9	41.2	10.5	48.9	59.4	2621	145891	Looped	2.4	16.1	0
406766	WB	Hybrid	2674	37	46	0	10.5	2.7	11.9	28.7	22.4	31.4	53.8	3136	251102	Looped	1.5	15.1	1
406767	WB	OH	2230	62	2	0	10.0	0.2	57.3	1.0	67.3	1.2	68.5	857	104382	Looped	0.3	12.9	0
406768	WB	Hybrid	2772	25	26	1	6.9	0.8	25.1	15.9	32.0	16.7	48.7	847	146287	Looped	1.5	15.3	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
406861	BR	Hybrid	1991	0	40	1	1.7	2.9	0.2	23.5	1.9	26.4	28.3	183	27795	Looped	0.7	10.2	1
406862	BR	Hybrid	1482	3	27	1	3.5	2.3	1.7	18.1	5.2	20.4	25.6	122	14963	Looped	0.1	10.3	1
406863	BR	Hybrid	2113	0	40	0	3.8	3.6	0.0	31.5	3.8	35.1	38.9	131	16991	Looped	4.7	13.5	0
406864	BR	Hybrid	2446	1	44	0	6.0	1.3	0.1	22.7	6.1	24.0	30.1	7087	395725	Looped	-0.4	11.7	1
406865	BR	Hybrid	1952	0	42	0	4.3	6.6	0.0	27.5	4.3	34.1	38.4	4049	161524	Looped	0.0	14.7	0
406866	BR	Hybrid	3488	0	48	0	2.9	2.6	0.1	22.7	3.0	25.3	28.3	4915	136413	Looped	0.6	13.8	0
406867	BR	Hybrid	3331	1	33	1	3.3	1.7	0.3	22.1	3.6	23.8	27.4	1070	93201	Looped	0.2	9.5	1
406931	BR	Hybrid	1471	0	23	0	2.2	0.3	0.0	11.1	2.2	11.4	13.6	180	22157	Looped	0.4	6.8	0
406932	BR	UG	1328	0	18	0	0.6	1.6	0.0	9.8	0.6	11.4	12.0	28	3566	Looped	0.2	6.1	0
406933	BR	Hybrid	914	0	24	0	1.0	0.7	0.0	8.6	1.0	9.3	10.3	138	14678	Looped	0.3	7.5	0
406934	BR	UG	1643	0	25	0	0.4	2.4	0.0	9.9	0.4	12.3	12.7	61	8473	Looped	0.5	8.0	0
406935	BR	Hybrid	2368	0	24	0	1.0	1.6	0.0	10.6	1.0	12.2	13.2	2719	86974	Looped	0.5	7.0	0
406936	BR	Hybrid	1801	0	27	1	3.3	2.0	0.2	13.2	3.5	15.2	18.7	475	38905	Looped	0.3	7.7	0
406937	BR	UG	1793	0	29	0	0.5	2.6	0.0	12.9	0.5	15.5	16.0	198	38829	Looped	0.6	8.6	0
407031	TC	Hybrid	2018	39	19	9	4.8	0.1	12.3	2.9	17.1	3.0	20.1	2230	119074	Looped	-3.4	6.0	1
407032	TC	Hybrid	2188	16	55	5	6.6	2.5	4.8	15.1	11.4	17.6	29.0	2530	261571	Looped	2.1	11.0	1
407033	TC	Hybrid	1436	17	18	5	4.8	0.2	7.8	6.3	12.6	6.5	19.1	1907	170935	Looped	-0.3	6.5	0
407034	TC	Hybrid	743	6	27	2	4.1	0.3	1.0	7.3	5.1	7.6	12.7	11	1707	Looped	-0.8	6.9	0
407035	TC	Hybrid	1296	32	21	8	3.8	1.2	7.5	2.7	11.3	3.9	15.2	1658	77908	Looped	1.8	6.3	0
407036	TC	Hybrid	1510	22	29	3	4.0	4.2	5.0	2.2	9.0	6.4	15.4	1751	88389	Looped	-0.4	4.2	0
407037	TC	Hybrid	887	26	21	4	3.0	1.7	6.1	4.7	9.1	6.4	15.5	1100	68920	Looped	3.7	3.9	0
407161	TC	Hybrid	2836	9	44	1	3.5	3.2	5.4	29.6	8.9	32.8	41.7	7701	433441	Looped	1.6	13.9	0
407162	TC	Hybrid	1253	31	28	7	25.9	1.1	49.9	10.7	75.8	11.8	87.6	541	61768	Looped	-2.9	9.1	0
407163	TC	Hybrid	2490	7	51	5	6.3	2.8	4.6	38.8	10.9	41.6	52.5	3123	230862	Looped	0.5	12.2	0
407164	TC	Hybrid	2379	10	61	3	4.7	4.3	3.0	32.3	7.7	36.6	44.3	115	17995	Looped	-0.5	12.9	0
407165	TC	Hybrid	500	0	42	0	6.0	4.3	0.7	19.4	6.7	23.7	30.4	105	18673	Looped	1.9	5.9	0
407166	TC	Hybrid	1694	28	29	2	3.0	1.9	6.9	11.2	9.9	13.1	23.0	1958	35629	Looped	0.2	9.2	0
407167	TC	Hybrid	929	57	10	14	11.0	1.3	49.4	13.8	60.4	15.1	75.5	2036	163263	Looped	-0.2	6.0	0
407231	WB	Hybrid	960	24	29	2	6.6	1.0	7.5	16.3	14.1	17.3	31.4	1346	45414	Looped	-1.3	7.5	0
407232	WB	Hybrid	1151	13	11	3	4.4	0.8	6.8	7.7	11.2	8.5	19.7	166	24239	Looped	-0.3	4.4	0
407233	WB	Hybrid	1713	7	26	1	2.5	1.0	1.2	13.2	3.7	14.2	17.9	355	197376	Looped	0.2	7.2	0
407234	WB	Hybrid	1391	12	22	3	3.5	1.5	3.7	13.1	7.2	14.6	21.8	1650	74597	Looped	0.2	7.6	0
407235	WB	Hybrid	1711	21	21	4	7.9	0.4	12.7	5.2	20.6	5.6	26.2	2875	291785	Looped	-0.3	8.4	0
407236	WB	Hybrid	621	2	17	5	3.7	1.0	4.6	4.5	8.3	5.5	13.8	106	25901	Looped	-0.5	5.2	0
407331	WB	Hybrid	1543	15	32	2	3.4	0.8	2.4	9.0	5.8	9.8	15.6	3796	70629	Looped	-0.8	6.6	0
407332	WB	Hybrid	1374	12	36	5	9.7	3.9	5.1	13.3	14.8	17.2	32.0	1681	204988	Looped	0.4	7.8	0
407333	WB	Hybrid	1730	34	20	4	5.7	0.3	9.4	9.1	15.1	9.4	24.5	2067	60794	Looped	0.6	9.4	0
407461	TC	Hybrid	2151	69	14	0	6.2	0.1	22.1	4.8	28.3	4.9	33.2	561	75732	Looped	1.4	9.1	0
407462	TC	Hybrid	2622	74	46	7	32.6	1.4	45.3	22.4	77.9	23.8	101.7	8416	515280	Looped	0.3	9.2	1
407463	TC	Hybrid	1327	59	41	3	21.3	0.7	13.1	8.2	34.4	8.9	43.3	209	28227	Looped	-0.4	5.1	0
407464	TC	Hybrid	2489	40	36	5	15.6	2.8	16.0	13.5	31.6	16.3	47.9	3562	135312	Looped	2.0	9.9	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
407561	TC	Hybrid	2566	54	82	12	25.9	1.2	24.6	38.6	50.5	39.8	90.3	576	116481	Looped	1.9	12.4	0
407562	TC	Hybrid	1623	36	61	13	15.5	1.8	30.9	11.6	46.4	13.4	59.8	2503	124007	Looped	2.0	12.8	0
407563	TC	Hybrid	374	66	15	4	66.6	1.1	46.2	4.9	112.8	6.0	118.8	690	80052	Looped	-0.4	3.2	0
407661	WB	OH	348	41	14	3	32.1	0.8	25.9	2.0	58.0	2.8	60.8	552	89610	Looped	-0.1	3.8	0
407662	WB	Hybrid	2428	7	42	0	6.3	0.2	2.0	28.8	8.3	29.0	37.3	2857	141191	Looped	0.4	15.7	0
407663	WB	Hybrid	1920	16	42	0	10.6	3.9	9.3	18.3	19.9	22.2	42.1	12722	229306	Looped	-4.3	14.2	0
407664	WB	Hybrid	1775	16	24	3	7.0	1.8	27.3	22.1	34.3	23.9	58.2	6093	360368	Looped	0.3	8.5	0
407665	WB	OH	2546	97	12	5	25.2	0.9	96.9	4.8	122.1	5.7	127.8	4022	242081	Looped	0.1	15.5	1
407666	WB	OH	1254	128	3	0	15.8	0.3	67.9	0.2	83.7	0.5	84.2	3187	138615	Looped	0.2	7.3	0
407667	WB	Hybrid	2462	5	44	0	4.7	0.8	2.4	25.3	7.1	26.1	33.2	5285	239401	Looped	0.1	16.5	0
407731	WB	Hybrid	2558	0	38	1	2.9	3.4	0.5	22.6	3.4	26.0	29.4	2639	198866	Looped	1.0	11.0	0
407732	WB	Hybrid	1727	14	38	5	3.0	0.5	4.7	8.6	7.7	9.1	16.8	2208	111227	Looped	0.1	6.9	0
407733	WB	UG	663	0	14	0	0.1	2.4	0.0	9.3	0.1	11.7	11.8	9	1701	Looped	-0.1	3.9	0
407734	WB	Hybrid	1007	3	16	0	3.4	2.7	0.2	12.2	3.6	14.9	18.5	416	58689	Looped	0.4	7.8	0
407735	WB	Hybrid	1703	11	15	1	3.0	1.0	5.4	7.2	8.4	8.2	16.6	229	34006	Looped	-0.3	8.8	0
407736	WB	Hybrid	1001	9	13	4	1.9	0.7	4.1	4.3	6.0	5.0	11.0	424	49646	Looped	-0.2	5.8	0
407737	WB	Hybrid	844	1	25	4	2.7	2.6	1.0	6.0	3.7	8.6	12.3	345	56620	Looped	-0.1	9.6	0
407861	BR	Hybrid	3295	5	60	4	10.9	2.0	1.2	24.8	12.1	26.8	38.9	7229	82141	Looped	2.4	11.4	1
407862	BR	Hybrid	3017	12	56	0	6.8	1.6	2.4	29.3	9.2	30.9	40.1	9571	379415	Looped	-1.5	13.9	0
407863	BR	Hybrid	3848	5	62	2	4.5	1.5	0.7	26.7	5.2	28.2	33.4	4855	243413	Looped	0.4	15.4	0
407864	BR	Hybrid	3952	16	52	5	6.5	0.4	6.9	23.8	13.4	24.2	37.6	5052	332045	Looped	1.3	13.5	0
407865	BR	Hybrid	3244	1	45	1	4.4	0.8	0.1	19.7	4.5	20.5	25.0	3790	110592	Looped	0.0	10.5	0
407866	BR	Hybrid	3249	7	72	0	6.1	5.6	2.5	39.2	8.6	44.8	53.4	448	49340	Looped	-4.6	15.2	1
407931	BR	Hybrid	2930	26	38	10	5.7	0.2	8.6	6.8	14.3	7.0	21.3	6717	589322	Looped	-0.2	9.2	1
407932	BR	Hybrid	1631	0	44	0	1.3	5.1	0.0	8.6	1.3	13.7	15.0	216	33852	Looped	0.3	5.2	0
407933	BR	Hybrid	2008	11	46	3	4.4	2.0	1.9	13.1	6.3	15.1	21.4	290	35998	Looped	-1.8	9.9	0
407934	BR	UG	535	0	10	0	0.0	1.7	0.0	1.9	0.0	3.6	3.6	0	0	Looped	-0.1	2.2	0
407935	BR	Hybrid	2109	1	49	0	3.8	1.4	0.2	14.4	4.0	15.8	19.8	2181	142443	Looped	0.1	8.6	0
407936	BR	Hybrid	1932	32	11	7	5.6	0.2	9.6	1.4	15.2	1.6	16.8	5619	160723	Looped	3.0	9.3	0
408031	BR	Hybrid	851	8	23	3	2.3	0.1	1.7	2.5	4.0	2.6	6.6	265	48260	Looped	0.3	4.7	0
408032	BR	Hybrid	1716	6	16	6	2.3	0.1	6.1	2.1	8.4	2.2	10.6	2356	339353	Looped	-1.7	8.5	1
408033	BR	Hybrid	944	11	19	5	3.7	0.1	3.1	1.2	6.8	1.3	8.1	2248	197499	Looped	1.2	8.4	0
408034	BR	Hybrid	1323	12	17	1	3.3	0.1	5.6	0.5	8.9	0.6	9.5	851	107956	Looped	1.1	7.3	0
408035	BR	Hybrid	1527	12	24	3	4.0	1.0	2.6	2.8	6.6	3.8	10.4	5813	188275	Looped	-1.3	8.1	1
408161	WB	Hybrid	1790	8	50	1	4.1	4.2	1.8	30.0	5.9	34.2	40.1	71	9479	Looped	0.6	14.0	0
408162	WB	Hybrid	1162	0	17	0	2.0	2.0	0.2	6.4	2.2	8.4	10.6	26	2262	Looped	-1.1	5.1	0
408163	WB	Hybrid	2602	4	47	0	4.5	5.0	0.4	30.3	4.9	35.3	40.2	560	96535	Looped	0.0	11.9	0
408164	WB	Hybrid	1985	60	10	5	8.2	1.2	44.7	6.5	52.9	7.7	60.6	1354	187610	Looped	0.2	10.5	0
408165	WB	Hybrid	1595	10	40	6	3.8	3.8	2.9	18.9	6.7	22.7	29.4	1703	68460	Looped	-2.1	10.2	0
408166	WB	Hybrid	3358	3	78	0	4.2	9.0	2.1	30.3	6.3	39.3	45.6	3471	101154	Looped	0.9	17.0	0
408167	WB	Hybrid	5	0	5	0	0.4	1.2	0.0	5.3	0.4	6.5	6.9	0	0	Looped	1.8	5.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
408168	WB	Hybrid	1986	1	46	0	4.0	4.6	0.4	21.3	4.4	25.9	30.3	92	14685	Looped	-2.2	11.3	0
408169	WB	Hybrid	2609	38	25	1	4.7	2.5	7.8	11.7	12.5	14.2	26.7	2527	92651	Looped	0.0	14.1	0
408261	TC	Hybrid	1102	2	24	0	3.7	1.2	0.3	19.2	4.0	20.4	24.4	42	7416	Looped	-2.5	5.4	0
408262	TC	Hybrid	2617	31	21	8	5.6	0.8	17.2	11.6	22.8	12.4	35.2	4671	125619	Looped	-5.9	8.9	0
408263	TC	Hybrid	1924	5	40	0	5.2	1.1	1.6	18.1	6.8	19.2	26.0	2116	42113	Looped	-0.7	6.8	0
408264	TC	Hybrid	3510	22	58	5	6.8	0.2	7.8	24.5	14.6	24.7	39.3	4021	218932	Looped	-0.1	12.0	0
408265	TC	Hybrid	2113	33	31	2	6.1	2.8	7.3	10.9	13.4	13.7	27.1	437	81814	Looped	0.5	9.7	0
408331	TC	Hybrid	3034	9	42	3	5.0	1.4	2.5	20.4	7.5	21.8	29.3	6835	462001	Looped	2.2	8.9	0
408332	TC	Hybrid	2437	9	44	5	5.8	0.8	2.3	10.9	8.1	11.7	19.8	144	26518	Looped	0.2	7.7	0
408333	TC	Hybrid	1297	5	46	5	5.0	1.6	2.6	5.1	7.6	6.7	14.3	198	34725	Looped	0.2	8.6	0
408334	TC	Hybrid	1605	51	26	13	5.9	2.2	11.4	7.2	17.3	9.4	26.7	327	57706	Looped	0.3	7.2	0
408335	TC	Hybrid	573	2	20	1	1.7	1.5	0.7	2.7	2.4	4.2	6.6	23	10152	Looped	0.0	3.8	0
408461	TC	Hybrid	1062	80	25	3	18.7	1.3	51.5	8.2	70.2	9.5	79.7	222	24643	Looped	0.1	8.8	0
408462	TC	Hybrid	562	63	2	13	45.7	0.0	95.7	8.0	141.4	8.0	149.4	4938	360318	Looped	-0.4	2.6	4
408561	WB	OH	2157	81	3	4	19.2	0.2	71.7	2.0	90.9	2.2	93.1	8011	364875	Looped	0.6	13.4	8
408562	WB	Hybrid	1324	38	29	13	21.2	2.3	49.6	15.7	70.8	18.0	88.8	639	82741	Looped	0.4	10.1	0
408563	WB	UG	5	0	0	#N/A	0.0	3.5	0.0	1.6	0.0	5.1	5.1	0	0	Looped	-0.2	5.8	0
408564	WB	Hybrid	1420	51	25	1	9.8	1.1	31.1	2.9	40.9	4.0	44.9	430	92560	Looped	0.2	9.7	0
408661	WB	Hybrid	2460	1	44	1	4.3	6.0	0.9	35.9	5.2	41.9	47.1	2930	85229	Looped	-0.6	14.5	0
408662	WB	Hybrid	2281	15	49	2	7.1	0.5	6.3	30.8	13.4	31.3	44.7	3083	117077	Looped	-2.3	16.3	0
408663	WB	Hybrid	1821	18	40	2	8.6	0.5	13.3	28.0	21.9	28.5	50.4	770	158167	Looped	4.7	11.5	0
408664	WB	Hybrid	2006	25	58	15	17.0	0.9	34.2	39.8	51.2	40.7	91.9	3383	362454	Looped	0.7	10.8	0
408665	WB	Hybrid	1429	3	32	2	5.6	5.8	3.0	23.0	8.6	28.8	37.4	178	29566	Looped	0.8	13.2	0
408666	WB	Hybrid	2066	18	31	0	8.1	4.2	19.5	24.1	27.6	28.3	55.9	2469	89206	Looped	-4.9	12.1	1
408667	WB	Hybrid	1037	5	28	4	3.0	1.0	1.6	12.6	4.6	13.6	18.2	28	6013	Looped	0.0	9.0	1
408761	TC	Hybrid	2818	22	27	3	8.0	1.2	29.6	15.7	37.6	16.9	54.5	6417	222958	Looped	-1.0	12.8	0
408762	TC	Hybrid	2894	19	59	1	6.7	1.8	18.1	26.5	24.8	28.3	53.1	1269	101953	Looped	-3.2	17.1	0
408763	TC	Hybrid	2428	1	69	0	2.9	7.7	0.0	36.7	2.9	44.4	47.3	3589	138447	Looped	0.1	9.7	0
408764	TC	Hybrid	1873	0	66	0	5.4	1.0	0.0	19.2	5.4	20.2	25.6	145	19443	Looped	1.8	12.2	0
408765	TC	Hybrid	428	10	21	4	16.1	2.9	17.0	12.6	33.1	15.5	48.6	95	26755	Looped	-3.8	3.8	0
408766	TC	Hybrid	242	1	31	1	1.8	1.3	0.1	2.2	1.9	3.5	5.4	0	0	Looped	0.7	2.6	0
408861	BR	Hybrid	2699	7	57	2	5.1	3.9	2.4	27.4	7.5	31.3	38.8	5594	339053	Looped	-3.7	15.7	0
408862	BR	Hybrid	4060	1	68	1	2.8	7.8	0.3	47.9	3.1	55.7	58.8	310	48325	Looped	-0.6	19.2	3
408863	BR	UG	3082	2	56	1	1.4	7.2	0.2	33.3	1.6	40.5	42.1	6393	180675	Looped	0.2	15.1	0
408864	BR	Hybrid	2906	1	52	0	4.3	4.3	0.1	28.6	4.4	32.9	37.3	221	28492	Looped	0.1	16.4	0
408865	BR	Hybrid	2812	1	48	1	4.5	3.8	0.9	33.8	5.4	37.6	43.0	5776	217961	Looped	-1.4	16.2	0
408961	WB	Hybrid	1526	6	43	2	4.1	0.7	1.1	11.7	5.2	12.4	17.6	293	42890	Looped	1.7	13.3	0
408962	WB	Hybrid	3827	3	79	0	6.0	5.5	0.4	28.6	6.4	34.1	40.5	4017	149324	Looped	1.3	14.5	0
408963	WB	Hybrid	2047	17	52	2	7.0	4.5	9.5	16.8	16.5	21.3	37.8	4473	271774	Looped	0.0	12.5	0
409361	TC	OH	1179	104	25	14	59.0	0.1	143.5	10.3	202.5	10.4	212.9	4119	398396	Looped	0.2	10.6	1
409362	TC	Hybrid	278	57	5	4	57.1	0.1	34.6	8.4	91.7	8.5	100.2	806	40153	Looped	0.0	1.7	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
409531	BR	Hybrid	1282	11	23	4	3.7	0.0	1.6	7.5	5.3	7.5	12.8	117	16359	Looped	-0.2	5.8	0
409532	BR	Hybrid	1745	2	28	2	3.1	0.2	1.5	17.5	4.6	17.7	22.3	375	52769	Looped	0.2	6.6	0
409533	BR	Hybrid	3359	12	20	4	2.8	1.1	6.4	13.5	9.2	14.6	23.8	5107	643266	Looped	0.0	8.0	0
409534	BR	Hybrid	3014	9	49	1	3.7	3.2	2.0	21.4	5.7	24.6	30.3	730	102226	Looped	0.5	9.3	0
409631	BR	Hybrid	177	1	27	0	2.4	0.3	0.1	2.5	2.5	2.8	5.3	59	14282	Looped	-0.6	6.9	0
409632	BR	Hybrid	170	1	7	0	0.3	0.7	0.1	0.9	0.4	1.6	2.0	1	43	Looped	-0.2	1.0	0
409633	BR	Hybrid	1383	0	24	4	2.4	0.3	1.1	8.4	3.5	8.7	12.2	1821	57411	Looped	-1.1	6.3	1
409634	BR	Hybrid	1023	0	17	1	1.1	1.9	0.9	6.2	2.0	8.1	10.1	94	11509	Looped	-0.2	7.6	0
409761	WB	Hybrid	2897	1	66	1	3.6	4.3	0.3	29.8	3.9	34.1	38.0	605	26267	Looped	0.9	13.1	0
409762	WB	Hybrid	2415	1	54	0	4.3	2.0	0.0	19.6	4.3	21.6	25.9	113	28722	Looped	5.6	11.3	0
409763	WB	Hybrid	2726	42	90	8	13.2	5.4	7.8	28.7	21.0	34.1	55.1	5746	383664	Looped	1.3	17.3	1
409764	WB	Hybrid	4255	13	58	1	6.5	2.3	4.9	20.2	11.4	22.5	33.9	1305	164591	Looped	-1.6	13.5	0
409765	WB	Hybrid	3324	4	63	3	4.7	2.7	1.8	20.4	6.5	23.1	29.6	3806	207316	Looped	-2.7	12.2	0
409861	BR	Hybrid	3754	2	43	1	4.2	2.2	0.7	16.1	4.9	18.3	23.2	9222	228287	Looped	-1.3	10.7	0
409862	BR	Hybrid	3005	1	37	2	3.2	1.1	0.6	10.5	3.8	11.6	15.4	239	31020	Looped	0.3	10.5	0
409961	BR	Hybrid	2075	10	48	1	12.4	5.2	5.1	26.6	17.5	31.8	49.3	4468	215846	Looped	4.0	12.9	0
409962	BR	Hybrid	1685	4	33	2	7.8	1.0	1.6	17.7	9.4	18.7	28.1	1499	37393	Looped	0.3	10.9	0
409963	BR	Hybrid	539	37	24	6	13.7	1.3	14.9	10.8	28.6	12.1	40.7	1169	64648	Looped	1.1	6.1	8
410031	BR	UG	46	0	15	0	0.0	0.6	0.0	2.8	0.0	3.4	3.4	1	75	Looped	4.2	8.6	0
410032	BR	UG	6	1	4	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.6	3.6	0
410161	TC	Hybrid	2000	26	6	2	6.6	0.0	18.9	2.8	25.5	2.8	28.3	5086	258732	Looped	0.3	10.4	0
410162	TC	Hybrid	1593	0	26	0	4.1	0.7	0.0	16.5	4.1	17.2	21.3	164	28356	Looped	0.8	7.0	0
410163	TC	Hybrid	1641	25	12	5	4.6	0.5	17.9	3.9	22.5	4.4	26.9	2538	145757	Looped	0.1	8.7	0
410164	TC	OH	1625	45	1	0	5.6	0.3	19.9	0.1	25.5	0.4	25.9	349	47436	Looped	0.4	7.7	0
410165	TC	Hybrid	2025	2	56	0	5.0	0.1	0.1	20.2	5.1	20.3	25.4	157	15894	Looped	-0.4	13.1	0
410231	WB	Hybrid	1407	24	21	5	4.5	0.4	7.9	4.1	12.4	4.5	16.9	2098	165724	Looped	0.0	5.8	0
410232	WB	Hybrid	127	5	29	1	3.6	0.6	1.2	2.9	4.8	3.5	8.3	20	3030	Looped	-0.3	6.7	0
410361	BR	Hybrid	997	20	16	7	4.6	2.9	11.0	11.8	15.6	14.7	30.3	3606	261997	Looped	-0.1	7.0	0
410362	BR	Hybrid	1505	23	48	0	6.5	7.2	9.3	23.9	15.8	31.1	46.9	1595	29322	Looped	-0.2	9.3	1
410461	TC	OH	2575	73	1	0	8.7	1.1	49.0	0.2	57.7	1.3	59.0	8052	217853	Looped	0.4	12.9	0
410462	TC	Hybrid	1846	36	25	3	5.8	6.4	30.0	5.1	35.8	11.5	47.3	235	26950	Looped	1.8	11.3	0
410463	TC	OH	2251	41	10	0	7.7	0.8	30.9	1.2	38.6	2.0	40.6	2559	254101	Looped	0.2	12.9	0
410464	TC	UG	2226	0	68	0	0.0	11.9	0.0	39.2	0.0	51.1	51.1	19	1333	Looped	-1.8	11.3	0
410465	TC	Hybrid	3432	52	18	0	6.5	2.5	42.6	9.3	49.1	11.8	60.9	792	66578	Looped	0.2	16.5	0
410466	TC	UG	9	0	2	0	0.0	1.0	0.0	1.8	0.0	2.8	2.8	0	0	Looped	1.3	1.5	0
410531	WB	Hybrid	665	1	24	0	1.9	1.4	0.1	3.4	2.0	4.8	6.8	820	50505	Looped	-0.6	5.9	0
410532	WB	Hybrid	533	13	10	5	3.4	1.1	2.7	1.9	6.1	3.0	9.1	62	16930	Looped	-0.8	7.4	0
410533	WB	Hybrid	2152	48	17	2	5.0	2.2	12.1	4.6	17.1	6.8	23.9	247	38104	Looped	0.3	9.9	0
410661	WB	Hybrid	1993	1	32	1	3.3	5.3	3.6	20.5	6.9	25.8	32.7	2078	15061	Looped	0.2	7.5	0
410662	WB	UG	1187	0	49	0	0.0	5.6	0.0	23.2	0.0	28.8	28.8	1195	72811	Looped	-1.3	11.8	0
410663	WB	Hybrid	1375	3	40	0	1.6	7.8	0.7	18.8	2.3	26.6	28.9	261	41546	Looped	-0.6	9.5	0

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410761	TC	Hybrid	930	20	22	3	9.2	2.6	13.5	10.7	22.7	13.3	36.0	123	22055	Looped	-0.7	4.8	0
410762	TC	Hybrid	2048	61	14	8	5.4	0.1	23.6	8.3	29.0	8.4	37.4	310	60969	Looped	-1.5	9.9	0
410763	TC	Hybrid	1576	45	31	7	7.3	0.9	15.8	13.8	23.1	14.7	37.8	372	97165	Looped	1.6	8.6	0
410861	TC	Hybrid	2775	37	40	11	10.8	0.9	21.1	24.3	31.9	25.2	57.1	3482	241256	Looped	0.3	14.5	0
410862	TC	Hybrid	898	21	38	4	7.9	0.9	5.6	8.7	13.5	9.6	23.1	944	102226	Looped	-0.1	6.8	0
411031	TC	OH	2038	34	3	0	3.3	0.1	28.5	1.3	31.8	1.4	33.2	2946	104042	Looped	2.6	9.1	0
411032	TC	Hybrid	550	10	23	0	4.3	0.1	4.2	3.2	8.5	3.3	11.8	605	19068	Looped	1.7	7.7	0
411033	TC	Hybrid	2235	4	49	2	3.8	1.1	4.1	17.9	7.9	19.0	26.9	2041	98153	Looped	1.0	9.2	0
411034	TC	Hybrid	1220	19	26	0	4.3	1.1	8.1	1.4	12.4	2.5	14.9	1414	105834	Looped	0.3	7.7	0
411231	WB	UG	650	0	14	0	0.0	5.8	0.1	13.9	0.1	19.7	19.8	110	19558	Looped	3.1	6.7	0
411232	WB	UG	5	0	4	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Looped	0.0	5.0	0
411233	WB	Hybrid	2036	39	21	2	4.2	0.9	9.8	3.9	14.0	4.8	18.8	403	83791	Looped	4.5	7.5	0
411234	WB	Hybrid	980	15	13	5	1.8	0.3	4.6	5.7	6.4	6.0	12.4	1256	46943	Looped	-0.8	6.0	0
411561	TC	Hybrid	2001	74	23	8	5.3	0.4	13.8	4.6	19.1	5.0	24.1	5565	477736	Looped	0.2	8.2	0
411562	TC	Hybrid	3206	76	24	3	8.9	0.5	6.3	7.3	15.2	7.8	23.0	4355	596400	Looped	1.3	14.9	1
411661	TC	Hybrid	2267	29	42	8	15.1	4.1	28.9	18.2	44.0	22.3	66.3	2437	39445	Looped	0.4	15.0	0
411662	TC	Hybrid	354	37	9	6	23.5	0.8	33.3	9.6	56.8	10.4	67.2	904	74460	Looped	1.1	3.1	0
411731	WB	Hybrid	1508	13	21	2	2.5	2.7	2.9	2.4	5.4	5.1	10.5	149	56426	Looped	7.6	7.8	0
411732	WB	UG	0	0	0	#N/A	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	-0.2	0.0	0
411733	WB	UG	0	0	0	#N/A	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Looped	-0.2	0.0	0
411961	TC	Hybrid	2591	68	34	2	8.3	4.8	52.1	21.0	60.4	25.8	86.2	3663	284745	Looped	0.3	13.1	0
411962	TC	Hybrid	1498	23	6	3	2.8	0.3	18.8	4.3	21.6	4.6	26.2	1819	117533	Looped	1.7	9.6	0
412061	TC	Hybrid	640	30	22	3	6.3	0.2	11.3	9.8	17.6	10.0	27.6	801	57700	Looped	0.0	3.4	0
412062	TC	Hybrid	2540	56	66	7	10.8	6.1	25.3	27.9	36.1	34.0	70.1	7804	436030	Looped	2.4	11.3	0
412161	TC	Hybrid	313	39	14	8	33.0	1.2	32.2	6.6	65.2	7.8	73.0	180	29626	Looped	11.3	11.4	1
412162	TC	UG	0	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.2	0.0	0
412163	TC	UG	0	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.2	0.0	0
413231	BR	Hybrid	102	3	7	1	5.8	0.2	0.9	0.5	6.7	0.7	7.4	0	0	Looped	-0.2	0.0	0
413232	BR	Hybrid	657	34	11	2	21.8	1.2	15.9	1.2	37.7	2.4	40.1	25	2709	Looped	-0.2	0.0	0
420061	WB	Hybrid	8	0	11	0	2.7	0.8	0.3	2.9	3.0	3.7	6.7	25	6493	0	0.0	0.0	0
420062	WB	Hybrid	2	0	1	0	2.0	0.3	0.0	0.3	2.0	0.6	2.6	0	0	0	0.0	0.0	0
500131	MS	Hybrid	1647	31	14	4	5.6	0.0	11.0	2.6	16.6	2.6	19.2	671	112086	Looped	0.1	8.3	0
500132	MS	Hybrid	930	8	10	9	2.3	1.1	2.4	2.0	4.7	3.1	7.8	149	27840	Looped	-0.3	7.8	0
500133	MS	Hybrid	1078	8	19	4	2.1	1.3	1.1	1.2	3.2	2.5	5.7	329	41983	Looped	-0.2	7.1	1
500134	MS	Hybrid	1154	19	19	10	3.6	0.0	6.2	2.9	9.8	2.9	12.7	571	109552	Looped	-0.3	8.7	0
500135	MS	Hybrid	754	9	9	9	2.9	0.2	3.1	0.7	6.0	0.9	6.9	204	40193	Looped	0.2	7.4	0
500136	MS	Hybrid	259	3	15	3	2.1	1.5	0.4	1.5	2.5	3.0	5.5	298	37028	Looped	-0.1	4.7	0
500161	MS	Hybrid	3061	3	45	0	1.9	6.6	2.9	11.2	4.8	17.8	22.6	484	87385	Looped	-0.6	12.5	0
500162	MS	Hybrid	3902	18	72	2	2.9	9.3	2.7	16.6	5.6	25.9	31.5	4588	525957	Looped	0.4	12.5	0
500163	MS	Hybrid	216	0	4	0	0.2	2.9	0.0	0.6	0.2	3.5	3.7	0	0	Looped	-0.2	0.9	0
500164	MS	Hybrid	761	7	14	2	1.8	3.5	1.7	1.2	3.5	4.7	8.2	1343	124282	Looped	0.0	6.1	0

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500231	MS	UG	26	0	3	0	0.0	1.1	0.0	0.9	0.0	2.0	2.0	0	0	Looped	-0.1	2.9	0
500232	MS	Hybrid	1800	12	22	4	3.1	1.5	5.0	6.8	8.1	8.3	16.4	2850	241525	Looped	0.9	8.0	0
500233	MS	Hybrid	932	16	14	9	4.1	1.6	6.0	1.2	10.1	2.8	12.9	1009	64498	Looped	-1.4	5.5	0
500234	MS	Hybrid	1200	12	14	7	3.1	0.9	9.0	1.3	12.1	2.2	14.3	1634	66105	Looped	-0.3	6.5	0
500235	MS	Hybrid	1085	27	5	5	2.8	1.2	8.9	0.7	11.7	1.9	13.6	1207	59108	Looped	0.4	6.1	0
500236	MS	Hybrid	201	3	9	4	1.3	1.3	0.5	1.0	1.8	2.3	4.1	68	2936	Looped	0.1	6.5	0
500237	MS	Hybrid	758	3	10	4	0.9	1.9	0.6	3.3	1.5	5.2	6.7	757	18625	Looped	0.8	7.7	0
500238	MS	Hybrid	1415	13	24	2	3.5	0.2	3.6	4.9	7.1	5.1	12.2	365	42412	Looped	0.9	6.3	0
500239	MS	Hybrid	1090	20	21	15	5.1	0.6	8.6	1.8	13.7	2.4	16.1	1596	67050	Looped	0.4	8.8	0
500331	MS	Hybrid	2024	11	41	6	3.1	0.4	5.1	2.3	8.2	2.7	10.9	4418	323270	Looped	0.0	6.3	0
500332	MS	Hybrid	2013	19	15	11	4.4	0.3	10.6	1.2	15.0	1.5	16.5	2379	206708	Looped	0.4	7.5	0
500333	MS	Hybrid	456	5	23	4	2.4	0.2	2.3	1.2	4.7	1.4	6.1	43	10923	Looped	-0.1	8.7	0
500334	MS	Hybrid	681	6	14	2	2.4	0.0	1.1	1.6	3.5	1.6	5.1	54	9741	Looped	0.0	2.7	0
500335	MS	Hybrid	2520	13	37	9	4.8	0.7	6.1	1.4	10.9	2.1	13.0	161	31734	Looped	0.4	8.7	0
500336	MS	Hybrid	2464	14	34	7	4.1	1.0	10.1	7.3	14.2	8.3	22.5	955	140494	Looped	0.0	8.0	0
500337	MS	Hybrid	1914	11	42	3	4.7	0.1	6.6	13.8	11.3	13.9	25.2	670	117682	Looped	0.1	5.3	0
500431	MS	Hybrid	1367	21	8	3	2.6	0.2	7.4	2.3	10.0	2.5	12.5	1880	155006	Looped	-0.1	5.1	0
500432	MS	Hybrid	483	2	18	4	2.1	0.8	1.5	0.6	3.6	1.4	5.0	43	11214	Looped	0.7	8.9	0
500433	MS	Hybrid	1580	34	9	3	3.9	0.3	13.0	0.9	16.9	1.2	18.1	1603	336755	Looped	-1.4	8.3	0
500434	MS	Hybrid	997	26	6	4	2.1	0.6	8.6	0.4	10.7	1.0	11.7	1073	239208	Looped	0.4	6.3	0
500435	MS	Hybrid	1512	15	13	5	2.6	0.1	7.2	4.8	9.8	4.9	14.7	1868	126630	Looped	-0.2	6.6	0
500436	MS	Hybrid	1335	24	8	15	3.3	0.4	10.9	1.2	14.2	1.6	15.8	962	213757	Looped	0.2	8.9	0
500437	MS	Hybrid	1703	19	28	9	4.5	0.3	7.0	2.5	11.5	2.8	14.3	2863	370062	Looped	0.2	9.7	0
500438	MS	Hybrid	319	5	8	0	1.4	0.7	2.5	0.2	3.9	0.9	4.8	334	82497	Looped	0.8	5.2	0
500531	MS	Hybrid	1646	17	38	6	3.4	0.1	3.6	7.7	7.0	7.8	14.8	2023	110418	Looped	1.9	6.6	0
500532	MS	Hybrid	2185	8	29	8	3.3	0.0	9.2	3.0	12.5	3.0	15.5	833	102339	Looped	-0.5	9.4	1
500533	MS	Hybrid	924	11	44	8	6.8	0.0	3.5	7.7	10.3	7.7	18.0	436	93139	Looped	0.7	7.2	0
500534	MS	Hybrid	2147	10	33	8	3.8	0.2	9.2	5.1	13.0	5.3	18.3	1064	141844	Looped	0.2	8.7	0
500535	MS	Hybrid	1543	3	29	4	2.1	0.1	2.0	10.0	4.1	10.1	14.2	270	52826	Looped	-0.3	7.3	0
500536	MS	Hybrid	414	4	22	4	1.9	0.7	2.6	3.0	4.5	3.7	8.2	101	12358	Looped	-0.6	5.5	0
500537	MS	Hybrid	1316	7	16	8	2.2	1.9	8.1	5.3	10.3	7.2	17.5	1724	184179	Looped	-0.1	7.0	0
500538	MS	Hybrid	1892	15	24	8	3.7	0.4	10.5	3.7	14.2	4.1	18.3	306	51968	Looped	-0.7	7.4	0
500631	MS	Hybrid	1886	8	29	1	2.6	0.1	2.8	9.4	5.4	9.5	14.9	642	110739	Looped	-0.1	5.6	0
500632	MS	Hybrid	2637	8	53	2	4.3	0.0	4.0	15.6	8.3	15.6	23.9	876	109824	Looped	0.6	10.2	0
500633	MS	Hybrid	823	6	21	2	2.7	0.2	3.1	2.9	5.8	3.1	8.9	151	22678	Looped	0.1	6.0	1
500634	MS	Hybrid	1448	1	30	4	3.0	0.9	1.4	11.0	4.4	11.9	16.3	2398	89235	Looped	0.3	8.5	0
500635	MS	Hybrid	2087	4	26	0	2.0	0.8	1.1	9.0	3.1	9.8	12.9	516	90158	Looped	-0.1	5.3	0
500636	MS	Hybrid	2138	12	27	5	3.0	0.6	4.9	10.3	7.9	10.9	18.8	744	93016	Looped	0.0	8.7	0
500637	MS	Hybrid	2647	23	16	8	3.3	0.8	8.7	4.8	12.0	5.6	17.6	1812	229187	Looped	-0.4	8.1	0
500661	MS	Hybrid	3594	50	43	13	7.1	4.2	9.9	5.2	17.0	9.4	26.4	8265	439527	Looped	0.4	9.8	0
500662	MS	Hybrid	4442	28	47	6	6.6	0.1	9.8	15.9	16.4	16.0	32.4	3264	176899	Looped	0.7	12.6	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
500663	MS	Hybrid	3290	8	68	1	6.0	1.8	0.9	18.6	6.9	20.4	27.3	563	70706	Looped	0.5	14.7	0
500664	MS	Hybrid	2902	37	71	15	8.4	4.8	11.5	7.9	19.9	12.7	32.6	1481	223726	Looped	0.4	11.2	0
500665	MS	Hybrid	3530	23	56	9	8.1	1.4	11.3	11.7	19.4	13.1	32.5	8226	380707	Looped	0.2	10.6	0
500761	TB	Hybrid	1542	33	16	7	4.9	0.1	15.5	2.0	20.4	2.1	22.5	1922	30082	Looped	-0.5	5.1	0
500762	TB	Hybrid	2502	71	34	9	6.8	0.4	12.7	1.5	19.5	1.9	21.4	279	53000	Looped	0.3	7.8	0
500763	TB	Hybrid	1613	20	25	5	4.5	0.2	9.6	1.3	14.1	1.5	15.6	1782	72329	Looped	-0.2	6.2	0
500764	TB	Hybrid	2155	29	19	7	4.2	0.7	21.3	5.6	25.5	6.3	31.8	1825	172375	Looped	0.3	8.2	0
500765	TB	Hybrid	2403	29	39	4	9.0	0.4	9.4	15.7	18.4	16.1	34.5	6326	292123	Looped	0.4	8.9	0
500766	TB	Hybrid	2399	77	35	7	12.9	1.2	14.3	8.5	27.2	9.7	36.9	2140	168832	Looped	0.0	7.1	0
500767	TB	OH	2510	39	10	4	10.7	0.2	69.3	1.2	80.0	1.4	81.4	4220	308495	Looped	0.0	10.4	0
500768	TB	Hybrid	2938	28	45	7	8.8	0.8	15.1	18.5	23.9	19.3	43.2	7123	481577	Looped	-0.3	10.0	0
500831	MS	Hybrid	280	4	23	3	1.6	0.1	1.7	1.2	3.3	1.3	4.6	160	21255	Looped	-0.5	1.8	1
500832	MS	Hybrid	162	2	36	1	3.2	0.4	2.8	1.9	6.0	2.3	8.3	25	4940	Looped	-0.6	6.0	0
500833	MS	Hybrid	1648	28	25	6	4.9	0.1	11.4	3.6	16.3	3.7	20.0	521	125237	Looped	-0.2	8.1	0
500834	MS	Hybrid	1474	17	26	11	4.0	0.2	9.0	5.5	13.0	5.7	18.7	752	93083	Looped	0.9	9.1	0
500835	MS	Hybrid	242	0	48	2	2.4	0.6	0.7	1.8	3.1	2.4	5.5	66	8422	Looped	0.1	6.1	0
500836	MS	Hybrid	940	10	27	8	3.9	1.1	5.7	6.7	9.6	7.8	17.4	1675	156124	Looped	-0.4	9.2	0
500837	MS	Hybrid	1469	21	19	7	3.2	0.6	9.1	1.7	12.3	2.3	14.6	1966	74424	Looped	0.0	6.1	0
500931	MS	Hybrid	1348	23	43	4	7.3	0.4	4.8	7.1	12.1	7.5	19.6	2906	306422	Looped	0.1	7.6	1
500932	MS	Hybrid	1266	7	19	6	2.8	0.0	6.0	7.2	8.8	7.2	16.0	150	27538	Looped	-0.2	4.5	0
500933	MS	Hybrid	1108	0	26	2	2.6	0.1	1.1	10.0	3.7	10.1	13.8	401	60038	Looped	-0.6	6.2	0
500934	MS	Hybrid	2174	4	30	1	3.7	0.4	2.1	21.5	5.8	21.9	27.7	227	34024	Looped	-0.1	9.3	0
501061	MS	Hybrid	2524	19	68	4	8.1	1.5	8.7	18.6	16.8	20.1	36.9	4087	376977	Looped	0.3	14.2	1
501062	MS	Hybrid	2485	11	34	10	4.2	0.2	11.6	15.2	15.8	15.4	31.2	4216	326650	Looped	-0.6	13.3	0
501063	MS	Hybrid	2980	27	55	14	6.7	0.3	11.4	22.4	18.1	22.7	40.8	4830	396463	Looped	-0.5	13.0	2
501064	MS	Hybrid	2228	27	58	7	11.0	0.9	8.0	15.1	19.0	16.0	35.0	627	166723	Looped	0.1	8.8	0
501065	MS	Hybrid	699	7	28	0	3.1	0.8	3.4	5.1	6.5	5.9	12.4	655	63886	Looped	-0.6	8.4	0
501066	MS	Hybrid	1545	20	29	7	5.1	1.8	14.9	22.7	20.0	24.5	44.5	273	55865	Looped	0.1	10.2	0
501131	FM	Hybrid	668	23	16	6	2.9	0.4	4.4	1.7	7.3	2.1	9.4	245	53373	Looped	-1.9	6.6	0
501132	FM	Hybrid	912	3	2	1	0.7	2.1	0.2	0.2	0.9	2.3	3.2	0	0	Looped	2.2	3.6	0
501133	FM	Hybrid	1341	15	24	6	2.9	0.4	2.6	1.6	5.5	2.0	7.5	135	20867	Looped	0.0	6.5	0
501134	FM	Hybrid	421	11	20	4	1.5	0.7	0.9	1.7	2.4	2.4	4.8	514	32704	Looped	-0.3	8.5	0
501135	FM	Hybrid	901	19	4	5	3.3	0.4	9.5	1.2	12.8	1.6	14.4	455	69335	Looped	0.0	6.7	0
501136	FM	Hybrid	990	27	17	5	5.3	0.2	5.4	1.7	10.7	1.9	12.6	429	35980	Looped	0.2	4.2	0
501137	FM	Hybrid	345	12	7	3	2.5	0.4	1.8	0.3	4.3	0.7	5.0	93	18796	Looped	-0.1	6.3	0
501138	FM	Hybrid	193	0	7	1	0.6	0.3	0.0	0.2	0.6	0.5	1.1	51	5112	Looped	-1.0	2.0	0
501231	NA	Hybrid	398	7	14	2	1.5	1.0	2.3	2.2	3.8	3.2	7.0	43	8447	Looped	-0.1	6.8	0
501232	NA	Hybrid	469	6	5	1	1.1	0.2	2.9	0.4	4.0	0.6	4.6	367	41331	Looped	-0.1	7.4	0
501233	NA	Hybrid	1505	5	28	10	2.2	0.2	3.1	1.5	5.3	1.7	7.0	978	63713	Looped	-0.9	8.7	0
501234	NA	Hybrid	1865	3	51	13	3.5	0.4	3.9	2.7	7.4	3.1	10.5	3926	153849	Looped	-0.2	9.3	0
501235	NA	Hybrid	1700	17	27	5	4.3	0.1	4.3	2.9	8.6	3.0	11.6	621	114472	Looped	-0.9	8.0	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
501236	NA	Hybrid	181	2	10	1	1.4	2.0	1.1	1.1	2.5	3.1	5.6	19	4610	Looped	-0.9	3.9	0
501237	NA	Hybrid	1018	6	17	6	2.5	0.5	3.0	0.8	5.5	1.3	6.8	225	50904	Looped	0.1	6.5	0
501238	NA	Hybrid	832	8	22	4	3.4	0.6	5.7	0.8	9.1	1.4	10.5	323	64545	Looped	-0.2	7.4	0
501239	NA	Hybrid	1786	5	51	10	3.9	0.8	6.4	3.1	10.3	3.9	14.2	3335	241317	Looped	0.0	9.3	0
501240	NA	Hybrid	718	4	35	10	3.6	2.5	5.7	5.8	9.3	8.3	17.6	1299	190383	Looped	-0.2	8.4	1
501431	TB	OH	1783	38	17	9	13.5	0.0	56.0	3.0	69.5	3.0	72.5	2103	143476	Looped	-2.7	6.7	0
501432	TB	Hybrid	2252	76	20	17	21.3	0.2	74.3	11.5	95.6	11.7	107.3	1352	142093	Looped	2.0	7.6	2
501433	TB	Hybrid	1236	17	22	8	4.5	0.3	11.7	2.1	16.2	2.4	18.6	897	88335	Looped	0.0	5.8	0
501434	TB	OH	757	53	17	4	19.2	0.1	39.7	2.3	58.9	2.4	61.3	340	39636	Looped	0.4	8.3	0
501435	TB	Hybrid	1176	30	20	6	6.0	0.2	16.6	3.9	22.6	4.1	26.7	404	55382	Looped	-0.1	7.7	0
501531	TB	Hybrid	991	16	30	4	5.4	0.3	3.3	5.3	8.7	5.6	14.3	1065	13593	Looped	-0.2	6.9	0
501532	TB	Hybrid	758	23	22	3	5.2	0.0	6.8	2.0	12.0	2.0	14.0	107	13951	Looped	-0.2	4.3	0
501533	TB	Hybrid	820	30	23	2	6.0	0.5	7.0	3.6	13.0	4.1	17.1	933	63526	Looped	-0.2	5.5	0
501534	TB	Hybrid	1619	19	23	4	3.7	0.1	7.8	4.6	11.5	4.7	16.2	213	34671	Looped	-0.2	5.2	0
501535	TB	Hybrid	631	24	28	5	8.6	1.2	7.3	5.2	15.9	6.4	22.3	21	2144	Looped	-0.2	3.8	0
501536	TB	Hybrid	1626	18	22	6	3.2	0.4	7.4	5.9	10.6	6.3	16.9	1977	54609	Looped	-0.2	6.5	0
501537	TB	Hybrid	1587	16	26	6	5.3	0.1	14.5	8.8	19.8	8.9	28.7	369	35158	Looped	-0.2	6.4	0
501538	TB	Hybrid	1271	25	13	14	5.4	0.7	15.3	2.4	20.7	3.1	23.8	434	73484	Looped	-0.2	6.1	0
501761	FM	Hybrid	3321	16	37	7	4.5	0.2	5.6	11.6	10.1	11.8	21.9	4717	341246	Looped	0.5	11.6	0
501762	FM	Hybrid	2479	23	35	16	3.8	1.1	5.7	5.0	9.5	6.1	15.6	5120	214780	Looped	0.5	10.7	0
501763	FM	Hybrid	2506	28	24	8	5.6	0.7	9.3	2.7	14.9	3.4	18.3	2589	169863	Looped	-0.1	8.2	0
501764	FM	Hybrid	4114	15	49	9	6.2	1.4	6.7	24.2	12.9	25.6	38.5	5078	649940	Looped	0.4	13.6	0
501765	FM	Hybrid	3764	4	56	5	4.7	0.8	3.8	18.9	8.5	19.7	28.2	4538	271242	Looped	0.1	10.5	0
501766	FM	Hybrid	3782	9	44	7	4.4	1.6	8.6	22.5	13.0	24.1	37.1	1125	130728	Looped	-0.2	9.8	0
501767	FM	Hybrid	3903	13	65	7	5.5	1.7	4.8	23.6	10.3	25.3	35.6	8377	747245	Looped	0.0	9.9	0
501768	FM	Hybrid	1380	1	44	1	6.6	2.1	0.2	15.4	6.8	17.5	24.3	1781	108308	Looped	0.1	9.1	0
501831	FM	Hybrid	942	26	6	3	4.6	0.1	12.2	2.4	16.8	2.5	19.3	145	14121	Looped	-0.1	5.1	0
501832	FM	Hybrid	2252	35	20	10	5.4	0.7	22.9	5.8	28.3	6.5	34.8	932	105381	Looped	0.0	9.1	0
501833	FM	Hybrid	1645	97	12	14	12.2	0.0	79.7	10.5	91.9	10.5	102.4	2260	88342	Looped	-0.4	8.2	0
501834	FM	hybrid	0	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	0.6	0
501835	FM	Hybrid	2089	19	53	6	4.2	7.0	10.9	30.9	15.1	37.9	53.0	2585	242426	Looped	-0.2	9.5	0
502061	TB	Hybrid	1559	12	24	4	4.5	0.5	4.7	3.1	9.2	3.6	12.8	1459	48421	Looped	0.8	9.7	0
502062	TB	OH	2891	36	11	2	6.7	0.1	36.8	0.9	43.5	1.0	44.5	5729	317552	Looped	-2.4	11.9	0
502063	TB	OH	1923	24	11	2	4.8	0.2	22.0	0.9	26.8	1.1	27.9	680	102978	Looped	-0.2	8.1	0
502064	TB	Hybrid	1977	19	60	4	6.1	0.2	20.0	8.6	26.1	8.8	34.9	1564	175505	Looped	-0.2	15.3	0
502065	TB	Hybrid	3368	35	31	5	6.0	0.1	49.2	4.6	55.2	4.7	59.9	4657	408587	Looped	-0.2	12.1	1
502066	TB	Hybrid	2441	43	3	6	6.8	0.1	36.3	2.7	43.1	2.8	45.9	2646	218697	Looped	-0.2	10.7	0
502067	TB	Hybrid	2153	39	15	5	6.8	0.1	35.9	2.2	42.7	2.3	45.0	1088	124800	Looped	-0.2	12.2	5
502161	NA	Hybrid	2420	25	56	9	5.4	0.5	9.0	11.5	14.4	12.0	26.4	848	94999	Looped	-0.6	11.6	0
502162	NA	Hybrid	2758	9	59	2	4.4	2.1	3.0	25.1	7.4	27.2	34.6	3577	536341	Looped	-0.2	11.4	1
502163	NA	Hybrid	3696	9	77	4	7.7	1.2	3.5	21.0	11.2	22.2	33.4	4224	228305	Looped	-0.5	13.7	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
502164	NA	Hybrid	2918	1	59	1	5.0	1.9	0.3	20.7	5.3	22.6	27.9	4125	110827	Looped	0.1	10.2	0
502165	NA	Hybrid	3899	4	59	3	2.8	7.2	1.7	32.2	4.5	39.4	43.9	339	60955	Looped	-0.6	15.7	0
502166	NA	Hybrid	2415	31	51	8	6.3	5.8	10.9	24.2	17.2	30.0	47.2	2165	248896	Looped	-1.0	11.5	0
502167	NA	Hybrid	2319	8	30	9	3.9	1.1	3.3	16.8	7.2	17.9	25.1	2721	98467	Looped	-0.2	8.7	0
502168	NA	Hybrid	2967	33	25	9	5.4	1.8	10.4	12.2	15.8	14.0	29.8	547	84774	Looped	0.1	9.3	0
502461	FM	Hybrid	2151	53	41	13	18.9	2.9	90.9	23.2	109.8	26.1	135.9	6149	463745	Looped	-0.6	10.4	0
502462	FM	Hybrid	1769	57	15	20	21.9	0.0	60.7	5.4	82.6	5.4	88.0	2641	246460	Looped	-2.0	9.4	0
502463	FM	Hybrid	1272	140	20	18	31.8	0.3	94.3	7.7	126.1	8.0	134.1	3932	434050	Looped	-0.5	4.1	1
502464	FM	Hybrid	3379	101	28	28	30.1	0.1	99.1	13.3	129.2	13.4	142.6	2748	529907	Looped	0.0	12.8	1
502531	MS	Hybrid	417	2	12	1	1.5	0.1	1.2	4.2	2.7	4.3	7.0	126	24813	Looped	0.0	3.8	0
502532	MS	Hybrid	1676	8	26	3	2.9	0.3	4.6	9.1	7.5	9.4	16.9	2554	169000	Looped	0.1	7.0	0
502533	MS	Hybrid	940	22	14	4	2.5	0.3	8.5	3.6	11.0	3.9	14.9	720	75198	Looped	-0.1	6.2	0
502534	MS	Hybrid	1326	7	22	5	2.1	0.3	7.1	7.3	9.2	7.6	16.8	736	97703	Looped	0.4	7.0	0
502536	MS	Hybrid	1075	0	41	0	2.5	0.5	0.1	10.8	2.6	11.3	13.9	101	17274	Looped	0.9	9.4	0
502538	MS	Hybrid	1175	22	25	6	3.7	0.6	7.8	3.5	11.5	4.1	15.6	328	40986	Looped	0.4	7.2	0
502561	MS	Hybrid	2957	48	30	13	8.3	5.5	16.4	10.5	24.7	16.0	40.7	3295	257026	Looped	0.6	14.3	0
502562	MS	Hybrid	2371	47	22	9	6.1	2.5	10.9	6.4	17.0	8.9	25.9	779	105519	Looped	0.7	9.4	0
502563	MS	Hybrid	3885	20	44	14	6.5	3.1	10.9	9.9	17.4	13.0	30.4	12875	903772	Looped	-0.1	11.3	1
502631	FM	Hybrid	655	13	3	4	2.7	0.1	5.8	1.0	8.5	1.1	9.6	656	96714	Looped	-0.4	4.2	0
502632	FM	Hybrid	1982	5	33	5	2.8	0.1	3.1	7.8	5.9	7.9	13.8	455	42416	Looped	0.0	9.4	0
502633	FM	Hybrid	283	4	10	4	1.1	0.3	0.9	1.7	2.0	2.0	4.0	11	1023	Looped	0.1	6.2	0
502634	FM	Hybrid	475	7	19	3	2.7	0.5	1.2	2.5	3.9	3.0	6.9	74	14865	Looped	-0.7	4.9	0
502635	FM	Hybrid	1379	16	21	10	2.3	0.3	8.1	6.0	10.4	6.3	16.7	1761	150325	Looped	0.1	8.9	0
502636	FM	Hybrid	1874	44	12	8	4.6	0.8	12.2	1.3	16.8	2.1	18.9	2871	117389	Looped	-0.2	8.7	0
502637	FM	Hybrid	1127	13	24	7	3.5	0.5	4.4	1.9	7.9	2.4	10.3	292	31235	Looped	-0.3	5.9	0
502638	FM	Hybrid	864	3	25	5	1.9	0.2	1.7	6.9	3.6	7.1	10.7	194	16766	Looped	-0.6	7.7	0
502831	MS	UG	1348	1	20	1	0.2	10.7	0.0	3.2	0.2	13.9	14.1	23	19437	Looped	0.0	6.0	0
502832	MS	Hybrid	1221	33	12	7	2.9	0.1	7.7	1.9	10.6	2.0	12.6	369	77056	Looped	0.4	6.0	0
502833	MS	Hybrid	539	4	12	6	1.4	0.6	1.3	1.1	2.7	1.7	4.4	149	29721	Looped	-0.3	4.0	0
502834	MS	Hybrid	1490	37	19	13	3.4	0.4	11.3	2.1	14.7	2.5	17.2	454	56062	Looped	0.0	9.1	0
502835	MS	Hybrid	1420	14	18	5	2.1	2.7	2.3	1.5	4.4	4.2	8.6	126	39427	Looped	0.1	7.4	0
502836	MS	Hybrid	417	7	1	2	1.1	1.7	0.6	0.7	1.7	2.4	4.1	703	30227	Looped	-0.2	3.6	0
502837	MS	Hybrid	518	18	18	3	3.1	2.4	3.1	1.9	6.2	4.3	10.5	2269	98540	Looped	-0.5	4.2	0
502838	MS	Hybrid	542	0	5	0	0.3	1.6	0.2	0.8	0.5	2.4	2.9	0	0	Looped	-0.2	5.1	0
502931	MS	Hybrid	1498	8	25	1	2.8	0.9	4.8	3.0	7.6	3.9	11.5	734	99171	Looped	-0.1	6.7	0
502932	MS	Hybrid	2404	34	15	7	5.2	0.1	12.6	2.8	17.8	2.9	20.7	572	100547	Looped	-0.3	8.6	1
502933	MS	Hybrid	1620	10	27	2	2.9	0.1	4.4	6.7	7.3	6.8	14.1	346	68686	Looped	0.1	6.7	0
502934	MS	Hybrid	2528	26	29	7	4.6	0.1	8.5	11.3	13.1	11.4	24.5	1095	160395	Looped	0.6	9.0	0
502935	MS	Hybrid	1573	14	23	4	3.9	1.2	4.6	4.2	8.5	5.4	13.9	2030	71782	Looped	0.0	8.5	0
502936	MS	Hybrid	2985	20	44	4	4.3	0.3	6.2	3.7	10.5	4.0	14.5	1994	75701	Looped	-0.2	10.2	0
502937	MS	Hybrid	2189	28	21	4	4.5	0.5	7.7	4.9	12.2	5.4	17.6	1246	108446	Looped	-1.0	7.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
502938	MS	Hybrid	2672	10	33	7	3.5	0.1	5.6	5.2	9.1	5.3	14.4	666	73065	Looped	0.2	7.7	0
502939	MS	Hybrid	2288	21	19	7	2.8	0.5	7.2	7.9	10.0	8.4	18.4	623	138946	Looped	0.1	7.5	0
503031	MS	Hybrid	1815	8	20	11	2.8	0.3	5.0	5.2	7.8	5.5	13.3	2157	92617	Looped	0.1	8.1	0
503032	MS	Hybrid	910	11	12	14	1.9	0.1	7.1	2.5	9.0	2.6	11.6	751	110580	Looped	-0.2	7.0	0
503033	MS	Hybrid	979	16	19	8	2.7	1.7	5.2	3.7	7.9	5.4	13.3	1377	133846	Looped	-3.2	6.0	0
503034	MS	Hybrid	1394	39	28	10	4.6	0.3	8.8	2.3	13.4	2.6	16.0	3518	268004	Looped	2.1	9.0	0
503035	MS	Hybrid	1061	5	9	2	1.3	0.3	3.0	5.8	4.3	6.1	10.4	212	45457	Looped	-4.4	4.9	0
503036	MS	Hybrid	1567	7	25	8	3.8	0.7	6.5	6.4	10.3	7.1	17.4	706	147123	Looped	1.4	9.2	0
503037	MS	Hybrid	1311	23	9	3	3.5	2.3	9.1	3.1	12.6	5.4	18.0	753	172696	Looped	-2.8	6.9	1
503038	MS	Hybrid	2591	2	13	11	0.9	1.9	2.6	5.1	3.5	7.0	10.5	4564	357129	Looped	-0.4	6.1	0
503039	MS	Hybrid	2539	7	39	6	3.2	2.4	5.0	7.2	8.2	9.6	17.8	535	85679	Looped	9.0	9.1	0
503131	NA	Hybrid	1991	0	40	2	2.6	2.3	0.7	13.6	3.3	15.9	19.2	3142	155982	Looped	-0.4	6.5	0
503132	NA	Hybrid	2559	11	37	14	2.8	1.6	6.0	6.2	8.8	7.8	16.6	10428	695217	Looped	-0.1	9.0	0
503133	NA	Hybrid	1581	14	26	3	3.4	2.4	3.7	5.9	7.1	8.3	15.4	1390	79947	Looped	-0.5	6.0	0
503134	NA	Hybrid	1752	0	53	1	2.1	1.5	0.2	7.0	2.3	8.5	10.8	1292	215014	Looped	-0.4	8.8	1
503135	NA	Hybrid	1685	6	27	1	2.4	2.3	2.3	3.5	4.7	5.8	10.5	233	26951	Looped	-0.6	7.2	0
503136	NA	Hybrid	1204	0	25	0	1.0	3.4	0.0	5.6	1.0	9.0	10.0	100	21558	Looped	-0.4	6.4	0
503137	NA	UG	1807	0	18	0	0.5	6.7	0.0	3.4	0.5	10.1	10.6	238	20516	Looped	0.0	7.3	0
503138	NA	Hybrid	1194	9	55	2	3.8	0.4	4.0	2.9	7.8	3.3	11.1	374	76042	Looped	0.2	10.4	0
503261	TB	Hybrid	3122	15	14	4	5.2	0.1	26.6	13.8	31.8	13.9	45.7	8869	468595	Looped	1.6	8.5	0
503262	TB	Hybrid	2882	37	30	6	10.3	0.0	67.9	8.5	78.2	8.5	86.7	1219	153011	Looped	-1.8	14.4	0
503263	TB	Hybrid	2702	24	51	3	6.6	0.2	34.6	21.7	41.2	21.9	63.1	842	85242	Looped	0.7	8.9	0
503264	TB	Hybrid	3124	54	35	3	9.6	0.2	64.8	12.0	74.4	12.2	86.6	7055	95633	Looped	-0.4	15.4	0
503265	TB	Hybrid	3277	3	47	8	6.8	0.0	11.6	31.7	18.4	31.7	50.1	1586	137390	Looped	2.2	13.2	1
503431	MS	OH	2292	37	1	3	5.6	0.1	24.5	0.2	30.1	0.3	30.4	998	111057	Looped	-0.1	7.9	0
503432	MS	Hybrid	1315	12	36	4	4.8	0.2	6.9	5.6	11.7	5.8	17.5	148	26417	Looped	-0.3	9.1	0
503433	MS	Hybrid	1588	21	9	2	3.6	0.1	8.0	5.3	11.6	5.4	17.0	434	57860	Looped	-0.3	5.6	0
503434	MS	Hybrid	1912	23	28	9	6.1	0.6	15.5	4.6	21.6	5.2	26.8	436	105220	Looped	0.0	8.4	0
503435	MS	OH	2351	40	1	3	3.6	0.2	27.5	0.4	31.1	0.6	31.7	848	121688	Looped	0.1	9.3	2
503436	MS	Hybrid	2107	22	52	4	6.3	0.1	6.7	16.3	13.0	16.4	29.4	4573	153300	Looped	-0.1	8.7	0
503437	MS	OH	1403	28	2	1	4.1	0.3	11.7	0.5	15.8	0.8	16.6	472	97209	Looped	0.0	5.2	0
503561	NA	Hybrid	4611	16	59	10	6.4	0.2	8.8	25.6	15.2	25.8	41.0	1792	158152	Looped	-0.2	9.8	0
503562	NA	Hybrid	3734	28	63	19	7.8	1.2	11.3	11.4	19.1	12.6	31.7	4722	479010	Looped	0.2	12.3	0
503563	NA	Hybrid	2178	5	53	7	4.7	0.7	3.3	10.0	8.0	10.7	18.7	647	118337	Looped	-0.9	12.3	0
503564	NA	Hybrid	3333	13	66	6	5.6	1.1	7.1	19.3	12.7	20.4	33.1	2974	256391	Looped	-0.7	11.0	0
503565	NA	Hybrid	4554	3	73	1	4.9	0.4	2.8	30.7	7.7	31.1	38.8	8367	462928	Looped	0.2	11.6	0
503566	NA	Hybrid	3497	3	37	4	3.8	0.1	3.8	21.8	7.6	21.9	29.5	6773	475565	Looped	-0.4	11.4	0
503567	NA	Hybrid	2966	0	33	3	4.4	1.5	1.3	17.2	5.7	18.7	24.4	1445	123285	Looped	-1.9	6.9	0
503568	NA	Hybrid	3206	12	64	11	5.6	1.2	9.0	10.3	14.6	11.5	26.1	4299	190039	Looped	-0.5	11.4	0
503569	NA	Hybrid	1934	22	65	6	8.4	3.4	11.5	14.1	19.9	17.5	37.4	5813	482927	Looped	0.3	10.6	0
503631	FM	Hybrid	1242	24	13	6	3.0	0.6	9.2	7.4	12.2	8.0	20.2	595	84345	Looped	-0.2	7.0	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
503632	FM	Hybrid	1730	7	41	3	2.6	0.4	2.6	4.5	5.2	4.9	10.1	751	29795	Looped	-0.7	6.0	0
503633	FM	Hybrid	1475	0	42	1	2.2	1.0	0.7	5.9	2.9	6.9	9.8	68	4566	Looped	-0.4	6.7	0
503634	FM	Hybrid	1820	3	47	3	2.9	0.2	1.8	4.8	4.7	5.0	9.7	235	36454	Looped	0.0	6.1	0
503635	FM	Hybrid	2156	0	37	2	2.2	0.2	1.1	7.6	3.3	7.8	11.1	229	16325	Looped	-0.2	8.2	0
503636	FM	Hybrid	2004	6	47	2	2.7	1.1	1.8	7.3	4.5	8.4	12.9	401	48261	Looped	-1.5	6.6	0
503637	FM	Hybrid	1749	4	41	4	3.7	0.9	2.4	6.2	6.1	7.1	13.2	373	30148	Looped	0.2	8.1	0
503638	FM	Hybrid	1017	8	14	4	1.2	0.6	4.5	4.4	5.7	5.0	10.7	584	80702	Looped	-0.1	4.5	0
503639	FM	Hybrid	2430	4	36	4	2.9	1.1	4.0	18.1	6.9	19.2	26.1	699	92584	Looped	0.1	9.2	0
503761	TB	Hybrid	1703	29	18	12	4.8	0.1	12.4	11.4	17.2	11.5	28.7	531	47918	Looped	0.6	9.3	0
503762	TB	Hybrid	2279	28	22	6	5.7	0.1	22.0	2.1	27.7	2.2	29.9	3316	207486	Looped	0.0	10.7	0
503763	TB	Hybrid	1181	15	4	3	3.2	0.3	11.2	1.3	14.4	1.6	16.0	799	99083	Looped	-0.1	5.7	0
503764	TB	Hybrid	3319	36	66	10	11.5	1.0	18.7	29.0	30.2	30.0	60.2	854	113314	Looped	0.9	13.9	0
503765	TB	Hybrid	2658	37	25	4	7.2	0.3	40.3	5.3	47.5	5.6	53.1	1458	131464	Looped	0.6	12.0	1
503766	TB	Hybrid	2509	46	7	4	6.1	0.9	24.4	1.1	30.5	2.0	32.5	3731	497078	Looped	-0.1	8.9	0
503861	FM	Hybrid	2491	45	25	11	5.4	0.1	19.1	4.7	24.5	4.8	29.3	4222	212524	Looped	-0.1	9.7	1
503862	FM	Hybrid	2679	50	29	9	8.4	0.5	20.3	12.1	28.7	12.6	41.3	817	130232	Looped	-1.1	11.7	0
503863	FM	Hybrid	2225	38	34	9	7.2	0.3	15.6	7.6	22.8	7.9	30.7	3359	212284	Looped	-0.3	9.2	0
503864	FM	Hybrid	984	44	32	6	9.5	0.5	15.9	4.8	25.4	5.3	30.7	3750	137275	Looped	2.2	8.7	0
503865	FM	Hybrid	1564	17	35	8	8.2	2.4	4.7	13.3	12.9	15.7	28.6	93	13875	Looped	-0.8	11.4	0
503961	FM	Hybrid	4440	28	37	13	3.8	4.1	12.6	6.2	16.4	10.3	26.7	5569	266691	Looped	0.2	12.3	0
503962	FM	Hybrid	3353	35	28	3	5.9	1.9	16.3	22.3	22.2	24.2	46.4	4559	251644	Looped	1.3	12.4	0
503963	FM	Hybrid	1550	2	28	2	3.8	1.3	3.6	15.7	7.4	17.0	24.4	2209	203559	Looped	0.0	6.5	0
503964	FM	Hybrid	4131	7	50	5	5.8	7.8	3.8	8.0	9.6	15.8	25.4	610	105394	Looped	0.0	7.7	0
503965	FM	Hybrid	4602	16	37	5	6.0	1.6	5.5	28.4	11.5	30.0	41.5	1379	159094	Looped	-1.9	12.4	0
503966	FM	Hybrid	2032	16	37	2	5.2	4.7	5.4	14.4	10.6	19.1	29.7	435	99718	Looped	-0.1	10.6	0
503967	FM	Hybrid	2080	34	22	8	4.9	3.6	15.9	10.2	20.8	13.8	34.6	813	78142	Looped	-0.1	9.7	0
503968	FM	Hybrid	2363	8	37	7	3.8	2.8	3.0	31.4	6.8	34.2	41.0	73	20271	Looped	-0.1	11.1	0
503969	FM	Hybrid	2635	2	38	3	4.4	3.3	1.7	22.7	6.1	26.0	32.1	272	42817	Looped	-0.5	9.5	0
504061	NA	Hybrid	3754	22	54	8	6.3	3.6	18.4	21.5	24.7	25.1	49.8	2192	259315	Looped	0.2	12.6	0
504062	NA	Hybrid	3826	1	60	7	8.5	1.5	3.6	28.0	12.1	29.5	41.6	9884	881310	Looped	0.5	11.0	0
504063	NA	Hybrid	2727	18	43	4	8.0	6.9	8.8	20.2	16.8	27.1	43.9	614	148207	Looped	-0.3	8.9	0
504064	NA	Hybrid	3595	6	42	4	4.1	6.5	14.9	32.8	19.0	39.3	58.3	3817	206941	Looped	-0.4	8.3	0
504131	MS	Hybrid	1679	11	37	4	2.5	0.0	4.2	6.4	6.7	6.4	13.1	405	56637	Looped	0.1	8.0	1
504132	MS	Hybrid	1896	27	17	4	3.0	0.1	12.3	3.3	15.3	3.4	18.7	697	122175	Looped	2.3	10.2	0
504133	MS	Hybrid	1475	20	16	3	3.9	0.1	9.5	4.6	13.4	4.7	18.1	633	132698	Looped	-2.2	7.1	0
504134	MS	Hybrid	1903	14	25	9	3.7	0.4	9.6	9.0	13.3	9.4	22.7	1667	372552	Looped	0.1	8.9	2
504135	MS	Hybrid	981	18	15	5	2.9	0.5	6.1	2.8	9.0	3.3	12.3	770	163036	Looped	0.0	4.8	0
504136	MS	Hybrid	1588	18	21	6	3.5	0.2	7.3	2.9	10.8	3.1	13.9	2238	218217	Looped	0.1	6.4	0
504137	MS	Hybrid	1404	20	13	11	2.8	1.0	10.0	2.4	12.8	3.4	16.2	1423	264929	Looped	1.4	8.9	0
504261	TB	OH	594	76	8	7	35.9	0.1	49.7	1.2	85.6	1.3	86.9	2066	172768	Looped	1.2	6.2	0
504262	TB	OH	176	40	1	1	92.3	0.0	35.2	0.4	127.5	0.4	127.9	425	132250	Looped	-1.5	2.3	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
504361	NA	Hybrid	3043	3	77	3	3.1	1.5	1.1	11.5	4.2	13.0	17.2	597	76930	Looped	-0.2	10.5	0
504362	NA	Hybrid	2748	1	31	0	0.9	3.7	0.2	15.8	1.1	19.5	20.6	8445	255414	Looped	-0.8	9.4	1
504363	NA	Hybrid	3337	18	63	6	6.4	0.8	4.2	20.1	10.6	20.9	31.5	9150	473554	Looped	-0.4	16.4	0
504364	NA	Hybrid	1587	8	48	1	4.0	3.4	2.5	9.0	6.5	12.4	18.9	3367	125135	Looped	0.5	12.3	0
504365	NA	Hybrid	3084	10	39	13	5.4	1.6	6.1	14.8	11.5	16.4	27.9	546	68840	Looped	-1.1	12.8	1
504366	NA	Hybrid	2468	6	21	1	1.5	3.3	2.6	12.6	4.1	15.9	20.0	490	79062	Looped	0.7	10.3	0
504367	NA	Hybrid	2861	3	53	2	2.8	2.8	1.1	25.4	3.9	28.2	32.1	2527	142614	Looped	-0.2	14.1	0
504368	NA	Hybrid	2914	20	12	8	1.4	2.9	13.4	7.5	14.8	10.4	25.2	1447	162314	Looped	-0.9	13.7	0
504369	NA	Hybrid	1389	30	20	4	4.1	2.7	6.1	10.0	10.2	12.7	22.9	4231	263022	Looped	0.4	12.3	1
504370	NA	Hybrid	2339	17	41	2	2.1	4.3	5.6	5.6	7.7	9.9	17.6	4931	290071	Looped	1.1	16.0	0
504431	TB	Hybrid	1302	68	9	19	17.1	0.6	64.0	7.7	81.1	8.3	89.4	2120	126963	Looped	0.3	5.6	0
504432	TB	Hybrid	1448	27	26	7	6.0	0.0	15.7	8.7	21.7	8.7	30.4	279	61912	Looped	0.0	4.4	0
504433	TB	Hybrid	1117	38	23	10	26.5	0.8	47.5	12.1	74.0	12.9	86.9	865	128624	Looped	-0.6	7.3	0
504531	MS	Hybrid	2738	36	39	6	5.3	0.2	12.2	7.2	17.5	7.4	24.9	1579	187768	Looped	0.2	10.2	0
504532	MS	Hybrid	2400	9	39	7	4.0	0.2	9.7	11.6	13.7	11.8	25.5	832	104342	Looped	0.4	10.5	0
504533	MS	Hybrid	2833	16	47	7	4.8	0.2	8.0	9.5	12.8	9.7	22.5	1520	175361	Looped	0.1	9.5	0
504534	MS	Hybrid	2107	28	17	9	4.2	0.6	12.4	6.4	16.6	7.0	23.6	1965	316281	Looped	0.2	9.2	1
504535	MS	Hybrid	1527	19	13	9	3.0	0.2	12.0	2.7	15.0	2.9	17.9	476	77489	Looped	0.6	8.5	0
504536	MS	Hybrid	1026	11	16	6	2.2	0.6	4.6	2.3	6.8	2.9	9.7	2540	107836	Looped	0.0	5.2	1
504661	MS	Hybrid	3445	40	37	11	7.8	1.3	15.5	10.6	23.3	11.9	35.2	11905	815220	Looped	-0.4	12.1	0
504662	MS	Hybrid	1197	21	23	4	10.0	0.7	12.8	12.1	22.8	12.8	35.6	3418	173122	Looped	0.6	9.4	0
504663	MS	Hybrid	2569	21	52	7	6.9	2.8	8.3	17.2	15.2	20.0	35.2	2138	160937	Looped	-0.6	13.6	0
504664	MS	Hybrid	2470	66	35	15	9.6	0.9	23.7	8.0	33.3	8.9	42.2	3831	290642	Looped	0.2	11.6	0
504665	MS	Hybrid	3319	13	65	8	4.3	7.5	9.0	30.6	13.3	38.1	51.4	615	72222	Looped	-0.1	14.3	0
504666	MS	Hybrid	3327	20	84	8	7.1	2.8	9.3	24.1	16.4	26.9	43.3	6499	356305	Looped	-0.3	13.4	0
504667	MS	Hybrid	1320	25	47	6	10.7	2.0	9.3	8.3	20.0	10.3	30.3	5433	222306	Looped	-0.2	12.0	0
504761	FM	Hybrid	1887	95	39	27	36.2	1.2	65.6	30.0	101.8	31.2	133.0	8639	440589	Looped	-0.1	7.3	0
504762	FM	Hybrid	2216	63	47	21	14.8	5.5	48.4	29.0	63.2	34.5	97.7	5054	159637	Looped	-0.4	10.6	0
504763	FM	OH	2924	309	0	4	32.9	0.2	231.9	1.8	264.8	2.0	266.8	4136	340109	Looped	-0.4	11.6	0
504831	MS	Hybrid	2402	32	19	15	5.3	0.5	12.1	4.6	17.4	5.1	22.5	3096	108479	Looped	0.2	7.4	0
504832	MS	Hybrid	1521	22	26	8	4.1	0.1	12.9	2.9	17.0	3.0	20.0	255	29687	Looped	-0.2	7.0	0
504833	MS	Hybrid	1251	20	18	2	2.9	1.9	11.1	15.3	14.0	17.2	31.2	58	19712	Looped	0.3	6.5	0
504834	MS	Hybrid	2048	25	31	3	6.2	0.6	6.8	10.7	13.0	11.3	24.3	409	77915	Looped	-0.3	5.7	0
504835	MS	Hybrid	2254	18	17	9	3.1	1.8	15.8	7.1	18.9	8.9	27.8	1118	204001	Looped	0.1	7.4	0
504961	NA	Hybrid	2094	21	28	1	6.5	0.6	11.0	15.5	17.5	16.1	33.6	2228	174006	Looped	1.5	11.8	0
504962	NA	Hybrid	2605	23	26	6	6.2	0.1	16.5	3.2	22.7	3.3	26.0	3268	183773	Looped	4.6	13.0	0
504963	NA	Hybrid	1507	18	9	3	3.5	0.4	9.3	1.9	12.8	2.3	15.1	3515	433994	Looped	-5.1	6.3	0
504964	NA	Hybrid	1537	33	10	5	5.7	0.2	20.6	8.2	26.3	8.4	34.7	678	78907	Looped	-2.5	9.2	0
504965	NA	Hybrid	2271	26	9	5	7.4	0.3	17.6	3.4	25.0	3.7	28.7	2807	398142	Looped	7.6	9.6	0
504966	NA	Hybrid	2646	29	8	9	5.3	0.3	22.5	3.5	27.8	3.8	31.6	1005	111601	Looped	-2.4	10.1	0
504967	NA	OH	1432	72	7	7	16.7	0.5	43.5	2.4	60.2	2.9	63.1	2218	216632	Looped	0.1	9.4	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
504968	NA	Hybrid	1825	95	25	3	15.5	0.6	42.7	6.8	58.2	7.4	65.6	567	73054	Looped	-1.5	12.0	0
504969	NA	Hybrid	805	6	21	3	4.3	0.8	13.4	3.7	17.7	4.5	22.2	1883	149016	Looped	-6.4	8.1	1
505061	FM	Hybrid	2753	17	61	8	10.5	6.5	9.2	37.9	19.7	44.4	64.1	679	91308	Looped	-1.8	15.1	0
505062	FM	Hybrid	255	0	36	1	5.0	11.5	2.2	17.2	7.2	28.7	35.9	1	384	Looped	-0.6	9.2	0
505063	FM	Hybrid	3378	80	22	1	11.6	0.2	40.6	10.4	52.2	10.6	62.8	988	91137	Looped	-3.1	11.4	0
505064	FM	Hybrid	2859	3	60	2	6.6	6.0	0.7	33.1	7.3	39.1	46.4	5381	303109	Looped	-5.3	12.8	0
505065	FM	UG	2014	0	45	1	0.0	6.8	0.3	24.1	0.3	30.9	31.2	158	31712	Looped	-0.2	10.0	0
505161	MS	Hybrid	1602	0	38	7	3.4	0.3	4.5	10.9	7.9	11.2	19.1	832	93440	Looped	-0.2	9.6	1
505162	MS	Hybrid	2182	7	68	5	6.9	1.7	5.2	36.4	12.1	38.1	50.2	816	149562	Looped	2.6	15.5	0
505163	MS	Hybrid	1716	11	44	5	5.0	0.3	2.9	13.5	7.9	13.8	21.7	131	20616	Looped	-0.7	8.1	0
505164	MS	Hybrid	2401	9	42	3	3.8	0.2	3.5	17.0	7.3	17.2	24.5	2798	230822	Looped	-0.5	10.7	1
505165	MS	Hybrid	1899	27	33	3	4.8	1.5	10.7	10.3	15.5	11.8	27.3	3784	208577	Looped	-2.1	15.1	0
505166	MS	Hybrid	2726	8	53	6	6.6	1.4	7.4	15.4	14.0	16.8	30.8	1217	274049	Looped	-0.5	12.5	0
505261	MS	Hybrid	1743	37	43	14	11.1	2.3	18.4	10.3	29.5	12.6	42.1	3189	255054	Looped	1.3	12.8	2
505262	MS	Hybrid	3054	41	31	18	13.0	1.2	28.4	10.2	41.4	11.4	52.8	5236	514161	Looped	-0.1	10.9	1
505263	MS	Hybrid	1516	16	26	4	5.2	0.4	13.6	7.8	18.8	8.2	27.0	7205	374286	Looped	-0.1	4.8	0
505264	MS	Hybrid	3349	55	31	14	10.7	0.5	24.6	7.4	35.3	7.9	43.2	5350	412237	Looped	-0.1	14.1	0
505361	MS	Hybrid	3158	0	28	0	2.4	3.8	0.4	23.7	2.8	27.5	30.3	1122	199256	Looped	-1.0	10.3	1
505362	MS	Hybrid	3101	3	72	0	4.6	1.5	1.7	25.4	6.3	26.9	33.2	3242	297408	Looped	-0.5	13.2	0
505363	MS	Hybrid	3235	18	50	6	6.3	2.0	12.2	26.7	18.5	28.7	47.2	641	128162	Looped	1.0	14.2	0
505364	MS	Hybrid	3865	2	65	1	5.2	2.7	0.6	43.5	5.8	46.2	52.0	1759	153375	Looped	-2.9	15.7	0
505365	MS	Hybrid	3774	1	68	0	3.6	5.5	0.1	40.3	3.7	45.8	49.5	4464	244380	Looped	-0.1	14.6	0
505366	MS	UG	1954	0	49	0	1.3	5.8	0.0	19.5	1.3	25.3	26.6	13	2113	Looped	1.6	13.2	0
505461	FM	Hybrid	1698	17	19	4	4.4	0.6	3.9	5.6	8.3	6.2	14.5	72	15857	Looped	-1.3	8.8	0
505462	FM	Hybrid	1516	11	39	7	3.7	1.0	2.3	5.0	6.0	6.0	12.0	3235	63622	Looped	-0.3	9.1	0
505463	FM	Hybrid	1170	9	54	6	5.4	1.0	5.0	11.4	10.4	12.4	22.8	24	4595	Looped	-0.3	11.6	0
505464	FM	Hybrid	3385	6	49	3	5.8	2.2	1.9	21.0	7.7	23.2	30.9	3608	203031	Looped	1.0	11.6	0
505465	FM	Hybrid	2055	26	23	14	6.2	0.3	11.9	5.9	18.1	6.2	24.3	722	98237	Looped	-0.7	12.8	0
505561	MS	Hybrid	2570	24	27	3	2.7	1.3	5.7	4.7	8.4	6.0	14.4	5548	401190	Looped	0.2	7.0	0
505562	MS	Hybrid	2404	24	36	12	4.0	1.4	8.0	4.2	12.0	5.6	17.6	4253	140415	Looped	0.8	10.1	0
505563	MS	Hybrid	1331	0	36	0	2.6	1.4	0.0	5.3	2.6	6.7	9.3	70	15367	Looped	-0.3	10.0	0
505564	MS	Hybrid	2240	2	36	0	3.2	2.6	0.3	17.4	3.5	20.0	23.5	430	72016	Looped	0.0	10.4	0
505661	TB	OH	3166	51	13	2	9.2	0.0	51.4	2.1	60.6	2.1	62.7	1529	157105	Looped	-0.2	13.0	0
505662	TB	Hybrid	3287	40	20	12	9.1	0.6	34.8	9.1	43.9	9.7	53.6	4078	209982	Looped	-0.2	10.7	0
505663	TB	Hybrid	2896	22	18	3	7.3	0.4	52.6	6.4	59.9	6.8	66.7	1150	150178	Looped	-0.2	13.6	0
505664	TB	Hybrid	2847	35	81	11	12.1	2.9	11.2	25.8	23.3	28.7	52.0	2865	855635	Looped	-0.2	11.0	6
505665	TB	Hybrid	3121	23	45	18	9.9	9.9	10.4	25.6	20.3	35.5	55.8	3331	165002	Looped	-0.2	14.7	1
505761	MS	Hybrid	3430	6	78	7	4.8	0.2	6.5	20.7	11.3	20.9	32.2	380	79375	Looped	-0.2	8.7	0
505762	MS	Hybrid	3130	16	43	3	7.6	0.3	8.6	24.7	16.2	25.0	41.2	2029	326482	Looped	0.7	13.0	0
505763	MS	Hybrid	3322	35	53	10	11.6	3.8	20.8	40.8	32.4	44.6	77.0	3640	67683	Looped	0.2	11.3	0
505764	MS	Hybrid	1537	13	55	4	18.4	5.6	17.7	27.1	36.1	32.7	68.8	3473	296486	Looped	-0.4	9.2	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
505765	MS	Hybrid	3260	22	66	5	6.3	2.3	10.4	20.7	16.7	23.0	39.7	1429	190062	Looped	0.3	12.8	0
505766	MS	Hybrid	1566	11	60	5	18.0	3.3	10.9	20.7	28.9	24.0	52.9	284	65438	Looped	0.1	11.4	0
505767	MS	Hybrid	2480	4	31	0	4.7	0.6	2.8	19.7	7.5	20.3	27.8	408	72029	Looped	0.0	9.9	0
505861	MS	Hybrid	74	2	11	0	1.2	3.9	0.3	2.5	1.5	6.4	7.9	134	10319	Looped	-4.7	3.0	0
505862	MS	Hybrid	719	20	11	6	15.3	0.9	12.9	9.3	28.2	10.2	38.4	2693	171243	Looped	-0.1	4.4	0
505863	MS	Hybrid	99	6	19	2	4.6	1.9	4.6	2.4	9.2	4.3	13.5	29	11341	Looped	0.2	4.3	0
505864	MS	Hybrid	1718	18	25	6	12.9	1.1	6.4	9.9	19.3	11.0	30.3	3725	122670	Looped	-0.2	5.9	0
505961	TB	OH	2954	135	10	14	39.1	0.2	145.2	3.5	184.3	3.7	188.0	2803	301911	Looped	0.4	10.0	0
505962	TB	Hybrid	1881	26	21	5	8.1	0.2	22.8	10.7	30.9	10.9	41.8	2249	147379	Looped	-1.9	6.8	0
505963	TB	OH	903	95	17	9	53.9	0.1	101.7	4.6	155.6	4.7	160.3	1077	285114	Looped	3.1	3.3	0
506031	MS	Hybrid	913	19	16	7	3.4	0.1	4.8	3.3	8.2	3.4	11.6	297	35731	Looped	0.1	7.3	0
506032	MS	Hybrid	1292	23	8	4	3.2	0.0	8.6	2.3	11.8	2.3	14.1	888	150928	Looped	-0.1	6.4	0
506033	MS	Hybrid	1430	20	6	5	2.9	0.0	9.7	1.0	12.6	1.0	13.6	2872	384590	Looped	-0.7	6.9	0
506034	MS	Hybrid	887	21	5	4	3.0	0.1	7.7	0.5	10.7	0.6	11.3	1331	73601	Looped	0.3	5.4	0
506035	MS	Hybrid	1297	13	9	3	3.2	0.2	5.8	5.0	9.0	5.2	14.2	1685	105139	Looped	0.0	6.0	0
506036	MS	Hybrid	2166	26	6	15	4.9	0.3	12.4	0.9	17.3	1.2	18.5	1694	82970	Looped	0.6	9.7	0
506037	MS	Hybrid	1658	22	15	6	3.8	0.8	7.7	4.0	11.5	4.8	16.3	252	31615	Looped	0.3	7.2	0
506161	FM	Hybrid	1492	20	10	6	3.3	0.1	9.2	3.3	12.5	3.4	15.9	2762	236438	Looped	-0.5	7.2	0
506162	FM	Hybrid	1649	5	53	9	7.4	2.1	7.7	14.9	15.1	17.0	32.1	3561	37024	Looped	-3.2	15.9	0
506163	FM	Hybrid	3587	27	42	10	9.2	0.9	15.1	21.6	24.3	22.5	46.8	7234	219900	Looped	-0.2	13.2	1
506164	FM	Hybrid	1795	24	35	12	6.5	0.5	5.4	7.8	11.9	8.3	20.2	2003	83905	Looped	5.0	14.1	0
506165	FM	Hybrid	1228	8	31	5	4.7	0.7	2.6	10.2	7.3	10.9	18.2	1461	57990	Looped	-1.4	16.2	0
506166	FM	Hybrid	1399	6	44	6	4.0	1.1	3.2	5.8	7.2	6.9	14.1	243	25519	Looped	-0.1	8.0	0
506261	MS	Hybrid	1609	14	35	11	4.5	0.4	6.5	10.8	11.0	11.2	22.2	1982	91275	Looped	-0.4	9.9	0
506262	MS	Hybrid	580	20	52	6	7.0	0.8	5.0	5.4	12.0	6.2	18.2	1266	93258	Looped	-1.4	9.3	0
506263	MS	Hybrid	2253	20	52	9	7.1	1.4	11.8	13.7	18.9	15.1	34.0	2774	194210	Looped	0.6	12.3	0
506264	MS	Hybrid	1721	29	30	8	4.4	1.1	8.5	5.4	12.9	6.5	19.4	1230	171715	Looped	-0.1	9.4	0
506361	TB	Hybrid	2899	20	23	9	5.1	1.1	32.7	10.6	37.8	11.7	49.5	3940	310378	Looped	0.5	14.0	0
506362	TB	Hybrid	3067	39	7	7	6.0	0.1	38.8	3.3	44.8	3.4	48.2	5533	771807	Looped	-0.4	12.7	0
506363	TB	Hybrid	4219	45	21	11	18.5	0.2	38.4	11.6	56.9	11.8	68.7	10460	450722	Looped	-0.1	12.2	1
506364	TB	Hybrid	2183	27	25	5	13.2	1.7	22.4	17.2	35.6	18.9	54.5	648	88166	Looped	2.1	10.4	0
506461	TB	Hybrid	776	7	48	4	5.9	0.1	20.7	5.3	26.6	5.4	32.0	436	42270	Looped	0.2	11.5	0
506462	TB	Hybrid	2992	45	32	5	10.3	3.4	35.5	24.3	45.8	27.7	73.5	5117	424584	Looped	0.6	8.9	1
506463	TB	Hybrid	2845	55	11	2	9.2	0.2	78.5	6.7	87.7	6.9	94.6	1270	116068	Looped	1.1	11.9	1
506464	TB	OH	2672	47	6	9	10.5	0.4	65.1	3.5	75.6	3.9	79.5	2173	284033	Looped	0.5	11.9	1
506465	TB	OH	2338	66	1	1	8.9	0.1	56.1	0.2	65.0	0.3	65.3	3115	79712	Looped	0.3	10.4	0
506561	MS	Hybrid	3302	5	77	1	6.5	7.1	0.6	49.5	7.1	56.6	63.7	1537	199726	Looped	-0.2	12.5	0
506562	MS	Hybrid	2350	45	26	8	11.5	0.6	32.8	9.2	44.3	9.8	54.1	4189	344362	Looped	0.1	8.7	0
506563	MS	Hybrid	2290	8	42	2	7.8	2.5	10.0	23.6	17.8	26.1	43.9	1766	494761	Looped	0.2	6.4	0
506661	NA	Hybrid	1946	0	52	3	3.1	3.9	2.2	27.4	5.3	31.3	36.6	372	43689	Looped	-0.2	11.5	0
506662	NA	Hybrid	2547	34	39	4	6.4	1.9	9.0	17.7	15.4	19.6	35.0	5340	243725	Looped	2.0	11.2	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
506663	NA	Hybrid	3133	5	55	2	5.2	3.3	1.2	28.9	6.4	32.2	38.6	6417	311856	Looped	-1.3	12.2	0
506664	NA	Hybrid	3730	24	48	7	8.8	0.3	8.1	22.7	16.9	23.0	39.9	1863	194711	Looped	-0.3	12.9	0
506665	NA	Hybrid	1076	4	39	3	6.1	0.7	1.2	9.6	7.3	10.3	17.6	65	11864	Looped	-0.7	12.7	0
506666	NA	Hybrid	1074	10	20	15	3.6	0.5	6.9	2.0	10.5	2.5	13.0	535	65349	Looped	-0.8	10.2	1
506667	NA	Hybrid	1743	0	40	1	2.5	2.2	0.4	21.8	2.9	24.0	26.9	950	142994	Looped	-0.3	8.8	0
506761	NA	Hybrid	3080	1	58	1	5.5	4.1	0.6	37.2	6.1	41.3	47.4	1878	135445	Looped	0.0	10.9	0
506762	NA	Hybrid	2167	3	38	7	3.6	0.1	3.4	16.0	7.0	16.1	23.1	3609	205797	Looped	-0.2	12.7	0
506763	NA	Hybrid	2352	4	33	3	5.8	1.3	9.7	16.5	15.5	17.8	33.3	2005	169425	Looped	0.2	10.4	0
506764	NA	Hybrid	2468	21	47	5	5.9	2.7	9.2	23.9	15.1	26.6	41.7	1078	145556	Looped	-0.3	14.0	1
506765	NA	Hybrid	3079	9	47	11	5.2	1.8	5.4	22.9	10.6	24.7	35.3	1329	166094	Looped	-0.8	13.4	0
506766	NA	Hybrid	3306	14	64	1	7.4	4.7	5.3	30.5	12.7	35.2	47.9	588	63442	Looped	-0.2	14.8	0
506767	NA	Hybrid	2837	8	45	3	5.8	4.2	4.4	23.4	10.2	27.6	37.8	6473	304154	Looped	-0.2	7.6	0
506768	NA	Hybrid	2566	9	44	1	4.4	6.1	2.3	22.8	6.7	28.9	35.6	2518	158026	Looped	0.5	10.5	0
506769	NA	Hybrid	3289	3	85	2	7.7	3.2	2.2	31.8	9.9	35.0	44.9	1288	113173	Looped	-0.1	14.7	0
506861	TB	Hybrid	3092	41	34	4	8.9	0.4	29.6	15.8	38.5	16.2	54.7	4363	329994	Looped	-0.2	10.1	0
506862	TB	Hybrid	2302	50	17	5	17.8	1.4	110.3	9.8	128.1	11.2	139.3	2669	194608	Looped	-0.2	8.5	1
506961	MS	Hybrid	635	13	36	7	4.8	0.8	4.1	4.1	8.9	4.9	13.8	167	29918	Looped	0.0	9.6	0
506962	MS	Hybrid	2472	24	65	7	7.6	0.2	6.5	18.1	14.1	18.3	32.4	3372	471740	Looped	-0.1	10.9	0
506963	MS	Hybrid	2504	11	55	6	6.7	0.7	5.1	21.2	11.8	21.9	33.7	2764	106091	Looped	-0.5	10.9	0
506964	MS	Hybrid	2184	22	72	4	5.8	1.0	5.6	19.0	11.4	20.0	31.4	448	76443	Looped	-0.5	14.0	0
506965	MS	Hybrid	2699	6	54	1	5.3	1.9	2.8	27.5	8.1	29.4	37.5	3784	162134	Looped	-0.3	11.0	0
507061	NA	Hybrid	2628	3	42	2	3.3	0.8	0.8	21.3	4.1	22.1	26.2	358	71048	Looped	-0.5	9.2	0
507062	NA	Hybrid	3421	18	38	2	4.6	3.6	13.9	27.7	18.5	31.3	49.8	345	64236	Looped	0.1	11.8	0
507063	NA	Hybrid	3738	49	67	13	10.5	2.1	16.6	20.3	27.1	22.4	49.5	1496	185678	Looped	-0.6	13.4	0
507064	NA	Hybrid	2419	4	47	0	1.8	7.6	1.2	22.3	3.0	29.9	32.9	2423	219706	Looped	-0.7	10.6	0
507065	NA	Hybrid	1218	2	35	2	0.6	5.6	1.4	9.8	2.0	15.4	17.4	1270	73009	Looped	-0.1	10.6	0
507161	MS	Hybrid	1800	8	67	3	8.3	10.8	8.4	44.7	16.7	55.5	72.2	345	44973	Looped	0.2	12.3	0
507162	MS	Hybrid	1730	93	32	18	54.8	1.6	105.4	28.1	160.2	29.7	189.9	4950	616442	Looped	0.7	11.7	10
507163	MS	Hybrid	2615	10	53	7	8.3	0.6	5.2	23.6	13.5	24.2	37.7	402	65411	Looped	0.3	12.9	0
507164	MS	UG	2003	3	58	0	1.0	10.3	0.3	30.5	1.3	40.8	42.1	107	18203	Looped	-2.7	15.3	0
507261	FM	Hybrid	1920	12	27	4	10.7	1.6	10.9	13.9	21.6	15.5	37.1	2251	149497	Looped	-0.7	9.7	0
507262	FM	Hybrid	2739	11	35	7	6.9	0.4	6.1	22.7	13.0	23.1	36.1	5463	494289	Looped	-0.9	11.9	0
507263	FM	Hybrid	3952	37	54	5	11.1	3.2	18.5	37.4	29.6	40.6	70.2	9262	698876	Looped	-1.5	15.8	1
507264	FM	Hybrid	3036	56	2	3	5.0	0.9	27.3	4.9	32.3	5.8	38.1	965	82191	Looped	-0.5	14.2	0
507265	FM	Hybrid	4345	29	98	15	11.6	1.3	11.4	24.7	23.0	26.0	49.0	10326	178866	Looped	-0.2	17.0	0
507266	FM	Hybrid	7	0	4	0	1.0	0.1	0.0	0.4	1.0	0.5	1.5	0	0	Looped	0.5	0.8	0
507361	NA	OH	2098	96	2	6	11.4	0.1	78.2	0.5	89.6	0.6	90.2	2744	168827	Looped	0.2	11.5	0
507362	NA	Hybrid	3217	17	69	2	8.7	9.5	19.5	41.9	28.2	51.4	79.6	414	53878	Looped	-3.8	11.4	0
507363	NA	Hybrid	2728	121	34	5	24.7	0.6	76.0	21.6	100.7	22.2	122.9	211	33830	Looped	1.1	16.9	0
507364	NA	Hybrid	3055	164	10	4	25.0	0.5	108.6	9.1	133.6	9.6	143.2	4073	235881	Looped	-0.4	16.3	0
507461	FM	Hybrid	2207	20	41	5	18.5	3.0	17.3	31.0	35.8	34.0	69.8	2429	150956	Looped	0.1	9.8	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
507462	FM	Hybrid	2424	2	43	1	4.7	3.8	2.5	23.8	7.2	27.6	34.8	892	73682	Looped	-0.4	14.6	0
507463	FM	Hybrid	325	1	41	0	5.2	6.0	4.0	11.6	9.2	17.6	26.8	11	1012	Looped	1.4	11.2	0
507464	FM	Hybrid	15	3	12	0	7.1	1.8	0.5	1.2	7.6	3.0	10.6	4	651	Looped	0.0	7.3	0
507465	FM	Hybrid	102	10	18	0	13.3	3.0	13.2	2.9	26.5	5.9	32.4	130	16839	Looped	-3.6	9.1	0
507466	FM	UG	1953	0	63	0	0.4	11.7	0.0	35.5	0.4	47.2	47.6	68	31043	Looped	-1.7	14.5	0
507561	MS	Hybrid	2268	78	50	10	27.0	2.9	33.7	34.1	60.7	37.0	97.7	1019	179679	Looped	-0.6	10.3	0
507562	MS	Hybrid	2931	4	48	7	5.0	1.3	8.0	23.2	13.0	24.5	37.5	1826	259375	Looped	0.7	9.6	0
507563	MS	Hybrid	2392	4	42	0	4.3	6.2	0.5	36.3	4.8	42.5	47.3	93	18465	Looped	0.2	14.4	1
507564	MS	Hybrid	2471	12	46	2	5.0	1.7	5.5	28.3	10.5	30.0	40.5	604	87485	Looped	0.3	9.8	0
507661	FM	Hybrid	602	3	26	0	3.0	1.3	1.2	8.9	4.2	10.2	14.4	1228	28981	Looped	-0.4	9.7	0
507662	FM	Hybrid	4272	5	63	6	5.2	1.2	7.2	13.8	12.4	15.0	27.4	5239	437602	Looped	-0.5	14.7	0
507663	FM	Hybrid	4072	9	63	4	4.8	2.8	3.4	28.1	8.2	30.9	39.1	389	49457	Looped	-0.5	13.0	0
507664	FM	Hybrid	3367	7	58	7	6.1	0.6	2.4	15.7	8.5	16.3	24.8	457	47059	Looped	0.3	12.5	0
507665	FM	Hybrid	2897	1	50	3	2.6	1.8	1.2	28.1	3.8	29.9	33.7	307	33157	Looped	-0.1	9.3	0
507761	NA	Hybrid	1732	3	36	2	6.2	0.9	5.2	16.2	11.4	17.1	28.5	4479	227862	Looped	-2.8	8.0	0
507762	NA	Hybrid	3526	14	62	1	3.4	10.9	6.5	44.8	9.9	55.7	65.6	3635	291437	Looped	1.2	15.1	0
507763	NA	Hybrid	3426	18	49	2	6.9	2.3	10.3	22.7	17.2	25.0	42.2	2674	325178	Looped	-0.4	13.5	0
507764	NA	Hybrid	3504	0	30	2	5.4	3.6	1.3	21.7	6.7	25.3	32.0	72	8212	Looped	8.3	8.5	0
507861	TB	UG	3	0	0	#N/A	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	0.3	5.0	0
507862	TB	Hybrid	1834	43	20	10	12.5	0.4	43.6	8.2	56.1	8.6	64.7	414	47773	Looped	-0.1	4.7	0
507961	TB	Hybrid	3043	47	17	10	13.7	0.1	81.6	14.0	95.3	14.1	109.4	2482	209077	Looped	0.1	12.5	3
507962	TB	Hybrid	2596	79	9	10	14.1	0.2	112.4	11.3	126.5	11.5	138.0	5506	197581	Looped	0.0	9.6	0
508061	TB	Hybrid	1435	16	21	1	3.8	2.2	8.8	2.5	12.6	4.7	17.3	109	18161	Looped	0.0	5.3	0
508062	TB	Hybrid	1840	25	11	2	3.8	2.4	11.2	2.2	15.0	4.6	19.6	634	93616	Looped	-0.2	7.1	1
508063	TB	Hybrid	2158	40	43	11	15.9	2.3	27.2	11.8	43.1	14.1	57.2	476	69485	Looped	0.4	11.7	0
508161	MS	Hybrid	4169	3	75	0	8.7	2.2	0.6	48.0	9.3	50.2	59.5	273	45062	Looped	1.1	18.3	0
508162	MS	Hybrid	2739	58	42	14	23.9	0.4	62.6	32.3	86.5	32.7	119.2	4228	323426	Looped	0.3	14.9	0
508261	MS	Hybrid	2533	29	45	4	9.2	2.2	10.0	35.8	19.2	38.0	57.2	5952	439265	Looped	0.0	14.9	1
508262	MS	Hybrid	1473	50	53	11	15.7	3.9	20.6	33.2	36.3	37.1	73.4	504	66030	Looped	0.5	12.5	0
508361	NA	Hybrid	1688	23	15	5	8.9	0.4	11.0	7.6	19.9	8.0	27.9	139	26188	Looped	0.0	5.7	0
508362	NA	Hybrid	3816	24	70	3	12.4	3.8	17.3	42.1	29.7	45.9	75.6	4378	315105	Looped	-0.4	13.6	0
508363	NA	Hybrid	2399	33	27	10	6.0	0.5	15.0	10.0	21.0	10.5	31.5	2381	202759	Looped	-0.1	10.2	0
508461	FM	Hybrid	3824	8	71	6	4.6	13.5	2.9	45.0	7.5	58.5	66.0	3769	240935	Looped	2.3	13.1	0
508462	FM	Hybrid	2565	46	32	7	11.1	0.4	41.6	9.6	52.7	10.0	62.7	3593	296459	Looped	-1.3	12.9	0
508463	FM	Hybrid	2035	57	11	5	12.9	1.5	55.7	4.2	68.6	5.7	74.3	651	84726	Looped	9.4	9.6	1
508531	FM	Hybrid	1346	52	11	14	6.6	0.4	11.0	1.0	17.6	1.4	19.0	1321	174012	Looped	-1.6	6.4	0
508532	FM	Hybrid	833	16	26	8	4.9	0.1	9.9	2.8	14.8	2.9	17.7	768	51534	Looped	0.9	6.3	0
508533	FM	Hybrid	1	0	0	#N/A	0.8	1.0	0.0	0.0	0.8	1.0	1.8	0	0	Radial	-0.7	2.9	0
508631	MS	UG	446	1	5	1	0.1	3.2	0.1	2.3	0.2	5.5	5.7	0	0	Looped	-0.2	5.0	0
508632	MS	UG	245	0	0	#N/A	0.0	2.8	0.0	0.4	0.0	3.2	3.2	0	0	Looped	-0.1	1.7	0
508861	TB	OH	2167	80	4	5	11.1	0.6	110.7	1.0	121.8	1.6	123.4	1420	130063	Looped	-0.2	10.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
508862	TB	Hybrid	3513	43	46	3	11.1	7.9	95.4	20.3	106.5	28.2	134.7	254	28751	Looped	-0.2	14.9	0
508863	TB	Hybrid	2792	53	12	0	8.6	0.6	62.6	3.4	71.2	4.0	75.2	3562	128514	Looped	-0.2	13.1	0
508864	TB	OH	1874	62	2	0	6.4	0.2	47.6	0.4	54.0	0.6	54.6	510	41959	Looped	-0.2	9.0	0
509061	NA	Hybrid	2751	5	54	1	6.5	0.4	4.9	24.5	11.4	24.9	36.3	272	47492	Looped	12.6	12.8	0
509062	NA	Hybrid	2836	23	33	3	4.9	0.5	10.6	19.9	15.5	20.4	35.9	633	80188	Looped	-4.9	10.4	0
700131	WG	Hybrid	586	7	12	5	2.6	1.4	2.7	0.7	5.3	2.1	7.4	2034	119365	Looped	-1.0	5.5	0
700132	WG	OH	1810	35	8	5	5.6	0.3	8.3	0.3	13.9	0.6	14.5	4319	136468	Looped	0.5	9.7	0
700133	WG	Hybrid	1711	30	12	4	3.0	0.3	5.7	1.4	8.7	1.7	10.4	451	88458	Looped	-0.1	5.7	1
700134	WG	Hybrid	1296	9	17	7	3.7	1.4	4.6	0.8	8.3	2.2	10.5	5135	216718	Looped	0.4	7.9	1
700135	WG	Hybrid	1864	12	16	3	2.4	0.5	2.5	0.8	4.9	1.3	6.2	477	66601	Looped	1.2	5.9	0
700136	WG	Hybrid	753	5	20	3	2.8	1.7	0.9	0.7	3.7	2.4	6.1	831	25407	Looped	-1.2	4.4	0
700137	WG	Hybrid	2093	21	18	17	4.6	0.4	4.8	1.2	9.4	1.6	11.0	2380	43533	Looped	0.2	7.3	2
700138	WG	Hybrid	291	1	9	2	1.7	1.0	0.2	0.3	1.9	1.3	3.2	1	96	Looped	-1.0	2.9	0
700139	WG	OH	1674	17	8	3	4.1	0.2	10.7	0.2	14.8	0.4	15.2	980	217623	Looped	-0.5	8.2	0
700140	WG	UG	20	0	4	1	0.0	2.3	0.1	0.3	0.1	2.6	2.7	0	0	Looped	-0.3	7.1	0
700141	WG	Hybrid	1828	16	3	2	4.6	0.3	8.6	1.3	13.2	1.6	14.8	744	179847	Looped	-0.4	7.6	0
700142	WG	UG	35	0	6	0	0.0	2.5	0.0	0.5	0.0	3.0	3.0	0	0	Looped	-4.2	2.5	0
700143	WG	Hybrid	1725	22	25	3	4.6	1.0	6.0	3.0	10.6	4.0	14.6	2315	115855	Looped	-0.4	7.9	0
700144	WG	Hybrid	1387	12	14	9	3.9	0.4	2.2	1.0	6.1	1.4	7.5	1780	115191	Looped	-0.7	6.2	0
700145	WG	Hybrid	758	0	4	0	0.0	3.1	0.3	1.2	0.3	4.3	4.6	3	237	Looped	1.1	7.0	0
700231	GS	Hybrid	1298	14	13	3	3.6	0.6	3.6	1.1	7.2	1.7	8.9	4246	75487	Looped	0.1	4.9	0
700232	GS	Hybrid	657	11	9	2	2.5	0.1	1.7	1.1	4.2	1.2	5.4	329	85598	Looped	-1.0	2.6	0
700233	GS	Hybrid	912	4	9	4	2.0	0.2	1.6	0.4	3.6	0.6	4.2	1179	79393	Looped	-0.1	7.0	0
700234	GS	Hybrid	1343	13	13	5	2.5	0.8	3.8	0.7	6.3	1.5	7.8	1723	83802	Looped	-0.4	7.1	0
700235	GS	OH	1421	22	4	1	2.2	0.2	5.6	0.1	7.8	0.3	8.1	163	27943	Looped	0.2	4.2	0
700236	GS	Hybrid	1661	9	9	5	2.4	0.7	2.8	0.8	5.2	1.5	6.7	183	33813	Looped	-0.2	5.3	0
700237	GS	Hybrid	1791	8	11	7	3.0	0.5	3.5	1.0	6.5	1.5	8.0	472	75518	Looped	0.7	7.0	0
700238	GS	Hybrid	1	0	1	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	0	0	Looped	-1.7	3.0	0
700239	GS	Hybrid	2478	25	12	7	5.0	0.3	4.7	1.6	9.7	1.9	11.6	1961	339458	Looped	-0.1	9.2	0
700240	GS	Hybrid	2108	11	18	3	3.2	0.7	1.9	6.1	5.1	6.8	11.9	855	122559	Looped	0.1	6.6	0
700241	GS	UG	0	0	0	#N/A	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	-0.3	0.0	0
700242	GS	UG	1	0	0	#N/A	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	-1.6	4.8	0
700243	GS	UG	326	0	0	#N/A	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	0.0	1.3	0
700331	WG	Hybrid	1905	17	5	2	3.1	0.1	5.7	1.9	8.8	2.0	10.8	501	107224	Looped	0.3	6.7	0
700332	WG	Hybrid	772	11	20	4	4.6	0.3	2.2	3.3	6.8	3.6	10.4	1444	186618	Looped	-0.3	7.4	0
700333	WG	Hybrid	1835	21	26	2	4.3	0.5	3.9	0.7	8.2	1.2	9.4	3372	163325	Looped	-0.7	5.4	0
700334	WG	Hybrid	533	10	18	3	5.3	0.3	1.5	1.0	6.8	1.3	8.1	1328	86835	Looped	-0.4	6.8	0
700335	WG	Hybrid	1817	24	8	6	3.8	0.8	5.4	0.3	9.2	1.1	10.3	3831	383455	Looped	1.2	8.3	0
700336	WG	Hybrid	253	6	15	1	2.3	0.6	0.5	1.0	2.8	1.6	4.4	332	27553	Looped	-0.6	4.1	0
700337	WG	Hybrid	1632	40	17	6	3.0	0.7	9.3	3.1	12.3	3.8	16.1	629	100693	Looped	1.1	9.3	1
700338	WG	Hybrid	320	8	11	1	3.0	0.8	0.5	0.3	3.5	1.1	4.6	35	10334	Looped	-0.5	3.8	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
700339	WG	UG	2	0	3	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	-1.5	1.5	0
700340	WG	UG	30	0	2	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	-1.4	3.5	0
700341	WG	UG	2	0	2	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-1.0	3.7	0
700342	WG	Hybrid	342	0	10	1	0.7	1.4	0.2	0.4	0.9	1.8	2.7	31	5192	Looped	0.1	3.9	0
700431	WG	Hybrid	1795	17	24	2	3.7	0.3	4.4	1.7	8.1	2.0	10.1	3899	96074	Looped	-0.7	7.9	0
700432	WG	Hybrid	979	11	8	2	2.2	0.5	3.0	0.5	5.2	1.0	6.2	822	112769	Looped	-0.1	5.8	5
700433	WG	Hybrid	1703	26	12	2	2.8	0.1	6.9	1.2	9.7	1.3	11.0	3983	157476	Looped	0.1	7.3	0
700434	WG	Hybrid	1497	25	4	6	2.8	0.1	6.1	1.8	8.9	1.9	10.8	534	103668	Looped	-0.5	5.8	0
700435	WG	Hybrid	736	4	2	1	2.7	1.6	0.8	0.1	3.5	1.7	5.2	736	4658	Looped	-0.6	2.6	0
700436	WG	OH	1290	18	9	2	3.2	0.1	6.8	0.3	10.0	0.4	10.4	3125	128390	Looped	-0.6	6.6	1
700437	WG	Hybrid	1027	8	19	5	3.9	0.4	2.8	1.2	6.7	1.6	8.3	1431	170102	Looped	0.3	6.1	0
700438	WG	Hybrid	1334	19	13	6	3.2	0.3	5.0	0.9	8.2	1.2	9.4	392	93643	Looped	1.2	7.6	0
700439	WG	Hybrid	1667	24	11	8	2.8	0.3	8.8	1.3	11.6	1.6	13.2	345	55642	Looped	-0.1	7.6	0
700440	WG	Hybrid	182	2	12	0	1.0	1.9	0.8	0.5	1.8	2.4	4.2	66	19143	Looped	-1.0	3.9	0
700441	WG	Hybrid	971	10	17	0	2.1	2.3	3.3	0.4	5.4	2.7	8.1	114	31271	Looped	0.3	6.3	1
700442	WG	Hybrid	369	3	10	0	1.7	2.5	0.1	0.1	1.8	2.6	4.4	397	37860	Looped	-0.2	3.0	0
700443	WG	OH	1545	23	1	0	3.8	0.2	6.8	0.0	10.6	0.2	10.8	3495	350967	Looped	-2.0	4.6	0
700444	WG	Hybrid	1261	18	6	3	2.2	0.1	3.8	0.6	6.0	0.7	6.7	1763	102510	Looped	0.0	5.0	1
700461	WG	Hybrid	629	5	0	2	1.8	0.7	1.7	0.1	3.5	0.8	4.3	1450	84091	Looped	-0.2	1.8	0
700462	WG	UG	2765	0	13	0	0.0	7.0	0.0	1.7	0.0	8.7	8.7	668	47378	Looped	0.5	8.8	0
700463	WG	Hybrid	2010	16	22	2	5.2	0.2	5.6	2.1	10.8	2.3	13.1	754	82437	Looped	-0.1	9.5	0
700531	PM	Hybrid	1183	2	18	3	2.5	1.5	2.3	6.8	4.8	8.3	13.1	184	33531	Looped	-0.6	7.7	0
700532	PM	Hybrid	742	14	17	0	3.3	1.1	3.1	1.8	6.4	2.9	9.3	249	38116	Looped	-0.7	5.2	0
700533	PM	Hybrid	397	9	3	6	2.3	0.1	2.6	0.8	4.9	0.9	5.8	74	9463	Looped	-0.2	3.5	0
700534	PM	Hybrid	774	13	27	2	3.9	4.5	2.9	3.6	6.8	8.1	14.9	778	58544	Looped	-0.5	6.8	0
700535	PM	Hybrid	3281	25	22	6	4.8	1.1	7.0	9.2	11.8	10.3	22.1	3206	124702	Looped	-0.4	10.0	0
700536	PM	Hybrid	267	2	17	3	3.0	0.3	1.1	2.1	4.1	2.4	6.5	34	3234	Looped	-1.0	3.9	0
700537	PM	Hybrid	236	15	19	0	3.0	0.8	1.4	0.9	4.4	1.7	6.1	59	9196	Looped	0.3	6.7	0
700538	PM	Hybrid	1	0	0	#N/A	1.1	0.3	0.0	0.0	1.1	0.3	1.4	0	0	Radial	-0.4	3.3	0
700539	PM	Hybrid	160	3	7	2	1.8	0.5	1.2	0.6	3.0	1.1	4.1	213	13981	Looped	-0.5	1.8	0
700631	WG	Hybrid	1242	22	8	1	2.9	0.2	2.9	1.0	5.8	1.2	7.0	1151	105309	Looped	-2.3	4.8	0
700632	WG	Hybrid	1039	4	14	7	3.4	0.5	3.2	0.7	6.6	1.2	7.8	3542	289677	Looped	-0.3	6.0	0
700633	WG	Hybrid	2834	14	26	5	4.0	0.4	2.9	1.9	6.9	2.3	9.2	3302	265761	Looped	-1.1	8.2	2
700634	WG	Hybrid	1105	18	8	5	2.8	0.2	5.0	0.5	7.8	0.7	8.5	1512	124244	Looped	-0.4	5.4	0
700635	WG	OH	1099	35	6	2	3.9	0.0	7.9	0.2	11.8	0.2	12.0	3592	230922	Looped	1.1	8.5	1
700636	WG	Hybrid	1607	18	11	6	4.0	0.4	6.0	1.1	10.0	1.5	11.5	4253	170913	Looped	-0.7	6.7	0
700637	WG	Hybrid	1545	12	27	7	2.4	0.1	4.3	1.4	6.7	1.5	8.2	2228	123448	Looped	-0.2	6.8	1
700638	WG	UG	12	0	9	0	0.0	3.0	0.0	0.5	0.0	3.5	3.5	2	74	Looped	0.0	8.0	0
700639	WG	Hybrid	1542	24	12	4	3.5	0.6	4.0	1.1	7.5	1.7	9.2	327	42855	Looped	0.2	6.9	0
700640	WG	Hybrid	795	2	12	1	1.1	2.8	0.2	0.5	1.3	3.3	4.6	2098	125011	Looped	0.3	6.0	0
700641	WG	Hybrid	1235	12	12	2	2.4	3.4	1.4	0.6	3.8	4.0	7.8	51	6960	Looped	-1.1	3.9	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
700642	WG	Hybrid	2512	33	21	1	4.1	0.2	5.9	3.0	10.0	3.2	13.2	3120	190787	Looped	0.8	9.2	0
700731	WG	OH	976	15	2	1	2.5	0.0	5.4	0.4	7.9	0.4	8.3	3887	382659	Looped	-0.6	3.8	3
700732	WG	OH	1024	22	6	2	3.3	0.0	7.0	0.3	10.3	0.3	10.6	4233	235883	Looped	-0.6	5.8	0
700733	WG	OH	1031	16	4	4	2.8	0.0	8.6	0.3	11.4	0.3	11.7	2775	184333	Looped	-0.1	4.8	0
700734	WG	OH	2170	37	9	6	4.0	0.0	13.1	0.6	17.1	0.6	17.7	3385	284005	Looped	-0.1	7.4	0
700735	WG	OH	1207	22	10	4	4.0	0.0	7.7	0.5	11.7	0.5	12.2	592	107160	Looped	-0.4	7.0	0
700736	WG	Hybrid	1270	33	21	0	4.7	0.1	7.6	0.8	12.3	0.9	13.2	3127	486795	Looped	-0.7	8.0	1
700737	WG	Hybrid	1071	13	3	3	2.4	0.2	6.9	0.9	9.3	1.1	10.4	612	140102	Looped	-1.5	5.1	0
700738	WG	Hybrid	1380	19	27	0	4.1	1.6	5.4	5.0	9.5	6.6	16.1	209	45458	Looped	-0.7	8.3	0
700831	GS	OH	814	9	0	1	1.6	0.1	6.0	0.0	7.6	0.1	7.7	1633	193714	Looped	-0.1	5.3	1
700832	GS	Hybrid	1471	25	5	4	4.1	0.1	6.8	0.6	10.9	0.7	11.6	2505	307544	Looped	0.5	7.2	1
700833	GS	Hybrid	1096	23	11	5	3.0	0.0	3.8	1.0	6.8	1.0	7.8	1338	124242	Looped	-0.3	5.4	0
700834	GS	Hybrid	1192	18	6	7	3.2	0.9	5.9	0.4	9.1	1.3	10.4	228	37126	Looped	0.0	5.1	0
700835	GS	Hybrid	1303	12	12	0	2.0	0.1	4.8	1.9	6.8	2.0	8.8	410	47849	Looped	0.1	5.3	1
700836	GS	Hybrid	1187	26	9	4	3.7	1.3	6.6	0.4	10.3	1.7	12.0	269	24484	Looped	0.2	6.8	0
700837	GS	OH	1625	18	3	2	3.1	0.2	6.8	0.1	9.9	0.3	10.2	772	165317	Looped	0.3	6.5	0
700838	GS	Hybrid	1413	26	3	3	2.0	0.8	7.0	0.2	9.0	1.0	10.0	4357	427625	Looped	-0.6	6.2	0
700839	GS	Hybrid	855	9	5	2	2.5	1.0	5.8	1.8	8.3	2.8	11.1	493	119157	Looped	2.0	8.8	0
700840	GS	Hybrid	1352	13	3	4	2.5	0.7	4.7	0.2	7.2	0.9	8.1	266	43005	Looped	0.1	5.6	0
700841	GS	UG	18	0	7	0	0.0	1.8	0.0	0.5	0.0	2.3	2.3	0	0	Looped	-0.3	0.7	0
700842	GS	OH	1683	23	2	2	3.4	0.2	8.1	0.1	11.5	0.3	11.8	1035	146846	Looped	-1.6	8.6	0
700843	GS	Hybrid	1286	25	4	0	3.0	1.1	5.8	1.1	8.8	2.2	11.0	2271	292864	Looped	0.0	5.5	0
700844	GS	Hybrid	1554	33	3	1	2.2	1.2	10.3	0.2	12.5	1.4	13.9	2307	227895	Looped	0.2	7.4	0
700931	GS	Hybrid	2324	22	21	8	4.8	0.2	5.8	1.8	10.6	2.0	12.6	442	96046	Looped	-0.1	7.7	0
700932	GS	Hybrid	1700	3	20	1	2.3	2.1	0.6	4.6	2.9	6.7	9.6	3608	105799	Looped	-0.4	6.4	0
700933	GS	Hybrid	1066	2	3	6	0.4	2.7	1.0	0.4	1.4	3.1	4.5	2995	160703	Looped	-0.2	2.7	0
700934	GS	Hybrid	2153	5	25	2	2.4	0.9	2.7	3.4	5.1	4.3	9.4	2603	90900	Looped	0.5	6.4	0
700935	GS	UG	954	0	4	0	0.0	1.2	0.0	1.9	0.0	3.1	3.1	124	7691	Looped	-0.1	2.7	0
700936	GS	Hybrid	1789	6	14	3	1.9	0.2	1.9	2.2	3.8	2.4	6.2	2117	153808	Looped	0.0	4.3	0
700937	GS	Hybrid	1063	0	21	2	1.7	0.0	0.2	2.0	1.9	2.0	3.9	1146	14834	Looped	-0.2	3.0	0
700941	GS	Hybrid	392	6	8	1	1.6	3.1	1.8	3.6	3.4	6.7	10.1	1158	118566	Looped	-0.1	3.6	0
700961	GS	UG	2032	0	9	0	0.0	3.7	0.0	0.9	0.0	4.6	4.6	0	0	Looped	-0.7	5.1	0
700962	GS	UG	1288	0	4	0	0.0	3.9	0.0	0.6	0.0	4.5	4.5	1215	21290	Looped	-3.7	4.4	0
700963	GS	UG	1502	0	4	0	0.0	3.7	0.0	1.3	0.0	5.0	5.0	0	0	Looped	-2.6	8.9	0
700964	GS	UG	2458	0	9	0	0.0	3.1	0.0	1.9	0.0	5.0	5.0	0	0	Looped	0.2	7.1	0
700965	GS	UG	1422	0	3	0	0.0	2.9	0.0	0.6	0.0	3.5	3.5	211	45254	Looped	-7.3	3.5	0
700966	GS	UG	1511	0	5	0	0.0	2.8	0.0	2.6	0.0	5.4	5.4	2325	141222	Looped	1.5	4.8	1
700967	GS	UG	1771	0	10	0	0.0	4.6	0.0	2.8	0.0	7.4	7.4	522	38581	Looped	-1.4	5.2	0
700968	GS	UG	1556	0	17	0	0.0	5.1	0.0	6.4	0.0	11.5	11.5	1775	68123	Looped	0.6	7.4	0
701031	PM	OH	1254	26	9	2	4.2	0.1	7.9	0.5	12.1	0.6	12.7	1693	64463	Looped	-0.5	5.9	0
701032	PM	Hybrid	1926	30	12	5	4.6	0.3	9.2	1.1	13.8	1.4	15.2	2336	179491	Looped	0.2	9.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
701033	PM	Hybrid	1104	10	16	2	2.7	0.2	5.9	2.1	8.6	2.3	10.9	2645	123856	Looped	-0.4	7.1	2
701034	PM	Hybrid	919	15	9	3	2.4	0.2	4.7	0.6	7.1	0.8	7.9	179	27564	Looped	-0.1	6.1	1
701035	PM	Hybrid	2327	26	26	1	3.7	0.4	7.5	2.2	11.2	2.6	13.8	2517	116959	Looped	0.8	10.2	0
701036	PM	Hybrid	744	15	6	4	2.0	0.0	3.9	0.9	5.9	0.9	6.8	984	214978	Looped	-0.1	3.8	0
701037	PM	OH	1700	24	0	1	4.2	0.2	10.6	0.0	14.8	0.2	15.0	3992	290215	Looped	-3.6	5.0	1
701038	PM	Hybrid	2074	17	40	3	5.5	0.2	3.8	6.8	9.3	7.0	16.3	6916	304731	Looped	-0.7	8.5	0
701039	PM	Hybrid	1043	14	7	0	3.2	0.7	4.1	1.0	7.3	1.7	9.0	2508	286018	Looped	-0.3	5.1	0
701040	PM	Hybrid	580	1	9	3	0.6	3.4	0.4	0.6	1.0	4.0	5.0	38	1010	Looped	1.8	2.0	0
701041	PM	Hybrid	966	1	21	1	1.9	2.2	0.4	0.7	2.3	2.9	5.2	2943	32303	Looped	-0.1	2.5	0
701042	PM	Hybrid	1077	16	9	1	0.9	3.9	3.0	0.7	3.9	4.6	8.5	2531	200511	Looped	-2.1	3.3	0
701043	PM	Hybrid	1763	8	11	7	2.4	0.2	7.1	3.0	9.5	3.2	12.7	2289	214914	Looped	-1.6	8.2	0
701131	PM	Hybrid	2235	7	24	3	1.7	0.9	5.0	2.5	6.7	3.4	10.1	3719	144457	Looped	0.4	6.7	0
701132	PM	Hybrid	1507	17	4	5	2.5	0.0	8.3	0.9	10.8	0.9	11.7	2028	170337	Looped	-0.2	6.1	0
701133	PM	Hybrid	1537	10	14	5	2.1	0.0	4.3	2.8	6.4	2.8	9.2	3606	117395	Looped	-0.6	6.6	0
701134	PM	Hybrid	1108	0	21	1	1.6	0.2	0.2	1.7	1.8	1.9	3.7	154	18960	Looped	1.4	7.8	0
701135	PM	Hybrid	1835	26	10	2	4.3	0.5	7.7	0.6	12.0	1.1	13.1	946	135565	Looped	-0.7	7.1	1
701136	PM	Hybrid	1292	2	20	2	0.7	2.3	1.5	3.7	2.2	6.0	8.2	207	31280	Looped	-0.6	5.1	0
701140	PM	Hybrid	2039	10	20	1	2.6	0.2	3.2	5.6	5.8	5.8	11.6	735	67786	Looped	-2.2	8.5	0
701141	PM	Hybrid	1259	17	4	0	2.7	0.7	7.6	0.4	10.3	1.1	11.4	2924	231812	Looped	0.2	7.1	2
701161	PM	UG	1280	0	8	0	0.0	4.9	0.0	0.7	0.0	5.6	5.6	16	6432	Looped	-3.9	5.4	0
701162	PM	UG	3587	0	12	0	0.0	7.3	0.0	0.9	0.0	8.2	8.2	2	298	Looped	-1.4	8.9	4
701163	PM	UG	1866	0	10	0	0.0	6.4	0.0	1.1	0.0	7.5	7.5	155	13704	Looped	-0.1	6.5	0
701164	PM	Hybrid	1432	9	16	1	1.3	3.1	1.4	0.8	2.7	3.9	6.6	197	24891	Looped	3.4	7.9	0
701165	PM	UG	1245	0	9	0	0.0	2.9	0.0	0.9	0.0	3.8	3.8	0	0	Looped	-0.1	3.4	0
701231	WG	Hybrid	406	5	12	4	2.8	0.2	1.1	1.1	3.9	1.3	5.2	82	18302	Looped	-0.1	3.8	0
701232	WG	Hybrid	873	9	13	1	2.4	0.9	3.2	0.5	5.6	1.4	7.0	2030	77795	Looped	-0.8	5.5	0
701233	WG	Hybrid	2378	38	14	5	5.6	0.3	9.9	2.3	15.5	2.6	18.1	7876	381405	Looped	0.8	8.4	0
701234	WG	Hybrid	1462	6	22	3	2.2	0.2	3.5	7.8	5.7	8.0	13.7	1961	230284	Looped	0.5	7.9	2
701235	WG	Hybrid	1922	6	25	7	2.4	0.7	1.6	8.5	4.0	9.2	13.2	2608	174561	Looped	-0.3	9.9	0
701236	WG	Hybrid	174	3	5	1	1.3	1.1	0.5	0.0	1.8	1.1	2.9	32	5206	Looped	-0.4	2.7	0
701431	WG	Hybrid	150	9	17	1	2.2	1.2	1.0	1.1	3.2	2.3	5.5	160	3468	Looped	-1.4	6.2	0
701432	WG	Hybrid	250	2	9	4	2.6	1.7	1.9	1.9	4.5	3.6	8.1	444	44650	Looped	1.8	6.1	1
701433	WG	Hybrid	102	7	19	1	2.6	0.1	0.4	0.7	3.0	0.8	3.8	274	37907	Looped	0.0	4.8	0
701434	WG	Hybrid	95	1	9	2	2.1	4.6	0.4	1.6	2.5	6.2	8.7	1	160	Looped	1.4	5.0	0
701435	WG	UG	25	0	6	1	0.0	4.4	0.1	0.7	0.1	5.1	5.2	12	1176	Looped	-1.3	5.5	0
701436	WG	Hybrid	366	5	14	4	3.4	0.8	1.9	1.2	5.3	2.0	7.3	1170	89634	Looped	-0.2	3.8	0
701437	WG	Hybrid	83	1	22	2	0.9	2.3	0.6	2.6	1.5	4.9	6.4	93	1339	Looped	-0.2	7.1	0
701531	GS	Hybrid	1388	21	12	4	2.7	0.1	3.4	2.8	6.1	2.9	9.0	3000	297975	Looped	-0.8	4.9	0
701532	GS	Hybrid	1804	16	21	8	4.6	0.5	3.5	4.2	8.1	4.7	12.8	3194	273223	Looped	-0.2	7.0	0
701533	GS	Hybrid	1677	17	25	2	4.6	0.9	3.4	3.6	8.0	4.5	12.5	536	61966	Looped	0.1	9.3	0
701534	GS	Hybrid	1810	29	10	6	3.7	0.5	7.0	1.6	10.7	2.1	12.8	3002	261304	Looped	0.2	7.7	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
701535	GS	Hybrid	1499	30	6	5	4.4	0.2	5.3	0.9	9.7	1.1	10.8	1587	81798	Looped	0.7	7.1	0
701536	GS	Hybrid	2726	11	33	5	3.1	0.3	2.8	6.5	5.9	6.8	12.7	487	100719	Looped	0.4	7.9	0
701537	GS	Hybrid	883	15	13	2	6.0	0.9	3.6	0.5	9.6	1.4	11.0	1099	47737	Looped	-1.0	5.1	0
701538	GS	Hybrid	1660	14	17	2	3.5	0.3	3.2	2.1	6.7	2.4	9.1	288	67800	Looped	0.1	7.1	0
701631	WG	Hybrid	415	7	11	3	2.4	0.1	2.0	1.0	4.4	1.1	5.5	128	16069	Looped	-0.2	4.4	0
701632	WG	OH	1200	37	7	2	4.6	0.3	12.4	0.5	17.0	0.8	17.8	2125	201189	Looped	0.0	8.3	0
701633	WG	Hybrid	1293	16	10	3	5.2	0.1	7.7	4.5	12.9	4.6	17.5	3111	165272	Looped	0.8	9.4	0
701634	WG	Hybrid	680	14	4	2	3.4	0.2	5.4	0.7	8.8	0.9	9.7	578	89910	Looped	-0.3	4.8	0
701635	WG	OH	2016	28	2	3	4.1	0.1	13.5	0.2	17.6	0.3	17.9	1819	282722	Looped	-1.0	9.3	0
701636	WG	Hybrid	1581	23	9	4	4.2	0.1	8.0	2.2	12.2	2.3	14.5	3168	315479	Looped	0.2	6.5	0
701637	WG	Hybrid	1192	9	7	4	5.1	0.2	6.1	1.0	11.2	1.2	12.4	2014	192315	Looped	-0.1	5.0	0
701638	WG	Hybrid	1724	11	26	2	4.4	0.3	2.2	4.6	6.6	4.9	11.5	3485	136382	Looped	0.4	7.9	1
701639	WG	Hybrid	1527	32	10	3	3.7	0.7	9.2	2.3	12.9	3.0	15.9	2232	236523	Looped	0.2	8.6	0
701731	GS	Hybrid	511	13	6	1	1.5	0.5	4.1	0.4	5.6	0.9	6.5	723	29796	Looped	-8.7	3.6	0
701732	GS	Hybrid	1075	19	18	1	3.7	0.2	4.5	3.0	8.2	3.2	11.4	267	55321	Looped	0.3	8.5	0
701733	GS	Hybrid	1018	27	3	6	4.0	0.3	4.3	0.8	8.3	1.1	9.4	197	27657	Looped	-0.7	5.5	0
701734	GS	Hybrid	1346	0	24	1	1.8	0.1	0.2	10.4	2.0	10.5	12.5	1923	120738	Looped	-0.4	8.1	0
701735	GS	Hybrid	921	24	6	3	4.5	0.6	5.1	0.4	9.6	1.0	10.6	1293	43427	Looped	0.2	8.0	1
701736	GS	Hybrid	2203	21	16	2	3.8	0.1	8.3	2.4	12.1	2.5	14.6	375	61529	Looped	-0.4	9.6	1
701737	GS	Hybrid	1839	1	31	1	2.1	0.7	0.5	8.8	2.6	9.5	12.1	2406	70570	Looped	0.5	7.7	0
701738	GS	Hybrid	1189	3	25	0	2.0	0.4	0.6	8.1	2.6	8.5	11.1	267	55059	Looped	0.0	7.4	0
701739	GS	Hybrid	752	5	43	1	3.5	0.1	0.7	3.7	4.2	3.8	8.0	22	8553	Looped	-0.6	5.3	0
701740	GS	UG	0	0	0	#N/A	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	7.9	8.1	0
701831	WG	Hybrid	2099	21	19	2	4.1	0.1	9.5	4.8	13.6	4.9	18.5	4920	256115	Looped	0.1	9.1	0
701832	WG	Hybrid	2328	9	30	3	3.8	1.5	3.2	5.8	7.0	7.3	14.3	5110	144761	Looped	-0.4	8.6	0
701833	WG	Hybrid	1989	8	12	5	3.0	0.0	6.6	1.4	9.6	1.4	11.0	1892	140969	Looped	1.4	8.0	0
701834	WG	Hybrid	245	6	14	1	1.9	0.2	0.9	1.2	2.8	1.4	4.2	2	1208	Looped	-0.1	4.6	0
701835	WG	Hybrid	1210	3	16	1	1.9	0.4	2.5	1.6	4.4	2.0	6.4	2551	115839	Looped	-0.7	4.1	0
701836	WG	Hybrid	1814	8	34	0	2.1	0.7	1.3	5.4	3.4	6.1	9.5	2392	62129	Looped	0.2	5.8	0
701837	WG	Hybrid	1472	19	8	2	3.7	0.0	9.5	1.2	13.2	1.2	14.4	689	132924	Looped	0.4	7.7	0
701838	WG	Hybrid	1426	11	13	3	3.0	0.7	4.4	1.7	7.4	2.4	9.8	1825	151958	Looped	-0.2	7.1	0
701839	WG	Hybrid	1717	23	21	5	5.1	0.2	7.1	2.2	12.2	2.4	14.6	459	86614	Looped	-0.1	7.2	0
701931	WG	Hybrid	1415	9	23	8	5.7	0.3	4.1	1.0	9.8	1.3	11.1	312	34889	Looped	-0.9	9.3	0
701932	WG	Hybrid	651	2	18	2	2.6	0.5	1.3	0.8	3.9	1.3	5.2	1364	49212	Looped	-5.9	3.2	1
701933	WG	Hybrid	1976	10	25	2	2.4	1.1	3.1	1.2	5.5	2.3	7.8	2318	227984	Looped	0.0	7.9	0
701934	WG	Hybrid	812	9	6	2	2.3	0.3	4.7	0.3	7.0	0.6	7.6	456	84158	Looped	4.2	8.6	0
701935	WG	Hybrid	1834	10	22	3	2.6	1.1	2.8	3.0	5.4	4.1	9.5	346	105863	Looped	-0.1	6.7	0
701936	WG	Hybrid	1367	11	17	2	1.9	1.2	3.1	0.7	5.0	1.9	6.9	359	73367	Looped	0.0	5.6	0
701937	WG	Hybrid	1061	16	4	6	2.7	1.0	4.5	0.6	7.2	1.6	8.8	1378	162614	Looped	-0.8	4.9	2
701938	WG	OH	1435	12	2	4	2.6	0.2	6.9	0.1	9.5	0.3	9.8	609	78582	Looped	-0.2	5.7	0
701939	WG	Hybrid	2100	14	20	4	4.1	0.4	3.9	1.0	8.0	1.4	9.4	3798	179120	Looped	0.1	7.5	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
701940	WG	Hybrid	1002	8	15	2	1.6	0.3	4.2	0.8	5.8	1.1	6.9	305	67599	Looped	0.3	5.7	0
702031	GS	Hybrid	865	3	23	2	2.5	1.2	1.5	4.6	4.0	5.8	9.8	1097	63256	Looped	-0.4	7.7	0
702032	GS	Hybrid	1517	23	12	4	3.4	0.2	4.9	3.0	8.3	3.2	11.5	900	136991	Looped	-0.1	6.2	0
702033	GS	Hybrid	1642	1	35	2	1.7	1.3	1.0	9.7	2.7	11.0	13.7	252	52429	Looped	0.2	8.6	2
702034	GS	Hybrid	1807	27	8	2	3.9	0.7	8.0	2.7	11.9	3.4	15.3	2651	163971	Looped	0.1	8.0	0
702035	GS	Hybrid	1299	11	24	6	3.3	0.3	2.2	5.5	5.5	5.8	11.3	1719	70220	Looped	-1.1	7.3	0
702036	GS	Hybrid	1432	4	6	7	2.2	0.8	3.2	6.8	5.4	7.6	13.0	2527	341561	Looped	-0.1	7.3	1
702037	GS	Hybrid	1591	33	4	6	3.9	0.5	9.6	1.2	13.5	1.7	15.2	520	95010	Looped	0.4	8.8	0
702038	GS	Hybrid	526	5	20	0	2.6	1.3	1.2	4.1	3.8	5.4	9.2	61	33497	Looped	-0.4	2.6	0
702131	PM	Hybrid	2054	3	22	0	3.1	0.1	0.2	3.6	3.3	3.7	7.0	100	16991	Looped	-1.3	8.6	0
702132	PM	Hybrid	308	0	16	1	2.0	0.6	0.1	1.8	2.1	2.4	4.5	79	22753	Looped	-0.2	5.0	0
702133	PM	Hybrid	225	1	55	2	2.6	0.0	0.4	1.2	3.0	1.2	4.2	36	8312	Looped	0.0	6.8	0
702134	PM	Hybrid	197	1	29	2	1.7	0.9	0.2	1.3	1.9	2.2	4.1	27	3494	Looped	3.0	11.0	0
702135	PM	Hybrid	200	0	25	0	2.6	0.3	0.2	1.0	2.8	1.3	4.1	16	9039	Looped	-2.1	5.0	0
702136	PM	Hybrid	231	0	21	1	1.7	1.5	0.2	1.8	1.9	3.3	5.2	238	14746	Looped	-0.2	5.8	0
702137	PM	Hybrid	313	5	28	0	3.3	0.9	0.7	0.9	4.0	1.8	5.8	18	2370	Looped	-0.3	5.3	0
702138	PM	Hybrid	198	5	12	0	1.6	0.8	1.4	1.6	3.0	2.4	5.4	71	10824	Looped	0.2	8.2	0
702139	PM	Hybrid	149	1	43	0	2.2	0.0	0.0	2.3	2.2	2.3	4.5	21	3368	Looped	-0.1	7.7	0
702140	PM	Hybrid	1422	0	11	0	1.3	1.4	0.0	7.1	1.3	8.5	9.8	145	25231	Looped	-0.1	3.8	0
702231	PM	Hybrid	1714	37	8	2	4.3	0.1	10.9	1.2	15.2	1.3	16.5	2940	111244	Looped	-0.2	7.9	1
702232	PM	Hybrid	1485	0	23	0	2.1	0.5	0.0	12.1	2.1	12.6	14.7	1348	132792	Looped	-0.3	6.9	0
702233	PM	Hybrid	1915	13	17	4	2.6	0.1	4.5	5.7	7.1	5.8	12.9	2447	277223	Looped	-0.2	8.9	0
702234	PM	Hybrid	1476	6	38	0	4.0	0.2	2.0	7.6	6.0	7.8	13.8	3229	138756	Looped	-0.3	7.8	0
702235	PM	Hybrid	964	5	18	6	2.7	1.0	2.9	3.3	5.6	4.3	9.9	2081	174139	Looped	-0.5	6.9	1
702236	PM	Hybrid	988	0	22	1	2.0	1.2	0.4	5.9	2.4	7.1	9.5	419	72843	Looped	-1.9	6.5	0
702237	PM	Hybrid	2267	1	36	0	3.0	0.2	0.1	14.0	3.1	14.2	17.3	386	144948	Looped	0.0	8.2	0
702238	PM	Hybrid	1711	0	35	0	3.2	1.6	0.0	9.7	3.2	11.3	14.5	135	15300	Looped	-0.2	8.7	0
702239	PM	Hybrid	810	0	13	0	0.8	0.9	0.0	6.7	0.8	7.6	8.4	226	27600	Looped	-0.1	3.6	0
702240	PM	Hybrid	2094	0	29	0	1.4	2.7	0.0	11.1	1.4	13.8	15.2	338	63065	Looped	0.0	8.4	0
702261	PM	Hybrid	1485	0	42	0	2.2	3.3	0.0	9.3	2.2	12.6	14.8	410	64682	Looped	-1.6	9.5	0
702262	PM	Hybrid	1645	0	43	0	2.4	2.7	0.0	12.2	2.4	14.9	17.3	309	62786	Looped	-0.1	10.4	0
702263	PM	UG	1676	0	22	0	0.5	3.4	0.0	14.3	0.5	17.7	18.2	442	52256	Looped	0.1	8.5	0
702431	GS	Hybrid	1862	30	8	4	3.2	0.0	7.9	1.9	11.1	1.9	13.0	3939	220575	Looped	0.7	7.5	0
702432	GS	Hybrid	2102	4	18	2	2.4	1.4	0.9	7.9	3.3	9.3	12.6	521	73543	Looped	0.1	7.8	0
702433	GS	Hybrid	1054	11	10	2	3.7	0.2	5.6	1.2	9.3	1.4	10.7	1311	37522	Looped	-0.1	6.0	0
702434	GS	Hybrid	2435	12	46	6	6.1	0.1	4.0	4.5	10.1	4.6	14.7	9024	648496	Looped	0.8	8.2	2
702435	GS	Hybrid	2147	5	26	5	3.5	0.6	3.2	3.8	6.7	4.4	11.1	2094	196175	Looped	-0.7	8.6	0
702436	GS	UG	998	0	7	0	0.0	2.4	0.0	1.0	0.0	3.4	3.4	0	0	Looped	-0.2	7.3	0
702437	GS	OH	1863	23	3	4	4.2	0.0	12.1	0.8	16.3	0.8	17.1	1158	212196	Looped	-0.4	7.2	0
702438	GS	Hybrid	715	0	13	0	0.9	1.7	0.0	1.4	0.9	3.1	4.0	404	34492	Looped	0.8	4.0	0
702531	GS	Hybrid	1400	10	29	3	4.0	1.0	2.3	7.2	6.3	8.2	14.5	851	161432	Looped	0.1	8.8	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
702532	GS	Hybrid	55	0	16	1	1.4	0.9	0.9	1.9	2.3	2.8	5.1	110	4865	Looped	0.2	9.6	0
702533	GS	Hybrid	601	1	15	0	2.4	0.0	0.1	4.2	2.5	4.2	6.7	1394	81068	Looped	-1.0	8.4	0
702534	GS	Hybrid	956	2	38	1	3.4	0.1	0.4	9.2	3.8	9.3	13.1	1876	120096	Looped	-3.8	6.8	0
702535	GS	Hybrid	2340	5	38	2	2.2	3.0	1.2	6.5	3.4	9.5	12.9	289	48895	Looped	-0.1	10.5	0
702536	GS	Hybrid	1108	1	32	0	2.9	0.2	0.1	3.0	3.0	3.2	6.2	3686	195102	Looped	2.5	6.7	0
702537	GS	Hybrid	1028	2	23	0	1.9	0.8	0.1	1.5	2.0	2.3	4.3	80	6949	Looped	-0.1	6.3	0
702538	GS	UG	0	0	0	#N/A	0.0	2.6	0.0	0.0	0.0	2.6	2.6	0	0	Looped	5.1	5.3	0
702631	PM	Hybrid	2392	12	19	2	3.7	2.4	3.6	1.1	7.3	3.5	10.8	126	18725	Looped	0.1	6.5	0
702632	PM	Hybrid	958	27	10	3	4.2	0.2	5.9	1.3	10.1	1.5	11.6	398	81067	Looped	-0.3	7.1	0
702633	PM	Hybrid	1345	13	17	3	2.1	1.0	2.8	4.0	4.9	5.0	9.9	2084	159471	Looped	0.2	6.7	0
702634	PM	Hybrid	1524	13	22	3	4.3	1.4	3.6	0.8	7.9	2.2	10.1	167	27560	Looped	-1.2	6.8	0
702635	PM	Hybrid	1253	17	15	1	3.3	0.1	7.5	1.9	10.8	2.0	12.8	2007	153409	Looped	0.1	7.5	0
702636	PM	Hybrid	1424	8	20	2	4.8	0.1	2.9	2.0	7.7	2.1	9.8	591	137773	Looped	-0.1	5.9	0
702637	PM	Hybrid	1220	20	7	8	3.1	0.2	5.5	0.7	8.6	0.9	9.5	1710	165664	Looped	1.3	8.1	2
702638	PM	Hybrid	826	15	20	5	3.3	1.1	3.8	1.4	7.1	2.5	9.6	288	59769	Looped	0.2	6.2	0
702639	PM	Hybrid	1017	16	13	3	3.2	0.1	3.7	0.7	6.9	0.8	7.7	163	27923	Looped	0.4	7.8	0
702731	WG	Hybrid	1457	1	31	1	2.7	0.9	0.4	2.5	3.1	3.4	6.5	169	46108	Looped	0.2	6.0	0
702732	WG	Hybrid	2049	14	16	2	2.7	0.0	6.2	3.5	8.9	3.5	12.4	2883	319244	Looped	0.6	8.1	0
702733	WG	Hybrid	1604	19	6	1	3.4	0.1	6.8	0.7	10.2	0.8	11.0	695	141500	Looped	0.1	6.9	0
702734	WG	Hybrid	2153	3	22	0	1.9	0.4	0.5	4.8	2.4	5.2	7.6	268	67482	Looped	0.3	6.7	0
702735	WG	Hybrid	2645	1	23	4	1.9	0.1	1.6	5.3	3.5	5.4	8.9	203	30566	Looped	-2.2	5.2	0
702736	WG	Hybrid	2068	17	22	1	3.7	0.5	7.9	2.6	11.6	3.1	14.7	5243	323244	Looped	2.4	9.8	0
702737	WG	Hybrid	1148	2	25	1	3.2	0.5	1.7	2.9	4.9	3.4	8.3	2556	127960	Looped	-0.5	4.6	0
702738	WG	Hybrid	598	10	6	2	1.8	1.2	3.8	0.1	5.6	1.3	6.9	352	53501	Looped	-0.8	3.8	0
702739	WG	Hybrid	1331	0	25	2	1.7	0.2	0.4	2.9	2.1	3.1	5.2	2928	87673	Looped	0.3	4.5	0
702740	WG	Hybrid	2044	3	21	2	1.8	0.7	2.1	5.9	3.9	6.6	10.5	655	86694	Looped	0.0	6.4	0
702741	WG	Hybrid	3527	6	38	0	2.6	0.2	2.1	10.0	4.7	10.2	14.9	225	30777	Looped	0.5	8.7	0
702831	GS	Hybrid	1798	7	23	2	3.2	0.8	2.3	7.4	5.5	8.2	13.7	616	96758	Looped	-0.7	6.9	0
702832	GS	Hybrid	2308	0	21	0	1.7	0.0	0.0	10.1	1.7	10.1	11.8	2374	29052	Looped	0.3	6.0	0
702833	GS	Hybrid	1341	0	41	0	4.3	0.3	0.0	6.7	4.3	7.0	11.3	1511	21622	Looped	0.5	8.4	0
702834	GS	Hybrid	1825	4	30	1	2.6	0.0	1.3	8.4	3.9	8.4	12.3	4195	261847	Looped	0.0	8.5	0
702835	GS	Hybrid	2112	1	29	1	2.8	0.8	0.3	4.7	3.1	5.5	8.6	2409	40373	Looped	1.1	8.0	0
702836	GS	Hybrid	2101	12	18	0	2.6	0.7	5.1	5.4	7.7	6.1	13.8	5178	227694	Looped	0.3	7.8	0
702837	GS	Hybrid	1268	14	26	2	5.4	0.8	5.5	5.1	10.9	5.9	16.8	1799	224191	Looped	-0.2	7.9	2
702931	PM	Hybrid	1761	7	15	0	1.6	0.1	2.3	2.4	3.9	2.5	6.4	483	59447	Looped	-0.2	4.3	0
702932	PM	Hybrid	1375	0	20	4	1.8	0.3	1.1	4.4	2.9	4.7	7.6	221	46153	Looped	0.0	6.5	0
702933	PM	Hybrid	1197	11	24	5	3.9	0.7	3.9	3.3	7.8	4.0	11.8	335	59884	Looped	0.1	9.7	0
702934	PM	Hybrid	1927	6	24	3	4.2	0.1	2.4	9.0	6.6	9.1	15.7	2726	380767	Looped	-0.2	7.1	1
702935	PM	Hybrid	1596	6	31	0	3.1	0.1	1.8	6.6	4.9	6.7	11.6	797	120714	Looped	-0.1	7.0	0
702936	PM	Hybrid	795	0	20	0	1.7	0.2	0.0	4.5	1.7	4.7	6.4	1096	83915	Looped	0.3	5.0	0
702937	PM	Hybrid	1131	12	17	4	2.2	0.6	3.4	2.0	5.6	2.6	8.2	409	80552	Looped	1.0	5.6	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
702938	PM	Hybrid	1598	12	30	1	4.3	0.8	2.3	6.4	6.6	7.2	13.8	1832	218550	Looped	-0.2	7.3	0
702939	PM	Hybrid	2170	1	26	0	2.0	0.2	0.3	5.6	2.3	5.8	8.1	181	27105	Looped	-0.1	5.8	0
703031	WG	Hybrid	1368	26	8	0	3.6	0.2	6.1	0.9	9.7	1.1	10.8	511	102782	Looped	-0.2	5.0	0
703032	WG	OH	1197	22	7	4	5.4	0.0	8.6	0.6	14.0	0.6	14.6	792	192145	Looped	0.0	7.7	0
703033	WG	OH	848	17	3	3	3.4	0.1	5.2	0.3	8.6	0.4	9.0	1136	143764	Looped	0.2	5.6	0
703034	WG	OH	1160	32	2	1	3.3	0.1	8.1	0.5	11.4	0.6	12.0	729	140228	Looped	-0.4	6.1	0
703035	WG	Hybrid	898	37	5	1	2.9	0.2	6.3	0.3	9.2	0.5	9.7	555	103931	Looped	0.0	5.0	1
703036	WG	Hybrid	1799	27	8	3	4.4	0.7	8.9	0.8	13.3	1.5	14.8	639	144778	Looped	-0.4	6.1	0
703037	WG	Hybrid	256	6	18	3	2.5	0.3	1.9	1.7	4.4	2.0	6.4	206	58964	Looped	-1.7	5.6	0
703131	GS	Hybrid	749	5	12	1	1.0	0.1	0.5	7.2	1.5	7.3	8.8	349	108952	Looped	0.4	4.7	0
703132	GS	Hybrid	1388	3	22	7	1.9	0.1	2.9	10.6	4.8	10.7	15.5	2039	208283	Looped	1.8	10.3	0
703133	GS	Hybrid	1972	4	31	0	2.9	0.1	0.3	11.2	3.2	11.3	14.5	730	166829	Looped	0.1	6.0	0
703134	GS	Hybrid	518	2	27	1	2.4	1.9	1.0	3.1	3.4	5.0	8.4	38	7895	Looped	0.2	5.3	0
703135	GS	Hybrid	283	2	5	1	1.3	1.9	0.5	0.2	1.8	2.1	3.9	16	3415	Looped	-0.2	7.5	0
703136	GS	Hybrid	306	2	27	4	1.7	0.3	0.9	2.6	2.6	2.9	5.5	66	15633	Looped	-0.7	6.6	0
703137	GS	Hybrid	133	5	11	2	2.1	0.6	0.8	1.2	2.9	1.8	4.7	31	2878	Looped	0.0	5.7	0
703231	WG	Hybrid	1557	2	35	1	1.8	1.8	0.2	16.7	2.0	18.5	20.5	2187	235894	Looped	0.4	7.4	0
703232	WG	Hybrid	1586	10	12	3	3.4	0.5	5.4	3.1	8.8	3.6	12.4	568	77390	Looped	0.0	6.1	0
703233	WG	Hybrid	1705	0	19	0	1.2	0.4	0.0	7.2	1.2	7.6	8.8	1885	115288	Looped	0.4	4.8	0
703234	WG	UG	2858	0	16	0	0.0	1.7	0.0	7.0	0.0	8.7	8.7	111	15266	Looped	0.4	6.3	0
703235	WG	Hybrid	2183	1	35	0	2.8	1.4	0.1	13.9	2.9	15.3	18.2	583	77035	Looped	-0.5	6.9	0
703236	WG	Hybrid	1864	1	27	0	1.5	2.1	0.0	9.8	1.5	11.9	13.4	363	63010	Looped	0.7	9.7	0
703237	WG	Hybrid	2684	1	54	2	4.8	0.7	0.1	14.9	4.9	15.6	20.5	4573	240315	Looped	-1.1	7.8	1
703238	WG	Hybrid	1944	4	22	0	1.9	0.4	1.3	7.3	3.2	7.7	10.9	280	55558	Looped	-0.6	5.6	0
703431	GS	Hybrid	1789	28	12	8	4.0	0.1	9.4	1.8	13.4	1.9	15.3	2604	182085	Looped	0.4	8.5	1
703432	GS	Hybrid	1874	27	10	2	4.0	0.1	7.8	4.0	11.8	4.1	15.9	2341	167288	Looped	0.2	8.9	0
703433	GS	Hybrid	923	11	15	1	3.2	0.1	3.9	1.1	7.1	1.2	8.3	1548	183462	Looped	0.2	6.8	0
703434	GS	Hybrid	723	6	11	2	2.3	1.0	3.4	2.9	5.7	3.9	9.6	1019	68803	Looped	-0.6	3.9	0
703435	GS	Hybrid	1355	29	22	6	4.4	0.1	7.0	3.8	11.4	3.9	15.3	4014	227263	Looped	0.3	7.6	0
703436	GS	Hybrid	1161	12	9	0	2.2	0.4	3.7	3.5	5.9	3.9	9.8	2594	131559	Looped	0.1	5.7	0
703437	GS	UG	1	0	2	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-0.2	6.2	0
703438	GS	UG	1	0	2	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	0	0	Looped	-0.3	1.3	0
703531	PM	Hybrid	1754	10	29	8	3.1	0.0	5.5	1.4	8.6	1.4	10.0	3226	194476	Looped	-1.1	6.6	0
703532	PM	Hybrid	529	8	3	0	1.7	0.1	2.6	0.3	4.3	0.4	4.7	309	48018	Looped	-0.5	3.2	0
703533	PM	Hybrid	1696	11	25	6	2.3	0.1	4.4	2.3	6.7	2.4	9.1	323	73289	Looped	-0.1	5.7	0
703534	PM	Hybrid	2605	10	21	0	2.2	1.1	2.1	4.7	4.3	5.8	10.1	2906	197744	Looped	-0.4	6.6	0
703535	PM	Hybrid	1717	7	19	4	1.1	1.6	2.3	1.5	3.4	3.1	6.5	394	53912	Looped	0.1	5.0	0
703536	PM	Hybrid	2411	19	19	9	3.3	1.3	6.7	1.9	10.0	3.2	13.2	3068	133705	Looped	0.0	8.8	0
703537	PM	Hybrid	1888	15	15	4	4.0	0.1	8.6	1.8	12.6	1.9	14.5	3089	258870	Looped	0.2	9.7	1
703538	PM	Hybrid	163	1	10	0	1.9	1.6	0.6	0.5	2.5	2.1	4.6	169	2811	Looped	2.5	5.8	0
703539	PM	Hybrid	49	0	7	0	1.3	0.7	0.0	0.3	1.3	1.0	2.3	1	53	Looped	-0.3	1.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
703540	PM	Hybrid	2008	20	22	4	2.3	1.0	6.7	1.1	9.0	2.1	11.1	391	70587	Looped	-0.1	7.2	0
703541	PM	Hybrid	1002	10	18	1	2.8	0.2	2.6	2.0	5.4	2.2	7.6	362	54712	Looped	-0.4	5.3	0
703542	PM	Hybrid	2325	13	32	6	3.7	0.4	5.8	5.3	9.5	5.7	15.2	409	74308	Looped	-0.4	6.4	0
703543	PM	Hybrid	1502	6	23	4	3.3	1.6	1.9	4.5	5.2	6.1	11.3	3270	142995	Looped	0.8	7.2	0
703631	PM	Hybrid	983	8	22	1	3.0	0.5	1.2	4.2	4.2	4.7	8.9	194	31242	Looped	0.2	6.5	0
703632	PM	Hybrid	2770	0	21	0	1.1	1.0	0.0	13.4	1.1	14.4	15.5	446	70025	Looped	-0.1	8.0	0
703633	PM	Hybrid	328	0	32	1	2.1	0.3	0.8	3.0	2.9	3.3	6.2	319	65603	Looped	-0.7	7.0	3
703634	PM	Hybrid	2579	1	22	0	4.2	3.0	0.1	8.8	4.3	11.8	16.1	43	11773	Looped	1.0	8.5	0
703635	PM	Hybrid	682	9	19	0	2.7	0.7	2.9	2.0	5.6	2.7	8.3	2169	79296	Looped	0.2	3.7	0
703636	PM	Hybrid	1962	1	28	0	2.3	1.8	0.2	9.8	2.5	11.6	14.1	2257	39304	Looped	0.3	7.7	0
703637	PM	Hybrid	205	1	24	0	2.0	0.1	0.0	1.8	2.0	1.9	3.9	33	9454	Looped	1.6	6.3	0
703638	PM	Hybrid	584	3	33	3	3.5	0.6	2.1	4.2	5.6	4.8	10.4	596	54823	Looped	-0.1	9.3	0
703639	PM	Hybrid	398	6	29	1	2.8	0.9	1.2	2.2	4.0	3.1	7.1	72	23605	Looped	0.1	6.6	0
703640	PM	Hybrid	1293	0	22	0	2.5	0.4	0.0	3.3	2.5	3.7	6.2	87	14499	Looped	-0.2	4.9	0
703731	PM	Hybrid	1028	7	19	3	2.7	1.5	3.0	1.8	5.7	3.3	9.0	2756	95462	Radial	-0.2	6.6	0
703732	PM	Hybrid	338	6	20	3	3.0	0.0	1.1	0.6	4.1	0.6	4.7	96	17785	Looped	-1.0	6.4	0
703733	PM	Hybrid	1997	2	48	0	2.8	1.3	0.4	4.9	3.2	6.2	9.4	2448	281520	Looped	1.1	7.5	0
703734	PM	Hybrid	1168	1	34	0	4.1	0.2	0.2	4.6	4.3	4.8	9.1	1344	55068	Looped	-0.9	7.5	0
703735	PM	Hybrid	262	3	17	0	2.8	1.6	0.8	0.9	3.6	2.5	6.1	89	14791	Looped	-0.5	3.3	0
703736	PM	UG	1	0	0	#N/A	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1	67	Radial	-0.9	3.4	0
703737	PM	UG	0	0	0	#N/A	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Radial	-0.7	6.6	0
703738	PM	Hybrid	231	5	13	3	3.3	0.2	1.1	0.8	4.4	1.0	5.4	549	103556	Looped	-0.4	4.9	0
703739	PM	Hybrid	1122	3	30	0	2.1	0.9	0.2	4.9	2.3	5.8	8.1	282	25823	Looped	-1.5	5.2	0
703831	GS	Hybrid	2214	22	25	13	3.6	0.2	6.1	2.6	9.7	2.8	12.5	888	174179	Looped	0.2	9.1	0
703832	GS	Hybrid	1409	25	11	6	2.8	0.0	7.0	0.6	9.8	0.6	10.4	563	91873	Looped	0.0	6.5	0
703833	GS	Hybrid	1199	10	18	1	2.5	0.0	1.8	5.0	4.3	5.0	9.3	1416	34308	Looped	-0.1	4.8	0
703834	GS	Hybrid	545	5	6	2	1.7	1.1	2.1	3.2	3.8	4.3	8.1	557	32124	Looped	0.0	4.6	2
703835	GS	Hybrid	578	6	17	2	2.2	0.3	4.4	1.3	6.6	1.6	8.2	603	50348	Looped	0.2	9.7	0
703931	PM	Hybrid	804	6	31	2	3.6	0.1	1.0	10.3	4.6	10.4	15.0	183	27582	Looped	-0.6	6.2	0
703932	PM	Hybrid	1623	0	29	0	2.5	0.1	0.0	9.2	2.5	9.3	11.8	1871	132327	Looped	-0.3	8.9	0
703933	PM	Hybrid	1674	0	23	0	1.6	1.0	0.0	10.6	1.6	11.6	13.2	2073	151725	Looped	-0.3	7.0	0
703934	PM	Hybrid	272	0	21	0	3.8	3.6	0.0	2.7	3.8	6.3	10.1	37	6257	Looped	2.1	5.7	0
703935	PM	Hybrid	1809	0	36	0	3.3	0.5	0.0	11.1	3.3	11.6	14.9	2225	230330	Looped	0.4	8.6	0
703936	PM	Hybrid	1051	1	48	0	3.7	1.5	0.1	8.7	3.8	10.2	14.0	1295	36041	Looped	0.3	10.3	0
703937	PM	Hybrid	1470	0	61	1	4.3	0.2	0.4	6.1	4.7	6.3	11.0	2177	135627	Looped	1.0	9.3	0
703961	PM	UG	3010	0	60	0	0.2	7.4	0.0	37.8	0.2	45.2	45.4	258	55402	Looped	0.3	18.0	0
703962	PM	Hybrid	2063	0	29	0	1.1	3.0	0.0	17.0	1.1	20.0	21.1	126	31422	Looped	0.4	12.0	0
704032	WG	Hybrid	2754	23	29	0	4.5	1.7	8.8	3.1	13.3	4.8	18.1	6152	162503	Looped	0.1	9.8	1
704033	WG	Hybrid	499	1	17	0	1.6	0.1	0.3	1.6	1.9	1.7	3.6	274	50934	Looped	-0.5	4.4	0
704061	WG	Hybrid	2898	1	42	1	3.1	1.8	0.3	9.0	3.4	10.8	14.2	4311	158247	Looped	-0.3	12.7	1
704062	WG	Hybrid	2703	14	12	10	3.8	0.2	8.8	2.3	12.6	2.5	15.1	1375	197683	Looped	0.2	11.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
704063	WG	Hybrid	4699	11	35	4	4.3	0.5	6.7	7.7	11.0	8.2	19.2	15471	386631	Looped	0.5	13.6	1
704064	WG	Hybrid	1883	0	26	1	1.1	3.0	0.2	13.1	1.3	16.1	17.4	2964	129145	Looped	-0.7	11.0	1
704065	WG	UG	0	0	0	#N/A	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	-0.4	2.6	0
704066	WG	Hybrid	2878	0	26	1	1.3	2.4	0.3	7.5	1.6	9.9	11.5	926	140817	Looped	-0.1	10.7	0
704067	WG	Hybrid	2308	25	41	3	5.7	0.9	7.0	3.0	12.7	3.9	16.6	5497	246519	Looped	1.1	12.5	1
704068	WG	UG	1	0	0	#N/A	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.2	3.6	0
704131	GS	Hybrid	2450	22	19	10	4.4	0.5	7.4	1.5	11.8	2.0	13.8	2901	215682	Looped	0.1	9.3	0
704132	GS	OH	2219	15	7	7	3.1	0.0	4.9	0.3	8.0	0.3	8.3	393	106527	Looped	0.3	6.8	0
704133	GS	Hybrid	1520	21	11	5	4.1	0.5	7.7	1.6	11.8	2.1	13.9	1165	255856	Looped	0.0	8.1	0
704134	GS	Hybrid	1150	7	3	3	2.8	0.2	3.4	0.2	6.2	0.4	6.6	675	121507	Looped	0.2	4.4	1
704135	GS	Hybrid	2403	14	26	3	3.8	0.8	4.1	1.2	7.9	2.0	9.9	1191	213558	Looped	0.6	9.5	0
704136	GS	Hybrid	981	13	4	2	2.5	1.5	4.9	0.2	7.4	1.7	9.1	3281	252315	Looped	0.1	5.5	1
704161	GS	UG	1185	0	15	0	0.0	4.9	0.0	2.2	0.0	7.1	7.1	3853	351130	Looped	2.1	5.2	0
704162	GS	Hybrid	3376	9	13	4	1.5	6.1	2.2	2.2	3.7	8.3	12.0	4732	333389	Looped	9.2	15.4	0
704261	GS	Hybrid	2206	38	55	4	9.2	1.6	11.4	17.1	20.6	18.7	39.3	6365	373324	Looped	0.7	13.8	0
704262	GS	Hybrid	1252	26	35	2	6.0	4.7	12.7	21.9	18.7	26.6	45.3	6554	241733	Looped	1.5	12.5	0
704263	GS	Hybrid	748	0	39	1	0.8	4.8	0.2	13.7	1.0	18.5	19.5	815	17309	Looped	0.3	16.2	0
704264	GS	Hybrid	1773	43	21	2	8.7	0.3	23.2	13.4	31.9	13.7	45.6	1307	184258	Looped	0.6	11.9	2
704265	GS	UG	1864	0	28	0	0.0	5.2	0.0	19.5	0.0	24.7	24.7	83	18214	Looped	0.1	10.0	0
704266	GS	UG	310	0	50	0	0.0	7.6	0.0	4.5	0.0	12.1	12.1	15	7473	Looped	0.1	13.3	0
704461	PM	UG	9	0	0	#N/A	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Looped	-0.1	0.2	0
704462	PM	UG	61	0	4	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	0	0	Radial	-0.3	3.7	0
704463	PM	Hybrid	2643	34	33	3	6.8	0.6	11.5	5.3	18.3	5.9	24.2	5962	322988	Looped	-0.5	15.2	2
704464	PM	Hybrid	2995	11	30	6	2.3	3.8	2.5	1.4	4.8	5.2	10.0	2313	112570	Radial	0.0	6.9	0
704465	PM	Hybrid	1653	20	13	2	2.7	1.8	5.0	1.5	7.7	3.3	11.0	363	49580	Looped	0.2	7.2	0
704561	PM	Hybrid	3712	0	40	0	2.0	1.7	0.0	21.8	2.0	23.5	25.5	2860	242053	Looped	-1.1	11.9	0
704562	PM	UG	1080	0	16	0	0.8	3.9	0.0	14.0	0.8	17.9	18.7	1542	136288	Looped	-0.2	10.4	0
704563	PM	Hybrid	2015	0	47	0	3.4	0.4	0.0	15.5	3.4	15.9	19.3	6812	275322	Looped	-0.5	10.0	3
704564	PM	Hybrid	2234	0	85	0	6.0	1.3	0.2	17.7	6.2	19.0	25.2	616	108036	Looped	0.0	17.0	0
704565	PM	Hybrid	3205	0	44	0	3.1	0.1	0.0	22.2	3.1	22.3	25.4	1856	168858	Looped	-0.7	13.6	0
704566	PM	Hybrid	3918	1	47	1	3.7	0.3	0.1	20.6	3.8	20.9	24.7	912	151131	Looped	0.5	13.7	1
704567	PM	UG	1835	0	14	0	0.0	3.9	0.0	13.9	0.0	17.8	17.8	384	68573	Looped	-0.1	8.8	0
704568	PM	Hybrid	1246	0	23	0	1.8	2.7	0.0	14.1	1.8	16.8	18.6	236	42698	Looped	1.0	10.0	0
704569	PM	Hybrid	2756	0	33	0	3.9	0.4	0.0	12.3	3.9	12.7	16.6	299	43595	Looped	0.6	8.6	0
704570	PM	Hybrid	3388	0	55	1	6.9	0.6	0.2	12.0	7.1	12.6	19.7	10565	280974	Looped	-0.5	10.0	0
704661	WG	Hybrid	2449	1	41	0	3.2	0.2	0.1	8.4	3.3	8.6	11.9	2984	262329	Looped	0.1	11.4	0
704662	WG	Hybrid	2985	3	43	2	2.4	1.7	0.5	18.2	2.9	19.9	22.8	12711	416189	Looped	-1.5	14.0	1
704663	WG	Hybrid	2200	0	27	1	1.6	0.5	0.6	11.7	2.2	12.2	14.4	181	24556	Looped	-0.1	7.9	0
704664	WG	Hybrid	2284	3	32	3	4.3	0.6	1.2	17.2	5.5	17.8	23.3	750	112277	Looped	-0.4	12.4	1
704665	WG	Hybrid	3824	1	67	0	4.5	0.6	0.3	22.8	4.8	23.4	28.2	7031	156675	Looped	0.9	15.3	0
704666	WG	Hybrid	1769	3	55	0	4.1	0.2	0.2	9.1	4.3	9.3	13.6	5389	201242	Looped	0.5	11.7	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
704667	WG	Hybrid	2884	3	47	1	2.6	0.7	0.5	16.0	3.1	16.7	19.8	2215	111847	Looped	0.6	12.1	0
704668	WG	Hybrid	1896	0	48	3	4.0	0.5	0.8	10.7	4.8	11.2	16.0	5340	104914	Looped	0.5	11.2	0
704761	GS	Hybrid	2644	53	42	7	8.2	1.1	11.7	17.0	19.9	18.1	38.0	690	89884	Looped	0.7	14.9	0
704762	GS	Hybrid	1803	0	22	1	2.0	2.6	0.3	17.6	2.3	20.2	22.5	1106	107009	Looped	-1.0	9.1	0
704763	GS	Hybrid	2515	14	48	4	5.5	0.4	6.4	37.1	11.9	37.5	49.4	3171	149062	Looped	-0.8	16.9	0
704764	GS	Hybrid	1695	1	29	0	2.1	0.3	0.1	14.8	2.2	15.1	17.3	2047	72187	Looped	0.8	10.5	0
704765	GS	UG	2330	0	18	0	0.9	2.9	0.0	15.3	0.9	18.2	19.1	2722	255305	Looped	-0.9	9.1	0
704766	GS	Hybrid	1732	11	39	6	6.2	0.4	6.0	15.9	12.2	16.3	28.5	2162	154524	Looped	-0.1	12.3	0
704767	GS	Hybrid	2684	14	47	3	5.4	0.3	5.6	19.5	11.0	19.8	30.8	3215	94490	Looped	0.4	15.4	0
704768	GS	UG	3163	0	48	0	0.9	5.2	0.0	19.2	0.9	24.4	25.3	3264	31349	Looped	0.8	14.1	0
704931	PM	Hybrid	1693	3	34	1	2.9	0.8	1.5	6.0	4.4	6.8	11.2	146	16796	Looped	-0.4	8.6	0
704932	PM	Hybrid	2907	0	25	0	1.5	2.3	0.1	10.4	1.6	12.7	14.3	879	145730	Looped	0.3	5.4	0
704933	PM	UG	3815	0	18	0	0.5	2.4	0.0	13.9	0.5	16.3	16.8	4778	124937	Looped	0.2	5.4	0
704934	PM	Hybrid	2068	0	23	0	1.4	2.0	0.0	1.4	1.4	3.4	4.8	122	9549	Looped	-0.4	6.6	0
704935	PM	UG	0	0	1	0	0.0	4.3	0.0	0.0	0.0	4.3	4.3	0	0	Radial	-0.1	1.1	0
704936	PM	UG	0	0	2	0	0.0	2.7	0.0	0.1	0.0	2.8	2.8	0	0	Radial	-0.1	2.7	0
704937	PM	Hybrid	1920	0	34	1	2.6	0.7	0.2	6.0	2.8	6.7	9.5	501	63753	Looped	0.1	9.5	0
704938	PM	Hybrid	1998	1	31	0	2.9	1.2	0.0	11.5	2.9	12.7	15.6	383	46044	Looped	-0.2	8.9	0
704939	PM	Hybrid	2434	4	29	0	2.4	1.4	2.0	8.3	4.4	9.7	14.1	415	51228	Looped	0.1	7.7	1
704940	PM	Hybrid	1681	5	39	1	3.9	0.9	1.4	6.1	5.3	7.0	12.3	2228	130005	Looped	0.0	8.3	1
704941	PM	Hybrid	1247	2	22	0	2.7	0.2	0.1	6.2	2.8	6.4	9.2	544	37568	Looped	-0.5	6.8	0
705161	WG	Hybrid	1612	12	35	0	3.7	1.6	1.9	7.5	5.6	9.1	14.7	511	72638	Looped	-1.1	12.2	0
705162	WG	UG	150	0	16	0	0.0	3.8	0.0	0.9	0.0	4.7	4.7	23	4903	Looped	-0.5	12.3	0
705163	WG	Hybrid	1420	0	39	0	3.6	0.6	0.0	9.4	3.6	10.0	13.6	421	59724	Looped	0.4	8.9	3
705164	WG	Hybrid	677	4	15	1	1.3	0.9	1.6	2.2	2.9	3.1	6.0	1357	165570	Looped	0.3	5.0	0
705165	WG	Hybrid	1707	1	26	3	3.6	1.3	0.9	13.4	4.5	14.7	19.2	3247	193760	Looped	-0.4	9.0	0
705166	WG	Hybrid	1077	0	35	0	1.8	2.9	0.0	12.5	1.8	15.4	17.2	3111	167479	Looped	-0.3	12.2	1
705231	GS	Hybrid	1272	15	24	3	3.7	0.1	4.3	7.6	8.0	7.7	15.7	211	65967	Looped	0.0	7.9	0
705232	GS	Hybrid	827	4	31	3	3.0	0.3	2.0	6.9	5.0	7.2	12.2	209	20528	Looped	-0.2	8.9	0
705233	GS	Hybrid	558	13	25	7	3.9	1.1	3.3	2.2	7.2	3.3	10.5	114	22870	Looped	-3.0	4.4	0
705234	GS	Hybrid	1511	2	44	2	4.2	0.6	0.4	5.8	4.6	6.4	11.0	156	35503	Looped	0.2	7.9	0
705235	GS	Hybrid	1622	16	29	5	4.4	0.3	4.9	5.9	9.3	6.2	15.5	537	119316	Looped	1.0	7.6	2
705236	GS	Hybrid	1887	4	44	2	4.5	1.3	0.4	7.6	4.9	8.9	13.8	2089	115543	Looped	0.3	10.4	0
705237	GS	Hybrid	2072	11	32	7	4.9	0.6	5.2	4.6	10.1	5.2	15.3	4451	204826	Looped	-0.4	9.4	0
705461	PM	Hybrid	2659	1	31	0	2.3	2.6	0.4	22.2	2.7	24.8	27.5	5811	192510	Looped	0.3	13.4	0
705462	PM	Hybrid	164	0	12	0	0.7	3.0	0.0	1.3	0.7	4.3	5.0	167	1020	Looped	-2.0	5.1	0
705463	PM	UG	2341	0	21	0	0.0	4.9	0.0	19.9	0.0	24.8	24.8	1064	31805	Looped	-2.0	11.6	0
705464	PM	Hybrid	3359	0	47	0	3.2	0.7	0.0	15.1	3.2	15.8	19.0	10828	201093	Looped	0.8	10.7	0
705465	PM	Hybrid	5483	0	60	0	5.3	1.6	0.1	19.7	5.4	21.3	26.7	904	130794	Looped	1.1	13.2	1
705466	PM	UG	2370	0	26	0	0.6	3.7	0.0	24.6	0.6	28.3	28.9	127	25538	Looped	-0.9	13.9	1
705467	PM	UG	2185	0	17	0	0.0	5.9	0.0	26.6	0.0	32.5	32.5	599	124265	Looped	0.0	14.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
705468	PM	Hybrid	1664	0	22	0	1.6	4.4	0.0	17.3	1.6	21.7	23.3	526	94473	Looped	0.2	10.4	0
705531	WG	Hybrid	752	12	10	3	2.1	0.3	3.0	0.7	5.1	1.0	6.1	870	48028	Looped	-0.3	4.4	0
705532	WG	Hybrid	887	15	3	7	2.1	0.5	5.3	1.0	7.4	1.5	8.9	1225	64929	Looped	0.1	5.5	1
705533	WG	UG	21	0	4	0	0.0	1.0	0.0	0.1	0.0	1.1	1.1	1	166	Looped	-0.8	7.3	0
705534	WG	UG	170	0	4	0	0.0	2.1	0.0	0.2	0.0	2.3	2.3	0	0	Looped	0.4	5.3	0
705535	WG	UG	325	0	5	0	0.0	2.7	0.0	0.6	0.0	3.3	3.3	0	0	Looped	-2.5	1.4	0
705536	WG	UG	7	0	1	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	2.0	3.4	0
705537	WG	UG	98	0	10	0	0.0	1.8	0.0	0.5	0.0	2.3	2.3	0	0	Looped	-0.4	6.1	0
705538	WG	Hybrid	1708	20	18	10	3.3	1.0	3.1	1.1	6.4	2.1	8.5	2219	89991	Looped	0.7	8.0	0
705561	WG	UG	1499	0	12	0	0.0	5.7	0.0	1.0	0.0	6.7	6.7	407	15017	Looped	0.1	6.8	0
705562	WG	UG	319	0	0	#N/A	0.0	7.6	0.0	0.1	0.0	7.7	7.7	0	0	Looped	-1.8	3.2	0
705563	WG	UG	111	0	2	0	0.0	5.7	0.0	0.6	0.0	6.3	6.3	2	308	Looped	0.2	3.8	0
705564	WG	Hybrid	1625	28	6	4	3.1	0.4	6.8	0.9	9.9	1.3	11.2	498	82948	Looped	-0.2	6.4	0
705565	WG	UG	203	0	4	0	0.0	3.6	0.0	0.5	0.0	4.1	4.1	1	88	Looped	-2.8	5.6	0
705566	WG	Hybrid	735	0	2	5	0.0	4.2	2.4	5.3	2.4	9.5	11.9	2280	181657	Looped	2.8	7.9	0
705631	PM	Hybrid	2963	6	17	0	1.9	1.7	1.3	8.1	3.2	9.8	13.0	525	85444	Looped	-0.4	6.0	0
705632	PM	UG	3485	0	15	0	0.0	2.2	0.0	6.2	0.0	8.4	8.4	6854	350298	Looped	-0.3	6.0	0
705633	PM	Hybrid	1576	1	19	0	1.0	0.9	0.1	11.9	1.1	12.8	13.9	93	21666	Radial	0.5	6.2	0
705634	PM	Hybrid	3716	0	26	1	2.1	2.0	0.1	16.2	2.2	18.2	20.4	4240	168852	Looped	-0.3	9.5	0
705635	PM	Hybrid	859	6	15	1	2.2	1.2	2.3	5.2	4.5	6.4	10.9	295	55559	Looped	-0.3	6.1	0
705636	PM	Hybrid	2297	2	30	0	1.9	1.1	0.7	7.6	2.6	8.7	11.3	267	28030	Looped	-1.0	7.6	0
705637	PM	Hybrid	785	5	21	5	1.7	0.7	1.1	1.2	2.8	1.9	4.7	961	39634	Looped	-0.9	5.4	0
705638	PM	Hybrid	813	2	23	2	1.5	0.9	0.3	4.5	1.8	5.4	7.2	161	35863	Looped	0.0	5.9	0
705761	GS	Hybrid	2570	0	36	3	2.8	3.4	0.8	19.3	3.6	22.7	26.3	3039	128142	Looped	-0.1	13.3	2
705762	GS	Hybrid	3506	1	62	0	4.5	0.6	0.0	22.5	4.5	23.1	27.6	1803	118347	Looped	0.4	13.7	1
705763	GS	UG	2106	0	39	0	0.0	7.2	0.0	31.3	0.0	38.5	38.5	175	36300	Looped	-0.2	17.1	0
705764	GS	Hybrid	2976	2	63	2	5.2	5.4	3.1	20.1	8.3	25.5	33.8	6412	356300	Looped	0.0	15.6	0
705765	GS	UG	2311	0	32	0	0.0	5.2	0.0	24.4	0.0	29.6	29.6	4797	326048	Looped	-0.1	13.7	0
705766	GS	UG	2969	0	47	0	0.0	8.8	0.0	35.5	0.0	44.3	44.3	35	25256	Looped	1.0	18.2	0
705767	GS	Hybrid	1766	8	52	1	3.5	9.5	3.5	26.3	7.0	35.8	42.8	58	19145	Looped	0.3	13.1	0
705861	PM	UG	1131	0	14	0	0.7	2.5	0.0	18.6	0.7	21.1	21.8	1291	102050	Looped	-0.1	8.1	0
705862	PM	Hybrid	2687	6	39	1	3.0	0.2	2.9	7.8	5.9	8.0	13.9	347	46897	Looped	1.2	10.4	0
705863	PM	Hybrid	1232	0	14	1	0.7	3.9	2.1	13.9	2.8	17.8	20.6	1781	89338	Looped	4.8	13.4	0
705864	PM	Hybrid	3434	3	50	0	2.9	4.5	1.7	12.2	4.6	16.7	21.3	446	75958	Looped	0.9	16.9	0
705865	PM	Hybrid	1514	1	27	0	3.6	1.1	0.9	13.6	4.5	14.7	19.2	56	17618	Looped	0.0	10.8	0
705866	PM	UG	2111	0	51	0	0.0	8.5	0.2	35.6	0.2	44.1	44.3	362	55359	Looped	0.4	17.6	0
705867	PM	Hybrid	1709	0	33	0	3.0	0.6	0.0	7.4	3.0	8.0	11.0	291	28949	Looped	0.1	5.8	0
705868	PM	Hybrid	1583	5	30	1	2.9	0.5	1.4	6.4	4.3	6.9	11.2	2046	57513	Looped	0.1	8.0	0
706061	WG	UG	148	0	6	0	0.0	4.1	0.0	1.4	0.0	5.5	5.5	0	0	Looped	-0.2	7.8	0
706062	WG	Hybrid	2489	13	32	8	4.7	2.8	14.6	13.7	19.3	16.5	35.8	8518	335860	Looped	0.5	14.3	0
706063	WG	Hybrid	1369	6	45	0	3.1	3.4	1.5	13.7	4.6	17.1	21.7	4004	225091	Looped	0.0	13.0	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
706064	WG	Hybrid	2108	0	35	0	2.2	0.4	0.0	20.6	2.2	21.0	23.2	435	54817	Looped	0.5	12.9	2
706065	WG	UG	152	0	7	0	0.0	4.6	0.0	0.3	0.0	4.9	4.9	0	0	Looped	-0.6	9.5	0
706066	WG	Hybrid	1500	5	23	4	3.0	0.1	2.3	11.1	5.3	11.2	16.5	5220	289720	Looped	-0.5	8.0	1
706067	WG	Hybrid	3724	0	31	1	2.2	1.2	0.0	11.0	2.2	12.2	14.4	4615	324474	Looped	-0.6	8.1	0
706068	WG	UG	49	0	4	0	0.0	4.0	0.0	2.1	0.0	6.1	6.1	0	0	Looped	-0.5	4.9	0
706161	GS	Hybrid	2545	0	49	0	3.8	1.5	0.0	13.4	3.8	14.9	18.7	1535	25663	Looped	0.7	7.7	0
706162	GS	Hybrid	3142	1	43	1	4.0	0.1	0.2	8.1	4.2	8.2	12.4	5163	189822	Looped	-0.2	9.2	1
706163	GS	Hybrid	3432	1	58	0	3.5	0.2	0.1	12.3	3.6	12.5	16.1	1887	138530	Looped	0.5	12.8	0
706164	GS	Hybrid	1944	2	52	0	5.0	0.3	0.1	11.2	5.1	11.5	16.6	2491	348370	Looped	0.5	12.3	0
706165	GS	Hybrid	2763	0	39	0	3.1	2.3	0.1	8.3	3.2	10.6	13.8	1848	125496	Looped	-3.0	12.7	0
706166	GS	Hybrid	1119	0	25	0	2.5	1.8	0.2	5.6	2.7	7.4	10.1	973	8473	Looped	-0.8	16.6	0
706167	GS	Hybrid	2956	6	33	0	1.9	2.0	2.8	13.6	4.7	15.6	20.3	412	72280	Looped	-0.1	14.4	0
706168	GS	Hybrid	1068	1	28	0	3.5	1.8	0.2	5.8	3.7	7.6	11.3	1282	128583	Looped	-0.1	8.1	0
706261	GS	Hybrid	1968	4	42	2	6.4	1.4	2.0	14.2	8.4	15.6	24.0	1790	108352	Looped	0.7	9.3	0
706262	GS	Hybrid	2988	17	47	7	6.5	0.1	10.6	22.5	17.1	22.6	39.7	1576	219796	Looped	0.9	16.2	4
706263	GS	Hybrid	1937	5	37	1	3.6	0.5	0.7	13.4	4.3	13.9	18.2	5180	485840	Looped	0.5	9.4	0
706264	GS	Hybrid	1564	30	48	6	9.2	2.5	12.0	21.6	21.2	24.1	45.3	324	49646	Looped	-0.4	15.1	3
706265	GS	Hybrid	2643	4	45	3	4.7	2.8	3.3	26.1	8.0	28.9	36.9	3829	202087	Looped	0.5	15.9	0
706266	GS	Hybrid	1712	19	47	8	8.6	3.7	13.4	52.7	22.0	56.4	78.4	6211	548853	Looped	-0.7	15.1	2
706361	GS	Hybrid	1735	1	41	0	3.3	3.0	0.0	6.7	3.3	9.7	13.0	3800	96528	Looped	0.1	13.7	0
706362	GS	Hybrid	1742	2	33	0	3.0	2.4	0.2	12.7	3.2	15.1	18.3	62	15528	Looped	-1.6	11.6	0
706363	GS	Hybrid	1325	1	24	1	1.7	5.1	1.8	15.0	3.5	20.1	23.6	1333	26153	Looped	0.9	11.6	0
706364	GS	Hybrid	1333	0	22	0	2.8	1.3	0.0	13.8	2.8	15.1	17.9	1448	88478	Looped	0.1	9.0	0
706365	GS	Hybrid	1292	0	26	0	1.1	3.3	0.0	9.1	1.1	12.4	13.5	156	56343	Looped	-0.1	9.3	0
706366	GS	Hybrid	4	0	5	0	5.9	1.5	0.0	1.3	5.9	2.8	8.7	1	598	Radial	-0.2	10.5	0
706367	GS	Hybrid	1462	0	32	0	1.2	5.3	0.0	14.8	1.2	20.1	21.3	5	2087	Looped	-2.2	11.8	0
706461	PM	Hybrid	939	0	16	0	1.6	1.6	0.0	11.3	1.6	12.9	14.5	2837	187164	Looped	0.1	6.3	0
706462	PM	Hybrid	1096	14	35	0	9.8	0.3	5.4	12.9	15.2	13.2	28.4	2259	185746	Looped	1.2	11.8	0
706463	PM	Hybrid	1505	8	27	3	2.7	0.4	6.6	11.0	9.3	11.4	20.7	1774	41607	Looped	0.1	10.6	0
706464	PM	Hybrid	882	3	28	3	3.1	2.2	1.4	7.8	4.5	10.0	14.5	116	18856	Looped	-1.6	8.6	0
706465	PM	Hybrid	1148	7	20	5	4.6	1.0	13.1	18.4	17.7	19.4	37.1	651	107401	Looped	0.3	10.4	2
706531	PM	Hybrid	751	10	13	2	3.2	1.3	2.7	1.7	5.9	3.0	8.9	910	77868	Looped	-1.2	6.3	0
706532	PM	Hybrid	1034	8	30	5	3.6	0.2	3.9	2.1	7.5	2.3	9.8	2568	137720	Looped	-1.0	9.3	0
706533	PM	Hybrid	412	6	15	2	3.1	0.2	1.4	0.6	4.5	0.8	5.3	843	26208	Looped	-0.5	6.9	0
706534	PM	Hybrid	1033	7	9	0	1.7	0.4	2.7	1.2	4.4	1.6	6.0	1158	41334	Looped	0.0	4.6	0
706535	PM	OH	578	8	3	0	1.7	0.1	4.0	0.2	5.7	0.3	6.0	327	36749	Looped	-0.1	3.1	0
706661	WG	Hybrid	2092	19	47	6	6.8	0.4	14.6	10.0	21.4	10.4	31.8	2655	184329	Looped	-2.5	10.3	0
706662	WG	Hybrid	2791	0	37	1	1.6	2.0	0.4	10.4	2.0	12.4	14.4	3251	54960	Looped	0.5	12.7	0
706663	WG	Hybrid	2659	10	50	2	5.4	1.7	2.8	5.5	8.2	7.2	15.4	8301	195339	Looped	0.1	13.8	1
706664	WG	Hybrid	1429	0	40	0	2.0	4.5	0.0	20.9	2.0	25.4	27.4	375	52037	Looped	0.9	12.7	0
706665	WG	Hybrid	3814	1	50	1	5.2	3.4	0.2	7.4	5.4	10.8	16.2	1679	249175	Looped	1.9	16.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
706666	WG	Hybrid	2093	0	36	0	2.4	1.5	0.0	9.9	2.4	11.4	13.8	5443	269309	Looped	0.3	8.1	6
706861	PM	Hybrid	1218	1	49	0	3.9	2.4	0.2	13.8	4.1	16.2	20.3	78	14345	Looped	-0.7	14.7	0
706862	PM	Hybrid	853	0	41	1	3.4	0.8	0.3	3.1	3.7	3.9	7.6	258	36982	Looped	-0.1	5.1	0
706863	PM	Hybrid	2951	8	61	7	5.7	1.7	4.3	18.6	10.0	20.3	30.3	730	117919	Looped	2.6	15.6	0
706961	GS	Hybrid	1910	7	42	1	6.4	1.7	3.6	16.4	10.0	18.1	28.1	6737	457188	Looped	-0.1	14.5	2
706962	GS	Hybrid	1005	0	18	0	2.3	3.4	0.1	5.2	2.4	8.6	11.0	66	16237	Looped	-0.1	6.8	0
706963	GS	UG	1523	0	23	0	0.5	2.3	0.0	11.6	0.5	13.9	14.4	44	8475	Looped	0.4	8.7	0
706964	GS	Hybrid	2383	6	47	4	11.1	2.4	4.2	11.5	15.3	13.9	29.2	5886	358451	Looped	0.4	14.5	1
707031	GS	Hybrid	1854	0	12	0	2.3	1.3	0.0	14.3	2.3	15.6	17.9	620	153989	Looped	0.0	8.1	0
707032	GS	Hybrid	1484	3	36	5	4.8	0.6	3.1	10.7	7.9	11.3	19.2	3317	106683	Looped	0.3	8.9	0
707033	GS	Hybrid	1095	7	24	2	3.7	0.6	1.4	6.1	5.1	6.7	11.8	3985	151697	Looped	-0.2	7.2	0
707034	GS	Hybrid	1555	0	24	0	2.2	0.9	0.0	12.6	2.2	13.5	15.7	2234	242264	Looped	0.2	7.6	0
707131	PM	Hybrid	1827	0	34	0	3.1	2.6	0.1	7.0	3.2	9.6	12.8	448	48334	Looped	0.4	8.4	0
707132	PM	Hybrid	1171	1	22	0	2.7	0.5	0.5	3.5	3.2	4.0	7.2	90	7599	Looped	-1.0	5.5	0
707133	PM	Hybrid	758	0	9	0	1.3	1.7	0.0	4.0	1.3	5.7	7.0	43	7569	Looped	0.0	4.5	0
707134	PM	Hybrid	1423	2	25	0	2.8	1.3	0.2	3.2	3.0	4.5	7.5	1488	54084	Looped	-1.1	7.2	0
707135	PM	Hybrid	1873	7	31	3	1.8	4.9	3.4	17.3	5.2	22.2	27.4	2251	157368	Looped	-0.4	10.5	0
707261	GS	Hybrid	1979	0	24	0	3.1	2.5	0.0	17.2	3.1	19.7	22.8	3984	267309	Looped	0.8	11.1	0
707262	GS	Hybrid	2388	0	26	0	1.8	4.0	0.0	23.2	1.8	27.2	29.0	21	1772	Looped	0.2	11.3	0
707263	GS	Hybrid	3087	19	56	1	5.3	4.8	4.6	26.8	9.9	31.6	41.5	3297	51326	Looped	0.9	15.9	0
707264	GS	Hybrid	433	1	58	0	6.0	1.3	0.1	6.5	6.1	7.8	13.9	86	16723	Looped	1.2	15.6	0
707265	GS	Hybrid	3288	0	34	0	3.0	2.2	0.1	13.7	3.1	15.9	19.0	11582	420652	Looped	1.5	11.6	0
707266	GS	Hybrid	1532	0	15	0	3.2	0.4	0.2	8.6	3.4	9.0	12.4	8	4444	Looped	1.4	7.9	0
707267	GS	Hybrid	4142	9	48	0	3.6	2.0	6.3	18.2	9.9	20.2	30.1	683	98667	Looped	0.0	15.0	0
707461	WG	UG	2	0	0	#N/A	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Looped	-1.0	5.3	0
707462	WG	Hybrid	1037	0	49	0	2.9	1.7	0.0	11.1	2.9	12.8	15.7	311	26271	Looped	0.3	18.0	0
707463	WG	Hybrid	57	2	25	0	1.1	2.9	0.1	3.9	1.2	6.8	8.0	1	109	Looped	0.0	6.8	0
707464	WG	Hybrid	429	2	37	1	2.8	2.8	0.4	8.8	3.2	11.6	14.8	12	4351	Looped	0.6	12.9	0
707531	WG	UG	171	0	17	0	0.1	2.6	0.0	1.9	0.1	4.5	4.6	6	738	Looped	-0.3	5.6	0
707532	WG	Hybrid	1305	15	31	2	3.2	0.7	2.2	5.3	5.4	6.0	11.4	115	35544	Looped	0.7	5.3	0
707533	WG	Hybrid	1940	25	25	9	5.6	0.8	8.7	5.9	14.3	6.7	21.0	2863	218255	Looped	0.3	9.1	0
707661	GS	Hybrid	680	16	13	2	4.7	0.2	5.9	7.9	10.6	8.1	18.7	1652	228081	Looped	-0.3	5.6	0
707662	GS	Hybrid	1921	0	25	0	1.7	2.5	0.0	14.9	1.7	17.4	19.1	42	9631	Looped	0.7	13.2	0
707663	GS	Hybrid	2088	0	34	0	1.4	2.3	0.0	19.4	1.4	21.7	23.1	193	29669	Looped	0.1	13.1	0
707664	GS	UG	1516	2	42	1	0.6	5.5	0.3	13.8	0.9	19.3	20.2	146	30500	Looped	0.8	13.2	0
707665	GS	Hybrid	1413	2	26	1	0.5	3.4	0.3	6.6	0.8	10.0	10.8	33	9388	Looped	0.0	7.9	0
707731	PM	Hybrid	1670	2	44	1	2.7	0.1	0.6	3.7	3.3	3.8	7.1	381	83563	Looped	-1.2	7.4	0
707732	PM	Hybrid	1642	3	35	0	2.5	0.3	0.4	5.1	2.9	5.4	8.3	307	40297	Looped	-0.7	8.8	0
707733	PM	UG	0	0	0	#N/A	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	-0.2	0.0	0
707734	PM	UG	0	0	2	0	0.0	0.4	0.0	0.1	0.0	0.5	0.5	0	0	Radial	-0.2	3.0	0
707735	PM	UG	0	0	0	#N/A	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	-0.3	9.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
707736	PM	Hybrid	123	0	17	1	1.1	0.8	0.1	2.2	1.2	3.0	4.2	73	14987	Looped	0.4	8.5	0
707861	PM	UG	1573	0	41	0	0.0	6.5	0.0	21.9	0.0	28.4	28.4	67	15149	Looped	-0.5	16.0	0
707862	PM	UG	1482	0	44	0	0.4	9.3	0.0	28.9	0.4	38.2	38.6	104	23799	Looped	0.8	14.2	0
707931	WG	Hybrid	512	13	24	4	4.8	0.3	2.4	2.0	7.2	2.3	9.5	591	43878	Looped	-0.6	8.1	0
707932	WG	Hybrid	1180	13	11	2	3.7	0.0	1.9	0.9	5.6	0.9	6.5	106	15894	Looped	0.0	4.8	0
707933	WG	Hybrid	345	3	1	0	0.8	0.3	0.9	0.0	1.7	0.3	2.0	174	29554	Looped	-0.5	3.2	0
707934	WG	Hybrid	926	11	13	1	2.1	0.1	5.2	1.6	7.3	1.7	9.0	1867	116123	Looped	0.1	8.4	0
708061	GS	Hybrid	632	8	2	5	4.9	0.2	13.4	3.2	18.3	3.4	21.7	626	56255	Looped	-0.1	5.1	0
708062	GS	UG	1115	0	17	0	0.0	5.5	0.0	20.0	0.0	25.5	25.5	108	25910	Looped	0.0	10.0	0
708063	GS	UG	1616	0	37	0	0.0	6.9	0.0	14.8	0.0	21.7	21.7	63	11934	Looped	0.3	12.6	0
708064	GS	Hybrid	2218	4	37	1	0.9	4.7	1.7	21.4	2.6	26.1	28.7	2305	96914	Looped	0.5	13.6	0
708161	GS	Hybrid	1604	0	22	0	2.0	0.7	0.0	7.8	2.0	8.5	10.5	154	12121	Looped	0.0	8.2	0
708162	GS	Hybrid	704	0	52	0	2.9	4.1	0.0	10.8	2.9	14.9	17.8	1441	98986	Looped	-0.8	15.5	0
708163	GS	Hybrid	2034	3	50	0	5.2	2.6	0.6	17.6	5.8	20.2	26.0	193	29555	Looped	1.5	15.9	0
708431	PM	Hybrid	1540	2	29	0	1.6	2.1	0.3	7.4	1.9	9.5	11.4	1642	26348	Looped	0.1	7.5	0
708432	PM	Hybrid	1602	14	32	1	5.3	1.6	3.2	9.1	8.5	10.7	19.2	397	52250	Looped	3.8	10.0	0
708561	GS	Hybrid	1466	4	30	0	3.6	1.6	0.6	14.3	4.2	15.9	20.1	188	23266	Looped	0.1	8.1	0
708562	GS	UG	1312	0	23	0	0.8	4.5	0.0	14.8	0.8	19.3	20.1	2542	172523	Looped	0.4	8.4	0
708931	WG	UG	0	0	0	#N/A	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	0.1	3.9	0
708932	WG	Hybrid	1221	24	21	3	5.3	0.5	5.0	0.9	10.3	1.4	11.7	3056	243191	Looped	0.2	7.7	0
709031	WG	UG	5	0	2	0	0.0	3.7	0.0	0.0	0.0	3.7	3.7	0	0	Looped	-0.2	3.5	0
709161	WG	Hybrid	18	3	3	0	0.3	2.9	0.6	0.4	0.9	3.3	4.2	3	162	Looped	0.7	5.9	0
709162	WG	Hybrid	22	1	10	1	1.4	0.8	0.5	1.2	1.9	2.0	3.9	27	4321	Looped	-2.6	1.7	0
709163	WG	UG	9	0	3	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	0.3	5.4	0
709261	WG	Hybrid	755	4	16	0	1.3	9.2	0.2	2.6	1.5	11.8	13.3	1501	138065	Looped	0.1	8.6	0
709262	WG	Hybrid	2138	29	6	5	4.2	0.5	8.9	0.2	13.1	0.7	13.8	1480	246609	Looped	-0.8	10.0	1
709263	WG	Hybrid	1375	13	5	8	1.2	2.0	4.1	1.7	5.3	3.7	9.0	821	154825	Looped	0.2	5.7	2
709264	WG	UG	635	0	2	0	0.0	9.3	0.0	0.2	0.0	9.5	9.5	0	0	Looped	0.0	3.8	0
709265	WG	UG	737	0	3	0	0.0	5.2	0.0	0.2	0.0	5.4	5.4	0	0	Looped	-1.6	5.2	0
709361	WG	UG	883	0	0	#N/A	0.0	7.4	0.0	0.5	0.0	7.9	7.9	0	0	Looped	1.5	9.8	0
709362	WG	Hybrid	1571	11	17	4	3.3	5.4	3.7	1.0	7.0	6.4	13.4	5774	105569	Looped	-1.4	7.3	1
709431	PM	Hybrid	265	5	27	2	2.8	0.2	0.7	2.9	3.5	3.1	6.6	52	8431	Looped	-0.2	8.0	1
709432	PM	Hybrid	328	6	19	2	2.6	0.6	0.8	2.7	3.4	3.3	6.7	25	6923	Looped	-0.2	7.2	0
709433	PM	Hybrid	188	0	18	0	1.6	1.4	0.0	1.9	1.6	3.3	4.9	31	8915	Looped	-0.2	6.4	0
800131	CE	UG	742	0	5	0	0.0	3.5	0.0	1.4	0.0	4.9	4.9	0	0	Looped	0.3	8.1	0
800132	CE	Hybrid	390	1	9	1	0.6	6.0	0.2	0.5	0.8	6.5	7.3	1	276	Looped	0.0	3.0	0
800133	CE	UG	55	0	7	0	0.0	3.2	0.0	0.5	0.0	3.7	3.7	40	258	Looped	0.3	5.1	0
800134	CE	UG	326	1	3	1	0.0	4.0	0.1	0.4	0.1	4.4	4.5	494	2879	Looped	-0.2	1.9	0
800135	CE	UG	38	0	6	0	0.0	3.4	0.0	0.7	0.0	4.1	4.1	0	0	Looped	-0.4	5.1	0
800136	CE	UG	498	0	5	0	0.0	3.2	0.0	0.6	0.0	3.8	3.8	0	0	Looped	-1.6	3.7	0
800137	CE	hybrid	0	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	1.2	0

FPL Feeder Specific Data and attached Laterals

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
800138	CE	hybrid	0	0	0	#N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	1.2	0
800139	CE	Hybrid	1954	12	17	2	2.2	0.6	1.2	0.6	3.4	1.2	4.6	4789	214389	Looped	0.2	5.6	0
800140	CE	Hybrid	1853	17	11	3	3.7	2.2	2.6	0.3	6.3	2.5	8.8	3877	62422	Looped	-0.2	5.5	0
800141	CE	UG	236	0	2	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	-0.9	4.7	0
800142	CE	UG	412	0	2	0	0.0	1.5	0.0	0.3	0.0	1.8	1.8	0	0	Looped	-0.4	5.2	0
800143	CE	UG	1073	0	5	0	0.0	3.3	0.0	0.7	0.0	4.0	4.0	0	0	Looped	-2.9	6.0	0
800144	CE	UG	1041	0	0	#N/A	0.0	3.8	0.0	0.9	0.0	4.7	4.7	1	343	Looped	-0.2	2.4	0
800145	CE	Hybrid	1802	10	16	5	3.9	1.7	1.5	0.7	5.4	2.4	7.8	5746	175394	Looped	0.2	6.3	0
800146	CE	UG	0	0	0	#N/A	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Radial	-0.4	5.8	0
800147	CE	UG	0	0	0	#N/A	0.0	3.4	0.0	0.0	0.0	3.4	3.4	0	0	Radial	0.2	7.7	0
800231	CE	Hybrid	2338	2	12	0	2.2	1.5	0.1	0.7	2.3	2.2	4.5	2361	167388	Looped	-0.3	5.4	1
800232	CE	Hybrid	1886	1	13	2	1.6	1.7	0.4	1.4	2.0	3.1	5.1	178	41328	Looped	0.8	6.0	0
800233	CE	UG	896	1	10	1	0.1	3.3	0.0	0.9	0.1	4.2	4.3	92	11366	Looped	0.4	6.1	0
800234	CE	UG	1039	0	11	0	0.0	4.7	0.0	0.6	0.0	5.3	5.3	79	10428	Looped	-0.2	3.9	0
800237	CE	UG	671	0	0	#N/A	0.0	2.8	0.0	0.3	0.0	3.1	3.1	537	129011	Looped	0.7	4.1	0
800238	CE	Hybrid	678	1	10	1	1.0	3.0	0.1	0.4	1.1	3.4	4.5	672	29411	Looped	0.0	3.7	0
800239	CE	UG	173	0	7	0	0.0	3.3	0.0	0.5	0.0	3.8	3.8	38	3830	Looped	1.1	3.0	0
800240	CE	Hybrid	50	0	7	1	0.1	2.3	0.2	3.0	0.3	5.3	5.6	58	5827	Looped	0.0	2.2	0
800241	CE	UG	1645	0	6	0	0.0	2.7	0.1	1.6	0.1	4.3	4.4	64	6235	Looped	-0.1	5.8	0
800242	CE	UG	275	0	5	0	0.0	3.2	0.0	0.8	0.0	4.0	4.0	0	0	Looped	0.3	4.0	0
800243	CE	UG	986	0	12	1	0.0	5.8	0.1	1.5	0.1	7.3	7.4	1742	172162	Looped	0.6	4.7	0
800244	CE	UG	762	0	11	2	0.0	4.7	0.1	2.9	0.1	7.6	7.7	52	103448	Looped	0.9	6.2	0
800245	CE	UG	1797	0	12	0	0.0	3.7	0.0	1.2	0.0	4.9	4.9	2032	183637	Looped	-0.1	8.5	0
800246	CE	Hybrid	526	5	9	0	1.6	3.0	1.2	1.6	2.8	4.6	7.4	664	85136	Looped	-0.2	3.3	0
800247	CE	Hybrid	795	0	1	1	0.0	2.8	0.2	0.6	0.2	3.4	3.6	1	331	Looped	-0.7	5.5	0
800248	CE	Hybrid	889	5	7	1	0.7	3.6	3.6	2.5	4.3	6.1	10.4	1359	291421	Looped	-0.2	6.2	2
800331	CE	OH	1854	37	3	0	4.1	0.2	9.2	0.5	13.3	0.7	14.0	7830	315778	Looped	-0.5	7.6	0
800332	CE	Hybrid	1200	17	19	6	3.9	0.5	3.7	3.6	7.6	4.1	11.7	296	70221	Looped	0.4	9.7	0
800333	CE	Hybrid	1804	29	9	2	4.7	0.4	7.4	0.4	12.1	0.8	12.9	2135	102770	Looped	-0.8	8.4	0
800334	CE	Hybrid	1509	7	16	5	2.6	1.2	1.2	3.2	3.8	4.4	8.2	1635	17125	Looped	-1.2	6.9	0
800335	CE	Hybrid	1283	17	9	2	4.1	0.7	3.0	0.4	7.1	1.1	8.2	2798	50329	Looped	0.0	4.5	0
800336	CE	OH	68	1	0	0	0.2	0.0	0.2	0.0	0.4	0.0	0.4	31	10161	Looped	0.2	0.3	0
800431	CE	Hybrid	1316	28	4	4	3.5	0.6	6.0	0.2	9.5	0.8	10.3	446	94729	Looped	-0.8	7.7	0
800432	CE	Hybrid	1458	13	19	4	2.2	0.2	2.4	0.3	4.6	0.5	5.1	371	69643	Looped	0.0	7.4	0
800433	CE	Hybrid	1160	7	12	1	3.0	0.5	1.8	0.8	4.8	1.3	6.1	3672	222834	Looped	-0.4	5.8	0
800434	CE	Hybrid	176	5	8	0	1.4	1.1	0.5	0.4	1.9	1.5	3.4	20	7633	Looped	-0.5	3.2	0
800435	CE	Hybrid	1220	25	6	1	2.1	0.3	4.2	0.2	6.3	0.5	6.8	343	38505	Looped	-1.0	5.5	0
800436	CE	Hybrid	1209	26	9	10	4.1	0.4	6.6	1.6	10.7	2.0	12.7	1998	133035	Looped	0.2	8.2	0
800437	CE	Hybrid	519	13	2	0	1.5	0.3	1.3	0.1	2.8	0.4	3.2	578	41196	Looped	-0.3	2.8	0
800438	CE	UG	1	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.1	4.8	0
800439	CE	UG	0	0	0	#N/A	0.0	3.2	0.0	0.0	0.0	3.2	3.2	0	0	Radial	-0.1	4.8	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
800440	CE	Hybrid	1184	27	5	5	2.7	2.0	8.0	0.7	10.7	2.7	13.4	2624	103290	Looped	0.1	8.0	0
800441	CE	UG	444	0	2	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	0	0	Looped	-0.3	2.2	0
800442	CE	Hybrid	1216	34	2	3	3.3	0.7	8.6	0.2	11.9	0.9	12.8	5644	364795	Looped	-0.4	7.9	3
800443	CE	Hybrid	773	6	5	2	1.3	2.0	1.0	0.4	2.3	2.4	4.7	12	5053	Looped	-0.1	5.4	0
800444	CE	Hybrid	870	5	18	2	1.5	3.1	0.5	2.3	2.0	5.4	7.4	1882	94014	Looped	0.0	9.6	0
800445	CE	Hybrid	936	7	9	2	1.0	2.8	1.3	0.8	2.3	3.6	5.9	113	36474	Looped	1.0	5.8	0
800446	CE	UG	140	0	1	0	0.0	1.7	0.0	0.2	0.0	1.9	1.9	0	0	Looped	0.0	6.6	0
800447	CE	UG	110	0	2	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	-0.2	5.5	0
800448	CE	Hybrid	682	16	3	1	3.5	1.7	3.1	0.4	6.6	2.1	8.7	860	40264	Looped	-0.2	4.1	0
800531	WD	Hybrid	884	9	8	0	1.5	0.2	1.0	0.6	2.5	0.8	3.3	56	13511	Looped	-0.6	5.7	0
800532	WD	Hybrid	1805	0	13	1	0.4	1.1	0.2	1.4	0.6	2.5	3.1	178	39887	Looped	-0.1	4.3	0
800533	WD	Hybrid	1106	5	19	0	3.4	0.8	1.2	2.4	4.6	3.2	7.8	1393	139754	Looped	-0.1	7.7	0
800534	WD	OH	1492	16	0	2	2.3	0.1	5.5	0.1	7.8	0.2	8.0	646	92209	Looped	0.2	6.5	0
800535	WD	Hybrid	2016	31	14	2	3.9	0.1	5.6	0.8	9.5	0.9	10.4	479	70901	Looped	0.1	9.0	0
800536	WD	Hybrid	1108	14	17	3	2.6	0.0	2.8	1.3	5.4	1.3	6.7	1304	38326	Looped	0.0	6.3	0
800537	WD	Hybrid	801	3	15	1	1.1	2.7	0.3	2.3	1.4	5.0	6.4	1650	42724	Looped	3.7	8.8	0
800538	WD	Hybrid	1545	25	20	1	3.4	1.1	5.3	1.1	8.7	2.2	10.9	2275	145730	Looped	0.1	7.1	1
800539	WD	Hybrid	1188	3	18	5	2.3	0.1	2.0	1.4	4.3	1.5	5.8	1639	351993	Looped	-0.3	6.8	0
800631	CE	OH	1552	27	5	0	5.0	0.2	6.9	0.2	11.9	0.4	12.3	6592	636750	Looped	-0.3	6.2	0
800632	CE	OH	3251	50	9	4	6.5	0.0	9.7	0.4	16.2	0.4	16.6	515	106823	Looped	0.2	8.9	0
800633	CE	Hybrid	1720	40	19	1	5.3	0.1	4.9	0.7	10.2	0.8	11.0	6154	436631	Looped	0.0	8.5	0
800634	CE	Hybrid	1159	21	5	1	3.3	0.1	4.3	0.4	7.6	0.5	8.1	324	92633	Looped	-0.2	5.2	0
800635	CE	Hybrid	1032	16	12	2	4.5	0.0	2.3	0.8	6.8	0.8	7.6	148	25083	Looped	-0.4	6.5	0
800636	CE	Hybrid	1164	20	9	3	3.5	0.4	2.6	0.3	6.1	0.7	6.8	165	28177	Looped	0.8	4.3	0
800637	CE	Hybrid	2180	24	14	4	3.9	2.0	3.9	1.3	7.8	3.3	11.1	2463	91738	Looped	-0.4	5.5	2
800638	CE	Hybrid	1677	34	10	2	5.7	0.2	8.8	0.8	14.5	1.0	15.5	3872	220235	Looped	-0.1	8.0	0
800731	WD	UG	0	0	0	#N/A	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	0.3	2.8	0
800732	WD	OH	1183	18	6	0	3.4	0.0	5.8	0.1	9.2	0.1	9.3	3994	139131	Looped	0.9	6.6	0
800733	WD	Hybrid	1454	5	6	1	2.3	0.1	1.1	0.2	3.4	0.3	3.7	698	62898	Looped	0.0	4.9	0
800734	WD	Hybrid	1148	13	8	3	3.6	0.4	2.9	1.4	6.5	1.8	8.3	2877	138357	Looped	-0.7	4.3	0
800735	WD	UG	1	0	0	#N/A	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	0.2	5.2	0
800736	WD	UG	0	0	0	#N/A	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	0.7	6.5	0
800737	WD	Hybrid	1994	4	24	4	1.8	0.5	7.6	1.5	9.4	2.0	11.4	2759	104138	Looped	0.1	6.6	0
800738	WD	Hybrid	1324	14	10	1	3.4	0.4	4.4	0.8	7.8	1.2	9.0	202	38812	Looped	0.0	6.4	0
800739	WD	Hybrid	2531	20	5	3	3.2	0.3	4.7	0.3	7.9	0.6	8.5	723	152265	Looped	-0.3	9.4	0
800740	WD	Hybrid	1875	19	1	0	3.3	0.5	4.3	0.3	7.6	0.8	8.4	471	93981	Looped	-0.6	7.0	0
800741	WD	OH	1777	14	2	2	2.1	0.2	5.8	0.1	7.9	0.3	8.2	4470	260178	Looped	0.3	7.8	0
800742	WD	UG	0	0	0	#N/A	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	-0.4	4.0	0
800831	CE	UG	50	0	4	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	62	1086	Looped	-0.3	2.4	0
800832	CE	Hybrid	2063	17	23	4	3.5	1.1	2.8	2.5	6.3	3.6	9.9	2485	175634	Looped	-0.5	5.3	0
800833	CE	UG	311	1	9	1	0.0	4.7	0.1	0.9	0.1	5.6	5.7	270	7668	Looped	-0.7	3.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
800834	CE	UG	26	1	1	1	0.0	2.7	0.1	0.5	0.1	3.2	3.3	23	7509	Looped	-0.4	0.6	0
800835	CE	Hybrid	1155	18	12	0	3.8	1.3	2.5	0.9	6.3	2.2	8.5	114	17080	Looped	-0.1	4.1	0
800836	CE	UG	7	0	1	0	0.0	2.1	0.0	0.9	0.0	3.0	3.0	4	240	Looped	-0.3	6.9	0
800841	CE	UG	122	0	5	0	0.0	4.7	0.0	0.6	0.0	5.3	5.3	2	330	Looped	-0.3	6.6	0
800842	CE	UG	1335	0	6	0	0.0	3.5	0.0	1.1	0.0	4.6	4.6	0	0	Looped	-1.1	8.4	0
800843	CE	UG	103	4	8	0	0.0	5.1	0.3	0.8	0.3	5.9	6.2	171	20554	Looped	-2.3	7.3	0
800844	CE	UG	11	0	2	0	0.0	7.1	0.0	0.2	0.0	7.3	7.3	1	209	Looped	-0.6	5.8	0
800845	CE	UG	191	0	7	2	0.0	5.9	0.1	1.3	0.1	7.2	7.3	2	630	Looped	-1.5	6.8	0
800846	CE	UG	113	0	7	1	0.0	4.0	0.0	0.3	0.0	4.3	4.3	1	134	Looped	0.0	5.6	0
800847	CE	UG	0	0	0	#N/A	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	0.4	4.8	0
800848	CE	UG	0	0	0	#N/A	0.0	3.3	0.0	0.0	0.0	3.3	3.3	0	0	Radial	-4.9	2.3	0
800849	CE	UG	596	0	7	0	0.0	5.1	0.0	0.8	0.0	5.9	5.9	0	0	Looped	-0.5	7.4	0
800850	CE	UG	319	0	3	0	0.0	3.4	0.0	0.3	0.0	3.7	3.7	0	0	Looped	0.2	3.4	0
800851	CE	Hybrid	22	0	5	0	0.7	1.1	0.0	0.5	0.7	1.6	2.3	1	63	Looped	-0.9	6.4	0
800852	CE	UG	221	0	4	1	0.0	4.5	0.0	0.4	0.0	4.9	4.9	0	0	Looped	-0.1	6.9	0
800853	CE	UG	1	0	0	#N/A	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	1.3	9.4	0
800931	CE	UG	197	0	5	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	0.0	2.2	0
800932	CE	Hybrid	620	0	5	1	0.0	1.7	0.2	0.9	0.2	2.6	2.8	85	1852	Looped	-0.6	3.0	0
800933	CE	Hybrid	747	17	4	1	2.9	0.3	2.8	0.1	5.7	0.4	6.1	2811	341799	Looped	0.3	5.8	3
800934	CE	UG	145	0	2	0	0.0	2.9	0.0	0.3	0.0	3.2	3.2	0	0	Looped	3.5	9.1	0
800935	CE	UG	139	0	7	1	0.0	3.0	0.0	0.8	0.0	3.8	3.8	0	0	Looped	-0.3	3.8	0
800936	CE	UG	474	0	5	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	474	4692	Looped	-0.3	3.3	0
800937	CE	UG	754	0	7	0	0.0	2.6	0.0	1.4	0.0	4.0	4.0	26	24856	Looped	0.9	7.0	0
800938	CE	Hybrid	628	12	7	1	3.1	0.5	1.5	0.3	4.6	0.8	5.4	1003	68564	Looped	0.2	5.8	0
800939	CE	UG	17	0	3	0	0.1	2.8	0.0	0.3	0.1	3.1	3.2	1	231	Looped	-0.5	3.4	0
800940	CE	UG	2	0	4	0	0.0	2.2	0.0	0.4	0.0	2.6	2.6	0	0	Looped	0.2	6.1	0
800941	CE	Hybrid	836	15	3	2	2.7	0.7	3.5	0.5	6.2	1.2	7.4	446	76498	Looped	-0.4	5.8	0
800942	CE	UG	0	0	0	#N/A	0.0	1.6	0.0	0.1	0.0	1.7	1.7	0	0	Looped	-0.2	0.0	0
801031	CE	Hybrid	1790	0	26	0	0.9	2.5	0.0	5.9	0.9	8.4	9.3	11	3982	Looped	-0.2	5.3	0
801032	CE	UG	558	0	6	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	310	12646	Looped	-0.2	3.1	0
801033	CE	Hybrid	1286	4	11	2	2.0	1.0	1.2	0.6	3.2	1.6	4.8	449	77539	Looped	-0.3	5.8	0
801034	CE	Hybrid	1897	14	6	0	2.7	0.2	3.6	0.2	6.3	0.4	6.7	890	245355	Looped	-0.4	5.9	0
801035	CE	Hybrid	1200	13	8	2	3.1	0.8	2.7	1.6	5.8	2.4	8.2	209	44755	Looped	0.2	5.9	0
801036	CE	Hybrid	1568	4	14	2	1.2	0.2	0.9	0.6	2.1	0.8	2.9	16	3491	Looped	-0.1	4.0	0
801037	CE	Hybrid	665	15	1	0	2.1	0.2	3.1	1.3	5.2	1.5	6.7	263	60076	Looped	-0.2	4.3	0
801038	CE	Hybrid	1387	2	22	1	1.4	2.0	0.4	0.7	1.8	2.7	4.5	3013	210644	Looped	-0.2	7.7	0
801039	CE	Hybrid	1864	5	12	4	1.8	0.6	0.9	0.4	2.7	1.0	3.7	49	10828	Looped	-0.1	4.3	0
801131	WD	Hybrid	219	3	17	3	3.3	1.0	1.1	1.4	4.4	2.4	6.8	235	8244	Looped	-0.9	5.3	0
801132	WD	Hybrid	200	3	2	1	1.6	0.2	0.4	0.1	2.0	0.3	2.3	20	4602	Looped	-0.5	10.7	0
801133	WD	OH	1145	20	9	2	4.3	0.1	3.9	0.1	8.2	0.2	8.4	259	39385	Looped	0.6	7.5	0
801134	WD	Hybrid	1749	39	16	3	6.0	0.2	5.7	1.0	11.7	1.2	12.9	225	53674	Looped	-0.3	7.1	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
801135	WD	Hybrid	485	16	17	0	3.1	0.1	2.6	0.4	5.7	0.5	6.2	136	25163	Looped	-0.4	3.8	0
801136	WD	Hybrid	1655	13	13	4	4.5	0.4	2.8	0.7	7.3	1.1	8.4	3529	124545	Looped	0.1	6.9	0
801137	WD	UG	0	0	0	#N/A	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Radial	-0.2	3.0	0
801138	WD	UG	0	0	0	#N/A	0.0	4.0	0.0	0.0	0.0	4.0	4.0	0	0	Radial	-0.2	3.0	0
801139	WD	Hybrid	496	8	8	0	3.7	0.2	1.5	0.3	5.2	0.5	5.7	1922	63884	Looped	-0.3	5.2	0
801140	WD	Hybrid	1361	18	7	3	5.0	0.5	3.1	0.4	8.1	0.9	9.0	1754	270746	Looped	-0.2	7.7	0
801231	ND	Hybrid	1544	7	25	7	4.2	0.0	3.6	3.1	7.8	3.1	10.9	549	154952	Looped	-1.0	5.4	0
801232	ND	Hybrid	1110	18	25	0	6.9	1.0	2.5	2.8	9.4	3.8	13.2	191	31655	Looped	0.1	4.8	0
801233	ND	Hybrid	1722	21	23	1	5.1	0.0	8.8	1.0	13.9	1.0	14.9	6050	442828	Looped	-0.4	7.9	0
801234	ND	Hybrid	1354	12	17	2	3.4	0.4	6.8	2.2	10.2	2.6	12.8	2317	208312	Looped	0.1	8.6	1
801235	ND	Hybrid	1093	24	16	4	4.4	0.2	5.1	0.7	9.5	0.9	10.4	1507	203893	Looped	0.3	6.6	1
801236	ND	Hybrid	540	3	7	1	1.7	1.8	2.2	2.4	3.9	4.2	8.1	256	50149	Looped	0.6	7.6	0
801237	ND	OH	8	0	0	#N/A	1.4	0.0	0.0	0.0	1.4	0.0	1.4	0	0	Radial	-0.2	8.5	0
801431	ND	Hybrid	1925	11	24	7	2.9	0.4	9.7	2.7	12.6	3.1	15.7	894	153060	Looped	0.3	8.7	0
801432	ND	Hybrid	98	4	10	2	1.7	0.2	0.5	0.7	2.2	0.9	3.1	102	480	Looped	-0.2	7.2	0
801433	ND	OH	915	12	14	2	3.0	0.0	2.9	0.3	5.9	0.3	6.2	373	66314	Looped	0.1	5.6	0
801434	ND	OH	841	21	8	3	2.4	0.1	4.8	0.1	7.2	0.2	7.4	656	65207	Looped	0.3	5.2	0
801435	ND	Hybrid	2603	39	22	3	4.0	0.1	11.8	2.4	15.8	2.5	18.3	891	169696	Looped	0.2	9.1	0
801436	ND	Hybrid	2012	30	21	1	5.1	1.0	10.1	1.4	15.2	2.4	17.6	2752	209689	Looped	-0.8	9.2	0
801631	SD	Hybrid	601	65	14	4	13.0	0.0	16.5	2.6	29.5	2.6	32.1	2109	161993	Looped	0.0	5.1	0
801632	SD	Hybrid	1052	3	16	3	3.5	0.8	1.2	11.0	4.7	11.8	16.5	1186	129017	Looped	-0.5	6.2	0
801633	SD	Hybrid	2323	20	47	1	4.2	1.5	6.1	19.1	10.3	20.6	30.9	308	97378	Looped	0.2	9.1	0
801634	SD	Hybrid	2082	41	45	11	11.5	1.3	15.5	14.2	27.0	15.5	42.5	3892	166049	Looped	0.2	6.9	0
801635	SD	Hybrid	1884	8	30	0	8.9	2.0	8.8	24.5	17.7	26.5	44.2	7782	677255	Looped	-0.1	8.6	0
801636	SD	Hybrid	748	31	12	2	6.8	0.3	11.2	3.4	18.0	3.7	21.7	1863	199619	Looped	-0.4	3.2	0
801637	SD	Hybrid	1922	13	29	3	4.1	0.8	5.3	25.4	9.4	26.2	35.6	2005	40730	Looped	0.2	9.4	0
801731	WD	OH	1301	13	4	2	2.2	0.1	5.7	0.3	7.9	0.4	8.3	435	84306	Looped	0.0	5.0	0
801732	WD	Hybrid	1329	32	2	3	3.9	0.3	6.5	0.3	10.4	0.6	11.0	494	118628	Looped	-0.6	8.5	0
801733	WD	Hybrid	1683	0	0	#N/A	4.3	0.1	7.8	0.8	12.1	0.9	13.0	632	130866	Looped	-0.2	10.2	0
801734	WD	Hybrid	1807	20	6	5	4.9	0.1	6.2	0.6	11.1	0.7	11.8	6950	115201	Looped	0.0	9.0	0
801735	WD	OH	1082	19	2	1	3.4	0.0	5.3	0.1	8.7	0.1	8.8	1559	104461	Looped	1.3	5.9	0
801736	WD	OH	982	32	2	3	4.9	0.2	5.7	0.2	10.6	0.4	11.0	1219	131002	Looped	0.1	4.6	0
801737	WD	Hybrid	1484	28	8	3	4.8	0.2	7.6	0.6	12.4	0.8	13.2	2947	146932	Looped	-1.2	7.7	0
801738	WD	Hybrid	731	16	1	0	2.0	0.8	5.6	0.0	7.6	0.8	8.4	1244	154463	Looped	-0.3	3.7	0
801831	ND	Hybrid	563	19	6	0	2.2	0.0	4.4	1.0	6.6	1.0	7.6	1024	111884	Looped	0.0	6.3	0
801832	ND	Hybrid	2184	26	19	8	4.7	0.4	5.9	0.9	10.6	1.3	11.9	468	113510	Looped	0.5	8.1	0
801833	ND	OH	1487	22	2	3	2.1	0.0	11.7	0.1	13.8	0.1	13.9	4244	397763	Looped	0.4	6.8	0
801834	ND	Hybrid	1693	16	16	2	3.3	0.0	9.4	0.7	12.7	0.7	13.4	4549	497760	Looped	0.5	7.8	0
801835	ND	OH	1191	13	1	1	1.5	0.1	8.8	0.0	10.3	0.1	10.4	545	145062	Looped	0.2	5.6	0
801836	ND	Hybrid	1246	22	7	6	3.4	0.2	6.3	1.4	9.7	1.6	11.3	1753	152127	Looped	0.5	7.8	0
801837	ND	OH	1051	11	6	2	3.2	0.3	6.7	0.1	9.9	0.4	10.3	481	86395	Looped	0.2	5.4	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
801838	ND	Hybrid	1632	25	8	1	3.6	0.3	10.8	0.7	14.4	1.0	15.4	2694	306280	Looped	3.2	10.4	0
801839	ND	Hybrid	1846	25	27	5	3.9	0.1	5.6	2.2	9.5	2.3	11.8	274	42815	Looped	0.0	6.7	0
801931	CE	UG	374	0	6	0	0.0	1.7	0.0	1.9	0.0	3.6	3.6	0	0	Looped	0.4	3.4	0
801932	CE	UG	702	0	4	0	0.0	1.2	0.0	0.2	0.0	1.4	1.4	0	0	Looped	-0.2	1.4	0
801933	CE	Hybrid	996	2	6	1	1.2	0.1	0.5	0.1	1.7	0.2	1.9	37	21828	Looped	0.1	3.4	0
801934	CE	UG	793	0	2	0	0.0	1.1	0.0	0.3	0.0	1.4	1.4	0	0	Looped	-0.1	6.1	0
801935	CE	Hybrid	1760	3	7	2	1.7	1.1	1.1	0.2	2.8	1.3	4.1	630	125861	Looped	0.1	4.8	0
801936	CE	UG	230	0	3	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	0	0	Looped	-0.2	1.2	0
801937	CE	Hybrid	718	4	9	0	3.0	1.0	0.4	0.4	3.4	1.4	4.8	2790	314988	Looped	0.2	4.7	0
801938	CE	Hybrid	1768	7	20	1	2.1	2.3	1.3	1.5	3.4	3.8	7.2	4194	474594	Looped	0.0	6.9	1
801939	CE	Hybrid	883	1	13	2	1.2	3.8	0.8	2.7	2.0	6.5	8.5	2065	230874	Looped	-2.0	4.6	6
801940	CE	Hybrid	1848	4	22	0	2.2	4.4	0.9	2.1	3.1	6.5	9.6	1964	46670	Looped	0.8	6.7	0
801941	CE	Hybrid	1596	11	12	2	2.2	1.1	1.9	0.6	4.1	1.7	5.8	1801	56805	Looped	-0.3	6.6	0
801942	CE	Hybrid	1560	6	6	2	1.8	0.5	0.7	0.1	2.5	0.6	3.1	480	109246	Looped	-0.1	4.4	0
802031	SD	Hybrid	724	15	22	2	2.0	1.8	3.6	2.2	5.6	4.0	9.6	329	71374	Looped	-1.6	3.3	0
802032	SD	Hybrid	965	16	18	3	3.4	0.3	8.5	5.2	11.9	5.5	17.4	1470	105773	Looped	-0.2	7.3	0
802033	SD	Hybrid	887	15	15	4	4.8	0.3	4.9	3.4	9.7	3.7	13.4	2179	131800	Looped	-0.4	6.3	0
802034	SD	Hybrid	322	7	5	2	2.1	1.0	2.5	1.9	4.6	2.9	7.5	213	38323	Looped	1.7	4.9	0
802035	SD	Hybrid	1125	8	36	6	3.8	1.4	3.2	18.1	7.0	19.5	26.5	1416	109060	Looped	-0.4	8.5	0
802036	SD	Hybrid	899	22	15	5	5.0	3.4	5.7	6.1	10.7	9.5	20.2	4201	162039	Looped	-0.1	6.6	1
802037	SD	Hybrid	741	26	2	3	2.9	0.5	13.4	0.4	16.3	0.9	17.2	2142	296867	Looped	0.0	7.1	2
802038	SD	Hybrid	849	5	28	2	2.0	2.1	1.5	12.4	3.5	14.5	18.0	2268	251135	Looped	0.9	7.5	1
802131	CE	Hybrid	1826	24	13	2	6.8	0.1	4.6	0.6	11.4	0.7	12.1	4082	113603	Looped	-0.4	7.8	0
802132	CE	Hybrid	667	12	12	0	4.3	0.5	0.9	1.3	5.2	1.8	7.0	250	37001	Looped	0.6	4.4	0
802133	CE	Hybrid	1139	10	20	0	3.7	0.3	1.0	3.6	4.7	3.9	8.6	1366	81134	Looped	1.6	6.0	0
802134	CE	Hybrid	1877	11	17	8	2.9	0.3	2.9	1.7	5.8	2.0	7.8	6043	156364	Looped	-1.5	6.9	0
802135	CE	Hybrid	1995	10	19	2	4.0	1.0	2.1	1.0	6.1	2.0	8.1	5566	376234	Looped	-0.5	5.2	1
802136	CE	UG	231	0	4	0	0.0	5.6	0.0	0.2	0.0	5.8	5.8	0	0	Looped	-0.7	3.5	0
802137	CE	UG	207	0	9	0	0.0	4.5	0.0	1.0	0.0	5.5	5.5	1	405	Looped	-0.3	5.7	0
802138	CE	UG	586	0	2	1	0.0	2.2	0.1	1.6	0.1	3.8	3.9	0	0	Looped	2.1	5.6	0
802139	CE	UG	0	0	0	#N/A	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Radial	0.7	5.5	0
802231	CE	OH	985	27	3	3	3.3	0.0	5.1	0.3	8.4	0.3	8.7	1421	184367	Looped	-0.1	4.4	0
802232	CE	OH	2186	49	9	2	5.1	0.0	14.1	0.9	19.2	0.9	20.1	2887	140715	Looped	-0.8	8.5	0
802233	CE	Hybrid	459	11	16	1	4.2	0.5	2.0	1.5	6.2	2.0	8.2	536	65146	Looped	-0.2	5.0	0
802234	CE	Hybrid	804	35	13	0	4.7	0.1	5.8	0.7	10.5	0.8	11.3	2255	85730	Looped	0.3	5.2	0
802235	CE	OH	2403	49	10	1	5.1	0.0	11.4	0.7	16.5	0.7	17.2	5974	198753	Looped	0.0	9.8	0
802236	CE	Hybrid	2478	67	9	2	6.0	0.3	9.8	0.7	15.8	1.0	16.8	3016	217722	Looped	-0.1	7.5	0
802237	CE	OH	1316	28	12	4	6.0	0.4	5.6	0.2	11.6	0.6	12.2	5624	98679	Looped	0.2	6.3	0
802238	CE	UG	0	0	0	#N/A	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Radial	-0.2	5.0	0
802239	CE	UG	0	0	0	#N/A	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Radial	-0.2	5.0	0
802240	CE	Hybrid	995	17	7	3	2.9	0.8	4.1	0.4	7.0	1.2	8.2	2355	152066	Looped	-0.3	4.6	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
802431	SD	Hybrid	1017	9	15	6	1.5	1.2	2.3	1.1	3.8	2.3	6.1	1219	104517	Looped	-0.4	7.8	0
802432	SD	Hybrid	562	8	12	0	1.7	0.4	1.9	1.0	3.6	1.4	5.0	465	85640	Looped	-1.0	8.5	0
802433	SD	Hybrid	1413	31	12	5	4.1	0.0	11.6	1.7	15.7	1.7	17.4	782	190251	Looped	-1.1	7.5	1
802434	SD	Hybrid	879	15	13	3	2.4	0.6	5.2	0.5	7.6	1.1	8.7	605	119661	Looped	-0.2	5.2	0
802435	SD	Hybrid	1035	28	20	1	4.6	2.3	4.0	10.5	8.6	12.8	21.4	3367	367579	Looped	0.0	9.5	1
802436	SD	Hybrid	1017	11	21	3	2.5	1.5	2.5	1.9	5.0	3.4	8.4	565	19712	Looped	-2.0	6.6	0
802437	SD	Hybrid	1156	21	11	7	3.1	0.8	8.7	1.7	11.8	2.5	14.3	1335	164584	Looped	0.2	8.5	0
802438	SD	UG	1	0	0	#N/A	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Radial	-1.6	0.0	0
802439	SD	UG	0	0	0	#N/A	0.0	3.1	0.0	0.0	0.0	3.1	3.1	0	0	Radial	-1.6	0.0	0
802440	SD	UG	93	0	1	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	1	321	Looped	-1.7	6.1	0
802531	ND	Hybrid	945	8	13	7	3.3	0.1	1.5	0.5	4.8	0.6	5.4	3320	284324	Looped	-0.3	4.7	0
802532	ND	Hybrid	1267	5	22	2	2.7	0.5	0.8	0.9	3.5	1.4	4.9	269	14109	Looped	0.0	5.0	0
802533	ND	Hybrid	1025	8	34	0	5.4	0.9	0.6	4.1	6.0	5.0	11.0	3225	163549	Looped	-0.7	4.7	0
802534	ND	Hybrid	1400	2	15	5	3.0	0.0	1.8	1.3	4.8	1.3	6.1	1897	118906	Looped	0.0	4.8	0
802535	ND	UG	0	0	0	#N/A	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	0.1	5.7	0
802536	ND	UG	14	0	5	0	0.0	2.7	0.0	1.7	0.0	4.4	4.4	4	883	Looped	0.7	4.7	0
802537	ND	UG	1	0	0	#N/A	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	0.4	3.4	0
802538	ND	UG	0	0	0	#N/A	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Radial	-0.2	0.1	0
802631	WD	Hybrid	1554	10	31	2	5.1	0.0	1.8	0.6	6.9	0.6	7.5	3286	268727	Looped	-0.3	7.5	0
802632	WD	UG	9	0	6	0	0.0	3.9	0.0	1.5	0.0	5.4	5.4	0	0	Looped	-0.4	4.7	0
802633	WD	UG	0	0	3	0	0.0	1.7	0.0	0.1	0.0	1.8	1.8	0	0	Looped	2.8	4.2	0
802634	WD	UG	3	0	1	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	-2.2	2.1	0
802635	WD	Hybrid	733	15	13	0	4.4	1.1	3.4	0.3	7.8	1.4	9.2	227	47373	Looped	0.0	6.2	0
802636	WD	Hybrid	369	7	10	0	3.1	0.5	0.8	0.9	3.9	1.4	5.3	452	52206	Looped	-0.1	3.1	0
802637	WD	UG	18	0	4	0	0.0	4.8	0.0	0.9	0.0	5.7	5.7	0	0	Looped	-0.2	4.9	0
802638	WD	UG	27	0	5	0	0.0	4.9	0.0	0.1	0.0	5.0	5.0	0	0	Looped	-0.3	3.5	0
802731	SD	Hybrid	425	1	30	1	2.2	0.2	0.7	6.1	2.9	6.3	9.2	264	66549	Looped	-0.2	5.5	1
802732	SD	Hybrid	1416	1	24	0	1.5	1.5	0.6	6.0	2.1	7.5	9.6	191	22840	Looped	0.1	8.8	0
802733	SD	Hybrid	451	4	27	1	1.2	0.8	0.5	4.2	1.7	5.0	6.7	499	114723	Looped	-0.2	7.5	0
802734	SD	Hybrid	2151	1	35	0	2.1	0.0	0.0	8.8	2.1	8.8	10.9	6223	178611	Looped	-0.1	7.8	0
802735	SD	Hybrid	823	7	23	0	1.6	2.1	1.5	6.4	3.1	8.5	11.6	141	40848	Looped	0.4	6.4	0
802736	SD	Hybrid	1826	0	29	0	1.2	2.0	0.0	12.3	1.2	14.3	15.5	4342	209130	Looped	-0.2	6.7	0
802737	SD	Hybrid	1259	0	12	0	0.8	1.7	0.0	5.4	0.8	7.1	7.9	42	16651	Looped	0.0	4.3	0
802738	SD	Hybrid	1048	2	19	0	1.3	1.9	0.3	4.0	1.6	5.9	7.5	351	50731	Looped	-1.0	6.9	0
802739	SD	Hybrid	1485	3	19	1	0.9	1.8	1.2	5.9	2.1	7.7	9.8	1936	182647	Looped	-0.2	4.6	0
802831	ND	Hybrid	913	13	17	1	2.7	0.1	3.0	0.8	5.7	0.9	6.6	2115	76554	Looped	0.1	6.8	0
802832	ND	Hybrid	567	4	12	2	2.1	0.1	1.4	0.5	3.5	0.6	4.1	733	32323	Looped	0.5	3.9	0
802833	ND	Hybrid	1937	31	11	11	3.8	0.0	10.1	0.9	13.9	0.9	14.8	2647	169143	Looped	0.0	9.0	0
802834	ND	Hybrid	1225	6	16	3	2.6	0.5	1.5	1.7	4.1	2.2	6.3	328	65633	Looped	0.3	6.3	0
802835	ND	Hybrid	2500	9	33	5	3.7	0.1	4.9	1.7	8.6	1.8	10.4	3487	222333	Looped	-0.1	6.9	0
802836	ND	Hybrid	2165	21	21	2	3.8	0.9	4.6	1.7	8.4	2.6	11.0	4379	345334	Looped	0.6	9.6	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
802837	ND	Hybrid	1396	18	11	10	3.7	0.1	4.0	0.6	7.7	0.7	8.4	1915	139248	Looped	0.1	5.0	0
802931	CE	Hybrid	1923	16	12	1	3.4	0.0	3.0	0.8	6.4	0.8	7.2	8251	480313	Looped	0.3	7.0	0
802932	CE	Hybrid	1348	14	8	2	2.0	0.0	3.0	0.5	5.0	0.5	5.5	371	83345	Looped	-0.3	7.6	0
802933	CE	Hybrid	2398	21	11	6	3.2	0.1	5.1	0.9	8.3	1.0	9.3	5179	159130	Looped	0.1	9.4	0
802934	CE	OH	1266	19	3	2	2.1	0.1	4.8	0.0	6.9	0.1	7.0	413	90410	Looped	0.2	6.6	0
802935	CE	Hybrid	1228	13	7	0	2.2	0.3	3.9	0.1	6.1	0.4	6.5	204	52758	Looped	0.0	6.2	1
802936	CE	Hybrid	2024	17	7	7	3.5	0.9	6.0	0.6	9.5	1.5	11.0	7228	312563	Looped	0.2	8.0	1
802937	CE	Hybrid	1822	13	10	7	5.1	0.8	4.5	0.8	9.6	1.6	11.2	10327	339983	Looped	0.5	9.0	0
803031	WD	Hybrid	1488	10	31	3	3.5	0.2	3.8	4.5	7.3	4.7	12.0	4685	479849	Looped	0.3	8.5	0
803032	WD	Hybrid	702	9	22	2	3.4	0.3	2.5	1.5	5.9	1.8	7.7	854	57814	Looped	-0.2	8.4	0
803033	WD	Hybrid	2211	8	22	2	1.4	1.4	4.2	9.4	5.6	10.8	16.4	1317	313068	Looped	0.1	9.2	1
803034	WD	Hybrid	1380	24	19	2	3.0	0.1	4.9	3.4	7.9	3.5	11.4	1937	202407	Looped	0.0	7.0	0
803035	WD	Hybrid	1440	21	2	1	1.9	0.2	10.2	0.6	12.1	0.8	12.9	1323	246475	Looped	0.3	8.3	1
803036	WD	Hybrid	1231	8	33	1	2.7	0.2	2.0	5.8	4.7	6.0	10.7	387	32900	Looped	-1.0	6.2	0
803037	WD	Hybrid	946	21	12	1	3.4	0.6	4.1	1.7	7.5	2.3	9.8	1347	206575	Looped	0.1	7.1	0
803038	WD	Hybrid	1617	5	20	2	3.2	0.1	1.9	7.4	5.1	7.5	12.6	440	120427	Looped	0.4	6.9	4
803131	SD	Hybrid	937	5	13	0	28.8	0.1	7.3	5.6	36.1	5.7	41.8	2054	87273	Looped	0.2	3.8	0
803132	SD	Hybrid	1178	22	23	3	12.9	0.5	10.6	12.2	23.5	12.7	36.2	3087	412116	Looped	-1.0	8.1	3
803133	SD	Hybrid	1265	7	36	2	5.3	0.2	1.7	10.0	7.0	10.2	17.2	123	35912	Looped	-0.7	6.7	0
803134	SD	Hybrid	671	1	10	0	1.1	1.7	0.5	7.9	1.6	9.6	11.2	821	78799	Looped	-0.4	3.0	1
803135	SD	Hybrid	129	2	6	1	14.2	0.2	5.2	2.7	19.4	2.9	22.3	415	30745	Looped	-0.4	1.2	0
803136	SD	Hybrid	1080	13	19	6	3.5	1.8	4.7	5.0	8.2	6.8	15.0	92	20017	Looped	0.3	7.0	0
803137	SD	Hybrid	1921	20	23	5	5.5	1.5	7.7	8.1	13.2	9.6	22.8	220	46359	Looped	1.8	9.5	0
803138	SD	Hybrid	2811	2	43	2	6.0	3.0	2.7	24.6	8.7	27.6	36.3	8865	379254	Looped	-0.1	12.3	0
803231	SD	OH	13	1	5	1	3.5	0.0	1.0	0.2	4.5	0.2	4.7	19	3135	Looped	-0.1	1.2	0
803232	SD	Hybrid	1328	11	40	1	5.3	0.2	3.6	17.0	8.9	17.2	26.1	4268	71651	Looped	0.7	6.9	1
803233	SD	Hybrid	2345	7	37	2	4.5	3.3	1.3	22.4	5.8	25.7	31.5	294	70650	Looped	-0.1	9.5	0
803234	SD	Hybrid	59	3	12	0	4.2	0.8	0.2	5.8	4.4	6.6	11.0	2	418	Looped	-3.3	3.3	0
803235	SD	Hybrid	36	0	8	0	1.7	0.8	0.1	3.3	1.8	4.1	5.9	34	8898	Looped	1.0	2.6	0
803236	SD	Hybrid	1782	15	24	4	5.2	1.8	8.1	8.6	13.3	10.4	23.7	5860	246545	Looped	-0.1	9.9	1
803431	ND	OH	1333	27	3	3	3.7	0.0	8.8	0.2	12.5	0.2	12.7	893	155075	Looped	-2.9	3.7	0
803432	ND	OH	1200	17	2	1	2.3	0.0	5.0	0.1	7.3	0.1	7.4	375	65313	Looped	-0.1	3.1	0
803433	ND	OH	1446	37	2	4	5.1	0.1	9.4	0.1	14.5	0.2	14.7	4001	275483	Looped	0.2	8.0	0
803434	ND	Hybrid	1395	19	11	2	4.4	0.1	4.8	1.2	9.2	1.3	10.5	705	133620	Looped	-0.2	5.8	0
803435	ND	OH	1423	23	5	2	3.3	0.1	6.9	0.3	10.2	0.4	10.6	2132	120085	Looped	0.2	5.5	0
803436	ND	Hybrid	1133	21	5	2	2.3	0.2	6.0	0.3	8.3	0.5	8.8	343	75798	Looped	0.2	4.1	0
803437	ND	Hybrid	1345	20	17	3	4.8	0.6	7.3	0.8	12.1	1.4	13.5	2050	206823	Looped	0.2	6.6	0
803438	ND	Hybrid	1025	25	6	4	3.5	0.6	6.8	0.3	10.3	0.9	11.2	1420	167460	Looped	0.1	7.1	0
803439	ND	Hybrid	1457	34	4	2	2.7	1.0	9.9	0.3	12.6	1.3	13.9	1010	176018	Looped	0.4	6.6	0
803440	ND	Hybrid	1191	14	16	3	2.2	1.4	6.3	1.0	8.5	2.4	10.9	700	158875	Looped	-1.1	6.2	0
803531	CE	Hybrid	2134	14	19	7	3.1	0.1	3.6	0.7	6.7	0.8	7.5	4652	371442	Looped	0.2	8.7	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
803532	CE	Hybrid	2557	17	26	8	3.7	0.1	3.7	0.7	7.4	0.8	8.2	2522	98000	Looped	0.5	8.3	0
803533	CE	UG	4	0	3	0	0.0	1.9	0.0	0.1	0.0	2.0	2.0	0	0	Looped	-0.1	3.5	0
803534	CE	UG	5	0	5	0	0.0	2.2	0.0	0.4	0.0	2.6	2.6	0	0	Looped	-0.9	4.3	0
803535	CE	UG	11	0	4	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	-1.7	4.6	0
803536	CE	Hybrid	9	0	6	0	0.2	1.6	0.0	0.2	0.2	1.8	2.0	0	0	Looped	0.0	3.9	0
803537	CE	UG	154	0	3	0	0.0	2.6	0.0	0.3	0.0	2.9	2.9	0	0	Looped	-0.2	3.9	0
803538	CE	Hybrid	1909	12	13	8	3.7	0.1	2.7	1.6	6.4	1.7	8.1	374	55989	Looped	0.2	8.5	0
803539	CE	OH	1829	21	7	3	2.9	0.1	5.2	0.1	8.1	0.2	8.3	2224	283065	Looped	0.5	6.9	0
803540	CE	Hybrid	888	7	7	1	2.5	0.1	1.7	0.7	4.2	0.8	5.0	105	23008	Looped	-0.6	4.7	0
803541	CE	UG	0	0	0	#N/A	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Radial	-0.2	1.2	0
803542	CE	UG	0	0	0	#N/A	0.0	2.6	0.0	0.0	0.0	2.6	2.6	0	0	Radial	-0.2	1.2	0
803543	CE	UG	1	0	0	#N/A	0.0	1.2	0.0	0.1	0.0	1.3	1.3	0	0	Looped	-2.4	6.6	0
803544	CE	UG	3	0	1	0	0.0	1.2	0.0	0.1	0.0	1.3	1.3	0	0	Looped	-1.5	3.2	0
803545	CE	Hybrid	211	3	12	1	2.8	1.1	0.4	0.4	3.2	1.5	4.7	586	13688	Looped	-0.9	2.5	0
803546	CE	UG	2	0	0	#N/A	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Radial	3.6	3.8	0
803547	CE	UG	0	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	3.3	3.5	0
803631	WD	OH	1503	23	1	1	3.2	0.2	5.7	0.1	8.9	0.3	9.2	2302	195491	Looped	1.1	8.3	0
803632	WD	Hybrid	490	8	12	0	4.0	0.1	0.9	0.4	4.9	0.5	5.4	1100	72655	Looped	0.2	7.5	0
803633	WD	Hybrid	405	9	16	1	2.8	0.2	1.6	1.0	4.4	1.2	5.6	997	88927	Looped	-1.7	4.7	0
803634	WD	Hybrid	1008	14	9	0	3.4	0.2	2.7	0.7	6.1	0.9	7.0	3157	212875	Looped	0.1	7.3	0
803635	WD	Hybrid	82	0	3	0	1.2	0.3	0.0	0.1	1.2	0.4	1.6	37	9328	Looped	0.0	3.0	0
803636	WD	Hybrid	1109	11	5	2	3.9	0.2	1.8	0.4	5.7	0.6	6.3	119	25089	Looped	-0.9	4.3	0
803637	WD	OH	1908	32	6	2	5.3	0.3	13.0	0.5	18.3	0.8	19.1	3630	273370	Looped	0.4	9.0	1
803638	WD	OH	2127	34	5	0	4.0	0.3	14.1	0.1	18.1	0.4	18.5	4219	386895	Looped	-0.4	7.5	0
803639	WD	UG	0	0	1	0	0.0	4.8	0.0	0.0	0.0	4.8	4.8	0	0	Radial	-0.2	2.8	0
803640	WD	UG	3	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	1	110	Radial	-0.2	2.8	0
803641	WD	Hybrid	244	6	0	0	1.3	0.4	1.0	0.0	2.3	0.4	2.7	304	18488	Looped	0.8	6.4	0
803931	ND	Hybrid	823	1	10	0	0.6	2.3	0.0	0.4	0.6	2.7	3.3	100	874	Looped	1.1	3.7	0
803932	ND	Hybrid	411	1	13	1	1.4	1.5	0.1	0.9	1.5	2.4	3.9	359	5862	Looped	1.5	4.1	0
803933	ND	Hybrid	2345	8	40	3	2.1	0.0	2.4	6.4	4.5	6.4	10.9	2987	104411	Looped	0.7	9.3	0
803934	ND	UG	1047	0	7	0	0.0	3.9	0.0	0.7	0.0	4.6	4.6	0	0	Looped	0.2	3.7	0
803935	ND	UG	1831	0	10	0	0.0	4.5	0.0	1.4	0.0	5.9	5.9	0	0	Looped	-0.4	4.5	0
803936	ND	UG	786	0	4	0	0.0	3.2	0.0	0.6	0.0	3.8	3.8	0	0	Looped	0.8	4.2	0
803937	ND	UG	1948	0	7	0	0.0	3.4	0.0	1.9	0.0	5.3	5.3	1	111	Looped	-1.7	5.2	0
803938	ND	Hybrid	369	0	17	2	0.9	2.5	0.3	0.6	1.2	3.1	4.3	6	1380	Looped	0.4	5.2	0
803939	ND	UG	2446	0	6	0	0.0	2.3	0.0	1.7	0.0	4.0	4.0	398	50276	Looped	0.0	6.6	0
803940	ND	UG	612	0	0	0	0.0	3.1	0.0	0.0	0.0	3.1	3.1	0	0	Looped	0.8	3.9	0
803941	ND	UG	1445	0	4	0	0.0	3.5	0.0	1.5	0.0	5.0	5.0	39	11316	Looped	0.4	4.8	0
804031	WD	UG	20	0	3	0	0.0	5.1	0.0	0.5	0.0	5.6	5.6	0	0	Looped	-0.7	3.5	0
804032	WD	UG	18	0	4	0	0.0	3.7	0.0	0.1	0.0	3.8	3.8	0	0	Looped	0.0	6.0	0
804033	WD	UG	9	0	6	0	0.0	6.4	0.0	0.3	0.0	6.7	6.7	0	0	Looped	0.7	5.0	0

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804034	WD	UG	21	0	2	0	0.0	3.7	0.0	0.1	0.0	3.8	3.8	0	0	Looped	0.1	5.4	0
804035	WD	UG	0	0	2	0	0.0	0.2	0.0	0.1	0.0	0.3	0.3	0	0	Looped	0.2	8.1	0
804036	WD	Hybrid	384	2	24	2	3.6	1.5	0.4	1.9	4.0	3.4	7.4	405	2578	Looped	1.3	7.9	0
804037	WD	UG	6	0	5	0	0.0	4.8	0.0	0.1	0.0	4.9	4.9	0	0	Looped	-0.3	4.3	0
804038	WD	UG	1	0	2	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Radial	0.2	5.4	0
804039	WD	UG	13	0	5	0	0.0	2.1	0.0	0.7	0.0	2.8	2.8	0	0	Looped	-0.8	3.3	0
804040	WD	UG	1	0	1	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	0.0	7.9	0
804131	ND	Hybrid	1218	35	5	2	3.7	0.1	9.2	0.9	12.9	1.0	13.9	1639	131872	Looped	0.2	7.4	0
804132	ND	Hybrid	677	11	16	0	2.1	0.1	3.4	2.5	5.5	2.6	8.1	183	30022	Looped	0.2	5.3	0
804133	ND	Hybrid	1450	16	21	11	5.6	0.2	7.1	3.1	12.7	3.3	16.0	3622	267228	Looped	0.1	8.6	1
804134	ND	Hybrid	1091	14	1	2	2.3	0.1	6.4	0.6	8.7	0.7	9.4	1343	120304	Looped	0.1	6.8	0
804135	ND	Hybrid	821	13	4	0	1.5	0.8	6.3	0.4	7.8	1.2	9.0	1042	151925	Looped	0.2	5.1	0
804136	ND	Hybrid	290	5	6	0	2.2	0.6	1.5	1.7	3.7	2.3	6.0	329	22004	Looped	0.1	3.9	0
804137	ND	Hybrid	773	4	6	2	1.1	0.7	3.0	2.3	4.1	3.0	7.1	559	86089	Looped	0.3	3.6	0
804138	ND	Hybrid	702	6	23	3	3.5	0.2	2.0	6.2	5.5	6.4	11.9	183	43172	Looped	-0.2	4.7	0
804139	ND	Hybrid	718	8	17	3	4.1	0.1	1.9	1.4	6.0	1.5	7.5	918	42804	Looped	0.2	6.4	0
804140	ND	Hybrid	103	0	14	0	0.5	3.5	0.0	5.3	0.5	8.8	9.3	25	33233	Looped	0.5	5.2	0
804141	ND	Hybrid	786	2	24	1	2.6	1.0	0.8	3.9	3.4	4.9	8.3	204	29603	Looped	0.4	7.2	0
804231	SD	Hybrid	426	4	21	2	1.9	0.0	1.4	3.0	3.3	3.0	6.3	204	42865	Looped	-0.1	5.6	0
804232	SD	Hybrid	1993	23	32	4	5.6	0.0	5.8	7.2	11.4	7.2	18.6	494	99542	Looped	0.0	9.0	0
804233	SD	Hybrid	1218	5	27	1	3.6	0.1	2.4	9.5	6.0	9.6	15.6	297	70864	Looped	-0.2	8.8	0
804234	SD	Hybrid	1435	2	27	1	2.0	0.5	0.6	4.8	2.6	5.3	7.9	104	22381	Looped	-0.4	7.0	0
804235	SD	Hybrid	914	10	26	4	3.4	0.1	3.9	3.5	7.3	3.6	10.9	314	50007	Looped	0.0	7.0	1
804236	SD	Hybrid	1849	31	44	10	7.9	0.2	9.3	6.2	17.2	6.4	23.6	23182	1295591	Looped	0.0	9.9	0
804237	SD	Hybrid	1253	13	21	3	2.6	0.7	5.5	5.5	8.1	6.2	14.3	3743	208533	Looped	-1.3	7.4	0
804238	SD	Hybrid	1058	3	29	1	3.0	0.4	3.5	3.5	6.5	3.9	10.4	2666	134496	Looped	-0.3	8.0	1
804239	SD	Hybrid	1761	18	14	3	3.0	0.7	9.1	5.8	12.1	6.5	18.6	866	207718	Looped	0.0	8.1	0
804331	SD	Hybrid	742	18	21	2	2.9	0.1	4.6	2.5	7.5	2.6	10.1	165	41588	Looped	-0.5	6.0	0
804332	SD	Hybrid	845	13	20	0	3.1	0.4	6.3	2.2	9.4	2.6	12.0	485	123769	Looped	2.0	9.5	0
804333	SD	Hybrid	422	9	14	5	2.7	0.1	3.5	1.0	6.2	1.1	7.3	98	19403	Looped	-1.2	3.8	0
804334	SD	Hybrid	1026	35	18	12	4.8	0.5	14.0	5.4	18.8	5.9	24.7	1572	213884	Looped	-0.2	6.5	8
804335	SD	Hybrid	1581	7	27	4	1.6	0.2	3.1	4.2	4.7	4.4	9.1	372	71670	Looped	-0.4	6.4	0
804336	SD	Hybrid	1328	14	38	5	2.9	0.7	3.8	3.4	6.7	4.1	10.8	164	36671	Looped	-1.3	8.6	0
804337	SD	UG	1	0	0	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Radial	-2.0	0.0	0
804338	SD	Hybrid	510	6	22	2	2.0	0.3	4.4	1.5	6.4	1.8	8.2	1975	79057	Looped	5.1	10.2	0
804339	SD	Hybrid	28	2	0	0	0.9	1.4	0.0	0.0	0.9	1.4	2.3	0	0	Looped	-2.2	6.0	0
804340	SD	Hybrid	245	8	8	0	1.0	0.8	1.2	0.4	2.2	1.2	3.4	80	34758	Looped	2.5	5.1	0
804431	CE	Hybrid	472	5	11	0	1.8	1.1	1.0	2.2	2.8	3.3	6.1	565	75112	Looped	-0.3	4.8	1
804432	CE	Hybrid	1511	6	12	2	2.4	0.4	0.7	0.9	3.1	1.3	4.4	162	30926	Looped	0.0	6.1	0
804433	CE	UG	43	0	3	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	13	4078	Looped	-1.4	3.7	0
804434	CE	UG	233	0	1	0	0.0	1.9	0.0	0.2	0.0	2.1	2.1	0	0	Looped	0.2	3.3	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
804435	CE	UG	140	0	2	0	0.0	2.7	0.0	0.2	0.0	2.9	2.9	173	18702	Looped	0.5	2.5	0
804436	CE	UG	692	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	0	0	Looped	-0.3	4.2	0
804437	CE	Hybrid	787	6	7	1	0.8	2.0	0.8	0.7	1.6	2.7	4.3	1439	101797	Looped	0.1	3.6	2
804438	CE	UG	168	0	5	0	0.1	1.7	0.0	0.6	0.1	2.3	2.4	1	361	Looped	-0.1	1.0	0
804439	CE	Hybrid	1402	3	9	0	1.6	1.6	0.1	0.2	1.7	1.8	3.5	1686	98155	Looped	-0.1	2.4	0
804440	CE	Hybrid	92	2	5	0	0.3	2.4	0.1	0.1	0.4	2.5	2.9	0	0	Looped	0.0	2.6	0
804441	CE	UG	873	0	7	0	0.0	2.9	0.0	1.1	0.0	4.0	4.0	0	0	Looped	0.4	6.0	0
804442	CE	UG	2342	0	9	0	0.0	3.2	0.0	1.5	0.0	4.7	4.7	0	0	Looped	1.6	7.5	0
804443	CE	UG	654	0	7	0	0.0	1.9	0.0	0.6	0.0	2.5	2.5	0	0	Looped	-0.1	4.0	0
804531	WD	Hybrid	1267	13	9	1	3.9	0.2	5.2	1.0	9.1	1.2	10.3	837	137866	Looped	0.6	6.9	0
804532	WD	Hybrid	1611	6	21	0	1.9	1.2	1.1	3.9	3.0	5.1	8.1	1864	84167	Looped	-1.1	8.3	0
804533	WD	Hybrid	2326	0	25	0	2.0	0.3	0.0	4.5	2.0	4.8	6.8	962	135336	Looped	-0.2	6.1	0
804534	WD	Hybrid	1887	13	26	1	2.3	0.0	3.4	2.5	5.7	2.5	8.2	463	62283	Looped	0.2	7.7	0
804535	WD	Hybrid	13	0	1	0	0.1	1.2	0.0	0.0	0.1	1.2	1.3	0	0	Looped	-0.2	4.7	0
804536	WD	Hybrid	1645	5	20	4	2.5	0.2	2.8	2.6	5.3	2.8	8.1	757	130288	Looped	0.3	7.0	0
804537	WD	Hybrid	841	0	7	0	0.4	0.9	0.0	2.4	0.4	3.3	3.7	108	25287	Looped	-0.3	2.7	0
804538	WD	Hybrid	1085	1	17	1	1.3	0.9	0.4	2.1	1.7	3.0	4.7	263	34610	Looped	0.4	5.2	0
804539	WD	Hybrid	807	4	15	1	2.0	0.1	1.9	2.3	3.9	2.4	6.3	205	47204	Looped	-0.7	4.4	0
804631	WD	Hybrid	289	6	14	1	3.4	0.0	1.3	0.5	4.7	0.5	5.2	599	8554	Looped	-0.4	4.9	0
804632	WD	Hybrid	721	11	20	0	4.9	0.0	3.2	0.5	8.1	0.5	8.6	344	49063	Looped	0.0	5.6	0
804633	WD	Hybrid	121	5	10	2	2.7	0.1	0.7	0.4	3.4	0.5	3.9	595	33355	Looped	0.8	5.0	0
804634	WD	OH	1268	29	9	1	3.4	0.1	6.1	0.4	9.5	0.5	10.0	2950	153844	Looped	-0.1	7.6	0
804635	WD	Hybrid	110	5	8	0	1.5	0.2	0.4	0.2	1.9	0.4	2.3	232	38849	Looped	-0.3	3.2	0
804636	WD	Hybrid	980	11	14	2	2.6	0.3	5.4	0.5	8.0	0.8	8.8	3656	257349	Looped	0.2	7.8	0
804731	ND	UG	244	0	7	0	0.0	1.9	0.0	2.4	0.0	4.3	4.3	319	32939	Looped	0.6	5.8	0
804732	ND	UG	841	0	2	0	0.0	1.2	0.0	1.4	0.0	2.6	2.6	101	17749	Looped	0.1	4.4	0
804733	ND	Hybrid	1029	2	8	0	1.9	2.6	0.2	1.8	2.1	4.4	6.5	103	4603	Looped	-0.3	4.0	0
804734	ND	UG	1024	0	7	0	0.0	2.5	0.0	1.9	0.0	4.4	4.4	225	12058	Looped	-0.5	5.3	0
804735	ND	Hybrid	1342	1	7	0	0.4	3.0	0.6	1.5	1.0	4.5	5.5	585	37024	Looped	-1.5	4.9	0
804736	ND	UG	1144	0	3	0	0.0	1.6	0.0	2.6	0.0	4.2	4.2	296	51050	Looped	2.2	4.7	0
804831	ND	Hybrid	2137	3	22	0	3.7	1.7	1.0	9.7	4.7	11.4	16.1	143	28269	Looped	0.4	7.2	0
804832	ND	Hybrid	1661	30	8	2	3.5	0.4	10.8	1.6	14.3	2.0	16.3	883	132559	Looped	0.5	9.3	0
804833	ND	Hybrid	1089	6	11	2	2.1	0.7	4.5	3.2	6.6	3.9	10.5	633	119501	Looped	0.4	6.0	0
804834	ND	Hybrid	719	3	14	0	1.8	3.6	0.4	3.8	2.2	7.4	9.6	86	11207	Looped	0.1	4.8	0
804835	ND	Hybrid	1487	6	4	4	2.3	0.1	6.7	3.3	9.0	3.4	12.4	905	166966	Looped	-1.7	8.0	0
804836	ND	Hybrid	1818	26	10	5	4.6	0.5	8.9	1.5	13.5	2.0	15.5	499	128957	Looped	1.6	6.7	0
804837	ND	Hybrid	554	11	2	0	2.0	3.2	4.5	0.1	6.5	3.3	9.8	1106	116913	Looped	0.0	7.7	0
804838	ND	Hybrid	844	1	8	0	0.2	1.3	0.3	3.4	0.5	4.7	5.2	47	18317	Looped	0.8	2.7	0
804931	ND	Hybrid	1456	17	20	6	3.4	0.6	7.2	1.3	10.6	1.9	12.5	713	138624	Looped	0.0	9.2	1
804932	ND	Hybrid	837	20	12	5	2.8	0.4	7.1	2.0	9.9	2.4	12.3	997	122212	Looped	0.0	6.8	0
804933	ND	UG	140	0	3	0	0.0	2.5	0.0	2.0	0.0	4.5	4.5	0	0	Looped	-0.1	4.4	0

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804934	ND	UG	1043	0	4	0	0.0	2.3	0.0	1.2	0.0	3.5	3.5	39	26939	Looped	0.1	4.4	0
804935	ND	UG	64	0	2	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	0	0	Looped	-0.2	6.4	0
804936	ND	UG	758	0	6	0	0.0	2.2	0.0	1.9	0.0	4.1	4.1	7	581	Looped	-1.1	3.8	0
804937	ND	UG	1366	0	12	0	0.0	2.4	0.0	3.9	0.0	6.3	6.3	1347	71901	Looped	0.3	6.7	0
804938	ND	UG	78	0	3	0	0.0	3.1	0.0	0.6	0.0	3.7	3.7	4	2132	Looped	-0.4	6.8	0
805031	CE	Hybrid	109	0	21	0	1.4	2.9	0.0	0.9	1.4	3.8	5.2	20	4036	Looped	-0.1	9.7	0
805032	CE	UG	16	0	9	1	0.0	3.0	0.1	0.4	0.1	3.4	3.5	0	0	Looped	0.7	6.9	0
805033	CE	Hybrid	664	8	7	2	2.5	1.6	2.0	4.6	4.5	6.2	10.7	1456	70112	Looped	-0.2	4.6	0
805034	CE	Hybrid	689	28	5	2	3.1	1.6	6.4	0.3	9.5	1.9	11.4	937	93844	Looped	-0.4	5.9	0
805035	CE	Hybrid	99	5	5	1	1.4	0.3	1.0	0.5	2.4	0.8	3.2	30	5827	Looped	-0.3	2.8	0
805036	CE	Hybrid	1420	30	10	4	3.3	0.1	7.7	0.6	11.0	0.7	11.7	527	118256	Looped	0.0	9.1	0
805131	CE	Hybrid	2289	31	13	7	3.8	0.2	7.5	0.7	11.3	0.9	12.2	7408	243996	Looped	0.2	8.4	0
805132	CE	Hybrid	1052	14	6	1	2.3	0.2	1.9	0.3	4.2	0.5	4.7	600	90883	Looped	-0.9	4.9	0
805133	CE	Hybrid	2453	13	12	3	2.7	0.2	0.8	0.6	3.5	0.8	4.3	144	24929	Looped	0.0	7.2	0
805134	CE	Hybrid	1919	16	13	4	2.8	0.1	5.1	0.5	7.9	0.6	8.5	7596	296487	Looped	-0.1	6.6	1
805135	CE	Hybrid	888	5	10	4	1.9	0.2	1.9	0.4	3.8	0.6	4.4	1964	58301	Looped	-0.2	4.6	0
805136	CE	Hybrid	2344	18	12	6	3.3	0.3	3.6	0.7	6.9	1.0	7.9	5841	273835	Looped	-0.2	6.8	0
805137	CE	Hybrid	1655	16	8	6	3.0	0.6	4.0	0.1	7.0	0.7	7.7	373	122693	Looped	0.4	7.1	0
805138	CE	Hybrid	2276	12	12	2	3.2	0.7	1.9	0.4	5.1	1.1	6.2	431	69426	Looped	-0.1	6.0	0
805231	CE	Hybrid	1235	13	15	6	3.5	0.8	2.6	1.4	6.1	2.2	8.3	450	67464	Looped	0.2	10.7	0
805232	CE	Hybrid	1696	24	3	2	2.9	0.1	6.2	0.4	9.1	0.5	9.6	2504	225364	Looped	0.2	8.1	0
805233	CE	Hybrid	2122	24	15	4	4.0	0.5	4.1	1.5	8.1	2.0	10.1	3150	402370	Looped	-2.5	7.2	0
805234	CE	Hybrid	49	0	2	0	0.4	1.1	0.0	0.2	0.4	1.3	1.7	50	2900	Looped	-3.2	0.3	0
805235	CE	Hybrid	923	13	9	2	2.1	2.4	2.2	0.4	4.3	2.8	7.1	1068	76649	Looped	-0.4	7.1	0
805236	CE	Hybrid	1641	18	19	4	2.9	0.9	3.7	1.6	6.6	2.5	9.1	2251	150241	Looped	-0.4	8.4	2
805237	CE	Hybrid	859	9	10	1	1.4	2.3	1.4	2.4	2.8	4.7	7.5	733	63514	Looped	4.7	7.2	0
805238	CE	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Radial	-0.2	3.8	0
805239	CE	UG	0	0	0	0	0.0	7.1	0.0	0.0	0.0	7.1	7.1	0	0	Radial	-0.2	3.8	0
805240	CE	Hybrid	1252	3	8	0	0.8	2.6	0.8	1.1	1.6	3.7	5.3	420	36028	Looped	-1.0	7.2	0
805331	CE	Hybrid	1181	2	15	2	2.3	2.9	1.1	2.4	3.4	5.3	8.7	1626	39144	Looped	-0.9	4.6	0
805332	CE	Hybrid	1436	3	34	2	2.8	1.5	3.3	3.1	6.1	4.6	10.7	1341	234889	Looped	-0.1	7.0	1
805333	CE	UG	757	0	12	0	0.3	2.3	0.0	4.3	0.3	6.6	6.9	702	11246	Looped	0.2	5.1	0
805334	CE	Hybrid	687	5	9	1	0.6	1.7	0.6	0.9	1.2	2.6	3.8	133	35674	Looped	0.3	4.5	0
805335	CE	Hybrid	975	25	12	2	3.9	0.4	6.4	2.1	10.3	2.5	12.8	1164	345251	Looped	0.1	8.1	2
805336	CE	Hybrid	1435	0	10	0	0.3	3.9	0.0	0.8	0.3	4.7	5.0	928	18560	Looped	2.5	7.8	0
805337	CE	UG	864	0	7	0	0.0	3.6	0.0	1.3	0.0	4.9	4.9	0	0	Looped	0.0	5.4	0
805431	WD	Hybrid	492	4	33	1	2.8	0.3	0.9	2.6	3.7	2.9	6.6	49	12295	Looped	0.0	5.8	0
805432	WD	Hybrid	497	2	40	4	4.3	0.6	1.3	3.8	5.6	4.4	10.0	943	93113	Looped	0.3	7.9	0
805433	WD	Hybrid	1857	36	6	3	5.3	0.4	13.2	0.6	18.5	1.0	19.5	2819	183376	Looped	-0.2	8.4	2
805434	WD	Hybrid	529	3	26	3	3.0	0.2	0.5	3.0	3.5	3.2	6.7	36	22141	Looped	-0.5	6.0	1
805435	WD	Hybrid	159	3	18	1	1.2	0.1	0.4	0.6	1.6	0.7	2.3	18	11069	Looped	-0.3	3.0	0

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805436	WD	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.2	6.5	0
805437	WD	UG	0	0	0	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Radial	-0.2	6.5	0
805438	WD	Hybrid	694	5	45	3	3.1	0.0	1.4	3.7	4.5	3.7	8.2	1247	29412	Looped	0.4	9.0	0
805439	WD	Hybrid	144	2	9	1	1.1	0.2	0.4	0.8	1.5	1.0	2.5	12	7747	Looped	0.7	4.8	0
805440	WD	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.1	2.2	0
805441	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	-0.2	0.2	0
805531	WD	Hybrid	48	0	19	0	1.9	2.2	0.0	3.0	1.9	5.2	7.1	101	2972	Looped	0.4	8.8	0
805532	WD	Hybrid	1119	25	18	0	2.5	0.1	7.3	0.8	9.8	0.9	10.7	3001	337722	Looped	-0.2	8.7	0
805533	WD	Hybrid	295	6	16	0	2.4	0.4	2.4	0.7	4.8	1.1	5.9	874	61800	Looped	-1.2	4.2	0
805534	WD	Hybrid	54	0	11	0	1.0	0.1	0.0	2.3	1.0	2.4	3.4	109	32700	Looped	-0.2	4.3	0
805535	WD	Hybrid	899	11	7	1	3.9	0.5	4.2	0.5	8.1	1.0	9.1	3683	212766	Looped	0.2	6.5	0
805536	WD	Hybrid	149	1	49	0	2.8	0.7	0.0	2.0	2.8	2.7	5.5	164	14817	Looped	-0.7	6.6	0
805537	WD	Hybrid	305	2	19	0	3.4	0.3	0.2	0.7	3.6	1.0	4.6	307	3493	Looped	0.2	8.0	0
805538	WD	OH	1432	26	1	4	4.6	0.1	6.4	0.0	11.0	0.1	11.1	3265	132420	Looped	0.5	8.4	0
805631	SD	Hybrid	1493	26	9	2	4.1	0.1	10.1	0.8	14.2	0.9	15.1	3601	279294	Looped	0.0	8.1	2
805632	SD	Hybrid	1838	31	17	6	4.7	0.1	12.3	1.3	17.0	1.4	18.4	616	144563	Looped	-0.3	10.3	0
805633	SD	Hybrid	948	18	6	2	3.8	0.0	7.2	0.8	11.0	0.8	11.8	3424	194225	Looped	-0.1	6.1	0
805634	SD	Hybrid	913	2	22	0	2.3	0.6	0.6	5.8	2.9	6.4	9.3	2096	204411	Looped	-0.2	4.9	0
805635	SD	Hybrid	1402	6	36	5	3.9	0.3	4.9	7.7	8.8	8.0	16.8	2686	322881	Looped	-0.6	8.7	1
805636	SD	Hybrid	1774	19	7	1	2.8	0.5	12.5	1.3	15.3	1.8	17.1	6009	514817	Looped	0.1	9.2	0
805731	SD	Hybrid	1782	16	24	2	3.0	1.1	5.6	7.5	8.6	8.6	17.2	2466	380751	Looped	-0.8	8.0	2
805732	SD	Hybrid	784	28	8	7	4.9	0.3	11.2	1.2	16.1	1.5	17.6	1874	222174	Looped	0.6	6.6	0
805733	SD	Hybrid	661	11	14	3	3.6	0.1	4.2	2.6	7.8	2.7	10.5	3234	231743	Looped	-0.2	6.4	0
805734	SD	UG	1	0	0	0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1	148	Radial	-3.7	0.0	0
805735	SD	Hybrid	1188	21	11	4	4.3	0.2	9.4	0.9	13.7	1.1	14.8	6516	178694	Looped	0.5	9.0	1
805736	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	0.6	3.7	0
805737	SD	Hybrid	1303	20	19	3	4.1	0.2	8.7	2.0	12.8	2.2	15.0	1678	272124	Looped	-0.1	9.5	0
805738	SD	Hybrid	1561	9	43	5	2.3	0.2	4.1	8.4	6.4	8.6	15.0	3828	332542	Looped	0.0	8.8	1
805739	SD	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Radial	-0.7	2.4	0
805740	SD	Hybrid	1018	31	15	5	5.0	0.6	9.7	2.2	14.7	2.8	17.5	2234	163526	Looped	-0.1	6.4	0
805831	SD	Hybrid	1158	7	26	0	3.6	0.0	3.9	6.6	7.5	6.6	14.1	1847	130009	Looped	-0.1	7.3	0
805832	SD	Hybrid	373	2	12	0	1.9	0.1	1.1	3.0	3.0	3.1	6.1	869	28018	Looped	-0.3	4.5	0
805833	SD	Hybrid	1265	16	23	2	2.3	0.0	4.3	8.0	6.6	8.0	14.6	2147	140319	Looped	-0.2	7.5	0
805834	SD	Hybrid	1292	4	31	0	2.6	0.4	0.7	12.4	3.3	12.8	16.1	747	110870	Looped	-0.3	6.6	0
805835	SD	Hybrid	1612	22	7	2	3.0	0.5	9.4	4.4	12.4	4.9	17.3	1538	300429	Looped	-0.1	8.5	0
805836	SD	Hybrid	1735	14	28	1	5.8	0.6	4.8	7.3	10.6	7.9	18.5	698	154748	Looped	0.1	8.2	0
805931	ND	Hybrid	2193	1	28	0	1.3	0.4	0.0	6.0	1.3	6.4	7.7	173	56203	Looped	-0.1	6.1	0
805932	ND	Hybrid	1550	1	27	0	1.1	1.7	0.3	9.5	1.4	11.2	12.6	417	64450	Looped	0.4	8.5	0
805933	ND	Hybrid	1579	10	31	4	4.3	0.9	2.8	4.1	7.1	5.0	12.1	302	54131	Looped	0.0	7.1	0
805934	ND	Hybrid	1388	0	15	0	1.7	3.1	0.0	9.1	1.7	12.2	13.9	261	69364	Looped	0.0	5.9	0
805935	ND	UG	3578	0	29	0	0.4	3.2	0.0	7.5	0.4	10.7	11.1	104	29560	Looped	-0.2	9.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
805936	ND	Hybrid	1466	4	21	0	1.5	1.4	1.8	9.5	3.3	10.9	14.2	298	53479	Looped	0.1	7.4	0
805937	ND	UG	2006	0	25	0	0.1	2.6	0.0	8.4	0.1	11.0	11.1	135	37890	Looped	-2.5	7.7	0
805938	ND	Hybrid	2013	8	21	0	1.1	2.8	3.9	9.0	5.0	11.8	16.8	2225	149245	Looped	0.2	10.9	0
805939	ND	UG	2792	0	28	0	0.6	4.1	0.0	10.1	0.6	14.2	14.8	3092	334546	Looped	0.0	8.3	1
806031	ND	Hybrid	1272	26	13	3	3.7	2.3	7.3	2.9	11.0	5.2	16.2	424	62462	Looped	0.2	6.9	0
806032	ND	Hybrid	386	5	21	1	2.3	0.1	1.8	1.2	4.1	1.3	5.4	162	36400	Looped	-0.9	5.6	0
806033	ND	Hybrid	1024	18	3	0	4.2	0.6	5.8	0.6	10.0	1.2	11.2	1519	159198	Looped	0.2	4.9	0
806034	ND	OH	1587	16	5	3	4.2	0.1	11.6	0.3	15.8	0.4	16.2	1417	251206	Looped	-0.3	7.2	0
806035	ND	Hybrid	186	2	24	0	1.7	0.2	0.5	0.7	2.2	0.9	3.1	703	40386	Looped	-0.6	5.5	0
806036	ND	Hybrid	118	0	21	0	1.8	0.7	0.0	0.9	1.8	1.6	3.4	452	25283	Looped	-0.5	6.6	0
806037	ND	Hybrid	908	14	6	2	2.4	0.2	6.6	0.4	9.0	0.6	9.6	471	86167	Looped	-0.1	5.3	0
806038	ND	Hybrid	1551	35	14	1	4.4	0.3	11.6	1.0	16.0	1.3	17.3	2478	261812	Looped	0.4	9.4	0
806039	ND	Hybrid	509	13	4	3	1.4	2.9	4.0	0.4	5.4	3.3	8.7	223	45119	Looped	0.4	4.4	0
806131	CE	UG	18	0	4	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	17	4380	Looped	0.6	6.8	0
806132	CE	Hybrid	503	0	10	3	0.4	2.1	0.5	1.2	0.9	3.3	4.2	126	38536	Looped	-0.4	8.8	0
806133	CE	Hybrid	969	3	12	4	1.6	2.3	0.5	0.5	2.1	2.8	4.9	1087	121523	Looped	-0.2	9.1	0
806134	CE	Hybrid	2051	29	15	5	3.1	0.4	4.0	0.5	7.1	0.9	8.0	2550	92105	Looped	0.1	7.7	0
806135	CE	Hybrid	247	3	11	1	1.4	0.9	0.5	0.3	1.9	1.2	3.1	30	2795	Looped	0.0	5.5	0
806136	CE	Hybrid	1308	5	20	4	2.2	1.0	1.3	1.0	3.5	2.0	5.5	1114	25726	Looped	-0.9	8.8	0
806137	CE	Hybrid	1312	8	12	2	3.0	0.4	1.2	0.2	4.2	0.6	4.8	71	16732	Looped	0.0	6.3	0
806138	CE	Hybrid	1474	15	8	4	3.0	1.5	4.1	0.4	7.1	1.9	9.0	1783	174348	Looped	-1.0	5.9	0
806139	CE	Hybrid	392	2	12	0	0.7	1.7	0.2	0.3	0.9	2.0	2.9	263	8239	Looped	0.1	8.0	0
806140	CE	Hybrid	1757	9	18	6	2.4	0.3	2.2	0.5	4.6	0.8	5.4	2164	108101	Looped	0.0	7.7	0
806141	CE	Hybrid	1176	2	8	1	1.4	0.3	1.9	0.3	3.3	0.6	3.9	309	53883	Looped	0.9	6.9	0
806142	CE	Hybrid	38	1	3	1	0.1	1.8	0.2	0.4	0.3	2.2	2.5	0	0	Looped	-0.7	4.2	0
806143	CE	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-0.2	0.0	0
806231	CE	UG	1350	0	7	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	0	0	Looped	-0.3	5.1	0
806232	CE	UG	331	0	4	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	0.9	3.7	0
806233	CE	UG	1050	0	9	0	0.0	2.3	0.0	0.9	0.0	3.2	3.2	0	0	Looped	0.7	6.3	0
806234	CE	UG	1299	0	9	0	0.0	2.0	0.0	0.4	0.0	2.4	2.4	0	0	Looped	0.2	5.2	0
806235	CE	UG	899	0	12	0	0.0	2.7	0.0	0.9	0.0	3.6	3.6	52	2118	Looped	-0.3	3.0	0
806236	CE	UG	1312	0	9	0	0.0	2.4	0.0	1.5	0.0	3.9	3.9	0	0	Looped	-0.3	6.4	0
806237	CE	Hybrid	464	5	5	0	3.2	0.7	0.2	1.8	3.4	2.5	5.9	1474	45346	Looped	-1.5	5.2	0
806331	ND	Hybrid	2076	13	23	3	4.0	0.2	4.4	1.2	8.4	1.4	9.8	289	35182	Looped	0.4	8.4	0
806332	ND	Hybrid	270	4	7	1	1.0	0.5	0.4	0.4	1.4	0.9	2.3	278	16584	Looped	0.1	6.0	0
806333	ND	Hybrid	1906	25	8	3	3.4	0.1	9.1	0.8	12.5	0.9	13.4	1227	204650	Looped	0.6	7.5	1
806334	ND	OH	1574	31	3	2	3.7	0.1	10.0	0.2	13.7	0.3	14.0	2614	319268	Looped	-0.3	6.8	1
806335	ND	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	1	180	Looped	-1.9	0.1	0
806336	ND	Hybrid	2048	11	10	0	1.7	2.5	2.8	2.3	4.5	4.8	9.3	492	100761	Looped	0.1	6.8	0
806337	ND	Hybrid	1153	21	17	1	3.3	1.1	4.4	0.8	7.7	1.9	9.6	1726	153336	Looped	0.0	7.6	0
806338	ND	Hybrid	1068	16	9	1	2.9	0.9	5.2	0.4	8.1	1.3	9.4	1330	61415	Looped	0.0	4.7	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR *Miles*	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk *09*-pk *08*)	Peak Load 2009 (MVAD)	Number of Complaints
806339	ND	Hybrid	1176	11	25	6	4.1	0.2	2.9	2.0	7.0	2.2	9.2	3626	216338	Looped	-0.4	8.2	1
806340	ND	Hybrid	1851	17	16	4	4.2	0.3	3.0	2.5	7.2	2.8	10.0	214	40369	Looped	1.0	6.2	0
806431	SD	Hybrid	1696	32	31	5	8.1	0.1	10.7	17.0	18.8	17.1	35.9	2151	71173	Looped	0.1	8.4	2
806432	SD	Hybrid	505	46	6	2	6.8	0.1	14.0	1.5	20.8	1.6	22.4	725	90670	Looped	0.2	3.3	0
806433	SD	OH	557	54	1	2	6.7	0.0	17.1	0.5	23.8	0.5	24.3	3220	251403	Looped	0.5	5.8	1
806434	SD	Hybrid	1825	28	36	2	5.3	0.8	4.1	28.1	9.4	28.9	38.3	74	20127	Looped	0.6	10.7	0
806435	SD	Hybrid	1271	7	16	0	2.0	2.8	1.9	8.8	3.9	11.6	15.5	2734	65330	Looped	0.6	5.6	0
806436	SD	Hybrid	161	25	4	1	4.8	1.7	7.2	0.8	12.0	2.5	14.5	739	40028	Looped	-1.5	1.2	0
806531	SD	OH	791	29	7	1	2.9	0.1	11.5	0.2	14.4	0.3	14.7	1397	209922	Looped	3.0	9.7	1
806532	SD	Hybrid	864	16	12	5	3.7	0.4	7.0	2.7	10.7	3.1	13.8	3445	340155	Looped	5.2	10.6	1
806533	SD	OH	768	31	6	0	4.2	0.4	8.6	0.2	12.8	0.6	13.4	3434	205130	Looped	-0.1	7.2	1
806534	SD	Hybrid	822	18	11	2	1.9	0.2	7.0	0.5	8.9	0.7	9.6	808	161970	Looped	0.4	6.7	1
806535	SD	Hybrid	695	30	4	1	3.1	0.6	13.4	0.9	16.5	1.5	18.0	4053	340735	Looped	-2.8	6.9	1
806731	ND	Hybrid	1072	4	8	0	1.8	0.2	1.8	3.0	3.6	3.2	6.8	279	51202	Looped	0.0	5.2	0
806732	ND	Hybrid	1392	6	16	0	1.4	0.4	0.6	4.9	2.0	5.3	7.3	7618	508137	Looped	0.4	6.0	1
806733	ND	Hybrid	1627	8	24	0	2.0	2.1	4.2	8.5	6.2	10.6	16.8	5094	215426	Looped	0.3	9.7	0
806734	ND	Hybrid	1509	0	11	0	0.4	1.2	0.0	6.3	0.4	7.5	7.9	1082	161989	Looped	-0.1	4.6	2
806735	ND	Hybrid	2097	0	22	0	1.4	1.4	0.0	5.1	1.4	6.5	7.9	176	34824	Looped	0.2	5.1	0
806736	ND	Hybrid	1850	1	21	0	2.0	1.7	0.2	9.4	2.2	11.1	13.3	2211	105879	Looped	-0.6	5.1	0
806737	ND	Hybrid	933	15	15	3	2.8	0.4	4.2	1.5	7.0	1.9	8.9	2968	102944	Looped	-0.2	3.5	0
806738	ND	Hybrid	2051	2	31	2	1.0	1.4	0.2	8.5	1.2	9.9	11.1	49	13924	Looped	-0.3	6.5	0
806739	ND	Hybrid	1130	13	9	0	1.8	1.1	4.6	3.1	6.4	4.2	10.6	547	36065	Looped	0.0	6.2	0
806831	WD	Hybrid	1110	13	18	0	3.2	0.3	5.4	0.3	8.6	0.6	9.2	1995	132506	Looped	0.2	8.7	0
806832	WD	Hybrid	2452	15	25	2	2.9	0.1	4.1	3.8	7.0	3.9	10.9	3349	252689	Looped	-0.2	10.0	0
806833	WD	OH	1406	25	6	3	3.9	0.0	7.0	0.2	10.9	0.2	11.1	3660	193387	Looped	0.4	9.8	0
806834	WD	Hybrid	665	2	17	3	1.4	3.5	0.8	6.1	2.2	9.6	11.8	1352	26598	Looped	-0.3	6.4	0
806835	WD	Hybrid	1389	22	5	1	3.0	0.6	8.1	0.4	11.1	1.0	12.1	3952	694299	Looped	0.4	9.0	0
806836	WD	Hybrid	1103	2	34	0	1.5	0.2	0.1	2.7	1.6	2.9	4.5	528	85069	Looped	0.0	5.6	0
806837	WD	Hybrid	887	23	5	1	2.7	0.6	5.7	0.1	8.4	0.7	9.1	1157	185722	Looped	-0.2	7.5	0
806838	WD	Hybrid	548	2	18	0	2.2	1.0	0.3	1.2	2.5	2.2	4.7	84	12621	Looped	-0.2	4.6	0
806839	WD	Hybrid	268	3	21	0	2.5	1.2	0.2	3.9	2.7	5.1	7.8	29	7358	Looped	0.3	6.3	0
806840	WD	Hybrid	20	0	7	0	0.6	1.7	0.0	0.3	0.6	2.0	2.6	0	0	Looped	-0.1	7.7	0
806841	WD	OH	1194	10	2	0	1.6	0.5	9.2	0.0	10.8	0.5	11.3	1049	172971	Looped	0.2	7.9	0
806842	WD	Hybrid	749	7	27	0	3.9	1.0	1.8	4.1	5.7	5.1	10.8	1698	170132	Looped	-0.3	5.9	0
806843	WD	UG	1	0	1	0	0.0	1.9	0.0	0.2	0.0	2.1	2.1	0	0	Looped	3.0	3.1	0
806931	SD	OH	961	21	4	0	3.0	0.0	5.3	0.1	8.3	0.1	8.4	461	113209	Looped	0.4	7.8	0
806932	SD	OH	1201	17	3	4	3.8	0.1	9.2	0.3	13.0	0.4	13.4	3809	370093	Looped	2.3	7.7	1
806933	SD	Hybrid	1322	14	37	4	3.8	0.3	2.2	1.7	6.0	2.0	8.0	1650	140429	Looped	0.2	9.5	0
806934	SD	Hybrid	1988	17	33	3	2.5	0.2	3.6	2.4	6.1	2.6	8.7	1050	190232	Looped	-0.3	7.1	1
806935	SD	Hybrid	1458	45	5	2	4.7	0.6	12.2	0.8	16.9	1.4	18.3	796	160745	Looped	-0.4	9.1	0
806936	SD	Hybrid	1565	13	20	2	3.2	0.5	4.9	3.8	8.1	4.3	12.4	1051	146508	Looped	-0.4	8.6	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
806937	SD	Hybrid	1138	19	11	0	4.7	0.4	6.6	0.4	11.3	0.8	12.1	1455	135546	Looped	0.0	6.4	0
807031	WD	Hybrid	1768	0	21	0	0.9	1.7	0.0	4.0	0.9	5.7	6.6	460	50664	Looped	-0.1	8.8	0
807032	WD	Hybrid	1058	3	43	0	2.7	0.9	0.1	4.1	2.8	5.0	7.8	78	30255	Looped	0.1	8.8	0
807033	WD	Hybrid	1320	5	17	3	1.8	0.3	1.8	2.1	3.6	2.4	6.0	549	88693	Looped	0.1	6.1	0
807034	WD	Hybrid	1058	0	29	0	0.7	3.2	0.0	2.9	0.7	6.1	6.8	18	5349	Looped	0.5	7.9	0
807035	WD	Hybrid	1562	10	19	1	3.2	0.8	2.8	3.4	6.0	4.2	10.2	2076	208142	Looped	0.3	6.0	1
807036	WD	Hybrid	1485	8	27	3	4.7	0.5	2.6	2.1	7.3	2.6	9.9	6071	226106	Looped	0.1	5.9	0
807037	WD	Hybrid	978	2	32	1	2.8	1.5	0.2	2.4	3.0	3.9	6.9	19	2276	Looped	-0.1	5.8	0
807038	WD	UG	1318	0	14	0	0.4	1.4	0.0	7.3	0.4	8.7	9.1	674	113417	Looped	-1.0	5.7	0
807039	WD	Hybrid	1620	1	32	1	2.7	0.2	0.7	3.1	3.4	3.3	6.7	458	90064	Looped	-0.3	7.3	0
807161	WD	Hybrid	528	24	30	0	19.5	1.3	12.7	3.9	32.2	5.2	37.4	267	40272	Looped	-1.6	8.2	0
807162	WD	Hybrid	541	4	42	0	4.6	0.5	0.5	6.7	5.1	7.2	12.3	598	13751	Looped	0.2	10.8	0
807163	WD	Hybrid	365	3	42	0	6.1	2.0	0.1	8.4	6.2	10.4	16.6	846	110157	Looped	-1.3	9.0	0
807164	WD	Hybrid	1406	2	56	2	7.7	0.7	0.3	9.7	8.0	10.4	18.4	4328	168851	Looped	-2.0	10.1	0
807165	WD	Hybrid	2955	2	46	3	4.8	1.7	1.1	16.8	5.9	18.5	24.4	3146	32000	Looped	0.2	14.9	0
807166	WD	Hybrid	23	0	5	0	4.7	1.9	0.1	1.1	4.8	3.0	7.8	3	408	Looped	0.2	14.6	0
807231	WD	Hybrid	1125	20	8	2	2.0	1.3	5.4	1.2	7.4	2.5	9.9	1224	75947	Looped	-0.4	5.9	0
807232	WD	Hybrid	139	0	19	0	1.6	1.3	0.0	1.6	1.6	2.9	4.5	2	502	Looped	-0.5	3.6	0
807233	WD	UG	3	0	6	0	0.0	1.9	0.0	0.6	0.0	2.5	2.5	0	0	Looped	-0.7	2.7	0
807234	WD	Hybrid	1818	13	27	1	2.5	0.2	5.2	1.8	7.7	2.0	9.7	3800	306470	Looped	-0.5	6.4	0
807235	WD	Hybrid	328	0	9	0	0.5	1.2	0.0	0.3	0.5	1.5	2.0	20	5119	Looped	0.4	2.4	0
807236	WD	UG	31	0	10	0	0.0	3.2	0.0	0.9	0.0	4.1	4.1	0	0	Looped	-1.3	8.5	0
807237	WD	Hybrid	1456	0	24	0	1.1	0.6	0.1	1.2	1.2	1.8	3.0	1487	67854	Looped	-0.1	2.8	0
807331	SD	Hybrid	1694	12	17	1	2.1	3.1	3.4	11.5	5.5	14.6	20.1	133	37051	Looped	0.1	5.2	0
807332	SD	Hybrid	83	1	9	0	0.8	2.3	0.0	0.6	0.8	2.9	3.7	0	0	Looped	0.7	3.7	0
807333	SD	Hybrid	1948	14	21	2	3.2	1.8	7.1	5.1	10.3	6.9	17.2	2502	181365	Looped	0.8	9.2	0
807334	SD	UG	48	0	10	0	0.0	4.2	0.0	1.5	0.0	5.7	5.7	47	2212	Looped	-2.0	3.5	0
807335	SD	Hybrid	1795	3	38	1	2.6	0.4	1.6	15.1	4.2	15.5	19.7	2115	360137	Looped	-7.2	1.9	0
807336	SD	Hybrid	1791	4	19	2	2.2	0.6	1.0	4.6	3.2	5.2	8.4	510	172820	Looped	-0.5	5.4	0
807337	SD	Hybrid	1428	18	23	6	3.8	0.4	8.2	9.7	12.0	10.1	22.1	469	95379	Looped	0.2	6.6	0
807339	SD	Hybrid	1442	2	18	1	2.6	0.6	2.2	9.6	4.8	10.2	15.0	3670	275752	Looped	0.2	7.5	0
807340	SD	Hybrid	1334	17	26	1	3.4	1.4	6.1	11.0	9.5	12.4	21.9	1646	176616	Looped	-1.5	5.9	0
807431	SD	Hybrid	639	0	23	0	1.6	0.2	0.0	2.3	1.6	2.5	4.1	238	48561	Looped	0.2	9.1	0
807432	SD	Hybrid	1314	15	10	0	2.6	0.3	10.1	1.5	12.7	1.8	14.5	3416	157610	Looped	0.1	7.7	0
807433	SD	Hybrid	1398	21	15	0	3.9	0.4	7.3	1.0	11.2	1.4	12.6	1540	203511	Looped	0.1	7.5	3
807434	SD	Hybrid	1086	12	21	2	2.7	0.2	5.8	1.7	8.5	1.9	10.4	1845	263971	Looped	0.1	7.5	0
807435	SD	Hybrid	1875	5	21	0	2.5	1.8	0.9	10.6	3.4	12.4	15.8	204	45290	Looped	0.0	8.5	0
807436	SD	Hybrid	430	31	18	1	5.2	0.7	7.6	1.5	12.8	2.2	15.0	662	90666	Looped	0.0	5.1	0
807437	SD	UG	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	-0.2	0.7	0
807438	SD	Hybrid	2	0	1	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	0	0	Looped	-1.7	0.0	0
807531	SD	Hybrid	544	21	15	5	3.7	0.0	4.8	2.9	8.5	2.9	11.4	1221	179019	Looped	-0.2	3.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
807532	SD	Hybrid	1201	0	18	1	0.3	2.6	0.2	2.9	0.5	5.5	6.0	1138	85827	Looped	-0.2	3.4	0
807533	SD	UG	121	0	9	0	0.0	1.8	0.0	0.2	0.0	2.0	2.0	1	309	Looped	-0.2	6.8	0
807534	SD	UG	490	0	3	0	0.2	2.6	0.0	1.7	0.2	4.3	4.5	0	0	Looped	0.4	4.1	0
807535	SD	Hybrid	640	2	10	2	0.5	1.7	0.5	1.5	1.0	3.2	4.2	113	35393	Looped	1.6	6.1	0
807536	SD	Hybrid	717	21	12	3	2.7	0.1	5.3	1.1	8.0	1.2	9.2	1212	148119	Looped	-0.5	4.4	0
807537	SD	UG	385	0	2	0	0.0	3.0	0.0	0.3	0.0	3.3	3.3	0	0	Looped	-0.2	2.5	0
807538	SD	UG	0	0	0	0	0.0	4.0	0.0	0.0	0.0	4.0	4.0	0	0	Radial	-2.0	0.0	0
807539	SD	UG	2	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	-2.0	0.0	0
807540	SD	UG	8	0	2	0	0.0	2.1	0.0	0.3	0.0	2.4	2.4	0	0	Looped	-0.4	1.7	0
807541	SD	UG	398	0	0	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	0	0	Looped	-2.8	2.2	0
807542	SD	Hybrid	2163	0	27	1	1.2	1.6	0.1	5.7	1.3	7.3	8.6	298	30007	Looped	-0.9	4.9	0
807631	SD	Hybrid	1011	4	26	0	2.8	0.2	0.4	6.1	3.2	6.3	9.5	1213	66404	Looped	1.0	5.9	0
807632	SD	Hybrid	1233	5	27	4	3.4	0.2	3.1	13.1	6.5	13.3	19.8	478	103991	Looped	-0.1	8.4	0
807633	SD	Hybrid	489	2	23	0	1.8	1.4	0.3	3.0	2.1	4.4	6.5	674	35412	Looped	-0.2	3.9	0
807634	SD	Hybrid	844	10	26	4	2.5	0.6	4.3	5.8	6.8	6.4	13.2	1972	259420	Looped	0.1	6.8	2
807635	SD	Hybrid	1961	1	37	1	2.1	1.9	0.7	9.0	2.8	10.9	13.7	2173	197649	Looped	0.2	8.1	1
807731	CE	OH	1291	38	2	1	2.4	0.3	9.6	0.1	12.0	0.4	12.4	2099	168206	Looped	0.4	7.0	1
807732	CE	Hybrid	1029	7	9	4	1.6	1.2	3.0	0.6	4.6	1.8	6.4	335	84116	Looped	-0.2	2.9	0
807733	CE	Hybrid	1134	9	11	4	2.7	0.9	2.0	0.6	4.7	1.5	6.2	174	33456	Looped	-1.3	4.6	0
807734	CE	Hybrid	1368	23	4	3	3.2	0.2	6.5	0.8	9.7	1.0	10.7	2180	201245	Looped	0.2	5.4	4
807735	CE	Hybrid	1115	10	5	0	1.1	0.2	1.3	0.5	2.4	0.7	3.1	1088	47402	Looped	1.5	3.9	0
807831	ND	OH	1470	27	4	2	3.0	0.1	11.4	0.2	14.4	0.3	14.7	2725	337608	Looped	0.0	8.0	0
807832	ND	Hybrid	1582	14	22	2	3.4	0.8	3.8	2.1	7.2	2.9	10.1	1730	101697	Looped	-2.3	5.1	0
807833	ND	Hybrid	1597	6	43	2	3.8	0.1	2.1	3.7	5.9	3.8	9.7	2165	117019	Looped	0.3	6.9	0
807834	ND	Hybrid	76	1	13	2	1.4	0.1	0.5	0.6	1.9	0.7	2.6	10	2762	Looped	0.6	5.5	0
807835	ND	Hybrid	1108	16	18	4	3.3	0.3	5.5	1.7	8.8	2.0	10.8	1263	125326	Looped	-0.1	5.8	0
807836	ND	Hybrid	208	1	15	1	1.8	0.4	0.3	0.6	2.1	1.0	3.1	4	756	Looped	0.3	7.2	0
807837	ND	Hybrid	102	1	4	1	0.6	0.4	0.9	0.3	1.5	0.7	2.2	15	6805	Looped	0.9	3.6	0
807931	WD	Hybrid	884	3	26	0	2.2	2.5	0.6	9.5	2.8	12.0	14.8	83	18038	Looped	-1.8	7.8	1
807932	WD	Hybrid	1626	3	20	1	0.9	1.9	1.0	13.2	1.9	15.1	17.0	235	62848	Looped	0.6	7.2	0
807933	WD	UG	1710	0	16	0	0.0	2.5	0.0	9.8	0.0	12.3	12.3	4038	257692	Looped	-1.1	6.5	0
807934	WD	UG	427	0	15	0	0.0	2.9	0.0	8.1	0.0	11.0	11.0	870	31185	Looped	0.2	7.1	0
807935	WD	Hybrid	1722	0	25	0	1.0	1.9	0.0	11.3	1.0	13.2	14.2	542	91291	Looped	-0.2	9.2	0
807936	WD	Hybrid	1148	13	14	3	3.2	0.4	6.5	3.0	9.7	3.4	13.1	1525	125172	Looped	0.5	7.3	0
807937	WD	Hybrid	606	0	22	1	2.2	1.0	0.2	0.9	2.4	1.9	4.3	16	4198	Looped	-0.6	3.5	0
807961	WD	UG	766	0	17	0	0.3	1.9	0.0	10.6	0.3	12.5	12.8	1541	72538	Looped	-0.3	6.4	0
807962	WD	Hybrid	2468	2	59	1	2.2	5.0	0.3	20.8	2.5	25.8	28.3	5437	190424	Looped	0.2	16.1	0
807963	WD	UG	1625	0	37	0	1.3	3.0	0.0	21.8	1.3	24.8	26.1	2008	66718	Looped	0.9	16.7	0
808061	WD	Hybrid	3083	1	50	0	2.3	3.3	0.0	15.2	2.3	18.5	20.8	5060	416050	Looped	0.7	14.8	0
808062	WD	Hybrid	2886	0	18	0	1.8	3.5	0.0	11.5	1.8	15.0	16.8	529	144086	Looped	-0.3	14.0	0
808063	WD	UG	3381	0	20	0	0.0	2.8	0.0	12.4	0.0	15.2	15.2	3265	266432	Looped	-0.2	10.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
808064	WD	Hybrid	908	1	17	4	1.5	1.7	0.9	5.4	2.4	7.1	9.5	258	46064	Looped	0.1	7.2	0
808065	WD	Hybrid	1092	2	25	2	2.1	0.7	0.7	3.8	2.8	4.5	7.3	291	24335	Looped	0.1	5.3	0
808066	WD	Hybrid	1300	8	22	3	2.7	1.0	2.5	3.7	5.2	4.7	9.9	296	74123	Looped	0.2	6.4	0
808067	WD	Hybrid	2861	4	26	0	1.4	2.1	1.1	13.5	2.5	15.6	18.1	4868	199946	Looped	0.4	7.3	0
808068	WD	UG	9	0	8	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Radial	-0.2	3.9	0
808161	WD	Hybrid	1096	0	26	0	1.0	3.2	0.0	3.0	1.0	6.2	7.2	2197	15394	Looped	0.8	8.8	0
808162	WD	Hybrid	512	0	47	0	3.0	1.3	0.0	4.4	3.0	5.7	8.7	1717	64138	Looped	-1.3	14.8	0
808163	WD	Hybrid	94	0	26	0	2.0	2.3	0.0	4.0	2.0	6.3	8.3	103	6499	Looped	-0.6	17.1	0
808164	WD	Hybrid	508	7	39	2	4.1	0.4	1.0	1.3	5.1	1.7	6.8	36	9196	Looped	-0.1	9.8	0
808165	WD	Hybrid	329	0	40	0	2.2	3.2	0.0	6.4	2.2	9.6	11.8	1009	37766	Looped	0.0	16.2	0
808166	WD	Hybrid	351	1	63	2	3.2	2.6	1.0	1.7	4.2	4.3	8.5	578	42296	Looped	-1.1	10.5	0
808167	WD	Hybrid	1515	2	42	2	3.6	1.9	0.9	4.9	4.5	6.8	11.3	2903	168384	Looped	-0.6	9.9	0
808168	WD	Hybrid	556	0	58	0	3.8	2.2	0.0	6.1	3.8	8.3	12.1	28	1254	Looped	0.3	17.7	1
808169	WD	Hybrid	517	2	37	2	3.4	1.2	0.6	5.3	4.0	6.5	10.5	577	33454	Looped	0.8	14.2	0
808261	SD	UG	3407	0	28	0	0.6	3.8	0.0	22.7	0.6	26.5	27.1	4193	449135	Looped	-0.1	12.6	1
808262	SD	UG	2079	0	21	0	0.0	4.3	0.0	18.0	0.0	22.3	22.3	1884	217144	Looped	-0.2	13.0	1
808263	SD	Hybrid	3098	0	35	0	1.9	2.2	0.0	16.7	1.9	18.9	20.8	5659	284509	Looped	0.4	11.4	0
808264	SD	Hybrid	3261	0	35	0	1.9	1.9	0.0	17.0	1.9	18.9	20.8	154	49779	Looped	-1.8	12.8	0
808265	SD	UG	2472	0	20	0	0.0	5.9	0.0	17.9	0.0	23.8	23.8	385	76535	Looped	-0.3	11.0	1
808266	SD	Hybrid	3456	1	38	0	3.0	4.4	0.9	30.4	3.9	34.8	38.7	4727	524419	Looped	0.0	16.6	0
808267	SD	Hybrid	4153	0	36	0	2.1	2.9	0.0	14.4	2.1	17.3	19.4	5936	557361	Looped	0.6	13.3	0
808268	SD	UG	2680	0	28	0	1.0	3.7	0.0	24.2	1.0	27.9	28.9	3693	293145	Looped	1.3	13.0	4
808269	SD	Hybrid	3573	0	34	0	1.1	2.4	0.0	17.9	1.1	20.3	21.4	12572	497433	Looped	-0.7	12.6	2
808270	SD	Hybrid	3127	2	44	2	2.8	4.0	0.5	28.9	3.3	32.9	36.2	6674	750313	Looped	0.5	15.0	1
808331	SD	Hybrid	1376	18	11	1	3.5	0.1	7.8	3.5	11.3	3.6	14.9	735	124216	Looped	-0.1	7.0	1
808332	SD	Hybrid	1095	10	7	0	2.2	0.6	6.1	1.9	8.3	2.5	10.8	258	56278	Looped	-2.2	3.7	0
808333	SD	Hybrid	819	5	34	4	3.3	1.1	2.3	12.2	5.6	13.3	18.9	2691	121334	Looped	-0.3	7.7	1
808334	SD	UG	1874	0	19	0	0.3	3.6	0.0	15.4	0.3	19.0	19.3	16	4515	Looped	-0.5	7.6	0
808335	SD	Hybrid	849	11	23	2	2.6	0.8	6.5	7.1	9.1	7.9	17.0	1191	172705	Looped	-0.1	7.0	0
808336	SD	Hybrid	1431	13	13	4	2.7	1.4	6.2	9.2	8.9	10.6	19.5	407	74046	Looped	-0.2	7.8	1
808337	SD	Hybrid	1569	8	33	3	4.0	0.7	2.8	14.7	6.8	15.4	22.2	32	9503	Looped	0.5	9.4	0
808431	ND	Hybrid	1383	2	22	2	2.7	0.3	1.1	10.5	3.8	10.8	14.6	3400	269093	Looped	0.4	7.3	0
808432	ND	Hybrid	1290	2	16	2	0.6	2.1	0.9	7.0	1.5	9.1	10.6	1352	19616	Looped	0.2	3.9	0
808433	ND	Hybrid	1586	15	13	3	4.4	0.6	6.2	10.0	10.6	10.6	21.2	2365	222796	Looped	0.4	7.7	0
808434	ND	Hybrid	1342	11	17	2	2.9	0.6	5.6	3.4	8.5	4.0	12.5	602	165277	Looped	-0.2	5.2	0
808435	ND	Hybrid	1156	0	20	0	2.7	1.2	0.0	9.1	2.7	10.3	13.0	1504	128762	Looped	-0.5	6.1	0
808436	ND	UG	781	0	14	0	0.1	4.6	0.0	10.1	0.1	14.7	14.8	343	93710	Looped	-0.2	8.7	0
808437	ND	Hybrid	2109	13	19	5	2.7	2.7	8.7	11.8	11.4	14.5	25.9	1228	219110	Looped	-0.1	9.5	1
808438	ND	UG	3	0	0	0	0.0	3.0	0.0	0.0	0.0	3.0	3.0	0	0	Looped	-0.2	0.0	0
808531	WD	OH	1548	21	3	3	2.2	0.2	10.3	0.3	12.5	0.5	13.0	1075	163204	Looped	0.5	8.2	1
808532	WD	Hybrid	2233	18	17	8	3.5	0.1	3.5	1.2	7.0	1.3	8.3	3003	237955	Looped	-0.2	6.7	0

FPL Feeder Specific Data and attached Laterals

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
808533	WD	Hybrid	1041	8	12	5	3.7	0.3	6.4	0.6	10.1	0.9	11.0	1433	157602	Looped	-0.4	6.2	0
808534	WD	Hybrid	768	14	16	0	2.2	0.5	1.6	1.6	3.8	2.1	5.9	3142	185744	Looped	-0.3	6.4	0
808535	WD	UG	0	0	0	0	0.0	3.4	0.0	0.0	0.0	3.4	3.4	0	0	Radial	-0.2	5.8	0
808536	WD	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Radial	-0.2	5.8	0
808537	WD	Hybrid	1744	18	7	6	3.3	0.1	7.9	0.7	11.2	0.8	12.0	981	139651	Looped	0.4	9.6	0
808631	ND	Hybrid	1314	3	15	4	2.2	0.7	3.9	3.7	6.1	4.4	10.5	1481	283928	Looped	0.0	5.0	0
808632	ND	Hybrid	1932	33	14	2	5.7	0.0	13.4	2.2	19.1	2.2	21.3	1174	253957	Looped	0.0	8.0	0
808731	ND	Hybrid	2059	16	24	0	3.1	1.4	3.5	2.3	6.6	3.7	10.3	2417	138901	Looped	3.0	9.4	0
808732	ND	Hybrid	814	6	8	1	1.6	1.2	1.3	0.8	2.9	2.0	4.9	200	54186	Looped	-0.2	2.4	0
808733	ND	OH	1644	31	12	3	5.3	0.1	9.4	0.2	14.7	0.3	15.0	2397	259962	Looped	0.3	5.2	0
808734	ND	Hybrid	2061	23	14	0	3.7	0.7	6.7	1.7	10.4	2.4	12.8	4784	408435	Looped	3.0	8.2	0
808831	SD	Hybrid	882	16	11	9	3.9	0.4	10.5	4.0	14.4	4.4	18.8	672	152287	Looped	2.2	8.5	0
808832	SD	Hybrid	610	20	8	6	3.3	0.6	8.6	9.3	11.9	9.9	21.8	3591	448334	Looped	0.4	7.5	0
808833	SD	Hybrid	379	39	10	4	3.4	0.3	6.4	1.2	9.8	1.5	11.3	192	57179	Looped	-0.9	3.2	1
808834	SD	Hybrid	906	31	19	7	4.8	0.6	11.3	3.1	16.1	3.7	19.8	328	81006	Looped	-0.3	8.9	1
808835	SD	UG	310	0	2	0	0.0	5.4	0.0	0.3	0.0	5.7	5.7	3	1247	Looped	0.7	4.3	0
808836	SD	UG	140	0	2	0	0.0	4.8	0.0	0.5	0.0	5.3	5.3	0	0	Looped	-1.1	5.2	0
808837	SD	Hybrid	585	38	10	1	2.9	1.6	6.3	5.3	9.2	6.9	16.1	962	107168	Looped	0.1	6.9	3
808931	SD	Hybrid	1385	36	7	2	6.8	0.3	8.2	1.2	15.0	1.5	16.5	7125	153854	Looped	1.0	9.9	0
808932	SD	OH	1288	22	0	2	1.8	0.2	7.4	0.1	9.2	0.3	9.5	1680	105182	Looped	0.0	6.3	0
808933	SD	Hybrid	1288	24	6	2	3.2	0.1	6.8	0.5	10.0	0.6	10.6	2935	174425	Looped	-1.0	7.2	0
808934	SD	Hybrid	1503	8	24	3	2.3	0.0	5.4	1.3	7.7	1.3	9.0	525	126133	Looped	0.1	7.5	0
808935	SD	Hybrid	1142	17	37	2	3.8	0.5	3.1	4.2	6.9	4.7	11.6	428	119234	Looped	0.2	7.2	1
808936	SD	Hybrid	1255	11	18	4	4.9	0.4	2.3	1.8	7.2	2.2	9.4	4041	109969	Looped	0.0	7.3	0
809031	ND	Hybrid	722	5	21	0	0.9	1.2	0.5	6.2	1.4	7.4	8.8	641	93153	Looped	0.0	8.7	0
809032	ND	UG	1219	0	12	0	0.0	4.3	0.0	4.5	0.0	8.8	8.8	336	25613	Looped	1.3	6.7	0
809033	ND	UG	622	0	9	0	0.0	3.5	0.0	3.7	0.0	7.2	7.2	618	19811	Looped	-0.1	3.0	0
809034	ND	UG	763	0	3	0	0.0	2.5	0.0	1.7	0.0	4.2	4.2	767	106626	Looped	-0.1	3.3	0
809035	ND	UG	273	0	5	0	0.0	5.2	0.0	1.4	0.0	6.6	6.6	372	8394	Looped	-0.2	3.7	0
809036	ND	Hybrid	741	6	16	1	1.5	0.6	0.7	2.9	2.2	3.5	5.7	131	24928	Looped	-0.2	3.6	0
809037	ND	UG	1769	0	11	0	0.0	4.5	0.0	2.7	0.0	7.2	7.2	955	79005	Looped	-0.6	5.7	0
809038	ND	UG	2075	0	4	0	0.0	3.0	0.0	2.3	0.0	5.3	5.3	0	0	Looped	-0.2	5.9	0
809039	ND	UG	1096	0	4	0	0.0	3.1	0.0	0.9	0.0	4.0	4.0	0	0	Looped	0.1	3.5	0
809131	CE	Hybrid	477	12	8	2	1.5	0.0	1.2	0.5	2.7	0.5	3.2	66	13042	Looped	-0.1	4.1	2
809132	CE	Hybrid	314	2	4	2	0.6	0.1	0.8	0.1	1.4	0.2	1.6	42	8058	Looped	-0.3	1.5	0
809133	CE	OH	1179	22	3	1	2.4	0.2	4.5	0.0	6.9	0.2	7.1	1944	100999	Looped	0.0	5.1	0
809134	CE	Hybrid	829	17	6	1	2.2	0.2	2.8	0.3	5.0	0.5	5.5	135	40209	Looped	-0.2	6.4	0
809135	CE	Hybrid	1600	24	10	3	3.0	1.2	4.8	0.5	7.8	1.7	9.5	4207	191517	Looped	0.0	6.7	0
809136	CE	Hybrid	2626	13	21	9	1.8	0.6	2.1	2.5	3.9	3.1	7.0	3103	481624	Looped	0.6	8.7	1
809137	CE	Hybrid	1543	25	11	1	3.1	0.8	5.0	0.5	8.1	1.3	9.4	153	29253	Looped	0.1	8.2	0
809231	SD	Hybrid	1277	3	19	1	1.6	0.9	2.0	7.3	3.6	8.2	11.8	279	40932	Looped	0.1	4.8	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
809232	SD	Hybrid	568	3	17	0	2.2	0.7	0.3	1.6	2.5	2.3	4.8	325	29805	Looped	-0.5	9.2	0
809233	SD	Hybrid	131	1	10	0	0.7	0.7	0.0	1.2	0.7	1.9	2.6	160	13546	Looped	-2.0	1.9	0
809234	SD	Hybrid	1362	15	12	1	1.6	1.9	3.4	12.5	5.0	14.4	19.4	4482	551742	Looped	0.1	6.8	0
809235	SD	Hybrid	1022	19	40	1	4.6	0.4	3.0	3.3	7.6	3.7	11.3	1283	109999	Looped	0.8	9.7	0
809331	CE	UG	1022	0	16	1	0.0	2.5	0.0	0.9	0.0	3.4	3.4	7	2863	Looped	-0.1	4.5	0
809332	CE	UG	571	0	7	0	0.0	3.9	0.0	0.5	0.0	4.4	4.4	357	11307	Looped	0.5	3.6	0
809333	CE	UG	910	0	7	0	0.0	1.8	0.0	2.1	0.0	3.9	3.9	3	324	Looped	0.8	4.4	0
809334	CE	UG	1249	0	7	0	0.0	2.3	0.0	0.9	0.0	3.2	3.2	0	0	Looped	0.4	3.7	0
809335	CE	Hybrid	298	3	6	1	0.5	1.3	0.2	0.3	0.7	1.6	2.3	22	4825	Looped	-0.3	1.6	0
809336	CE	UG	1050	0	5	0	0.0	1.4	0.0	0.6	0.0	2.0	2.0	0	0	Looped	0.6	3.3	0
809337	CE	Hybrid	720	0	5	2	0.0	4.2	0.3	1.1	0.3	5.3	5.6	106	21491	Looped	0.1	10.3	0
809338	CE	UG	56	1	4	0	0.0	2.5	0.1	1.0	0.1	3.5	3.6	1	350	Looped	-0.5	8.0	0
809339	CE	Hybrid	1259	11	13	5	2.3	0.2	1.4	1.5	3.7	1.7	5.4	3032	204356	Looped	0.4	5.7	1
809340	CE	Hybrid	688	1	6	2	0.1	2.5	0.2	0.7	0.3	3.2	3.5	56	7985	Looped	0.8	5.5	0
809341	CE	Hybrid	766	3	0	0	0.4	2.3	0.3	0.0	0.7	2.3	3.0	681	11964	Looped	-4.1	2.1	0
809342	CE	UG	273	0	5	2	0.0	3.6	0.0	1.5	0.0	5.1	5.1	2	676	Looped	0.1	3.5	0
809343	CE	Hybrid	3470	4	5	5	1.0	1.5	1.3	0.2	2.3	1.7	4.0	681	92656	Looped	3.9	6.8	0
809431	SD	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-1.0	6.4	0
809432	SD	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.3	5.8	0
809433	SD	Hybrid	2233	8	24	1	3.4	1.6	3.7	11.9	7.1	13.5	20.6	2831	138089	Looped	0.2	8.3	0
809434	SD	Hybrid	2641	0	36	0	2.4	3.5	0.0	21.8	2.4	25.3	27.7	27	9164	Looped	-4.9	4.8	0
809531	CE	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	1.4	7.1	0
809532	CE	Hybrid	18	1	3	0	2.6	2.2	0.3	1.5	2.9	3.7	6.6	7	1767	Looped	0.8	4.0	0
809533	CE	Hybrid	316	2	6	0	1.2	2.3	0.1	2.9	1.3	5.2	6.5	11	2671	Looped	-0.4	1.8	0
809534	CE	UG	23	0	4	1	0.0	2.9	0.1	1.8	0.1	4.7	4.8	20	3339	Looped	1.2	3.1	0
809661	SD	Hybrid	1680	0	32	1	2.4	2.4	0.1	11.8	2.5	14.2	16.7	910	165694	Looped	0.5	8.8	0
809662	SD	Hybrid	2587	0	60	1	5.2	2.8	0.4	23.3	5.6	26.1	31.7	4506	127759	Looped	-0.1	11.9	1
809663	SD	Hybrid	1651	1	35	1	2.0	0.3	0.3	11.1	2.3	11.4	13.7	2132	167732	Looped	0.6	7.5	0
809664	SD	Hybrid	3009	3	63	1	4.2	4.9	0.8	29.2	5.0	34.1	39.1	1670	149532	Looped	-0.2	17.0	1
809665	SD	Hybrid	2751	0	51	3	2.5	2.6	0.8	20.0	3.3	22.6	25.9	9427	615156	Looped	1.7	15.5	0
809666	SD	Hybrid	1094	5	25	3	6.1	3.0	1.2	11.4	7.3	14.4	21.7	112	17689	Looped	0.1	7.1	0
809667	SD	Hybrid	912	4	63	1	4.9	1.8	1.1	3.9	6.0	5.7	11.7	1305	107043	Looped	-1.3	5.1	0
809668	SD	UG	1763	0	34	0	0.5	5.3	0.0	16.8	0.5	22.1	22.6	3729	252710	Looped	-0.2	8.6	0
809669	SD	Hybrid	1663	2	36	1	1.4	3.1	0.8	7.8	2.2	10.9	13.1	579	78836	Looped	-0.3	8.6	0
809670	SD	Hybrid	2699	2	46	0	2.2	3.0	0.2	23.4	2.4	26.4	28.8	1608	72207	Looped	0.8	13.6	0
809761	WD	Hybrid	1112	8	26	2	3.5	0.2	2.8	10.6	6.3	10.8	17.1	327	64004	Looped	0.3	10.0	1
809762	WD	Hybrid	2549	2	33	0	3.5	1.4	0.4	17.3	3.9	18.7	22.6	818	155252	Looped	-0.2	15.3	0
809763	WD	Hybrid	2034	6	41	15	5.7	0.5	6.0	17.0	11.7	17.5	29.2	2834	340595	Looped	-0.2	14.3	0
809764	WD	Hybrid	1651	3	28	0	9.1	5.8	0.4	8.1	9.5	13.9	23.4	2879	228219	Looped	0.6	13.4	0
809765	WD	Hybrid	2821	6	70	7	5.7	1.7	3.3	28.8	9.0	30.5	39.5	671	117104	Looped	-3.9	13.7	0
809766	WD	Hybrid	3688	0	38	0	2.1	3.2	0.0	20.3	2.1	23.5	25.6	7977	540891	Looped	0.5	14.2	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	CI	CMI	Is the Feeder Circuit Looped?	Load growth (MVAD pk 09-pk 08)	Peak Load 2009 (MVAD)	Number of Complaints
809767	WD	Hybrid	2466	0	25	0	1.4	1.9	0.0	19.1	1.4	21.0	22.4	395	127545	Looped	-1.3	13.6	0
809831	ND	UG	623	0	3	0	0.0	1.9	0.0	1.3	0.0	3.2	3.2	2	820	Looped	-0.4	2.7	0
809832	ND	UG	787	0	4	0	0.0	2.1	0.0	2.2	0.0	4.3	4.3	0	0	Looped	-0.4	2.8	0
809833	ND	Hybrid	1554	2	23	0	1.1	0.7	0.0	2.8	1.1	3.5	4.6	1850	240236	Looped	0.1	7.8	0
809834	ND	Hybrid	974	7	11	1	1.1	1.4	2.2	1.4	3.3	2.8	6.1	2408	212081	Looped	0.9	7.7	0
809835	ND	UG	1760	0	5	0	0.0	1.5	0.0	2.4	0.0	3.9	3.9	1	150	Looped	0.9	6.1	0
809836	ND	UG	535	0	2	0	0.0	3.5	0.0	1.5	0.0	5.0	5.0	390	842	Looped	-0.5	2.7	0
809837	ND	Hybrid	1658	0	28	0	1.9	1.9	0.0	2.9	1.9	4.8	6.7	2162	205493	Looped	0.2	5.4	0
809838	ND	UG	1252	0	8	0	0.0	1.2	0.0	0.6	0.0	1.8	1.8	0	0	Looped	-0.1	4.8	0
809839	ND	UG	584	0	3	0	0.0	1.6	0.0	0.4	0.0	2.0	2.0	0	0	Looped	-0.2	5.3	0
809840	ND	UG	1038	0	3	0	0.0	2.7	0.0	0.8	0.0	3.5	3.5	0	0	Looped	-0.1	4.1	0
809841	ND	UG	2332	0	6	0	0.0	1.8	0.0	4.5	0.0	6.3	6.3	1	252	Looped	-0.2	9.0	0
809931	CE	UG	1629	0	9	0	0.0	3.3	0.0	0.6	0.0	3.9	3.9	0	0	Looped	-0.6	7.1	0
809932	CE	UG	316	0	2	1	0.0	2.3	0.0	1.2	0.0	3.5	3.5	128	3652	Looped	-4.6	3.3	0
809933	CE	Hybrid	961	2	7	0	0.5	4.0	0.4	0.4	0.9	4.4	5.3	1275	11011	Looped	0.2	6.9	0
809934	CE	UG	578	0	2	0	0.0	1.1	0.0	0.5	0.0	1.6	1.6	1	297	Looped	-1.0	6.5	0
809935	CE	Hybrid	1294	5	6	0	0.7	1.9	0.6	0.8	1.3	2.7	4.0	237	474	Looped	1.0	3.7	0
809936	CE	Hybrid	1516	24	11	3	2.7	0.1	3.4	0.4	6.1	0.5	6.6	1854	145048	Looped	0.7	6.4	1
809937	CE	UG	385	0	4	0	0.0	1.5	0.0	0.2	0.0	1.7	1.7	0	0	Looped	-0.2	6.7	0
809938	CE	UG	494	0	4	1	0.0	1.5	0.1	0.4	0.1	1.9	2.0	0	0	Looped	0.6	7.0	0
809939	CE	UG	1738	0	9	0	0.0	3.1	0.0	1.1	0.0	4.2	4.2	0	0	Looped	0.4	11.1	0

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/1/09	5	160	32	N
PLANNED	1/2/09	6	1,272	212	N
PLANNED	1/2/09	7	889	127	N
PLANNED	12/31/09	4	424	106	N
PLANNED	12/31/09	20	4,260	213	N
PLANNED	12/31/09	24	1,824	76	N
PLANNED	12/31/09	4	572	143	N
PLANNED	1/5/09	6	804	134	N
PLANNED	1/5/09	8	1,072	134	N
PLANNED	1/5/09	5	1,090	218	N
PLANNED	1/5/09	1	63	63	N
PLANNED	12/30/09	9	153	17	N
PLANNED	1/5/09	4	428	107	N
PLANNED	1/5/09	4	380	95	N
PLANNED	1/5/09	5	1,900	380	N
PLANNED	1/5/09	12	900	75	N
PLANNED	1/5/09	10	910	91	N
PLANNED	1/5/09	3	390	130	N
PLANNED	1/5/09	6	750	125	N
PLANNED	1/5/09	1	239	239	N
PLANNED	1/5/09	6	954	159	N
PLANNED	1/5/09	1	107	107	N
PLANNED	1/5/09	9	540	60	N
PLANNED	1/5/09	4	456	114	N
PLANNED	1/5/09	7	469	67	N
PLANNED	1/5/09	3	12	4	N
PLANNED	1/5/09	26	1,924	74	N
PLANNED	12/30/09	9	81	9	N
PLANNED	12/30/09	1	486	486	N
PLANNED	1/6/09	7	987	141	N
PLANNED	1/6/09	5	1,195	239	N
PLANNED	1/6/09	49	5,880	120	N
PLANNED	1/6/09	6	870	145	N
PLANNED	1/6/09	9	1,476	164	N
PLANNED	1/6/09	8	288	36	N
PLANNED	1/6/09	1	172	172	N
PLANNED	1/6/09	26	3,867	367	N
PLANNED	1/6/09	1	165	165	N
PLANNED	1/6/09	1	200	200	N
PLANNED	1/6/09	2	558	279	N
PLANNED	1/6/09	88	17,688	201	N
PLANNED	1/6/09	24	2,184	91	N
PLANNED	1/6/09	12	2,184	182	N
PLANNED	1/6/09	3	336	112	N
PLANNED	12/30/09	31	6,603	213	N
PLANNED	1/6/09	2	64	32	N
PLANNED	1/6/09	9	279	31	N
PLANNED	1/6/09	8	1,968	246	N
PLANNED	1/6/09	17	680	40	N
PLANNED	1/6/09	2	218	109	N
PLANNED	1/6/09	3	183	61	N
PLANNED	1/6/09	20	1,220	61	N
PLANNED	1/6/09	7	21	3	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/6/09	7	301	43	N
PLANNED	12/30/09	8	1,312	164	N
PLANNED	1/6/09	4	580	145	N
PLANNED	1/6/09	1	147	147	N
PLANNED	1/6/09	2	452	226	N
PLANNED	1/6/09	12	1,128	94	N
PLANNED	12/30/09	6	990	165	N
PLANNED	1/6/09	2	266	133	N
PLANNED	12/30/09	7	1,120	160	N
PLANNED	1/6/09	2	336	168	N
PLANNED	1/7/09	4	1,100	275	N
PLANNED	12/30/09	36	6,840	190	N
PLANNED	1/7/09	10	1,160	116	N
PLANNED	12/29/09	13	65	5	N
PLANNED	1/7/09	3	189	63	N
PLANNED	1/7/09	10	800	80	N
PLANNED	1/7/09	12	1,584	132	N
PLANNED	1/7/09	2	290	145	N
PLANNED	1/7/09	1	36	36	N
PLANNED	12/29/09	11	33	3	N
PLANNED	1/7/09	3	276	92	N
PLANNED	1/7/09	5	20	4	N
PLANNED	12/29/09	13	13	1	N
PLANNED	1/7/09	1	54	54	N
PLANNED	1/7/09	5	1,175	235	N
PLANNED	1/7/09	3	723	241	N
PLANNED	1/7/09	4	960	240	N
PLANNED	1/7/09	1	46	46	N
PLANNED	1/7/09	4	936	234	N
PLANNED	1/7/09	4	936	234	N
PLANNED	1/7/09	14	938	67	N
PLANNED	1/7/09	2	232	116	N
PLANNED	1/7/09	3	153	51	N
PLANNED	1/7/09	2	608	304	N
PLANNED	12/29/09	15	105	7	N
PLANNED	1/7/09	6	2,065	405	N
PLANNED	1/7/09	9	1,431	159	N
PLANNED	1/7/09	2	322	161	N
PLANNED	1/7/09	43	5,074	118	N
PLANNED	12/29/09	15	435	29	N
PLANNED	1/7/09	8	1,336	167	N
PLANNED	1/7/09	1	99	99	N
PLANNED	12/29/09	10	1,730	173	N
PLANNED	12/29/09	8	40	5	N
PLANNED	1/7/09	10	2,060	206	N
PLANNED	1/7/09	9	1,836	204	N
PLANNED	1/7/09	7	1,414	202	N
PLANNED	1/7/09	9	1,809	201	N
PLANNED	12/29/09	4	116	29	N
PLANNED	1/7/09	4	408	102	N
PLANNED	1/7/09	2	140	70	N
PLANNED	12/29/09	2	156	78	N
PLANNED	12/28/09	3	495	165	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/7/09	5	700	140	N
PLANNED	1/8/09	2	64	32	N
PLANNED	1/8/09	6	414	69	N
PLANNED	1/8/09	3	789	263	N
PLANNED	1/8/09	5	325	65	N
PLANNED	1/8/09	2	102	51	N
PLANNED	1/8/09	10	260	26	N
PLANNED	1/8/09	7	1,435	205	N
PLANNED	1/8/09	3	156	52	N
PLANNED	1/8/09	9	1,215	135	N
PLANNED	1/8/09	4	556	139	N
PLANNED	1/8/09	7	959	137	N
PLANNED	1/8/09	54	8,910	165	N
PLANNED	1/8/09	5	420	84	N
PLANNED	1/8/09	8	1,552	194	N
PLANNED	1/8/09	10	1,550	155	N
PLANNED	1/8/09	14	2,254	161	N
PLANNED	1/8/09	8	1,040	130	N
PLANNED	1/8/09	3	291	97	N
PLANNED	1/8/09	9	513	57	N
PLANNED	1/8/09	66	2,640	40	N
PLANNED	1/8/09	8	1,288	161	N
PLANNED	1/8/09	1	226	226	N
PLANNED	1/8/09	10	620	62	N
PLANNED	1/8/09	14	1,736	124	N
PLANNED	1/8/09	6	1,398	233	N
PLANNED	1/8/09	1	226	226	N
PLANNED	1/8/09	8	1,448	181	N
PLANNED	1/8/09	1	94	94	N
PLANNED	1/8/09	1	55	55	N
PLANNED	1/8/09	3	363	121	N
PLANNED	1/8/09	10	1,160	116	N
PLANNED	1/8/09	4	508	127	N
PLANNED	12/28/09	1	281	281	N
PLANNED	1/8/09	3	207	69	N
PLANNED	1/8/09	4	912	228	N
PLANNED	12/28/09	12	756	63	N
PLANNED	12/28/09	8	528	66	N
PLANNED	1/9/09	3	153	51	N
PLANNED	1/9/09	7	301	43	N
PLANNED	1/9/09	10	2,130	213	N
PLANNED	1/9/09	11	2,398	218	N
PLANNED	1/9/09	4	804	201	N
PLANNED	12/28/09	2	98	49	N
PLANNED	12/28/09	13	338	26	N
PLANNED	1/9/09	12	2,724	227	N
PLANNED	1/9/09	2	480	240	N
PLANNED	12/28/09	8	224	28	N
PLANNED	1/9/09	6	1,386	231	N
PLANNED	1/9/09	2	352	176	N
PLANNED	1/9/09	1	194	194	N
PLANNED	1/9/09	10	490	49	N
PLANNED	12/28/09	2	42	21	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/9/09	5	930	186	N
PLANNED	1/9/09	8	2,568	321	N
PLANNED	12/28/09	1	129	129	N
PLANNED	12/23/09	10	150	15	N
PLANNED	12/23/09	12	2,652	221	N
PLANNED	1/9/09	63	2,898	46	N
PLANNED	12/23/09	9	2,133	237	N
PLANNED	1/9/09	8	256	32	N
PLANNED	12/23/09	9	585	65	N
PLANNED	1/9/09	1	109	109	N
PLANNED	1/9/09	1	244	244	N
PLANNED	12/23/09	10	350	35	N
PLANNED	12/23/09	20	3,820	191	N
PLANNED	12/23/09	4	112	28	N
PLANNED	1/10/09	3	231	77	N
PLANNED	12/23/09	1	220	220	N
PLANNED	12/23/09	6	870	145	N
PLANNED	1/11/09	1	325	325	N
PLANNED	12/22/09	6	336	56	N
PLANNED	1/12/09	4	984	246	N
PLANNED	12/22/09	5	205	41	N
PLANNED	12/22/09	17	3,485	205	N
PLANNED	1/12/09	5	835	167	N
PLANNED	12/22/09	6	456	76	N
PLANNED	1/12/09	16	576	36	N
PLANNED	1/12/09	8	1,040	130	N
PLANNED	1/12/09	11	2,343	213	N
PLANNED	1/12/09	6	570	95	N
PLANNED	12/22/09	6	894	149	N
PLANNED	1/12/09	2	186	93	N
PLANNED	1/12/09	3	309	103	N
PLANNED	1/12/09	4	632	158	N
PLANNED	12/22/09	3	285	95	N
PLANNED	1/12/09	8	1,232	154	N
PLANNED	1/12/09	35	3,150	90	N
PLANNED	12/22/09	13	2,145	165	N
PLANNED	1/12/09	5	845	169	N
PLANNED	1/12/09	12	1,320	110	N
PLANNED	1/12/09	13	1,365	105	N
PLANNED	1/12/09	1	101	101	N
PLANNED	1/12/09	6	444	74	N
PLANNED	1/12/09	17	1,394	82	N
PLANNED	12/22/09	1	38	38	N
PLANNED	12/22/09	2	68	34	N
PLANNED	1/13/09	4	240	60	N
PLANNED	12/22/09	12	1,992	166	N
PLANNED	1/13/09	32	1,696	53	N
PLANNED	1/13/09	11	3,531	321	N
PLANNED	12/22/09	2	42	21	N
PLANNED	1/13/09	4	1,400	350	N
PLANNED	1/13/09	6	924	154	N
PLANNED	1/13/09	2	394	197	N
PLANNED	1/13/09	14	3,850	275	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/13/09	15	270	18	N
PLANNED	1/13/09	1	405	405	N
PLANNED	1/13/09	6	522	87	N
PLANNED	1/13/09	5	270	54	N
PLANNED	1/13/09	2	728	364	N
PLANNED	1/13/09	5	1,370	274	N
PLANNED	1/13/09	26	7,332	282	N
PLANNED	1/13/09	7	1,337	191	N
PLANNED	1/13/09	6	768	128	N
PLANNED	1/13/09	10	1,080	108	N
PLANNED	1/13/09	1	226	226	N
PLANNED	1/13/09	2	468	234	N
PLANNED	1/13/09	10	2,920	292	N
PLANNED	1/13/09	4	544	136	N
PLANNED	1/13/09	3	867	289	N
PLANNED	1/13/09	3	174	58	N
PLANNED	1/13/09	7	2,058	294	N
PLANNED	1/13/09	8	40	5	N
PLANNED	1/13/09	8	1,600	200	N
PLANNED	1/13/09	3	432	144	N
PLANNED	1/13/09	1	144	144	N
PLANNED	12/22/09	2	152	76	N
PLANNED	1/13/09	13	923	71	N
PLANNED	12/22/09	7	2,345	335	N
PLANNED	12/22/09	8	128	16	N
PLANNED	12/22/09	17	340	20	N
PLANNED	1/13/09	2	78	39	N
PLANNED	12/22/09	8	1,384	173	N
PLANNED	12/22/09	3	738	246	N
PLANNED	12/22/09	203	30,450	150	N
PLANNED	1/13/09	1	168	168	N
PLANNED	12/22/09	4	964	241	N
PLANNED	1/14/09	1	290	290	N
PLANNED	12/22/09	1	449	449	N
PLANNED	1/14/09	11	3,003	273	N
PLANNED	1/14/09	3	1,128	376	N
PLANNED	1/14/09	1	322	322	N
PLANNED	1/14/09	2	196	98	N
PLANNED	1/14/09	9	1,674	186	N
PLANNED	1/14/09	3	510	170	N
PLANNED	1/14/09	14	2,002	143	N
PLANNED	1/14/09	7	1,043	149	N
PLANNED	1/14/09	6	1,842	307	N
PLANNED	1/14/09	4	948	237	N
PLANNED	1/14/09	4	960	240	N
PLANNED	1/14/09	4	1,280	320	N
PLANNED	1/14/09	8	96	12	N
PLANNED	1/14/09	4	464	116	N
PLANNED	1/14/09	5	850	170	N
PLANNED	1/14/09	12	408	34	N
PLANNED	1/14/09	5	1,325	265	N
PLANNED	1/14/09	11	1,694	154	N
PLANNED	1/14/09	9	1,710	190	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/14/09	7	1,652	236	N
PLANNED	12/22/09	3	123	41	N
PLANNED	1/14/09	5	930	186	N
PLANNED	1/14/09	2	514	257	N
PLANNED	12/22/09	10	690	69	N
PLANNED	1/14/09	3	768	256	N
PLANNED	1/14/09	2	514	257	N
PLANNED	1/14/09	5	1,405	281	N
PLANNED	1/14/09	9	1,593	177	N
PLANNED	1/14/09	10	2,020	202	N
PLANNED	1/14/09	12	1,152	96	N
PLANNED	1/14/09	4	640	160	N
PLANNED	1/14/09	5	800	160	N
PLANNED	1/14/09	5	795	159	N
PLANNED	12/22/09	11	110	10	N
PLANNED	1/14/09	31	5,704	184	N
PLANNED	1/14/09	24	6,072	253	N
PLANNED	1/14/09	12	1,464	122	N
PLANNED	1/14/09	2	464	232	N
PLANNED	1/14/09	9	2,061	229	N
PLANNED	1/14/09	15	2,865	191	N
PLANNED	1/14/09	4	792	198	N
PLANNED	1/14/09	3	747	249	N
PLANNED	1/14/09	4	984	246	N
PLANNED	1/14/09	4	616	154	N
PLANNED	12/22/09	7	966	138	N
PLANNED	1/14/09	7	959	137	N
PLANNED	12/22/09	183	17,568	96	N
PLANNED	12/22/09	12	636	53	N
PLANNED	12/22/09	7	2,086	298	N
PLANNED	12/22/09	36	4,500	125	N
PLANNED	1/15/09	9	2,106	234	N
PLANNED	1/15/09	9	108	12	N
PLANNED	1/15/09	6	1,722	287	N
PLANNED	1/15/09	6	984	164	N
PLANNED	1/15/09	6	984	164	N
PLANNED	1/15/09	27	4,752	176	N
PLANNED	1/15/09	4	448	112	N
PLANNED	1/15/09	1	387	387	N
PLANNED	1/15/09	13	780	60	N
PLANNED	1/15/09	1	183	183	N
PLANNED	12/21/09	8	200	25	N
PLANNED	12/21/09	12	2,388	199	N
PLANNED	1/15/09	7	1,939	277	N
PLANNED	1/15/09	6	456	76	N
PLANNED	1/15/09	3	258	86	N
PLANNED	1/15/09	8	920	115	N
PLANNED	1/15/09	9	1,170	130	N
PLANNED	1/15/09	9	1,341	149	N
PLANNED	12/21/09	13	2,119	163	N
PLANNED	1/15/09	3	480	160	N
PLANNED	1/15/09	3	273	91	N
PLANNED	1/15/09	12	252	21	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/21/09	1	215	215	N
PLANNED	1/15/09	10	880	88	N
PLANNED	12/21/09	8	592	74	N
PLANNED	12/21/09	10	10	1	N
PLANNED	1/15/09	2	118	59	N
PLANNED	1/16/09	9	2,862	318	N
PLANNED	1/16/09	8	2,536	317	N
PLANNED	1/16/09	28	7,896	282	N
PLANNED	1/16/09	6	852	142	N
PLANNED	1/16/09	7	2,170	310	N
PLANNED	1/16/09	9	270	30	N
PLANNED	1/16/09	11	473	43	N
PLANNED	1/16/09	12	1,608	134	N
PLANNED	1/16/09	2	682	341	N
PLANNED	1/16/09	8	736	92	N
PLANNED	1/16/09	6	546	91	N
PLANNED	1/16/09	4	464	116	N
PLANNED	1/16/09	2	420	210	N
PLANNED	1/16/09	4	296	74	N
PLANNED	1/16/09	2	414	207	N
PLANNED	1/16/09	5	1,030	206	N
PLANNED	1/16/09	6	654	109	N
PLANNED	1/16/09	4	816	204	N
PLANNED	1/16/09	3	513	171	N
PLANNED	12/21/09	11	726	66	N
PLANNED	12/21/09	4	112	28	N
PLANNED	1/16/09	6	204	34	N
PLANNED	1/16/09	7	483	69	N
PLANNED	12/21/09	7	2,009	287	N
PLANNED	12/21/09	3	543	181	N
PLANNED	1/18/09	3	369	123	N
PLANNED	1/18/09	10	770	77	N
PLANNED	1/18/09	1	232	232	N
PLANNED	1/19/09	1	245	245	N
PLANNED	1/19/09	6	1,326	221	N
PLANNED	12/21/09	3	57	19	N
PLANNED	1/20/09	9	3,132	348	N
PLANNED	1/20/09	8	1,760	220	N
PLANNED	1/20/09	10	2,180	218	N
PLANNED	1/20/09	10	2,460	246	N
PLANNED	1/20/09	6	648	108	N
PLANNED	1/20/09	14	1,554	111	N
PLANNED	1/20/09	6	48	8	N
PLANNED	1/20/09	6	642	107	N
PLANNED	12/20/09	1	171	171	N
PLANNED	1/20/09	5	960	192	N
PLANNED	1/20/09	12	1,596	133	N
PLANNED	1/20/09	2	110	55	N
PLANNED	1/20/09	6	42	7	N
PLANNED	1/20/09	8	1,584	198	N
PLANNED	1/20/09	9	828	92	N
PLANNED	1/20/09	54	7,712	240	N
PLANNED	1/20/09	23	1,104	48	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/20/09	4	432	108	N
PLANNED	12/20/09	1	328	328	N
PLANNED	1/20/09	9	1,233	137	N
PLANNED	1/20/09	2	136	68	N
PLANNED	1/20/09	18	3,348	186	N
PLANNED	1/20/09	4	968	242	N
PLANNED	1/20/09	1	31	31	N
PLANNED	1/20/09	8	1,008	126	N
PLANNED	12/19/09	1	36	36	N
PLANNED	1/20/09	2	342	171	N
PLANNED	1/20/09	6	1,074	179	N
PLANNED	1/20/09	2	110	55	N
PLANNED	12/19/09	9	441	49	N
PLANNED	1/20/09	27	324	12	N
PLANNED	1/20/09	6	42	7	N
PLANNED	12/19/09	1	449	449	N
PLANNED	12/18/09	4	108	27	N
PLANNED	1/21/09	4	952	238	N
PLANNED	12/18/09	10	2,190	219	N
PLANNED	1/21/09	12	1,260	105	N
PLANNED	1/21/09	13	754	58	N
PLANNED	1/21/09	3	399	133	N
PLANNED	1/21/09	7	49	7	N
PLANNED	1/21/09	8	1,160	145	N
PLANNED	12/18/09	6	1,788	298	N
PLANNED	1/21/09	4	300	75	N
PLANNED	1/21/09	8	1,784	223	N
PLANNED	1/21/09	1	246	246	N
PLANNED	1/21/09	2	490	245	N
PLANNED	1/21/09	2	488	244	N
PLANNED	1/21/09	32	1,920	60	N
PLANNED	1/21/09	21	5,313	253	N
PLANNED	12/17/09	9	387	43	N
PLANNED	1/21/09	5	560	112	N
PLANNED	1/21/09	7	154	22	N
PLANNED	1/21/09	6	366	61	N
PLANNED	1/21/09	81	8,762	150	N
PLANNED	12/17/09	10	110	11	N
PLANNED	1/21/09	3	510	170	N
PLANNED	1/21/09	6	1,098	183	N
PLANNED	1/21/09	10	980	98	N
PLANNED	1/21/09	1	139	139	N
PLANNED	1/21/09	1	185	185	N
PLANNED	12/17/09	2	244	122	N
PLANNED	1/21/09	1	82	82	N
PLANNED	12/17/09	2	94	47	N
PLANNED	12/17/09	181	19,005	105	N
PLANNED	1/21/09	2	168	84	N
PLANNED	12/17/09	34	3,672	108	N
PLANNED	12/17/09	2	254	127	N
PLANNED	12/17/09	37	1,702	46	N
PLANNED	1/22/09	12	624	294	N
PLANNED	1/22/09	23	1,794	78	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/22/09	3	642	214	N
PLANNED	1/22/09	3	459	153	N
PLANNED	12/17/09	1	539	539	N
PLANNED	1/22/09	30	2,550	85	N
PLANNED	1/22/09	10	690	69	N
PLANNED	1/22/09	8	1,008	126	N
PLANNED	1/22/09	6	498	83	N
PLANNED	1/22/09	4	796	199	N
PLANNED	1/22/09	6	1,188	198	N
PLANNED	1/22/09	3	630	210	N
PLANNED	12/17/09	76	7,676	101	N
PLANNED	12/16/09	3	342	114	N
PLANNED	1/22/09	1	505	505	N
PLANNED	12/16/09	4	288	72	N
PLANNED	1/22/09	2	272	136	N
PLANNED	1/22/09	11	1,419	129	N
PLANNED	1/22/09	105	1,727	167	N
PLANNED	12/16/09	8	248	31	N
PLANNED	1/23/09	5	450	90	N
PLANNED	12/16/09	14	840	60	N
PLANNED	12/16/09	13	117	9	N
PLANNED	12/16/09	7	1,078	154	N
PLANNED	12/16/09	5	170	34	N
PLANNED	1/23/09	6	2,064	344	N
PLANNED	1/23/09	11	2,926	266	N
PLANNED	1/23/09	13	1,781	137	N
PLANNED	1/23/09	6	1,650	275	N
PLANNED	1/23/09	2	418	209	N
PLANNED	1/23/09	9	2,331	259	N
PLANNED	1/23/09	11	1,342	122	N
PLANNED	1/23/09	14	3,010	215	N
PLANNED	1/23/09	8	920	115	N
PLANNED	1/23/09	3	738	246	N
PLANNED	1/23/09	1	122	122	N
PLANNED	12/16/09	12	708	59	N
PLANNED	12/16/09	7	49	7	N
PLANNED	1/23/09	19	2,774	146	N
PLANNED	1/23/09	5	810	162	N
PLANNED	12/16/09	9	468	52	N
PLANNED	12/16/09	10	480	48	N
PLANNED	12/16/09	1	236	236	N
PLANNED	1/23/09	29	493	17	N
PLANNED	12/16/09	7	1,043	149	N
PLANNED	1/23/09	3	552	184	N
PLANNED	1/23/09	2	72	36	N
PLANNED	12/16/09	6	648	108	N
PLANNED	1/23/09	10	1,060	106	N
PLANNED	1/23/09	1	71	71	N
PLANNED	12/16/09	5	840	168	N
PLANNED	1/23/09	6	72	12	N
PLANNED	12/16/09	36	1,080	30	N
PLANNED	1/23/09	5	185	37	N
PLANNED	12/16/09	9	2,277	253	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/24/09	3	249	83	N
PLANNED	12/15/09	2	158	79	N
PLANNED	1/26/09	10	2,110	211	N
PLANNED	1/26/09	6	1,608	268	N
PLANNED	1/26/09	8	1,104	138	N
PLANNED	1/26/09	11	2,288	208	N
PLANNED	1/26/09	13	1,638	126	N
PLANNED	1/26/09	12	1,512	126	N
PLANNED	1/26/09	10	1,260	126	N
PLANNED	1/26/09	12	1,500	125	N
PLANNED	1/26/09	4	1,152	288	N
PLANNED	1/26/09	33	3,267	99	N
PLANNED	12/15/09	7	2,044	292	N
PLANNED	1/26/09	8	752	94	N
PLANNED	1/26/09	26	988	38	N
PLANNED	1/26/09	4	136	34	N
PLANNED	1/26/09	10	1,400	140	N
PLANNED	1/26/09	13	559	43	N
PLANNED	12/15/09	16	2,080	130	N
PLANNED	1/26/09	5	540	108	N
PLANNED	1/26/09	7	182	26	N
PLANNED	1/26/09	1	37	37	N
PLANNED	1/26/09	4	172	43	N
PLANNED	12/15/09	16	96	6	N
PLANNED	12/15/09	2	160	80	N
PLANNED	1/27/09	3	1,023	341	N
PLANNED	12/15/09	7	595	85	N
PLANNED	1/27/09	2	174	87	N
PLANNED	1/27/09	7	1,960	280	N
PLANNED	1/27/09	4	488	122	N
PLANNED	1/27/09	36	9,612	267	N
PLANNED	1/27/09	8	1,752	219	N
PLANNED	1/27/09	10	1,410	141	N
PLANNED	1/27/09	19	4,028	212	N
PLANNED	1/27/09	7	1,050	150	N
PLANNED	12/15/09	13	2,548	196	N
PLANNED	1/27/09	4	240	60	N
PLANNED	1/27/09	8	1,760	220	N
PLANNED	1/27/09	6	294	49	N
PLANNED	1/27/09	8	1,496	187	N
PLANNED	1/27/09	7	1,666	238	N
PLANNED	1/27/09	15	1,245	83	N
PLANNED	1/27/09	1	85	85	N
PLANNED	1/27/09	8	1,328	166	N
PLANNED	1/27/09	6	996	166	N
PLANNED	1/27/09	8	392	49	N
PLANNED	1/27/09	1	79	79	N
PLANNED	12/15/09	7	1,106	158	N
PLANNED	1/27/09	7	700	100	N
PLANNED	1/27/09	6	600	100	N
PLANNED	1/27/09	31	837	27	N
PLANNED	1/27/09	4	108	27	N
PLANNED	1/28/09	8	32	4	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/28/09	17	561	33	N
PLANNED	1/28/09	4	440	110	N
PLANNED	1/28/09	6	960	160	N
PLANNED	1/28/09	6	786	131	N
PLANNED	1/28/09	1	121	121	N
PLANNED	1/28/09	2	218	109	N
PLANNED	1/28/09	8	2,536	317	N
PLANNED	1/28/09	4	520	130	N
PLANNED	1/28/09	21	3,171	151	N
PLANNED	1/28/09	9	2,628	292	N
PLANNED	1/28/09	6	342	57	N
PLANNED	1/28/09	30	5,160	172	N
PLANNED	1/28/09	37	7,659	207	N
PLANNED	1/28/09	4	236	59	N
PLANNED	1/28/09	3	72	24	N
PLANNED	1/28/09	1	214	214	N
PLANNED	1/28/09	4	1,124	281	N
PLANNED	1/28/09	1	34	34	N
PLANNED	1/28/09	5	345	69	N
PLANNED	1/28/09	1	112	112	N
PLANNED	1/28/09	6	1,314	219	N
PLANNED	12/15/09	14	1,162	83	N
PLANNED	12/15/09	8	72	9	N
PLANNED	1/28/09	15	3,210	214	N
PLANNED	1/28/09	1	63	63	N
PLANNED	1/28/09	5	905	181	N
PLANNED	1/28/09	6	1,086	181	N
PLANNED	1/28/09	2	160	80	N
PLANNED	1/28/09	8	1,560	195	N
PLANNED	1/28/09	9	891	99	N
PLANNED	1/28/09	1	116	116	N
PLANNED	1/28/09	2	120	60	N
PLANNED	1/28/09	5	535	107	N
PLANNED	1/28/09	8	552	69	N
PLANNED	1/28/09	3	216	72	N
PLANNED	1/28/09	6	246	41	N
PLANNED	1/29/09	1	115	115	N
PLANNED	1/29/09	7	1,708	244	N
PLANNED	12/15/09	16	1,808	113	N
PLANNED	1/29/09	5	800	160	N
PLANNED	1/29/09	9	1,035	115	N
PLANNED	12/15/09	5	1,290	258	N
PLANNED	1/29/09	4	492	123	N
PLANNED	1/29/09	1	97	97	N
PLANNED	1/29/09	12	2,184	182	N
PLANNED	1/29/09	14	700	50	N
PLANNED	1/29/09	9	1,521	169	N
PLANNED	1/29/09	6	2,682	447	N
PLANNED	1/29/09	5	310	62	N
PLANNED	1/29/09	1	120	120	N
PLANNED	1/29/09	7	924	132	N
PLANNED	1/29/09	24	1,056	44	N
PLANNED	1/29/09	21	4,284	204	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/29/09	6	1,206	201	N
PLANNED	12/15/09	4	720	180	N
PLANNED	1/29/09	3	162	54	N
PLANNED	12/15/09	13	481	37	N
PLANNED	1/30/09	2	506	253	N
PLANNED	1/30/09	51	10,047	197	N
PLANNED	1/30/09	10	540	54	N
PLANNED	1/30/09	4	1,456	364	N
PLANNED	12/15/09	7	7	1	N
PLANNED	12/15/09	2	612	306	N
PLANNED	1/30/09	5	1,135	227	N
PLANNED	12/15/09	10	1,070	107	N
PLANNED	1/30/09	15	4,230	282	N
PLANNED	12/15/09	10	1,330	133	N
PLANNED	1/30/09	15	690	46	N
PLANNED	12/15/09	7	2,009	287	N
PLANNED	1/30/09	5	205	41	N
PLANNED	12/15/09	7	392	56	N
PLANNED	1/30/09	4	2,112	528	N
PLANNED	12/15/09	2	264	132	N
PLANNED	12/14/09	7	119	17	N
PLANNED	12/14/09	5	405	81	N
PLANNED	1/31/09	3	174	58	N
PLANNED	12/14/09	5	215	43	N
PLANNED	12/14/09	3	222	74	N
PLANNED	2/1/09	2	116	58	N
PLANNED	12/14/09	1	156	156	N
PLANNED	2/2/09	36	9,432	262	N
PLANNED	2/2/09	12	624	52	N
PLANNED	2/2/09	17	2,924	172	N
PLANNED	12/14/09	11	1,727	157	N
PLANNED	2/2/09	4	88	22	N
PLANNED	2/2/09	11	1,078	98	N
PLANNED	2/2/09	9	765	85	N
PLANNED	2/2/09	16	992	62	N
PLANNED	2/2/09	5	405	81	N
PLANNED	12/14/09	4	88	22	N
PLANNED	2/2/09	4	588	147	N
PLANNED	12/14/09	8	1,000	125	N
PLANNED	12/14/09	21	6,405	305	N
PLANNED	12/14/09	3	243	81	N
PLANNED	2/3/09	5	480	96	N
PLANNED	2/3/09	6	618	103	N
PLANNED	2/3/09	15	885	59	N
PLANNED	2/3/09	8	1,632	204	N
PLANNED	2/3/09	4	764	191	N
PLANNED	12/14/09	7	343	49	N
PLANNED	2/3/09	8	1,576	197	N
PLANNED	2/3/09	4	416	104	N
PLANNED	2/3/09	8	440	55	N
PLANNED	2/3/09	1	245	245	N
PLANNED	2/3/09	37	10,249	277	N
PLANNED	2/3/09	116	9,512	82	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/3/09	11	1,012	92	N
PLANNED	2/3/09	2	436	218	N
PLANNED	2/3/09	6	252	42	N
PLANNED	2/3/09	11	2,244	204	N
PLANNED	2/3/09	2	306	153	N
PLANNED	2/3/09	3	573	191	N
PLANNED	2/3/09	2	200	100	N
PLANNED	2/3/09	11	528	48	N
PLANNED	2/3/09	5	610	122	N
PLANNED	2/3/09	8	1,232	154	N
PLANNED	2/3/09	6	486	81	N
PLANNED	12/14/09	7	105	15	N
PLANNED	2/3/09	4	292	73	N
PLANNED	12/14/09	2	262	131	N
PLANNED	2/3/09	3	147	49	N
PLANNED	2/3/09	17	918	54	N
PLANNED	2/4/09	13	416	32	N
PLANNED	12/14/09	10	360	36	N
PLANNED	2/4/09	9	1,800	200	N
PLANNED	2/4/09	1	290	290	N
PLANNED	2/4/09	2	398	199	N
PLANNED	2/4/09	9	333	37	N
PLANNED	2/4/09	8	480	60	N
PLANNED	2/4/09	8	1,912	239	N
PLANNED	2/4/09	3	147	49	N
PLANNED	2/4/09	16	304	19	N
PLANNED	2/4/09	12	2,268	189	N
PLANNED	2/4/09	2	366	183	N
PLANNED	12/13/09	1	8	8	N
PLANNED	12/13/09	25	7,525	301	N
PLANNED	2/4/09	2	482	241	N
PLANNED	2/4/09	5	160	32	N
PLANNED	2/4/09	4	164	41	N
PLANNED	2/4/09	10	1,320	132	N
PLANNED	2/4/09	7	245	35	N
PLANNED	2/4/09	22	2,772	126	N
PLANNED	12/12/09	1	347	347	N
PLANNED	2/4/09	6	480	80	N
PLANNED	2/4/09	3	432	144	N
PLANNED	2/4/09	24	3,288	137	N
PLANNED	12/11/09	8	184	23	N
PLANNED	12/11/09	8	320	40	N
PLANNED	12/11/09	18	1,404	78	N
PLANNED	2/5/09	2	344	172	N
PLANNED	2/5/09	9	810	90	N
PLANNED	2/5/09	8	1,768	221	N
PLANNED	2/5/09	2	384	192	N
PLANNED	2/5/09	6	1,566	261	N
PLANNED	12/11/09	6	684	114	N
PLANNED	12/11/09	23	3,726	162	N
PLANNED	2/5/09	13	2,132	164	N
PLANNED	2/5/09	21	4,053	193	N
PLANNED	12/11/09	7	133	19	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/11/09	31	1,116	36	N
PLANNED	2/5/09	5	640	128	N
PLANNED	2/5/09	11	539	49	N
PLANNED	2/5/09	16	448	28	N
PLANNED	2/5/09	6	366	61	N
PLANNED	2/5/09	9	333	37	N
PLANNED	2/6/09	7	959	137	N
PLANNED	2/6/09	10	710	71	N
PLANNED	2/6/09	13	455	35	N
PLANNED	12/11/09	11	110	10	N
PLANNED	2/6/09	6	90	15	N
PLANNED	2/6/09	4	732	183	N
PLANNED	2/6/09	11	2,651	241	N
PLANNED	2/6/09	26	1,300	50	N
PLANNED	2/6/09	12	1,476	123	N
PLANNED	2/6/09	8	696	87	N
PLANNED	2/6/09	3	198	66	N
PLANNED	12/11/09	10	450	45	N
PLANNED	12/11/09	11	2,211	201	N
PLANNED	12/11/09	11	121	11	N
PLANNED	12/10/09	10	500	50	N
PLANNED	12/10/09	4	204	51	N
PLANNED	2/6/09	7	91	13	N
PLANNED	12/10/09	5	230	46	N
PLANNED	12/10/09	9	531	59	N
PLANNED	12/10/09	6	258	43	N
PLANNED	2/7/09	3	345	115	N
PLANNED	2/7/09	3	369	123	N
PLANNED	2/9/09	2	4	2	N
PLANNED	2/9/09	5	970	194	N
PLANNED	2/9/09	8	1,872	234	N
PLANNED	2/9/09	2	572	286	N
PLANNED	12/10/09	13	923	71	N
PLANNED	2/9/09	9	2,844	316	N
PLANNED	12/10/09	6	906	151	N
PLANNED	2/9/09	115	6,900	60	N
PLANNED	2/9/09	10	350	35	N
PLANNED	2/9/09	7	56	8	N
PLANNED	2/9/09	2	240	120	N
PLANNED	2/9/09	4	976	244	N
PLANNED	2/9/09	6	858	143	N
PLANNED	2/9/09	3	312	104	N
PLANNED	2/9/09	7	1,596	228	N
PLANNED	12/10/09	4	848	212	N
PLANNED	12/10/09	23	4,439	193	N
PLANNED	2/9/09	11	660	60	N
PLANNED	2/9/09	3	681	227	N
PLANNED	12/10/09	2	238	119	N
PLANNED	2/9/09	4	96	24	N
PLANNED	12/10/09	5	615	123	N
PLANNED	12/10/09	18	414	23	N
PLANNED	2/9/09	7	1,057	151	N
PLANNED	2/9/09	86	6,622	77	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/9/09	2	118	59	N
PLANNED	12/10/09	3	378	126	N
PLANNED	12/10/09	2	260	130	N
PLANNED	2/9/09	2	282	141	N
PLANNED	2/9/09	2	18	9	N
PLANNED	12/10/09	12	528	44	N
PLANNED	2/9/09	6	858	143	N
PLANNED	2/10/09	15	4,530	302	N
PLANNED	2/10/09	8	1,768	221	N
PLANNED	12/10/09	10	1,950	195	N
PLANNED	2/10/09	11	792	72	N
PLANNED	12/10/09	5	700	140	N
PLANNED	2/10/09	109	872	8	N
PLANNED	2/10/09	4	704	176	N
PLANNED	2/10/09	32	8,128	254	N
PLANNED	2/10/09	29	3,538	122	N
PLANNED	2/10/09	68	22,440	330	N
PLANNED	12/10/09	6	384	64	N
PLANNED	2/10/09	109	11,881	109	N
PLANNED	2/10/09	11	3,267	297	N
PLANNED	2/10/09	6	1,212	202	N
PLANNED	2/10/09	6	606	101	N
PLANNED	12/10/09	38	4,636	122	N
PLANNED	2/10/09	4	388	97	N
PLANNED	2/10/09	4	544	136	N
PLANNED	2/10/09	3	378	126	N
PLANNED	2/10/09	7	406	58	N
PLANNED	12/10/09	4	468	117	N
PLANNED	2/10/09	2	204	102	N
PLANNED	12/10/09	8	200	25	N
PLANNED	2/10/09	65	19,370	298	N
PLANNED	12/10/09	1	247	247	N
PLANNED	2/10/09	11	319	29	N
PLANNED	2/10/09	18	5,436	302	N
PLANNED	12/9/09	3	363	121	N
PLANNED	2/10/09	5	275	55	N
PLANNED	2/10/09	10	60	6	N
PLANNED	12/9/09	28	2,548	91	N
PLANNED	12/9/09	4	332	83	N
PLANNED	12/9/09	9	207	23	N
PLANNED	12/9/09	8	680	85	N
PLANNED	2/11/09	11	693	63	N
PLANNED	2/11/09	2	148	74	N
PLANNED	2/11/09	11	2,365	215	N
PLANNED	2/11/09	2	470	235	N
PLANNED	12/9/09	8	744	93	N
PLANNED	2/11/09	5	840	168	N
PLANNED	2/11/09	2	86	43	N
PLANNED	2/11/09	1	248	248	N
PLANNED	2/11/09	6	1,332	222	N
PLANNED	2/11/09	6	1,320	220	N
PLANNED	2/11/09	5	1,040	208	N
PLANNED	2/11/09	10	770	77	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/11/09	24	4,800	200	N
PLANNED	12/9/09	9	2,151	239	N
PLANNED	2/11/09	5	885	177	N
PLANNED	2/11/09	3	159	53	N
PLANNED	2/11/09	2	12	6	N
PLANNED	2/11/09	9	612	68	N
PLANNED	2/11/09	1	129	129	N
PLANNED	12/9/09	9	2,754	306	N
PLANNED	12/9/09	6	1,062	177	N
PLANNED	2/12/09	2	634	317	N
PLANNED	2/12/09	1	129	129	N
PLANNED	2/12/09	6	756	126	N
PLANNED	2/12/09	8	1,784	223	N
PLANNED	2/12/09	9	1,665	185	N
PLANNED	2/12/09	1	344	344	N
PLANNED	2/12/09	2	88	44	N
PLANNED	2/12/09	6	1,812	302	N
PLANNED	2/12/09	8	2,016	252	N
PLANNED	2/12/09	12	2,304	192	N
PLANNED	2/12/09	4	708	177	N
PLANNED	2/12/09	13	3,601	277	N
PLANNED	2/12/09	8	2,216	277	N
PLANNED	2/12/09	20	580	29	N
PLANNED	2/12/09	5	695	139	N
PLANNED	2/12/09	10	1,730	173	N
PLANNED	2/12/09	8	2,080	260	N
PLANNED	2/12/09	3	195	65	N
PLANNED	12/9/09	8	232	29	N
PLANNED	2/12/09	2	368	184	N
PLANNED	2/12/09	5	370	74	N
PLANNED	12/9/09	8	640	80	N
PLANNED	2/12/09	1	25	25	N
PLANNED	2/12/09	3	186	62	N
PLANNED	2/13/09	4	60	15	N
PLANNED	2/13/09	13	3,770	290	N
PLANNED	12/9/09	10	3,140	314	N
PLANNED	2/13/09	3	306	102	N
PLANNED	2/13/09	7	1,736	248	N
PLANNED	2/13/09	7	217	31	N
PLANNED	2/13/09	14	238	17	N
PLANNED	2/13/09	8	1,024	128	N
PLANNED	2/13/09	9	2,610	290	N
PLANNED	12/9/09	2	142	71	N
PLANNED	2/13/09	9	2,097	233	N
PLANNED	2/13/09	13	2,314	178	N
PLANNED	2/13/09	8	2,144	268	N
PLANNED	2/13/09	1	300	300	N
PLANNED	2/13/09	12	1,308	109	N
PLANNED	2/13/09	2	502	251	N
PLANNED	2/13/09	3	882	294	N
PLANNED	12/9/09	10	980	98	N
PLANNED	12/9/09	1	280	280	N
PLANNED	12/9/09	129	35,604	276	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/13/09	2	144	72	N
PLANNED	12/9/09	5	25	5	N
PLANNED	12/9/09	20	1,700	85	N
PLANNED	2/13/09	8	136	17	N
PLANNED	2/14/09	1	211	211	N
PLANNED	12/9/09	2	246	123	N
PLANNED	2/15/09	2	448	224	N
PLANNED	2/15/09	1	210	210	N
PLANNED	2/16/09	1	262	262	N
PLANNED	2/16/09	2	762	381	N
PLANNED	2/16/09	2	206	103	N
PLANNED	2/16/09	4	1,448	362	N
PLANNED	2/16/09	45	2,210	298	N
PLANNED	2/16/09	3	252	84	N
PLANNED	12/8/09	2	78	39	N
PLANNED	2/16/09	2	10	5	N
PLANNED	2/16/09	2	34	17	N
PLANNED	2/16/09	16	3,792	237	N
PLANNED	12/8/09	8	408	51	N
PLANNED	2/16/09	12	2,160	180	N
PLANNED	12/8/09	12	96	8	N
PLANNED	2/16/09	6	984	164	N
PLANNED	2/16/09	2	152	76	N
PLANNED	12/8/09	4	12	3	N
PLANNED	12/8/09	36	2,340	65	N
PLANNED	2/16/09	8	920	115	N
PLANNED	2/16/09	2	94	47	N
PLANNED	2/16/09	2	80	40	N
PLANNED	2/16/09	3	471	157	N
PLANNED	12/8/09	22	484	22	N
PLANNED	12/8/09	3	18	6	N
PLANNED	2/16/09	4	464	116	N
PLANNED	12/8/09	4	148	37	N
PLANNED	2/16/09	4	440	110	N
PLANNED	2/16/09	8	232	29	N
PLANNED	12/8/09	11	924	84	N
PLANNED	2/16/09	6	420	70	N
PLANNED	2/17/09	6	474	79	N
PLANNED	2/17/09	14	4,536	324	N
PLANNED	2/17/09	12	1,319	163	N
PLANNED	2/17/09	1	163	163	N
PLANNED	2/17/09	5	1,150	230	N
PLANNED	12/8/09	5	140	28	N
PLANNED	2/17/09	3	261	87	N
PLANNED	2/17/09	10	2,520	252	N
PLANNED	12/8/09	20	580	29	N
PLANNED	2/17/09	15	2,730	182	N
PLANNED	2/17/09	3	687	229	N
PLANNED	2/17/09	1	120	120	N
PLANNED	2/17/09	55	12,155	221	N
PLANNED	2/17/09	4	972	243	N
PLANNED	2/17/09	1	213	213	N
PLANNED	2/17/09	13	2,769	213	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/17/09	6	648	108	N
PLANNED	2/17/09	7	196	28	N
PLANNED	12/8/09	7	399	57	N
PLANNED	2/17/09	2	70	35	N
PLANNED	2/17/09	24	4,032	168	N
PLANNED	2/17/09	1	201	201	N
PLANNED	2/17/09	50	3,100	62	N
PLANNED	2/17/09	3	528	176	N
PLANNED	2/17/09	4	620	155	N
PLANNED	2/17/09	3	99	33	N
PLANNED	2/17/09	161	31,556	196	N
PLANNED	2/17/09	4	260	65	N
PLANNED	2/17/09	5	1,070	214	N
PLANNED	12/8/09	3	333	111	N
PLANNED	2/17/09	11	517	47	N
PLANNED	12/8/09	8	1,688	211	N
PLANNED	2/17/09	4	296	74	N
PLANNED	2/17/09	7	665	95	N
PLANNED	12/8/09	9	1,026	114	N
PLANNED	2/18/09	2	644	322	N
PLANNED	2/18/09	8	648	81	N
PLANNED	2/18/09	2	12	6	N
PLANNED	2/18/09	2	710	355	N
PLANNED	2/18/09	5	1,310	262	N
PLANNED	12/8/09	7	805	115	N
PLANNED	2/18/09	5	675	135	N
PLANNED	2/18/09	12	540	45	N
PLANNED	2/18/09	4	616	154	N
PLANNED	2/18/09	4	988	247	N
PLANNED	12/8/09	3	111	37	N
PLANNED	12/8/09	1	196	196	N
PLANNED	2/18/09	3	489	163	N
PLANNED	2/18/09	6	1,944	324	N
PLANNED	2/18/09	27	1,215	45	N
PLANNED	2/18/09	99	11,088	112	N
PLANNED	2/18/09	3	408	136	N
PLANNED	2/18/09	4	372	93	N
PLANNED	2/18/09	10	1,060	106	N
PLANNED	2/18/09	11	1,782	162	N
PLANNED	2/18/09	32	2,976	93	N
PLANNED	12/8/09	12	2,508	209	N
PLANNED	12/8/09	7	1,190	170	N
PLANNED	2/18/09	8	960	120	N
PLANNED	12/8/09	2	554	277	N
PLANNED	12/8/09	3	426	142	N
PLANNED	12/8/09	6	714	119	N
PLANNED	12/8/09	20	1,080	54	N
PLANNED	2/19/09	11	4,224	384	N
PLANNED	12/8/09	8	560	70	N
PLANNED	12/8/09	9	1,908	212	N
PLANNED	2/19/09	6	498	83	N
PLANNED	2/19/09	6	870	145	N
PLANNED	2/19/09	8	1,424	178	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/19/09	4	592	148	N
PLANNED	2/19/09	5	350	70	N
PLANNED	2/19/09	1	68	68	N
PLANNED	2/19/09	12	432	36	N
PLANNED	12/8/09	24	6,024	251	N
PLANNED	2/19/09	8	1,800	225	N
PLANNED	2/19/09	1	107	107	N
PLANNED	2/19/09	9	72	8	N
PLANNED	2/19/09	10	2,720	272	N
PLANNED	2/19/09	4	896	224	N
PLANNED	2/19/09	2	536	268	N
PLANNED	2/19/09	6	1,464	244	N
PLANNED	2/19/09	4	1,216	304	N
PLANNED	2/19/09	6	468	78	N
PLANNED	12/7/09	2	72	36	N
PLANNED	2/19/09	6	1,104	184	N
PLANNED	2/19/09	3	528	176	N
PLANNED	2/19/09	17	4,420	260	N
PLANNED	12/7/09	1	36	36	N
PLANNED	2/19/09	2	80	40	N
PLANNED	2/19/09	8	872	109	N
PLANNED	2/19/09	99	5,544	56	N
PLANNED	2/19/09	3	276	92	N
PLANNED	12/7/09	2	74	37	N
PLANNED	2/19/09	11	1,353	123	N
PLANNED	12/7/09	2	736	368	N
PLANNED	2/19/09	3	390	130	N
PLANNED	12/7/09	30	4,260	142	N
PLANNED	2/19/09	6	714	119	N
PLANNED	12/7/09	4	352	88	N
PLANNED	2/20/09	6	1,098	183	N
PLANNED	12/7/09	9	1,026	114	N
PLANNED	2/20/09	5	505	101	N
PLANNED	12/7/09	1	27	27	N
PLANNED	2/20/09	1	255	255	N
PLANNED	2/20/09	4	912	228	N
PLANNED	2/20/09	7	2,499	357	N
PLANNED	2/20/09	4	216	54	N
PLANNED	12/7/09	96	10,656	111	N
PLANNED	2/20/09	2	222	111	N
PLANNED	12/7/09	9	657	73	N
PLANNED	2/20/09	12	1,056	88	N
PLANNED	2/20/09	18	2,214	123	N
PLANNED	2/20/09	7	1,183	169	N
PLANNED	2/20/09	2	96	48	N
PLANNED	2/20/09	2	480	240	N
PLANNED	2/20/09	11	1,727	157	N
PLANNED	2/20/09	1	206	206	N
PLANNED	2/20/09	3	615	205	N
PLANNED	2/20/09	1	28	28	N
PLANNED	12/7/09	5	60	12	N
PLANNED	2/20/09	8	1,704	213	N
PLANNED	2/20/09	15	480	32	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/7/09	4	1,076	269	N
PLANNED	2/20/09	5	25	5	N
PLANNED	2/20/09	9	891	99	N
PLANNED	12/7/09	6	564	94	N
PLANNED	2/20/09	13	169	13	N
PLANNED	2/21/09	2	424	212	N
PLANNED	12/7/09	4	476	119	N
PLANNED	2/21/09	5	230	46	N
PLANNED	2/22/09	1	266	266	N
PLANNED	2/22/09	12	2,016	168	N
PLANNED	2/22/09	22	5,764	262	N
PLANNED	2/22/09	6	780	130	N
PLANNED	2/23/09	28	3,248	116	N
PLANNED	2/23/09	3	378	126	N
PLANNED	12/6/09	2	584	292	N
PLANNED	2/23/09	4	448	112	N
PLANNED	2/23/09	1	379	379	N
PLANNED	2/23/09	3	474	158	N
PLANNED	2/23/09	14	364	26	N
PLANNED	2/23/09	15	3,570	238	N
PLANNED	2/23/09	30	3,870	129	N
PLANNED	2/23/09	9	1,692	188	N
PLANNED	2/23/09	3	684	228	N
PLANNED	2/23/09	13	325	25	N
PLANNED	2/23/09	8	192	24	N
PLANNED	2/23/09	18	3,330	185	N
PLANNED	2/23/09	18	2,358	131	N
PLANNED	2/23/09	4	464	116	N
PLANNED	2/23/09	12	660	55	N
PLANNED	12/6/09	1	376	376	N
PLANNED	2/24/09	1	302	302	N
PLANNED	2/24/09	4	520	130	N
PLANNED	2/24/09	1	100	100	N
PLANNED	12/5/09	23	5,083	221	N
PLANNED	2/24/09	9	972	108	N
PLANNED	2/24/09	20	6,960	348	N
PLANNED	2/24/09	4	908	227	N
PLANNED	2/24/09	9	828	92	N
PLANNED	2/24/09	10	2,140	214	N
PLANNED	2/24/09	8	1,720	215	N
PLANNED	12/4/09	4	148	37	N
PLANNED	2/24/09	2	496	248	N
PLANNED	2/24/09	7	1,925	275	N
PLANNED	2/24/09	5	830	166	N
PLANNED	2/24/09	10	1,120	112	N
PLANNED	2/24/09	7	770	110	N
PLANNED	12/4/09	9	1,647	183	N
PLANNED	2/24/09	16	448	28	N
PLANNED	2/24/09	13	2,561	197	N
PLANNED	2/24/09	11	2,563	233	N
PLANNED	2/24/09	4	672	168	N
PLANNED	12/4/09	11	2,904	264	N
PLANNED	2/24/09	8	880	110	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/4/09	3	792	264	N
PLANNED	2/24/09	1	141	141	N
PLANNED	2/24/09	4	1,056	264	N
PLANNED	2/24/09	5	645	129	N
PLANNED	2/24/09	6	270	45	N
PLANNED	2/24/09	9	1,566	174	N
PLANNED	2/24/09	15	1,095	73	N
PLANNED	12/4/09	6	1,590	265	N
PLANNED	2/24/09	4	92	23	N
PLANNED	12/4/09	8	960	120	N
PLANNED	2/24/09	6	354	59	N
PLANNED	12/4/09	11	1,342	122	N
PLANNED	2/24/09	4	420	105	N
PLANNED	2/24/09	1	515	515	N
PLANNED	2/25/09	15	975	65	N
PLANNED	2/25/09	2	148	74	N
PLANNED	2/25/09	6	882	147	N
PLANNED	2/25/09	4	592	148	N
PLANNED	2/25/09	1	121	121	N
PLANNED	2/25/09	12	3,324	277	N
PLANNED	2/25/09	5	145	29	N
PLANNED	2/25/09	14	5,306	379	N
PLANNED	12/3/09	4	272	68	N
PLANNED	2/25/09	6	1,086	181	N
PLANNED	2/25/09	4	784	196	N
PLANNED	12/3/09	6	246	41	N
PLANNED	12/3/09	10	890	89	N
PLANNED	2/25/09	6	1,242	207	N
PLANNED	2/25/09	35	1,155	33	N
PLANNED	2/25/09	2	506	253	N
PLANNED	2/25/09	5	1,260	252	N
PLANNED	2/25/09	5	1,010	202	N
PLANNED	12/3/09	3	192	64	N
PLANNED	2/25/09	2	112	56	N
PLANNED	2/25/09	6	672	112	N
PLANNED	2/25/09	7	1,680	240	N
PLANNED	12/3/09	6	402	67	N
PLANNED	2/25/09	4	544	136	N
PLANNED	2/25/09	15	2,670	178	N
PLANNED	2/25/09	5	945	189	N
PLANNED	2/25/09	2	400	200	N
PLANNED	12/3/09	30	300	10	N
PLANNED	12/3/09	2	140	70	N
PLANNED	2/25/09	9	45	5	N
PLANNED	2/25/09	57	627	11	N
PLANNED	2/25/09	4	1,092	273	N
PLANNED	2/25/09	6	402	67	N
PLANNED	2/25/09	10	1,630	163	N
PLANNED	12/3/09	10	880	88	N
PLANNED	2/25/09	11	352	32	N
PLANNED	12/3/09	11	935	85	N
PLANNED	12/3/09	16	3,136	196	N
PLANNED	2/25/09	4	80	20	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/25/09	5	430	86	N
PLANNED	12/3/09	11	66	6	N
PLANNED	2/25/09	16	2736	171	N
PLANNED	2/25/09	12	1296	108	N
PLANNED	12/3/09	1	303	303	N
PLANNED	2/26/09	5	110	22	N
PLANNED	12/3/09	11	1309	119	N
PLANNED	2/26/09	7	63	9	N
PLANNED	2/26/09	122	6832	56	N
PLANNED	2/26/09	7	1470	210	N
PLANNED	12/3/09	4	80	20	N
PLANNED	12/3/09	3	342	114	N
PLANNED	2/26/09	1	714	714	N
PLANNED	2/26/09	1	607	607	N
PLANNED	2/26/09	8	1408	176	N
PLANNED	2/26/09	5	5	1	N
PLANNED	2/26/09	5	625	125	N
PLANNED	2/26/09	12	12	1	N
PLANNED	2/26/09	32	5920	185	N
PLANNED	2/26/09	1	263	263	N
PLANNED	2/26/09	1	46	46	N
PLANNED	2/26/09	5	390	78	N
PLANNED	2/26/09	6	474	79	N
PLANNED	2/26/09	2	106	53	N
PLANNED	2/26/09	2	324	162	N
PLANNED	2/26/09	6	420	70	N
PLANNED	2/26/09	4	936	234	N
PLANNED	2/26/09	8	1136	142	N
PLANNED	12/3/09	4	124	31	N
PLANNED	2/26/09	10	1430	143	N
PLANNED	2/26/09	7	245	35	N
PLANNED	2/26/09	15	780	52	N
PLANNED	12/3/09	2	522	261	N
PLANNED	12/3/09	1	120	120	N
PLANNED	2/27/09	1	63	63	N
PLANNED	2/27/09	12	876	73	N
PLANNED	2/27/09	16	5264	329	N
PLANNED	2/27/09	1	47	47	N
PLANNED	2/27/09	1	45	45	N
PLANNED	2/27/09	4	832	208	N
PLANNED	2/27/09	11	2640	240	N
PLANNED	2/27/09	1	117	117	N
PLANNED	2/27/09	4	1068	267	N
PLANNED	2/27/09	12	1836	153	N
PLANNED	12/3/09	51	14586	286	N
PLANNED	2/27/09	9	1746	194	N
PLANNED	2/27/09	3	216	72	N
PLANNED	2/27/09	4	176	44	N
PLANNED	12/3/09	11	2090	190	N
PLANNED	12/2/09	24	2112	88	N
PLANNED	2/27/09	2	122	61	N
PLANNED	2/27/09	1	181	181	N
PLANNED	2/27/09	1	59	59	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/27/09	32	4448	139	N
PLANNED	2/28/09	1	139	139	N
PLANNED	2/28/09	2	142	71	N
PLANNED	12/2/09	3	300	100	N
PLANNED	12/2/09	2	116	58	N
PLANNED	3/2/09	10	2100	210	N
PLANNED	3/2/09	3	684	228	N
PLANNED	3/2/09	7	2324	332	N
PLANNED	3/2/09	10	1560	156	N
PLANNED	3/2/09	8	1440	180	N
PLANNED	3/2/09	9	2007	223	N
PLANNED	3/2/09	28	2044	73	N
PLANNED	3/2/09	7	2317	331	N
PLANNED	3/2/09	10	480	48	N
PLANNED	3/2/09	18	3402	189	N
PLANNED	3/2/09	10	60	6	N
PLANNED	3/2/09	16	352	22	N
PLANNED	3/2/09	23	6164	268	N
PLANNED	12/2/09	10	670	67	N
PLANNED	3/2/09	14	3542	253	N
PLANNED	12/2/09	1	99	99	N
PLANNED	3/2/09	5	985	197	N
PLANNED	3/2/09	9	63	7	N
PLANNED	12/2/09	9	666	74	N
PLANNED	3/2/09	9	1062	118	N
PLANNED	12/2/09	4	724	181	N
PLANNED	3/3/09	26	9568	368	N
PLANNED	3/3/09	16	2240	140	N
PLANNED	12/2/09	5	290	58	N
PLANNED	3/3/09	49	10143	207	N
PLANNED	3/3/09	5	260	52	N
PLANNED	3/3/09	7	357	51	N
PLANNED	3/3/09	6	300	50	N
PLANNED	3/3/09	6	126	21	N
PLANNED	3/3/09	4	196	49	N
PLANNED	12/2/09	13	2600	200	N
PLANNED	12/2/09	6	1560	260	N
PLANNED	3/3/09	14	392	28	N
PLANNED	12/2/09	6	732	122	N
PLANNED	3/3/09	1	46	46	N
PLANNED	3/3/09	1	211	211	N
PLANNED	12/2/09	9	2043	227	N
PLANNED	3/3/09	8	704	88	N
PLANNED	3/3/09	1	223	223	N
PLANNED	3/3/09	6	1434	239	N
PLANNED	3/3/09	10	1290	129	N
PLANNED	3/3/09	13	780	60	N
PLANNED	3/3/09	8	2320	290	N
PLANNED	12/2/09	12	1596	133	N
PLANNED	3/3/09	8	1056	132	N
PLANNED	3/3/09	10	1620	162	N
PLANNED	3/3/09	9	387	43	N
PLANNED	3/3/09	13	533	41	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/3/09	18	1170	65	N
PLANNED	3/3/09	38	10184	268	N
PLANNED	3/3/09	12	1560	130	N
PLANNED	3/3/09	40	2360	59	N
PLANNED	3/3/09	81	11664	144	N
PLANNED	3/3/09	11	429	39	N
PLANNED	3/3/09	1	119	119	N
PLANNED	12/2/09	7	938	134	N
PLANNED	12/2/09	22	2816	128	N
PLANNED	3/4/09	21	7749	369	N
PLANNED	3/4/09	5	535	107	N
PLANNED	12/2/09	4	320	80	N
PLANNED	3/4/09	36	1656	46	N
PLANNED	3/4/09	4	876	219	N
PLANNED	12/2/09	5	885	177	N
PLANNED	3/4/09	2	494	247	N
PLANNED	3/4/09	5	1075	215	N
PLANNED	3/4/09	7	133	19	N
PLANNED	12/2/09	8	1424	178	N
PLANNED	3/4/09	2	258	129	N
PLANNED	12/2/09	1	94	94	N
PLANNED	12/1/09	6	414	69	N
PLANNED	3/4/09	3	741	247	N
PLANNED	3/4/09	5	790	158	N
PLANNED	3/4/09	3	471	157	N
PLANNED	12/1/09	6	378	63	N
PLANNED	3/4/09	7	623	89	N
PLANNED	3/4/09	5	215	43	N
PLANNED	3/4/09	7	364	52	N
PLANNED	3/4/09	3	444	148	N
PLANNED	3/4/09	11	297	27	N
PLANNED	12/1/09	17	3145	185	N
PLANNED	12/1/09	27	783	29	N
PLANNED	3/5/09	4	160	40	N
PLANNED	3/5/09	7	84	12	N
PLANNED	3/5/09	7	1659	237	N
PLANNED	3/5/09	6	264	44	N
PLANNED	12/1/09	3	273	91	N
PLANNED	3/5/09	6	1764	294	N
PLANNED	3/5/09	4	816	204	N
PLANNED	3/5/09	2	526	263	N
PLANNED	3/5/09	2	602	301	N
PLANNED	12/1/09	8	608	76	N
PLANNED	3/5/09	5	280	56	N
PLANNED	3/5/09	14	1512	108	N
PLANNED	3/5/09	9	972	108	N
PLANNED	3/5/09	36	3744	104	N
PLANNED	3/5/09	7	574	82	N
PLANNED	3/5/09	14	2142	153	N
PLANNED	3/5/09	3	162	54	N
PLANNED	12/1/09	6	894	149	N
PLANNED	12/1/09	13	3601	277	N
PLANNED	12/1/09	10	2320	232	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/5/09	15	4035	269	N
PLANNED	3/5/09	5	165	33	N
PLANNED	3/5/09	11	2541	231	N
PLANNED	12/1/09	1	76	76	N
PLANNED	3/5/09	6	1038	173	N
PLANNED	3/5/09	8	320	40	N
PLANNED	12/1/09	8	1424	178	N
PLANNED	12/1/09	6	48	8	N
PLANNED	12/1/09	7	672	96	N
PLANNED	12/1/09	5	105	21	N
PLANNED	3/5/09	13	2262	174	N
PLANNED	3/5/09	2	96	48	N
PLANNED	3/5/09	2	472	236	N
PLANNED	12/1/09	6	1164	194	N
PLANNED	3/6/09	2	64	32	N
PLANNED	12/1/09	4	176	44	N
PLANNED	3/6/09	2	288	144	N
PLANNED	3/6/09	6	2280	380	N
PLANNED	3/6/09	4	508	127	N
PLANNED	3/6/09	36	7740	215	N
PLANNED	3/6/09	10	2240	224	N
PLANNED	3/6/09	5	1125	225	N
PLANNED	3/6/09	12	1788	149	N
PLANNED	3/6/09	1	122	122	N
PLANNED	12/1/09	3	393	131	N
PLANNED	3/6/09	10	1530	153	N
PLANNED	3/6/09	12	2940	245	N
PLANNED	3/6/09	8	2184	273	N
PLANNED	12/1/09	1	255	255	N
PLANNED	3/6/09	17	34	2	N
PLANNED	3/6/09	140	2148	252	N
PLANNED	3/6/09	4	276	69	N
PLANNED	12/1/09	6	1614	269	N
PLANNED	3/6/09	8	392	49	N
PLANNED	3/6/09	8	912	114	N
PLANNED	12/1/09	5	625	125	N
PLANNED	12/1/09	7	798	114	N
PLANNED	3/6/09	7	399	57	N
PLANNED	3/6/09	1	2	2	N
PLANNED	12/1/09	12	1512	126	N
PLANNED	3/7/09	2	732	366	N
PLANNED	3/7/09	1	346	346	N
PLANNED	3/7/09	2	536	268	N
PLANNED	12/1/09	6	516	86	N
PLANNED	12/1/09	8	696	87	N
PLANNED	3/8/09	10	5020	502	N
PLANNED	3/8/09	15	690	46	N
PLANNED	3/8/09	3	183	61	N
PLANNED	12/1/09	3	147	49	N
PLANNED	12/1/09	1	129	129	N
PLANNED	3/8/09	2	502	251	N
PLANNED	3/8/09	21	2814	134	N
PLANNED	3/9/09	7	1162	166	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/9/09	1	305	305	N
PLANNED	3/9/09	8	792	99	N
PLANNED	12/1/09	1	375	375	N
PLANNED	3/9/09	10	90	9	N
PLANNED	3/9/09	11	1947	177	N
PLANNED	3/9/09	1	268	268	N
PLANNED	3/9/09	1	248	248	N
PLANNED	3/9/09	4	1500	375	N
PLANNED	3/9/09	14	3066	219	N
PLANNED	3/9/09	4	788	197	N
PLANNED	3/9/09	20	2540	127	N
PLANNED	3/9/09	12	2640	220	N
PLANNED	3/9/09	8	2176	272	N
PLANNED	3/9/09	7	1120	160	N
PLANNED	3/9/09	6	1908	318	N
PLANNED	3/9/09	5	415	83	N
PLANNED	11/30/09	2	60	30	N
PLANNED	3/9/09	4	1076	269	N
PLANNED	3/9/09	16	1072	67	N
PLANNED	3/9/09	87	6960	80	N
PLANNED	3/9/09	14	252	18	N
PLANNED	3/10/09	4	752	188	N
PLANNED	3/10/09	1	169	169	N
PLANNED	3/10/09	1	53	53	N
PLANNED	11/30/09	3	93	31	N
PLANNED	3/10/09	7	2079	297	N
PLANNED	3/10/09	2	38	19	N
PLANNED	11/30/09	3	153	51	N
PLANNED	3/10/09	1	131	131	N
PLANNED	3/10/09	6	2196	366	N
PLANNED	3/10/09	5	1820	364	N
PLANNED	11/30/09	7	308	44	N
PLANNED	3/10/09	6	378	63	N
PLANNED	3/10/09	2	702	351	N
PLANNED	3/10/09	12	2400	200	N
PLANNED	11/30/09	10	600	60	N
PLANNED	3/10/09	12	1872	156	N
PLANNED	3/10/09	9	531	59	N
PLANNED	3/10/09	14	1232	88	N
PLANNED	3/10/09	4	172	43	N
PLANNED	3/10/09	4	1048	262	N
PLANNED	3/10/09	11	781	71	N
PLANNED	3/10/09	8	2088	261	N
PLANNED	3/10/09	8	2048	256	N
PLANNED	11/30/09	11	1584	144	N
PLANNED	3/10/09	2	284	142	N
PLANNED	3/10/09	8	1192	149	N
PLANNED	11/30/09	65	780	12	N
PLANNED	3/10/09	38	7828	206	N
PLANNED	3/10/09	4	1360	340	N
PLANNED	3/10/09	8	640	80	N
PLANNED	3/10/09	1	136	136	N
PLANNED	3/10/09	7	581	83	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/30/09	10	720	72	N
PLANNED	3/10/09	5	1010	202	N
PLANNED	3/10/09	5	10	2	N
PLANNED	3/10/09	4	240	60	N
PLANNED	3/10/09	1	57	57	N
PLANNED	3/10/09	2	204	102	N
PLANNED	3/10/09	28	5348	191	N
PLANNED	3/10/09	10	580	58	N
PLANNED	11/30/09	7	182	26	N
PLANNED	3/10/09	17	1513	89	N
PLANNED	11/30/09	9	531	59	N
PLANNED	11/30/09	18	1782	99	N
PLANNED	3/10/09	4	84	21	N
PLANNED	11/30/09	7	203	29	N
PLANNED	3/11/09	5	965	193	N
PLANNED	11/25/09	5	405	81	N
PLANNED	11/25/09	3	225	75	N
PLANNED	3/11/09	2	98	49	N
PLANNED	11/25/09	8	624	78	N
PLANNED	3/11/09	16	2512	157	N
PLANNED	3/11/09	11	1232	112	N
PLANNED	3/11/09	4	1112	278	N
PLANNED	3/11/09	2	752	376	N
PLANNED	11/25/09	2	164	82	N
PLANNED	3/11/09	9	126	14	N
PLANNED	11/25/09	6	1122	187	N
PLANNED	3/11/09	11	1848	168	N
PLANNED	11/25/09	5	60	12	N
PLANNED	3/11/09	4	724	181	N
PLANNED	3/11/09	7	560	80	N
PLANNED	3/11/09	5	1280	256	N
PLANNED	3/11/09	7	1813	259	N
PLANNED	11/24/09	1	89	89	N
PLANNED	3/11/09	50	6200	124	N
PLANNED	11/24/09	4	416	104	N
PLANNED	3/11/09	4	168	42	N
PLANNED	3/11/09	7	448	64	N
PLANNED	3/11/09	5	955	191	N
PLANNED	11/24/09	10	360	36	N
PLANNED	3/11/09	1	71	71	N
PLANNED	3/11/09	6	600	100	N
PLANNED	3/11/09	4	412	103	N
PLANNED	3/11/09	1	120	120	N
PLANNED	3/11/09	2	70	35	N
PLANNED	11/24/09	1	34	34	N
PLANNED	11/24/09	12	1392	116	N
PLANNED	3/12/09	8	1776	222	N
PLANNED	11/24/09	6	432	72	N
PLANNED	3/12/09	1	167	167	N
PLANNED	11/24/09	5	210	42	N
PLANNED	11/24/09	12	588	49	N
PLANNED	3/12/09	10	1830	183	N
PLANNED	3/12/09	13	1222	94	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/12/09	4	1288	322	N
PLANNED	3/12/09	6	1584	264	N
PLANNED	3/12/09	1	67	67	N
PLANNED	3/12/09	7	1456	208	N
PLANNED	3/12/09	8	2488	311	N
PLANNED	3/12/09	7	1477	211	N
PLANNED	3/12/09	10	4060	406	N
PLANNED	3/12/09	16	1216	76	N
PLANNED	3/12/09	1	138	138	N
PLANNED	3/12/09	6	1794	299	N
PLANNED	3/12/09	1	247	247	N
PLANNED	3/12/09	8	456	57	N
PLANNED	3/12/09	5	715	143	N
PLANNED	3/12/09	69	9612	188	N
PLANNED	3/12/09	1	27	27	N
PLANNED	3/12/09	5	85	17	N
PLANNED	3/12/09	4	868	217	N
PLANNED	3/12/09	5	1015	203	N
PLANNED	3/12/09	4	792	198	N
PLANNED	3/12/09	5	985	197	N
PLANNED	3/12/09	1	189	189	N
PLANNED	3/12/09	9	1350	150	N
PLANNED	3/12/09	21	3696	176	N
PLANNED	11/24/09	3	324	108	N
PLANNED	11/24/09	1	271	271	N
PLANNED	3/12/09	8	2400	300	N
PLANNED	3/12/09	4	96	24	N
PLANNED	3/12/09	17	51	3	N
PLANNED	3/12/09	1	227	227	N
PLANNED	3/12/09	1	73	73	N
PLANNED	11/24/09	1	245	245	N
PLANNED	11/24/09	6	24	4	N
PLANNED	3/12/09	34	2550	75	N
PLANNED	3/12/09	2	228	114	N
PLANNED	3/12/09	1	127	127	N
PLANNED	11/24/09	9	1098	122	N
PLANNED	3/12/09	3	555	185	N
PLANNED	3/13/09	3	369	123	N
PLANNED	3/13/09	1	70	70	N
PLANNED	3/13/09	4	88	22	N
PLANNED	3/13/09	5	490	98	N
PLANNED	3/13/09	2	116	58	N
PLANNED	3/13/09	9	792	88	N
PLANNED	3/13/09	1	248	248	N
PLANNED	3/13/09	9	522	58	N
PLANNED	11/23/09	5	330	66	N
PLANNED	3/13/09	12	3612	301	N
PLANNED	11/23/09	1	46	46	N
PLANNED	3/13/09	3	564	188	N
PLANNED	11/23/09	6	558	93	N
PLANNED	3/13/09	3	108	36	N
PLANNED	3/13/09	8	2792	349	N
PLANNED	3/13/09	64	9792	153	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/13/09	9	144	16	N
PLANNED	3/13/09	2	92	46	N
PLANNED	3/13/09	9	486	54	N
PLANNED	3/13/09	12	1128	94	N
PLANNED	3/14/09	3	1269	423	N
PLANNED	3/14/09	3	1386	462	N
PLANNED	3/14/09	4	180	45	N
PLANNED	3/15/09	9	963	107	N
PLANNED	3/15/09	7	546	78	N
PLANNED	3/15/09	7	707	101	N
PLANNED	3/16/09	3	636	212	N
PLANNED	3/16/09	26	9282	357	N
PLANNED	3/16/09	15	3855	257	N
PLANNED	3/16/09	8	3888	486	N
PLANNED	3/16/09	10	2920	292	N
PLANNED	3/16/09	85	12750	150	N
PLANNED	3/16/09	8	2432	304	N
PLANNED	3/16/09	2	14	7	N
PLANNED	3/16/09	6	1128	188	N
PLANNED	3/16/09	13	1014	78	N
PLANNED	3/16/09	8	2128	266	N
PLANNED	11/23/09	5	300	60	N
PLANNED	11/23/09	2	116	58	N
PLANNED	3/16/09	3	648	216	N
PLANNED	11/23/09	36	396	11	N
PLANNED	3/16/09	4	132	33	N
PLANNED	11/23/09	8	32	4	N
PLANNED	3/16/09	3	597	199	N
PLANNED	3/16/09	26	1924	74	N
PLANNED	3/16/09	6	1812	302	N
PLANNED	3/16/09	8	2400	300	N
PLANNED	11/23/09	1	150	150	N
PLANNED	3/16/09	8	1808	226	N
PLANNED	3/16/09	107	11770	110	N
PLANNED	3/16/09	8	944	118	N
PLANNED	3/16/09	4	696	174	N
PLANNED	11/23/09	7	364	52	N
PLANNED	3/16/09	16	688	43	N
PLANNED	11/23/09	7	154	22	N
PLANNED	11/23/09	2	236	118	N
PLANNED	11/21/09	9	1611	179	N
PLANNED	11/21/09	7	1008	144	N
PLANNED	3/17/09	9	3357	373	N
PLANNED	3/17/09	5	2320	464	N
PLANNED	3/17/09	4	1116	279	N
PLANNED	3/17/09	5	1335	267	N
PLANNED	3/17/09	4	1288	322	N
PLANNED	3/17/09	8	1096	137	N
PLANNED	3/17/09	6	2082	347	N
PLANNED	3/17/09	7	1918	274	N
PLANNED	3/17/09	6	1644	274	N
PLANNED	3/17/09	7	1694	242	N
PLANNED	3/17/09	15	3270	218	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/17/09	4	240	60	N
PLANNED	3/17/09	4	676	169	N
PLANNED	3/17/09	36	5760	160	N
PLANNED	3/17/09	3	1302	434	N
PLANNED	3/17/09	5	1485	297	N
PLANNED	3/17/09	44	5280	120	N
PLANNED	3/17/09	17	4556	268	N
PLANNED	3/17/09	1	205	205	N
PLANNED	3/17/09	2	30	15	N
PLANNED	3/17/09	5	680	136	N
PLANNED	3/17/09	17	3740	220	N
PLANNED	11/20/09	8	1600	200	N
PLANNED	11/20/09	8	136	17	N
PLANNED	3/17/09	2	344	172	N
PLANNED	3/17/09	7	210	30	N
PLANNED	3/17/09	6	582	97	N
PLANNED	3/17/09	5	175	35	N
PLANNED	3/17/09	7	357	51	N
PLANNED	3/17/09	2	130	65	N
PLANNED	3/17/09	3	144	48	N
PLANNED	3/17/09	1	54	54	N
PLANNED	3/17/09	11	1221	111	N
PLANNED	3/17/09	2	106	53	N
PLANNED	3/17/09	2	104	52	N
PLANNED	3/17/09	1	50	50	N
PLANNED	11/20/09	12	1620	135	N
PLANNED	3/18/09	7	1764	252	N
PLANNED	3/18/09	6	312	52	N
PLANNED	3/18/09	3	549	183	N
PLANNED	11/20/09	14	1022	73	N
PLANNED	3/18/09	9	1728	192	N
PLANNED	3/18/09	3	282	94	N
PLANNED	11/20/09	6	1080	180	N
PLANNED	11/20/09	1	4	4	N
PLANNED	11/20/09	16	3424	214	N
PLANNED	3/18/09	1	440	440	N
PLANNED	11/19/09	17	1938	114	N
PLANNED	11/19/09	7	189	27	N
PLANNED	3/18/09	6	114	19	N
PLANNED	3/18/09	2	414	207	N
PLANNED	3/18/09	4	276	69	N
PLANNED	11/19/09	3	195	65	N
PLANNED	11/19/09	1	62	62	N
PLANNED	3/18/09	2	150	75	N
PLANNED	3/18/09	3	6	2	N
PLANNED	3/18/09	2	120	60	N
PLANNED	3/18/09	10	460	46	N
PLANNED	11/19/09	104	11024	106	N
PLANNED	3/19/09	2	644	322	N
PLANNED	11/19/09	6	72	12	N
PLANNED	3/19/09	1	183	183	N
PLANNED	3/19/09	1	115	115	N
PLANNED	3/19/09	46	8050	175	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/19/09	1	254	254	N
PLANNED	3/19/09	11	2937	267	N
PLANNED	3/19/09	4	1060	265	N
PLANNED	3/19/09	6	1224	204	N
PLANNED	11/19/09	4	128	32	N
PLANNED	11/19/09	12	1824	152	N
PLANNED	3/19/09	4	296	74	N
PLANNED	3/19/09	34	1904	56	N
PLANNED	3/19/09	27	4941	183	N
PLANNED	11/19/09	1	205	205	N
PLANNED	3/19/09	4	128	32	N
PLANNED	3/19/09	10	370	37	N
PLANNED	11/19/09	8	616	77	N
PLANNED	3/19/09	66	1848	28	N
PLANNED	11/19/09	1	290	290	N
PLANNED	3/19/09	2	72	36	N
PLANNED	11/19/09	23	3381	147	N
PLANNED	11/19/09	10	250	25	N
PLANNED	11/19/09	4	432	108	N
PLANNED	3/20/09	10	710	71	N
PLANNED	3/20/09	6	636	106	N
PLANNED	3/20/09	5	1150	230	N
PLANNED	3/20/09	34	34	1	N
PLANNED	3/20/09	11	2750	250	N
PLANNED	11/19/09	6	330	55	N
PLANNED	3/20/09	1	42	42	N
PLANNED	11/19/09	2	90	45	N
PLANNED	3/20/09	2	406	203	N
PLANNED	3/20/09	11	3157	287	N
PLANNED	3/20/09	3	453	151	N
PLANNED	3/20/09	6	786	131	N
PLANNED	3/20/09	3	27	9	N
PLANNED	3/20/09	27	6480	240	N
PLANNED	3/20/09	5	535	107	N
PLANNED	3/20/09	3	453	151	N
PLANNED	3/20/09	8	1200	150	N
PLANNED	3/20/09	167	17535	105	N
PLANNED	11/19/09	10	3360	336	N
PLANNED	3/20/09	131	4323	33	N
PLANNED	11/19/09	9	1872	208	N
PLANNED	3/20/09	9	18	2	N
PLANNED	3/20/09	6	1080	180	N
PLANNED	3/20/09	6	1476	246	N
PLANNED	3/20/09	1	180	180	N
PLANNED	3/20/09	6	1068	178	N
PLANNED	3/20/09	30	2910	219	N
PLANNED	3/20/09	4	484	121	N
PLANNED	11/19/09	7	588	84	N
PLANNED	3/20/09	9	666	74	N
PLANNED	3/20/09	6	366	61	N
PLANNED	3/20/09	1	53	53	N
PLANNED	11/19/09	2	416	208	N
PLANNED	11/19/09	17	3485	205	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/19/09	6	960	160	N
PLANNED	11/18/09	4	352	88	N
PLANNED	11/18/09	10	1290	129	N
PLANNED	3/22/09	3	192	64	N
PLANNED	3/22/09	1	209	209	N
PLANNED	3/22/09	6	240	40	N
PLANNED	11/18/09	27	2619	97	N
PLANNED	11/18/09	6	570	95	N
PLANNED	11/18/09	10	2120	212	N
PLANNED	3/23/09	8	1520	190	N
PLANNED	3/23/09	2	120	60	N
PLANNED	3/23/09	1	74	74	N
PLANNED	11/18/09	7	385	55	N
PLANNED	11/18/09	1	37	37	N
PLANNED	11/18/09	29	7917	273	N
PLANNED	3/23/09	5	1445	289	N
PLANNED	3/23/09	44	1760	40	N
PLANNED	3/23/09	8	1120	140	N
PLANNED	3/23/09	6	54	9	N
PLANNED	11/18/09	5	865	173	N
PLANNED	3/23/09	12	936	78	N
PLANNED	11/18/09	1	32	32	N
PLANNED	11/18/09	4	532	133	N
PLANNED	3/23/09	1	284	284	N
PLANNED	3/23/09	3	327	109	N
PLANNED	3/23/09	2	130	65	N
PLANNED	3/23/09	46	8464	184	N
PLANNED	11/18/09	3	129	43	N
PLANNED	11/18/09	16	2288	143	N
PLANNED	3/23/09	3	438	146	N
PLANNED	11/18/09	1	283	283	N
PLANNED	3/23/09	3	693	231	N
PLANNED	3/23/09	11	1540	140	N
PLANNED	3/23/09	3	501	167	N
PLANNED	3/23/09	5	560	112	N
PLANNED	3/23/09	4	208	52	N
PLANNED	3/23/09	1	91	91	N
PLANNED	11/18/09	5	320	64	N
PLANNED	11/18/09	7	763	109	N
PLANNED	3/24/09	27	4293	159	N
PLANNED	3/24/09	9	144	16	N
PLANNED	3/24/09	25	1700	68	N
PLANNED	11/18/09	7	770	110	N
PLANNED	11/18/09	28	4480	160	N
PLANNED	3/24/09	3	192	64	N
PLANNED	11/18/09	4	520	130	N
PLANNED	11/18/09	3	393	131	N
PLANNED	3/24/09	1	225	225	N
PLANNED	3/24/09	36	9720	270	N
PLANNED	3/24/09	1	219	219	N
PLANNED	3/24/09	1	209	209	N
PLANNED	11/18/09	20	4460	223	N
PLANNED	3/24/09	1	46	46	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/24/09	6	474	79	N
PLANNED	3/24/09	1	416	416	N
PLANNED	3/24/09	4	284	71	N
PLANNED	3/24/09	4	656	164	N
PLANNED	11/18/09	6	1662	277	N
PLANNED	3/24/09	42	1260	30	N
PLANNED	3/24/09	47	15933	339	N
PLANNED	3/24/09	50	1150	23	N
PLANNED	3/24/09	8	2704	338	N
PLANNED	3/24/09	7	847	121	N
PLANNED	3/24/09	10	2560	256	N
PLANNED	3/24/09	4	508	127	N
PLANNED	3/24/09	13	2795	215	N
PLANNED	11/18/09	7	1617	231	N
PLANNED	3/24/09	9	927	103	N
PLANNED	3/24/09	5	910	182	N
PLANNED	3/24/09	5	5	1	N
PLANNED	3/24/09	43	7955	185	N
PLANNED	11/18/09	1	153	153	N
PLANNED	3/24/09	7	854	122	N
PLANNED	3/24/09	9	2259	251	N
PLANNED	3/24/09	4	108	27	N
PLANNED	11/18/09	14	3780	270	N
PLANNED	11/18/09	8	2160	270	N
PLANNED	3/24/09	9	144	16	N
PLANNED	11/18/09	31	6634	214	N
PLANNED	3/24/09	4	164	41	N
PLANNED	11/18/09	28	2940	105	N
PLANNED	3/24/09	6	246	41	N
PLANNED	3/24/09	5	165	33	N
PLANNED	3/24/09	8	728	91	N
PLANNED	3/24/09	6	450	75	N
PLANNED	3/24/09	3	408	136	N
PLANNED	3/24/09	5	365	73	N
PLANNED	11/18/09	91	19838	218	N
PLANNED	11/18/09	37	10101	273	N
PLANNED	11/18/09	36	3996	111	N
PLANNED	11/18/09	5	725	145	N
PLANNED	11/18/09	4	1056	264	N
PLANNED	11/17/09	6	1548	258	N
PLANNED	3/24/09	2	114	57	N
PLANNED	11/17/09	3	159	53	N
PLANNED	3/25/09	12	1188	99	N
PLANNED	3/25/09	2	120	60	N
PLANNED	3/25/09	4	556	139	N
PLANNED	3/25/09	9	810	90	N
PLANNED	3/25/09	4	352	88	N
PLANNED	3/25/09	2	1022	511	N
PLANNED	3/25/09	39	4641	119	N
PLANNED	3/25/09	38	4484	118	N
PLANNED	3/25/09	1	355	355	N
PLANNED	3/25/09	51	6018	118	N
PLANNED	3/25/09	2	330	165	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/25/09	19	19	1	N
PLANNED	3/25/09	1	265	265	N
PLANNED	3/25/09	19	2584	136	N
PLANNED	3/25/09	10	70	7	N
PLANNED	3/25/09	9	1170	130	N
PLANNED	3/25/09	68	6380	264	N
PLANNED	3/25/09	2	252	126	N
PLANNED	3/25/09	1	135	135	N
PLANNED	3/25/09	1	120	120	N
PLANNED	3/25/09	1	135	135	N
PLANNED	3/25/09	4	564	141	N
PLANNED	3/25/09	3	90	30	N
PLANNED	3/25/09	9	153	17	N
PLANNED	11/17/09	1	48	48	N
PLANNED	3/25/09	3	132	44	N
PLANNED	11/17/09	4	564	141	N
PLANNED	11/17/09	6	180	30	N
PLANNED	3/25/09	12	3216	268	N
PLANNED	3/25/09	80	36640	458	N
PLANNED	11/17/09	4	28	7	N
PLANNED	11/17/09	3	426	142	N
PLANNED	3/25/09	6	1188	198	N
PLANNED	11/17/09	6	84	14	N
PLANNED	3/25/09	64	7360	115	N
PLANNED	3/25/09	8	1736	217	N
PLANNED	11/17/09	7	665	95	N
PLANNED	3/25/09	10	1300	130	N
PLANNED	3/25/09	7	518	74	N
PLANNED	11/17/09	4	392	98	N
PLANNED	3/25/09	6	240	40	N
PLANNED	3/25/09	39	5772	148	N
PLANNED	3/25/09	9	738	82	N
PLANNED	11/17/09	9	873	97	N
PLANNED	11/17/09	7	1141	163	N
PLANNED	3/25/09	9	603	67	N
PLANNED	11/17/09	1	291	291	N
PLANNED	11/17/09	5	1560	312	N
PLANNED	11/17/09	4	344	86	N
PLANNED	3/25/09	1	213	213	N
PLANNED	3/26/09	4	696	174	N
PLANNED	3/26/09	9	2835	315	N
PLANNED	3/26/09	18	1836	102	N
PLANNED	11/17/09	32	3424	107	N
PLANNED	3/26/09	19	1159	61	N
PLANNED	3/26/09	3	210	70	N
PLANNED	3/26/09	8	1248	156	N
PLANNED	3/26/09	1	160	160	N
PLANNED	11/17/09	3	921	307	N
PLANNED	3/26/09	103	5150	50	N
PLANNED	3/26/09	8	2120	265	N
PLANNED	3/26/09	10	370	37	N
PLANNED	3/26/09	53	14310	270	N
PLANNED	3/26/09	8	1736	217	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/26/09	9	1962	218	N
PLANNED	3/26/09	39	9984	256	N
PLANNED	3/26/09	23	4025	175	N
PLANNED	3/26/09	6	1116	186	N
PLANNED	3/26/09	4	416	104	N
PLANNED	3/26/09	6	510	85	N
PLANNED	3/26/09	8	736	92	N
PLANNED	11/17/09	6	1032	172	N
PLANNED	3/26/09	2	164	82	N
PLANNED	11/17/09	5	250	50	N
PLANNED	11/17/09	11	660	60	N
PLANNED	11/17/09	10	180	18	N
PLANNED	3/27/09	4	592	148	N
PLANNED	3/27/09	1	123	123	N
PLANNED	3/27/09	7	483	69	N
PLANNED	3/27/09	5	1735	347	N
PLANNED	11/17/09	7	966	138	N
PLANNED	3/27/09	10	1570	157	N
PLANNED	3/27/09	7	1001	143	N
PLANNED	3/27/09	9	2295	255	N
PLANNED	3/27/09	2	112	56	N
PLANNED	3/27/09	6	1416	236	N
PLANNED	3/27/09	4	452	113	N
PLANNED	3/27/09	8	1832	229	N
PLANNED	3/27/09	3	504	168	N
PLANNED	3/27/09	8	1288	161	N
PLANNED	3/27/09	10	1530	153	N
PLANNED	3/27/09	68	24276	357	N
PLANNED	11/17/09	7	973	139	N
PLANNED	3/27/09	7	1491	213	N
PLANNED	3/27/09	8	2384	298	N
PLANNED	3/27/09	8	2448	306	N
PLANNED	3/27/09	2	208	104	N
PLANNED	11/17/09	6	264	44	N
PLANNED	11/17/09	6	1530	255	N
PLANNED	11/17/09	5	430	86	N
PLANNED	11/17/09	9	2007	223	N
PLANNED	11/17/09	7	1260	180	N
PLANNED	11/17/09	7	1267	181	N
PLANNED	3/29/09	29	3770	130	N
PLANNED	11/17/09	13	2678	206	N
PLANNED	11/17/09	10	510	51	N
PLANNED	11/17/09	3	804	268	N
PLANNED	11/17/09	10	1050	105	N
PLANNED	3/30/09	1	134	134	N
PLANNED	3/30/09	5	1160	232	N
PLANNED	11/16/09	9	198	22	N
PLANNED	3/30/09	5	280	56	N
PLANNED	3/30/09	4	604	151	N
PLANNED	3/30/09	6	900	150	N
PLANNED	3/30/09	4	148	37	N
PLANNED	3/30/09	7	1904	272	N
PLANNED	3/30/09	1	179	179	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/30/09	3	813	271	N
PLANNED	3/30/09	34	2210	65	N
PLANNED	11/16/09	9	522	58	N
PLANNED	3/30/09	1	250	250	N
PLANNED	3/30/09	8	80	10	N
PLANNED	3/30/09	8	816	102	N
PLANNED	3/30/09	1	16	16	N
PLANNED	3/30/09	10	110	11	N
PLANNED	3/30/09	2	138	69	N
PLANNED	11/16/09	4	676	169	N
PLANNED	11/16/09	18	1674	93	N
PLANNED	3/30/09	28	4732	169	N
PLANNED	3/30/09	3	498	166	N
PLANNED	3/30/09	11	88	8	N
PLANNED	11/16/09	12	2796	233	N
PLANNED	3/30/09	7	42	6	N
PLANNED	3/30/09	18	252	14	N
PLANNED	3/30/09	4	1008	252	N
PLANNED	11/16/09	3	57	19	N
PLANNED	3/30/09	18	72	4	N
PLANNED	3/30/09	8	632	79	N
PLANNED	3/30/09	4	432	108	N
PLANNED	11/16/09	4	340	85	N
PLANNED	3/30/09	1	92	92	N
PLANNED	11/16/09	4	352	88	N
PLANNED	11/16/09	8	1376	172	N
PLANNED	11/16/09	20	8020	401	N
PLANNED	11/16/09	1	54	54	N
PLANNED	11/16/09	6	78	13	N
PLANNED	3/31/09	8	16	2	N
PLANNED	3/31/09	30	5010	167	N
PLANNED	3/31/09	4	128	32	N
PLANNED	11/16/09	8	408	51	N
PLANNED	3/31/09	4	880	220	N
PLANNED	11/16/09	161	15939	99	N
PLANNED	11/16/09	4	1304	326	N
PLANNED	11/16/09	14	280	20	N
PLANNED	3/31/09	12	3408	284	N
PLANNED	3/31/09	7	378	54	N
PLANNED	3/31/09	4	84	21	N
PLANNED	11/15/09	4	1028	257	N
PLANNED	3/31/09	1	326	326	N
PLANNED	3/31/09	16	2624	164	N
PLANNED	3/31/09	4	664	166	N
PLANNED	3/31/09	6	1386	231	N
PLANNED	3/31/09	2	160	80	N
PLANNED	11/15/09	2	592	296	N
PLANNED	11/14/09	1	263	263	N
PLANNED	11/13/09	5	205	41	N
PLANNED	11/13/09	4	652	163	N
PLANNED	11/13/09	5	885	177	N
PLANNED	11/13/09	8	904	113	N
PLANNED	11/13/09	2	96	48	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/31/09	1	1	1	N
PLANNED	3/31/09	1	225	225	N
PLANNED	11/13/09	4	136	34	N
PLANNED	11/13/09	4	468	117	N
PLANNED	11/12/09	8	1280	160	N
PLANNED	3/31/09	9	252	28	N
PLANNED	11/12/09	1	138	138	N
PLANNED	11/12/09	8	624	78	N
PLANNED	11/12/09	11	2057	187	N
PLANNED	11/12/09	6	1134	189	N
PLANNED	11/12/09	4	240	60	N
PLANNED	3/31/09	6	450	75	N
PLANNED	11/12/09	8	136	17	N
PLANNED	3/31/09	5	35	7	N
PLANNED	11/12/09	5	630	126	N
PLANNED	11/12/09	8	112	14	N
PLANNED	11/12/09	3	837	279	N
PLANNED	11/12/09	16	672	42	N
PLANNED	11/12/09	17	1343	79	N
PLANNED	11/12/09	2	156	78	N
PLANNED	11/12/09	51	816	16	N
PLANNED	11/12/09	68	5440	80	N
PLANNED	11/12/09	13	1287	99	N
PLANNED	11/12/09	1	214	214	N
PLANNED	11/12/09	23	1104	48	N
PLANNED	11/12/09	2	122	61	N
PLANNED	11/12/09	2	338	169	N
PLANNED	11/12/09	7	1365	195	N
PLANNED	11/12/09	3	594	198	N
PLANNED	11/11/09	15	885	59	N
PLANNED	11/11/09	2	292	146	N
PLANNED	11/11/09	13	910	70	N
PLANNED	11/11/09	19	6479	341	N
PLANNED	11/11/09	6	372	62	N
PLANNED	11/11/09	4	304	76	N
PLANNED	11/10/09	114	17442	153	N
PLANNED	11/10/09	2	274	137	N
PLANNED	11/10/09	65	1040	16	N
PLANNED	11/10/09	12	1164	97	N
PLANNED	11/10/09	6	270	45	N
PLANNED	11/10/09	4	156	39	N
PLANNED	11/10/09	4	504	126	N
PLANNED	11/10/09	6	822	137	N
PLANNED	11/10/09	8	840	105	N
PLANNED	11/10/09	29	986	34	N
PLANNED	11/10/09	27	5670	210	N
PLANNED	11/10/09	122	6588	54	N
PLANNED	11/10/09	6	1302	217	N
PLANNED	11/10/09	2	564	282	N
PLANNED	11/10/09	3	213	71	N
PLANNED	11/10/09	1	144	144	N
PLANNED	11/10/09	1	145	145	N
PLANNED	11/10/09	2	158	79	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/10/09	12	1536	128	N
PLANNED	11/10/09	8	744	93	N
PLANNED	11/9/09	7	399	57	N
PLANNED	11/9/09	7	952	136	N
PLANNED	11/9/09	13	338	26	N
PLANNED	11/9/09	165	11550	70	N
PLANNED	11/9/09	6	396	66	N
PLANNED	11/9/09	6	510	85	N
PLANNED	11/9/09	13	1729	133	N
PLANNED	11/9/09	11	1100	100	N
PLANNED	11/9/09	3	474	158	N
PLANNED	11/9/09	13	13	1	N
PLANNED	3/31/09	29	1247	43	N
PLANNED	3/31/09	19	570	30	N
PLANNED	11/9/09	6	120	20	N
PLANNED	11/9/09	6	546	91	N
PLANNED	11/9/09	2	582	291	N
PLANNED	11/9/09	8	1912	239	N
PLANNED	11/8/09	5	1325	265	N
PLANNED	11/7/09	2	868	434	N
PLANNED	11/7/09	2	870	435	N
PLANNED	11/6/09	3	552	184	N
PLANNED	11/6/09	1	70	70	N
PLANNED	11/6/09	8	456	57	N
PLANNED	11/6/09	19	1292	68	N
PLANNED	11/6/09	9	2601	289	N
PLANNED	11/6/09	7	84	12	N
PLANNED	11/6/09	22	4796	218	N
PLANNED	11/6/09	7	1267	181	N
PLANNED	11/6/09	10	2870	287	N
PLANNED	11/6/09	1	69	69	N
PLANNED	11/6/09	5	545	109	N
PLANNED	11/6/09	4	704	176	N
PLANNED	11/6/09	4	476	119	N
PLANNED	11/5/09	8	248	31	N
PLANNED	11/5/09	65	8645	133	N
PLANNED	11/5/09	1	303	303	N
PLANNED	11/5/09	11	22	2	N
PLANNED	11/5/09	8	1992	249	N
PLANNED	11/5/09	12	1896	158	N
PLANNED	11/5/09	3	642	214	N
PLANNED	11/5/09	7	238	34	N
PLANNED	11/5/09	9	1620	180	N
PLANNED	11/5/09	10	470	47	N
PLANNED	11/5/09	1	292	292	N
PLANNED	11/5/09	5	30	6	N
PLANNED	11/5/09	1	123	123	N
PLANNED	11/5/09	7	504	72	N
PLANNED	11/5/09	4	1036	259	N
PLANNED	11/5/09	2	748	374	N
PLANNED	11/5/09	10	2530	253	N
PLANNED	11/5/09	1	246	246	N
PLANNED	11/4/09	16	144	9	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/4/09	13	52	4	N
PLANNED	11/4/09	3	189	63	N
PLANNED	4/1/09	3	711	237	N
PLANNED	11/4/09	12	1680	140	N
PLANNED	4/1/09	5	200	40	N
PLANNED	4/1/09	18	2322	129	N
PLANNED	4/1/09	5	235	47	N
PLANNED	4/1/09	13	1105	85	N
PLANNED	4/1/09	100	12800	128	N
PLANNED	4/1/09	7	2086	298	N
PLANNED	11/4/09	50	4238	220	N
PLANNED	11/4/09	2	152	76	N
PLANNED	4/1/09	1	85	85	N
PLANNED	4/1/09	8	888	111	N
PLANNED	4/1/09	6	636	106	N
PLANNED	11/4/09	2	262	131	N
PLANNED	4/1/09	12	1080	90	N
PLANNED	4/1/09	7	1204	172	N
PLANNED	4/1/09	19	95	5	N
PLANNED	4/1/09	6	1410	235	N
PLANNED	4/1/09	5	785	157	N
PLANNED	4/1/09	10	540	54	N
PLANNED	11/4/09	8	984	123	N
PLANNED	11/4/09	2	346	173	N
PLANNED	11/4/09	2	472	236	N
PLANNED	11/4/09	8	376	47	N
PLANNED	4/1/09	4	1140	285	N
PLANNED	4/1/09	4	1132	283	N
PLANNED	4/1/09	6	2586	431	N
PLANNED	11/4/09	3	627	209	N
PLANNED	4/1/09	1	13	13	N
PLANNED	11/4/09	6	2394	399	N
PLANNED	4/1/09	22	3014	137	N
PLANNED	4/1/09	74	3774	51	N
PLANNED	11/4/09	18	2754	153	N
PLANNED	11/4/09	3	150	50	N
PLANNED	4/1/09	14	952	68	N
PLANNED	4/1/09	51	255	5	N
PLANNED	4/1/09	41	2583	63	N
PLANNED	11/4/09	17	1054	62	N
PLANNED	11/4/09	2	288	144	N
PLANNED	11/4/09	2	516	258	N
PLANNED	11/3/09	16	208	13	N
PLANNED	11/3/09	9	828	92	N
PLANNED	11/3/09	6	336	56	N
PLANNED	11/3/09	1	236	236	N
PLANNED	11/3/09	9	1269	141	N
PLANNED	11/3/09	9	1269	141	N
PLANNED	11/3/09	4	132	33	N
PLANNED	11/3/09	1	239	239	N
PLANNED	11/3/09	25	12800	512	N
PLANNED	11/3/09	7	1652	236	N
PLANNED	4/1/09	1	334	334	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/3/09	11	1342	122	N
PLANNED	11/3/09	8	232	29	N
PLANNED	11/3/09	5	540	108	N
PLANNED	11/3/09	6	3108	518	N
PLANNED	11/3/09	6	108	18	N
PLANNED	11/3/09	1	187	187	N
PLANNED	11/3/09	12	1776	148	N
PLANNED	4/2/09	1	60	60	N
PLANNED	4/2/09	14	238	17	N
PLANNED	11/3/09	1	195	195	N
PLANNED	4/2/09	3	258	86	N
PLANNED	4/2/09	10	540	54	N
PLANNED	4/2/09	1	304	304	N
PLANNED	4/2/09	1	246	246	N
PLANNED	11/3/09	8	2736	342	N
PLANNED	4/2/09	20	5960	298	N
PLANNED	4/2/09	246	16860	259	N
PLANNED	4/2/09	6	1302	217	N
PLANNED	4/2/09	1	106	106	N
PLANNED	11/2/09	5	305	61	N
PLANNED	4/2/09	3	240	80	N
PLANNED	11/2/09	2	60	30	N
PLANNED	4/2/09	12	1116	93	N
PLANNED	11/2/09	8	328	41	N
PLANNED	4/2/09	11	1342	122	N
PLANNED	4/2/09	8	1568	196	N
PLANNED	4/2/09	10	1940	194	N
PLANNED	11/2/09	17	136	8	N
PLANNED	11/2/09	6	252	42	N
PLANNED	11/2/09	4	112	28	N
PLANNED	4/3/09	11	231	21	N
PLANNED	4/3/09	11	1914	174	N
PLANNED	11/2/09	14	1554	111	N
PLANNED	4/3/09	1	346	346	N
PLANNED	4/3/09	2	166	83	N
PLANNED	11/2/09	6	1986	331	N
PLANNED	4/3/09	9	909	101	N
PLANNED	4/3/09	3	297	99	N
PLANNED	4/3/09	5	415	83	N
PLANNED	4/3/09	4	640	160	N
PLANNED	4/3/09	9	1314	146	N
PLANNED	4/3/09	2	262	131	N
PLANNED	4/3/09	5	1330	266	N
PLANNED	4/3/09	1	178	178	N
PLANNED	11/2/09	4	36	9	N
PLANNED	4/3/09	9	495	55	N
PLANNED	4/3/09	3	903	301	N
PLANNED	4/3/09	2	38	19	N
PLANNED	11/2/09	11	2123	193	N
PLANNED	11/2/09	5	1080	216	N
PLANNED	4/5/09	2	24	12	N
PLANNED	11/2/09	8	1552	194	N
PLANNED	4/6/09	1	86	86	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/6/09	6	672	112	N
PLANNED	4/6/09	7	1120	160	N
PLANNED	11/2/09	22	1188	54	N
PLANNED	4/6/09	17	7565	445	N
PLANNED	4/6/09	6	126	21	N
PLANNED	4/6/09	11	968	88	N
PLANNED	11/2/09	1	85	85	N
PLANNED	4/6/09	6	564	94	N
PLANNED	4/6/09	5	875	175	N
PLANNED	4/6/09	22	2640	120	N
PLANNED	4/6/09	1	255	255	N
PLANNED	11/2/09	1	86	86	N
PLANNED	4/6/09	3	129	43	N
PLANNED	11/2/09	1	86	86	N
PLANNED	4/6/09	8	2056	257	N
PLANNED	4/6/09	10	1640	164	N
PLANNED	4/6/09	6	1062	177	N
PLANNED	4/6/09	3	510	170	N
PLANNED	11/2/09	26	4030	155	N
PLANNED	4/6/09	3	912	304	N
PLANNED	4/6/09	4	700	175	N
PLANNED	11/2/09	2	238	119	N
PLANNED	11/2/09	11	1991	181	N
PLANNED	4/7/09	1	252	252	N
PLANNED	4/7/09	1	251	251	N
PLANNED	4/7/09	1	251	251	N
PLANNED	4/7/09	1	250	250	N
PLANNED	4/7/09	1	163	163	N
PLANNED	4/7/09	8	336	42	N
PLANNED	4/7/09	1	251	251	N
PLANNED	4/7/09	7	3297	471	N
PLANNED	11/2/09	7	287	41	N
PLANNED	4/7/09	5	1765	353	N
PLANNED	4/7/09	4	612	153	N
PLANNED	4/7/09	5	865	173	N
PLANNED	4/7/09	2	314	157	N
PLANNED	4/7/09	2	178	89	N
PLANNED	11/2/09	1	147	147	N
PLANNED	4/7/09	12	1812	151	N
PLANNED	11/2/09	13	351	27	N
PLANNED	4/7/09	3	147	49	N
PLANNED	4/7/09	14	1862	133	N
PLANNED	4/7/09	5	665	133	N
PLANNED	4/7/09	2	28	14	N
PLANNED	4/8/09	85	10540	124	N
PLANNED	4/8/09	6	2544	424	N
PLANNED	4/8/09	2	26	13	N
PLANNED	4/8/09	13	338	26	N
PLANNED	4/8/09	1	43	43	N
PLANNED	4/8/09	17	1530	90	N
PLANNED	11/2/09	6	1362	227	N
PLANNED	4/8/09	3	510	170	N
PLANNED	4/8/09	6	420	70	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/8/09	19	2679	141	N
PLANNED	4/8/09	17	4199	247	N
PLANNED	11/2/09	1	283	283	N
PLANNED	4/8/09	2	158	79	N
PLANNED	4/8/09	8	968	121	N
PLANNED	4/8/09	10	1140	114	N
PLANNED	4/8/09	4	684	171	N
PLANNED	4/8/09	2	58	29	N
PLANNED	4/8/09	20	920	46	N
PLANNED	11/2/09	9	1314	146	N
PLANNED	4/8/09	2	610	305	N
PLANNED	4/8/09	4	552	138	N
PLANNED	10/31/09	2	550	275	N
PLANNED	4/8/09	2	244	219	N
PLANNED	4/8/09	7	1988	284	N
PLANNED	4/8/09	2	266	133	N
PLANNED	4/8/09	4	352	88	N
PLANNED	4/8/09	1	195	195	N
PLANNED	4/8/09	5	590	118	N
PLANNED	4/8/09	19	969	51	N
PLANNED	4/8/09	1	50	50	N
PLANNED	10/30/09	6	1266	211	N
PLANNED	10/30/09	3	945	315	N
PLANNED	10/30/09	10	850	85	N
PLANNED	4/8/09	1	417	417	N
PLANNED	4/9/09	8	1120	140	N
PLANNED	4/9/09	5	275	55	N
PLANNED	4/9/09	2	364	182	N
PLANNED	4/9/09	17	8160	480	N
PLANNED	10/30/09	1	268	268	N
PLANNED	4/9/09	27	7965	295	N
PLANNED	4/9/09	1	254	254	N
PLANNED	4/9/09	13	3159	243	N
PLANNED	4/9/09	4	104	26	N
PLANNED	4/9/09	2	54	27	N
PLANNED	4/9/09	6	1002	167	N
PLANNED	4/9/09	7	1078	154	N
PLANNED	10/30/09	5	260	52	N
PLANNED	4/9/09	4	488	122	N
PLANNED	4/9/09	8	584	73	N
PLANNED	4/9/09	6	402	67	N
PLANNED	4/9/09	78	1638	21	N
PLANNED	4/9/09	10	2420	242	N
PLANNED	4/9/09	5	175	35	N
PLANNED	4/9/09	5	145	29	N
PLANNED	4/10/09	3	834	278	N
PLANNED	4/10/09	1	140	140	N
PLANNED	4/10/09	26	4342	167	N
PLANNED	4/10/09	2	214	107	N
PLANNED	4/10/09	3	258	86	N
PLANNED	4/10/09	2	368	184	N
PLANNED	4/10/09	1	206	206	N
PLANNED	4/10/09	5	190	38	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/30/09	16	96	6	N
PLANNED	4/10/09	7	357	51	N
PLANNED	4/10/09	5	130	26	N
PLANNED	4/10/09	26	3666	141	N
PLANNED	4/10/09	1	106	106	N
PLANNED	4/10/09	12	1740	145	N
PLANNED	4/10/09	1	77	77	N
PLANNED	4/10/09	8	440	55	N
PLANNED	4/10/09	7	280	40	N
PLANNED	10/30/09	7	1176	168	N
PLANNED	10/30/09	8	472	59	N
PLANNED	10/30/09	18	3636	202	N
PLANNED	10/30/09	17	748	44	N
PLANNED	4/13/09	10	2820	282	N
PLANNED	4/13/09	8	1120	140	N
PLANNED	4/13/09	20	640	32	N
PLANNED	4/13/09	14	644	46	N
PLANNED	4/13/09	1	57	57	N
PLANNED	4/13/09	13	364	28	N
PLANNED	4/13/09	12	1068	89	N
PLANNED	4/13/09	7	938	134	N
PLANNED	4/13/09	12	2220	185	N
PLANNED	4/13/09	3	75	25	N
PLANNED	4/13/09	4	572	143	N
PLANNED	4/13/09	5	1130	226	N
PLANNED	10/30/09	5	385	77	N
PLANNED	4/13/09	16	48	3	N
PLANNED	4/13/09	30	2610	87	N
PLANNED	4/13/09	5	265	53	N
PLANNED	4/13/09	2	126	63	N
PLANNED	4/13/09	1	105	105	N
PLANNED	4/13/09	5	640	128	N
PLANNED	4/13/09	2	224	112	N
PLANNED	4/13/09	1	362	362	N
PLANNED	10/30/09	6	900	150	N
PLANNED	4/14/09	1	46	46	N
PLANNED	10/30/09	3	456	152	N
PLANNED	10/30/09	16	112	7	N
PLANNED	10/30/09	1	57	57	N
PLANNED	10/30/09	50	8200	164	N
PLANNED	10/30/09	3	906	302	N
PLANNED	10/30/09	2	166	83	N
PLANNED	4/14/09	2	754	377	N
PLANNED	4/14/09	2	322	161	N
PLANNED	10/29/09	8	480	60	N
PLANNED	4/14/09	9	2439	271	N
PLANNED	10/29/09	4	76	19	N
PLANNED	10/29/09	4	100	25	N
PLANNED	4/14/09	4	560	140	N
PLANNED	4/14/09	9	1287	143	N
PLANNED	10/29/09	4	428	107	N
PLANNED	4/14/09	4	904	226	N
PLANNED	10/29/09	9	9	1	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/14/09	1	94	94	N
PLANNED	4/14/09	8	152	19	N
PLANNED	10/29/09	3	39	13	N
PLANNED	10/29/09	4	28	7	N
PLANNED	4/14/09	2	362	181	N
PLANNED	10/29/09	10	440	44	N
PLANNED	4/14/09	39	10023	257	N
PLANNED	10/29/09	3	384	128	N
PLANNED	4/14/09	7	1330	190	N
PLANNED	4/14/09	2	232	116	N
PLANNED	10/29/09	5	1050	210	N
PLANNED	4/14/09	2	612	306	N
PLANNED	4/14/09	1	6	6	N
PLANNED	10/29/09	20	3140	157	N
PLANNED	4/14/09	7	133	19	N
PLANNED	10/29/09	16	64	4	N
PLANNED	4/14/09	12	1236	103	N
PLANNED	10/29/09	6	930	155	N
PLANNED	10/29/09	4	119	71	N
PLANNED	10/29/09	6	1050	175	N
PLANNED	10/29/09	1	136	136	N
PLANNED	10/29/09	8	848	106	N
PLANNED	10/29/09	1	14	14	N
PLANNED	10/29/09	7	877	229	N
PLANNED	10/29/09	6	216	36	N
PLANNED	10/29/09	32	3136	98	N
PLANNED	10/29/09	2	8	4	N
PLANNED	10/29/09	8	312	39	N
PLANNED	10/29/09	6	1152	192	N
PLANNED	10/29/09	3	480	160	N
PLANNED	10/29/09	1	313	313	N
PLANNED	10/28/09	3	135	45	N
PLANNED	10/28/09	5	140	28	N
PLANNED	10/28/09	18	2160	120	N
PLANNED	10/28/09	5	240	48	N
PLANNED	10/28/09	26	3172	122	N
PLANNED	10/28/09	2	360	180	N
PLANNED	10/28/09	6	882	147	N
PLANNED	10/28/09	3	327	109	N
PLANNED	10/28/09	5	1575	315	N
PLANNED	10/28/09	40	2960	74	N
PLANNED	10/28/09	1082	43280	40	N
PLANNED	4/14/09	12	240	20	N
PLANNED	10/28/09	7	1064	152	N
PLANNED	10/28/09	6	60	10	N
PLANNED	10/28/09	7	2555	365	N
PLANNED	10/28/09	2	596	298	N
PLANNED	10/28/09	2	170	85	N
PLANNED	4/14/09	1	165	165	N
PLANNED	10/28/09	1	185	185	N
PLANNED	10/28/09	5	30	6	N
PLANNED	10/28/09	7	511	73	N
PLANNED	10/28/09	8	1560	195	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/28/09	20	5400	270	N
PLANNED	10/28/09	5	860	172	N
PLANNED	10/28/09	10	810	81	N
PLANNED	10/28/09	1	139	139	N
PLANNED	10/28/09	15	4560	304	N
PLANNED	10/28/09	10	1270	127	N
PLANNED	10/28/09	8	1016	127	N
PLANNED	10/28/09	10	1850	185	N
PLANNED	10/28/09	3	111	37	N
PLANNED	10/28/09	8	208	26	N
PLANNED	10/28/09	17	2125	125	N
PLANNED	10/28/09	5	1550	310	N
PLANNED	4/14/09	18	2106	117	N
PLANNED	10/28/09	3	1017	339	N
PLANNED	4/14/09	10	2230	223	N
PLANNED	10/27/09	9	864	96	N
PLANNED	10/27/09	2	46	23	N
PLANNED	10/27/09	8	808	101	N
PLANNED	4/14/09	7	2030	290	N
PLANNED	4/14/09	1	34	34	N
PLANNED	10/27/09	4	604	151	N
PLANNED	10/27/09	11	2035	185	N
PLANNED	10/27/09	10	620	62	N
PLANNED	4/14/09	6	354	59	N
PLANNED	10/27/09	10	850	85	N
PLANNED	10/27/09	7	77	11	N
PLANNED	10/27/09	1	223	223	N
PLANNED	10/27/09	3	327	109	N
PLANNED	10/27/09	24	3912	163	N
PLANNED	10/27/09	12	1368	114	N
PLANNED	10/27/09	9	63	7	N
PLANNED	10/27/09	2	86	43	N
PLANNED	10/27/09	3	405	135	N
PLANNED	10/27/09	62	4960	80	N
PLANNED	10/27/09	2	34	17	N
PLANNED	4/14/09	6	762	127	N
PLANNED	10/27/09	5	395	79	N
PLANNED	10/27/09	13	3705	285	N
PLANNED	10/27/09	6	1176	196	N
PLANNED	10/27/09	4	432	108	N
PLANNED	10/27/09	6	1266	211	N
PLANNED	10/27/09	8	568	71	N
PLANNED	10/27/09	6	888	148	N
PLANNED	10/27/09	4	664	166	N
PLANNED	10/27/09	6	1110	185	N
PLANNED	10/27/09	9	2205	245	N
PLANNED	10/27/09	51	9180	180	N
PLANNED	10/27/09	8	448	56	N
PLANNED	10/27/09	2	114	57	N
PLANNED	10/27/09	17	3383	199	N
PLANNED	10/27/09	2	616	308	N
PLANNED	10/27/09	2	538	269	N
PLANNED	10/26/09	1	82	82	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/26/09	13	767	59	N
PLANNED	10/26/09	5	160	32	N
PLANNED	10/26/09	21	1911	91	N
PLANNED	10/26/09	5	230	46	N
PLANNED	10/26/09	5	985	197	N
PLANNED	10/26/09	8	216	27	N
PLANNED	10/26/09	9	585	65	N
PLANNED	10/26/09	8	536	67	N
PLANNED	10/26/09	3	102	34	N
PLANNED	10/26/09	14	3164	226	N
PLANNED	10/26/09	4	208	52	N
PLANNED	10/26/09	4	796	199	N
PLANNED	10/26/09	5	1145	229	N
PLANNED	10/26/09	3	171	57	N
PLANNED	10/26/09	14	1456	104	N
PLANNED	10/23/09	9	567	63	N
PLANNED	10/23/09	1	150	150	N
PLANNED	10/23/09	2	130	65	N
PLANNED	10/23/09	3	45	15	N
PLANNED	10/23/09	1	193	193	N
PLANNED	10/23/09	7	2009	287	N
PLANNED	10/23/09	6	1728	288	N
PLANNED	10/23/09	3	33	11	N
PLANNED	10/23/09	1	193	193	N
PLANNED	10/23/09	7	1281	183	N
PLANNED	10/23/09	9	108	12	N
PLANNED	10/22/09	27	9261	343	N
PLANNED	10/22/09	5	315	63	N
PLANNED	10/22/09	5	385	77	N
PLANNED	10/22/09	6	156	26	N
PLANNED	10/22/09	9	270	30	N
PLANNED	10/22/09	1	98	98	N
PLANNED	10/22/09	4	132	33	N
PLANNED	10/22/09	21	5208	248	N
PLANNED	10/22/09	5	530	106	N
PLANNED	10/22/09	9	1314	146	N
PLANNED	10/22/09	1	168	168	N
PLANNED	10/22/09	8	224	28	N
PLANNED	10/22/09	11	308	28	N
PLANNED	10/22/09	9	1719	191	N
PLANNED	10/22/09	3	183	61	N
PLANNED	10/22/09	3	456	152	N
PLANNED	10/22/09	9	9	1	N
PLANNED	10/22/09	10	580	58	N
PLANNED	10/22/09	7	973	139	N
PLANNED	10/22/09	5	345	69	N
PLANNED	10/22/09	7	1232	176	N
PLANNED	10/22/09	3	528	176	N
PLANNED	10/22/09	6	804	134	N
PLANNED	10/22/09	10	2400	240	N
PLANNED	10/22/09	9	2826	314	N
PLANNED	10/22/09	2	356	178	N
PLANNED	10/21/09	12	696	58	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/21/09	1	419	419	N
PLANNED	10/21/09	8	744	93	N
PLANNED	10/21/09	8	488	61	N
PLANNED	10/21/09	3	186	62	N
PLANNED	10/21/09	1	142	142	N
PLANNED	10/21/09	20	1000	50	N
PLANNED	10/21/09	19	950	50	N
PLANNED	10/21/09	7	469	67	N
PLANNED	10/21/09	2	534	267	N
PLANNED	10/21/09	8	840	105	N
PLANNED	10/21/09	12	900	75	N
PLANNED	10/21/09	14	3150	225	N
PLANNED	10/21/09	3	414	138	N
PLANNED	10/21/09	3	366	122	N
PLANNED	10/21/09	5	470	94	N
PLANNED	10/21/09	15	2070	138	N
PLANNED	10/21/09	4	300	75	N
PLANNED	10/21/09	7	1344	192	N
PLANNED	10/21/09	11	1133	103	N
PLANNED	10/21/09	15	2985	199	N
PLANNED	10/21/09	1	99	99	N
PLANNED	10/21/09	9	1368	152	N
PLANNED	10/21/09	2	110	55	N
PLANNED	10/21/09	9	1332	148	N
PLANNED	10/21/09	1	178	178	N
PLANNED	10/21/09	4	1772	443	N
PLANNED	10/21/09	4	996	249	N
PLANNED	10/21/09	3	384	128	N
PLANNED	10/21/09	8	512	64	N
PLANNED	10/21/09	2	586	293	N
PLANNED	10/20/09	11	979	89	N
PLANNED	10/20/09	4	1024	256	N
PLANNED	10/20/09	9	828	92	N
PLANNED	10/20/09	3	219	73	N
PLANNED	10/20/09	8	800	100	N
PLANNED	10/20/09	18	2358	131	N
PLANNED	10/20/09	17	2244	132	N
PLANNED	10/20/09	7	1463	209	N
PLANNED	10/20/09	9	1926	214	N
PLANNED	10/20/09	8	288	36	N
PLANNED	10/20/09	2	78	39	N
PLANNED	10/20/09	2	76	38	N
PLANNED	10/20/09	6	606	101	N
PLANNED	10/20/09	3	885	295	N
PLANNED	10/20/09	7	168	24	N
PLANNED	10/20/09	11	2805	255	N
PLANNED	10/20/09	4	1024	256	N
PLANNED	10/20/09	4	1180	295	N
PLANNED	10/20/09	3	390	130	N
PLANNED	10/20/09	1	178	178	N
PLANNED	10/20/09	12	2844	237	N
PLANNED	10/20/09	9	891	99	N
PLANNED	10/20/09	10	3500	350	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/20/09	8	1368	171	N
PLANNED	10/20/09	2	434	217	N
PLANNED	10/20/09	1	344	344	N
PLANNED	10/19/09	3	717	239	N
PLANNED	10/19/09	1	46	46	N
PLANNED	10/19/09	5	270	54	N
PLANNED	10/19/09	1	74	74	N
PLANNED	10/19/09	8	792	99	N
PLANNED	10/19/09	4	364	91	N
PLANNED	10/19/09	4	480	120	N
PLANNED	10/19/09	3	1182	394	N
PLANNED	10/19/09	4	232	58	N
PLANNED	10/19/09	1	40	40	N
PLANNED	10/19/09	1	65	65	N
PLANNED	10/19/09	3	705	235	N
PLANNED	10/19/09	6	1458	243	N
PLANNED	10/19/09	3	762	254	N
PLANNED	10/19/09	20	640	32	N
PLANNED	10/19/09	10	380	38	N
PLANNED	10/19/09	4	288	72	N
PLANNED	10/19/09	15	3660	244	N
PLANNED	10/18/09	1	15	15	N
PLANNED	10/17/09	5	1020	204	N
PLANNED	10/16/09	3	111	37	N
PLANNED	10/16/09	2	102	51	N
PLANNED	10/16/09	5	340	68	N
PLANNED	10/16/09	2	182	91	N
PLANNED	10/16/09	2	210	105	N
PLANNED	4/15/09	1	450	450	N
PLANNED	4/15/09	1	449	449	N
PLANNED	4/15/09	1	101	101	N
PLANNED	4/15/09	16	1824	114	N
PLANNED	10/16/09	2	124	62	N
PLANNED	4/15/09	10	1860	186	N
PLANNED	4/15/09	43	5719	133	N
PLANNED	4/15/09	5	485	97	N
PLANNED	4/15/09	18	3024	168	N
PLANNED	4/15/09	4	68	17	N
PLANNED	4/15/09	6	942	157	N
PLANNED	4/15/09	14	364	26	N
PLANNED	4/15/09	8	2000	250	N
PLANNED	4/15/09	40	2360	59	N
PLANNED	4/15/09	19	2052	108	N
PLANNED	4/15/09	18	3168	176	N
PLANNED	4/15/09	6	726	121	N
PLANNED	4/15/09	4	988	247	N
PLANNED	4/15/09	12	1644	137	N
PLANNED	4/15/09	6	450	75	N
PLANNED	4/15/09	3	504	168	N
PLANNED	4/15/09	9	432	48	N
PLANNED	4/15/09	7	1148	164	N
PLANNED	4/15/09	10	3090	309	N
PLANNED	4/15/09	3	174	58	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/16/09	1	225	225	N
PLANNED	4/15/09	3	642	214	N
PLANNED	4/15/09	3	273	91	N
PLANNED	10/16/09	11	77	7	N
PLANNED	10/16/09	2	284	142	N
PLANNED	4/16/09	27	810	30	N
PLANNED	4/16/09	5	690	138	N
PLANNED	4/16/09	20	3560	178	N
PLANNED	4/16/09	7	364	52	N
PLANNED	4/16/09	1	275	275	N
PLANNED	4/16/09	4	732	183	N
PLANNED	4/16/09	7	28	4	N
PLANNED	4/16/09	11	2497	227	N
PLANNED	4/16/09	11	2486	226	N
PLANNED	4/16/09	6	972	162	N
PLANNED	4/16/09	7	301	43	N
PLANNED	4/16/09	6	960	160	N
PLANNED	4/16/09	59	14101	239	N
PLANNED	4/16/09	38	3268	86	N
PLANNED	4/16/09	1	56	56	N
PLANNED	4/16/09	25	2400	96	N
PLANNED	4/16/09	4	800	200	N
PLANNED	4/16/09	5	785	157	N
PLANNED	4/16/09	8	384	48	N
PLANNED	4/16/09	7	2135	305	N
PLANNED	4/16/09	123	7995	65	N
PLANNED	4/16/09	14	2828	202	N
PLANNED	10/16/09	11	121	11	N
PLANNED	4/16/09	2	170	85	N
PLANNED	10/16/09	6	642	107	N
PLANNED	4/17/09	3	228	76	N
PLANNED	4/17/09	2	262	131	N
PLANNED	4/17/09	2	398	199	N
PLANNED	4/17/09	6	162	27	N
PLANNED	4/17/09	27	1593	59	N
PLANNED	4/17/09	1	287	287	N
PLANNED	4/17/09	4	760	190	N
PLANNED	4/17/09	5	670	134	N
PLANNED	4/17/09	4	968	242	N
PLANNED	4/17/09	14	3808	272	N
PLANNED	4/17/09	8	80	10	N
PLANNED	4/17/09	8	2136	267	N
PLANNED	4/17/09	1	216	216	N
PLANNED	10/16/09	33	825	25	N
PLANNED	4/17/09	36	8280	230	N
PLANNED	4/17/09	9	441	49	N
PLANNED	4/17/09	16	4576	286	N
PLANNED	4/17/09	6	156	26	N
PLANNED	10/16/09	2	170	85	N
PLANNED	4/17/09	4	236	59	N
PLANNED	4/17/09	10	1530	153	N
PLANNED	10/16/09	6	1368	228	N
PLANNED	4/18/09	4	820	205	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/18/09	8	1840	230	N
PLANNED	4/18/09	12	3792	316	N
PLANNED	4/18/09	6	810	135	N
PLANNED	4/19/09	3	882	294	N
PLANNED	10/16/09	5	350	70	N
PLANNED	4/20/09	1	373	373	N
PLANNED	10/15/09	1	62	62	N
PLANNED	4/20/09	3	306	102	N
PLANNED	4/20/09	7	1743	249	N
PLANNED	4/20/09	5	780	156	N
PLANNED	4/20/09	4	600	150	N
PLANNED	4/20/09	6	1116	186	N
PLANNED	4/20/09	8	864	108	N
PLANNED	4/20/09	3	456	152	N
PLANNED	4/20/09	3	669	223	N
PLANNED	4/20/09	6	1326	221	N
PLANNED	4/20/09	2	438	219	N
PLANNED	4/20/09	4	92	23	N
PLANNED	4/20/09	11	418	38	N
PLANNED	4/20/09	2	512	256	N
PLANNED	4/20/09	15	420	28	N
PLANNED	10/15/09	13	169	13	N
PLANNED	4/20/09	59	10123	212	N
PLANNED	10/15/09	1	15	15	N
PLANNED	4/20/09	8	2880	360	N
PLANNED	4/20/09	3	231	77	N
PLANNED	4/20/09	4	748	187	N
PLANNED	4/20/09	6	972	162	N
PLANNED	4/20/09	12	192	16	N
PLANNED	4/20/09	4	292	73	N
PLANNED	4/20/09	3	198	66	N
PLANNED	4/20/09	88	2024	23	N
PLANNED	4/20/09	8	184	23	N
PLANNED	10/15/09	1	159	159	N
PLANNED	4/20/09	7	504	72	N
PLANNED	4/20/09	24	1176	49	N
PLANNED	10/15/09	1	96	96	N
PLANNED	10/15/09	6	1038	173	N
PLANNED	10/15/09	4	688	172	N
PLANNED	4/21/09	1	224	224	N
PLANNED	4/21/09	1	534	534	N
PLANNED	10/15/09	1	143	143	N
PLANNED	4/21/09	8	232	29	N
PLANNED	4/21/09	4	44	11	N
PLANNED	4/21/09	6	1710	285	N
PLANNED	10/15/09	4	152	38	N
PLANNED	4/21/09	5	600	120	N
PLANNED	4/21/09	5	595	119	N
PLANNED	4/21/09	11	3190	290	N
PLANNED	4/21/09	6	1728	288	N
PLANNED	4/21/09	8	1008	126	N
PLANNED	4/21/09	9	1854	206	N
PLANNED	4/21/09	5	1635	327	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/21/09	4	8	2	N
PLANNED	4/21/09	58	3944	68	N
PLANNED	4/21/09	4	504	126	N
PLANNED	4/21/09	4	332	83	N
PLANNED	10/15/09	6	888	148	N
PLANNED	10/15/09	11	1672	152	N
PLANNED	4/21/09	2	154	77	N
PLANNED	4/21/09	6	498	83	N
PLANNED	4/21/09	2	402	201	N
PLANNED	10/15/09	1	153	153	N
PLANNED	4/21/09	11	814	74	N
PLANNED	4/21/09	4	376	94	N
PLANNED	4/21/09	4	56	14	N
PLANNED	10/15/09	4	736	184	N
PLANNED	4/21/09	11	858	78	N
PLANNED	4/21/09	5	210	42	N
PLANNED	10/15/09	13	1937	149	N
PLANNED	10/15/09	7	1302	186	N
PLANNED	4/22/09	6	1614	269	N
PLANNED	4/22/09	13	3276	252	N
PLANNED	4/22/09	4	1316	329	N
PLANNED	4/22/09	5	1845	369	N
PLANNED	4/22/09	18	252	14	N
PLANNED	10/15/09	2	522	261	N
PLANNED	4/22/09	8	688	86	N
PLANNED	4/22/09	3	540	180	N
PLANNED	4/22/09	3	282	94	N
PLANNED	4/22/09	10	1890	189	N
PLANNED	4/22/09	5	2445	489	N
PLANNED	4/22/09	9	2178	242	N
PLANNED	4/22/09	6	456	76	N
PLANNED	4/22/09	8	1856	232	N
PLANNED	4/22/09	6	2436	406	N
PLANNED	4/22/09	1	160	160	N
PLANNED	4/22/09	13	3289	253	N
PLANNED	4/22/09	9	2934	326	N
PLANNED	4/22/09	1	134	134	N
PLANNED	4/22/09	4	404	101	N
PLANNED	4/22/09	12	1620	135	N
PLANNED	4/22/09	4	1000	250	N
PLANNED	4/22/09	8	1272	159	N
PLANNED	4/22/09	27	972	36	N
PLANNED	4/22/09	31	4557	147	N
PLANNED	4/22/09	21	6048	288	N
PLANNED	4/22/09	8	280	209	N
PLANNED	4/22/09	5	310	62	N
PLANNED	4/22/09	3	18	6	N
PLANNED	4/22/09	6	1177	237	N
PLANNED	4/22/09	4	220	55	N
PLANNED	4/22/09	9	2643	352	N
PLANNED	4/22/09	2	212	106	N
PLANNED	4/22/09	11	1661	151	N
PLANNED	4/22/09	6	12	2	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/22/09	7	1176	168	N
PLANNED	4/22/09	5	835	167	N
PLANNED	4/22/09	6	336	56	N
PLANNED	4/22/09	8	256	32	N
PLANNED	4/22/09	60	6900	115	N
PLANNED	4/22/09	95	11020	116	N
PLANNED	4/22/09	3	240	80	N
PLANNED	4/22/09	4	596	149	N
PLANNED	10/15/09	7	980	140	N
PLANNED	4/22/09	96	19296	201	N
PLANNED	4/22/09	1	200	200	N
PLANNED	4/22/09	100	19700	197	N
PLANNED	4/22/09	4	432	108	N
PLANNED	4/22/09	4	480	120	N
PLANNED	4/22/09	3	216	72	N
PLANNED	10/15/09	8	1616	202	N
PLANNED	4/23/09	10	900	90	N
PLANNED	4/23/09	4	1088	272	N
PLANNED	4/23/09	7	1820	260	N
PLANNED	4/23/09	6	798	133	N
PLANNED	4/23/09	14	2674	191	N
PLANNED	4/23/09	5	50	10	N
PLANNED	4/23/09	4	432	108	N
PLANNED	4/23/09	8	2256	282	N
PLANNED	4/23/09	5	1155	231	N
PLANNED	4/23/09	15	165	11	N
PLANNED	4/23/09	19	2223	117	N
PLANNED	4/23/09	27	648	24	N
PLANNED	4/23/09	9	2358	262	N
PLANNED	4/23/09	52	1144	22	N
PLANNED	4/23/09	12	1632	136	N
PLANNED	4/23/09	8	1928	241	N
PLANNED	4/23/09	3	636	212	N
PLANNED	4/23/09	5	1225	245	N
PLANNED	4/23/09	3	33	11	N
PLANNED	4/23/09	84	14604	231	N
PLANNED	4/23/09	52	1872	36	N
PLANNED	4/23/09	2	398	199	N
PLANNED	4/23/09	10	560	56	N
PLANNED	4/23/09	16	2800	175	N
PLANNED	4/23/09	1	4	4	N
PLANNED	4/23/09	6	810	135	N
PLANNED	4/23/09	44	4636	169	N
PLANNED	4/23/09	8	288	36	N
PLANNED	10/15/09	1	60	60	N
PLANNED	10/15/09	12	2508	209	N
PLANNED	10/15/09	8	312	39	N
PLANNED	4/23/09	8	1712	214	N
PLANNED	4/23/09	11	1540	140	N
PLANNED	4/23/09	15	105	7	N
PLANNED	4/23/09	11	1364	124	N
PLANNED	4/23/09	15	600	40	N
PLANNED	4/23/09	5	160	32	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/15/09	7	2443	349	N
PLANNED	4/23/09	100	14200	142	N
PLANNED	10/15/09	10	2880	288	N
PLANNED	10/15/09	1	67	67	N
PLANNED	4/23/09	6	978	163	N
PLANNED	4/24/09	9	1044	116	N
PLANNED	4/24/09	11	2948	268	N
PLANNED	4/24/09	10	1260	126	N
PLANNED	4/24/09	10	2700	270	N
PLANNED	4/24/09	2	594	297	N
PLANNED	4/24/09	10	2680	268	N
PLANNED	4/24/09	5	1025	205	N
PLANNED	4/24/09	8	1024	128	N
PLANNED	4/24/09	1	156	156	N
PLANNED	4/24/09	3	504	168	N
PLANNED	4/24/09	1	70	70	N
PLANNED	4/24/09	5	50	10	N
PLANNED	4/24/09	8	2032	254	N
PLANNED	10/15/09	1	68	68	N
PLANNED	10/15/09	13	169	13	N
PLANNED	4/24/09	28	3292	189	N
PLANNED	4/24/09	15	75	5	N
PLANNED	10/14/09	24	72	3	N
PLANNED	4/24/09	8	1096	137	N
PLANNED	4/24/09	12	2796	233	N
PLANNED	4/24/09	2	142	71	N
PLANNED	10/14/09	1	98	98	N
PLANNED	4/25/09	8	3192	399	N
PLANNED	4/25/09	28	5460	195	N
PLANNED	10/14/09	6	774	129	N
PLANNED	10/14/09	1	137	137	N
PLANNED	4/26/09	4	500	125	N
PLANNED	10/14/09	7	357	51	N
PLANNED	4/26/09	3	234	78	N
PLANNED	4/27/09	18	324	18	N
PLANNED	4/27/09	9	3438	382	N
PLANNED	4/27/09	12	3936	328	N
PLANNED	4/27/09	4	1312	328	N
PLANNED	4/27/09	3	975	325	N
PLANNED	4/27/09	4	600	150	N
PLANNED	4/27/09	10	2130	213	N
PLANNED	4/27/09	1	8	8	N
PLANNED	4/27/09	2	230	115	N
PLANNED	10/14/09	2	310	155	N
PLANNED	4/27/09	30	3480	116	N
PLANNED	4/27/09	15	3525	235	N
PLANNED	4/27/09	8	2240	280	N
PLANNED	4/27/09	45	5220	116	N
PLANNED	4/27/09	2	188	94	N
PLANNED	4/27/09	5	955	191	N
PLANNED	4/27/09	1	66	66	N
PLANNED	4/27/09	5	1920	384	N
PLANNED	4/27/09	5	740	148	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/27/09	11	407	37	N
PLANNED	4/27/09	11	407	37	N
PLANNED	4/27/09	1	155	155	N
PLANNED	4/27/09	4	8	2	N
PLANNED	4/27/09	58	2784	48	N
PLANNED	10/14/09	13	715	55	N
PLANNED	10/14/09	1	115	115	N
PLANNED	4/27/09	1	136	136	N
PLANNED	10/14/09	2	364	182	N
PLANNED	10/14/09	4	404	101	N
PLANNED	4/27/09	3	531	177	N
PLANNED	10/14/09	1	90	90	N
PLANNED	4/28/09	3	171	57	N
PLANNED	4/28/09	41	1066	26	N
PLANNED	4/28/09	5	510	102	N
PLANNED	4/28/09	12	1836	153	N
PLANNED	4/28/09	74	5032	68	N
PLANNED	10/14/09	8	64	8	N
PLANNED	4/28/09	9	3069	341	N
PLANNED	4/28/09	1	212	212	N
PLANNED	4/28/09	1	251	251	N
PLANNED	4/28/09	20	4760	238	N
PLANNED	4/28/09	1	72	72	N
PLANNED	4/28/09	3	210	70	N
PLANNED	4/28/09	7	623	89	N
PLANNED	10/14/09	6	378	63	N
PLANNED	4/28/09	2	426	213	N
PLANNED	4/28/09	35	4270	122	N
PLANNED	4/28/09	16	976	61	N
PLANNED	4/28/09	13	2717	209	N
PLANNED	4/28/09	9	2196	244	N
PLANNED	4/28/09	7	581	83	N
PLANNED	4/28/09	74	4440	60	N
PLANNED	4/28/09	4	800	200	N
PLANNED	4/28/09	6	540	90	N
PLANNED	4/28/09	5	135	27	N
PLANNED	10/14/09	6	930	155	N
PLANNED	10/14/09	4	736	184	N
PLANNED	4/28/09	14	210	15	N
PLANNED	10/14/09	15	2910	194	N
PLANNED	10/14/09	21	4053	193	N
PLANNED	4/28/09	9	522	58	N
PLANNED	4/29/09	1	296	296	N
PLANNED	4/29/09	3	126	42	N
PLANNED	4/29/09	10	1840	184	N
PLANNED	4/29/09	5	1335	267	N
PLANNED	4/29/09	6	540	90	N
PLANNED	4/29/09	16	3424	214	N
PLANNED	4/29/09	2	272	136	N
PLANNED	4/29/09	10	2140	214	N
PLANNED	4/29/09	15	2760	184	N
PLANNED	4/29/09	10	1110	111	N
PLANNED	4/29/09	8	232	29	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/29/09	9	819	91	N
PLANNED	4/29/09	6	672	112	N
PLANNED	4/29/09	6	522	87	N
PLANNED	4/29/09	4	572	143	N
PLANNED	4/29/09	8	1776	222	N
PLANNED	4/29/09	98	5782	59	N
PLANNED	4/29/09	21	630	30	N
PLANNED	4/29/09	9	1674	186	N
PLANNED	4/29/09	10	1930	193	N
PLANNED	4/29/09	74	7918	107	N
PLANNED	4/29/09	6	1560	260	N
PLANNED	4/29/09	103	7210	70	N
PLANNED	4/29/09	11	286	26	N
PLANNED	10/14/09	4	884	221	N
PLANNED	4/30/09	8	1208	151	N
PLANNED	4/30/09	14	3850	275	N
PLANNED	4/30/09	3	420	140	N
PLANNED	4/30/09	8	2912	364	N
PLANNED	4/30/09	10	2340	234	N
PLANNED	4/30/09	3	495	165	N
PLANNED	4/30/09	5	600	120	N
PLANNED	4/30/09	9	1017	113	N
PLANNED	4/30/09	17	4216	248	N
PLANNED	10/14/09	8	1832	229	N
PLANNED	4/30/09	9	2646	294	N
PLANNED	4/30/09	3	681	227	N
PLANNED	4/30/09	6	1116	186	N
PLANNED	4/30/09	3	372	124	N
PLANNED	4/30/09	7	539	77	N
PLANNED	4/30/09	3	657	219	N
PLANNED	4/30/09	2	438	219	N
PLANNED	4/30/09	46	6210	135	N
PLANNED	4/30/09	6	510	85	N
PLANNED	10/14/09	4	692	173	N
PLANNED	10/14/09	12	3024	252	N
PLANNED	4/30/09	6	438	73	N
PLANNED	10/14/09	4	956	239	N
PLANNED	5/1/09	8	304	38	N
PLANNED	10/14/09	3	339	113	N
PLANNED	5/1/09	4	432	108	N
PLANNED	5/1/09	10	2540	254	N
PLANNED	5/1/09	7	1617	231	N
PLANNED	5/1/09	10	2282	266	N
PLANNED	5/1/09	11	2200	200	N
PLANNED	10/14/09	1	397	397	N
PLANNED	5/1/09	8	728	91	N
PLANNED	5/1/09	7	462	66	N
PLANNED	5/1/09	3	270	90	N
PLANNED	5/1/09	25	5025	201	N
PLANNED	5/1/09	5	390	78	N
PLANNED	5/1/09	5	242	194	N
PLANNED	5/1/09	17	1496	88	N
PLANNED	10/14/09	5	990	198	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/1/09	12	936	78	N
PLANNED	5/1/09	5	160	32	N
PLANNED	5/1/09	40	6000	150	N
PLANNED	5/1/09	8	784	98	N
PLANNED	5/1/09	11	627	57	N
PLANNED	5/1/09	1	188	188	N
PLANNED	5/1/09	9	189	21	N
PLANNED	5/1/09	5	90	18	N
PLANNED	10/14/09	7	777	111	N
PLANNED	10/14/09	1	163	163	N
PLANNED	5/2/09	7	497	71	N
PLANNED	5/2/09	6	204	34	N
PLANNED	10/14/09	8	848	106	N
PLANNED	10/14/09	63	8568	136	N
PLANNED	10/14/09	11	891	81	N
PLANNED	5/3/09	8	728	91	N
PLANNED	10/14/09	8	160	20	N
PLANNED	5/4/09	69	7038	102	N
PLANNED	5/4/09	2	866	433	N
PLANNED	5/4/09	3	48	16	N
PLANNED	5/4/09	7	1344	192	N
PLANNED	10/14/09	9	396	44	N
PLANNED	5/4/09	13	1001	77	N
PLANNED	5/4/09	1	169	169	N
PLANNED	5/4/09	3	507	169	N
PLANNED	5/4/09	4	1192	298	N
PLANNED	5/4/09	7	728	104	N
PLANNED	10/14/09	11	1067	97	N
PLANNED	5/4/09	10	930	93	N
PLANNED	5/4/09	18	3366	187	N
PLANNED	5/4/09	119	8092	68	N
PLANNED	5/4/09	8	1560	195	N
PLANNED	10/13/09	14	336	24	N
PLANNED	5/4/09	22	330	15	N
PLANNED	5/4/09	2	824	412	N
PLANNED	5/4/09	1	125	125	N
PLANNED	5/4/09	14	2100	150	N
PLANNED	5/4/09	98	10682	109	N
PLANNED	5/4/09	9	504	56	N
PLANNED	5/4/09	30	1290	43	N
PLANNED	5/4/09	3	372	124	N
PLANNED	5/4/09	4	456	114	N
PLANNED	10/13/09	2	328	164	N
PLANNED	5/4/09	4	620	155	N
PLANNED	5/4/09	4	916	229	N
PLANNED	5/4/09	1	182	182	N
PLANNED	10/13/09	34	442	13	N
PLANNED	10/13/09	9	63	7	N
PLANNED	5/5/09	13	702	54	N
PLANNED	5/5/09	4	12	3	N
PLANNED	5/5/09	8	1024	128	N
PLANNED	5/5/09	4	504	126	N
PLANNED	5/5/09	4	656	164	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/5/09	27	6129	227	N
PLANNED	5/5/09	1	148	148	N
PLANNED	5/5/09	8	896	112	N
PLANNED	5/5/09	18	648	36	N
PLANNED	10/13/09	1	50	50	N
PLANNED	5/5/09	24	1800	75	N
PLANNED	5/5/09	10	2310	231	N
PLANNED	5/5/09	1	149	149	N
PLANNED	5/5/09	4	400	100	N
PLANNED	5/5/09	3	552	184	N
PLANNED	5/5/09	8	424	53	N
PLANNED	5/5/09	8	784	98	N
PLANNED	5/5/09	3	714	238	N
PLANNED	5/5/09	8	1608	201	N
PLANNED	5/5/09	5	1295	259	N
PLANNED	5/5/09	18	1404	78	N
PLANNED	5/5/09	1	153	153	N
PLANNED	5/5/09	3	789	263	N
PLANNED	5/5/09	7	840	120	N
PLANNED	10/13/09	8	512	64	N
PLANNED	5/5/09	1	229	229	N
PLANNED	5/5/09	9	945	105	N
PLANNED	10/13/09	4	736	184	N
PLANNED	5/5/09	13	1040	80	N
PLANNED	5/5/09	9	1017	113	N
PLANNED	5/5/09	6	834	139	N
PLANNED	5/5/09	4	648	162	N
PLANNED	10/13/09	7	161	23	N
PLANNED	5/5/09	6	102	17	N
PLANNED	10/13/09	12	2340	195	N
PLANNED	10/13/09	1	62	62	N
PLANNED	5/6/09	37	1591	43	N
PLANNED	5/6/09	13	2652	204	N
PLANNED	5/6/09	8	248	31	N
PLANNED	5/6/09	3	675	225	N
PLANNED	5/6/09	9	1269	141	N
PLANNED	5/6/09	6	846	141	N
PLANNED	5/6/09	9	126	14	N
PLANNED	5/6/09	10	2010	201	N
PLANNED	5/6/09	16	4608	288	N
PLANNED	5/6/09	2	222	111	N
PLANNED	5/6/09	11	1397	127	N
PLANNED	5/6/09	17	1734	102	N
PLANNED	10/13/09	3	921	307	N
PLANNED	5/6/09	14	1568	112	N
PLANNED	5/6/09	8	1352	169	N
PLANNED	5/6/09	2	490	245	N
PLANNED	5/6/09	1	174	174	N
PLANNED	5/6/09	7	1176	168	N
PLANNED	10/13/09	4	60	15	N
PLANNED	5/6/09	3	204	68	N
PLANNED	5/6/09	2	134	67	N
PLANNED	5/6/09	9	1026	114	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/6/09	2	256	128	N
PLANNED	5/6/09	14	1148	82	N
PLANNED	5/6/09	9	468	52	N
PLANNED	5/6/09	5	260	52	N
PLANNED	5/6/09	9	1926	214	N
PLANNED	10/13/09	13	3042	234	N
PLANNED	5/6/09	12	288	24	N
PLANNED	10/13/09	6	342	57	N
PLANNED	10/13/09	8	544	68	N
PLANNED	10/13/09	7	1204	172	N
PLANNED	10/13/09	9	135	15	N
PLANNED	5/6/09	1	39	39	N
PLANNED	10/13/09	10	1180	118	N
PLANNED	10/13/09	5	515	103	N
PLANNED	5/7/09	1	92	92	N
PLANNED	5/7/09	10	10	1	N
PLANNED	10/13/09	7	812	116	N
PLANNED	5/7/09	1	63	63	N
PLANNED	5/7/09	13	2392	184	N
PLANNED	5/7/09	6	976	224	N
PLANNED	5/7/09	9	1116	124	N
PLANNED	5/7/09	6	1452	242	N
PLANNED	5/7/09	1	203	203	N
PLANNED	5/7/09	1	251	251	N
PLANNED	5/7/09	7	1596	228	N
PLANNED	10/13/09	7	595	85	N
PLANNED	5/7/09	5	615	123	N
PLANNED	5/7/09	7	623	89	N
PLANNED	5/7/09	10	2300	230	N
PLANNED	5/7/09	2	294	147	N
PLANNED	5/7/09	5	825	165	N
PLANNED	10/13/09	1	116	116	N
PLANNED	5/7/09	57	9519	167	N
PLANNED	5/7/09	6	582	97	N
PLANNED	5/7/09	6	1356	226	N
PLANNED	5/7/09	4	1108	277	N
PLANNED	5/7/09	13	1937	149	N
PLANNED	5/7/09	8	360	45	N
PLANNED	10/13/09	8	304	38	N
PLANNED	5/7/09	10	360	36	N
PLANNED	5/7/09	232	6960	30	N
PLANNED	10/13/09	9	1845	205	N
PLANNED	5/7/09	3	201	67	N
PLANNED	5/7/09	5	1375	275	N
PLANNED	5/7/09	4	740	185	N
PLANNED	10/13/09	7	1736	248	N
PLANNED	10/13/09	12	264	22	N
PLANNED	5/7/09	7	609	87	N
PLANNED	10/13/09	13	3302	254	N
PLANNED	10/13/09	8	1688	211	N
PLANNED	5/7/09	4	116	29	N
PLANNED	5/7/09	1	106	106	N
PLANNED	10/12/09	7	1043	149	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/12/09	12	528	44	N
PLANNED	10/12/09	43	774	18	N
PLANNED	5/8/09	3	102	34	N
PLANNED	5/8/09	10	2140	214	N
PLANNED	5/8/09	7	602	86	N
PLANNED	5/8/09	13	2743	211	N
PLANNED	10/12/09	6	1584	264	N
PLANNED	5/8/09	8	752	94	N
PLANNED	5/8/09	17	4318	254	N
PLANNED	5/8/09	75	9000	120	N
PLANNED	10/12/09	8	728	91	N
PLANNED	5/8/09	5	1230	246	N
PLANNED	5/8/09	5	1405	281	N
PLANNED	5/8/09	17	1462	86	N
PLANNED	5/8/09	4	956	239	N
PLANNED	5/8/09	9	1503	167	N
PLANNED	10/12/09	3	438	146	N
PLANNED	5/8/09	2	70	35	N
PLANNED	5/8/09	36	4608	128	N
PLANNED	5/8/09	7	315	45	N
PLANNED	5/8/09	3	351	117	N
PLANNED	5/8/09	6	108	18	N
PLANNED	5/8/09	11	341	31	N
PLANNED	10/12/09	6	750	125	N
PLANNED	5/9/09	3	762	254	N
PLANNED	10/12/09	9	927	103	N
PLANNED	10/12/09	5	760	152	N
PLANNED	10/12/09	9	2025	225	N
PLANNED	5/11/09	3	426	142	N
PLANNED	5/11/09	7	1554	222	N
PLANNED	5/11/09	7	497	71	N
PLANNED	5/11/09	11	2860	260	N
PLANNED	10/12/09	4	1012	253	N
PLANNED	5/11/09	16	1248	78	N
PLANNED	5/11/09	12	2460	205	N
PLANNED	5/11/09	1	249	249	N
PLANNED	5/11/09	8	632	79	N
PLANNED	5/11/09	13	3406	262	N
PLANNED	10/12/09	9	1035	115	N
PLANNED	5/11/09	1	61	61	N
PLANNED	5/11/09	3	777	259	N
PLANNED	5/11/09	4	712	178	N
PLANNED	5/11/09	12	2760	230	N
PLANNED	5/11/09	4	1400	350	N
PLANNED	5/11/09	5	1055	211	N
PLANNED	5/11/09	2	18	9	N
PLANNED	5/11/09	4	540	135	N
PLANNED	5/11/09	7	1302	186	N
PLANNED	10/12/09	6	1848	308	N
PLANNED	5/11/09	8	408	51	N
PLANNED	5/11/09	13	572	44	N
PLANNED	5/11/09	13	2938	226	N
PLANNED	10/12/09	4	648	162	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/12/09	69	10350	150	N
PLANNED	10/12/09	2	34	17	N
PLANNED	5/11/09	7	749	107	N
PLANNED	5/11/09	8	184	23	N
PLANNED	5/11/09	9	900	100	N
PLANNED	10/12/09	16	2512	157	N
PLANNED	5/12/09	6	2844	474	N
PLANNED	5/12/09	4	272	68	N
PLANNED	5/12/09	5	620	124	N
PLANNED	5/12/09	9	1719	191	N
PLANNED	5/12/09	102	2958	29	N
PLANNED	5/12/09	14	2562	183	N
PLANNED	5/12/09	7	658	94	N
PLANNED	5/12/09	1	337	337	N
PLANNED	10/12/09	10	960	96	N
PLANNED	5/12/09	17	1224	72	N
PLANNED	10/12/09	7	2058	294	N
PLANNED	5/12/09	10	2300	230	N
PLANNED	5/12/09	1	203	203	N
PLANNED	10/12/09	10	2170	217	N
PLANNED	5/12/09	5	735	147	N
PLANNED	5/12/09	3	420	140	N
PLANNED	5/12/09	5	625	125	N
PLANNED	5/12/09	1	267	267	N
PLANNED	5/12/09	37	6660	180	N
PLANNED	5/12/09	4	356	89	N
PLANNED	5/12/09	4	784	196	N
PLANNED	10/12/09	3	651	217	N
PLANNED	5/12/09	1	212	212	N
PLANNED	5/12/09	12	2208	184	N
PLANNED	5/12/09	6	510	85	N
PLANNED	5/12/09	13	1118	86	N
PLANNED	10/12/09	14	602	43	N
PLANNED	5/12/09	5	420	84	N
PLANNED	5/12/09	3	135	45	N
PLANNED	5/12/09	2	52	26	N
PLANNED	5/12/09	9	1224	136	N
PLANNED	5/13/09	5	1475	295	N
PLANNED	10/12/09	17	952	56	N
PLANNED	5/13/09	6	216	36	N
PLANNED	5/13/09	7	609	87	N
PLANNED	5/13/09	6	1992	332	N
PLANNED	5/13/09	8	2656	332	N
PLANNED	5/13/09	9	1350	150	N
PLANNED	5/13/09	6	1350	225	N
PLANNED	10/12/09	8	1112	139	N
PLANNED	5/13/09	5	705	141	N
PLANNED	5/13/09	4	1196	299	N
PLANNED	5/13/09	8	1616	202	N
PLANNED	5/13/09	7	672	96	N
PLANNED	5/13/09	1	253	253	N
PLANNED	5/13/09	13	2470	190	N
PLANNED	5/13/09	6	552	92	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/13/09	25	4750	190	N
PLANNED	5/13/09	8	2432	304	N
PLANNED	10/12/09	9	1440	160	N
PLANNED	5/13/09	8	744	93	N
PLANNED	5/13/09	1	104	104	N
PLANNED	5/13/09	11	1122	102	N
PLANNED	5/13/09	9	1251	139	N
PLANNED	5/13/09	1	67	67	N
PLANNED	5/13/09	11	3234	294	N
PLANNED	5/13/09	7	42	6	N
PLANNED	5/13/09	1	203	203	N
PLANNED	5/13/09	1	217	217	N
PLANNED	5/13/09	1	127	127	N
PLANNED	5/14/09	1	132	132	N
PLANNED	10/12/09	20	1300	65	N
PLANNED	5/14/09	12	96	8	N
PLANNED	5/14/09	6	1074	179	N
PLANNED	5/14/09	9	1665	185	N
PLANNED	5/14/09	4	1120	280	N
PLANNED	5/14/09	6	546	91	N
PLANNED	5/14/09	5	1370	274	N
PLANNED	5/14/09	22	3674	167	N
PLANNED	5/14/09	30	1350	45	N
PLANNED	10/11/09	6	570	95	N
PLANNED	5/14/09	6	1248	208	N
PLANNED	10/10/09	2	706	353	N
PLANNED	5/14/09	4	436	109	N
PLANNED	5/14/09	7	1505	215	N
PLANNED	10/9/09	6	204	34	N
PLANNED	5/14/09	1	351	351	N
PLANNED	5/14/09	6	948	158	N
PLANNED	5/14/09	12	48	4	N
PLANNED	5/14/09	1	314	314	N
PLANNED	5/14/09	2	168	84	N
PLANNED	5/14/09	2	166	83	N
PLANNED	5/14/09	2	164	82	N
PLANNED	5/14/09	3	246	82	N
PLANNED	5/14/09	9	2943	327	N
PLANNED	5/14/09	4	76	19	N
PLANNED	5/14/09	4	584	146	N
PLANNED	5/14/09	9	1845	205	N
PLANNED	5/14/09	1	82	82	N
PLANNED	5/14/09	1	86	86	N
PLANNED	5/14/09	1	191	191	N
PLANNED	5/14/09	8	944	118	N
PLANNED	5/14/09	1	197	197	N
PLANNED	10/9/09	15	475	139	N
PLANNED	5/14/09	3	120	40	N
PLANNED	5/14/09	2	244	122	N
PLANNED	5/14/09	9	837	93	N
PLANNED	5/14/09	55	9680	176	N
PLANNED	5/14/09	18	1098	61	N
PLANNED	5/14/09	5	260	52	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/14/09	5	385	77	N
PLANNED	10/9/09	1	242	242	N
PLANNED	10/9/09	3	333	111	N
PLANNED	5/15/09	8	2416	302	N
PLANNED	5/15/09	4	724	181	N
PLANNED	10/9/09	3	30	10	N
PLANNED	5/15/09	6	942	157	N
PLANNED	10/9/09	5	415	83	N
PLANNED	5/15/09	14	3514	251	N
PLANNED	5/15/09	15	2535	169	N
PLANNED	5/15/09	1	91	91	N
PLANNED	5/15/09	9	882	98	N
PLANNED	5/15/09	14	2716	194	N
PLANNED	10/9/09	7	1470	210	N
PLANNED	10/9/09	2	152	76	N
PLANNED	5/15/09	7	1225	175	N
PLANNED	5/15/09	3	228	76	N
PLANNED	5/15/09	6	324	54	N
PLANNED	10/9/09	6	186	31	N
PLANNED	5/15/09	11	2761	251	N
PLANNED	10/9/09	2	118	59	N
PLANNED	10/8/09	6	1998	333	N
PLANNED	5/15/09	9	999	111	N
PLANNED	10/8/09	8	792	99	N
PLANNED	5/15/09	8	128	16	N
PLANNED	5/15/09	6	990	165	N
PLANNED	10/8/09	3	309	103	N
PLANNED	5/15/09	29	3277	113	N
PLANNED	5/16/09	5	385	77	N
PLANNED	5/16/09	4	1040	260	N
PLANNED	5/16/09	1	53	53	N
PLANNED	5/16/09	1	145	145	N
PLANNED	10/8/09	6	186	31	N
PLANNED	5/17/09	11	3861	351	N
PLANNED	5/17/09	3	1050	350	N
PLANNED	5/17/09	5	1950	390	N
PLANNED	5/17/09	6	1362	227	N
PLANNED	10/8/09	2	158	79	N
PLANNED	5/17/09	6	186	31	N
PLANNED	10/8/09	1	222	222	N
PLANNED	10/8/09	1	141	141	N
PLANNED	10/8/09	3	270	90	N
PLANNED	10/8/09	23	966	42	N
PLANNED	10/8/09	16	672	42	N
PLANNED	10/8/09	16	688	43	N
PLANNED	10/8/09	13	559	43	N
PLANNED	10/8/09	16	704	44	N
PLANNED	10/8/09	5	625	125	N
PLANNED	5/18/09	11	2167	197	N
PLANNED	10/8/09	6	1278	213	N
PLANNED	5/18/09	4	84	21	N
PLANNED	10/8/09	10	90	9	N
PLANNED	10/8/09	16	32	2	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/18/09	4	616	154	N
PLANNED	5/18/09	6	1008	168	N
PLANNED	10/8/09	3	33	11	N
PLANNED	5/18/09	5	1300	260	N
PLANNED	10/8/09	6	582	97	N
PLANNED	10/8/09	6	492	82	N
PLANNED	5/18/09	6	660	110	N
PLANNED	10/8/09	1	57	57	N
PLANNED	10/8/09	2	268	134	N
PLANNED	5/18/09	11	1683	153	N
PLANNED	5/18/09	1	145	145	N
PLANNED	10/8/09	7	1477	211	N
PLANNED	5/18/09	9	1044	116	N
PLANNED	5/18/09	37	7215	195	N
PLANNED	10/8/09	10	530	53	N
PLANNED	10/8/09	6	1242	207	N
PLANNED	10/8/09	11	1870	170	N
PLANNED	5/18/09	4	1004	251	N
PLANNED	10/7/09	9	1035	115	N
PLANNED	5/18/09	8	1136	142	N
PLANNED	5/18/09	6	1074	179	N
PLANNED	5/18/09	9	9	1	N
PLANNED	5/18/09	48	7872	164	N
PLANNED	10/7/09	2	150	75	N
PLANNED	5/18/09	6	24	4	N
PLANNED	10/7/09	9	792	88	N
PLANNED	5/18/09	7	714	102	N
PLANNED	5/18/09	6	1164	194	N
PLANNED	5/18/09	7	1309	187	N
PLANNED	10/7/09	8	728	91	N
PLANNED	10/7/09	7	567	81	N
PLANNED	10/7/09	2	176	88	N
PLANNED	10/7/09	8	736	92	N
PLANNED	10/7/09	12	756	63	N
PLANNED	10/7/09	5	155	31	N
PLANNED	10/7/09	10	300	30	N
PLANNED	5/18/09	12	432	36	N
PLANNED	5/18/09	5	540	108	N
PLANNED	10/7/09	2	252	126	N
PLANNED	5/18/09	1	94	94	N
PLANNED	10/7/09	3	174	58	N
PLANNED	10/7/09	7	560	80	N
PLANNED	10/7/09	7	371	53	N
PLANNED	10/7/09	24	2328	97	N
PLANNED	10/7/09	1	95	95	N
PLANNED	5/18/09	5	425	85	N
PLANNED	10/7/09	7	1113	159	N
PLANNED	10/7/09	9	2700	300	N
PLANNED	10/7/09	8	608	76	N
PLANNED	10/7/09	1	66	66	N
PLANNED	5/18/09	14	4704	336	N
PLANNED	10/7/09	2	464	232	N
PLANNED	10/6/09	8	104	13	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/6/09	5	245	49	N
PLANNED	10/6/09	5	395	79	N
PLANNED	10/6/09	9	1161	129	N
PLANNED	10/6/09	6	1302	217	N
PLANNED	10/6/09	1	153	153	N
PLANNED	10/6/09	6	456	76	N
PLANNED	5/18/09	3	318	106	N
PLANNED	10/6/09	7	1610	230	N
PLANNED	10/6/09	1	157	157	N
PLANNED	10/6/09	5	880	176	N
PLANNED	10/6/09	7	644	92	N
PLANNED	10/6/09	8	232	29	N
PLANNED	10/6/09	9	2547	283	N
PLANNED	10/6/09	4	520	130	N
PLANNED	10/6/09	7	637	91	N
PLANNED	10/6/09	1	4	4	N
PLANNED	10/6/09	1	68	68	N
PLANNED	10/6/09	1	187	187	N
PLANNED	10/6/09	4	752	188	N
PLANNED	10/6/09	4	280	70	N
PLANNED	10/6/09	6	144	24	N
PLANNED	10/6/09	10	1280	128	N
PLANNED	10/6/09	10	1380	138	N
PLANNED	10/6/09	6	468	78	N
PLANNED	10/6/09	12	2748	229	N
PLANNED	10/6/09	12	1344	112	N
PLANNED	10/6/09	4	792	198	N
PLANNED	10/6/09	6	1062	177	N
PLANNED	10/6/09	13	1248	96	N
PLANNED	10/5/09	26	349	18	N
PLANNED	10/5/09	10	1020	102	N
PLANNED	10/5/09	16	592	37	N
PLANNED	10/5/09	6	1320	220	N
PLANNED	10/5/09	15	1350	90	N
PLANNED	10/5/09	3	168	56	N
PLANNED	10/5/09	5	555	111	N
PLANNED	10/5/09	5	640	128	N
PLANNED	10/5/09	41	533	13	N
PLANNED	10/5/09	1	199	199	N
PLANNED	10/5/09	12	1488	124	N
PLANNED	10/5/09	5	555	111	N
PLANNED	10/5/09	28	5684	203	N
PLANNED	10/5/09	2	452	226	N
PLANNED	10/5/09	2	96	48	N
PLANNED	10/5/09	6	1110	185	N
PLANNED	10/5/09	1	350	350	N
PLANNED	10/5/09	3	270	90	N
PLANNED	10/4/09	15	4080	272	N
PLANNED	10/4/09	2	256	128	N
PLANNED	10/3/09	4	1212	303	N
PLANNED	10/3/09	1	307	307	N
PLANNED	10/2/09	3	33	11	N
PLANNED	10/2/09	7	245	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/2/09	3	492	164	N
PLANNED	10/2/09	17	1258	74	N
PLANNED	10/2/09	6	36	6	N
PLANNED	10/2/09	1	67	67	N
PLANNED	10/2/09	13	3627	279	N
PLANNED	10/2/09	12	936	78	N
PLANNED	10/2/09	1	47	47	N
PLANNED	10/2/09	14	490	35	N
PLANNED	10/2/09	2	418	209	N
PLANNED	10/2/09	1	209	209	N
PLANNED	10/2/09	4	360	90	N
PLANNED	10/2/09	5	855	171	N
PLANNED	10/2/09	8	1528	191	N
PLANNED	10/1/09	11	132	12	N
PLANNED	10/1/09	4	212	53	N
PLANNED	10/1/09	3	84	28	N
PLANNED	10/1/09	3	207	69	N
PLANNED	10/1/09	44	2068	47	N
PLANNED	10/1/09	2	178	89	N
PLANNED	10/1/09	1	82	82	N
PLANNED	10/1/09	2	222	171	N
PLANNED	10/1/09	7	637	91	N
PLANNED	10/1/09	4	496	124	N
PLANNED	10/1/09	7	84	12	N
PLANNED	10/1/09	8	560	70	N
PLANNED	10/1/09	20	3820	191	N
PLANNED	10/1/09	18	684	38	N
PLANNED	10/1/09	4	88	22	N
PLANNED	10/1/09	5	955	191	N
PLANNED	10/1/09	3	609	203	N
PLANNED	10/1/09	4	740	185	N
PLANNED	10/1/09	12	2328	194	N
PLANNED	10/1/09	8	440	55	N
PLANNED	10/1/09	8	456	57	N
PLANNED	10/1/09	1	108	108	N
PLANNED	10/1/09	3	495	165	N
PLANNED	10/1/09	18	198	11	N
PLANNED	10/1/09	2	568	284	N
PLANNED	10/1/09	5	1155	231	N
PLANNED	10/1/09	8	1848	231	N
PLANNED	10/1/09	3	192	64	N
PLANNED	10/1/09	6	996	166	N
PLANNED	10/1/09	15	4065	271	N
PLANNED	10/1/09	4	612	153	N
PLANNED	10/1/09	7	1071	153	N
PLANNED	10/1/09	9	2655	295	N
PLANNED	10/1/09	10	3150	315	N
PLANNED	10/1/09	6	1890	315	N
PLANNED	10/1/09	25	7050	282	N
PLANNED	10/1/09	1	252	252	N
PLANNED	10/1/09	32	2560	80	N
PLANNED	10/1/09	11	187	17	N
PLANNED	9/30/09	7	1008	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/30/09	6	666	111	N
PLANNED	9/30/09	2	146	73	N
PLANNED	9/30/09	117	6084	52	N
PLANNED	9/30/09	3	213	71	N
PLANNED	9/30/09	2	290	145	N
PLANNED	9/30/09	7	287	41	N
PLANNED	9/30/09	10	60	6	N
PLANNED	9/30/09	1	34	34	N
PLANNED	5/19/09	6	2202	367	N
PLANNED	9/30/09	3	963	321	N
PLANNED	9/30/09	12	2172	181	N
PLANNED	9/30/09	68	2516	37	N
PLANNED	9/30/09	1	26	26	N
PLANNED	9/30/09	102	918	9	N
PLANNED	9/30/09	5	1180	236	N
PLANNED	5/19/09	9	1512	168	N
PLANNED	9/30/09	5	260	52	N
PLANNED	9/30/09	1	473	473	N
PLANNED	9/30/09	26	8736	336	N
PLANNED	9/30/09	1	144	144	N
PLANNED	9/30/09	6	846	141	N
PLANNED	9/30/09	2	348	174	N
PLANNED	9/30/09	3	570	190	N
PLANNED	9/30/09	1	190	190	N
PLANNED	9/30/09	2	52	26	N
PLANNED	9/30/09	2	552	276	N
PLANNED	9/30/09	2	230	115	N
PLANNED	9/30/09	1	115	115	N
PLANNED	9/30/09	1	19	19	N
PLANNED	5/19/09	12	2136	178	N
PLANNED	9/30/09	1	230	230	N
PLANNED	9/30/09	26	7046	271	N
PLANNED	9/30/09	23	805	35	N
PLANNED	9/30/09	15	1905	127	N
PLANNED	5/19/09	209	17138	82	N
PLANNED	9/29/09	1	199	199	N
PLANNED	9/29/09	6	840	140	N
PLANNED	9/29/09	4	388	97	N
PLANNED	9/29/09	8	1456	182	N
PLANNED	9/29/09	4	248	62	N
PLANNED	5/19/09	13	2145	165	N
PLANNED	9/29/09	10	130	13	N
PLANNED	9/29/09	4	548	137	N
PLANNED	9/29/09	2	242	121	N
PLANNED	9/29/09	2	34	17	N
PLANNED	9/29/09	9	1512	168	N
PLANNED	9/29/09	3	429	143	N
PLANNED	9/29/09	9	909	101	N
PLANNED	5/19/09	7	273	39	N
PLANNED	9/29/09	27	432	16	N
PLANNED	9/29/09	20	4680	234	N
PLANNED	9/29/09	2	416	208	N
PLANNED	9/29/09	3	633	211	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/29/09	5	390	78	N
PLANNED	9/29/09	1	202	202	N
PLANNED	9/29/09	9	567	63	N
PLANNED	5/19/09	1	64	64	N
PLANNED	9/29/09	13	3185	245	N
PLANNED	5/19/09	10	1590	159	N
PLANNED	9/29/09	17	3706	218	N
PLANNED	9/29/09	7	1148	164	N
PLANNED	5/19/09	4	1036	259	N
PLANNED	9/29/09	6	396	66	N
PLANNED	9/29/09	6	642	107	N
PLANNED	9/29/09	8	2744	343	N
PLANNED	5/19/09	6	336	56	N
PLANNED	9/29/09	5	725	145	N
PLANNED	9/29/09	18	36	2	N
PLANNED	9/29/09	7	1225	175	N
PLANNED	9/29/09	4	836	209	N
PLANNED	9/29/09	13	351	27	N
PLANNED	9/29/09	1	459	459	N
PLANNED	9/29/09	10	2630	263	N
PLANNED	9/28/09	27	1134	42	N
PLANNED	9/28/09	8	1288	161	N
PLANNED	5/19/09	7	518	74	N
PLANNED	9/28/09	11	187	17	N
PLANNED	5/19/09	14	980	70	N
PLANNED	9/28/09	3	285	95	N
PLANNED	9/28/09	2	242	121	N
PLANNED	9/28/09	15	15	1	N
PLANNED	9/28/09	9	1188	132	N
PLANNED	9/28/09	1	46	46	N
PLANNED	9/28/09	1	66	66	N
PLANNED	9/28/09	9	945	105	N
PLANNED	9/28/09	27	2835	105	N
PLANNED	9/28/09	1	263	263	N
PLANNED	9/28/09	1	48	48	N
PLANNED	9/28/09	10	2420	242	N
PLANNED	9/28/09	1	302	302	N
PLANNED	9/28/09	1	591	591	N
PLANNED	9/28/09	7	7	1	N
PLANNED	9/28/09	8	864	108	N
PLANNED	9/28/09	8	872	109	N
PLANNED	9/28/09	4	468	117	N
PLANNED	9/26/09	1	102	102	N
PLANNED	9/25/09	2	74	37	N
PLANNED	9/25/09	19	418	22	N
PLANNED	9/25/09	3	57	19	N
PLANNED	9/25/09	2	100	50	N
PLANNED	5/19/09	31	7502	242	N
PLANNED	9/25/09	4	88	22	N
PLANNED	9/25/09	8	1776	222	N
PLANNED	9/25/09	5	890	178	N
PLANNED	9/25/09	6	1062	177	N
PLANNED	9/25/09	10	1070	107	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/25/09	9	2502	278	N
PLANNED	9/25/09	11	1969	179	N
PLANNED	9/25/09	69	4209	61	N
PLANNED	5/19/09	12	2424	202	N
PLANNED	9/25/09	2	244	122	N
PLANNED	9/25/09	35	3780	108	N
PLANNED	9/25/09	26	2834	109	N
PLANNED	9/25/09	19	171	9	N
PLANNED	9/25/09	18	4140	230	N
PLANNED	9/25/09	10	2220	222	N
PLANNED	9/25/09	37	5143	139	N
PLANNED	9/25/09	1	226	226	N
PLANNED	9/25/09	15	285	19	N
PLANNED	9/25/09	1	14	14	N
PLANNED	9/25/09	7	1127	161	N
PLANNED	9/24/09	2	28	14	N
PLANNED	9/24/09	6	390	65	N
PLANNED	9/24/09	6	6	1	N
PLANNED	9/24/09	11	407	37	N
PLANNED	9/24/09	16	592	37	N
PLANNED	9/24/09	3	459	153	N
PLANNED	9/24/09	5	310	62	N
PLANNED	9/24/09	6	474	79	N
PLANNED	9/24/09	1	176	176	N
PLANNED	9/24/09	10	2020	202	N
PLANNED	9/24/09	4	12	3	N
PLANNED	9/24/09	4	584	146	N
PLANNED	9/24/09	6	456	76	N
PLANNED	9/24/09	11	1364	124	N
PLANNED	9/24/09	3	696	232	N
PLANNED	9/24/09	3	540	180	N
PLANNED	9/24/09	7	1260	180	N
PLANNED	9/24/09	12	1224	102	N
PLANNED	9/24/09	8	392	49	N
PLANNED	9/24/09	4	608	152	N
PLANNED	9/24/09	3	456	152	N
PLANNED	9/24/09	8	856	107	N
PLANNED	9/24/09	117	4680	40	N
PLANNED	9/24/09	7	882	126	N
PLANNED	9/24/09	6	690	115	N
PLANNED	9/24/09	18	4302	239	N
PLANNED	9/24/09	2	508	254	N
PLANNED	9/24/09	11	3916	356	N
PLANNED	9/24/09	6	840	140	N
PLANNED	9/24/09	2	494	247	N
PLANNED	9/24/09	11	2101	191	N
PLANNED	9/24/09	8	1520	190	N
PLANNED	9/24/09	23	1541	67	N
PLANNED	9/23/09	10	920	92	N
PLANNED	9/23/09	6	816	136	N
PLANNED	9/23/09	12	3888	324	N
PLANNED	9/23/09	7	1225	175	N
PLANNED	9/23/09	2	490	245	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/23/09	19	741	39	N
PLANNED	9/23/09	9	1260	140	N
PLANNED	9/23/09	3	186	62	N
PLANNED	9/23/09	3	267	89	N
PLANNED	9/23/09	2	858	429	N
PLANNED	9/23/09	12	960	80	N
PLANNED	9/23/09	3	705	235	N
PLANNED	9/23/09	20	3700	185	N
PLANNED	9/23/09	7	1750	250	N
PLANNED	9/23/09	23	4163	181	N
PLANNED	9/23/09	6	810	135	N
PLANNED	9/23/09	12	4152	346	N
PLANNED	9/23/09	4	1188	297	N
PLANNED	9/23/09	7	112	16	N
PLANNED	9/23/09	12	324	27	N
PLANNED	9/23/09	2	80	40	N
PLANNED	9/23/09	9	2061	229	N
PLANNED	9/23/09	5	55	11	N
PLANNED	9/23/09	15	3015	201	N
PLANNED	9/23/09	7	1176	168	N
PLANNED	9/23/09	51	15249	299	N
PLANNED	9/22/09	3	150	50	N
PLANNED	9/22/09	1	129	129	N
PLANNED	9/22/09	1	35	35	N
PLANNED	9/22/09	2	276	138	N
PLANNED	9/22/09	12	1200	100	N
PLANNED	9/22/09	1	210	210	N
PLANNED	9/22/09	4	300	75	N
PLANNED	9/22/09	13	91	7	N
PLANNED	9/22/09	1	308	308	N
PLANNED	9/22/09	7	1295	185	N
PLANNED	9/22/09	4	240	60	N
PLANNED	9/22/09	5	320	64	N
PLANNED	9/22/09	22	924	42	N
PLANNED	9/22/09	9	576	64	N
PLANNED	9/22/09	18	918	51	N
PLANNED	9/22/09	2	250	125	N
PLANNED	9/22/09	12	144	12	N
PLANNED	9/22/09	5	235	47	N
PLANNED	9/22/09	4	1100	275	N
PLANNED	9/22/09	20	300	15	N
PLANNED	9/22/09	5	80	16	N
PLANNED	9/22/09	6	1194	199	N
PLANNED	9/22/09	7	1008	144	N
PLANNED	9/22/09	6	2664	444	N
PLANNED	9/22/09	13	156	12	N
PLANNED	9/22/09	7	609	87	N
PLANNED	9/22/09	17	2023	119	N
PLANNED	9/22/09	3	996	332	N
PLANNED	9/22/09	16	336	21	N
PLANNED	9/22/09	2	314	157	N
PLANNED	9/22/09	10	2060	206	N
PLANNED	9/22/09	2	306	153	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/22/09	14	2912	208	N
PLANNED	9/22/09	9	180	20	N
PLANNED	9/22/09	2	350	175	N
PLANNED	9/22/09	4	504	126	N
PLANNED	9/22/09	9	1944	216	N
PLANNED	9/22/09	3	333	111	N
PLANNED	9/22/09	4	1104	276	N
PLANNED	9/22/09	1	93	93	N
PLANNED	9/21/09	13	143	11	N
PLANNED	9/21/09	13	2041	157	N
PLANNED	9/21/09	17	2125	125	N
PLANNED	9/21/09	10	1200	120	N
PLANNED	9/21/09	5	60	12	N
PLANNED	9/21/09	20	5440	272	N
PLANNED	9/21/09	14	4746	339	N
PLANNED	9/21/09	2	340	170	N
PLANNED	9/21/09	9	1323	147	N
PLANNED	9/21/09	8	800	100	N
PLANNED	9/21/09	3	225	75	N
PLANNED	9/21/09	5	375	75	N
PLANNED	9/21/09	4	848	212	N
PLANNED	9/21/09	2	30	15	N
PLANNED	9/21/09	4	264	66	N
PLANNED	9/21/09	10	2060	206	N
PLANNED	9/21/09	75	2550	34	N
PLANNED	9/21/09	4	144	36	N
PLANNED	9/21/09	5	55	11	N
PLANNED	9/21/09	4	644	161	N
PLANNED	9/21/09	1	241	241	N
PLANNED	9/18/09	11	561	51	N
PLANNED	9/18/09	18	2664	148	N
PLANNED	9/18/09	8	912	114	N
PLANNED	9/18/09	5	660	132	N
PLANNED	9/18/09	6	786	131	N
PLANNED	9/18/09	8	1112	139	N
PLANNED	9/18/09	7	665	95	N
PLANNED	9/18/09	6	348	58	N
PLANNED	9/18/09	1	107	107	N
PLANNED	9/18/09	8	440	55	N
PLANNED	9/18/09	8	480	60	N
PLANNED	9/18/09	34	2210	65	N
PLANNED	9/18/09	5	290	58	N
PLANNED	9/18/09	3	264	88	N
PLANNED	9/18/09	11	572	52	N
PLANNED	9/18/09	7	315	45	N
PLANNED	9/18/09	5	560	112	N
PLANNED	9/18/09	3	1002	334	N
PLANNED	9/18/09	5	915	183	N
PLANNED	9/18/09	2	480	240	N
PLANNED	9/18/09	1	219	219	N
PLANNED	9/17/09	3	207	69	N
PLANNED	9/17/09	7	35	5	N
PLANNED	9/17/09	11	1562	142	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/17/09	1	124	124	N
PLANNED	9/17/09	3	147	49	N
PLANNED	9/17/09	24	1944	81	N
PLANNED	9/17/09	8	1256	157	N
PLANNED	9/17/09	9	891	99	N
PLANNED	9/17/09	43	3870	90	N
PLANNED	9/17/09	1	88	88	N
PLANNED	9/17/09	1	59	59	N
PLANNED	9/17/09	38	8816	232	N
PLANNED	9/17/09	1	39	39	N
PLANNED	9/17/09	25	4425	177	N
PLANNED	9/17/09	7	952	136	N
PLANNED	9/17/09	6	858	143	N
PLANNED	9/17/09	8	1992	249	N
PLANNED	9/17/09	11	2750	250	N
PLANNED	9/17/09	5	890	178	N
PLANNED	9/17/09	1	189	189	N
PLANNED	9/17/09	6	1050	175	N
PLANNED	9/17/09	10	3410	341	N
PLANNED	9/17/09	8	2728	341	N
PLANNED	9/17/09	3	90	30	N
PLANNED	9/17/09	7	728	104	N
PLANNED	9/17/09	92	14168	154	N
PLANNED	9/17/09	12	4128	344	N
PLANNED	9/17/09	94	1786	19	N
PLANNED	9/17/09	6	966	161	N
PLANNED	9/17/09	7	1883	269	N
PLANNED	9/17/09	12	3228	269	N
PLANNED	9/17/09	15	4050	270	N
PLANNED	9/17/09	15	4050	270	N
PLANNED	9/17/09	8	2160	270	N
PLANNED	9/17/09	10	1090	109	N
PLANNED	9/17/09	1	111	111	N
PLANNED	9/17/09	6	1626	271	N
PLANNED	9/17/09	13	2769	213	N
PLANNED	9/17/09	24	5712	238	N
PLANNED	9/17/09	27	4509	167	N
PLANNED	9/17/09	7	525	75	N
PLANNED	9/17/09	11	1573	143	N
PLANNED	9/16/09	3	468	156	N
PLANNED	9/16/09	7	350	50	N
PLANNED	9/16/09	3	60	20	N
PLANNED	9/16/09	5	105	21	N
PLANNED	5/20/09	3	759	253	N
PLANNED	9/16/09	3	90	30	N
PLANNED	9/16/09	5	115	23	N
PLANNED	5/20/09	8	1552	194	N
PLANNED	5/20/09	8	1552	194	N
PLANNED	9/16/09	9	1224	136	N
PLANNED	5/20/09	7	1631	233	N
PLANNED	9/16/09	8	1328	166	N
PLANNED	5/20/09	4	668	167	N
PLANNED	9/16/09	222	222	1	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/20/09	1	147	147	N
PLANNED	5/20/09	4	876	219	N
PLANNED	5/20/09	6	1068	178	N
PLANNED	9/16/09	7	2072	296	N
PLANNED	9/16/09	6	750	125	N
PLANNED	9/16/09	1	120	120	N
PLANNED	9/16/09	15	750	50	N
PLANNED	9/16/09	3	891	297	N
PLANNED	9/16/09	21	231	11	N
PLANNED	9/16/09	5	235	47	N
PLANNED	9/16/09	6	288	48	N
PLANNED	9/16/09	12	336	28	N
PLANNED	9/16/09	6	804	134	N
PLANNED	9/16/09	3	129	43	N
PLANNED	9/16/09	3	564	188	N
PLANNED	9/16/09	3	12	4	N
PLANNED	9/16/09	3	1182	394	N
PLANNED	9/16/09	2	370	185	N
PLANNED	5/20/09	8	40	5	N
PLANNED	9/16/09	1	59	59	N
PLANNED	9/16/09	5	710	142	N
PLANNED	9/16/09	5	705	141	N
PLANNED	9/16/09	3	294	98	N
PLANNED	9/16/09	7	1316	188	N
PLANNED	5/20/09	4	224	56	N
PLANNED	5/20/09	1	61	61	N
PLANNED	5/20/09	1	284	284	N
PLANNED	9/16/09	3	153	51	N
PLANNED	5/20/09	10	2300	230	N
PLANNED	9/16/09	8	1096	137	N
PLANNED	5/20/09	14	672	48	N
PLANNED	9/16/09	4	512	128	N
PLANNED	9/16/09	20	1160	58	N
PLANNED	9/16/09	12	3576	298	N
PLANNED	9/16/09	14	4480	320	N
PLANNED	5/20/09	2	434	217	N
PLANNED	9/16/09	3	204	68	N
PLANNED	9/16/09	24	2472	103	N
PLANNED	9/16/09	5	1180	236	N
PLANNED	9/15/09	9	972	108	N
PLANNED	5/20/09	8	2288	286	N
PLANNED	9/15/09	14	616	44	N
PLANNED	5/20/09	29	4553	157	N
PLANNED	9/15/09	19	304	16	N
PLANNED	5/20/09	3	63	21	N
PLANNED	9/15/09	4	588	147	N
PLANNED	9/15/09	8	504	63	N
PLANNED	9/15/09	19	190	10	N
PLANNED	9/15/09	9	1368	152	N
PLANNED	5/20/09	1	45	45	N
PLANNED	9/15/09	4	172	43	N
PLANNED	9/15/09	1	259	259	N
PLANNED	9/15/09	20	180	9	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/15/09	11	44	4	N
PLANNED	9/15/09	30	2400	80	N
PLANNED	5/20/09	2	46	23	N
PLANNED	5/20/09	8	2232	279	N
PLANNED	9/15/09	8	2200	275	N
PLANNED	9/15/09	14	1330	95	N
PLANNED	9/15/09	9	1062	118	N
PLANNED	9/15/09	11	88	8	N
PLANNED	9/15/09	4	768	192	N
PLANNED	9/15/09	5	330	66	N
PLANNED	9/15/09	3	1074	358	N
PLANNED	9/15/09	2	412	206	N
PLANNED	9/15/09	7	1162	166	N
PLANNED	9/15/09	8	2296	287	N
PLANNED	9/15/09	20	5740	287	N
PLANNED	9/15/09	4	404	101	N
PLANNED	9/15/09	5	270	54	N
PLANNED	9/15/09	1	80	80	N
PLANNED	9/15/09	1	33	33	N
PLANNED	9/15/09	1	206	206	N
PLANNED	9/15/09	1	213	213	N
PLANNED	5/20/09	6	816	136	N
PLANNED	9/15/09	1	209	209	N
PLANNED	9/15/09	3	402	134	N
PLANNED	9/15/09	19	1444	76	N
PLANNED	9/15/09	25	6250	250	N
PLANNED	9/15/09	3	621	207	N
PLANNED	9/15/09	9	1224	136	N
PLANNED	9/15/09	2	54	27	N
PLANNED	9/15/09	5	120	24	N
PLANNED	9/15/09	34	9758	287	N
PLANNED	9/14/09	9	1395	155	N
PLANNED	9/14/09	9	36	4	N
PLANNED	9/14/09	16	80	5	N
PLANNED	9/14/09	9	513	57	N
PLANNED	9/14/09	26	2028	78	N
PLANNED	9/14/09	11	869	79	N
PLANNED	9/14/09	4	200	50	N
PLANNED	9/14/09	2	342	171	N
PLANNED	9/14/09	5	145	29	N
PLANNED	9/14/09	5	105	21	N
PLANNED	9/14/09	8	720	90	N
PLANNED	9/14/09	6	1098	183	N
PLANNED	9/14/09	29	5626	194	N
PLANNED	9/14/09	7	1414	202	N
PLANNED	9/14/09	1	229	229	N
PLANNED	9/14/09	5	2390	478	N
PLANNED	9/14/09	11	1958	178	N
PLANNED	9/14/09	9	108	12	N
PLANNED	9/14/09	4	332	83	N
PLANNED	9/14/09	5	1065	213	N
PLANNED	9/14/09	16	320	20	N
PLANNED	9/14/09	10	330	33	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/13/09	2	32	16	N
PLANNED	9/13/09	68	12580	185	N
PLANNED	9/12/09	1	1684	1684	N
PLANNED	9/11/09	6	318	53	N
PLANNED	5/20/09	3	564	188	N
PLANNED	9/11/09	121	1694	14	N
PLANNED	9/11/09	6	1044	174	N
PLANNED	9/11/09	8	1416	177	N
PLANNED	9/11/09	8	128	16	N
PLANNED	9/11/09	2	326	163	N
PLANNED	9/11/09	29	1392	48	N
PLANNED	9/11/09	23	5336	232	N
PLANNED	9/11/09	23	3818	166	N
PLANNED	9/11/09	6	864	144	N
PLANNED	9/11/09	7	840	120	N
PLANNED	9/11/09	4	480	120	N
PLANNED	9/11/09	7	854	122	N
PLANNED	5/20/09	4	168	42	N
PLANNED	9/11/09	31	2635	85	N
PLANNED	9/11/09	9	1926	214	N
PLANNED	9/11/09	8	344	43	N
PLANNED	9/11/09	12	528	44	N
PLANNED	9/11/09	4	556	139	N
PLANNED	9/11/09	10	1590	159	N
PLANNED	9/11/09	7	1736	248	N
PLANNED	9/11/09	6	120	20	N
PLANNED	9/11/09	4	700	175	N
PLANNED	9/11/09	6	2934	489	N
PLANNED	9/11/09	9	1440	160	N
PLANNED	9/11/09	9	1638	182	N
PLANNED	9/10/09	1	154	154	N
PLANNED	9/10/09	34	952	28	N
PLANNED	9/10/09	9	1620	180	N
PLANNED	9/10/09	6	384	64	N
PLANNED	9/10/09	7	1190	170	N
PLANNED	9/10/09	1	102	102	N
PLANNED	9/10/09	7	441	63	N
PLANNED	9/10/09	11	495	45	N
PLANNED	9/10/09	6	1068	178	N
PLANNED	9/10/09	3	453	151	N
PLANNED	9/10/09	39	897	23	N
PLANNED	9/10/09	4	428	107	N
PLANNED	9/10/09	6	588	98	N
PLANNED	9/10/09	12	1824	152	N
PLANNED	9/10/09	8	160	20	N
PLANNED	9/10/09	8	744	93	N
PLANNED	9/10/09	14	1036	74	N
PLANNED	9/10/09	14	2716	194	N
PLANNED	9/10/09	14	1134	81	N
PLANNED	9/10/09	216	11232	52	N
PLANNED	9/10/09	163	8965	55	N
PLANNED	9/10/09	137	3699	27	N
PLANNED	9/10/09	155	13485	87	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/10/09	4	824	206	N
PLANNED	9/10/09	6	1266	211	N
PLANNED	9/10/09	5	1495	299	N
PLANNED	9/10/09	15	2535	169	N
PLANNED	9/10/09	8	1176	147	N
PLANNED	9/10/09	37	13209	357	N
PLANNED	9/10/09	1	75	75	N
PLANNED	9/10/09	4	456	114	N
PLANNED	9/10/09	7	2100	300	N
PLANNED	9/10/09	10	2830	283	N
PLANNED	9/10/09	2	74	37	N
PLANNED	9/10/09	4	516	129	N
PLANNED	9/10/09	30	5970	199	N
PLANNED	9/10/09	6	18	3	N
PLANNED	9/10/09	20	2520	126	N
PLANNED	9/10/09	10	1940	194	N
PLANNED	9/10/09	5	415	83	N
PLANNED	9/10/09	8	632	79	N
PLANNED	9/10/09	7	259	37	N
PLANNED	9/9/09	9	882	98	N
PLANNED	9/9/09	1	108	108	N
PLANNED	9/9/09	1	47	47	N
PLANNED	9/9/09	2	112	56	N
PLANNED	9/9/09	6	348	58	N
PLANNED	9/9/09	5	380	76	N
PLANNED	9/9/09	5	710	142	N
PLANNED	9/9/09	31	341	11	N
PLANNED	9/9/09	24	264	11	N
PLANNED	9/9/09	1	214	214	N
PLANNED	9/9/09	5	835	167	N
PLANNED	9/9/09	7	1134	162	N
PLANNED	9/9/09	31	1085	35	N
PLANNED	9/9/09	5	1115	223	N
PLANNED	9/9/09	5	1115	223	N
PLANNED	5/20/09	1	421	421	N
PLANNED	9/9/09	10	500	50	N
PLANNED	9/9/09	178	9612	54	N
PLANNED	9/9/09	2	158	79	N
PLANNED	9/9/09	5	645	129	N
PLANNED	9/9/09	5	710	142	N
PLANNED	9/9/09	1	180	180	N
PLANNED	9/9/09	8	1224	153	N
PLANNED	9/9/09	4	1400	350	N
PLANNED	9/9/09	3	597	199	N
PLANNED	9/9/09	139	21047	173	N
PLANNED	9/9/09	12	636	53	N
PLANNED	9/9/09	15	4905	327	N
PLANNED	9/9/09	2	324	162	N
PLANNED	9/9/09	6	408	68	N
PLANNED	9/9/09	6	1026	171	N
PLANNED	9/9/09	1	19	19	N
PLANNED	9/9/09	4	288	72	N
PLANNED	9/9/09	6	300	50	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/9/09	8	2536	317	N
PLANNED	9/9/09	4	332	83	N
PLANNED	9/9/09	1	264	264	N
PLANNED	9/9/09	31	248	8	N
PLANNED	9/9/09	8	1216	152	N
PLANNED	5/21/09	5	360	72	N
PLANNED	9/9/09	5	325	65	N
PLANNED	9/9/09	6	1326	221	N
PLANNED	9/9/09	4	292	73	N
PLANNED	9/9/09	2	392	196	N
PLANNED	9/9/09	3	591	197	N
PLANNED	9/9/09	7	1708	244	N
PLANNED	9/9/09	1	180	180	N
PLANNED	9/9/09	8	1104	138	N
PLANNED	9/9/09	10	1390	139	N
PLANNED	9/8/09	49	490	10	N
PLANNED	9/8/09	6	270	45	N
PLANNED	9/8/09	1	137	137	N
PLANNED	9/8/09	12	636	53	N
PLANNED	9/8/09	4	464	116	N
PLANNED	9/8/09	12	348	29	N
PLANNED	9/8/09	35	2625	75	N
PLANNED	9/8/09	4	196	49	N
PLANNED	9/8/09	2	192	96	N
PLANNED	9/8/09	11	2156	196	N
PLANNED	9/8/09	5	1290	258	N
PLANNED	9/8/09	4	288	72	N
PLANNED	5/21/09	1	382	382	N
PLANNED	9/8/09	2	204	102	N
PLANNED	9/8/09	7	1316	188	N
PLANNED	9/8/09	4	1236	309	N
PLANNED	9/8/09	5	245	49	N
PLANNED	9/8/09	13	4043	311	N
PLANNED	9/8/09	3	177	59	N
PLANNED	5/21/09	1	109	109	N
PLANNED	9/8/09	5	590	118	N
PLANNED	9/8/09	1	38	38	N
PLANNED	9/8/09	9	1998	222	N
PLANNED	5/21/09	11	297	27	N
PLANNED	5/21/09	35	4480	128	N
PLANNED	5/21/09	4	844	211	N
PLANNED	9/8/09	1	99	99	N
PLANNED	9/8/09	97	5820	60	N
PLANNED	5/21/09	3	831	277	N
PLANNED	9/8/09	1	398	398	N
PLANNED	9/8/09	11	1650	150	N
PLANNED	9/8/09	2	626	313	N
PLANNED	5/21/09	6	552	92	N
PLANNED	5/21/09	8	1536	192	N
PLANNED	9/8/09	9	1422	158	N
PLANNED	5/21/09	10	1890	189	N
PLANNED	9/8/09	1	97	97	N
PLANNED	9/8/09	2	168	84	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/8/09	5	170	34	N
PLANNED	9/8/09	15	5265	351	N
PLANNED	5/21/09	1	25	25	N
PLANNED	9/8/09	1	14	14	N
PLANNED	5/21/09	11	3883	353	N
PLANNED	9/6/09	9	3573	397	N
PLANNED	9/5/09	1	214	214	N
PLANNED	5/21/09	6	624	104	N
PLANNED	9/4/09	9	684	76	N
PLANNED	5/21/09	57	8151	143	N
PLANNED	9/4/09	1	212	212	N
PLANNED	9/4/09	9	2655	295	N
PLANNED	9/4/09	34	1224	36	N
PLANNED	9/4/09	64	2880	45	N
PLANNED	9/4/09	39	312	8	N
PLANNED	9/4/09	8	856	107	N
PLANNED	5/21/09	2	256	128	N
PLANNED	9/4/09	8	664	83	N
PLANNED	9/4/09	4	152	38	N
PLANNED	9/4/09	11	1276	116	N
PLANNED	9/4/09	104	17784	171	N
PLANNED	9/4/09	4	176	44	N
PLANNED	9/4/09	9	693	77	N
PLANNED	9/4/09	13	3354	258	N
PLANNED	9/4/09	6	1260	210	N
PLANNED	9/4/09	5	1080	216	N
PLANNED	5/21/09	4	492	123	N
PLANNED	9/4/09	8	968	121	N
PLANNED	9/4/09	7	728	104	N
PLANNED	5/21/09	1	191	191	N
PLANNED	9/4/09	6	1854	309	N
PLANNED	9/4/09	7	1141	163	N
PLANNED	5/21/09	13	1300	100	N
PLANNED	9/4/09	11	1782	162	N
PLANNED	9/4/09	10	1120	112	N
PLANNED	9/4/09	1	115	115	N
PLANNED	9/4/09	2	896	448	N
PLANNED	9/4/09	2	408	204	N
PLANNED	9/4/09	4	1096	274	N
PLANNED	9/4/09	9	477	53	N
PLANNED	9/4/09	20	4320	216	N
PLANNED	9/3/09	9	1089	121	N
PLANNED	9/3/09	6	276	46	N
PLANNED	9/3/09	7	903	129	N
PLANNED	9/3/09	10	1910	191	N
PLANNED	9/3/09	3	429	143	N
PLANNED	9/3/09	11	2563	233	N
PLANNED	9/3/09	1	183	183	N
PLANNED	9/3/09	2	346	173	N
PLANNED	9/3/09	8	1976	247	N
PLANNED	9/3/09	5	580	116	N
PLANNED	9/3/09	8	3576	447	N
PLANNED	9/3/09	3	489	163	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/3/09	4	328	82	N
PLANNED	9/3/09	11	1375	125	N
PLANNED	9/3/09	5	730	146	N
PLANNED	9/3/09	4	948	237	N
PLANNED	9/3/09	5	1835	367	N
PLANNED	9/3/09	5	430	86	N
PLANNED	9/3/09	29	3770	130	N
PLANNED	9/3/09	36	9900	275	N
PLANNED	9/3/09	5	1495	299	N
PLANNED	9/2/09	14	1330	95	N
PLANNED	9/2/09	2	344	172	N
PLANNED	9/2/09	17	204	12	N
PLANNED	9/2/09	5	990	198	N
PLANNED	9/2/09	2	38	19	N
PLANNED	9/2/09	9	2628	292	N
PLANNED	9/2/09	1	387	387	N
PLANNED	9/2/09	1	176	176	N
PLANNED	5/22/09	14	1232	88	N
PLANNED	5/22/09	2	74	37	N
PLANNED	5/22/09	9	1161	129	N
PLANNED	9/2/09	19	3572	188	N
PLANNED	5/22/09	2	314	157	N
PLANNED	5/22/09	2	186	93	N
PLANNED	5/22/09	6	420	70	N
PLANNED	5/22/09	13	676	52	N
PLANNED	9/2/09	8	1256	157	N
PLANNED	9/2/09	4	864	216	N
PLANNED	9/2/09	3	795	265	N
PLANNED	9/2/09	9	2394	266	N
PLANNED	9/2/09	5	540	108	N
PLANNED	9/2/09	3	447	149	N
PLANNED	5/22/09	7	266	38	N
PLANNED	9/2/09	4	116	29	N
PLANNED	9/2/09	8	2136	267	N
PLANNED	5/22/09	1	31	31	N
PLANNED	5/22/09	11	1353	123	N
PLANNED	5/22/09	17	2057	121	N
PLANNED	9/2/09	5	350	70	N
PLANNED	9/2/09	107	9523	89	N
PLANNED	9/2/09	9	1566	174	N
PLANNED	9/2/09	1	136	136	N
PLANNED	9/2/09	2	554	277	N
PLANNED	9/2/09	6	642	107	N
PLANNED	9/2/09	13	1898	146	N
PLANNED	9/2/09	7	924	132	N
PLANNED	9/2/09	5	1260	252	N
PLANNED	9/2/09	1	324	324	N
PLANNED	9/2/09	8	1392	174	N
PLANNED	9/2/09	6	1350	225	N
PLANNED	9/2/09	8	16	2	N
PLANNED	9/2/09	6	18	3	N
PLANNED	9/2/09	17	7531	443	N
PLANNED	9/2/09	5	130	26	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/2/09	7	63	9	N
PLANNED	9/2/09	6	276	46	N
PLANNED	9/2/09	16	2720	170	N
PLANNED	5/22/09	127	6731	53	N
PLANNED	9/2/09	29	10875	375	N
PLANNED	9/2/09	23	2737	119	N
PLANNED	9/2/09	2	26	13	N
PLANNED	5/23/09	15	2385	159	N
PLANNED	5/23/09	1	455	455	N
PLANNED	9/2/09	5	505	101	N
PLANNED	5/24/09	1	196	196	N
PLANNED	9/2/09	9	2844	316	N
PLANNED	5/25/09	1	82	82	N
PLANNED	5/26/09	5	120	24	N
PLANNED	9/2/09	77	8199	162	N
PLANNED	5/26/09	5	660	132	N
PLANNED	5/26/09	1	239	239	N
PLANNED	5/26/09	5	300	60	N
PLANNED	5/26/09	8	1040	130	N
PLANNED	5/26/09	1	221	221	N
PLANNED	9/1/09	7	854	122	N
PLANNED	5/26/09	4	1428	357	N
PLANNED	5/26/09	3	1410	470	N
PLANNED	5/26/09	3	342	114	N
PLANNED	5/26/09	7	1575	225	N
PLANNED	5/26/09	4	664	166	N
PLANNED	5/26/09	5	295	59	N
PLANNED	5/26/09	9	477	53	N
PLANNED	5/26/09	8	416	52	N
PLANNED	5/26/09	1	23	23	N
PLANNED	5/26/09	10	1370	137	N
PLANNED	5/26/09	2	252	126	N
PLANNED	9/1/09	3	186	62	N
PLANNED	5/26/09	5	875	175	N
PLANNED	5/26/09	4	576	186	N
PLANNED	9/1/09	11	2167	197	N
PLANNED	9/1/09	1	65	65	N
PLANNED	5/26/09	2	182	91	N
PLANNED	5/26/09	9	873	97	N
PLANNED	5/26/09	4	436	109	N
PLANNED	9/1/09	5	805	161	N
PLANNED	9/1/09	29	4089	141	N
PLANNED	9/1/09	3	147	49	N
PLANNED	5/26/09	5	870	174	N
PLANNED	9/1/09	10	1610	161	N
PLANNED	9/1/09	4	696	174	N
PLANNED	9/1/09	4	232	58	N
PLANNED	5/27/09	10	2910	291	N
PLANNED	5/27/09	13	364	28	N
PLANNED	5/27/09	27	6156	228	N
PLANNED	5/27/09	10	1390	139	N
PLANNED	5/27/09	5	1145	229	N
PLANNED	5/27/09	4	188	47	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/27/09	14	1022	73	N
PLANNED	5/27/09	1	89	89	N
PLANNED	5/27/09	5	760	152	N
PLANNED	5/27/09	7	1274	182	N
PLANNED	5/27/09	7	658	94	N
PLANNED	5/27/09	9	1080	120	N
PLANNED	5/27/09	16	1760	110	N
PLANNED	5/27/09	22	4224	192	N
PLANNED	9/1/09	11	693	63	N
PLANNED	5/27/09	5	1020	204	N
PLANNED	5/27/09	107	39055	365	N
PLANNED	5/27/09	8	1856	232	N
PLANNED	5/27/09	12	2340	195	N
PLANNED	5/27/09	32	6880	215	N
PLANNED	5/27/09	1	153	153	N
PLANNED	9/1/09	10	2180	218	N
PLANNED	5/27/09	1	147	147	N
PLANNED	5/27/09	7	1232	176	N
PLANNED	5/27/09	2	528	264	N
PLANNED	5/27/09	9	2178	242	N
PLANNED	5/27/09	9	1674	186	N
PLANNED	5/27/09	1	83	83	N
PLANNED	5/27/09	8	768	96	N
PLANNED	9/1/09	6	402	67	N
PLANNED	9/1/09	6	774	129	N
PLANNED	5/27/09	6	576	96	N
PLANNED	9/1/09	8	1688	211	N
PLANNED	5/27/09	1	255	255	N
PLANNED	9/1/09	10	930	93	N
PLANNED	9/1/09	11	649	59	N
PLANNED	5/27/09	4	564	141	N
PLANNED	5/27/09	5	700	140	N
PLANNED	5/28/09	2	896	448	N
PLANNED	5/28/09	2	394	197	N
PLANNED	5/28/09	7	1624	232	N
PLANNED	5/28/09	10	1170	117	N
PLANNED	5/28/09	10	2560	256	N
PLANNED	5/28/09	9	711	79	N
PLANNED	5/28/09	9	216	24	N
PLANNED	5/28/09	9	801	89	N
PLANNED	5/28/09	5	435	87	N
PLANNED	5/28/09	7	1519	217	N
PLANNED	9/1/09	4	356	89	N
PLANNED	5/28/09	9	2664	296	N
PLANNED	5/28/09	9	1350	150	N
PLANNED	5/28/09	8	1200	150	N
PLANNED	5/28/09	55	4305	350	N
PLANNED	5/28/09	6	792	132	N
PLANNED	9/1/09	9	1089	121	N
PLANNED	5/28/09	9	1566	174	N
PLANNED	5/28/09	2	232	116	N
PLANNED	5/28/09	2	170	85	N
PLANNED	5/28/09	8	584	73	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/28/09	1	148	148	N
PLANNED	9/1/09	6	882	147	N
PLANNED	9/1/09	1	322	322	N
PLANNED	5/28/09	39	9087	233	N
PLANNED	5/28/09	7	1246	178	N
PLANNED	5/28/09	4	1032	258	N
PLANNED	5/28/09	9	180	20	N
PLANNED	9/1/09	6	690	115	N
PLANNED	5/28/09	11	2926	266	N
PLANNED	5/28/09	11	2926	266	N
PLANNED	5/28/09	46	4324	94	N
PLANNED	9/1/09	3	423	141	N
PLANNED	9/1/09	6	336	56	N
PLANNED	5/28/09	11	1078	98	N
PLANNED	9/1/09	3	387	129	N
PLANNED	5/28/09	1	240	240	N
PLANNED	5/28/09	7	476	68	N
PLANNED	5/28/09	17	3893	229	N
PLANNED	9/1/09	4	520	130	N
PLANNED	5/28/09	8	880	110	N
PLANNED	9/1/09	2	174	87	N
PLANNED	9/1/09	11	1188	108	N
PLANNED	9/1/09	348	11484	33	N
PLANNED	9/1/09	39	1209	31	N
PLANNED	9/1/09	6	1386	231	N
PLANNED	9/1/09	4	420	105	N
PLANNED	9/1/09	13	2366	182	N
PLANNED	9/1/09	5	380	76	N
PLANNED	5/29/09	6	648	108	N
PLANNED	5/29/09	7	574	82	N
PLANNED	5/29/09	33	9207	279	N
PLANNED	5/29/09	3	843	281	N
PLANNED	5/29/09	9	2853	317	N
PLANNED	5/29/09	5	805	161	N
PLANNED	5/29/09	3	3	1	N
PLANNED	5/29/09	5	1035	207	N
PLANNED	5/29/09	16	2592	162	N
PLANNED	9/1/09	2	150	75	N
PLANNED	5/29/09	7	1561	223	N
PLANNED	5/29/09	7	1561	223	N
PLANNED	5/29/09	7	1533	219	N
PLANNED	5/29/09	32	4128	129	N
PLANNED	5/29/09	11	803	73	N
PLANNED	5/29/09	29	4060	140	N
PLANNED	5/29/09	8	1624	203	N
PLANNED	5/29/09	4	1052	263	N
PLANNED	5/29/09	8	1952	244	N
PLANNED	5/29/09	6	156	26	N
PLANNED	5/29/09	8	656	82	N
PLANNED	9/1/09	6	1488	248	N
PLANNED	9/1/09	29	10005	345	N
PLANNED	5/30/09	2	342	171	N
PLANNED	9/1/09	11	1298	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/1/09	25	1600	64	N
PLANNED	9/1/09	5	1250	250	N
PLANNED	6/1/09	4	460	115	N
PLANNED	6/1/09	10	990	99	N
PLANNED	6/1/09	18	738	41	N
PLANNED	9/1/09	9	1890	210	N
PLANNED	6/1/09	18	1494	83	N
PLANNED	6/1/09	6	522	87	N
PLANNED	6/1/09	6	906	151	N
PLANNED	6/1/09	5	500	100	N
PLANNED	6/1/09	8	1496	187	N
PLANNED	9/1/09	4	1392	348	N
PLANNED	6/1/09	1	23	23	N
PLANNED	9/1/09	16	2704	169	N
PLANNED	6/1/09	3	678	226	N
PLANNED	9/1/09	3	1050	350	N
PLANNED	9/1/09	2	118	59	N
PLANNED	6/1/09	62	7254	117	N
PLANNED	6/1/09	17	3417	201	N
PLANNED	6/1/09	13	2275	175	N
PLANNED	6/1/09	7	1652	236	N
PLANNED	9/1/09	1	175	175	N
PLANNED	6/1/09	6	1488	248	N
PLANNED	6/1/09	5	300	60	N
PLANNED	6/1/09	10	850	85	N
PLANNED	8/31/09	2	202	101	N
PLANNED	8/31/09	2	76	38	N
PLANNED	6/1/09	10	720	72	N
PLANNED	6/1/09	11	770	70	N
PLANNED	6/1/09	2	354	177	N
PLANNED	6/1/09	5	1135	227	N
PLANNED	6/1/09	12	2952	246	N
PLANNED	6/1/09	7	966	138	N
PLANNED	6/1/09	3	138	46	N
PLANNED	8/31/09	10	580	58	N
PLANNED	6/1/09	5	180	36	N
PLANNED	6/1/09	6	1788	298	N
PLANNED	6/1/09	13	351	27	N
PLANNED	6/1/09	9	360	40	N
PLANNED	6/1/09	2	472	236	N
PLANNED	6/1/09	26	1300	50	N
PLANNED	6/1/09	11	1254	114	N
PLANNED	6/1/09	3	297	99	N
PLANNED	6/1/09	4	852	213	N
PLANNED	6/1/09	7	1491	213	N
PLANNED	6/1/09	13	1196	92	N
PLANNED	8/31/09	4	332	83	N
PLANNED	6/1/09	3	123	41	N
PLANNED	6/2/09	1	25	25	N
PLANNED	6/2/09	63	13041	207	N
PLANNED	6/2/09	1	376	376	N
PLANNED	6/2/09	3	966	322	N
PLANNED	6/2/09	6	864	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/2/09	9	1017	113	N
PLANNED	6/2/09	7	252	36	N
PLANNED	6/2/09	13	299	23	N
PLANNED	8/31/09	7	315	45	N
PLANNED	8/31/09	5	1180	236	N
PLANNED	6/2/09	7	1533	219	N
PLANNED	6/2/09	7	1239	177	N
PLANNED	6/2/09	13	1274	98	N
PLANNED	6/2/09	3	639	213	N
PLANNED	8/31/09	9	630	70	N
PLANNED	6/2/09	21	4767	227	N
PLANNED	6/2/09	3	525	175	N
PLANNED	6/2/09	5	1185	237	N
PLANNED	6/2/09	1	105	105	N
PLANNED	6/2/09	3	369	123	N
PLANNED	6/2/09	4	4	1	N
PLANNED	6/2/09	14	462	33	N
PLANNED	6/2/09	2	120	60	N
PLANNED	6/2/09	8	864	108	N
PLANNED	6/2/09	5	130	26	N
PLANNED	6/2/09	5	445	89	N
PLANNED	8/31/09	4	308	77	N
PLANNED	8/31/09	3	228	76	N
PLANNED	6/2/09	10	520	52	N
PLANNED	6/2/09	17	1411	83	N
PLANNED	8/31/09	5	640	128	N
PLANNED	6/2/09	5	295	59	N
PLANNED	8/31/09	4	468	117	N
PLANNED	6/3/09	1	94	94	N
PLANNED	6/3/09	46	14536	316	N
PLANNED	6/3/09	8	1200	150	N
PLANNED	6/3/09	66	10428	158	N
PLANNED	6/3/09	1	143	143	N
PLANNED	6/3/09	3	585	195	N
PLANNED	6/3/09	4	400	100	N
PLANNED	6/3/09	5	300	60	N
PLANNED	6/3/09	10	1340	134	N
PLANNED	8/31/09	8	1168	146	N
PLANNED	8/31/09	8	960	120	N
PLANNED	6/3/09	16	3888	243	N
PLANNED	6/3/09	27	5616	208	N
PLANNED	6/3/09	9	648	72	N
PLANNED	6/3/09	2	504	252	N
PLANNED	6/3/09	9	1512	168	N
PLANNED	6/3/09	17	540	92	N
PLANNED	6/3/09	7	280	40	N
PLANNED	6/3/09	6	378	63	N
PLANNED	6/3/09	8	832	104	N
PLANNED	6/3/09	1	237	237	N
PLANNED	6/3/09	28	10052	359	N
PLANNED	6/3/09	3	243	81	N
PLANNED	6/3/09	10	1580	158	N
PLANNED	6/3/09	22	2156	98	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/3/09	4	596	149	N
PLANNED	6/3/09	2	224	112	N
PLANNED	6/3/09	13	650	50	N
PLANNED	6/3/09	7	1036	148	N
PLANNED	6/3/09	5	920	184	N
PLANNED	6/3/09	43	7525	175	N
PLANNED	6/3/09	37	6401	173	N
PLANNED	6/3/09	3	267	89	N
PLANNED	6/3/09	9	1179	131	N
PLANNED	6/3/09	4	436	109	N
PLANNED	6/3/09	11	1661	151	N
PLANNED	6/3/09	4	476	119	N
PLANNED	6/3/09	6	600	100	N
PLANNED	6/3/09	2	200	100	N
PLANNED	6/3/09	1	160	160	N
PLANNED	6/4/09	1	220	220	N
PLANNED	6/4/09	1	203	203	N
PLANNED	6/4/09	4	1304	326	N
PLANNED	6/4/09	9	855	95	N
PLANNED	6/4/09	12	252	21	N
PLANNED	6/4/09	11	3300	300	N
PLANNED	6/4/09	3	579	193	N
PLANNED	8/31/09	8	384	48	N
PLANNED	6/4/09	19	4788	252	N
PLANNED	6/4/09	9	639	71	N
PLANNED	6/4/09	3	108	36	N
PLANNED	6/4/09	10	610	61	N
PLANNED	6/4/09	5	520	104	N
PLANNED	6/4/09	8	848	106	N
PLANNED	6/4/09	7	1757	251	N
PLANNED	6/4/09	7	2345	335	N
PLANNED	6/4/09	9	2430	270	N
PLANNED	6/4/09	6	534	89	N
PLANNED	6/4/09	10	1280	128	N
PLANNED	6/4/09	3	591	197	N
PLANNED	6/4/09	11	561	51	N
PLANNED	8/31/09	5	1285	257	N
PLANNED	6/4/09	7	1085	155	N
PLANNED	8/31/09	4	740	185	N
PLANNED	6/4/09	6	2328	388	N
PLANNED	6/4/09	7	609	87	N
PLANNED	6/4/09	1	2	2	N
PLANNED	6/4/09	6	558	93	N
PLANNED	6/4/09	49	3234	66	N
PLANNED	6/4/09	4	628	157	N
PLANNED	8/31/09	1	192	192	N
PLANNED	6/4/09	83	5976	72	N
PLANNED	6/5/09	6	924	154	N
PLANNED	6/5/09	10	3600	360	N
PLANNED	6/5/09	23	1794	78	N
PLANNED	6/5/09	7	1120	160	N
PLANNED	6/5/09	5	1040	208	N
PLANNED	8/31/09	2	332	166	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/5/09	5	840	168	N
PLANNED	6/5/09	5	1160	232	N
PLANNED	6/5/09	9	1035	115	N
PLANNED	6/5/09	11	1111	101	N
PLANNED	6/5/09	5	485	97	N
PLANNED	8/31/09	9	1503	167	N
PLANNED	6/5/09	2	220	110	N
PLANNED	8/31/09	8	1288	161	N
PLANNED	8/31/09	4	312	78	N
PLANNED	8/31/09	11	2959	269	N
PLANNED	8/31/09	1	155	155	N
PLANNED	8/31/09	8	872	109	N
PLANNED	8/31/09	9	1314	146	N
PLANNED	6/5/09	18	612	34	N
PLANNED	8/31/09	16	3760	235	N
PLANNED	8/31/09	2	1314	657	N
PLANNED	8/31/09	5	435	87	N
PLANNED	8/31/09	6	2196	366	N
PLANNED	8/31/09	2	240	120	N
PLANNED	8/31/09	7	1197	171	N
PLANNED	6/7/09	106	21412	202	N
PLANNED	6/7/09	2	62	31	N
PLANNED	6/7/09	3	96	32	N
PLANNED	8/31/09	7	2135	305	N
PLANNED	8/31/09	6	1860	310	N
PLANNED	6/8/09	7	2590	370	N
PLANNED	6/8/09	13	2145	165	N
PLANNED	6/8/09	5	515	103	N
PLANNED	6/8/09	5	905	181	N
PLANNED	6/8/09	15	2730	182	N
PLANNED	6/8/09	8	1456	182	N
PLANNED	6/8/09	8	1696	212	N
PLANNED	6/8/09	1	343	343	N
PLANNED	8/31/09	26	520	20	N
PLANNED	8/31/09	15	4755	317	N
PLANNED	6/8/09	4	356	89	N
PLANNED	8/31/09	4	1256	314	N
PLANNED	6/8/09	42	6342	151	N
PLANNED	8/30/09	1	192	192	N
PLANNED	6/8/09	1	275	275	N
PLANNED	6/8/09	10	2280	228	N
PLANNED	6/8/09	9	2052	228	N
PLANNED	6/8/09	7	1218	174	N
PLANNED	6/8/09	11	1969	179	N
PLANNED	6/8/09	8	1408	176	N
PLANNED	6/8/09	10	500	50	N
PLANNED	6/8/09	9	441	49	N
PLANNED	6/8/09	3	510	170	N
PLANNED	6/8/09	4	188	47	N
PLANNED	8/30/09	1	134	134	N
PLANNED	8/30/09	1	318	318	N
PLANNED	6/8/09	3	90	30	N
PLANNED	6/8/09	5	210	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/30/09	1	373	373	N
PLANNED	8/30/09	1	598	598	N
PLANNED	8/29/09	4	248	62	N
PLANNED	6/8/09	11	2101	191	N
PLANNED	8/29/09	6	42	7	N
PLANNED	8/28/09	8	528	66	N
PLANNED	6/9/09	1	124	124	N
PLANNED	6/9/09	5	1795	359	N
PLANNED	6/9/09	4	764	191	N
PLANNED	6/9/09	3	1227	409	N
PLANNED	6/9/09	7	1001	143	N
PLANNED	6/9/09	1	212	212	N
PLANNED	6/9/09	14	2702	193	N
PLANNED	6/9/09	12	3444	287	N
PLANNED	6/9/09	14	4032	288	N
PLANNED	8/28/09	11	1661	151	N
PLANNED	6/9/09	18	1998	111	N
PLANNED	6/9/09	7	231	33	N
PLANNED	6/9/09	1	32	32	N
PLANNED	6/9/09	3	219	73	N
PLANNED	6/9/09	21	4788	228	N
PLANNED	6/9/09	5	1245	249	N
PLANNED	6/9/09	8	2048	256	N
PLANNED	6/9/09	24	6144	256	N
PLANNED	6/9/09	8	1928	241	N
PLANNED	6/9/09	14	1988	142	N
PLANNED	6/9/09	11	1936	176	N
PLANNED	6/9/09	4	360	90	N
PLANNED	8/28/09	24	1320	55	N
PLANNED	6/9/09	18	2628	146	N
PLANNED	8/28/09	9	495	55	N
PLANNED	6/9/09	5	1430	286	N
PLANNED	8/28/09	7	1379	197	N
PLANNED	8/28/09	12	1488	124	N
PLANNED	6/9/09	55	2585	47	N
PLANNED	6/9/09	7	203	29	N
PLANNED	6/9/09	8	1096	137	N
PLANNED	6/9/09	1	54	54	N
PLANNED	6/10/09	6	834	139	N
PLANNED	6/10/09	29	4403	408	N
PLANNED	8/28/09	4	1028	257	N
PLANNED	8/28/09	5	535	107	N
PLANNED	6/10/09	4	504	126	N
PLANNED	8/28/09	4	456	114	N
PLANNED	6/10/09	9	2529	281	N
PLANNED	6/10/09	17	5083	299	N
PLANNED	8/28/09	3	1623	541	N
PLANNED	6/10/09	4	436	109	N
PLANNED	6/10/09	1	163	163	N
PLANNED	6/10/09	17	4862	286	N
PLANNED	8/28/09	1	421	421	N
PLANNED	6/10/09	1	156	156	N
PLANNED	6/10/09	6	1056	176	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/10/09	6	300	50	N
PLANNED	8/28/09	1	69	69	N
PLANNED	8/28/09	6	702	117	N
PLANNED	8/28/09	8	728	91	N
PLANNED	6/10/09	11	1408	128	N
PLANNED	6/10/09	8	1120	140	N
PLANNED	6/10/09	6	1776	296	N
PLANNED	6/10/09	7	630	90	N
PLANNED	6/10/09	7	98	14	N
PLANNED	8/28/09	2	60	30	N
PLANNED	6/10/09	4	184	46	N
PLANNED	6/10/09	1	200	200	N
PLANNED	6/10/09	9	99	11	N
PLANNED	6/11/09	3	1302	434	N
PLANNED	6/11/09	6	900	150	N
PLANNED	6/11/09	14	252	18	N
PLANNED	6/11/09	11	770	70	N
PLANNED	6/11/09	8	2704	338	N
PLANNED	8/28/09	4	1356	339	N
PLANNED	8/28/09	8	1216	152	N
PLANNED	6/11/09	1	254	254	N
PLANNED	6/11/09	2	260	130	N
PLANNED	8/28/09	6	468	78	N
PLANNED	8/28/09	7	1603	229	N
PLANNED	6/11/09	12	2820	235	N
PLANNED	6/11/09	7	847	121	N
PLANNED	6/11/09	2	452	226	N
PLANNED	8/28/09	1	226	226	N
PLANNED	8/28/09	1	159	159	N
PLANNED	6/11/09	9	1575	175	N
PLANNED	6/11/09	7	1225	175	N
PLANNED	6/11/09	9	1530	170	N
PLANNED	6/11/09	11	1870	170	N
PLANNED	6/11/09	17	136	8	N
PLANNED	6/11/09	1	150	150	N
PLANNED	6/11/09	5	390	78	N
PLANNED	6/11/09	16	3616	226	N
PLANNED	6/11/09	4	884	221	N
PLANNED	6/11/09	14	112	8	N
PLANNED	6/11/09	10	1430	143	N
PLANNED	6/11/09	2	30	15	N
PLANNED	6/11/09	39	3549	91	N
PLANNED	6/11/09	5	150	30	N
PLANNED	8/28/09	1	295	295	N
PLANNED	6/11/09	2	204	102	N
PLANNED	8/28/09	1	2	2	N
PLANNED	8/28/09	3	228	76	N
PLANNED	6/11/09	10	1170	117	N
PLANNED	6/11/09	4	32	8	N
PLANNED	8/28/09	10	790	79	N
PLANNED	6/12/09	89	14062	158	N
PLANNED	6/12/09	11	1474	134	N
PLANNED	8/28/09	3	369	123	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/12/09	1	240	240	N
PLANNED	6/12/09	4	1212	303	N
PLANNED	6/12/09	2	68	34	N
PLANNED	6/12/09	9	2691	299	N
PLANNED	6/12/09	10	2190	219	N
PLANNED	6/12/09	6	1062	177	N
PLANNED	6/12/09	1	326	326	N
PLANNED	6/12/09	6	30	5	N
PLANNED	6/12/09	2	216	108	N
PLANNED	6/12/09	6	504	84	N
PLANNED	6/12/09	8	248	31	N
PLANNED	6/12/09	4	88	22	N
PLANNED	6/12/09	6	708	118	N
PLANNED	6/12/09	2	28	14	N
PLANNED	6/12/09	12	636	53	N
PLANNED	6/12/09	66	2310	35	N
PLANNED	6/12/09	6	984	164	N
PLANNED	6/12/09	1	158	158	N
PLANNED	8/28/09	3	369	123	N
PLANNED	6/12/09	1	20	20	N
PLANNED	8/28/09	8	992	124	N
PLANNED	8/28/09	16	2176	136	N
PLANNED	6/13/09	2	90	45	N
PLANNED	8/28/09	3	573	191	N
PLANNED	8/27/09	10	2190	219	N
PLANNED	8/27/09	4	84	21	N
PLANNED	6/15/09	8	2176	272	N
PLANNED	6/15/09	14	2814	201	N
PLANNED	6/15/09	7	707	101	N
PLANNED	6/15/09	6	402	67	N
PLANNED	6/15/09	10	770	77	N
PLANNED	6/15/09	6	1362	227	N
PLANNED	6/15/09	7	805	115	N
PLANNED	6/15/09	6	252	42	N
PLANNED	6/15/09	4	568	142	N
PLANNED	6/15/09	4	668	167	N
PLANNED	6/15/09	7	1589	227	N
PLANNED	6/15/09	4	4	1	N
PLANNED	6/15/09	22	5214	237	N
PLANNED	6/15/09	4	20	5	N
PLANNED	6/15/09	9	306	34	N
PLANNED	6/15/09	4	428	107	N
PLANNED	6/15/09	3	396	132	N
PLANNED	6/15/09	10	1320	132	N
PLANNED	6/15/09	1	167	167	N
PLANNED	8/27/09	5	1725	345	N
PLANNED	8/27/09	12	612	51	N
PLANNED	6/15/09	10	460	46	N
PLANNED	8/27/09	15	765	51	N
PLANNED	8/27/09	7	357	51	N
PLANNED	6/15/09	10	1800	180	N
PLANNED	6/15/09	8	736	92	N
PLANNED	6/15/09	6	270	45	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/27/09	15	300	20	N
PLANNED	6/15/09	17	2856	168	N
PLANNED	6/15/09	2	340	170	N
PLANNED	8/27/09	1	39	39	N
PLANNED	6/15/09	22	3080	140	N
PLANNED	8/27/09	14	784	56	N
PLANNED	6/15/09	23	2162	94	N
PLANNED	6/15/09	4	484	121	N
PLANNED	8/27/09	12	696	58	N
PLANNED	6/16/09	6	1140	190	N
PLANNED	6/16/09	10	2010	201	N
PLANNED	6/16/09	6	1038	173	N
PLANNED	6/16/09	1	318	318	N
PLANNED	6/16/09	3	507	169	N
PLANNED	6/16/09	11	2299	209	N
PLANNED	6/16/09	7	1036	148	N
PLANNED	6/16/09	1	229	229	N
PLANNED	6/16/09	66	10956	166	N
PLANNED	6/16/09	3	627	209	N
PLANNED	6/16/09	1	111	111	N
PLANNED	6/16/09	7	2163	309	N
PLANNED	6/16/09	8	1056	132	N
PLANNED	6/16/09	4	180	45	N
PLANNED	6/16/09	4	480	120	N
PLANNED	6/16/09	88	5984	68	N
PLANNED	6/16/09	10	1570	157	N
PLANNED	6/16/09	9	1359	151	N
PLANNED	6/16/09	6	762	127	N
PLANNED	6/16/09	4	116	29	N
PLANNED	6/16/09	2	60	30	N
PLANNED	6/16/09	23	4439	193	N
PLANNED	6/16/09	46	2300	50	N
PLANNED	6/16/09	4	200	50	N
PLANNED	8/27/09	6	546	91	N
PLANNED	6/16/09	4	820	205	N
PLANNED	6/16/09	2	158	79	N
PLANNED	6/16/09	4	320	80	N
PLANNED	6/16/09	62	4216	68	N
PLANNED	6/16/09	6	648	108	N
PLANNED	6/17/09	1	273	273	N
PLANNED	6/17/09	8	880	110	N
PLANNED	6/17/09	5	1320	264	N
PLANNED	6/17/09	44	6380	145	N
PLANNED	6/17/09	6	1002	167	N
PLANNED	6/17/09	5	710	142	N
PLANNED	6/17/09	11	2013	183	N
PLANNED	6/17/09	3	546	182	N
PLANNED	6/17/09	4	228	57	N
PLANNED	6/17/09	7	1477	211	N
PLANNED	6/17/09	5	1100	220	N
PLANNED	6/17/09	2	514	257	N
PLANNED	8/27/09	6	720	120	N
PLANNED	6/17/09	51	5304	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/17/09	2	144	72	N
PLANNED	6/17/09	2	668	334	N
PLANNED	6/17/09	8	1912	239	N
PLANNED	8/27/09	11	627	57	N
PLANNED	6/17/09	5	710	142	N
PLANNED	8/27/09	16	1744	109	N
PLANNED	6/17/09	4	852	213	N
PLANNED	6/17/09	11	44	4	N
PLANNED	6/17/09	6	804	134	N
PLANNED	8/27/09	4	92	23	N
PLANNED	6/17/09	25	3100	124	N
PLANNED	8/27/09	7	812	116	N
PLANNED	6/17/09	1	101	101	N
PLANNED	8/27/09	10	2100	210	N
PLANNED	6/17/09	3	438	146	N
PLANNED	8/27/09	2	18	9	N
PLANNED	6/17/09	1	48	48	N
PLANNED	6/17/09	1	48	48	N
PLANNED	6/17/09	16	1360	85	N
PLANNED	6/17/09	8	104	13	N
PLANNED	6/17/09	6	102	17	N
PLANNED	6/17/09	17	901	53	N
PLANNED	6/17/09	33	3036	92	N
PLANNED	6/17/09	14	2100	150	N
PLANNED	6/17/09	10	20	2	N
PLANNED	8/27/09	9	1044	116	N
PLANNED	6/18/09	6	834	139	N
PLANNED	8/27/09	1	37	37	N
PLANNED	6/18/09	1	91	91	N
PLANNED	6/18/09	4	680	170	N
PLANNED	6/18/09	8	1336	167	N
PLANNED	6/18/09	5	830	166	N
PLANNED	6/18/09	17	748	44	N
PLANNED	6/18/09	8	1968	246	N
PLANNED	6/18/09	17	4182	246	N
PLANNED	6/18/09	9	1908	212	N
PLANNED	6/18/09	2	420	210	N
PLANNED	6/18/09	19	3724	196	N
PLANNED	6/18/09	2	470	235	N
PLANNED	6/18/09	4	828	207	N
PLANNED	6/18/09	4	348	87	N
PLANNED	6/18/09	5	310	62	N
PLANNED	6/18/09	10	230	23	N
PLANNED	8/27/09	103	57062	554	N
PLANNED	6/18/09	8	1464	183	N
PLANNED	6/18/09	13	182	14	N
PLANNED	6/18/09	5	635	127	N
PLANNED	6/18/09	25	4150	166	N
PLANNED	6/18/09	5	585	117	N
PLANNED	6/18/09	5	195	39	N
PLANNED	6/18/09	35	1120	32	N
PLANNED	6/18/09	20	1820	91	N
PLANNED	6/18/09	3	141	47	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/18/09	1	14	14	N
PLANNED	6/18/09	13	793	61	N
PLANNED	6/18/09	16	1536	96	N
PLANNED	6/18/09	5	330	66	N
PLANNED	6/18/09	10	650	65	N
PLANNED	6/19/09	7	1687	241	N
PLANNED	6/19/09	2	232	116	N
PLANNED	6/19/09	7	1064	152	N
PLANNED	6/19/09	15	1185	79	N
PLANNED	6/19/09	4	372	93	N
PLANNED	6/19/09	6	492	82	N
PLANNED	6/19/09	7	91	13	N
PLANNED	6/19/09	22	2354	107	N
PLANNED	6/19/09	5	790	158	N
PLANNED	8/27/09	2	78	39	N
PLANNED	6/19/09	8	144	18	N
PLANNED	6/19/09	21	4431	211	N
PLANNED	6/19/09	10	570	57	N
PLANNED	8/27/09	4	16	4	N
PLANNED	6/19/09	2	126	63	N
PLANNED	6/19/09	24	5616	234	N
PLANNED	8/27/09	54	1836	34	N
PLANNED	6/20/09	2	310	155	N
PLANNED	6/20/09	1	674	674	N
PLANNED	6/20/09	2	222	111	N
PLANNED	8/27/09	2	522	261	N
PLANNED	8/27/09	4	428	107	N
PLANNED	8/27/09	12	984	82	N
PLANNED	6/22/09	21	1155	55	N
PLANNED	6/22/09	16	816	51	N
PLANNED	6/22/09	1	125	125	N
PLANNED	6/22/09	3	576	192	N
PLANNED	6/22/09	2	118	59	N
PLANNED	8/27/09	28	6076	217	N
PLANNED	6/22/09	5	1255	251	N
PLANNED	6/22/09	2	410	205	N
PLANNED	6/22/09	8	1832	229	N
PLANNED	6/22/09	8	1640	205	N
PLANNED	6/22/09	4	1000	250	N
PLANNED	6/22/09	11	1683	153	N
PLANNED	6/22/09	1	120	120	N
PLANNED	8/27/09	1	93	93	N
PLANNED	6/22/09	7	1743	249	N
PLANNED	6/22/09	1	260	260	N
PLANNED	6/22/09	6	246	41	N
PLANNED	6/22/09	12	2172	181	N
PLANNED	6/22/09	10	1100	110	N
PLANNED	6/22/09	13	1131	87	N
PLANNED	8/27/09	5	315	63	N
PLANNED	6/22/09	4	516	129	N
PLANNED	6/22/09	20	3780	189	N
PLANNED	6/22/09	9	2007	223	N
PLANNED	8/27/09	5	1595	319	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/22/09	6	498	83	N
PLANNED	8/27/09	11	660	60	N
PLANNED	8/27/09	2	100	50	N
PLANNED	8/27/09	4	260	65	N
PLANNED	6/22/09	6	762	127	N
PLANNED	8/27/09	2	508	254	N
PLANNED	8/27/09	1	141	141	N
PLANNED	6/22/09	14	490	35	N
PLANNED	8/27/09	10	1940	194	N
PLANNED	8/27/09	9	738	82	N
PLANNED	8/27/09	2	8	4	N
PLANNED	8/27/09	7	1316	188	N
PLANNED	8/27/09	11	1573	143	N
PLANNED	6/23/09	7	679	97	N
PLANNED	6/23/09	13	845	65	N
PLANNED	8/27/09	5	280	56	N
PLANNED	6/23/09	1	148	148	N
PLANNED	8/27/09	44	14124	321	N
PLANNED	8/27/09	34	6630	195	N
PLANNED	8/27/09	5	240	48	N
PLANNED	8/27/09	8	152	19	N
PLANNED	8/27/09	7	154	22	N
PLANNED	8/26/09	1	83	83	N
PLANNED	8/26/09	1	471	471	N
PLANNED	8/26/09	15	2805	187	N
PLANNED	8/26/09	4	16	4	N
PLANNED	8/26/09	9	1692	188	N
PLANNED	8/26/09	33	6237	189	N
PLANNED	8/26/09	11	2673	243	N
PLANNED	8/26/09	12	1992	166	N
PLANNED	6/23/09	9	585	65	N
PLANNED	8/26/09	11	44	4	N
PLANNED	6/23/09	13	4693	361	N
PLANNED	8/26/09	14	3556	254	N
PLANNED	6/23/09	4	580	145	N
PLANNED	6/23/09	1	33	33	N
PLANNED	8/26/09	16	1264	79	N
PLANNED	8/26/09	5	1385	277	N
PLANNED	8/26/09	7	1071	153	N
PLANNED	6/23/09	2	84	42	N
PLANNED	8/26/09	9	216	24	N
PLANNED	6/23/09	9	1251	139	N
PLANNED	8/26/09	8	584	73	N
PLANNED	8/26/09	6	960	160	N
PLANNED	8/26/09	7	203	29	N
PLANNED	6/23/09	24	5448	227	N
PLANNED	6/23/09	3	234	78	N
PLANNED	8/26/09	9	612	68	N
PLANNED	8/26/09	11	1837	167	N
PLANNED	8/26/09	26	1456	56	N
PLANNED	6/23/09	3	258	86	N
PLANNED	8/26/09	15	1830	122	N
PLANNED	8/26/09	12	1476	123	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/23/09	5	395	79	N
PLANNED	8/26/09	53	6731	127	N
PLANNED	8/26/09	2	14	7	N
PLANNED	8/26/09	3	285	95	N
PLANNED	8/26/09	11	1661	151	N
PLANNED	8/26/09	17	3536	208	N
PLANNED	8/26/09	4	860	215	N
PLANNED	8/26/09	9	270	30	N
PLANNED	8/26/09	2	592	296	N
PLANNED	8/26/09	19	3952	208	N
PLANNED	6/24/09	2	154	77	N
PLANNED	6/24/09	7	1379	197	N
PLANNED	6/24/09	7	903	129	N
PLANNED	6/24/09	1	157	157	N
PLANNED	6/24/09	6	984	164	N
PLANNED	6/24/09	1	1	1	N
PLANNED	6/24/09	10	340	34	N
PLANNED	6/24/09	8	1472	184	N
PLANNED	6/24/09	6	1158	193	N
PLANNED	6/24/09	1	117	117	N
PLANNED	6/24/09	8	1120	140	N
PLANNED	6/24/09	7	1358	194	N
PLANNED	6/24/09	3	918	306	N
PLANNED	6/24/09	3	645	215	N
PLANNED	8/26/09	1	186	186	N
PLANNED	6/24/09	6	786	131	N
PLANNED	6/24/09	3	543	181	N
PLANNED	6/24/09	4	1272	318	N
PLANNED	6/24/09	3	561	187	N
PLANNED	6/24/09	14	1610	115	N
PLANNED	6/24/09	5	815	163	N
PLANNED	6/24/09	1	87	87	N
PLANNED	6/24/09	5	35	7	N
PLANNED	6/24/09	28	2632	94	N
PLANNED	6/24/09	6	60	10	N
PLANNED	6/24/09	8	312	39	N
PLANNED	6/24/09	5	190	38	N
PLANNED	6/24/09	3	240	80	N
PLANNED	6/24/09	8	880	110	N
PLANNED	8/26/09	13	1131	87	N
PLANNED	8/26/09	96	5472	57	N
PLANNED	6/24/09	7	1610	230	N
PLANNED	6/24/09	1	78	78	N
PLANNED	6/24/09	6	84	14	N
PLANNED	8/26/09	4	968	242	N
PLANNED	6/24/09	8	672	84	N
PLANNED	6/24/09	8	32	4	N
PLANNED	6/25/09	1	86	86	N
PLANNED	8/26/09	5	1270	254	N
PLANNED	6/25/09	9	2448	272	N
PLANNED	6/25/09	8	584	73	N
PLANNED	6/25/09	28	1148	41	N
PLANNED	8/26/09	4	480	120	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/25/09	7	315	45	N
PLANNED	6/25/09	10	3510	351	N
PLANNED	6/25/09	1	90	90	N
PLANNED	6/25/09	3	246	82	N
PLANNED	6/25/09	2	28	14	N
PLANNED	8/26/09	4	1028	257	N
PLANNED	6/25/09	10	1340	134	N
PLANNED	6/25/09	5	375	75	N
PLANNED	6/25/09	6	408	68	N
PLANNED	6/25/09	4	292	73	N
PLANNED	6/25/09	8	1560	195	N
PLANNED	6/25/09	4	536	134	N
PLANNED	6/25/09	14	1092	78	N
PLANNED	8/26/09	8	2000	250	N
PLANNED	6/25/09	3	159	53	N
PLANNED	6/25/09	7	357	51	N
PLANNED	6/25/09	9	963	107	N
PLANNED	6/25/09	6	546	91	N
PLANNED	6/25/09	5	710	142	N
PLANNED	6/25/09	7	469	67	N
PLANNED	6/26/09	7	2058	294	N
PLANNED	6/26/09	7	1064	152	N
PLANNED	6/26/09	9	1881	209	N
PLANNED	8/26/09	10	2270	227	N
PLANNED	6/26/09	2	82	41	N
PLANNED	6/26/09	2	152	76	N
PLANNED	6/26/09	8	1704	213	N
PLANNED	6/26/09	6	546	91	N
PLANNED	6/26/09	7	623	89	N
PLANNED	6/26/09	5	425	85	N
PLANNED	6/26/09	1	497	497	N
PLANNED	6/26/09	6	1260	210	N
PLANNED	6/26/09	7	469	67	N
PLANNED	6/26/09	5	275	55	N
PLANNED	6/26/09	9	1035	115	N
PLANNED	6/26/09	7	805	115	N
PLANNED	6/26/09	7	182	26	N
PLANNED	8/26/09	3	585	195	N
PLANNED	8/26/09	8	1328	166	N
PLANNED	6/26/09	9	153	17	N
PLANNED	6/26/09	3	543	181	N
PLANNED	8/26/09	3	1287	429	N
PLANNED	6/26/09	1	3	3	N
PLANNED	8/26/09	6	942	157	N
PLANNED	6/26/09	14	2716	194	N
PLANNED	6/26/09	24	6384	266	N
PLANNED	8/26/09	4	132	33	N
PLANNED	6/26/09	9	198	22	N
PLANNED	6/26/09	3	444	148	N
PLANNED	8/26/09	16	1712	107	N
PLANNED	6/28/09	1	362	362	N
PLANNED	8/26/09	2	656	328	N
PLANNED	6/29/09	31	7192	232	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/29/09	1	62	62	N
PLANNED	6/29/09	1	33	33	N
PLANNED	6/29/09	1	45	45	N
PLANNED	6/29/09	4	684	171	N
PLANNED	6/29/09	4	1260	315	N
PLANNED	6/29/09	1	341	341	N
PLANNED	6/29/09	11	924	84	N
PLANNED	6/29/09	9	81	9	N
PLANNED	6/29/09	3	645	215	N
PLANNED	6/29/09	6	1152	192	N
PLANNED	6/29/09	9	612	68	N
PLANNED	6/29/09	2	268	134	N
PLANNED	6/29/09	10	580	58	N
PLANNED	6/29/09	9	1206	134	N
PLANNED	6/29/09	7	910	130	N
PLANNED	6/29/09	11	11	1	N
PLANNED	6/29/09	3	387	129	N
PLANNED	6/29/09	11	209	19	N
PLANNED	8/26/09	4	1696	424	N
PLANNED	6/29/09	7	238	34	N
PLANNED	8/26/09	15	4890	326	N
PLANNED	6/30/09	1	62	62	N
PLANNED	6/30/09	2	256	128	N
PLANNED	6/30/09	4	4	1	N
PLANNED	6/30/09	4	316	79	N
PLANNED	6/30/09	10	1880	188	N
PLANNED	6/30/09	20	2780	139	N
PLANNED	6/30/09	2	88	44	N
PLANNED	6/30/09	6	642	107	N
PLANNED	6/30/09	3	117	39	N
PLANNED	6/30/09	6	138	23	N
PLANNED	6/30/09	8	968	121	N
PLANNED	6/30/09	191	16428	231	N
PLANNED	6/30/09	13	676	52	N
PLANNED	6/30/09	8	232	29	N
PLANNED	6/30/09	8	1152	144	N
PLANNED	6/30/09	7	994	142	N
PLANNED	6/30/09	7	476	68	N
PLANNED	6/30/09	1	336	336	N
PLANNED	6/30/09	5	1385	277	N
PLANNED	6/30/09	10	1250	125	N
PLANNED	6/30/09	11	1804	164	N
PLANNED	6/30/09	1	138	138	N
PLANNED	6/30/09	7	1029	147	N
PLANNED	6/30/09	6	120	20	N
PLANNED	6/30/09	5	200	40	N
PLANNED	6/30/09	1	242	242	N
PLANNED	6/30/09	26	2704	104	N
PLANNED	6/30/09	1	168	168	N
PLANNED	6/30/09	4	148	37	N
PLANNED	7/1/09	1	128	128	N
PLANNED	7/1/09	1	94	94	N
PLANNED	7/1/09	6	1446	241	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/1/09	6	240	40	N
PLANNED	7/1/09	1	120	120	N
PLANNED	7/1/09	13	3341	257	N
PLANNED	7/1/09	139	21684	156	N
PLANNED	7/1/09	18	2250	125	N
PLANNED	7/1/09	3	234	78	N
PLANNED	7/1/09	24	4728	197	N
PLANNED	7/1/09	12	1140	95	N
PLANNED	8/26/09	1	288	288	N
PLANNED	7/1/09	12	792	66	N
PLANNED	7/1/09	9	2619	291	N
PLANNED	8/26/09	1	290	290	N
PLANNED	7/1/09	13	533	41	N
PLANNED	7/1/09	3	690	230	N
PLANNED	7/1/09	6	786	131	N
PLANNED	7/1/09	42	42	1	N
PLANNED	7/1/09	43	2623	61	N
PLANNED	7/1/09	74	370	5	N
PLANNED	7/1/09	15	15	1	N
PLANNED	7/1/09	11	495	45	N
PLANNED	7/1/09	12	1188	99	N
PLANNED	7/1/09	6	150	25	N
PLANNED	7/1/09	6	888	148	N
PLANNED	7/1/09	74	888	12	N
PLANNED	7/1/09	10	2010	201	N
PLANNED	7/1/09	5	1010	202	N
PLANNED	7/1/09	3	111	37	N
PLANNED	7/1/09	6	126	21	N
PLANNED	7/1/09	14	1820	130	N
PLANNED	7/1/09	13	598	46	N
PLANNED	7/1/09	3	102	34	N
PLANNED	7/1/09	2	156	78	N
PLANNED	7/1/09	12	2772	231	N
PLANNED	7/1/09	6	570	95	N
PLANNED	7/1/09	2	188	94	N
PLANNED	7/1/09	12	1884	157	N
PLANNED	7/2/09	1	537	537	N
PLANNED	7/2/09	26	4524	174	N
PLANNED	7/2/09	5	705	141	N
PLANNED	7/2/09	4	316	79	N
PLANNED	7/2/09	4	1188	297	N
PLANNED	7/2/09	2	306	153	N
PLANNED	8/26/09	5	475	95	N
PLANNED	7/2/09	3	210	70	N
PLANNED	7/2/09	9	684	76	N
PLANNED	7/2/09	5	1490	298	N
PLANNED	7/2/09	4	1164	291	N
PLANNED	7/2/09	34	15368	452	N
PLANNED	7/2/09	8	1008	126	N
PLANNED	8/25/09	1	333	333	N
PLANNED	7/2/09	9	1539	171	N
PLANNED	7/2/09	9	2502	278	N
PLANNED	7/2/09	6	264	44	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/2/09	9	693	77	N
PLANNED	7/2/09	17	255	15	N
PLANNED	7/2/09	7	1134	162	N
PLANNED	7/2/09	7	483	69	N
PLANNED	7/2/09	26	3692	142	N
PLANNED	7/2/09	5	505	101	N
PLANNED	7/2/09	3	615	205	N
PLANNED	7/2/09	10	1140	114	N
PLANNED	7/2/09	4	108	27	N
PLANNED	7/2/09	5	165	33	N
PLANNED	7/2/09	5	1650	330	N
PLANNED	8/25/09	10	1180	118	N
PLANNED	7/2/09	13	832	64	N
PLANNED	8/25/09	379	63672	168	N
PLANNED	8/25/09	1	28	28	N
PLANNED	8/25/09	15	2955	197	N
PLANNED	7/3/09	3	387	129	N
PLANNED	8/25/09	8	1328	166	N
PLANNED	8/25/09	1	94	94	N
PLANNED	8/25/09	32	1920	60	N
PLANNED	8/25/09	2	274	137	N
PLANNED	8/25/09	13	1807	139	N
PLANNED	8/25/09	30	3300	110	N
PLANNED	7/5/09	4	220	55	N
PLANNED	8/25/09	3	870	290	N
PLANNED	7/6/09	4	864	216	N
PLANNED	7/6/09	4	848	212	N
PLANNED	7/6/09	5	1270	254	N
PLANNED	7/6/09	13	1053	81	N
PLANNED	7/6/09	28	5236	187	N
PLANNED	7/6/09	2	660	330	N
PLANNED	7/6/09	22	682	31	N
PLANNED	7/6/09	8	1456	182	N
PLANNED	7/6/09	1	245	245	N
PLANNED	7/6/09	20	1260	63	N
PLANNED	7/6/09	2	186	93	N
PLANNED	7/6/09	117	16029	137	N
PLANNED	7/6/09	13	4342	334	N
PLANNED	7/6/09	2	256	128	N
PLANNED	7/6/09	4	936	234	N
PLANNED	7/6/09	8	328	41	N
PLANNED	7/6/09	39	3510	90	N
PLANNED	7/6/09	2	42	21	N
PLANNED	8/25/09	1	87	87	N
PLANNED	7/6/09	15	8025	535	N
PLANNED	7/6/09	4	728	182	N
PLANNED	7/6/09	3	120	40	N
PLANNED	7/6/09	6	606	101	N
PLANNED	7/6/09	10	1370	137	N
PLANNED	7/6/09	4	492	123	N
PLANNED	8/25/09	16	1152	72	N
PLANNED	7/7/09	1	255	255	N
PLANNED	7/7/09	2	410	205	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/25/09	1	213	213	N
PLANNED	7/7/09	4	604	151	N
PLANNED	8/25/09	1	213	213	N
PLANNED	7/7/09	7	1113	159	N
PLANNED	7/7/09	1	251	251	N
PLANNED	7/7/09	17	986	58	N
PLANNED	7/7/09	2	472	236	N
PLANNED	7/7/09	7	1120	160	N
PLANNED	7/7/09	5	1140	228	N
PLANNED	7/7/09	4	1096	274	N
PLANNED	7/7/09	6	1638	273	N
PLANNED	7/7/09	9	1926	214	N
PLANNED	7/7/09	8	1928	241	N
PLANNED	7/7/09	4	280	70	N
PLANNED	7/7/09	25	1600	64	N
PLANNED	7/7/09	2	98	49	N
PLANNED	7/7/09	8	1952	244	N
PLANNED	7/7/09	10	830	83	N
PLANNED	7/7/09	5	145	29	N
PLANNED	7/7/09	4	300	75	N
PLANNED	7/7/09	3	711	237	N
PLANNED	7/7/09	4	232	58	N
PLANNED	7/7/09	1	194	194	N
PLANNED	7/7/09	13	2028	156	N
PLANNED	7/7/09	9	90	10	N
PLANNED	7/7/09	4	44	11	N
PLANNED	7/7/09	18	1548	86	N
PLANNED	7/7/09	3	279	93	N
PLANNED	7/7/09	14	5810	415	N
PLANNED	7/7/09	6	1464	244	N
PLANNED	7/7/09	7	798	114	N
PLANNED	8/25/09	1	213	213	N
PLANNED	7/7/09	7	70	10	N
PLANNED	7/7/09	4	172	43	N
PLANNED	7/7/09	13	2509	193	N
PLANNED	7/7/09	117	11700	100	N
PLANNED	7/7/09	6	720	120	N
PLANNED	7/7/09	1	94	94	N
PLANNED	7/7/09	8	1480	185	N
PLANNED	7/7/09	10	1080	108	N
PLANNED	7/7/09	2	124	62	N
PLANNED	7/7/09	11	1089	99	N
PLANNED	7/7/09	6	1998	333	N
PLANNED	7/7/09	2	232	116	N
PLANNED	7/7/09	4	444	111	N
PLANNED	7/8/09	4	1332	333	N
PLANNED	7/8/09	5	355	71	N
PLANNED	7/8/09	1	214	214	N
PLANNED	7/8/09	10	1990	199	N
PLANNED	8/25/09	1	211	211	N
PLANNED	7/8/09	5	1005	201	N
PLANNED	7/8/09	1	242	242	N
PLANNED	7/8/09	52	12376	238	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/8/09	14	5124	366	N
PLANNED	7/8/09	5	820	164	N
PLANNED	7/8/09	6	984	164	N
PLANNED	7/8/09	4	308	77	N
PLANNED	7/8/09	6	480	80	N
PLANNED	7/8/09	1	74	74	N
PLANNED	7/8/09	8	464	58	N
PLANNED	7/8/09	5	5	1	N
PLANNED	7/8/09	6	402	67	N
PLANNED	7/8/09	4	336	84	N
PLANNED	7/8/09	6	156	26	N
PLANNED	7/8/09	3	846	282	N
PLANNED	7/8/09	5	860	172	N
PLANNED	7/8/09	11	473	43	N
PLANNED	7/8/09	2	136	68	N
PLANNED	7/8/09	5	840	168	N
PLANNED	7/8/09	10	860	86	N
PLANNED	7/8/09	15	2415	161	N
PLANNED	7/8/09	4	156	39	N
PLANNED	7/8/09	36	7488	208	N
PLANNED	7/8/09	1	193	193	N
PLANNED	7/8/09	6	126	21	N
PLANNED	7/8/09	8	64	8	N
PLANNED	7/8/09	9	324	36	N
PLANNED	7/8/09	1	252	252	N
PLANNED	7/8/09	4	64	16	N
PLANNED	7/8/09	8	1432	179	N
PLANNED	7/8/09	2	74	37	N
PLANNED	8/25/09	4	108	27	N
PLANNED	7/8/09	8	784	98	N
PLANNED	7/8/09	38	6080	160	N
PLANNED	7/8/09	6	1098	183	N
PLANNED	7/8/09	8	1472	184	N
PLANNED	7/8/09	4	216	54	N
PLANNED	7/8/09	7	763	109	N
PLANNED	7/8/09	7	1134	162	N
PLANNED	8/25/09	1	132	132	N
PLANNED	8/25/09	4	132	33	N
PLANNED	7/8/09	3	942	314	N
PLANNED	7/8/09	2	338	169	N
PLANNED	8/25/09	13	2379	183	N
PLANNED	8/25/09	1	150	150	N
PLANNED	7/8/09	22	880	40	N
PLANNED	8/25/09	10	4500	450	N
PLANNED	8/25/09	12	2796	233	N
PLANNED	7/9/09	4	276	69	N
PLANNED	7/9/09	14	84	6	N
PLANNED	7/9/09	6	714	119	N
PLANNED	7/9/09	22	2838	129	N
PLANNED	7/9/09	6	1494	249	N
PLANNED	7/9/09	16	336	21	N
PLANNED	8/25/09	14	1218	87	N
PLANNED	7/9/09	4	1712	428	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/9/09	23	7314	318	N
PLANNED	7/9/09	2	362	181	N
PLANNED	7/9/09	4	488	122	N
PLANNED	7/9/09	5	1340	268	N
PLANNED	7/9/09	2	316	158	N
PLANNED	7/9/09	3	324	108	N
PLANNED	8/25/09	32	2912	91	N
PLANNED	7/9/09	3	516	172	N
PLANNED	7/9/09	7	2023	289	N
PLANNED	7/9/09	3	375	125	N
PLANNED	7/9/09	1	249	249	N
PLANNED	7/9/09	1	249	249	N
PLANNED	7/9/09	5	345	69	N
PLANNED	7/9/09	8	744	93	N
PLANNED	7/9/09	3	324	108	N
PLANNED	7/9/09	5	520	104	N
PLANNED	7/9/09	103	32548	316	N
PLANNED	7/9/09	12	456	38	N
PLANNED	7/9/09	6	726	121	N
PLANNED	7/9/09	55	7095	129	N
PLANNED	7/9/09	6	1176	196	N
PLANNED	7/9/09	76	21432	282	N
PLANNED	7/9/09	42	11550	275	N
PLANNED	7/9/09	10	1560	156	N
PLANNED	7/9/09	12	1872	156	N
PLANNED	7/9/09	13	1222	94	N
PLANNED	7/9/09	12	3684	307	N
PLANNED	7/9/09	7	700	100	N
PLANNED	7/9/09	14	42	3	N
PLANNED	7/9/09	24	4128	172	N
PLANNED	7/9/09	16	48	3	N
PLANNED	8/25/09	29	2668	92	N
PLANNED	7/9/09	10	750	75	N
PLANNED	7/9/09	4	512	128	N
PLANNED	7/9/09	46	2116	46	N
PLANNED	7/9/09	1	37	37	N
PLANNED	8/25/09	1	139	139	N
PLANNED	7/10/09	3	1203	401	N
PLANNED	7/10/09	17	2737	161	N
PLANNED	7/10/09	6	738	123	N
PLANNED	7/10/09	8	2232	279	N
PLANNED	7/10/09	4	1092	273	N
PLANNED	7/10/09	2	396	198	N
PLANNED	7/10/09	4	1240	310	N
PLANNED	7/10/09	5	1255	251	N
PLANNED	7/10/09	9	1134	126	N
PLANNED	7/10/09	5	335	67	N
PLANNED	7/10/09	7	378	54	N
PLANNED	7/10/09	12	1020	85	N
PLANNED	8/25/09	2	280	140	N
PLANNED	7/10/09	6	894	149	N
PLANNED	7/10/09	1	51	51	N
PLANNED	7/10/09	8	1152	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/25/09	1	322	322	N
PLANNED	7/10/09	2	432	216	N
PLANNED	7/10/09	9	657	73	N
PLANNED	7/10/09	7	1001	143	N
PLANNED	7/10/09	4	604	151	N
PLANNED	7/10/09	22	3828	174	N
PLANNED	7/10/09	2	126	63	N
PLANNED	8/25/09	2	642	321	N
PLANNED	8/25/09	53	17225	325	N
PLANNED	7/11/09	7	791	113	N
PLANNED	7/11/09	12	3048	254	N
PLANNED	7/11/09	13	3666	282	N
PLANNED	7/11/09	2	398	199	N
PLANNED	7/11/09	8	376	47	N
PLANNED	8/25/09	1	136	136	N
PLANNED	7/11/09	10	1640	164	N
PLANNED	7/11/09	15	1140	76	N
PLANNED	8/25/09	8	2144	268	N
PLANNED	8/25/09	12	2352	196	N
PLANNED	8/25/09	4	788	197	N
PLANNED	7/12/09	13	2067	159	N
PLANNED	8/25/09	3	807	269	N
PLANNED	7/12/09	10	1200	120	N
PLANNED	7/13/09	19	4617	243	N
PLANNED	7/13/09	10	3400	340	N
PLANNED	7/13/09	11	3377	307	N
PLANNED	7/13/09	10	1190	119	N
PLANNED	7/13/09	9	1593	177	N
PLANNED	7/13/09	4	804	201	N
PLANNED	7/13/09	1	102	102	N
PLANNED	7/13/09	1	100	100	N
PLANNED	7/13/09	1	10	10	N
PLANNED	8/25/09	12	432	36	N
PLANNED	7/13/09	7	1211	173	N
PLANNED	7/13/09	11	781	71	N
PLANNED	7/13/09	3	36	12	N
PLANNED	7/13/09	16	64	4	N
PLANNED	8/25/09	3	915	305	N
PLANNED	8/25/09	2	174	87	N
PLANNED	7/13/09	1	85	85	N
PLANNED	7/13/09	8	1536	192	N
PLANNED	7/13/09	4	240	60	N
PLANNED	8/25/09	14	4606	329	N
PLANNED	7/14/09	6	834	139	N
PLANNED	7/14/09	6	1440	240	N
PLANNED	7/14/09	17	170	10	N
PLANNED	7/14/09	3	636	212	N
PLANNED	7/14/09	11	3575	325	N
PLANNED	7/14/09	4	984	246	N
PLANNED	7/14/09	7	581	83	N
PLANNED	7/14/09	14	1022	73	N
PLANNED	7/14/09	7	686	98	N
PLANNED	7/14/09	6	870	145	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/14/09	8	616	77	N
PLANNED	7/14/09	5	5	1	N
PLANNED	7/14/09	6	528	88	N
PLANNED	8/25/09	9	2475	275	N
PLANNED	7/14/09	7	21	3	N
PLANNED	7/14/09	2	674	337	N
PLANNED	7/14/09	6	2322	387	N
PLANNED	7/14/09	17	6052	356	N
PLANNED	7/14/09	9	1719	191	N
PLANNED	7/14/09	6	1194	199	N
PLANNED	7/14/09	7	154	22	N
PLANNED	7/14/09	8	824	103	N
PLANNED	8/25/09	7	2184	312	N
PLANNED	7/14/09	10	640	64	N
PLANNED	7/14/09	11	1881	171	N
PLANNED	7/14/09	11	1848	168	N
PLANNED	7/14/09	9	2250	250	N
PLANNED	7/14/09	8	1832	229	N
PLANNED	8/25/09	1	32	32	N
PLANNED	7/14/09	7	889	127	N
PLANNED	7/14/09	7	294	42	N
PLANNED	8/24/09	6	708	118	N
PLANNED	7/14/09	7	693	99	N
PLANNED	8/24/09	2	206	103	N
PLANNED	8/24/09	10	160	16	N
PLANNED	8/24/09	7	1015	145	N
PLANNED	7/15/09	1	362	362	N
PLANNED	7/15/09	7	518	74	N
PLANNED	7/15/09	7	1204	172	N
PLANNED	7/15/09	6	1452	242	N
PLANNED	7/15/09	5	1355	271	N
PLANNED	7/15/09	5	590	118	N
PLANNED	7/15/09	9	1188	132	N
PLANNED	7/15/09	23	2277	99	N
PLANNED	7/15/09	2	230	115	N
PLANNED	7/15/09	3	366	122	N
PLANNED	7/15/09	9	855	95	N
PLANNED	7/15/09	8	2056	257	N
PLANNED	7/15/09	1	53	53	N
PLANNED	7/15/09	10	1900	190	N
PLANNED	7/15/09	2	52	26	N
PLANNED	7/15/09	1	151	151	N
PLANNED	7/15/09	9	315	35	N
PLANNED	8/24/09	10	720	72	N
PLANNED	7/15/09	5	1340	268	N
PLANNED	7/15/09	5	375	75	N
PLANNED	7/15/09	9	1161	129	N
PLANNED	8/24/09	8	1608	201	N
PLANNED	7/15/09	9	873	97	N
PLANNED	7/15/09	11	385	35	N
PLANNED	7/15/09	8	200	25	N
PLANNED	7/15/09	5	895	179	N
PLANNED	7/15/09	8	464	58	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/24/09	6	1416	236	N
PLANNED	7/15/09	2	334	167	N
PLANNED	7/15/09	3	264	88	N
PLANNED	7/15/09	2	322	161	N
PLANNED	7/15/09	4	148	37	N
PLANNED	7/15/09	5	445	89	N
PLANNED	7/15/09	3	831	277	N
PLANNED	8/24/09	13	1560	120	N
PLANNED	7/15/09	1	190	190	N
PLANNED	7/15/09	1	162	162	N
PLANNED	8/24/09	8	264	33	N
PLANNED	8/24/09	7	994	142	N
PLANNED	8/24/09	13	754	58	N
PLANNED	7/16/09	7	1715	245	N
PLANNED	8/24/09	13	3419	263	N
PLANNED	7/16/09	1	298	298	N
PLANNED	7/16/09	2	486	243	N
PLANNED	7/16/09	1	295	295	N
PLANNED	7/16/09	10	1740	174	N
PLANNED	7/16/09	5	450	90	N
PLANNED	7/16/09	7	1372	196	N
PLANNED	7/16/09	2	410	205	N
PLANNED	8/24/09	4	672	168	N
PLANNED	7/16/09	2	406	203	N
PLANNED	7/16/09	22	2046	93	N
PLANNED	7/16/09	1	255	255	N
PLANNED	7/16/09	6	876	146	N
PLANNED	7/16/09	4	856	214	N
PLANNED	7/16/09	27	6858	254	N
PLANNED	7/16/09	4	700	175	N
PLANNED	7/16/09	19	2451	129	N
PLANNED	7/16/09	1	282	282	N
PLANNED	7/16/09	8	1408	176	N
PLANNED	7/16/09	24	3552	148	N
PLANNED	7/16/09	48	7008	146	N
PLANNED	7/16/09	40	5760	144	N
PLANNED	7/16/09	3	924	308	N
PLANNED	7/16/09	9	18	2	N
PLANNED	7/16/09	10	1010	101	N
PLANNED	7/16/09	6	702	117	N
PLANNED	7/16/09	2	34	17	N
PLANNED	7/16/09	8	1944	243	N
PLANNED	7/16/09	10	1340	134	N
PLANNED	7/16/09	1	126	126	N
PLANNED	7/16/09	6	570	95	N
PLANNED	8/24/09	10	3050	305	N
PLANNED	7/17/09	1	141	141	N
PLANNED	7/17/09	8	2096	262	N
PLANNED	7/17/09	9	1017	113	N
PLANNED	7/17/09	2	360	180	N
PLANNED	7/17/09	6	408	68	N
PLANNED	7/17/09	16	3536	221	N
PLANNED	7/17/09	5	675	135	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/24/09	53	5936	112	N
PLANNED	7/17/09	10	790	79	N
PLANNED	8/24/09	7	1512	216	N
PLANNED	7/17/09	1	56	56	N
PLANNED	8/24/09	2	440	220	N
PLANNED	7/18/09	9	1071	119	N
PLANNED	7/18/09	3	1125	375	N
PLANNED	7/18/09	1	423	423	N
PLANNED	7/18/09	2	840	420	N
PLANNED	7/18/09	1	417	417	N
PLANNED	8/24/09	12	4296	358	N
PLANNED	8/24/09	6	1860	310	N
PLANNED	8/24/09	7	2338	334	N
PLANNED	7/20/09	3	702	234	N
PLANNED	8/24/09	7	2121	303	N
PLANNED	7/20/09	5	1055	211	N
PLANNED	7/20/09	22	2266	103	N
PLANNED	8/24/09	5	540	108	N
PLANNED	7/20/09	14	518	37	N
PLANNED	7/20/09	12	1296	108	N
PLANNED	7/20/09	12	1452	121	N
PLANNED	8/24/09	7	931	133	N
PLANNED	7/20/09	5	615	123	N
PLANNED	7/20/09	4	144	36	N
PLANNED	8/24/09	3	261	87	N
PLANNED	8/22/09	4	384	96	N
PLANNED	7/20/09	5	695	139	N
PLANNED	8/22/09	5	975	195	N
PLANNED	8/22/09	5	1480	296	N
PLANNED	8/22/09	8	1480	185	N
PLANNED	8/21/09	2	32	16	N
PLANNED	8/21/09	7	1106	158	N
PLANNED	8/21/09	7	1533	219	N
PLANNED	8/21/09	4	424	106	N
PLANNED	8/21/09	5	635	127	N
PLANNED	8/21/09	4	504	126	N
PLANNED	7/21/09	6	510	85	N
PLANNED	7/21/09	7	1155	165	N
PLANNED	8/21/09	8	1376	172	N
PLANNED	7/21/09	1	321	321	N
PLANNED	7/21/09	4	560	140	N
PLANNED	7/21/09	67	18224	272	N
PLANNED	7/21/09	20	4480	224	N
PLANNED	8/21/09	53	3604	68	N
PLANNED	7/21/09	11	1815	165	N
PLANNED	7/21/09	14	448	32	N
PLANNED	7/21/09	5	450	90	N
PLANNED	7/21/09	12	1368	114	N
PLANNED	7/21/09	1	360	360	N
PLANNED	7/21/09	8	824	103	N
PLANNED	8/21/09	11	1122	102	N
PLANNED	7/21/09	17	3230	190	N
PLANNED	7/21/09	6	528	88	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/21/09	12	4224	352	N
PLANNED	7/21/09	3	636	212	N
PLANNED	7/21/09	4	552	138	N
PLANNED	7/21/09	6	480	80	N
PLANNED	8/21/09	9	1512	168	N
PLANNED	7/21/09	8	1888	236	N
PLANNED	8/21/09	23	2323	101	N
PLANNED	7/21/09	8	968	121	N
PLANNED	7/21/09	2	76	38	N
PLANNED	8/21/09	6	888	148	N
PLANNED	7/21/09	7	672	96	N
PLANNED	7/21/09	4	320	80	N
PLANNED	7/21/09	1	121	121	N
PLANNED	7/22/09	2	582	291	N
PLANNED	7/22/09	6	246	41	N
PLANNED	7/22/09	4	1180	295	N
PLANNED	7/22/09	5	710	142	N
PLANNED	7/22/09	6	738	123	N
PLANNED	7/22/09	17	340	20	N
PLANNED	7/22/09	3	264	88	N
PLANNED	7/22/09	7	602	86	N
PLANNED	8/21/09	2	112	56	N
PLANNED	7/22/09	1	197	197	N
PLANNED	7/22/09	8	488	61	N
PLANNED	7/22/09	10	2370	237	N
PLANNED	8/21/09	6	1260	210	N
PLANNED	8/21/09	7	2100	300	N
PLANNED	8/20/09	1	136	136	N
PLANNED	7/22/09	9	1548	172	N
PLANNED	8/20/09	8	640	80	N
PLANNED	7/22/09	10	1770	177	N
PLANNED	7/22/09	71	11289	159	N
PLANNED	7/22/09	1	24	24	N
PLANNED	7/22/09	3	150	50	N
PLANNED	8/20/09	8	1080	135	N
PLANNED	7/22/09	2	368	184	N
PLANNED	7/22/09	4	4	1	N
PLANNED	7/22/09	46	7590	165	N
PLANNED	7/22/09	2	114	57	N
PLANNED	7/22/09	6	12	2	N
PLANNED	8/20/09	9	1134	126	N
PLANNED	7/22/09	3	477	159	N
PLANNED	8/20/09	10	50	5	N
PLANNED	7/22/09	7	784	112	N
PLANNED	7/22/09	5	445	89	N
PLANNED	7/22/09	2	452	226	N
PLANNED	7/22/09	13	3614	278	N
PLANNED	7/22/09	5	65	13	N
PLANNED	7/22/09	11	2827	257	N
PLANNED	7/22/09	19	475	25	N
PLANNED	7/22/09	13	1625	125	N
PLANNED	7/22/09	5	540	108	N
PLANNED	8/20/09	10	820	82	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/22/09	8	760	95	N
PLANNED	7/22/09	4	664	166	N
PLANNED	7/22/09	2	84	42	N
PLANNED	7/22/09	7	1190	170	N
PLANNED	7/22/09	5	10	2	N
PLANNED	7/23/09	1	59	59	N
PLANNED	7/23/09	9	1584	176	N
PLANNED	7/23/09	4	572	143	N
PLANNED	7/23/09	8	2192	274	N
PLANNED	7/23/09	11	3135	285	N
PLANNED	8/20/09	17	1411	83	N
PLANNED	7/23/09	2	446	223	N
PLANNED	7/23/09	1	147	147	N
PLANNED	7/23/09	23	6072	264	N
PLANNED	7/23/09	9	1413	157	N
PLANNED	7/23/09	1	274	274	N
PLANNED	7/23/09	1	246	246	N
PLANNED	7/23/09	8	624	78	N
PLANNED	7/23/09	21	3423	163	N
PLANNED	7/23/09	11	1452	132	N
PLANNED	7/23/09	7	1288	184	N
PLANNED	7/23/09	10	1810	181	N
PLANNED	7/23/09	31	1612	52	N
PLANNED	7/23/09	7	1295	185	N
PLANNED	7/23/09	1	210	210	N
PLANNED	7/23/09	4	436	109	N
PLANNED	7/23/09	21	840	40	N
PLANNED	7/23/09	7	917	131	N
PLANNED	7/23/09	5	1090	218	N
PLANNED	7/23/09	18	3060	170	N
PLANNED	7/23/09	4	468	117	N
PLANNED	8/20/09	1	14	14	N
PLANNED	7/23/09	4	416	104	N
PLANNED	8/20/09	7	1470	210	N
PLANNED	7/23/09	16	1312	82	N
PLANNED	7/23/09	547	23521	43	N
PLANNED	8/20/09	13	221	17	N
PLANNED	7/23/09	12	444	37	N
PLANNED	8/20/09	12	1344	112	N
PLANNED	8/20/09	6	456	76	N
PLANNED	8/20/09	9	711	79	N
PLANNED	8/20/09	78	16926	217	N
PLANNED	8/20/09	12	2508	209	N
PLANNED	7/24/09	19	4370	230	N
PLANNED	8/20/09	5	1050	210	N
PLANNED	8/20/09	1	152	152	N
PLANNED	7/24/09	9	1071	119	N
PLANNED	8/20/09	3	210	70	N
PLANNED	7/24/09	10	830	83	N
PLANNED	7/24/09	1	121	121	N
PLANNED	7/24/09	9	945	105	N
PLANNED	7/24/09	1	223	223	N
PLANNED	8/20/09	8	1536	192	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/24/09	1	92	92	N
PLANNED	8/20/09	2	538	269	N
PLANNED	7/24/09	8	1656	207	N
PLANNED	7/24/09	1	186	186	N
PLANNED	7/24/09	4	360	90	N
PLANNED	7/24/09	18	1152	64	N
PLANNED	8/20/09	8	1664	208	N
PLANNED	8/20/09	10	1510	151	N
PLANNED	8/20/09	7	1309	187	N
PLANNED	8/20/09	8	1504	188	N
PLANNED	7/24/09	7	70	10	N
PLANNED	8/20/09	1	52	52	N
PLANNED	8/20/09	7	2639	377	N
PLANNED	8/20/09	8	2536	317	N
PLANNED	8/20/09	7	1904	272	N
PLANNED	8/20/09	12	3588	299	N
PLANNED	8/20/09	7	1659	237	N
PLANNED	7/24/09	1	181	181	N
PLANNED	7/24/09	8	720	90	N
PLANNED	8/20/09	9	1845	205	N
PLANNED	8/20/09	4	560	140	N
PLANNED	8/20/09	6	1512	252	N
PLANNED	8/20/09	12	3012	251	N
PLANNED	8/20/09	9	2268	252	N
PLANNED	8/20/09	20	5000	250	N
PLANNED	7/24/09	2	84	42	N
PLANNED	7/24/09	4	512	128	N
PLANNED	8/20/09	25	6300	252	N
PLANNED	8/20/09	5	1270	254	N
PLANNED	8/20/09	15	3795	253	N
PLANNED	8/20/09	15	3795	253	N
PLANNED	8/20/09	6	2088	348	N
PLANNED	8/20/09	9	639	71	N
PLANNED	8/20/09	7	3031	433	N
PLANNED	8/20/09	10	1590	159	N
PLANNED	8/20/09	1	192	192	N
PLANNED	8/19/09	5	375	75	N
PLANNED	8/19/09	1	109	109	N
PLANNED	8/19/09	1	33	33	N
PLANNED	8/19/09	7	994	142	N
PLANNED	8/19/09	8	1328	166	N
PLANNED	8/19/09	5	385	77	N
PLANNED	8/19/09	10	170	17	N
PLANNED	8/19/09	4	408	102	N
PLANNED	8/19/09	1	230	230	N
PLANNED	8/19/09	8	848	106	N
PLANNED	8/19/09	7	1337	191	N
PLANNED	8/19/09	35	7735	221	N
PLANNED	8/19/09	8	184	23	N
PLANNED	8/19/09	2	394	197	N
PLANNED	8/19/09	4	40	10	N
PLANNED	8/19/09	6	786	131	N
PLANNED	8/19/09	9	1017	113	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/19/09	3	141	47	N
PLANNED	8/19/09	3	60	20	N
PLANNED	8/19/09	10	360	36	N
PLANNED	8/19/09	2	544	272	N
PLANNED	8/19/09	14	1848	132	N
PLANNED	8/19/09	9	1062	118	N
PLANNED	8/19/09	1	290	290	N
PLANNED	8/19/09	9	882	98	N
PLANNED	8/19/09	7	819	117	N
PLANNED	8/19/09	6	1242	207	N
PLANNED	8/19/09	8	1824	228	N
PLANNED	8/19/09	10	920	92	N
PLANNED	8/19/09	2	256	128	N
PLANNED	8/19/09	1	130	130	N
PLANNED	8/19/09	16	5840	365	N
PLANNED	8/19/09	2	264	132	N
PLANNED	8/19/09	6	1902	317	N
PLANNED	8/19/09	8	888	111	N
PLANNED	8/18/09	9	774	86	N
PLANNED	8/18/09	8	312	39	N
PLANNED	8/18/09	4	540	135	N
PLANNED	8/18/09	6	480	80	N
PLANNED	8/18/09	2	282	141	N
PLANNED	8/18/09	5	535	107	N
PLANNED	8/18/09	7	763	109	N
PLANNED	8/18/09	10	570	57	N
PLANNED	8/18/09	14	98	7	N
PLANNED	8/18/09	18	1998	111	N
PLANNED	8/18/09	6	726	121	N
PLANNED	8/18/09	14	14	1	N
PLANNED	8/18/09	1	208	208	N
PLANNED	8/18/09	5	1925	385	N
PLANNED	8/18/09	17	2159	127	N
PLANNED	8/18/09	8	1032	129	N
PLANNED	8/18/09	5	545	109	N
PLANNED	8/18/09	7	280	40	N
PLANNED	8/18/09	1	152	152	N
PLANNED	8/18/09	38	7182	189	N
PLANNED	8/18/09	9	1629	181	N
PLANNED	8/18/09	2	112	56	N
PLANNED	7/26/09	2	34	17	N
PLANNED	7/27/09	3	846	282	N
PLANNED	7/27/09	1	113	113	N
PLANNED	7/27/09	9	432	48	N
PLANNED	7/27/09	1	346	346	N
PLANNED	7/27/09	5	225	45	N
PLANNED	7/27/09	1	101	101	N
PLANNED	7/27/09	37	9213	249	N
PLANNED	7/27/09	9	531	59	N
PLANNED	8/18/09	2	352	176	N
PLANNED	7/27/09	3	618	206	N
PLANNED	7/27/09	3	183	61	N
PLANNED	7/27/09	3	471	157	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/27/09	4	1040	260	N
PLANNED	7/27/09	6	210	35	N
PLANNED	7/27/09	2	956	478	N
PLANNED	7/27/09	2	170	85	N
PLANNED	7/27/09	1	61	61	N
PLANNED	7/27/09	4	188	47	N
PLANNED	7/27/09	10	1890	189	N
PLANNED	8/18/09	1	279	279	N
PLANNED	7/27/09	7	875	125	N
PLANNED	7/27/09	8	240	30	N
PLANNED	7/27/09	3	153	51	N
PLANNED	7/27/09	2	60	30	N
PLANNED	8/18/09	15	6060	404	N
PLANNED	7/27/09	3	219	73	N
PLANNED	7/27/09	5	425	85	N
PLANNED	8/18/09	1	381	381	N
PLANNED	7/27/09	3	894	298	N
PLANNED	7/27/09	5	1275	255	N
PLANNED	7/27/09	1	9	9	N
PLANNED	7/27/09	11	1144	104	N
PLANNED	8/18/09	36	6588	183	N
PLANNED	7/28/09	12	7260	605	N
PLANNED	7/28/09	3	1293	431	N
PLANNED	7/28/09	2	396	198	N
PLANNED	7/28/09	5	1645	329	N
PLANNED	7/28/09	4	448	112	N
PLANNED	7/28/09	2	252	126	N
PLANNED	7/28/09	3	189	63	N
PLANNED	7/28/09	1	181	181	N
PLANNED	7/28/09	13	2704	208	N
PLANNED	7/28/09	9	2511	279	N
PLANNED	7/28/09	4	892	223	N
PLANNED	7/28/09	1	280	280	N
PLANNED	7/28/09	7	7	1	N
PLANNED	7/28/09	2	220	110	N
PLANNED	7/28/09	7	756	108	N
PLANNED	7/28/09	3	447	149	N
PLANNED	7/28/09	2	298	149	N
PLANNED	7/28/09	56	3472	62	N
PLANNED	7/28/09	29	4495	155	N
PLANNED	7/28/09	13	1534	118	N
PLANNED	7/28/09	1	158	158	N
PLANNED	7/28/09	9	1125	125	N
PLANNED	7/28/09	36	18432	512	N
PLANNED	8/18/09	4	364	91	N
PLANNED	7/28/09	4	180	45	N
PLANNED	7/28/09	4	788	197	N
PLANNED	7/28/09	6	582	97	N
PLANNED	7/28/09	8	960	120	N
PLANNED	7/28/09	6	552	92	N
PLANNED	7/28/09	1	162	162	N
PLANNED	7/28/09	4	284	71	N
PLANNED	8/18/09	15	1170	78	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/28/09	8	480	60	N
PLANNED	7/28/09	2	202	101	N
PLANNED	7/28/09	30	270	9	N
PLANNED	7/28/09	7	602	86	N
PLANNED	7/28/09	3	138	46	N
PLANNED	7/28/09	1	52	52	N
PLANNED	7/28/09	13	1066	82	N
PLANNED	7/28/09	9	486	54	N
PLANNED	7/28/09	5	825	165	N
PLANNED	7/28/09	3	126	42	N
PLANNED	8/18/09	14	350	25	N
PLANNED	8/17/09	1	24	24	N
PLANNED	7/29/09	6	1242	207	N
PLANNED	7/29/09	10	4030	403	N
PLANNED	7/29/09	7	1015	145	N
PLANNED	7/29/09	3	984	328	N
PLANNED	7/29/09	8	1576	197	N
PLANNED	7/29/09	6	420	70	N
PLANNED	7/29/09	10	280	28	N
PLANNED	7/29/09	10	1990	199	N
PLANNED	8/17/09	6	792	132	N
PLANNED	7/29/09	6	936	156	N
PLANNED	7/29/09	10	670	67	N
PLANNED	7/29/09	4	924	231	N
PLANNED	7/29/09	22	1166	53	N
PLANNED	7/29/09	2	622	311	N
PLANNED	7/29/09	23	3151	137	N
PLANNED	7/29/09	4	1012	253	N
PLANNED	7/29/09	6	990	165	N
PLANNED	7/29/09	11	539	49	N
PLANNED	7/29/09	12	1452	121	N
PLANNED	7/29/09	10	2650	265	N
PLANNED	8/17/09	8	840	105	N
PLANNED	7/29/09	4	332	83	N
PLANNED	8/17/09	4	468	117	N
PLANNED	7/29/09	12	3048	254	N
PLANNED	7/29/09	10	1830	183	N
PLANNED	7/29/09	2	160	80	N
PLANNED	7/29/09	4	508	127	N
PLANNED	8/17/09	1	29	29	N
PLANNED	7/29/09	7	448	64	N
PLANNED	8/17/09	11	1936	176	N
PLANNED	7/29/09	5	985	197	N
PLANNED	7/29/09	2	90	45	N
PLANNED	8/17/09	1	63	63	N
PLANNED	7/29/09	77	924	12	N
PLANNED	7/29/09	20	1580	79	N
PLANNED	8/17/09	1	20	20	N
PLANNED	8/17/09	6	600	100	N
PLANNED	8/17/09	8	848	106	N
PLANNED	8/17/09	7	1288	184	N
PLANNED	8/17/09	1	197	197	N
PLANNED	7/30/09	12	1560	130	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/30/09	7	952	136	N
PLANNED	7/30/09	17	7123	419	N
PLANNED	7/30/09	39	8931	229	N
PLANNED	7/30/09	1	59	59	N
PLANNED	7/30/09	24	1128	47	N
PLANNED	7/30/09	4	152	38	N
PLANNED	7/30/09	2	642	321	N
PLANNED	7/30/09	5	550	110	N
PLANNED	7/30/09	12	264	22	N
PLANNED	7/30/09	3	1143	381	N
PLANNED	7/30/09	1	20	20	N
PLANNED	7/30/09	5	335	67	N
PLANNED	7/30/09	14	3192	228	N
PLANNED	7/30/09	7	588	84	N
PLANNED	7/30/09	3	177	59	N
PLANNED	7/30/09	61	3,782	62	N
PLANNED	7/30/09	24	1,608	67	N
PLANNED	7/30/09	4	768	192	N
PLANNED	8/17/09	6	1,494	249	N
PLANNED	7/30/09	1	275	275	N
PLANNED	7/30/09	1	272	272	N
PLANNED	7/30/09	5	390	78	N
PLANNED	7/30/09	6	966	161	N
PLANNED	8/17/09	6	282	47	N
PLANNED	8/17/09	2	264	132	N
PLANNED	7/30/09	30	630	21	N
PLANNED	7/30/09	23	7,245	315	N
PLANNED	7/30/09	2	664	332	N
PLANNED	7/31/09	13	1,625	125	N
PLANNED	8/17/09	2	308	154	N
PLANNED	7/31/09	8	1,840	230	N
PLANNED	7/31/09	9	999	111	N
PLANNED	7/31/09	1	113	113	N
PLANNED	7/31/09	13	4,329	333	N
PLANNED	7/31/09	138	10,212	74	N
PLANNED	7/31/09	4	676	169	N
PLANNED	7/31/09	7	756	108	N
PLANNED	7/31/09	5	695	139	N
PLANNED	7/31/09	3	687	229	N
PLANNED	7/31/09	2	388	194	N
PLANNED	7/31/09	2	564	282	N
PLANNED	8/17/09	2	470	235	N
PLANNED	7/31/09	13	195	15	N
PLANNED	7/31/09	5	675	135	N
PLANNED	7/31/09	4	260	65	N
PLANNED	8/17/09	9	1,170	130	N
PLANNED	8/1/09	1	116	116	N
PLANNED	8/17/09	3	351	117	N
PLANNED	8/2/09	1	141	141	N
PLANNED	8/2/09	1	193	193	N
PLANNED	8/17/09	1	74	74	N
PLANNED	8/17/09	21	2,982	142	N
PLANNED	8/2/09	2	520	260	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/3/09	6	2,394	399	N
PLANNED	8/3/09	5	1,060	212	N
PLANNED	8/3/09	20	4,340	217	N
PLANNED	8/3/09	46	3,312	72	N
PLANNED	8/3/09	1	175	175	N
PLANNED	8/3/09	16	992	62	N
PLANNED	8/3/09	7	847	121	N
PLANNED	8/3/09	30	6,660	222	N
PLANNED	8/17/09	8	3,408	426	N
PLANNED	8/17/09	6	486	81	N
PLANNED	8/3/09	21	1,260	60	N
PLANNED	8/17/09	2	88	44	N
PLANNED	8/3/09	2	174	87	N
PLANNED	8/3/09	3	663	221	N
PLANNED	8/3/09	3	147	49	N
PLANNED	8/3/09	10	920	92	N
PLANNED	8/3/09	4	480	120	N
PLANNED	8/3/09	1	33	33	N
PLANNED	8/3/09	8	2,408	301	N
PLANNED	8/3/09	2	76	38	N
PLANNED	8/3/09	1	155	155	N
PLANNED	8/3/09	9	1,404	156	N
PLANNED	8/3/09	8	688	86	N
PLANNED	8/3/09	4	680	170	N
PLANNED	8/17/09	6	876	146	N
PLANNED	8/3/09	8	608	76	N
PLANNED	8/3/09	8	944	118	N
PLANNED	8/3/09	30	2,490	83	N
PLANNED	8/3/09	1	128	128	N
PLANNED	8/4/09	2	158	79	N
PLANNED	8/4/09	2	144	72	N
PLANNED	8/4/09	5	905	181	N
PLANNED	8/4/09	1	289	289	N
PLANNED	8/17/09	7	364	52	N
PLANNED	8/4/09	4	1,780	445	N
PLANNED	8/4/09	3	1,287	429	N
PLANNED	8/4/09	6	312	52	N
PLANNED	8/4/09	1	78	78	N
PLANNED	8/4/09	11	2,871	261	N
PLANNED	8/4/09	6	252	42	N
PLANNED	8/4/09	10	500	50	N
PLANNED	8/4/09	2	254	127	N
PLANNED	8/4/09	10	1,830	183	N
PLANNED	8/4/09	12	768	64	N
PLANNED	8/4/09	2	708	354	N
PLANNED	8/4/09	7	1,029	147	N
PLANNED	8/17/09	2	144	72	N
PLANNED	8/4/09	6	582	97	N
PLANNED	8/4/09	7	378	54	N
PLANNED	8/4/09	1	135	135	N
PLANNED	8/4/09	53	9,752	184	N
PLANNED	8/4/09	2	330	165	N
PLANNED	8/4/09	3	264	88	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/4/09	5	780	156	N
PLANNED	8/4/09	20	3,180	159	N
PLANNED	8/17/09	7	1,456	208	N
PLANNED	8/17/09	6	444	74	N
PLANNED	8/4/09	5	5	1	N
PLANNED	8/4/09	55	12,375	225	N
PLANNED	8/17/09	6	1,038	173	N
PLANNED	8/4/09	1	50	50	N
PLANNED	8/4/09	1	47	47	N
PLANNED	8/16/09	1	493	493	N
PLANNED	8/4/09	4	12	3	N
PLANNED	8/16/09	5	45	9	N
PLANNED	8/4/09	13	897	69	N
PLANNED	8/4/09	5	660	132	N
PLANNED	8/4/09	7	917	131	N
PLANNED	8/4/09	1	54	54	N
PLANNED	8/15/09	1	652	652	N
PLANNED	8/5/09	1	111	111	N
PLANNED	8/15/09	1	457	457	N
PLANNED	8/5/09	28	3,248	116	N
PLANNED	8/5/09	10	1,940	194	N
PLANNED	8/5/09	10	2,580	258	N
PLANNED	8/5/09	12	1,284	107	N
PLANNED	8/5/09	1	320	320	N
PLANNED	8/5/09	6	1,452	242	N
PLANNED	8/5/09	11	1,793	163	N
PLANNED	8/5/09	5	545	109	N
PLANNED	8/5/09	38	3,838	101	N
PLANNED	8/5/09	8	2,832	354	N
PLANNED	8/5/09	2	332	166	N
PLANNED	8/5/09	5	1,140	228	N
PLANNED	8/5/09	5	805	161	N
PLANNED	8/5/09	13	1,677	129	N
PLANNED	8/5/09	6	864	144	N
PLANNED	8/5/09	8	568	71	N
PLANNED	8/5/09	14	1,120	80	N
PLANNED	8/5/09	5	1,780	356	N
PLANNED	8/5/09	8	768	96	N
PLANNED	8/5/09	6	294	49	N
PLANNED	8/14/09	41	1,312	32	N
PLANNED	8/5/09	12	1,500	125	N
PLANNED	8/5/09	9	297	33	N
PLANNED	8/5/09	7	728	104	N
PLANNED	8/5/09	7	686	98	N
PLANNED	8/5/09	6	810	135	N
PLANNED	8/14/09	4	668	167	N
PLANNED	8/5/09	2	60	30	N
PLANNED	8/5/09	14	4,690	335	N
PLANNED	8/6/09	10	1,820	182	N
PLANNED	8/6/09	3	318	106	N
PLANNED	8/6/09	1	216	216	N
PLANNED	8/6/09	30	2,100	70	N
PLANNED	8/6/09	1	101	101	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/6/09	7	1,099	157	N
PLANNED	8/6/09	19	114	6	N
PLANNED	8/6/09	1	160	160	N
PLANNED	8/6/09	8	824	103	N
PLANNED	8/6/09	2	86	43	N
PLANNED	8/6/09	3	63	21	N
PLANNED	8/6/09	3	282	94	N
PLANNED	8/6/09	22	2,574	117	N
PLANNED	8/6/09	3	153	51	N
PLANNED	8/6/09	51	4,743	93	N
PLANNED	8/6/09	25	3,100	124	N
PLANNED	8/6/09	1	140	140	N
PLANNED	8/6/09	4	40	10	N
PLANNED	8/6/09	14	1,246	89	N
PLANNED	8/6/09	4	376	94	N
PLANNED	8/6/09	15	1,380	92	N
PLANNED	8/6/09	1,768	1,768	1	N
PLANNED	8/6/09	14	2,366	169	N
PLANNED	8/6/09	8	1,984	248	N
PLANNED	8/6/09	12	612	51	N
PLANNED	8/6/09	2	500	250	N
PLANNED	8/6/09	3	519	173	N
PLANNED	8/6/09	9	639	71	N
PLANNED	8/6/09	10	1,540	154	N
PLANNED	8/6/09	3	243	81	N
PLANNED	8/6/09	3	273	91	N
PLANNED	8/6/09	17	2,057	121	N
PLANNED	8/6/09	14	2,716	194	N
PLANNED	8/6/09	6	1,146	191	N
PLANNED	8/6/09	1	62	62	N
PLANNED	8/14/09	18	936	52	N
PLANNED	8/14/09	8	112	14	N
PLANNED	8/6/09	23	2,438	106	N
PLANNED	8/14/09	50	2,850	57	N
PLANNED	8/7/09	1	262	262	N
PLANNED	8/7/09	1	124	124	N
PLANNED	8/7/09	10	6,990	699	N
PLANNED	8/7/09	37	6,845	185	N
PLANNED	8/7/09	78	13,026	167	N
PLANNED	8/7/09	20	3,120	156	N
PLANNED	8/7/09	24	2,184	91	N
PLANNED	8/7/09	16	2,544	159	N
PLANNED	8/14/09	19	1,121	59	N
PLANNED	8/7/09	1	192	192	N
PLANNED	8/7/09	89	8,366	94	N
PLANNED	8/7/09	10	820	82	N
PLANNED	8/7/09	7	868	124	N
PLANNED	8/7/09	1	91	91	N
PLANNED	8/7/09	5	285	57	N
PLANNED	8/7/09	3	99	33	N
PLANNED	8/7/09	10	570	57	N
PLANNED	8/14/09	14	3,164	226	N
PLANNED	8/7/09	34	6,052	178	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/7/09	5	740	148	N
PLANNED	8/7/09	9	891	99	N
PLANNED	8/14/09	5	1,190	238	N
PLANNED	8/7/09	4	456	114	N
PLANNED	8/7/09	1	139	139	N
PLANNED	8/7/09	3	207	69	N
PLANNED	8/14/09	3	759	253	N
PLANNED	8/7/09	6	708	118	N
PLANNED	8/14/09	1	326	326	N
PLANNED	8/14/09	3	441	147	N
PLANNED	8/7/09	1	124	124	N
PLANNED	8/8/09	3	780	260	N
PLANNED	8/8/09	90	630	7	N
PLANNED	8/8/09	4	692	173	N
PLANNED	8/9/09	1	128	128	N
PLANNED	8/9/09	7	3,584	512	N
PLANNED	8/9/09	5	1,045	209	N
PLANNED	8/9/09	23	2,024	88	N
PLANNED	8/14/09	46	5,244	114	N
PLANNED	8/10/09	6	984	164	N
PLANNED	8/10/09	12	492	41	N
PLANNED	8/10/09	9	783	87	N
PLANNED	8/10/09	12	2,976	248	N
PLANNED	8/10/09	5	690	138	N
PLANNED	8/10/09	4	780	195	N
PLANNED	8/10/09	13	1,508	116	N
PLANNED	8/10/09	1	99	99	N
PLANNED	8/10/09	8	3,536	442	N
PLANNED	8/10/09	8	3,536	442	N
PLANNED	8/10/09	15	3,285	219	N
PLANNED	8/10/09	2	46	23	N
PLANNED	8/10/09	6	588	98	N
PLANNED	8/10/09	1	13	13	N
PLANNED	8/10/09	1	3	3	N
PLANNED	8/10/09	1	7	7	N
PLANNED	8/10/09	4	116	29	N
PLANNED	8/10/09	3	84	28	N
PLANNED	8/10/09	4	212	53	N
PLANNED	8/10/09	2	260	130	N
PLANNED	8/14/09	1	141	141	N
PLANNED	8/10/09	1	28	28	N
PLANNED	8/10/09	9	441	49	N
PLANNED	8/10/09	2	178	89	N
PLANNED	8/10/09	9	63	7	N
PLANNED	8/14/09	1	163	163	N
PLANNED	8/14/09	7	1,484	212	N
PLANNED	8/14/09	2	382	191	N
PLANNED	8/10/09	26	2,938	113	N
PLANNED	8/10/09	7	315	45	N
PLANNED	8/10/09	4	268	67	N
PLANNED	8/10/09	2	294	147	N
PLANNED	8/10/09	10	1,370	137	N
PLANNED	8/14/09	2	384	192	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/14/09	1	124	124	N
PLANNED	8/11/09	10	1,480	148	N
PLANNED	8/14/09	3	378	126	N
PLANNED	8/11/09	29	4,205	145	N
PLANNED	8/11/09	6	858	143	N
PLANNED	8/13/09	7	588	84	N
PLANNED	8/11/09	8	1,208	151	N
PLANNED	8/13/09	1	195	195	N
PLANNED	8/11/09	1	79	79	N
PLANNED	8/11/09	9	4,158	462	N
PLANNED	8/11/09	6	480	80	N
PLANNED	8/11/09	8	472	59	N
PLANNED	8/11/09	6	342	57	N
PLANNED	8/11/09	6	1,662	277	N
PLANNED	8/11/09	18	1,170	65	N
PLANNED	8/11/09	7	469	67	N
PLANNED	8/11/09	2	306	153	N
PLANNED	8/11/09	3	507	169	N
PLANNED	8/13/09	3	45	15	N
PLANNED	8/11/09	10	240	24	N
PLANNED	8/11/09	12	3,216	268	N
PLANNED	8/11/09	7	420	60	N
PLANNED	8/11/09	7	1,596	228	N
PLANNED	8/11/09	7	567	81	N
PLANNED	8/11/09	9	612	68	N
PLANNED	8/11/09	23	4,370	190	N
PLANNED	8/13/09	36	360	10	N
PLANNED	8/11/09	8	648	81	N
PLANNED	8/11/09	8	224	28	N
PLANNED	8/13/09	9	495	55	N
PLANNED	8/11/09	3	282	94	N
PLANNED	8/13/09	2	120	60	N
PLANNED	8/11/09	12	708	59	N
PLANNED	8/11/09	67	268	4	N
PLANNED	8/11/09	58	58	1	N
PLANNED	8/11/09	14	210	15	N
PLANNED	8/11/09	8	872	109	N
PLANNED	8/13/09	11	418	38	N
PLANNED	8/11/09	5	90	18	N
PLANNED	8/11/09	4	240	60	N
PLANNED	8/11/09	10	310	31	N
PLANNED	8/13/09	6	462	77	N
PLANNED	8/12/09	7	539	77	N
PLANNED	8/12/09	12	3,408	284	N
PLANNED	8/12/09	6	1,860	310	N
PLANNED	8/12/09	4	880	220	N
PLANNED	8/12/09	9	2,871	319	N
PLANNED	8/12/09	65	9,425	145	N
PLANNED	8/12/09	7	903	129	N
PLANNED	8/12/09	2	258	129	N
PLANNED	8/12/09	2	94	47	N
PLANNED	8/12/09	4	296	74	N
PLANNED	8/12/09	9	2,052	228	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/12/09	8	248	31	N
PLANNED	8/12/09	8	1,744	218	N
PLANNED	8/12/09	6	420	70	N
PLANNED	8/12/09	1	138	138	N
PLANNED	8/12/09	1	241	241	N
PLANNED	8/12/09	9	369	41	N
PLANNED	8/13/09	6	612	102	N
PLANNED	8/12/09	10	3,340	334	N
PLANNED	8/13/09	3	387	129	N
PLANNED	8/12/09	2	158	79	N
PLANNED	8/12/09	7	1,134	162	N
PLANNED	8/12/09	4	700	175	N
PLANNED	8/13/09	4	76	19	N
PLANNED	8/12/09	8	136	17	N
PLANNED	8/12/09	1	134	134	N
PLANNED	8/12/09	9	369	41	N
PLANNED	8/12/09	9	90	10	N
PLANNED	8/12/09	7	203	29	N
PLANNED	8/13/09	2	228	114	N
PLANNED	8/12/09	16	2,752	172	N
PLANNED	8/12/09	11	693	63	N
PLANNED	8/12/09	1	223	223	N
PLANNED	8/12/09	5	300	60	N
PLANNED	8/12/09	3	528	176	N
PLANNED	8/12/09	1	174	174	N
PLANNED	8/12/09	36	324	9	N
PLANNED	8/12/09	2	60	30	N
PLANNED	8/13/09	7	1,246	178	N
PLANNED	8/12/09	2	116	58	N
PLANNED	8/12/09	2	114	57	N
PLANNED	8/13/09	6	1,566	261	N
PLANNED	8/12/09	19	209	11	N
PLANNED	8/13/09	8	584	73	N
PLANNED	8/13/09	3	18	6	N
PLANNED	8/13/09	2	542	271	N
PLANNED	8/13/09	7	903	129	N
PLANNED	8/12/09	5	1,145	229	N
PLANNED	8/13/09	7	1,113	159	N
PLANNED	8/13/09	2	552	276	N
PLANNED	8/13/09	2	318	159	N
PLANNED	8/13/09	6	2,034	339	N
PLANNED	8/13/09	1	319	319	N
PLANNED	8/13/09	16	176	11	N
PLANNED	8/13/09	9	9	1	N
PLANNED	8/13/09	6	1,170	195	N
PLANNED	8/13/09	8	368	46	N
CUSTOMER REQUEST	12/31/09	1	162	162	N
CUSTOMER REQUEST	12/30/09	1	121	121	N
CUSTOMER REQUEST	12/30/09	25	1650	66	N
CUSTOMER REQUEST	1/2/09	9	558	62	N
CUSTOMER REQUEST	1/2/09	21	3927	187	N
CUSTOMER REQUEST	1/4/09	2	104	52	N
CUSTOMER REQUEST	1/4/09	1	163	163	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/29/09	2	36	18	N
CUSTOMER REQUEST	12/29/09	20	8100	405	N
CUSTOMER REQUEST	12/29/09	1	62	62	N
CUSTOMER REQUEST	12/29/09	5	165	33	N
CUSTOMER REQUEST	1/5/09	1	32	32	N
CUSTOMER REQUEST	12/29/09	1	220	220	N
CUSTOMER REQUEST	12/28/09	1	105	105	N
CUSTOMER REQUEST	12/28/09	2414	53108	22	N
CUSTOMER REQUEST	12/28/09	9	243	27	N
CUSTOMER REQUEST	12/28/09	1	228	228	N
CUSTOMER REQUEST	12/27/09	1	274	274	N
CUSTOMER REQUEST	12/26/09	1	289	289	N
CUSTOMER REQUEST	12/24/09	1	28	28	N
CUSTOMER REQUEST	12/23/09	1	175	175	N
CUSTOMER REQUEST	12/23/09	1	273	273	N
CUSTOMER REQUEST	12/23/09	2	98	49	N
CUSTOMER REQUEST	12/23/09	1	33	33	N
CUSTOMER REQUEST	12/23/09	1	111	111	N
CUSTOMER REQUEST	12/23/09	1	53	53	N
CUSTOMER REQUEST	12/23/09	4	296	74	N
CUSTOMER REQUEST	1/5/09	1	6	6	N
CUSTOMER REQUEST	1/6/09	7	98	14	N
CUSTOMER REQUEST	12/22/09	1	128	128	N
CUSTOMER REQUEST	12/22/09	19	703	37	N
CUSTOMER REQUEST	12/22/09	1	52	52	N
CUSTOMER REQUEST	12/22/09	13	325	25	N
CUSTOMER REQUEST	12/22/09	26	7670	295	N
CUSTOMER REQUEST	12/21/09	6	150	25	N
CUSTOMER REQUEST	12/21/09	3	330	110	N
CUSTOMER REQUEST	12/21/09	7	280	40	N
CUSTOMER REQUEST	12/21/09	1	83	83	N
CUSTOMER REQUEST	12/21/09	35	1260	36	N
CUSTOMER REQUEST	12/19/09	1	67	67	N
CUSTOMER REQUEST	12/19/09	1	549	549	N
CUSTOMER REQUEST	12/18/09	1	190	190	N
CUSTOMER REQUEST	12/18/09	14	1148	82	N
CUSTOMER REQUEST	12/18/09	1	240	240	N
CUSTOMER REQUEST	1/6/09	3	237	79	N
CUSTOMER REQUEST	12/18/09	5	1115	223	N
CUSTOMER REQUEST	12/18/09	1	2	2	N
CUSTOMER REQUEST	12/18/09	1	209	209	N
CUSTOMER REQUEST	12/18/09	1	426	426	N
CUSTOMER REQUEST	12/18/09	1	380	380	N
CUSTOMER REQUEST	12/17/09	1	258	258	N
CUSTOMER REQUEST	12/17/09	7	84	12	N
CUSTOMER REQUEST	12/17/09	7	119	17	N
CUSTOMER REQUEST	12/17/09	52	4680	90	N
CUSTOMER REQUEST	1/6/09	1	399	399	N
CUSTOMER REQUEST	12/17/09	16	5344	334	N
CUSTOMER REQUEST	12/16/09	1	84	84	N
CUSTOMER REQUEST	12/16/09	1	9	9	N
CUSTOMER REQUEST	12/16/09	1	20	20	N
CUSTOMER REQUEST	1/6/09	1	242	242	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/16/09	1	98	98	N
CUSTOMER REQUEST	1/6/09	1	16	16	N
CUSTOMER REQUEST	12/16/09	1	135	135	N
CUSTOMER REQUEST	12/16/09	7	98	14	N
CUSTOMER REQUEST	1/7/09	1	145	145	N
CUSTOMER REQUEST	12/16/09	11	99	9	N
CUSTOMER REQUEST	1/7/09	3	363	121	N
CUSTOMER REQUEST	12/16/09	1	234	234	N
CUSTOMER REQUEST	12/16/09	35	595	17	N
CUSTOMER REQUEST	12/16/09	11	77	7	N
CUSTOMER REQUEST	12/15/09	1	82	82	N
CUSTOMER REQUEST	12/15/09	10	590	59	N
CUSTOMER REQUEST	1/7/09	1	36	36	N
CUSTOMER REQUEST	12/15/09	8	568	71	N
CUSTOMER REQUEST	12/15/09	15	600	40	N
CUSTOMER REQUEST	1/7/09	12	2916	243	N
CUSTOMER REQUEST	12/15/09	10	170	17	N
CUSTOMER REQUEST	12/15/09	12	1524	127	N
CUSTOMER REQUEST	12/14/09	1	80	80	N
CUSTOMER REQUEST	12/14/09	12	612	51	N
CUSTOMER REQUEST	12/14/09	3	42	14	N
CUSTOMER REQUEST	12/13/09	1	75	75	N
CUSTOMER REQUEST	12/12/09	1	102	102	N
CUSTOMER REQUEST	12/12/09	1	277	277	N
CUSTOMER REQUEST	12/12/09	1	182	182	N
CUSTOMER REQUEST	12/12/09	1	155	155	N
CUSTOMER REQUEST	12/11/09	12	432	36	N
CUSTOMER REQUEST	1/7/09	1	80	80	N
CUSTOMER REQUEST	12/11/09	1	99	99	N
CUSTOMER REQUEST	12/11/09	1	65	65	N
CUSTOMER REQUEST	12/10/09	1	136	136	N
CUSTOMER REQUEST	12/10/09	1	182	182	N
CUSTOMER REQUEST	1/7/09	12	216	18	N
CUSTOMER REQUEST	12/10/09	14	686	49	N
CUSTOMER REQUEST	12/10/09	26	546	21	N
CUSTOMER REQUEST	1/7/09	2	430	215	N
CUSTOMER REQUEST	1/7/09	11	1826	166	N
CUSTOMER REQUEST	12/10/09	3	123	41	N
CUSTOMER REQUEST	12/9/09	9	135	15	N
CUSTOMER REQUEST	12/9/09	11	286	26	N
CUSTOMER REQUEST	12/9/09	12	684	57	N
CUSTOMER REQUEST	1/7/09	6	108	18	N
CUSTOMER REQUEST	12/9/09	13	247	19	N
CUSTOMER REQUEST	12/9/09	5	160	32	N
CUSTOMER REQUEST	1/7/09	3	330	110	N
CUSTOMER REQUEST	1/7/09	3	633	211	N
CUSTOMER REQUEST	12/9/09	16	672	42	N
CUSTOMER REQUEST	12/9/09	10	300	30	N
CUSTOMER REQUEST	12/9/09	22	2684	122	N
CUSTOMER REQUEST	12/9/09	17	1173	69	N
CUSTOMER REQUEST	12/9/09	11	319	29	N
CUSTOMER REQUEST	12/8/09	56	3920	70	N
CUSTOMER REQUEST	12/8/09	7	525	75	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/8/09	18	234	13	N
CUSTOMER REQUEST	12/8/09	22	132	6	N
CUSTOMER REQUEST	12/8/09	4	276	69	N
CUSTOMER REQUEST	12/8/09	1	177	177	N
CUSTOMER REQUEST	12/7/09	15	405	27	N
CUSTOMER REQUEST	12/7/09	1	327	327	N
CUSTOMER REQUEST	12/7/09	12	588	49	N
CUSTOMER REQUEST	12/7/09	11	220	20	N
CUSTOMER REQUEST	12/7/09	14	1638	117	N
CUSTOMER REQUEST	12/7/09	22	2222	101	N
CUSTOMER REQUEST	12/5/09	1	198	198	N
CUSTOMER REQUEST	12/5/09	1	223	223	N
CUSTOMER REQUEST	12/5/09	1	316	316	N
CUSTOMER REQUEST	12/5/09	1	66	66	N
CUSTOMER REQUEST	12/4/09	28	1708	61	N
CUSTOMER REQUEST	12/4/09	1	81	81	N
CUSTOMER REQUEST	12/4/09	1	116	116	N
CUSTOMER REQUEST	12/4/09	1	26	26	N
CUSTOMER REQUEST	12/4/09	1	289	289	N
CUSTOMER REQUEST	12/3/09	1	71	71	N
CUSTOMER REQUEST	12/3/09	14	2870	205	N
CUSTOMER REQUEST	12/3/09	1	345	345	N
CUSTOMER REQUEST	12/3/09	6	3870	645	N
CUSTOMER REQUEST	12/3/09	4	2584	646	N
CUSTOMER REQUEST	12/3/09	1	648	648	N
CUSTOMER REQUEST	12/3/09	21	546	26	N
CUSTOMER REQUEST	1/8/09	68	2788	41	N
CUSTOMER REQUEST	12/2/09	2	276	138	N
CUSTOMER REQUEST	12/2/09	3	9	3	N
CUSTOMER REQUEST	1/8/09	4	204	51	N
CUSTOMER REQUEST	1/9/09	1966	29490	15	N
CUSTOMER REQUEST	12/2/09	1	95	95	N
CUSTOMER REQUEST	12/2/09	11	484	44	N
CUSTOMER REQUEST	12/1/09	8	184	23	N
CUSTOMER REQUEST	12/1/09	7	161	23	N
CUSTOMER REQUEST	12/1/09	43	2064	48	N
CUSTOMER REQUEST	1/9/09	1	32	32	N
CUSTOMER REQUEST	1/9/09	1	379	379	N
CUSTOMER REQUEST	11/30/09	2	68	34	N
CUSTOMER REQUEST	11/30/09	2	192	96	N
CUSTOMER REQUEST	1/9/09	7	364	52	N
CUSTOMER REQUEST	11/30/09	14	2240	160	N
CUSTOMER REQUEST	11/29/09	1	166	166	N
CUSTOMER REQUEST	11/27/09	1	307	307	N
CUSTOMER REQUEST	11/26/09	1	78	78	N
CUSTOMER REQUEST	1/9/09	8	1464	183	N
CUSTOMER REQUEST	11/26/09	1	210	210	N
CUSTOMER REQUEST	11/25/09	10	1400	140	N
CUSTOMER REQUEST	1/9/09	1	132	132	N
CUSTOMER REQUEST	1/9/09	30	2460	82	N
CUSTOMER REQUEST	1/9/09	11	1881	171	N
CUSTOMER REQUEST	11/24/09	41	7872	192	N
CUSTOMER REQUEST	1/9/09	5	260	52	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/24/09	1	40	40	N
CUSTOMER REQUEST	1/9/09	8	160	20	N
CUSTOMER REQUEST	11/24/09	8	296	37	N
CUSTOMER REQUEST	11/24/09	4	372	93	N
CUSTOMER REQUEST	1/9/09	1	155	155	N
CUSTOMER REQUEST	1/9/09	30	3450	115	N
CUSTOMER REQUEST	1/9/09	1	93	93	N
CUSTOMER REQUEST	11/24/09	8	1088	136	N
CUSTOMER REQUEST	1/10/09	1	229	229	N
CUSTOMER REQUEST	1/10/09	1	171	171	N
CUSTOMER REQUEST	11/24/09	6	216	36	N
CUSTOMER REQUEST	1/11/09	8	1824	228	N
CUSTOMER REQUEST	11/24/09	1	156	156	N
CUSTOMER REQUEST	1/12/09	2	36	18	N
CUSTOMER REQUEST	1/12/09	1	114	114	N
CUSTOMER REQUEST	11/24/09	7	140	20	N
CUSTOMER REQUEST	1/12/09	9	270	30	N
CUSTOMER REQUEST	11/24/09	10	390	39	N
CUSTOMER REQUEST	11/24/09	10	30	3	N
CUSTOMER REQUEST	11/23/09	60	1920	32	N
CUSTOMER REQUEST	11/23/09	155	14105	91	N
CUSTOMER REQUEST	1/12/09	7	1099	157	N
CUSTOMER REQUEST	11/23/09	1	132	132	N
CUSTOMER REQUEST	11/23/09	6	96	16	N
CUSTOMER REQUEST	11/23/09	20	280	14	N
CUSTOMER REQUEST	1/12/09	85	8582	278	N
CUSTOMER REQUEST	11/22/09	1	104	104	N
CUSTOMER REQUEST	11/21/09	21	1701	81	N
CUSTOMER REQUEST	1/12/09	9	387	43	N
CUSTOMER REQUEST	11/21/09	1	177	177	N
CUSTOMER REQUEST	11/21/09	1	51	51	N
CUSTOMER REQUEST	11/21/09	4	96	24	N
CUSTOMER REQUEST	11/20/09	1	476	476	N
CUSTOMER REQUEST	11/20/09	1	235	235	N
CUSTOMER REQUEST	11/20/09	1	189	189	N
CUSTOMER REQUEST	1/12/09	1	162	162	N
CUSTOMER REQUEST	1/12/09	1	175	175	N
CUSTOMER REQUEST	11/20/09	35	385	11	N
CUSTOMER REQUEST	1/13/09	4	1076	269	N
CUSTOMER REQUEST	11/20/09	29	7772	268	N
CUSTOMER REQUEST	11/20/09	35	350	10	N
CUSTOMER REQUEST	1/13/09	2	148	74	N
CUSTOMER REQUEST	11/19/09	1	357	357	N
CUSTOMER REQUEST	11/19/09	40	9320	233	N
CUSTOMER REQUEST	11/19/09	24	888	37	N
CUSTOMER REQUEST	11/18/09	8	32	4	N
CUSTOMER REQUEST	11/18/09	1	484	484	N
CUSTOMER REQUEST	11/18/09	10	190	19	N
CUSTOMER REQUEST	11/18/09	1	269	269	N
CUSTOMER REQUEST	11/17/09	4	56	14	N
CUSTOMER REQUEST	11/17/09	4	240	60	N
CUSTOMER REQUEST	11/17/09	10	20	2	N
CUSTOMER REQUEST	11/17/09	9	198	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/16/09	1	353	353	N
CUSTOMER REQUEST	11/16/09	1	60	60	N
CUSTOMER REQUEST	11/16/09	94	25098	267	N
CUSTOMER REQUEST	11/15/09	1	73	73	N
CUSTOMER REQUEST	11/14/09	1	80	80	N
CUSTOMER REQUEST	11/14/09	1	367	367	N
CUSTOMER REQUEST	11/12/09	1	69	69	N
CUSTOMER REQUEST	11/12/09	1	391	391	N
CUSTOMER REQUEST	11/12/09	1	192	192	N
CUSTOMER REQUEST	11/12/09	1	381	381	N
CUSTOMER REQUEST	11/11/09	918	55998	61	N
CUSTOMER REQUEST	11/11/09	2	176	88	N
CUSTOMER REQUEST	11/11/09	1	136	136	N
CUSTOMER REQUEST	11/10/09	1	372	372	N
CUSTOMER REQUEST	1/13/09	3	36	12	N
CUSTOMER REQUEST	11/10/09	1	1	1	N
CUSTOMER REQUEST	1/13/09	4	432	108	N
CUSTOMER REQUEST	1/13/09	3	312	104	N
CUSTOMER REQUEST	1/13/09	1	37	37	N
CUSTOMER REQUEST	11/10/09	6	120	20	N
CUSTOMER REQUEST	1/13/09	1	36	36	N
CUSTOMER REQUEST	1/13/09	1	98	98	N
CUSTOMER REQUEST	1/13/09	1	98	98	N
CUSTOMER REQUEST	11/10/09	26	1976	76	N
CUSTOMER REQUEST	1/14/09	1	307	307	N
CUSTOMER REQUEST	11/10/09	24	1896	79	N
CUSTOMER REQUEST	1/14/09	28	1596	57	N
CUSTOMER REQUEST	11/10/09	14	490	35	N
CUSTOMER REQUEST	11/10/09	1	260	260	N
CUSTOMER REQUEST	11/9/09	1	118	118	N
CUSTOMER REQUEST	11/9/09	7	735	105	N
CUSTOMER REQUEST	11/9/09	1	157	157	N
CUSTOMER REQUEST	11/9/09	6	168	28	N
CUSTOMER REQUEST	11/9/09	1	258	258	N
CUSTOMER REQUEST	11/9/09	1	210	210	N
CUSTOMER REQUEST	11/9/09	1	402	402	N
CUSTOMER REQUEST	11/9/09	1	223	223	N
CUSTOMER REQUEST	11/9/09	1	109	109	N
CUSTOMER REQUEST	11/9/09	4	460	115	N
CUSTOMER REQUEST	11/8/09	1	121	121	N
CUSTOMER REQUEST	11/7/09	2338	86506	37	N
CUSTOMER REQUEST	11/7/09	1	225	225	N
CUSTOMER REQUEST	11/6/09	7	3346	478	N
CUSTOMER REQUEST	11/5/09	4	96	24	N
CUSTOMER REQUEST	11/5/09	1	163	163	N
CUSTOMER REQUEST	11/5/09	25	3650	146	N
CUSTOMER REQUEST	11/5/09	11	1221	111	N
CUSTOMER REQUEST	1/14/09	36	3744	104	N
CUSTOMER REQUEST	11/5/09	4	96	24	N
CUSTOMER REQUEST	11/5/09	9	882	98	N
CUSTOMER REQUEST	1/14/09	1	129	129	N
CUSTOMER REQUEST	11/5/09	16	960	60	N
CUSTOMER REQUEST	11/4/09	1	157	157	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/4/09	1	229	229	N
CUSTOMER REQUEST	11/4/09	1	167	167	N
CUSTOMER REQUEST	11/4/09	1	211	211	N
CUSTOMER REQUEST	11/4/09	1	168	168	N
CUSTOMER REQUEST	11/4/09	1	153	153	N
CUSTOMER REQUEST	11/4/09	13	78	6	N
CUSTOMER REQUEST	11/4/09	1	158	158	N
CUSTOMER REQUEST	1/14/09	6	234	39	N
CUSTOMER REQUEST	11/4/09	4	480	120	N
CUSTOMER REQUEST	11/4/09	13	91	7	N
CUSTOMER REQUEST	11/3/09	1	15	15	N
CUSTOMER REQUEST	11/3/09	14	560	40	N
CUSTOMER REQUEST	11/3/09	1	269	269	N
CUSTOMER REQUEST	11/2/09	3	15	5	N
CUSTOMER REQUEST	11/2/09	18	306	17	N
CUSTOMER REQUEST	10/31/09	1	515	515	N
CUSTOMER REQUEST	10/30/09	1	105	105	N
CUSTOMER REQUEST	10/30/09	1	136	136	N
CUSTOMER REQUEST	1/14/09	10	2370	237	N
CUSTOMER REQUEST	10/30/09	1	322	322	N
CUSTOMER REQUEST	1/14/09	1	57	57	N
CUSTOMER REQUEST	1/15/09	6	1482	247	N
CUSTOMER REQUEST	1/15/09	21	3717	177	N
CUSTOMER REQUEST	1/15/09	10	510	51	N
CUSTOMER REQUEST	10/30/09	12	444	37	N
CUSTOMER REQUEST	10/29/09	6	354	59	N
CUSTOMER REQUEST	10/29/09	73	730	10	N
CUSTOMER REQUEST	10/29/09	32	352	11	N
CUSTOMER REQUEST	10/29/09	15	645	43	N
CUSTOMER REQUEST	10/29/09	73	2117	29	N
CUSTOMER REQUEST	10/29/09	32	192	6	N
CUSTOMER REQUEST	10/29/09	3	375	125	N
CUSTOMER REQUEST	10/29/09	5	125	25	N
CUSTOMER REQUEST	10/29/09	5	125	25	N
CUSTOMER REQUEST	1/15/09	6	1374	229	N
CUSTOMER REQUEST	1/15/09	7	1575	225	N
CUSTOMER REQUEST	10/29/09	4	84	331	N
CUSTOMER REQUEST	10/28/09	1	127	127	N
CUSTOMER REQUEST	10/28/09	20	5660	283	N
CUSTOMER REQUEST	10/27/09	1	37	37	N
CUSTOMER REQUEST	10/27/09	10	210	21	N
CUSTOMER REQUEST	10/27/09	1	96	96	N
CUSTOMER REQUEST	1/15/09	3	222	74	N
CUSTOMER REQUEST	10/27/09	49	32732	668	N
CUSTOMER REQUEST	10/26/09	16	1328	83	N
CUSTOMER REQUEST	10/23/09	6	360	60	N
CUSTOMER REQUEST	1/15/09	5	320	64	N
CUSTOMER REQUEST	10/23/09	5	195	39	N
CUSTOMER REQUEST	1/15/09	7	224	32	N
CUSTOMER REQUEST	1/15/09	8	912	114	N
CUSTOMER REQUEST	10/23/09	3	189	63	N
CUSTOMER REQUEST	10/23/09	1	35	35	N
CUSTOMER REQUEST	10/23/09	17	1377	81	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/23/09	1	133	133	N
CUSTOMER REQUEST	10/22/09	1	65	65	N
CUSTOMER REQUEST	10/22/09	1	917	917	N
CUSTOMER REQUEST	10/22/09	10	630	63	N
CUSTOMER REQUEST	10/22/09	1	106	106	N
CUSTOMER REQUEST	10/21/09	1	18	18	N
CUSTOMER REQUEST	10/21/09	2	8	4	N
CUSTOMER REQUEST	10/21/09	13	923	71	N
CUSTOMER REQUEST	10/21/09	8	1024	128	N
CUSTOMER REQUEST	10/20/09	4	948	237	N
CUSTOMER REQUEST	10/20/09	6	738	123	N
CUSTOMER REQUEST	10/20/09	4	16	4	N
CUSTOMER REQUEST	10/19/09	1	233	233	N
CUSTOMER REQUEST	10/19/09	1	82	82	N
CUSTOMER REQUEST	10/19/09	4	140	35	N
CUSTOMER REQUEST	10/19/09	8	912	114	N
CUSTOMER REQUEST	10/19/09	13	702	54	N
CUSTOMER REQUEST	1/16/09	3	93	31	N
CUSTOMER REQUEST	1/16/09	7	84	12	N
CUSTOMER REQUEST	10/17/09	1	139	139	N
CUSTOMER REQUEST	10/17/09	1	43	43	N
CUSTOMER REQUEST	1/16/09	1	82	82	N
CUSTOMER REQUEST	1/17/09	1	893	893	N
CUSTOMER REQUEST	10/16/09	1	48	48	N
CUSTOMER REQUEST	10/16/09	5	195	39	N
CUSTOMER REQUEST	10/15/09	1	418	418	N
CUSTOMER REQUEST	10/15/09	1	76	76	N
CUSTOMER REQUEST	10/15/09	1	138	138	N
CUSTOMER REQUEST	1/19/09	1	107	107	N
CUSTOMER REQUEST	10/14/09	1	251	251	N
CUSTOMER REQUEST	10/14/09	1	480	480	N
CUSTOMER REQUEST	10/14/09	7	140	20	N
CUSTOMER REQUEST	10/14/09	5	590	118	N
CUSTOMER REQUEST	10/14/09	3	198	66	N
CUSTOMER REQUEST	10/14/09	6	222	37	N
CUSTOMER REQUEST	10/14/09	3	291	97	N
CUSTOMER REQUEST	10/13/09	1	668	668	N
CUSTOMER REQUEST	1/20/09	30	240	8	N
CUSTOMER REQUEST	10/13/09	86	11954	139	N
CUSTOMER REQUEST	10/13/09	2	94	47	N
CUSTOMER REQUEST	10/13/09	21	756	36	N
CUSTOMER REQUEST	10/13/09	1	152	152	N
CUSTOMER REQUEST	10/12/09	3451	96628	28	N
CUSTOMER REQUEST	10/12/09	1	500	500	N
CUSTOMER REQUEST	10/12/09	6	162	27	N
CUSTOMER REQUEST	10/12/09	6	678	113	N
CUSTOMER REQUEST	10/12/09	6	120	20	N
CUSTOMER REQUEST	1/20/09	4	196	49	N
CUSTOMER REQUEST	10/12/09	11	1309	119	N
CUSTOMER REQUEST	10/10/09	1	207	207	N
CUSTOMER REQUEST	10/9/09	22	286	13	N
CUSTOMER REQUEST	10/9/09	1	139	139	N
CUSTOMER REQUEST	10/9/09	5	50	10	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/9/09	9	207	23	N
CUSTOMER REQUEST	1/20/09	4	48	12	N
CUSTOMER REQUEST	10/9/09	1	100	100	N
CUSTOMER REQUEST	10/9/09	2	384	192	N
CUSTOMER REQUEST	10/8/09	7	7	1	N
CUSTOMER REQUEST	1/20/09	7	280	40	N
CUSTOMER REQUEST	10/8/09	5	275	55	N
CUSTOMER REQUEST	10/8/09	4	284	71	N
CUSTOMER REQUEST	1/20/09	10	1440	210	N
CUSTOMER REQUEST	1/21/09	1894	35986	19	N
CUSTOMER REQUEST	10/8/09	5	140	28	N
CUSTOMER REQUEST	1/21/09	3	690	230	N
CUSTOMER REQUEST	10/7/09	3	39	13	N
CUSTOMER REQUEST	10/7/09	1	382	382	N
CUSTOMER REQUEST	10/6/09	1	328	328	N
CUSTOMER REQUEST	10/6/09	7	238	34	N
CUSTOMER REQUEST	10/6/09	8	440	55	N
CUSTOMER REQUEST	1/21/09	11	1496	136	N
CUSTOMER REQUEST	10/6/09	7	553	79	N
CUSTOMER REQUEST	10/6/09	4	320	80	N
CUSTOMER REQUEST	10/5/09	28	588	21	N
CUSTOMER REQUEST	10/5/09	9	126	14	N
CUSTOMER REQUEST	10/5/09	41	451	11	N
CUSTOMER REQUEST	10/5/09	5	190	38	N
CUSTOMER REQUEST	10/5/09	7	448	64	N
CUSTOMER REQUEST	1/21/09	12	1140	95	N
CUSTOMER REQUEST	10/5/09	1	70	70	N
CUSTOMER REQUEST	10/5/09	23	874	38	N
CUSTOMER REQUEST	10/4/09	1	27	27	N
CUSTOMER REQUEST	10/4/09	1	528	528	N
CUSTOMER REQUEST	1/21/09	3	156	52	N
CUSTOMER REQUEST	10/4/09	1	528	528	N
CUSTOMER REQUEST	10/4/09	26	13728	528	N
CUSTOMER REQUEST	10/4/09	1	529	529	N
CUSTOMER REQUEST	10/4/09	1	534	534	N
CUSTOMER REQUEST	10/4/09	7	3752	536	N
CUSTOMER REQUEST	1/21/09	4	252	63	N
CUSTOMER REQUEST	10/3/09	1	18	18	N
CUSTOMER REQUEST	1/21/09	11	418	38	N
CUSTOMER REQUEST	1/21/09	4	360	90	N
CUSTOMER REQUEST	10/3/09	1	141	141	N
CUSTOMER REQUEST	1/22/09	1	180	180	N
CUSTOMER REQUEST	1/22/09	4	763	292	N
CUSTOMER REQUEST	1/22/09	12	2760	230	N
CUSTOMER REQUEST	10/2/09	23	1196	52	N
CUSTOMER REQUEST	10/1/09	1	212	212	N
CUSTOMER REQUEST	10/1/09	7	42	6	N
CUSTOMER REQUEST	10/1/09	7	322	46	N
CUSTOMER REQUEST	1/22/09	18	1170	65	N
CUSTOMER REQUEST	10/1/09	1	123	123	N
CUSTOMER REQUEST	10/1/09	7	7	1	N
CUSTOMER REQUEST	10/1/09	8	728	91	N
CUSTOMER REQUEST	10/1/09	7	448	64	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/1/09	7	455	65	N
CUSTOMER REQUEST	10/1/09	4	1044	261	N
CUSTOMER REQUEST	10/1/09	20	380	19	N
CUSTOMER REQUEST	1/22/09	2	352	176	N
CUSTOMER REQUEST	1/22/09	1	31	31	N
CUSTOMER REQUEST	9/30/09	1	253	253	N
CUSTOMER REQUEST	1/22/09	1	19	19	N
CUSTOMER REQUEST	9/30/09	3	123	41	N
CUSTOMER REQUEST	9/30/09	4	132	33	N
CUSTOMER REQUEST	9/30/09	8	40	5	N
CUSTOMER REQUEST	1/22/09	4	568	142	N
CUSTOMER REQUEST	9/30/09	12	1272	106	N
CUSTOMER REQUEST	1/23/09	10	770	77	N
CUSTOMER REQUEST	1/23/09	4	744	186	N
CUSTOMER REQUEST	1/23/09	1	274	274	N
CUSTOMER REQUEST	1/23/09	1	273	273	N
CUSTOMER REQUEST	9/30/09	33	2970	90	N
CUSTOMER REQUEST	9/30/09	12	324	27	N
CUSTOMER REQUEST	9/29/09	8	24	3	N
CUSTOMER REQUEST	9/29/09	4	60	15	N
CUSTOMER REQUEST	9/29/09	9	54	6	N
CUSTOMER REQUEST	9/29/09	10	430	43	N
CUSTOMER REQUEST	9/29/09	3	303	101	N
CUSTOMER REQUEST	9/29/09	1	49	49	N
CUSTOMER REQUEST	9/29/09	7	42	6	N
CUSTOMER REQUEST	9/29/09	5	395	79	N
CUSTOMER REQUEST	9/29/09	12	156	13	N
CUSTOMER REQUEST	1/23/09	5	35	7	N
CUSTOMER REQUEST	1/23/09	6	180	30	N
CUSTOMER REQUEST	9/28/09	3	243	81	N
CUSTOMER REQUEST	9/28/09	3	687	229	N
CUSTOMER REQUEST	1/23/09	5	1030	206	N
CUSTOMER REQUEST	1/23/09	5	120	24	N
CUSTOMER REQUEST	1/23/09	1	124	124	N
CUSTOMER REQUEST	9/28/09	2	98	49	N
CUSTOMER REQUEST	1/23/09	1	192	192	N
CUSTOMER REQUEST	9/28/09	10	1490	149	N
CUSTOMER REQUEST	9/28/09	7	1337	191	N
CUSTOMER REQUEST	1/23/09	1	14	14	N
CUSTOMER REQUEST	9/28/09	15	135	9	N
CUSTOMER REQUEST	9/27/09	1	221	221	N
CUSTOMER REQUEST	1/23/09	1	32	32	N
CUSTOMER REQUEST	9/27/09	1	56	56	N
CUSTOMER REQUEST	1/23/09	57	3021	53	N
CUSTOMER REQUEST	9/27/09	1	156	156	N
CUSTOMER REQUEST	1/24/09	1	21	21	N
CUSTOMER REQUEST	9/27/09	1	143	143	N
CUSTOMER REQUEST	1/24/09	1	47	47	N
CUSTOMER REQUEST	9/27/09	54	216	4	N
CUSTOMER REQUEST	9/27/09	1	124	124	N
CUSTOMER REQUEST	9/26/09	1	48	48	N
CUSTOMER REQUEST	9/26/09	10	340	34	N
CUSTOMER REQUEST	9/26/09	1	207	207	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/25/09	1	54	54	N
CUSTOMER REQUEST	9/25/09	11	957	87	N
CUSTOMER REQUEST	9/25/09	1	304	304	N
CUSTOMER REQUEST	9/25/09	8	584	73	N
CUSTOMER REQUEST	9/25/09	9	882	98	N
CUSTOMER REQUEST	1/26/09	10	410	41	N
CUSTOMER REQUEST	9/25/09	1	104	104	N
CUSTOMER REQUEST	9/24/09	1	132	132	N
CUSTOMER REQUEST	9/24/09	11	286	26	N
CUSTOMER REQUEST	9/24/09	1	371	371	N
CUSTOMER REQUEST	9/24/09	9	432	48	N
CUSTOMER REQUEST	1/26/09	1	99	99	N
CUSTOMER REQUEST	9/24/09	7	707	101	N
CUSTOMER REQUEST	9/23/09	10	810	81	N
CUSTOMER REQUEST	9/23/09	4	436	109	N
CUSTOMER REQUEST	9/23/09	41	1271	31	N
CUSTOMER REQUEST	1/26/09	10	460	46	N
CUSTOMER REQUEST	1/26/09	1	244	244	N
CUSTOMER REQUEST	9/23/09	12	3264	272	N
CUSTOMER REQUEST	1/27/09	4	52	13	N
CUSTOMER REQUEST	9/23/09	1	703	703	N
CUSTOMER REQUEST	9/23/09	1	80	80	N
CUSTOMER REQUEST	9/22/09	4	1136	284	N
CUSTOMER REQUEST	9/22/09	3	72	24	N
CUSTOMER REQUEST	9/22/09	16	224	14	N
CUSTOMER REQUEST	9/22/09	1	278	278	N
CUSTOMER REQUEST	9/22/09	9	495	55	N
CUSTOMER REQUEST	9/22/09	12	756	63	N
CUSTOMER REQUEST	1/27/09	107	20651	193	N
CUSTOMER REQUEST	9/21/09	1	66	66	N
CUSTOMER REQUEST	9/21/09	6	42	7	N
CUSTOMER REQUEST	9/21/09	4	172	43	N
CUSTOMER REQUEST	9/21/09	2	14	7	N
CUSTOMER REQUEST	9/21/09	8	456	57	N
CUSTOMER REQUEST	9/21/09	11	374	34	N
CUSTOMER REQUEST	9/21/09	13	195	15	N
CUSTOMER REQUEST	9/20/09	1	64	64	N
CUSTOMER REQUEST	9/20/09	22	792	36	N
CUSTOMER REQUEST	9/20/09	4	388	97	N
CUSTOMER REQUEST	9/20/09	1	207	207	N
CUSTOMER REQUEST	1/27/09	8	448	56	N
CUSTOMER REQUEST	9/18/09	9	198	22	N
CUSTOMER REQUEST	9/18/09	2	84	42	N
CUSTOMER REQUEST	9/18/09	13	299	23	N
CUSTOMER REQUEST	9/18/09	4	52	13	N
CUSTOMER REQUEST	9/18/09	11	209	19	N
CUSTOMER REQUEST	9/18/09	10	320	32	N
CUSTOMER REQUEST	9/18/09	13	195	15	N
CUSTOMER REQUEST	9/17/09	1	119	119	N
CUSTOMER REQUEST	9/17/09	1	220	220	N
CUSTOMER REQUEST	9/17/09	6	216	36	N
CUSTOMER REQUEST	9/17/09	13	702	54	N
CUSTOMER REQUEST	9/17/09	6	210	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/17/09	4	88	22	N
CUSTOMER REQUEST	9/17/09	2	12	6	N
CUSTOMER REQUEST	9/17/09	8	176	22	N
CUSTOMER REQUEST	9/17/09	1	4	4	N
CUSTOMER REQUEST	9/17/09	8	272	34	N
CUSTOMER REQUEST	9/16/09	15	60	4	N
CUSTOMER REQUEST	9/16/09	12	276	23	N
CUSTOMER REQUEST	9/16/09	5	400	80	N
CUSTOMER REQUEST	9/16/09	1	267	267	N
CUSTOMER REQUEST	9/16/09	8	56	7	N
CUSTOMER REQUEST	9/16/09	2	48	24	N
CUSTOMER REQUEST	9/16/09	7	189	27	N
CUSTOMER REQUEST	9/15/09	4	72	18	N
CUSTOMER REQUEST	9/15/09	4	96	24	N
CUSTOMER REQUEST	1/28/09	10	1510	151	N
CUSTOMER REQUEST	1/28/09	8	1376	172	N
CUSTOMER REQUEST	9/15/09	5	455	91	N
CUSTOMER REQUEST	9/15/09	4	24	6	N
CUSTOMER REQUEST	9/15/09	3	129	43	N
CUSTOMER REQUEST	9/15/09	10	120	12	N
CUSTOMER REQUEST	9/15/09	19	228	12	N
CUSTOMER REQUEST	9/15/09	10	120	12	N
CUSTOMER REQUEST	9/15/09	27	1053	39	N
CUSTOMER REQUEST	9/14/09	1	283	283	N
CUSTOMER REQUEST	9/14/09	1	278	278	N
CUSTOMER REQUEST	9/14/09	8	112	14	N
CUSTOMER REQUEST	9/14/09	1	146	146	N
CUSTOMER REQUEST	9/14/09	31	1860	60	N
CUSTOMER REQUEST	9/14/09	1	408	408	N
CUSTOMER REQUEST	9/13/09	2	10	5	N
CUSTOMER REQUEST	9/11/09	1	124	124	N
CUSTOMER REQUEST	1/29/09	8	192	24	N
CUSTOMER REQUEST	9/11/09	3	132	44	N
CUSTOMER REQUEST	9/11/09	8	144	18	N
CUSTOMER REQUEST	1/29/09	1	255	255	N
CUSTOMER REQUEST	9/11/09	7	189	27	N
CUSTOMER REQUEST	9/11/09	1	411	411	N
CUSTOMER REQUEST	9/10/09	6	858	143	N
CUSTOMER REQUEST	9/10/09	8	928	116	N
CUSTOMER REQUEST	9/10/09	8	1256	157	N
CUSTOMER REQUEST	9/10/09	146	8176	56	N
CUSTOMER REQUEST	9/10/09	12	252	21	N
CUSTOMER REQUEST	9/10/09	7	210	30	N
CUSTOMER REQUEST	9/9/09	1	211	211	N
CUSTOMER REQUEST	9/9/09	6	246	41	N
CUSTOMER REQUEST	9/9/09	3	255	85	N
CUSTOMER REQUEST	9/9/09	136	8024	59	N
CUSTOMER REQUEST	1/29/09	1	125	125	N
CUSTOMER REQUEST	9/9/09	13	767	59	N
CUSTOMER REQUEST	1/29/09	1	234	234	N
CUSTOMER REQUEST	9/9/09	13	1144	88	N
CUSTOMER REQUEST	9/9/09	8	88	11	N
CUSTOMER REQUEST	9/9/09	30	420	14	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/8/09	17	952	56	N
CUSTOMER REQUEST	1/30/09	37	10989	297	N
CUSTOMER REQUEST	1/30/09	31	8618	278	N
CUSTOMER REQUEST	9/8/09	1	264	264	N
CUSTOMER REQUEST	1/30/09	217	6944	32	N
CUSTOMER REQUEST	9/8/09	1	583	583	N
CUSTOMER REQUEST	1/30/09	7	980	140	N
CUSTOMER REQUEST	9/8/09	1	44	44	N
CUSTOMER REQUEST	1/30/09	1	60	60	N
CUSTOMER REQUEST	9/8/09	1	122	122	N
CUSTOMER REQUEST	1/30/09	1	79	79	N
CUSTOMER REQUEST	9/8/09	20	920	46	N
CUSTOMER REQUEST	1/30/09	1	46	46	N
CUSTOMER REQUEST	1/31/09	12	12	1	N
CUSTOMER REQUEST	1/31/09	4	504	126	N
CUSTOMER REQUEST	9/7/09	2076	51900	25	N
CUSTOMER REQUEST	1/31/09	10	610	61	N
CUSTOMER REQUEST	1/31/09	1	10	10	N
CUSTOMER REQUEST	9/5/09	5	295	59	N
CUSTOMER REQUEST	2/2/09	5	65	13	N
CUSTOMER REQUEST	9/4/09	9	405	45	N
CUSTOMER REQUEST	9/4/09	6	432	72	N
CUSTOMER REQUEST	9/4/09	6	270	45	N
CUSTOMER REQUEST	2/2/09	1	219	219	N
CUSTOMER REQUEST	9/4/09	13	130	10	N
CUSTOMER REQUEST	9/4/09	9	333	37	N
CUSTOMER REQUEST	9/3/09	7	1141	163	N
CUSTOMER REQUEST	9/3/09	8	160	20	N
CUSTOMER REQUEST	9/3/09	1	358	358	N
CUSTOMER REQUEST	2/2/09	5	25	5	N
CUSTOMER REQUEST	9/3/09	5	1240	248	N
CUSTOMER REQUEST	2/3/09	10	90	9	N
CUSTOMER REQUEST	2/3/09	1	230	230	N
CUSTOMER REQUEST	2/3/09	1	248	248	N
CUSTOMER REQUEST	9/3/09	4	444	111	N
CUSTOMER REQUEST	9/3/09	202	22422	111	N
CUSTOMER REQUEST	9/3/09	1	301	301	N
CUSTOMER REQUEST	9/3/09	6	156	26	N
CUSTOMER REQUEST	9/3/09	3	951	317	N
CUSTOMER REQUEST	2/3/09	1	177	177	N
CUSTOMER REQUEST	9/2/09	8	64	8	N
CUSTOMER REQUEST	9/2/09	1	167	167	N
CUSTOMER REQUEST	9/2/09	1	250	250	N
CUSTOMER REQUEST	9/2/09	13	1924	148	N
CUSTOMER REQUEST	9/2/09	13	1287	99	N
CUSTOMER REQUEST	9/2/09	9	189	21	N
CUSTOMER REQUEST	9/2/09	1	18	18	N
CUSTOMER REQUEST	9/2/09	12	432	36	N
CUSTOMER REQUEST	9/2/09	9	369	41	N
CUSTOMER REQUEST	9/2/09	17	646	38	N
CUSTOMER REQUEST	9/2/09	29	5974	206	N
CUSTOMER REQUEST	9/1/09	1	161	161	N
CUSTOMER REQUEST	9/1/09	1	67	67	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/1/09	1	2	2	N
CUSTOMER REQUEST	9/1/09	1	155	155	N
CUSTOMER REQUEST	9/1/09	8	40	5	N
CUSTOMER REQUEST	9/1/09	1	548	548	N
CUSTOMER REQUEST	2/3/09	10	210	21	N
CUSTOMER REQUEST	9/1/09	1	118	118	N
CUSTOMER REQUEST	2/3/09	2	56	28	N
CUSTOMER REQUEST	8/31/09	8	176	22	N
CUSTOMER REQUEST	8/31/09	10	740	74	N
CUSTOMER REQUEST	8/30/09	1	42	42	N
CUSTOMER REQUEST	2/4/09	21	11466	546	N
CUSTOMER REQUEST	8/30/09	7	1225	175	N
CUSTOMER REQUEST	8/30/09	14	770	55	N
CUSTOMER REQUEST	8/30/09	1	68	68	N
CUSTOMER REQUEST	8/29/09	10	910	91	N
CUSTOMER REQUEST	8/29/09	1	56	56	N
CUSTOMER REQUEST	8/29/09	1	422	422	N
CUSTOMER REQUEST	8/29/09	1	380	380	N
CUSTOMER REQUEST	8/29/09	948	54988	307	N
CUSTOMER REQUEST	8/28/09	5	115	23	N
CUSTOMER REQUEST	8/28/09	7	385	55	N
CUSTOMER REQUEST	2/4/09	11	319	29	N
CUSTOMER REQUEST	2/4/09	8	552	69	N
CUSTOMER REQUEST	8/28/09	7	553	79	N
CUSTOMER REQUEST	8/28/09	9	396	44	N
CUSTOMER REQUEST	8/28/09	2	68	34	N
CUSTOMER REQUEST	8/28/09	1	174	174	N
CUSTOMER REQUEST	8/28/09	11	814	74	N
CUSTOMER REQUEST	8/28/09	1	313	313	N
CUSTOMER REQUEST	2/4/09	15	615	41	N
CUSTOMER REQUEST	8/28/09	7	315	45	N
CUSTOMER REQUEST	8/27/09	1	195	195	N
CUSTOMER REQUEST	8/27/09	4	452	113	N
CUSTOMER REQUEST	2/4/09	1	221	221	N
CUSTOMER REQUEST	2/4/09	1	97	97	N
CUSTOMER REQUEST	2/5/09	1761	40589	219	N
CUSTOMER REQUEST	8/26/09	1	428	428	N
CUSTOMER REQUEST	8/26/09	21	7182	342	N
CUSTOMER REQUEST	8/25/09	4	1148	287	N
CUSTOMER REQUEST	8/25/09	7	371	53	N
CUSTOMER REQUEST	8/25/09	7	434	62	N
CUSTOMER REQUEST	2/5/09	10	1530	153	N
CUSTOMER REQUEST	2/5/09	7	1155	165	N
CUSTOMER REQUEST	8/25/09	1	299	299	N
CUSTOMER REQUEST	8/25/09	1	33	33	N
CUSTOMER REQUEST	2/5/09	3	354	118	N
CUSTOMER REQUEST	2/5/09	7	2352	336	N
CUSTOMER REQUEST	8/25/09	1	69	69	N
CUSTOMER REQUEST	8/25/09	3	111	37	N
CUSTOMER REQUEST	8/25/09	5	195	39	N
CUSTOMER REQUEST	8/25/09	23	3864	168	N
CUSTOMER REQUEST	8/25/09	14	2282	163	N
CUSTOMER REQUEST	8/25/09	8	184	23	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/25/09	1	282	282	N
CUSTOMER REQUEST	8/24/09	1	167	167	N
CUSTOMER REQUEST	2/6/09	3	123	41	N
CUSTOMER REQUEST	8/24/09	1	493	493	N
CUSTOMER REQUEST	8/24/09	317	100489	317	N
CUSTOMER REQUEST	8/24/09	40	24400	610	N
CUSTOMER REQUEST	8/23/09	1	297	297	N
CUSTOMER REQUEST	8/21/09	10	710	71	N
CUSTOMER REQUEST	8/21/09	1	200	200	N
CUSTOMER REQUEST	8/20/09	1	177	177	N
CUSTOMER REQUEST	2/6/09	7	651	93	N
CUSTOMER REQUEST	2/6/09	1	66	66	N
CUSTOMER REQUEST	2/6/09	3	3	1	N
CUSTOMER REQUEST	2/6/09	4	196	49	N
CUSTOMER REQUEST	2/6/09	2	16	8	N
CUSTOMER REQUEST	8/20/09	6	162	27	N
CUSTOMER REQUEST	2/6/09	6	186	31	N
CUSTOMER REQUEST	2/6/09	1	453	453	N
CUSTOMER REQUEST	2/6/09	1	164	164	N
CUSTOMER REQUEST	8/20/09	9	180	20	N
CUSTOMER REQUEST	8/20/09	1	154	154	N
CUSTOMER REQUEST	8/19/09	1	253	253	N
CUSTOMER REQUEST	8/19/09	4	192	48	N
CUSTOMER REQUEST	8/19/09	1	140	140	N
CUSTOMER REQUEST	8/19/09	3	162	54	N
CUSTOMER REQUEST	2/9/09	5	655	131	N
CUSTOMER REQUEST	8/19/09	3	84	28	N
CUSTOMER REQUEST	2/9/09	2	86	43	N
CUSTOMER REQUEST	8/19/09	8	832	104	N
CUSTOMER REQUEST	8/19/09	6	858	143	N
CUSTOMER REQUEST	8/18/09	1	142	142	N
CUSTOMER REQUEST	8/18/09	1	148	148	N
CUSTOMER REQUEST	8/18/09	8	464	58	N
CUSTOMER REQUEST	8/18/09	8	576	72	N
CUSTOMER REQUEST	8/18/09	28	448	16	N
CUSTOMER REQUEST	8/18/09	3	54	18	N
CUSTOMER REQUEST	2/9/09	4	48	12	N
CUSTOMER REQUEST	2/9/09	6	840	140	N
CUSTOMER REQUEST	8/18/09	1	117	117	N
CUSTOMER REQUEST	8/18/09	156	44148	283	N
CUSTOMER REQUEST	2/9/09	1	40	40	N
CUSTOMER REQUEST	8/17/09	1	161	161	N
CUSTOMER REQUEST	2/9/09	4	120	30	N
CUSTOMER REQUEST	2/9/09	1	73	73	N
CUSTOMER REQUEST	8/17/09	1	75	75	N
CUSTOMER REQUEST	8/17/09	8	256	32	N
CUSTOMER REQUEST	8/17/09	1	18	18	N
CUSTOMER REQUEST	2/9/09	2	254	127	N
CUSTOMER REQUEST	2/9/09	7	364	52	N
CUSTOMER REQUEST	8/15/09	12	96	8	N
CUSTOMER REQUEST	8/15/09	1	183	183	N
CUSTOMER REQUEST	2/9/09	1	300	300	N
CUSTOMER REQUEST	8/14/09	1	139	139	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/14/09	1	159	159	N
CUSTOMER REQUEST	8/14/09	359	5744	16	N
CUSTOMER REQUEST	2/10/09	18	972	54	N
CUSTOMER REQUEST	8/14/09	3331	59958	18	N
CUSTOMER REQUEST	2/10/09	8	96	12	N
CUSTOMER REQUEST	8/14/09	7	2387	341	N
CUSTOMER REQUEST	8/14/09	8	464	58	N
CUSTOMER REQUEST	8/14/09	1	337	337	N
CUSTOMER REQUEST	8/14/09	9	4428	492	N
CUSTOMER REQUEST	8/13/09	1	528	528	N
CUSTOMER REQUEST	2/10/09	14	280	20	N
CUSTOMER REQUEST	8/13/09	7	245	35	N
CUSTOMER REQUEST	8/13/09	31	806	26	N
CUSTOMER REQUEST	8/13/09	3	150	50	N
CUSTOMER REQUEST	8/13/09	33	2475	75	N
CUSTOMER REQUEST	2/10/09	9	225	25	N
CUSTOMER REQUEST	8/13/09	1	234	234	N
CUSTOMER REQUEST	8/13/09	11	957	87	N
CUSTOMER REQUEST	8/13/09	23	1012	44	N
CUSTOMER REQUEST	8/13/09	1	518	518	N
CUSTOMER REQUEST	2/10/09	5	950	190	N
CUSTOMER REQUEST	8/12/09	8	1104	138	N
CUSTOMER REQUEST	2/10/09	18	1980	110	N
CUSTOMER REQUEST	8/12/09	1	226	226	N
CUSTOMER REQUEST	2/10/09	4	220	55	N
CUSTOMER REQUEST	8/12/09	6	66	11	N
CUSTOMER REQUEST	8/12/09	1	267	267	N
CUSTOMER REQUEST	2/10/09	14	336	24	N
CUSTOMER REQUEST	8/12/09	1	262	262	N
CUSTOMER REQUEST	8/12/09	4	216	54	N
CUSTOMER REQUEST	2/10/09	7	56	8	N
CUSTOMER REQUEST	2/10/09	7	189	27	N
CUSTOMER REQUEST	2/10/09	8	192	24	N
CUSTOMER REQUEST	2/10/09	16	544	34	N
CUSTOMER REQUEST	8/12/09	1	451	451	N
CUSTOMER REQUEST	8/12/09	2	116	58	N
CUSTOMER REQUEST	8/12/09	31	7006	226	N
CUSTOMER REQUEST	8/12/09	6	96	16	N
CUSTOMER REQUEST	2/11/09	5	430	86	N
CUSTOMER REQUEST	8/11/09	1	135	135	N
CUSTOMER REQUEST	8/11/09	1	78	78	N
CUSTOMER REQUEST	8/11/09	1	134	134	N
CUSTOMER REQUEST	8/11/09	3	45	15	N
CUSTOMER REQUEST	8/11/09	12	1164	97	N
CUSTOMER REQUEST	8/11/09	5	290	58	N
CUSTOMER REQUEST	8/11/09	5	510	102	N
CUSTOMER REQUEST	8/11/09	134	80400	600	N
CUSTOMER REQUEST	2/11/09	1	137	137	N
CUSTOMER REQUEST	8/11/09	2	90	45	N
CUSTOMER REQUEST	8/10/09	1	163	163	N
CUSTOMER REQUEST	8/10/09	12	1128	94	N
CUSTOMER REQUEST	8/10/09	1	253	253	N
CUSTOMER REQUEST	8/10/09	2	6	3	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/11/09	8	416	52	N
CUSTOMER REQUEST	2/11/09	9	153	17	N
CUSTOMER REQUEST	8/10/09	13	1235	95	N
CUSTOMER REQUEST	8/10/09	4	372	93	N
CUSTOMER REQUEST	8/9/09	1	150	150	N
CUSTOMER REQUEST	8/7/09	1	581	581	N
CUSTOMER REQUEST	8/7/09	1	50	50	N
CUSTOMER REQUEST	8/7/09	51	2676	396	N
CUSTOMER REQUEST	8/7/09	1	93	93	N
CUSTOMER REQUEST	8/7/09	26	1716	66	N
CUSTOMER REQUEST	8/7/09	4	284	71	N
CUSTOMER REQUEST	8/6/09	1	122	122	N
CUSTOMER REQUEST	8/6/09	6	66	11	N
CUSTOMER REQUEST	8/6/09	13	520	40	N
CUSTOMER REQUEST	8/5/09	11	1397	127	N
CUSTOMER REQUEST	8/5/09	1	518	518	N
CUSTOMER REQUEST	8/5/09	1	131	131	N
CUSTOMER REQUEST	8/4/09	1	149	149	N
CUSTOMER REQUEST	8/4/09	3	141	47	N
CUSTOMER REQUEST	8/4/09	7	287	41	N
CUSTOMER REQUEST	2/12/09	2	70	35	N
CUSTOMER REQUEST	8/4/09	1	299	299	N
CUSTOMER REQUEST	8/4/09	1	63	63	N
CUSTOMER REQUEST	2/12/09	1	179	179	N
CUSTOMER REQUEST	8/4/09	1	135	135	N
CUSTOMER REQUEST	8/4/09	6	168	28	N
CUSTOMER REQUEST	8/4/09	10	80	8	N
CUSTOMER REQUEST	8/3/09	1	78	78	N
CUSTOMER REQUEST	2/13/09	1	114	114	N
CUSTOMER REQUEST	8/3/09	6	360	60	N
CUSTOMER REQUEST	8/3/09	12	1080	90	N
CUSTOMER REQUEST	8/3/09	6	576	96	N
CUSTOMER REQUEST	8/2/09	1	34	34	N
CUSTOMER REQUEST	8/2/09	1	70	70	N
CUSTOMER REQUEST	8/1/09	1	167	167	N
CUSTOMER REQUEST	2/13/09	1	193	193	N
CUSTOMER REQUEST	7/31/09	1	31	31	N
CUSTOMER REQUEST	7/31/09	7	301	43	N
CUSTOMER REQUEST	7/31/09	648	30456	47	N
CUSTOMER REQUEST	7/30/09	1	172	172	N
CUSTOMER REQUEST	7/30/09	1	144	144	N
CUSTOMER REQUEST	7/30/09	55	13310	242	N
CUSTOMER REQUEST	7/29/09	1	221	221	N
CUSTOMER REQUEST	2/13/09	38	38	1	N
CUSTOMER REQUEST	2/13/09	10	470	47	N
CUSTOMER REQUEST	2/13/09	1	76	76	N
CUSTOMER REQUEST	7/29/09	1	95	95	N
CUSTOMER REQUEST	2/13/09	8	416	52	N
CUSTOMER REQUEST	2/13/09	6	96	16	N
CUSTOMER REQUEST	7/29/09	1	163	163	N
CUSTOMER REQUEST	7/29/09	2	112	56	N
CUSTOMER REQUEST	2/15/09	15	600	40	N
CUSTOMER REQUEST	7/29/09	1	282	282	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/29/09	8	440	55	N
CUSTOMER REQUEST	7/29/09	1	222	222	N
CUSTOMER REQUEST	7/29/09	1	130	130	N
CUSTOMER REQUEST	7/29/09	13	715	55	N
CUSTOMER REQUEST	7/29/09	4	188	47	N
CUSTOMER REQUEST	7/29/09	1	193	193	N
CUSTOMER REQUEST	7/28/09	7	763	109	N
CUSTOMER REQUEST	2/16/09	14	56	4	N
CUSTOMER REQUEST	7/28/09	13	572	44	N
CUSTOMER REQUEST	7/28/09	3	321	107	N
CUSTOMER REQUEST	7/28/09	2	28	14	N
CUSTOMER REQUEST	2/16/09	18	18	1	N
CUSTOMER REQUEST	7/27/09	1	225	225	N
CUSTOMER REQUEST	2/16/09	17	170	10	N
CUSTOMER REQUEST	7/27/09	10	470	47	N
CUSTOMER REQUEST	7/27/09	1	406	406	N
CUSTOMER REQUEST	2/16/09	11	110	10	N
CUSTOMER REQUEST	2/16/09	12	72	6	N
CUSTOMER REQUEST	7/27/09	1	92	92	N
CUSTOMER REQUEST	7/27/09	2	76	38	N
CUSTOMER REQUEST	7/25/09	1	91	91	N
CUSTOMER REQUEST	7/25/09	1619	35618	22	N
CUSTOMER REQUEST	2/16/09	13	78	6	N
CUSTOMER REQUEST	2/16/09	7	154	22	N
CUSTOMER REQUEST	7/24/09	1	174	174	N
CUSTOMER REQUEST	2/16/09	15	75	5	N
CUSTOMER REQUEST	7/24/09	12	1452	121	N
CUSTOMER REQUEST	7/24/09	1	105	105	N
CUSTOMER REQUEST	2/16/09	11	88	8	N
CUSTOMER REQUEST	7/24/09	5	385	77	N
CUSTOMER REQUEST	7/24/09	6	198	33	N
CUSTOMER REQUEST	7/24/09	1	61	61	N
CUSTOMER REQUEST	7/24/09	3	588	196	N
CUSTOMER REQUEST	7/24/09	1	38	38	N
CUSTOMER REQUEST	7/24/09	9	1062	118	N
CUSTOMER REQUEST	2/17/09	11	143	13	N
CUSTOMER REQUEST	7/23/09	1	352	352	N
CUSTOMER REQUEST	7/23/09	1	229	229	N
CUSTOMER REQUEST	2/17/09	6	102	17	N
CUSTOMER REQUEST	7/23/09	9	603	67	N
CUSTOMER REQUEST	7/23/09	4	132	33	N
CUSTOMER REQUEST	7/23/09	11	759	69	N
CUSTOMER REQUEST	7/22/09	6	162	27	N
CUSTOMER REQUEST	7/22/09	11	3102	282	N
CUSTOMER REQUEST	7/22/09	27	2826	126	N
CUSTOMER REQUEST	7/22/09	4	556	139	N
CUSTOMER REQUEST	7/22/09	154	3850	25	N
CUSTOMER REQUEST	7/22/09	4	244	61	N
CUSTOMER REQUEST	2/17/09	13	234	18	N
CUSTOMER REQUEST	7/22/09	2	156	78	N
CUSTOMER REQUEST	7/22/09	5	1230	246	N
CUSTOMER REQUEST	7/22/09	10	1650	165	N
CUSTOMER REQUEST	7/21/09	21	630	30	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/21/09	1	106	106	N
CUSTOMER REQUEST	7/21/09	2	288	144	N
CUSTOMER REQUEST	7/21/09	9	594	66	N
CUSTOMER REQUEST	7/21/09	4	160	40	N
CUSTOMER REQUEST	7/21/09	5	110	22	N
CUSTOMER REQUEST	7/20/09	1	89	89	N
CUSTOMER REQUEST	2/17/09	1	221	221	N
CUSTOMER REQUEST	7/20/09	1	178	178	N
CUSTOMER REQUEST	2/17/09	8	2464	308	N
CUSTOMER REQUEST	7/20/09	1	139	139	N
CUSTOMER REQUEST	7/20/09	1	269	269	N
CUSTOMER REQUEST	2/18/09	37	1147	31	N
CUSTOMER REQUEST	7/20/09	3	588	196	N
CUSTOMER REQUEST	7/20/09	1	268	268	N
CUSTOMER REQUEST	7/20/09	1	267	267	N
CUSTOMER REQUEST	7/20/09	1	391	391	N
CUSTOMER REQUEST	7/20/09	1	253	253	N
CUSTOMER REQUEST	2/18/09	8	840	105	N
CUSTOMER REQUEST	7/20/09	1	376	376	N
CUSTOMER REQUEST	7/20/09	2	694	347	N
CUSTOMER REQUEST	7/20/09	1	386	386	N
CUSTOMER REQUEST	7/20/09	1	148	148	N
CUSTOMER REQUEST	2/18/09	5	95	19	N
CUSTOMER REQUEST	2/18/09	3	447	149	N
CUSTOMER REQUEST	7/20/09	1	444	444	N
CUSTOMER REQUEST	7/18/09	1	114	114	N
CUSTOMER REQUEST	7/18/09	7	448	64	N
CUSTOMER REQUEST	7/18/09	1	172	172	N
CUSTOMER REQUEST	7/17/09	1	123	123	N
CUSTOMER REQUEST	7/17/09	29	3103	107	N
CUSTOMER REQUEST	7/17/09	7	63	9	N
CUSTOMER REQUEST	7/16/09	1	97	97	N
CUSTOMER REQUEST	7/16/09	12	1380	115	N
CUSTOMER REQUEST	2/18/09	6	366	61	N
CUSTOMER REQUEST	2/18/09	8	392	49	N
CUSTOMER REQUEST	7/16/09	8	360	45	N
CUSTOMER REQUEST	2/18/09	5	330	66	N
CUSTOMER REQUEST	2/18/09	1	68	68	N
CUSTOMER REQUEST	2/18/09	1	220	220	N
CUSTOMER REQUEST	2/19/09	2	408	204	N
CUSTOMER REQUEST	7/16/09	1	284	284	N
CUSTOMER REQUEST	2/19/09	10	960	96	N
CUSTOMER REQUEST	2/19/09	8	1904	238	N
CUSTOMER REQUEST	7/15/09	1705	1705	1	N
CUSTOMER REQUEST	7/15/09	181	12134	333	N
CUSTOMER REQUEST	7/15/09	6	282	47	N
CUSTOMER REQUEST	7/15/09	2	142	71	N
CUSTOMER REQUEST	7/15/09	100	26500	265	N
CUSTOMER REQUEST	7/15/09	7	609	87	N
CUSTOMER REQUEST	7/15/09	1497	56886	38	N
CUSTOMER REQUEST	2/19/09	11	374	34	N
CUSTOMER REQUEST	7/14/09	1	35	35	N
CUSTOMER REQUEST	7/14/09	2	132	66	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/14/09	1	322	322	N
CUSTOMER REQUEST	7/14/09	1	155	155	N
CUSTOMER REQUEST	7/14/09	1	211	211	N
CUSTOMER REQUEST	7/14/09	6	474	79	N
CUSTOMER REQUEST	7/13/09	1	45	45	N
CUSTOMER REQUEST	7/13/09	7	238	34	N
CUSTOMER REQUEST	7/13/09	102	13770	135	N
CUSTOMER REQUEST	2/19/09	3	51	17	N
CUSTOMER REQUEST	7/13/09	4	200	50	N
CUSTOMER REQUEST	7/12/09	9	1107	123	N
CUSTOMER REQUEST	7/11/09	1	25	25	N
CUSTOMER REQUEST	2/19/09	7	105	15	N
CUSTOMER REQUEST	7/11/09	4	124	31	N
CUSTOMER REQUEST	7/11/09	4	152	38	N
CUSTOMER REQUEST	7/11/09	4	960	240	N
CUSTOMER REQUEST	7/11/09	2	10	5	N
CUSTOMER REQUEST	2/19/09	6	198	33	N
CUSTOMER REQUEST	7/10/09	9	369	41	N
CUSTOMER REQUEST	2/19/09	4	160	40	N
CUSTOMER REQUEST	7/10/09	3	264	88	N
CUSTOMER REQUEST	2/19/09	4	904	226	N
CUSTOMER REQUEST	7/10/09	4	188	47	N
CUSTOMER REQUEST	2/19/09	5	350	70	N
CUSTOMER REQUEST	7/9/09	28	3612	129	N
CUSTOMER REQUEST	2/20/09	4	764	191	N
CUSTOMER REQUEST	7/9/09	16	752	47	N
CUSTOMER REQUEST	2/20/09	28	8904	318	N
CUSTOMER REQUEST	7/9/09	16	1280	80	N
CUSTOMER REQUEST	7/9/09	1	581	581	N
CUSTOMER REQUEST	7/8/09	4	224	56	N
CUSTOMER REQUEST	7/8/09	4	268	67	N
CUSTOMER REQUEST	2/20/09	5	230	46	N
CUSTOMER REQUEST	7/8/09	9	693	77	N
CUSTOMER REQUEST	2/20/09	4	336	84	N
CUSTOMER REQUEST	7/8/09	17	170	10	N
CUSTOMER REQUEST	7/8/09	1	207	207	N
CUSTOMER REQUEST	7/8/09	2	134	67	N
CUSTOMER REQUEST	7/8/09	9	342	38	N
CUSTOMER REQUEST	7/8/09	15	915	61	N
CUSTOMER REQUEST	7/7/09	21	252	12	N
CUSTOMER REQUEST	7/7/09	4	620	155	N
CUSTOMER REQUEST	7/7/09	1	512	512	N
CUSTOMER REQUEST	7/6/09	4	2216	554	N
CUSTOMER REQUEST	2/20/09	6	132	22	N
CUSTOMER REQUEST	7/6/09	7	448	64	N
CUSTOMER REQUEST	7/5/09	1	49	49	N
CUSTOMER REQUEST	2/20/09	8	712	89	N
CUSTOMER REQUEST	7/4/09	9	441	49	N
CUSTOMER REQUEST	7/4/09	2	16	8	N
CUSTOMER REQUEST	2/20/09	2	96	48	N
CUSTOMER REQUEST	7/4/09	11	682	62	N
CUSTOMER REQUEST	7/4/09	2	188	94	N
CUSTOMER REQUEST	2/21/09	1	47	47	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/3/09	2935	35220	12	N
CUSTOMER REQUEST	7/3/09	1	27	27	N
CUSTOMER REQUEST	7/2/09	1	73	73	N
CUSTOMER REQUEST	7/2/09	1	314	314	N
CUSTOMER REQUEST	7/2/09	1	300	300	N
CUSTOMER REQUEST	7/2/09	14	140	10	N
CUSTOMER REQUEST	7/2/09	8	328	41	N
CUSTOMER REQUEST	2/23/09	22	2343	209	N
CUSTOMER REQUEST	7/2/09	15	630	42	N
CUSTOMER REQUEST	7/1/09	1	70	70	N
CUSTOMER REQUEST	7/1/09	22	946	43	N
CUSTOMER REQUEST	6/29/09	6	288	48	N
CUSTOMER REQUEST	6/29/09	10	450	45	N
CUSTOMER REQUEST	6/28/09	1	450	450	N
CUSTOMER REQUEST	6/26/09	1	29	29	N
CUSTOMER REQUEST	6/26/09	1	175	175	N
CUSTOMER REQUEST	6/26/09	15	1005	67	N
CUSTOMER REQUEST	6/26/09	1	60	60	N
CUSTOMER REQUEST	6/26/09	8	1400	175	N
CUSTOMER REQUEST	6/26/09	8	1400	175	N
CUSTOMER REQUEST	6/26/09	19	2622	138	N
CUSTOMER REQUEST	6/25/09	9	216	24	N
CUSTOMER REQUEST	2/23/09	15	2700	180	N
CUSTOMER REQUEST	6/25/09	1	377	377	N
CUSTOMER REQUEST	6/25/09	12	1488	124	N
CUSTOMER REQUEST	6/25/09	1	331	331	N
CUSTOMER REQUEST	2/24/09	23	6463	281	N
CUSTOMER REQUEST	6/24/09	1	112	112	N
CUSTOMER REQUEST	6/24/09	10	540	54	N
CUSTOMER REQUEST	6/24/09	6	144	24	N
CUSTOMER REQUEST	6/24/09	3	198	66	N
CUSTOMER REQUEST	6/23/09	1	78	78	N
CUSTOMER REQUEST	6/23/09	1	312	312	N
CUSTOMER REQUEST	2/24/09	13	2405	185	N
CUSTOMER REQUEST	6/23/09	1	231	231	N
CUSTOMER REQUEST	6/23/09	11	1144	104	N
CUSTOMER REQUEST	6/23/09	1	200	200	N
CUSTOMER REQUEST	6/23/09	1	211	211	N
CUSTOMER REQUEST	6/23/09	10	80	8	N
CUSTOMER REQUEST	2/24/09	6	798	133	N
CUSTOMER REQUEST	6/23/09	2	166	83	N
CUSTOMER REQUEST	6/23/09	1	328	328	N
CUSTOMER REQUEST	6/23/09	46	10166	221	N
CUSTOMER REQUEST	6/23/09	1	193	193	N
CUSTOMER REQUEST	2/24/09	2	150	75	N
CUSTOMER REQUEST	6/23/09	40	7560	189	N
CUSTOMER REQUEST	2/24/09	8	248	31	N
CUSTOMER REQUEST	6/23/09	1	244	244	N
CUSTOMER REQUEST	6/23/09	1	88	88	N
CUSTOMER REQUEST	6/23/09	3	240	80	N
CUSTOMER REQUEST	6/23/09	2	252	126	N
CUSTOMER REQUEST	6/23/09	1	286	286	N
CUSTOMER REQUEST	6/23/09	1	53	53	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/24/09	9	603	67	N
CUSTOMER REQUEST	6/23/09	1	120	120	N
CUSTOMER REQUEST	2/24/09	2	154	77	N
CUSTOMER REQUEST	6/23/09	1	113	113	N
CUSTOMER REQUEST	2/24/09	1	135	135	N
CUSTOMER REQUEST	6/23/09	4	316	79	N
CUSTOMER REQUEST	6/23/09	1	174	174	N
CUSTOMER REQUEST	6/23/09	9	432	48	N
CUSTOMER REQUEST	6/23/09	1	228	228	N
CUSTOMER REQUEST	6/23/09	1	153	153	N
CUSTOMER REQUEST	6/23/09	1	195	195	N
CUSTOMER REQUEST	6/23/09	1	225	225	N
CUSTOMER REQUEST	6/23/09	8	960	120	N
CUSTOMER REQUEST	6/23/09	1	63	63	N
CUSTOMER REQUEST	6/23/09	15	645	43	N
CUSTOMER REQUEST	2/25/09	2	82	41	N
CUSTOMER REQUEST	6/23/09	1	97	97	N
CUSTOMER REQUEST	6/23/09	22	616	28	N
CUSTOMER REQUEST	2/25/09	10	910	91	N
CUSTOMER REQUEST	2/25/09	7	119	17	N
CUSTOMER REQUEST	6/23/09	4	1224	306	N
CUSTOMER REQUEST	6/23/09	7	854	122	N
CUSTOMER REQUEST	6/23/09	1	124	124	N
CUSTOMER REQUEST	6/23/09	1	283	283	N
CUSTOMER REQUEST	6/23/09	1	490	490	N
CUSTOMER REQUEST	2/25/09	29	8845	305	N
CUSTOMER REQUEST	6/23/09	1	374	374	N
CUSTOMER REQUEST	6/22/09	1	198	198	N
CUSTOMER REQUEST	6/22/09	8	648	81	N
CUSTOMER REQUEST	2/25/09	9	1422	158	N
CUSTOMER REQUEST	6/22/09	2	152	76	N
CUSTOMER REQUEST	6/22/09	6	1014	169	N
CUSTOMER REQUEST	6/22/09	1	127	127	N
CUSTOMER REQUEST	6/22/09	1	55	55	N
CUSTOMER REQUEST	2/25/09	8	368	46	N
CUSTOMER REQUEST	2/25/09	106	6572	62	N
CUSTOMER REQUEST	6/22/09	1	273	273	N
CUSTOMER REQUEST	6/22/09	1286	52726	41	N
CUSTOMER REQUEST	6/22/09	37	1628	44	N
CUSTOMER REQUEST	6/22/09	1	294	294	N
CUSTOMER REQUEST	6/22/09	1	142	142	N
CUSTOMER REQUEST	2/25/09	90	14940	166	N
CUSTOMER REQUEST	6/22/09	3	420	140	N
CUSTOMER REQUEST	2/25/09	2	202	101	N
CUSTOMER REQUEST	2/25/09	8	1248	156	N
CUSTOMER REQUEST	6/22/09	29	1537	53	N
CUSTOMER REQUEST	6/21/09	1	632	632	N
CUSTOMER REQUEST	2/25/09	8	424	53	N
CUSTOMER REQUEST	6/20/09	1	672	672	N
CUSTOMER REQUEST	6/20/09	1	290	290	N
CUSTOMER REQUEST	2/25/09	1	49	49	N
CUSTOMER REQUEST	6/19/09	1	106	106	N
CUSTOMER REQUEST	2/26/09	3	1296	432	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/19/09	31	1333	43	N
CUSTOMER REQUEST	6/19/09	1	118	118	N
CUSTOMER REQUEST	6/18/09	8	128	16	N
CUSTOMER REQUEST	2/26/09	4	168	42	N
CUSTOMER REQUEST	2/26/09	8	3088	386	N
CUSTOMER REQUEST	6/18/09	44	2376	54	N
CUSTOMER REQUEST	6/18/09	1	194	194	N
CUSTOMER REQUEST	6/17/09	9	162	18	N
CUSTOMER REQUEST	6/17/09	7	231	33	N
CUSTOMER REQUEST	6/17/09	21	10227	487	N
CUSTOMER REQUEST	6/17/09	9	117	13	N
CUSTOMER REQUEST	6/17/09	10	1010	101	N
CUSTOMER REQUEST	6/17/09	1	4	4	N
CUSTOMER REQUEST	6/17/09	2	156	78	N
CUSTOMER REQUEST	6/16/09	4	284	71	N
CUSTOMER REQUEST	6/15/09	1	112	112	N
CUSTOMER REQUEST	6/15/09	1	97	97	N
CUSTOMER REQUEST	6/15/09	6	270	45	N
CUSTOMER REQUEST	6/15/09	8	144	18	N
CUSTOMER REQUEST	6/15/09	16	208	13	N
CUSTOMER REQUEST	6/15/09	2	118	59	N
CUSTOMER REQUEST	2/26/09	14	3080	220	N
CUSTOMER REQUEST	6/15/09	4	272	68	N
CUSTOMER REQUEST	6/15/09	141	34404	244	N
CUSTOMER REQUEST	6/14/09	7	175	25	N
CUSTOMER REQUEST	2/26/09	1	314	314	N
CUSTOMER REQUEST	2/26/09	1	89	89	N
CUSTOMER REQUEST	6/14/09	1	91	91	N
CUSTOMER REQUEST	6/14/09	57	5301	93	N
CUSTOMER REQUEST	6/13/09	1	101	101	N
CUSTOMER REQUEST	6/12/09	1	244	244	N
CUSTOMER REQUEST	6/12/09	2	62	31	N
CUSTOMER REQUEST	6/12/09	6	960	160	N
CUSTOMER REQUEST	6/11/09	2	676	338	N
CUSTOMER REQUEST	6/11/09	17	187	11	N
CUSTOMER REQUEST	6/11/09	4	220	55	N
CUSTOMER REQUEST	6/11/09	2	222	111	N
CUSTOMER REQUEST	2/27/09	8	1328	166	N
CUSTOMER REQUEST	6/11/09	7	609	87	N
CUSTOMER REQUEST	6/11/09	1	367	367	N
CUSTOMER REQUEST	6/11/09	1	126	126	N
CUSTOMER REQUEST	2/27/09	1	111	111	N
CUSTOMER REQUEST	2/27/09	39	2184	56	N
CUSTOMER REQUEST	6/11/09	1	146	146	N
CUSTOMER REQUEST	6/11/09	8	168	21	N
CUSTOMER REQUEST	6/11/09	9	162	18	N
CUSTOMER REQUEST	6/10/09	2	266	133	N
CUSTOMER REQUEST	6/10/09	2	276	138	N
CUSTOMER REQUEST	6/10/09	10	300	30	N
CUSTOMER REQUEST	2/28/09	1	161	161	N
CUSTOMER REQUEST	3/1/09	25	3425	137	N
CUSTOMER REQUEST	6/10/09	43	645	15	N
CUSTOMER REQUEST	6/10/09	1	126	126	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/10/09	4	212	53	N
CUSTOMER REQUEST	6/10/09	7	49	7	N
CUSTOMER REQUEST	6/10/09	1	121	121	N
CUSTOMER REQUEST	6/10/09	26	4342	167	N
CUSTOMER REQUEST	6/9/09	2	10	5	N
CUSTOMER REQUEST	6/9/09	1	30	30	N
CUSTOMER REQUEST	6/9/09	7	728	104	N
CUSTOMER REQUEST	6/9/09	10	10	1	N
CUSTOMER REQUEST	6/9/09	2	144	72	N
CUSTOMER REQUEST	6/9/09	10	150	15	N
CUSTOMER REQUEST	6/8/09	1	101	101	N
CUSTOMER REQUEST	3/2/09	1	134	134	N
CUSTOMER REQUEST	6/8/09	1	188	188	N
CUSTOMER REQUEST	3/2/09	10	320	32	N
CUSTOMER REQUEST	6/8/09	1	230	230	N
CUSTOMER REQUEST	6/8/09	1	124	124	N
CUSTOMER REQUEST	3/2/09	14	56	4	N
CUSTOMER REQUEST	6/8/09	1	3209	3209	N
CUSTOMER REQUEST	3/2/09	1	173	173	N
CUSTOMER REQUEST	6/8/09	1	456	456	N
CUSTOMER REQUEST	6/8/09	4	1248	312	N
CUSTOMER REQUEST	3/3/09	7	168	24	N
CUSTOMER REQUEST	6/8/09	2	276	138	N
CUSTOMER REQUEST	6/8/09	2	178	89	N
CUSTOMER REQUEST	6/8/09	1	35	35	N
CUSTOMER REQUEST	6/8/09	1	604	604	N
CUSTOMER REQUEST	6/7/09	1	181	181	N
CUSTOMER REQUEST	6/6/09	1	123	123	N
CUSTOMER REQUEST	3/3/09	6	1374	229	N
CUSTOMER REQUEST	3/3/09	1	266	266	N
CUSTOMER REQUEST	6/6/09	1	209	209	N
CUSTOMER REQUEST	3/3/09	9	1080	120	N
CUSTOMER REQUEST	6/6/09	40	28088	743	N
CUSTOMER REQUEST	6/5/09	10	510	51	N
CUSTOMER REQUEST	3/3/09	64	5760	90	N
CUSTOMER REQUEST	6/5/09	1	129	129	N
CUSTOMER REQUEST	6/5/09	1	246	246	N
CUSTOMER REQUEST	6/5/09	1	95	95	N
CUSTOMER REQUEST	6/5/09	4	800	200	N
CUSTOMER REQUEST	6/5/09	1	170	170	N
CUSTOMER REQUEST	6/5/09	1	122	122	N
CUSTOMER REQUEST	3/3/09	38	3572	94	N
CUSTOMER REQUEST	6/5/09	2818	61996	22	N
CUSTOMER REQUEST	6/5/09	1	98	98	N
CUSTOMER REQUEST	6/5/09	1	74	74	N
CUSTOMER REQUEST	6/5/09	12	264	22	N
CUSTOMER REQUEST	6/4/09	1	189	189	N
CUSTOMER REQUEST	6/4/09	1	23	23	N
CUSTOMER REQUEST	6/4/09	9	99	11	N
CUSTOMER REQUEST	6/4/09	2	518	259	N
CUSTOMER REQUEST	6/3/09	13	1651	127	N
CUSTOMER REQUEST	6/3/09	1	200	200	N
CUSTOMER REQUEST	6/2/09	1	230	230	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/4/09	1	91	91	N
CUSTOMER REQUEST	3/4/09	6	120	20	N
CUSTOMER REQUEST	6/2/09	3264	52224	16	N
CUSTOMER REQUEST	6/2/09	1	161	161	N
CUSTOMER REQUEST	3/4/09	4	84	21	N
CUSTOMER REQUEST	6/2/09	28	1232	44	N
CUSTOMER REQUEST	6/2/09	7	42	6	N
CUSTOMER REQUEST	3/4/09	5	440	88	N
CUSTOMER REQUEST	6/2/09	11	407	37	N
CUSTOMER REQUEST	6/2/09	1	191	191	N
CUSTOMER REQUEST	6/1/09	7	385	55	N
CUSTOMER REQUEST	3/4/09	34	2278	67	N
CUSTOMER REQUEST	6/1/09	8	248	31	N
CUSTOMER REQUEST	3/4/09	1	126	126	N
CUSTOMER REQUEST	3/4/09	34	3740	110	N
CUSTOMER REQUEST	6/1/09	1	15	15	N
CUSTOMER REQUEST	6/1/09	2	240	120	N
CUSTOMER REQUEST	6/1/09	46	874	19	N
CUSTOMER REQUEST	3/4/09	19	2717	143	N
CUSTOMER REQUEST	6/1/09	9	459	51	N
CUSTOMER REQUEST	6/1/09	6	216	36	N
CUSTOMER REQUEST	6/1/09	1	96	96	N
CUSTOMER REQUEST	6/1/09	5	165	33	N
CUSTOMER REQUEST	6/1/09	9	2565	285	N
CUSTOMER REQUEST	3/4/09	1	147	147	N
CUSTOMER REQUEST	3/4/09	1	127	127	N
CUSTOMER REQUEST	6/1/09	1	107	107	N
CUSTOMER REQUEST	5/31/09	13	1066	82	N
CUSTOMER REQUEST	5/30/09	15	195	13	N
CUSTOMER REQUEST	5/29/09	1	228	228	N
CUSTOMER REQUEST	3/5/09	11	176	16	N
CUSTOMER REQUEST	5/29/09	1	118	118	N
CUSTOMER REQUEST	5/29/09	1	347	347	N
CUSTOMER REQUEST	5/29/09	4	2624	656	N
CUSTOMER REQUEST	5/28/09	1	211	211	N
CUSTOMER REQUEST	3/5/09	4	1128	282	N
CUSTOMER REQUEST	5/28/09	1	63	63	N
CUSTOMER REQUEST	5/28/09	1	250	250	N
CUSTOMER REQUEST	5/28/09	7	504	72	N
CUSTOMER REQUEST	5/28/09	3	768	256	N
CUSTOMER REQUEST	5/28/09	1	205	205	N
CUSTOMER REQUEST	5/28/09	1	207	207	N
CUSTOMER REQUEST	5/28/09	12	288	24	N
CUSTOMER REQUEST	3/5/09	9	153	17	N
CUSTOMER REQUEST	3/5/09	7	469	67	N
CUSTOMER REQUEST	3/5/09	8	248	31	N
CUSTOMER REQUEST	5/28/09	7	84	12	N
CUSTOMER REQUEST	5/28/09	1	533	533	N
CUSTOMER REQUEST	5/28/09	11	605	55	N
CUSTOMER REQUEST	3/5/09	6	96	16	N
CUSTOMER REQUEST	5/28/09	1	414	414	N
CUSTOMER REQUEST	5/28/09	1	353	353	N
CUSTOMER REQUEST	3/5/09	33	1782	54	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/5/09	4	212	53	N
CUSTOMER REQUEST	3/5/09	5	85	17	N
CUSTOMER REQUEST	3/5/09	70	2030	29	N
CUSTOMER REQUEST	5/28/09	7	161	23	N
CUSTOMER REQUEST	5/28/09	1	434	434	N
CUSTOMER REQUEST	5/28/09	12	36	3	N
CUSTOMER REQUEST	3/6/09	15	585	39	N
CUSTOMER REQUEST	5/27/09	1	118	118	N
CUSTOMER REQUEST	3/6/09	8	2576	322	N
CUSTOMER REQUEST	5/27/09	1	144	144	N
CUSTOMER REQUEST	5/27/09	1	97	97	N
CUSTOMER REQUEST	5/27/09	7	546	78	N
CUSTOMER REQUEST	5/27/09	5	140	28	N
CUSTOMER REQUEST	5/27/09	2	58	29	N
CUSTOMER REQUEST	5/27/09	1	2	2	N
CUSTOMER REQUEST	5/26/09	1	39	39	N
CUSTOMER REQUEST	5/26/09	32	480	15	N
CUSTOMER REQUEST	3/6/09	5	305	61	N
CUSTOMER REQUEST	5/26/09	5	45	9	N
CUSTOMER REQUEST	5/26/09	6	24	4	N
CUSTOMER REQUEST	5/26/09	12	744	62	N
CUSTOMER REQUEST	3/6/09	5	715	143	N
CUSTOMER REQUEST	5/26/09	1	372	372	N
CUSTOMER REQUEST	5/26/09	18	576	32	N
CUSTOMER REQUEST	5/26/09	6	114	19	N
CUSTOMER REQUEST	3/6/09	4	160	40	N
CUSTOMER REQUEST	5/26/09	4	124	31	N
CUSTOMER REQUEST	5/26/09	32	1824	57	N
CUSTOMER REQUEST	3/6/09	1	244	244	N
CUSTOMER REQUEST	3/6/09	1	16	16	N
CUSTOMER REQUEST	5/26/09	3	102	34	N
CUSTOMER REQUEST	5/24/09	6	510	85	N
CUSTOMER REQUEST	3/7/09	6	102	17	N
CUSTOMER REQUEST	5/23/09	6	282	47	N
CUSTOMER REQUEST	5/22/09	1	173	173	N
CUSTOMER REQUEST	5/21/09	2	190	95	N
CUSTOMER REQUEST	3/7/09	9	639	71	N
CUSTOMER REQUEST	3/7/09	10	250	25	N
CUSTOMER REQUEST	5/21/09	5	795	159	N
CUSTOMER REQUEST	5/21/09	7	1960	280	N
CUSTOMER REQUEST	5/21/09	2	240	120	N
CUSTOMER REQUEST	3/8/09	2806	42090	15	N
CUSTOMER REQUEST	3/8/09	150	214950	1433	N
CUSTOMER REQUEST	5/21/09	2	398	199	N
CUSTOMER REQUEST	5/21/09	1	201	201	N
CUSTOMER REQUEST	5/21/09	8	1104	138	N
CUSTOMER REQUEST	5/21/09	18	2052	114	N
CUSTOMER REQUEST	5/21/09	9	1485	165	N
CUSTOMER REQUEST	3/9/09	166	10624	64	N
CUSTOMER REQUEST	5/21/09	3	393	131	N
CUSTOMER REQUEST	5/21/09	3	702	234	N
CUSTOMER REQUEST	5/21/09	1	28	28	N
CUSTOMER REQUEST	5/20/09	2	286	143	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/20/09	1	174	174	N
CUSTOMER REQUEST	5/20/09	10	260	26	N
CUSTOMER REQUEST	5/20/09	4	396	99	N
CUSTOMER REQUEST	5/20/09	12	72	6	N
CUSTOMER REQUEST	5/20/09	3	234	78	N
CUSTOMER REQUEST	5/20/09	1	368	368	N
CUSTOMER REQUEST	5/19/09	1	249	249	N
CUSTOMER REQUEST	5/19/09	1	432	432	N
CUSTOMER REQUEST	5/19/09	1	123	123	N
CUSTOMER REQUEST	3/9/09	4	260	65	N
CUSTOMER REQUEST	5/19/09	3	195	65	N
CUSTOMER REQUEST	5/19/09	34	578	17	N
CUSTOMER REQUEST	5/19/09	1	215	215	N
CUSTOMER REQUEST	5/19/09	1	202	202	N
CUSTOMER REQUEST	5/19/09	1	548	548	N
CUSTOMER REQUEST	5/19/09	12	2940	245	N
CUSTOMER REQUEST	5/19/09	1	74	74	N
CUSTOMER REQUEST	3/10/09	10	1890	189	N
CUSTOMER REQUEST	5/18/09	1	116	116	N
CUSTOMER REQUEST	5/18/09	7	392	56	N
CUSTOMER REQUEST	3/10/09	12	456	38	N
CUSTOMER REQUEST	5/18/09	5	125	25	N
CUSTOMER REQUEST	5/18/09	1	137	137	N
CUSTOMER REQUEST	5/18/09	7	238	34	N
CUSTOMER REQUEST	3/10/09	5	615	123	N
CUSTOMER REQUEST	5/18/09	4	296	74	N
CUSTOMER REQUEST	5/18/09	2	200	100	N
CUSTOMER REQUEST	5/18/09	1	200	200	N
CUSTOMER REQUEST	3/10/09	12	1788	149	N
CUSTOMER REQUEST	5/17/09	1	170	170	N
CUSTOMER REQUEST	5/16/09	1324	56932	43	N
CUSTOMER REQUEST	5/15/09	10	580	58	N
CUSTOMER REQUEST	5/15/09	1	214	214	N
CUSTOMER REQUEST	5/15/09	1	48	48	N
CUSTOMER REQUEST	5/15/09	3	483	161	N
CUSTOMER REQUEST	5/15/09	184	552	3	N
CUSTOMER REQUEST	5/15/09	2	166	83	N
CUSTOMER REQUEST	3/10/09	10	310	31	N
CUSTOMER REQUEST	5/15/09	1	86	86	N
CUSTOMER REQUEST	5/15/09	3	456	152	N
CUSTOMER REQUEST	3/10/09	13	546	42	N
CUSTOMER REQUEST	5/15/09	2	62	31	N
CUSTOMER REQUEST	5/14/09	1	101	101	N
CUSTOMER REQUEST	5/14/09	1	89	89	N
CUSTOMER REQUEST	5/14/09	3	324	108	N
CUSTOMER REQUEST	5/14/09	1	168	168	N
CUSTOMER REQUEST	3/10/09	1	121	121	N
CUSTOMER REQUEST	5/14/09	2	214	107	N
CUSTOMER REQUEST	5/14/09	7	35	5	N
CUSTOMER REQUEST	5/14/09	12	1800	150	N
CUSTOMER REQUEST	5/13/09	13	1274	98	N
CUSTOMER REQUEST	5/13/09	7	182	26	N
CUSTOMER REQUEST	5/13/09	28	1652	59	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/12/09	2	182	91	N
CUSTOMER REQUEST	3/10/09	5	5	1	N
CUSTOMER REQUEST	5/12/09	3	543	181	N
CUSTOMER REQUEST	3/10/09	6	156	26	N
CUSTOMER REQUEST	3/10/09	1	69	69	N
CUSTOMER REQUEST	5/12/09	6	1086	181	N
CUSTOMER REQUEST	3/10/09	1	34	34	N
CUSTOMER REQUEST	5/12/09	11	2112	192	N
CUSTOMER REQUEST	3/11/09	35	665	19	N
CUSTOMER REQUEST	3/11/09	2	324	162	N
CUSTOMER REQUEST	5/12/09	1	92	92	N
CUSTOMER REQUEST	3/11/09	2	314	157	N
CUSTOMER REQUEST	5/11/09	2165	468482	888	N
CUSTOMER REQUEST	5/11/09	1	83	83	N
CUSTOMER REQUEST	5/11/09	2565	84645	33	N
CUSTOMER REQUEST	5/11/09	1	31	31	N
CUSTOMER REQUEST	3/11/09	7	1253	179	N
CUSTOMER REQUEST	5/11/09	1	46	46	N
CUSTOMER REQUEST	3/11/09	136	3672	27	N
CUSTOMER REQUEST	5/11/09	5	355	71	N
CUSTOMER REQUEST	3/11/09	1	245	245	N
CUSTOMER REQUEST	5/11/09	7	266	38	N
CUSTOMER REQUEST	5/10/09	1330	87780	66	N
CUSTOMER REQUEST	5/10/09	1	307	307	N
CUSTOMER REQUEST	5/9/09	2	226	113	N
CUSTOMER REQUEST	3/11/09	7	35	5	N
CUSTOMER REQUEST	5/8/09	11	1727	157	N
CUSTOMER REQUEST	3/11/09	2	322	161	N
CUSTOMER REQUEST	5/8/09	9	378	42	N
CUSTOMER REQUEST	5/8/09	1	92	92	N
CUSTOMER REQUEST	5/8/09	8	736	92	N
CUSTOMER REQUEST	3/11/09	10	1770	177	N
CUSTOMER REQUEST	5/8/09	12	216	18	N
CUSTOMER REQUEST	5/8/09	1	120	120	N
CUSTOMER REQUEST	5/7/09	1	201	201	N
CUSTOMER REQUEST	5/7/09	3	666	222	N
CUSTOMER REQUEST	5/7/09	5	135	27	N
CUSTOMER REQUEST	3/11/09	1	146	146	N
CUSTOMER REQUEST	3/11/09	1	64	64	N
CUSTOMER REQUEST	5/7/09	2	166	83	N
CUSTOMER REQUEST	3/12/09	15	615	41	N
CUSTOMER REQUEST	5/7/09	9	450	50	N
CUSTOMER REQUEST	3/12/09	1	60	60	N
CUSTOMER REQUEST	3/12/09	6	1002	167	N
CUSTOMER REQUEST	5/7/09	1	144	144	N
CUSTOMER REQUEST	5/7/09	9	756	84	N
CUSTOMER REQUEST	5/7/09	4	308	77	N
CUSTOMER REQUEST	5/7/09	29	986	34	N
CUSTOMER REQUEST	5/7/09	20	2480	124	N
CUSTOMER REQUEST	5/7/09	12	96	8	N
CUSTOMER REQUEST	5/7/09	1	261	261	N
CUSTOMER REQUEST	5/6/09	1	364	364	N
CUSTOMER REQUEST	5/6/09	1	64	64	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/6/09	1	178	178	N
CUSTOMER REQUEST	5/6/09	1	277	277	N
CUSTOMER REQUEST	5/6/09	5	170	34	N
CUSTOMER REQUEST	5/6/09	11	374	34	N
CUSTOMER REQUEST	5/6/09	6	24	4	N
CUSTOMER REQUEST	5/6/09	11	352	32	N
CUSTOMER REQUEST	5/6/09	2	1646	823	N
CUSTOMER REQUEST	5/5/09	1	10	10	N
CUSTOMER REQUEST	5/5/09	1	244	244	N
CUSTOMER REQUEST	5/5/09	2	100	50	N
CUSTOMER REQUEST	5/5/09	1	55	55	N
CUSTOMER REQUEST	5/4/09	1128	136488	121	N
CUSTOMER REQUEST	5/4/09	1871	59872	82	N
CUSTOMER REQUEST	5/4/09	3	54	18	N
CUSTOMER REQUEST	5/4/09	16	688	43	N
CUSTOMER REQUEST	5/4/09	1	71	71	N
CUSTOMER REQUEST	3/12/09	10	900	90	N
CUSTOMER REQUEST	3/12/09	10	870	87	N
CUSTOMER REQUEST	5/4/09	4	1008	252	N
CUSTOMER REQUEST	5/4/09	25	1300	52	N
CUSTOMER REQUEST	5/3/09	1	119	119	N
CUSTOMER REQUEST	5/3/09	1	121	121	N
CUSTOMER REQUEST	5/2/09	7	1043	149	N
CUSTOMER REQUEST	3/12/09	3	12	4	N
CUSTOMER REQUEST	3/12/09	1	57	57	N
CUSTOMER REQUEST	5/2/09	1	317	317	N
CUSTOMER REQUEST	5/1/09	8	32	4	N
CUSTOMER REQUEST	5/1/09	6	1512	252	N
CUSTOMER REQUEST	3/12/09	1	36	36	N
CUSTOMER REQUEST	5/1/09	1	237	237	N
CUSTOMER REQUEST	5/1/09	37	8880	240	N
CUSTOMER REQUEST	5/1/09	3	54	18	N
CUSTOMER REQUEST	4/30/09	1	175	175	N
CUSTOMER REQUEST	4/30/09	8	1960	245	N
CUSTOMER REQUEST	4/30/09	7	1554	222	N
CUSTOMER REQUEST	4/29/09	4	432	108	N
CUSTOMER REQUEST	4/28/09	1	879	879	N
CUSTOMER REQUEST	4/28/09	1	102	102	N
CUSTOMER REQUEST	3/13/09	9	711	79	N
CUSTOMER REQUEST	4/28/09	8	240	30	N
CUSTOMER REQUEST	3/13/09	8	1403	381	N
CUSTOMER REQUEST	4/28/09	3	93	31	N
CUSTOMER REQUEST	3/13/09	6	36	6	N
CUSTOMER REQUEST	4/28/09	7	350	50	N
CUSTOMER REQUEST	4/28/09	8	984	123	N
CUSTOMER REQUEST	4/27/09	18	989	455	N
CUSTOMER REQUEST	4/27/09	2	72	36	N
CUSTOMER REQUEST	4/27/09	1	131	131	N
CUSTOMER REQUEST	4/27/09	6	360	60	N
CUSTOMER REQUEST	4/27/09	1	165	165	N
CUSTOMER REQUEST	4/27/09	8	496	62	N
CUSTOMER REQUEST	4/26/09	29	116	4	N
CUSTOMER REQUEST	4/25/09	1	97	97	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/25/09	1	336	336	N
CUSTOMER REQUEST	4/24/09	1	320	320	N
CUSTOMER REQUEST	4/24/09	4	468	117	N
CUSTOMER REQUEST	4/24/09	6	42	7	N
CUSTOMER REQUEST	4/24/09	13	546	42	N
CUSTOMER REQUEST	4/23/09	1	165	165	N
CUSTOMER REQUEST	4/23/09	4	192	48	N
CUSTOMER REQUEST	4/23/09	9	531	59	N
CUSTOMER REQUEST	4/23/09	3	144	48	N
CUSTOMER REQUEST	4/23/09	7	161	23	N
CUSTOMER REQUEST	4/23/09	2	280	140	N
CUSTOMER REQUEST	4/23/09	5	2205	441	N
CUSTOMER REQUEST	4/22/09	10	30	3	N
CUSTOMER REQUEST	4/22/09	5	125	25	N
CUSTOMER REQUEST	3/16/09	2	246	123	N
CUSTOMER REQUEST	3/16/09	13	169	13	N
CUSTOMER REQUEST	4/21/09	1	120	120	N
CUSTOMER REQUEST	3/16/09	1	244	244	N
CUSTOMER REQUEST	4/21/09	1	1	1	N
CUSTOMER REQUEST	3/16/09	6	810	135	N
CUSTOMER REQUEST	4/21/09	4	476	119	N
CUSTOMER REQUEST	4/21/09	1	87	87	N
CUSTOMER REQUEST	4/21/09	3	75	25	N
CUSTOMER REQUEST	4/21/09	2	82	41	N
CUSTOMER REQUEST	3/16/09	4	736	184	N
CUSTOMER REQUEST	4/21/09	6	1326	221	N
CUSTOMER REQUEST	4/21/09	8	776	97	N
CUSTOMER REQUEST	4/21/09	11	1738	158	N
CUSTOMER REQUEST	4/20/09	1	231	231	N
CUSTOMER REQUEST	3/16/09	10	550	55	N
CUSTOMER REQUEST	4/20/09	1	55	55	N
CUSTOMER REQUEST	3/16/09	2	142	71	N
CUSTOMER REQUEST	3/16/09	2	142	71	N
CUSTOMER REQUEST	3/16/09	1	208	208	N
CUSTOMER REQUEST	3/16/09	10	190	19	N
CUSTOMER REQUEST	4/20/09	5	60	12	N
CUSTOMER REQUEST	4/20/09	1	8	8	N
CUSTOMER REQUEST	4/20/09	5	1115	223	N
CUSTOMER REQUEST	4/20/09	2	144	72	N
CUSTOMER REQUEST	4/20/09	1	280	280	N
CUSTOMER REQUEST	4/17/09	11	121	11	N
CUSTOMER REQUEST	4/17/09	1	255	255	N
CUSTOMER REQUEST	4/17/09	11	121	11	N
CUSTOMER REQUEST	4/17/09	1	97	97	N
CUSTOMER REQUEST	4/16/09	6	246	41	N
CUSTOMER REQUEST	4/15/09	1	76	76	N
CUSTOMER REQUEST	4/15/09	1	307	307	N
CUSTOMER REQUEST	4/15/09	1	305	305	N
CUSTOMER REQUEST	4/15/09	3	594	198	N
CUSTOMER REQUEST	4/15/09	25	2975	119	N
CUSTOMER REQUEST	4/14/09	8	440	55	N
CUSTOMER REQUEST	4/14/09	5	160	32	N
CUSTOMER REQUEST	4/14/09	10	150	15	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/14/09	6	744	124	N
CUSTOMER REQUEST	4/14/09	3	372	124	N
CUSTOMER REQUEST	4/14/09	19	1159	61	N
CUSTOMER REQUEST	4/13/09	1	286	286	N
CUSTOMER REQUEST	3/17/09	5	305	61	N
CUSTOMER REQUEST	3/17/09	2	370	185	N
CUSTOMER REQUEST	4/11/09	1	72	72	N
CUSTOMER REQUEST	4/11/09	1	83	83	N
CUSTOMER REQUEST	4/10/09	1	179	179	N
CUSTOMER REQUEST	4/10/09	1	136	136	N
CUSTOMER REQUEST	4/10/09	8	64	8	N
CUSTOMER REQUEST	4/9/09	62	1364	22	N
CUSTOMER REQUEST	4/9/09	8	584	73	N
CUSTOMER REQUEST	4/8/09	1	227	227	N
CUSTOMER REQUEST	4/8/09	1	306	306	N
CUSTOMER REQUEST	4/8/09	1	161	161	N
CUSTOMER REQUEST	4/8/09	2	822	411	N
CUSTOMER REQUEST	4/8/09	1	150	150	N
CUSTOMER REQUEST	3/18/09	1	188	188	N
CUSTOMER REQUEST	4/8/09	4	760	190	N
CUSTOMER REQUEST	4/8/09	3	339	113	N
CUSTOMER REQUEST	4/7/09	3	120	118	N
CUSTOMER REQUEST	3/18/09	1	122	122	N
CUSTOMER REQUEST	4/7/09	12	360	30	N
CUSTOMER REQUEST	4/7/09	128	12288	96	N
CUSTOMER REQUEST	3/18/09	16	5120	320	N
CUSTOMER REQUEST	3/18/09	12	3840	320	N
CUSTOMER REQUEST	3/18/09	2	510	255	N
CUSTOMER REQUEST	4/6/09	1	330	330	N
CUSTOMER REQUEST	3/18/09	3	924	308	N
CUSTOMER REQUEST	3/18/09	3	903	301	N
CUSTOMER REQUEST	4/6/09	1	95	95	N
CUSTOMER REQUEST	4/6/09	108	17064	158	N
CUSTOMER REQUEST	4/6/09	52	8008	154	N
CUSTOMER REQUEST	3/18/09	2	164	82	N
CUSTOMER REQUEST	3/18/09	22	4180	190	N
CUSTOMER REQUEST	4/6/09	2	508	254	N
CUSTOMER REQUEST	4/6/09	1	168	168	N
CUSTOMER REQUEST	4/6/09	2	34	17	N
CUSTOMER REQUEST	4/5/09	24	432	18	N
CUSTOMER REQUEST	3/18/09	1	28	28	N
CUSTOMER REQUEST	4/4/09	2	132	66	N
CUSTOMER REQUEST	3/19/09	7	301	43	N
CUSTOMER REQUEST	4/3/09	7	84	12	N
CUSTOMER REQUEST	4/3/09	18	2736	152	N
CUSTOMER REQUEST	4/3/09	4	572	143	N
CUSTOMER REQUEST	4/3/09	17	5134	302	N
CUSTOMER REQUEST	4/2/09	4	408	102	N
CUSTOMER REQUEST	4/2/09	2	58	29	N
CUSTOMER REQUEST	4/2/09	4	536	134	N
CUSTOMER REQUEST	3/19/09	14	2730	195	N
CUSTOMER REQUEST	3/19/09	4	828	207	N
CUSTOMER REQUEST	4/2/09	6	318	53	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/2/09	1	99	99	N
CUSTOMER REQUEST	4/2/09	11	598	98	N
CUSTOMER REQUEST	3/19/09	7	1204	172	N
CUSTOMER REQUEST	4/2/09	2	280	140	N
CUSTOMER REQUEST	4/2/09	1	364	364	N
CUSTOMER REQUEST	3/19/09	9	954	106	N
CUSTOMER REQUEST	4/2/09	10	780	78	N
CUSTOMER REQUEST	3/19/09	8	816	102	N
CUSTOMER REQUEST	4/1/09	6	528	88	N
CUSTOMER REQUEST	3/19/09	1	57	57	N
CUSTOMER REQUEST	3/19/09	1	210	210	N
CUSTOMER REQUEST	3/20/09	3	540	180	N
CUSTOMER REQUEST	4/1/09	28	644	23	N
CUSTOMER REQUEST	4/1/09	1	92	92	N
CUSTOMER REQUEST	4/1/09	3	492	164	N
CUSTOMER REQUEST	4/1/09	1	27	27	N
CUSTOMER REQUEST	4/1/09	11	176	16	N
CUSTOMER REQUEST	3/20/09	6	174	29	N
CUSTOMER REQUEST	3/31/09	8	224	28	N
CUSTOMER REQUEST	3/20/09	1	105	105	N
CUSTOMER REQUEST	3/31/09	1	178	178	N
CUSTOMER REQUEST	3/31/09	4	60	15	N
CUSTOMER REQUEST	3/30/09	6	276	46	N
CUSTOMER REQUEST	3/30/09	1	201	201	N
CUSTOMER REQUEST	3/30/09	1	225	225	N
CUSTOMER REQUEST	3/30/09	1	7	7	N
CUSTOMER REQUEST	3/30/09	1	55	55	N
CUSTOMER REQUEST	3/30/09	7	273	39	N
CUSTOMER REQUEST	3/30/09	2	216	108	N
CUSTOMER REQUEST	3/30/09	2	140	70	N
CUSTOMER REQUEST	3/20/09	7	553	79	N
CUSTOMER REQUEST	3/30/09	2	394	197	N
CUSTOMER REQUEST	3/20/09	19	2983	157	N
CUSTOMER REQUEST	3/30/09	2050	77900	38	N
CUSTOMER REQUEST	3/30/09	5	1090	218	N
CUSTOMER REQUEST	3/30/09	1	132	132	N
CUSTOMER REQUEST	3/29/09	1	320	320	N
CUSTOMER REQUEST	3/29/09	4	88	22	N
CUSTOMER REQUEST	3/29/09	2	26	13	N
CUSTOMER REQUEST	3/29/09	5	225	45	N
CUSTOMER REQUEST	3/20/09	12	2412	201	N
CUSTOMER REQUEST	3/28/09	1	26	26	N
CUSTOMER REQUEST	3/27/09	1	175	175	N
CUSTOMER REQUEST	3/27/09	2700	56052	79	N
CUSTOMER REQUEST	3/20/09	6	144	24	N
CUSTOMER REQUEST	3/20/09	9	315	35	N
CUSTOMER REQUEST	3/21/09	26	7618	293	N
CUSTOMER REQUEST	3/21/09	21	965	188	N
CUSTOMER REQUEST	3/21/09	13	3692	284	N
CUSTOMER REQUEST	3/27/09	10	200	20	N
CUSTOMER REQUEST	3/27/09	33	3366	102	N
CUSTOMER REQUEST	3/26/09	1	35	35	N
CUSTOMER REQUEST	3/23/09	2	120	60	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/23/09	6	120	20	N
CUSTOMER REQUEST	3/23/09	119	32606	274	N
CUSTOMER REQUEST	3/26/09	1	69	69	N
CUSTOMER REQUEST	3/26/09	10	380	38	N
CUSTOMER REQUEST	3/26/09	1	106	106	N
CUSTOMER REQUEST	3/23/09	19	76	4	N
CUSTOMER REQUEST	3/23/09	3	9	3	N
CUSTOMER REQUEST	3/23/09	2	414	207	N
CUSTOMER REQUEST	3/26/09	6	2040	340	N
CUSTOMER REQUEST	3/26/09	30	7020	234	N
CUSTOMER REQUEST	3/25/09	1	70	70	N
CUSTOMER REQUEST	3/25/09	13	559	43	N
CUSTOMER REQUEST	3/23/09	19	722	38	N
CUSTOMER REQUEST	3/25/09	1	47	47	N
CUSTOMER REQUEST	3/23/09	3	114	38	N
CUSTOMER REQUEST	3/23/09	9	810	90	N
CUSTOMER REQUEST	3/25/09	1	194	194	N
CUSTOMER REQUEST	3/25/09	8	176	22	N
CUSTOMER REQUEST	3/25/09	6	210	35	N
CUSTOMER REQUEST	3/25/09	1	167	167	N
CUSTOMER REQUEST	3/23/09	12	240	20	N
CUSTOMER REQUEST	3/23/09	4	768	192	N
CUSTOMER REQUEST	3/25/09	1	158	158	N
CUSTOMER REQUEST	3/23/09	1	121	121	N
CUSTOMER REQUEST	3/25/09	4	68	17	N
CUSTOMER REQUEST	3/25/09	4	176	44	N
CUSTOMER REQUEST	3/25/09	1	229	229	N
CUSTOMER REQUEST	3/25/09	2	18	9	N
CUSTOMER REQUEST	3/25/09	2	336	168	N
CUSTOMER REQUEST	3/24/09	7	7	1	N
CUSTOMER REQUEST	3/23/09	3349	10047	3	N
CUSTOMER REQUEST	3/23/09	3	138	46	N
CUSTOMER REQUEST	3/24/09	1	161	161	N
CUSTOMER REQUEST	3/24/09	39	507	13	N
CUSTOMER REQUEST	3/24/09	7	315	45	N
CUSTOMER REQUEST	3/24/09	2	542	271	N
CUSTOMER REQUEST	3/24/09	2	168	84	N
CUSTOMER REQUEST	3/24/09	2	60	30	N
CUSTOMER REQUEST	3/24/09	1	48	48	N
CUSTOMER REQUEST	3/24/09	16	1120	70	N
CUSTOMER REQUEST	3/24/09	1	23	23	N
CUSTOMER REQUEST	3/24/09	13	208	16	N
CUSTOMER REQUEST	3/24/09	1	137	137	N
CUSTOMER REQUEST	3/24/09	20	1220	61	N
CUSTOMER REQUEST	3/24/09	4	212	53	N
CUSTOMER REQUEST	3/24/09	3	201	67	N
CUSTOMER REQUEST	3/24/09	3	204	68	N
CUSTOMER REQUEST	3/24/09	1	201	201	N
CUSTOMER REQUEST	3/24/09	1	37	37	N
CUSTOMER REQUEST	3/24/09	1	66	66	N

Reconciliation of Adjusted with Exclusions to Actual Reliability Indicies

FPL **March 1, 2010 Filing**

Index	CMI	CI	CME	CEMI5	Minutes	N	C	SAIDI	SAIFI	MAIFIe	CEMI5	CAIDI
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
								(1)/(7)	(2)/(7)	(3)/(7)	(4)/(7)	(1)/(2)
Filed Actual	368,037,607	5,041,050	49,808,707	64,515	21,769,188	104,390	4,448,982	82.7	1.13	11.2	1.5%	73.0
Filed Adjusted (a)	**346,565,418**	**4,807,145**	**48,597,534**	**59,147**	**20,382,166**	**95,314**	**4,448,982**	**77.9**	**1.08**	**10.9**	**1.3%**	**72.1**
Sum of Exclusions	21,472,189	233,905	0	0	1,387,022	9,076						
Calc Actual	368,037,607	5,041,050	48,597,534	59,147	21,769,188	104,390						

Data Check against Filed Totals (Calc Total - Filed Actuals)

Difference - see notes (a) & (b) below	OK	OK	-1,211,173 b	-5,368 b	OK	OK

Exclusions Details

Generation						
Cust Req.	3,816,414	73,566	n/r	n/r	215,560	1,700
Planned	8,355,722	66,860	n/r	n/r	886,002	6,194
Transmission (a)	5,911,015	216,649	n/r	n/r	n/r	140
Other	n/r	n/r	n/r	n/r	n/r	n/r
Substation Events	n/r	n/r	n/r	n/r	n/r	n/r
Weather Total	9,300,053	93,479	0	0	285,460	1,182
List Events:						
Verified Flooding	4,740,083	47,792			176,133	737
Verified Tornadoes	4,559,970	45,687			109,327	445
			n/r	n/r		
			n/r	n/r		

a: Adjusted values exclusions do not include Transmission exclusions.
b: Our current reporting mechanisms do not allow us obtain detailed exclusions for this indicator.

FPL

Emergency Management Plan
Severe Storms Brief

DOCUMENT NUMBER-DATE
01391 MAR-1 0
FPSC-COMMISSION CLERK

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OVERVIEW and INTRODUCTION

FPL's Emergency Preparedness Plan provides guidance in the response to emergency situations associated with natural disasters, such as named tropical storms and hurricanes, cold weather, and fires. The Plan identifies emergency conditions and delineates the responsibilities and duties of the FPL Emergency Response Organization. This summary is intended to provide a broad view of FPL's Emergency Preparedness Plan's overall emergency processes and its associated detailed procedures and standards on processes, systems, accounting, safe work practices, etc. The Emergency Preparedness Plan does not address ordinary day-to-day emergencies or established departmental procedures used to cope with such incidents.

The plan specifically provides information on several key aspects, such as, organizations for identifying, assessing and responding to emergency conditions, criteria for identification and classification of an emergency condition, notification and mobilization of FPL emergency response personnel, supporting external agencies (such as FPSC, EOC's, etc.), major commercial and industrial customers, communications (internal and external), etc.

In the case of an emergency, FPL would establish a command center and follow appropriate Incident Command System management concepts. When a hurricane or severe tropical storm threatens, or a situation such as a wild fire or cold weather event occurs, an appraisal of the situation is made by designated personnel and action taken in accordance with this plan. FPL Emergency Response Organization is notified and mobilized to manage operations, communicate with the public sector and private enterprise, as well as appropriate governmental agencies.

FPL's goal is to restore normal service when the emergency is over in a safe, expeditious, and effective manner, while ensuring system integrity and minimizing the impact to our customers.

SEVERE STORM

This summary will focus strictly on severe storms – named and unnamed - that impact the FPL service territory (non-landfall making and landfall making storms) thereby causing service interruptions to our customers.

Conditions

Tropical storms/hurricanes are categorized by the Saffir-Simpson Hurricane Scale based on the circular wind speed and central pressure. The following is a summary of the storm categorization as found on the National Hurricane Center website:

STORM CATEGORIES

Category One Hurricane:

Winds 74-95 mph (64-82 kt or 119-153 km/hr). No significant damage to building structures. Damage primarily to unanchored mobile homes, shrubbery, and trees. Some damage to poorly constructed signs. Also, some coastal road flooding and minor pier damage.

Category Two Hurricane:

Winds 96-110 mph (83-95 kt or 154-177 km/hr). Some roofing material, door, and window damage of buildings. Considerable damage to shrubbery and trees with some trees blown down. Considerable damage to mobile homes, poorly constructed signs, and piers. Coastal and low-lying escape routes flood 2-4 hours before arrival of the hurricane center. Small craft in unprotected anchorages break moorings. Hurricane Frances of 2004 made landfall over the southern end of Hutchinson Island, Florida as a Category Two hurricane.

Category Three Hurricane:
Winds 111-130 mph (96-113 kt or 178-209 km/hr). Some structural damage to small residences and utility buildings with a minor amount of curtain wall failures. Damage to shrubbery and trees with foliage blown off trees and large trees blown down. Mobile homes and poorly constructed signs are destroyed. Low-lying escape routes are cut by rising water 3-5 hours before arrival of the center of the hurricane. Flooding near the coast destroys smaller structures with larger structures damaged by battering from floating debris. Terrain continuously lower than 5 ft above mean sea level may be flooded inland 8 miles (13 km) or more. Evacuation of low-lying residences within several blocks of the shoreline may be required. Hurricanes Jeanne and Ivan of 2004 were Category Three hurricanes when they made landfall in Florida and in Alabama, respectively.

Category Four Hurricane:
Winds 131-155 mph (114-135 kt or 210-249 km/hr). More extensive curtain wall failures with some complete roof structure failures on small residences. Shrubs, trees, and all signs are blown down. Complete destruction of mobile homes. Extensive damage to doors and windows. Low-lying escape routes may be cut by rising water 3-5 hours before arrival of the center of the hurricane. Major damage to lower floors of structures near the shore. Terrain lower than 10 ft above sea level may be flooded requiring massive evacuation of residential areas as far inland as 6 miles (10 km). Hurricane Charley of 2004 was a Category Four hurricane when it made landfall in Charlotte County, Florida with winds of 150 mph.

Category Five Hurricane:
Winds greater than 155 mph (135 kt or 249 km/hr). Complete roof failure on many residences and industrial buildings. Some complete building failures with small utility buildings blown over or away. All shrubs, trees, and signs blown down. Complete destruction of mobile homes. Severe and extensive window and door damage. Low-lying escape routes are cut by rising water 3-5 hours before arrival of the center of the hurricane. Major damage to lower floors of all structures located less than 15 ft above sea level and within 500 yards of the shoreline. Massive evacuation of residential areas on low ground within 5-10 miles (8-16 km) of the shoreline may be required. Only 3 Category Five Hurricanes have made landfall in the United States since records began: The Labor Day Hurricane of 1935, Hurricane Camille (1969), and Hurricane Andrew in August, 1992.

WATCHES AND WARNINGS

Tropical Storm Watch — Issued when a tropical storm in which the maximum sustained surface winds ranges from 39-73mph is expected in a specified coastal area within 36 hours

Tropical Storm Warning- Issued when a tropical storm is expected in a specified coastal area within 24 hours

Hurricane Watch – Issued when hurricane conditions pose a possible threat to a specified coastal area within 36 hours

Hurricane Warning – Issued when winds of 74mph or higher are expected in a specified coastal area within 24 hours

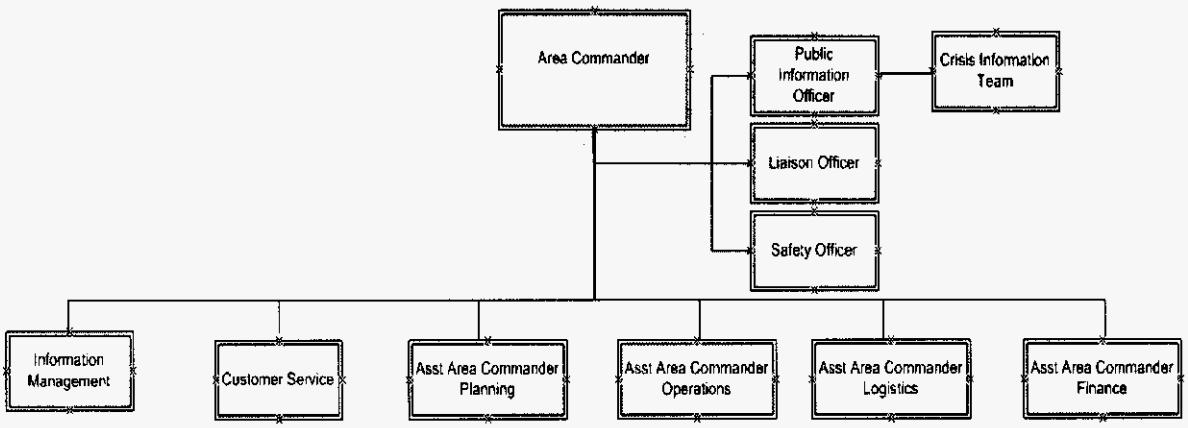
CRITERIA FOR ACTION

At approximately 72 hours pre-landfall/impact, it is the responsibility of the Distribution Vice

President to initiate a corporate conference call with all key business units (such as Corporate Communications, Customer Service, External Affairs, etc.) and their staff in order to provide information about the storm's progress and review precautionary measures including activation of the pre-positioned public safety information messages. Once the course and severity of an imminent storm appear fairly well established, damage estimates are prepared. Utilizing our mutual aid agreements, manpower resources are committed prior to impact. As appropriate, deployment of additional manpower and materials may be authorized and situated at some point out of the storm's path, but close enough to permit short travel and quick deployment of these resources. Preparations for receiving, accommodating, and assigning work crews and personnel from other areas will be completed by the Command Center and coordinated with the appropriate incident commanders in advance of the storm, at either processing sites or staging areas. The existing service centers that are in the path of the storm will be in full storm activation level by 72 hours pre-landfall; the additional staging sites or work bases will begin full storm status once the storm has passed and it is safe to travel.

STORM ORGANIZATION

The storm organizational structure and lines of authority are based on the implementation of the Incident Command System, consistent with the National Incident Management System protocols (including Incident Action Planning and communications plans). The following organization chart is based on a minimal impact; depending on the nature of the storm and the extent of the forecasted damage, this structure would be augmented by other groups as needed. Again, this figure intends to show broad areas of responsibility and assignments may be delegated or reassigned as necessary to perform the work. Roles and responsibilities have been developed for key positions and are part of the Emergency Preparedness Plans.



General

In addition to restoration, the General Office Command Center is responsible for continuous updated information to internal stake holders, general public, media, and state and federal agencies. The General Office Command Center (Area Command) will be appropriately staffed by business units and will be operational throughout the restoration process. This will include the demobilization phase as well. Initial damage and status reports will be made to this location by the affected areas, followed by regular progress reports of the restoration of service. Information submitted will be made available to the Management of the Company, the Public Information Officer and appropriate governmental agencies.

Key Responsibilities

It is the responsibility of the appropriate business unit (distribution or transmission) to focus

manpower and materials as soon as possible following the passage of the hurricane. Rapid restoration of transmission lines, substations, and feeders is essential in minimizing the interruption time. This requires a state of readiness achieved by planning and training. Coordination between the staging areas and Area Command - General Office Command Center

The General Office Command Center coordinates and arranges for support in the following major areas:

1. Embedded Crews – line workers and vegetation management teams
2..External crews – Non-Company crews (both line and vegetation management) from contractors and other utility companies
3. Materials, supplies and vehicles

DAMAGE ASSESSMENT

As soon as possible following a severe storm, a general assessment of damage should be made by all business units, in particular the Distribution and Transmission Groups business units and reported to the General Office Command Center. This initial report is not a detailed or quantitative survey but rather a qualitative review based on observations by managers and known reports from the various area Operations Departments. This first storm report will address issues such as accounting for employees and their safety, organization levels, general extent and type of damage sustained, and readiness to begin restoration and receive additional outside resources. Aerial patrols will be coordinated shortly thereafter.

The Area Command (GOCC) is responsible for providing key outage information back to the areas such as:

- Names of substations out of operation
- Number of feeders out
- Number of additional crews or area storm teams being deployed
- Number of transmission lines out of service

Due to the need for information there are several key conference calls conducted during the early days of restoration. These range from a corporate level to a operations division-level. Various systems are used to support the information flow, such as the Trouble Call Management System (FPL's outage management system), the Outage Communication System (customer centric), and various lotus notes databases.

Documentation of key issues / points of interest are maintained by the Document Unit at the Area Command.

RESOURCE MANAGEMENT

Based on pre-storm damage estimates, as well as initial post-storm assessments, the Area Command Resource Unit will acquire and allocate additional resources by staging site / division. This determination is based on the amount and type of damage, location, and estimated time of restoration. The resources allocated for restoration will be both FPL embedded and external, and applies to both line workers and vegetation management crews. All resource movements will be tracked by the Personnel Resource Emergency Preparedness System (PREPS).

The Resource Unit will be responsible for the following activities/information and provide to all appropriate parties as necessary:

- Expected resources, assigned locations, and ETA's
- Update PREPs with incoming resources, and deployment activities
- Maintain a record of all foreign crews on the system, the time they were requested and by whom, and the time they arrived
- Continually evaluate the restoration progress and coordinate the reassignment of foreign crews as necessary
- Provide field supervision to maintain accurate records of outside resource time keeping / billing procedures. These records will be matched to the billing invoice, approved and processed for payment

COMMUNICATION

External storm communication

Public Information consists of both "preparatory" Emergency Public Information, Emergency Media Information programs, and internal distribution of publicly disseminated information. The Public Information Officer is responsible for the dissemination of information including pre-recorded **"public safety" messages** that have been pre-positioned with the media within FPL's service territory.

Storm/hurricane messages cover voluntary pre-storm preparation and safety appeals, as well as information on how to facilitate safe and timely power restoration following a storm. Prompt activation of these messages, with support from the media, can help customers prepare for an emergency and may help prevent accidents.

Emergency media information programs consist of timely and consistent **news statements** for release to radio, television and newspaper outlets in FPL's service territory. These statements are drafted under the guidance of the Public Information Manager and organization as needed and as information on the emergency becomes available. In addition, FPL is prepared to mobilize for media news briefings, provide interviews and otherwise assist with media and press requests for visual aids, photography and video, as appropriate.

The same emergency public information will be shared with state and local emergency management groups and other utilities or industry organizations, as appropriate

Internal storm communication

The Public Communications Officer is responsible for ensuring that information developed for public dissemination is distributed internally to management and employees of the utility.

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TRAINING, EXERCISES, AND DRILLS

FPL conducts an annual dry run prior to the beginning of hurricane season. This is a corporate-wide exercise, and involves thousands of employees, each with a specific storm assignment. The annual dry run provides FPL employees an opportunity to refresh their knowledge, practice their skills and prepare for a storm event.

During the dry run, required communications, reports and systems are exercised as if in an actual storm. This provides a forum for all groups involved in restoration to:

- — Exercise each department's storm processes and test any new process improvements
- — Test new technology
- — Evaluate communications processes
- — Assess emergency preparedness by functional area

— Identify improvement opportunities for processes prior to actual storm conditions.
— Assess training needs

Immediately following the dry run exercise, an executive critique session is conducted. Feedback is requested via an anonymous database that is available to all employees. A summary of the critique feedback is completed with Lessons Learned and action items. A Plan-Do-Check-Act process is then followed until completion and implementation of all Lessons Learned. This critique process is followed with each actual event.