RECEIVED-FPSC
11 MAR -1 PM 3:06
COMMISSION
CLERK

Scott A. Goorland
Principal Attorney
Florida Power & Light Company
700 Universe Boulevard
Juno Beach, FL 33408-0420
(561) 304-5633
(561) 691-7135 (Facsimile)
E-mail: scott.goorland@fpl.com

March 1, 2011

110000-07

-VIA HAND DELIVERY -

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

Re: Florida Power & Light Company's 2011 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 2010 results and 2011 projected activities for storm hardening facilities; and
(4) A draft presentation on storm readiness for the 2011 storm season.

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

COM ___
APA ___
ECR 13
GCL 1
RAD ___
SSC ___
ADM ___
OPC ___
CLK ___

Sincerely,

Scott A. Goorland

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

DOCUMENT NUMBER-DATE
01403 MAR-1 =
FPSC-COMMISSION CLERK

STATUS REPORT/UPDATE
MARCH 1, 2011

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 2010 Results & 2011 Projected Activities
For
Storm Hardened Facilities

Revision/Update
FPL's May 4, 2011 FPSC Workshop Presentation
On
FPL's 2011 Storm Preparedness Plan

Florida Power & Light Company
Annual Filing to the FPSC
March 1, 2011

Table of Contents

		Page
Executive Summary		2
Section 1: Storm Preparedness / Infrastructure Hardening		
Pole Inspections		7
System Hardening		19
10 Storm Preparedness Initiatives		27
Summary		28
Initiative 1	Vegetation Management Trim Cycles.	30
Initiative 2	Joint Use Pole Attachment Audits	50
Initiative 3	Six-Year Transmission Structure Inspection Cycle	53
Initiative 4	Hardening of Existing Transmission Structures.	58
Initiative 5	Distribution GIS	62
Initiative 6	Post-Storm Forensic Data Collection/ Analysis	66
Initiative 7	Overhead and Underground Storm Performance Data	69
Initiative 8	Increased Coordination with Local Governments	72
Initiative 9	Collaborative Research on Hurricane Winds & Storm Surge	78
Initiative 10	Natural Disaster Preparedness and Recovery Plans	84
2011 Storm Season Readiness		86
Section 2: Reliability		88
Appendix		107

EXECUTIVE SUMMARY – FPL's MARCH 1, 2011 FILING

In 2010, FPL continued to take significant steps to strengthen its electrical infrastructure and to enhance its emergency response capabilities. Included in these activities were pole inspections, system infrastructure hardening, vegetation management as well as other storm preparedness initiatives. Additionally, FPL continued to provide to its customers excellent overall reliability that is among the best in the nation. In 2011, 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 2010 and plans for 2011. These details are contained within the two designated sections of this report. The first section, Storm Preparedness/ Infrastructure Hardening, concentrates on FPL's efforts to strengthen its distribution and transmission 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) 2011 Storm Season Readiness. The second section of this report includes information associated with FPL's reliability, including results and plans at a company level as well as at the distribution and transmission levels. Below are overviews of each of these 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 2010, FPL inspected approximately one-eighth of its pole population or about 141,000 poles, including approximately 131,000 wood poles. In total, since May 2006, FPL has inspected approximately 605,000 wood poles or 60 percent of its eligible wood pole population. Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected. In 2011, FPL plans to again complete inspections on approximately one-eighth of its pole population and complete all follow-up work identified during the 2010 inspections.

Transmission - In 2010, FPL performed climbing inspections on more than 11,300 wood, concrete and steel structures and remains ahead of schedule to complete the approved plan for a six-year inspection cycle of its transmission structures. Additionally, FPL executed all necessary follow-up work identified during the 2009 inspections. In 2011, FPL plans to complete the remaining first

cycle inspections and complete all follow-up work identified during the 2010 inspections.

System Hardening

FPL's 2010 – 2012 Electric Infrastructure Storm Hardening Plan was approved by the FPSC in January 2011. Consistent with this approved plan, FPL continued to implement its three-prong approach in 2010 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 2010, FPL applied EWL on 39 feeder projects serving primarily the following CIFs: one hospital, 26 emergency dispatch (911) facilities and 12 emergency operation centers (EOCs). An additional 19 CIFs served by these same feeders also benefited from the EWL hardening improvements. FPL also applied EWL to 15 highway crossings and 20 "01" switches. Additionally, FPL applied incremental hardening to five community projects, which are feeders that serve important 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 total, FPL installed more than 18,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL also continued to promote overhead-to-underground conversions in 2010, completing five Governmental Adjustment Factor (GAF) tariff-qualified projects in 2010.

In 2011, FPL plans to apply EWL on 34 feeder projects, eight highway crossings and 12 "01" switches. Additionally, seven community project feeders will be incrementally hardened. Design guidelines will again be used for all new construction activities.

10 Storm Preparedness Initiatives

(1) Vegetation Trim Cycles – In 2010, FPL continued its three-year cycle for feeders and completed the fourth year of its approved schedule to implement a six-year cycle for laterals. For 2011, 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 through its joint use surveys. Additionally, joint use poles are

inspected through FPL's pole inspection program. The 2010 survey and inspection results continue to show that through FPL's joint use processes and procedures, along with cooperation from joint pole owners and third-party attachers, the joint use facilities on FPL's system are being properly maintained.

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

(4) Hardening the Transmission System – In 2010, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,400 wood transmission structures, including more than 150 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on nearly 70 concrete structures. The replacement of ceramic post insulators on concrete structures is ahead of FPL's originally approved schedule.

(5) Distribution Geographic Information System (GIS) – As of 2010, FPL has completed its approved five key Distribution GIS improvement initiatives. These initiatives include post-hurricane forensic analysis and the addition of poles, streetlights, joint use survey and hardening level data to the GIS. Data collection and updates to the GIS will continue through inspection cycles and other normal daily work activities.

(6) Post-Storm Forensic Collection/Analysis – FPL has plans, systems and processes in place and ready for use. No major storms affected FPL's service territory in 2010; therefore, no forensic collection or 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 affected FPL's service territory in 2010; therefore, no forensic collection or analysis was required.

(8) Increased Coordination with Local Governments – In 2010, 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 ensure distribution of important information to governmental entities; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual storm drill. Additionally, FPL's Community Outreach Teams and Customer Service Field Organization conducted more than 150 community presentations in 2010, providing information on storm readiness and other topics of community interest.

(9) Collaborative Research on Hurricanes/Storm Surge – Collaborative research efforts led by the Public Utilities Research Center (PURC) 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 annually and revised as necessary.

2011 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 2011 storm season. In addition to the initiatives to strengthen its system and improve storm preparedness discussed previously, FPL will complete the following additional storm preparedness initiatives before the start of storm season: (1) extensive storm restoration training based on employees' storm roles; (2) annual company-wide hurricane dry-run exercise in May 2011; (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, FPL will clear vegetation from all feeder circuits serving top CIFs (e.g. top CIF hospitals, 911 centers, special needs shelters, police and fire stations, etc.) prior to the peak of hurricane season.

In 2010, FPL continued its integration of the Incident Command System within its emergency response organization structure, as outlined within the National Incident Management System. FPL's goal is to be consistent with as many ICS tenets as possible to further enhance communications with external agencies and standardize key roles.

RELIABILTY

Overall (Distribution and Transmission) – In 2010, FPL provided improved overall service reliability to its customers, as measured by SAIDI (System Average Interruption Duration Index). In 2010, FPL's overall SAIDI was 81.3 minutes, as compared to its 2009 SAIDI of 82.5 minutes. This performance is 32% better than the 2009 national average, the most recent available industry data. SAIDI is the most relevant and best overall reliability indicator because it encompasses two other standard industry performance metrics for reliability - SAIFI (System Average Interruption Frequency Index) and CAIDI (Customer Average Interruption Duration Index).

Distribution – In 2010, FPL's Distribution SAIDI performance improved to 77.3 minutes (2009 – 78.0 minutes), continues to rank among the best in the nation and is 32% better than the most recently calculated national average. Additionally, FPL achieved its best-ever performance on record for several other standard industry reliability performance indices - SAIFI, MAIFIe (Momentary Average Interruption Frequency Index-events) and CEMI-5 (Customers Experiencing More than 5 Interruptions).

Transmission – In 2010, FPL's Transmission/Substation system reliability indicators all showed improvement over 2009 results. SAIDI improved to 3.99 minutes (2009 – 4.53 minutes), SAIFI improved to 0.288 outages (2009 - 0.317 outages) and MAIFI improved to 0.53 momentaries (2009 – 0.78 momentaries). FPL's 2010 Transmission overall reliability performance, as measured by SAIDI, is 61 percent better than the most recently calculated national average.

Pole Inspections

POLE INSPECTIONS

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 2010, FPL inspected approximately one-eighth of its pole population or about 141,000 poles, including approximately 131,000 wood poles. In total, since May 2006, FPL has inspected approximately 605,000 wood poles or 60 percent of its eligible wood pole population. Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected. In 2011, FPL plans to again complete inspections on approximately one-eighth of its pole population and complete all follow-up work identified during the 2010 inspections.

Transmission

In 2010, FPL performed climbing inspections on more than 11,300 wood, concrete and steel structures and remains ahead of schedule to complete the approved plan for a six-year inspection cycle of its transmission structures. Additionally, FPL executed all necessary follow-up work identified during the 2009 inspections. In 2011, FPL plans to complete the remaining first cycle inspections and complete all follow-up work identified during the 2010 inspections.

Distribution

1. Description of the pole inspection program

FPL's eight-year inspection cycle of all distribution poles requires targeting approximately one-eighth of the system annually; 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 National Electrical Safety Code (NESC) requirements. This data is then transferred to FPL's 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 Chromated Copper Arsenate treated (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), and 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 one percent 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 a minimum of Grade C construction. Building to Grade C 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. 2010 Accomplishments

Approximately one-eighth of FPL's pole population (141,423 in total, including 131,124 wood poles) was inspected throughout its service territory in the fourth full year of the program. 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 Commission approval, FPL discontinued excavation and performed selective sound and bore inspections on all CCA poles under 16 years of age. FPL also sampled one percent of the CCA poles that would not have been fully excavated under this exemption. From that sample, zero poles failed the excavation. For 2010, FPL's pole inspection program costs were approximately $50M, including costs for wood as well as concrete pole inspections/remediation.

3. Proposed 2011 Plan

FPL's pole inspection program will include the inspection of at least one-eighth of FPL's pole population. FPL will also continue to inspect CCA poles, consistent with its approved exemption and sampling requirement.

The current estimated cost for the 2011 pole inspection program is between $55M - $65M, 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 and includes 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 2010 pole inspections

Florida Power and Light
Annual Wood Pole Inspection Report
(Reporting Year 2010)

a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of Wooden Poles in the Company Inventory	# of Pole Inspections Planned this Annual Inspection	# 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)	154,994	131,124	Grade C 1,670	1.3	Grade C 1,292	n/a	0	105	V, E, S, B	125,725	604,599	60.0 (1)
			Grade B & C 15,511	11.8	Grade B & C 9,576	Grade B & C 8,971	0	6,211	V, E, S, B			
If b - c > 0, provide explanation		While FPL did not achieve the established 2010 target, FPL did complete inspections on approximately 1/8 of its wood poles and continues on schedule to complete its first eight-year cycle.										
If d - g > 0, provide explanation		Grade B & C poles failing >poles replaced due to: - 5,935 poles failing inspection in the 2010 cycle are reinforcement (not replacement) candidates. 4,728 poles were reinforced in 2010, including 1,856 poles from the 2009 inspection cycle and 2,872 poles from the 2010 inspection cycle. Remaining reinforcement candidates from the 2010 Inspection Cycle will be reinforced during 2011. - 8,971 poles, including concrete, were replaced from the 2009 inspection cycle with any remaining to be replaced pending permitting. Replacement candidates identified during the 2010 Inspection Cycle will be replaced during 2011.										
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. Inspections within these geographic locations will be prioritized using inputs such as critical infrastructure facility (CIF) customers (for example, hospitals, 911 centers, etc.), and reliability ratings.										

(1) 1,051,469 is the total number of wood poles at the beginning of the eight year cycle. FPL began its first inspection cycle in May 2006 and plans to complete the cycle in December 2013, the end of the eighth calendar year (92 months). Therefore, for this first cycle, FPL plans to meet a pro-rated inspection target of 1,007,658 poles (1,051,469 / 96 months x 92 months).

In 2010, 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% according to 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.

Level 2 - Remediation that does not require immediate attention.

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	2	n/a	2	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	*398*	*n/a*	*398*	*Decayed/Split Top*	*Pole to be replaced with new pole.*
Strength	Restorable	376	2678	3054	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	789	5057	5846	Decayed/Split Top, Woodpecker Holes	Pole to be replaced with new pole.
Loading	Restorable	0	2879	2879	Overloaded	Pole to be strengthened by installing ET Truss
	Non-Restorable	105	3227	3332	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 a six-year cycle in accordance with Commission Order PSC-06-144-PAA-EI in Docket No. 060078-EI, issued on February 27, 2006. Inspectors assess the condition of various transmission structure components; such as poles, insulators, cross-arms, cross-braces, foundations, bolts, conductors, overhead ground wires (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 a visual inspection, wood transmission poles are sounded starting at ground-line and continuing up the height 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 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, guys, 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, guys, cross-braces, cross-arms, and bolts. If a steel structure does not pass inspection, the pole is reported for repair or replacement.

2010 Accomplishments

Over one-sixth of FPL's transmission structures (11,301 transmission structures, including 2,331 wood structures and 8,970 concrete or steel structures) were inspected throughout its service territory in the fifth full year of the program. FPL remains on-schedule to complete its first 6-year inspection cycle for all transmission structures. At year-end, $1.8M was invested in these inspections. In addition to the planned inspections, storm and pre-construction mitigation patrols were performed on concrete and steel structures in the system.

8. Proposed 2011 Plan

In 2011, FPL is estimating $1.7M to inspect approximately one-sixth of its system and approximately $23M in follow-up work identified from the 2010 inspections.

9. 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 the 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 a 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.

10. Explanation of the inspected pole selection criteria

In accordance with the Commission's orders, FPL 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.

11. Inspection Summary Data for the Previous Year

Summarized in the following sections are the 2010 inspection results and causes by transmission structure materials:

Wood Transmission Structures

FPL performs inspections 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 2010, FPL replaced 1,409 wood transmission structures through scheduled maintenance, relocations, reliability, and system expansion.

Florida Power & Light Company
Annual Wood Pole Inspection Report
(Reporting Year 2010)

a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of Wooden Poles in the Company Inventory as of 01-2010	# 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 (2006+2010)	% of Wood Poles Inspected (Cumulative) in the 6-Year Cycle To Date (2006-2010)
18,510	2,331	2,331	682	29.3%	682	1,409	n/a	9	V / P / S / B	2,912	14,189	83.0%
If b - c > 0, provide explanation												
If d - g > 0, provide explanation												
Description of selection criteria for inspections	In 2006, FPL concrete and steel pole transmission line sections transitioned from an 8 year cycle to a 6 year cycle. FPL prioritizes inspections on additional 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 2010 thru December 2010			
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 1/1/2010	47,156	
		Planned	Completed
No. of Inspections Planned & No. completed:		8,970	35,874
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:		0	0.0%
No. of poles identified for replacement:		7	0.02%
No. of structures identified for a change inspection cycle::		0	0.0%
No. of structures that required no change in inspection cycle or remediation		35,867	99.98%
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 2010, FPL inspected 76% 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	5	247	34	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	15	439	140	Wood-Pecker Holes, Decay, Insects	
Overload (3rd Party)	0	10	0	3rd Party Attachments	
Total	20	696	174	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	24	6	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)	2	5	0	Cracks	
Total	2	29	6	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

SYSTEM HARDENING

System Hardening

Distribution

FPL's 2010 – 2012 Electric Infrastructure Storm Hardening Plan was approved by the FPSC in January 2011 (see Order PSC-11-0082-PAA-EI in Docket No. 100266-EI). Consistent with this approved plan, FPL continued to implement its three-prong approach in 2010 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 2010, FPL applied EWL on 39 feeder projects serving primarily the following CIFs: one hospital, 26 emergency dispatch (911) facilities and 12 emergency operation centers (EOCs). An additional 19 CIFs served by these same feeders also benefited from the EWL hardening improvements. FPL also applied EWL to 15 highway crossings and 20 "01" switches. Additionally, FPL applied incremental hardening to five community projects, which are feeders that serve important 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 total, FPL installed more than 18,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL also continued to promote overhead-to-underground conversions in 2010, completing five Governmental Adjustment Factor (GAF) tariff-qualified projects in 2010.

In 2011, FPL plans to apply EWL on 34 feeder projects, eight highway crossings and 12 "01" switches. Additionally, seven community project feeders will be incrementally hardened. Design guidelines will again be used for all new construction activities.

1. Describe each Storm Hardening activity undertaken in the field during 2010

2010 CIF Projects

	Region	County	Feeder #	Primary Facility	Additional Facility	Complete
1	Dade	Miami-Dade	805138	911 Facility		Complete
2	Dade	Miami-Dade	806534	911 Facility		Complete
3	Dade	Miami-Dade	803136	EOC	Water Treatment Plant Police	Complete
4	Dade	Miami-Dade	805431	EOC		Complete
5	Dade	Miami-Dade	809666	911 Facility		Complete
6	Dade	Miami-Dade	810261	EOC	Special Needs Shelter (FIU)	Complete
7	East	Broward	700737	911 Facility		Complete
8	East	Broward	706161	911 Facility		Complete
9	East	Broward	702636	EOC		Complete
10	East	Palm Beach	405332	Kindred Hospital Palm Beach		Complete
11	East	Palm Beach	402833	911 Facility		**
12	East	Palm Beach	402835	911 Facility		Complete
13	East	Palm Beach	405631	911 Facility		Complete*
14	East	Palm Beach	404237	EOC		Complete
15	East	Palm Beach	408664	EOC		Complete
16	East	Palm Beach	408961	EOC		Complete
17	East	Palm Beach	401936	EOC	Sewage Treatment Plant 2 - City of Delray Beach	Complete*
18	North	Brevard	200432	911 Facility		Complete
19	North	Brevard	200532	911 Facility		Complete
20	North	Brevard	201833	911 Facility		Complete
21	North	Brevard	202031	911 Facility		Complete
22	North	Brevard	203234	911 Facility		Complete
23	North	Brevard	203934	911 Facility		Complete
24	North	Brevard	204262	911 Facility		Complete*
25	North	Brevard	204132	911 Facility		Complete*
26	North	Columbia	306133	911 Facility	Notami Hospitals of Florida (Surgical Center)	Complete
27	North	Putnam	101635	911 Facility	EOC	Complete
28	North	Seminole	207262	911 Facility		Complete
29	North	Seminole	207934	911 Facility		Complete
30	North	Seminole	204634	911 Facility		**
31	West	Charlotte	503761	911 Facility		Complete
32	West	Charlotte	504433	EOC	EOC Sewage Treatment Plant Charlotte County BOCC	Complete
33	West	Collier	507762	911 Facility	2 - Collier County School District Edison State College Collier County BOCC	**
34	West	De Soto	501433	911 Facility	Fire Station Desoto County Board of Commissioners	Complete
35	West	Sarasota	500134	911 Facility	Water Treatment Plant Sewage Treatment Plant	Complete
36	West	Sarasota	505767	911 Facility		Complete
37	West	Sarasota	504536	EOC		Complete
38	West	Sarasota	503265	EOC		Complete
39	West	Sarasota	504133	EOC		Complete

* Completed in 2011

**Construction delayed into 2011 due to permitting issues.

As of March 2011, FPL has hardened 208 feeder projects through its initiative to apply EWL to CIF.

2010 Critical Poles

# of Highway Crossings	Region	County	Interstate	Status[1]
5	East	Broward	I-95	Complete
1	East	Broward	Sawgrass	Complete
1	East	Palm Beach	I-95	Complete
7	East	Palm Beach	Turnpike	Complete[2]
1	West	Sarasota	I-75	Complete
15	Total			

(1) Certain projects were completed in 2011.
(2) One crossing is pending overhead to underground conversion.

As of March 2011, FPL has hardened 103 highway crossings through its initiative to apply EWL to Critical Poles. Additional highway crossings have also been hardened through additional initiatives (e.g., pole inspection, daily work activities, etc.). However, at this time, FPL is unable to track those highway crossings completed through these initiatives.

# of "01" Switches	Region	County	Substation	Status[1]
2	Dade	Miami-Dade	Various	Complete
8	East	Various	Various	Complete
5	North	Various	Various	Complete
5	West	Various	Various	Complete
20	Total			

(1) Certain switches were completed in 2011.

As of March 2011, FPL has hardened 200 "01" switches through its initiative to apply EWL to Critical Poles. Additional "01" switches have also been hardened through additional initiatives (e.g., pole inspection, daily work activities, etc.). However, at this time, FPL is unable to track those "01" switches completed through these initiatives.

2010 Community Projects

	Region	County	Feeder	Thoroughfare	Complete
1	East	Broward	700337	W State Rd 84	Complete
2	Dade	Miami-Dade	800532	NW 7th St	Complete
3	West	Lee	506166	S Cleveland Ave	Complete
4	North	Brevard	201033	Aurora Rd	Complete
5	North	Martin	403435	Jensen Beach Blvd & Ocean Blvd	Complete

As of March 2011, FPL has hardened 74 feeder projects through its initiative to apply Incremental Hardening to Community Projects.

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. The 2010 plan focused on 911 facilities and emergency operation centers (EOC). 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.

3. Provide the costs incurred and any quantified expected benefits

Total hardening costs in 2010 were $45.4 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 Nos. 070301-EI and 100266-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, in many direct and indirect ways, from the reduced number and duration of storm and non-storm related outages resulting from the planned hardening activities.

4. Discuss any 2011 projected activities and budget levels

Consistent with its FPSC approved plan, FPL's 2011 projected activities target 34 feeder projects, serving two acute care facilities (new to the service territory), four emergency dispatch centers (911), 17 emergency operating centers (EOC), one special needs shelter, three FPL facilities, as well as upgrades to seven partially hardened feeders from the 2006 pilot program serving various CIF. These 34 feeder projects will be built to meet extreme wind criteria. Additionally, seven Community Project feeders will be incrementally hardened. These Community Project feeders are located along major thoroughfares where there is a concentration of community needs. FPL's 2011 targeted hardening plan also continues to include retrofitting certain critical poles at eight overhead highway crossings and 12 "01" switches. FPL expects 2011 hardening costs associated with the following CIF projects, community projects, highway crossings and "01" switches to be between $45M - $55M.

2011 CIF Projects

	Region	County	Feeder	Project Type	Project Address
1	Dade	Miami-Dade	802532	EOC	17011 NE 19TH AVE # CITY HALL
2	Dade	Miami-Dade	805932	911	7750 NW 186 ST
3	Dade	Miami-Dade	806834	FPL	5110 NW 159TH ST #CAFT
4	Dade	Miami-Dade	808733	EOC	776 NE 125TH ST # CITY HALL
5	Dade	Miami-Dade	809131	FPL	4240 W FLAGLER ST
6	Dade	Miami-Dade	810063	911	17602 SW 264TH ST
7	Dade	Miami-Dade	812162	911	11500 NW 25 Street
8	East	Broward	701431	Pilot Upgrade	Port Everglades
9	East	Broward	701437	Pilot Upgrade	Port Everglades
10	East	Broward	702235	EOC	5790 MARGATE BLVD #GOV CTR
11	East	Broward	702632	EOC	1201 NE 3RD AVE # OFFICE
12	East	Broward	703543	EOC	1441 SW 11th Way #EOC
13	East	Broward	704662	EOC	10440 Oakland Park Blvd.
14	East	Broward	705633	EOC	4800 W COPANS RD # GOVT CENTER
15	East	Palm Beach	400334	Pilot Upgrade	Tenet Healthcare (St Mary's, Inc)
16	East	Palm Beach	400335	Pilot Upgrade	Tenet Healthcare (St Mary's, Inc)
17	East	Palm Beach	400834	EOC	360 E MAIN ST # EOC1-2009
18	East	Palm Beach	400934	EOC	110 SW MARTIN LUTHER KING BLVD #EOC
19	East	Palm Beach	403132	Pilot Upgrade	City of Riviera Beach
20	East	Palm Beach	403133	Pilot Upgrade	Port of Palm Beach
21	East	Palm Beach	403134	Pilot Upgrade	Port of Palm Beach
22	East	Palm Beach	403736	EOC	10500 N MILITARY TRL # MUN
23	East	Palm Beach	405269	EOC	1050 ROYAL PALM BEACH BLVD #EOC,VILLHALL
24	East	Palm Beach	407331	EOC	345 TEQUESTA DR #TOWNHALL
25	East	Palm Beach	410232	911	3228 GUN CLUB RD # HEADQUARTERS
26	East	Palm Beach	413231	Acute Care	39200 HOOKER HWY # NORTH/SOUTH
27	North	Clay	301331	EOC	5629 STATE ROAD 16 # CAMP BLANDING
28	North	St Lucie	410163	EOC	400 SW RAVENSWOOD LN
29	North	St Lucie	411662	EOC	15305 MIDWAY RD #EOC
30	North	Volusia	109032	Acute Care	301 MEMORIAL MEDICAL PKWY
31	West	Lee	501134	SNS	1375 MONROE ST #CNVNTN CTR
32	West	Lee	504761	EOC	4425 W STATE ROAD 80 #EOC
33	West	Lee	505064	EOC	9700 TREELINE #FS 9
34	West	Sarasota	504531	FPL	2300 HAMMOCK PL #TRBL OFF

2011 Community Projects

	Region	County	Feeder	Project Type	Project Address
1	Dade	Miami-Dade	800737	Community	PALM AVE
2	Dade	Miami-Dade	811833	Community	NW 57TH AVE / NW 177TH ST
3	East	Broward	700734	Community	NW 6TH ST
4	East	Palm Beach	405633	Community	LAKE WORTH RD
5	North	Indian River	402931	Community	27th Ave SW
6	West	Collier	504063	Community	STATE HWY 951
7	West	Manatee	502538	Community	MANATEE AVE W

2011 Critical Poles

2011 Highway Crossings					
	Region	County	Feeder	Highway	Crossing
1	DADE	Miami-Dade	800638	I-95	NW 83rd St
2	DADE	Miami-Dade	LAT 808631	I-95	S/O Golden Glades
3	EAST	Palm beach	404236	I-95	NW 51st St
4	EAST	Palm beach	405864	Turnpike	130th Rd S
5	EAST	Palm beach	408562	Turnpike	2400' S/O JUPITER FARMS RD
6	EAST	Palm beach	407735	I-95	Lighthouse Dr
7	NORTH	St Johns	104731	I-95	Tocoi Rd
8	NORTH	St Lucie	406166	Turnpike	SW Andover Ct

2011 '01 Switches				
	Region	County	Substation	Feeder
1	BROWARD	Broward	SAMPLE ROAD	701035
2	DADE	Miami-Dade	TROPICAL	803033
3	DADE	Miami-Dade	LITTLE RIVER	800637
4	DADE	Miami-Dade	SEABOARD	803638
5	DADE	Miami-Dade	NATOMA	805233
6	DADE	Miami-Dade	IVES	806735
7	DADE	Miami-Dade	MILLER	805634
8	DADE	Miami-Dade	MILAM	808162
9	NORTH	Columbia	COLUMBIA	301133
10	WEST	Lee	EDISON	503635
11	WEST	Manatee	CORTEZ	500635
12	WEST	Sarasota	CLARK	500534

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. **2010 Accomplishments**
   Please refer to FPL's response to item 4 – 2010 Accomplishments, in Initiative 4 of the Storm Preparedness filing for a summary of the 2010 accomplishments for each of the transmission hardening programs. FPL's 2010 accomplishments are also included in appendix 1 (FPSC Table: Transmission Hardening) of initiative 4.

4. Proposed 2011 Plans

Please refer to FPL's response to Item 5 – Proposed 2011 Plans, in Initiative 4 of the Storm Preparedness filing for a summary of the 2011 projections for each of the transmission hardening programs. FPL's 2011 proposed plans are also included in Appendix 1 (FPSC Table: Transmission Hardening) of Initiative 4.

Storm Prep Initiatives

10 STORM PREPAREDNESS INITIATIVES

Summary – 10 Storm Preparation Initiatives

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

   In 2010, FPL continued its three-year cycle for feeders and completed the fourth year of its approved schedule to implement a six-year cycle for laterals. For 2011, 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 through its joint use surveys. Additionally, joint use poles are inspected through FPL's pole inspection program. The 2010 survey and inspection results continue to show that through FPL's joint use processes and procedures, along with cooperation from joint pole owners and third-party attachers, the joint use facilities on FPL's 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 2010, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,400 wood transmission structures, including more than 150 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on nearly 70 concrete structures. The replacement of ceramic post insulators on concrete structures is ahead of FPL's originally approved schedule.

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

   As of 2010, FPL has completed the five key Distribution GIS improvement initiatives which were approved by the FPSC. These initiatives include post-hurricane forensic analysis and the addition of poles, streetlights, joint use survey and hardening level data to the GIS. Data collection and updates to the GIS will continue through inspection cycles and other normal daily work activities.

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 affected FPL's service territory in 2010; therefore, no forensic collection or 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 affected FPL's service territory in 2010; therefore, no forensic collection or analysis was required.

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

   In 2010, 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 ensure distribution of important information to governmental entities; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual storm drill. Additionally, FPL's Community Outreach Teams and Customer Service Field Organization conducted more than 150 community presentations in 2010, 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 led by the Public Utilities Research Center (PURC) 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 annually and revised as necessary.

Storm Prep Initiative (1)

STORM PREPAREDNESS INITIATIVE No. 1

Storm Preparedness Initiative No. 1

1. A complete description of the Company's vegetation management program (policies, guidelines, practices) for 2009 and 2010 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 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 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), the 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 distribution feeder lines 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 a feeder outage can affect, 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 2010 FPL continued to maintain a 3-year average trim cycle for feeders and trimmed lateral miles to reach a 6-year average trim cycle for laterals by 2013. Additionally, FPL continued to pursue the challenges associated with critical palm removals, customer refusals and danger trees outside the right-of-way.

Targeted trimming is also achieved through FPL's "mid-cycle" program that addresses critical circuits. Tree species with widely varying growth rates exist in FPL's service territory. Certain fast-growing trees, and in particular 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. 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 its customers.

	Cost (Millions)	Miles Trimmed		
		Laterals	Feeders	Mid-Cycle
2009	$52.6	2,768	4,151	5,384
2010	$57.6	2,741	5,222	5,418

Note: FPL achieved its approved feeder cycle trimming schedules for the 3-year period 2008-2010. For the three-year period ending December 2010*, FPL trimmed 13,635 miles of feeder. FPL is also on target to achieve a 6-year average trim cycle for laterals by 2013 in accordance with its approved implementation schedule.

*Total system feeder miles as of December, 2007 was 13,469. Unless actual vegetation conditions deem it necessary, new system miles added after 2007 will be accounted for in the next cycle.

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 or are a 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.

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 addresses a specific location based on reliability performance.

Demand trim – Tree meeting FPL's existing Customer Trim Request criteria. (See detail in item 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 its 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 FPSC. (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.

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," as noted in Item 3. Customer requests that are inspected and found to be potentially hazardous are immediately scheduled for clearing. If a condition is not potentially hazardous the customer is advised that work will be deferred to scheduled maintenance.

13. 2011 projected activities and budget levels

In 2011, FPL's vegetation management plan includes trimming approximately 4,300 feeder miles, 3,225 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 $59.8 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, 2011 should have both for the base year (2009) and the data for 2010. All variances from the Company's Program, if any, should 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	9,472		N/A	19,843		
(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							

System Vegetation Management Performance Metrics

2010	Feeders			Laterals			
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	144		N/A	16,056		
(B) Customer Interruptions	N/A	210,452		N/A	235,653		
(C) Miles Cleared	N/A	5,222		N/A	2,741		
(D) Remaining Miles	N/A	8,380		N/A	19,929		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0106		N/A	0.7082		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	15.4723		N/A	10.3948		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		18,131
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$57.6 M
(I) Customer Minutes of Interruption	N/A	10,289,248		N/A	40,752,120		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$4.9 M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$61.3 M
(L) Vegetation Goal (current year) 2010	N/A	5,212		N/A	3,100		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		$59.8 M
(N) Vegetation Goal (next year) 2011	N/A	4,300		N/A	3,225		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		5,418					

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

2010	Feeders			Laterals			
DADE	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	23		N/A	4,404		
(B) Customer Interruptions	N/A	42,090		N/A	76,378		
(C) Miles Cleared	N/A	760		N/A	299		
(D) Remaining Miles	N/A	1,389		N/A	2,215		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0107		N/A	1.7516		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	19.5868		N/A	30.3774		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		4,794
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$7.8 M
(I) Customer Minutes of Interruption	N/A	2,131,188		N/A	12,490,165		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.9 M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$7.9 M
(L) Vegetation Goal (current year) 2010	N/A	792		N/A	361		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		$8.2 M
(N) Vegetation Goal (next year) 2011	N/A	674		N/A	327		
(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

2010	Feeders			Laterals			
BROWARD	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	15		N/A	2,288		
(B) Customer Interruptions	N/A	19,679		N/A	34,141		
(C) Miles Cleared	N/A	609		N/A	163		
(D) Remaining Miles	N/A	980		N/A	1,442		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0094		N/A	1.4262		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	12.3814		N/A	21.2809		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		2,063
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$7.5 M
(I) Customer Minutes of Interruption	N/A	712,088		N/A	6,169,549		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.7 M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$7.9 M
(L) Vegetation Goal (current year) 2010	N/A	600		N/A	193		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		N/A
(N) Vegetation Goal (next year) 2011	N/A	N/A		N/A	N/A		N/A
(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

2010	Feeders			Laterals			
EAST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	7		N/A	833		
(B) Customer Interruptions	N/A	11,120		N/A	9,287		
(C) Miles Cleared	N/A	1,482		N/A	540		
(D) Remaining Miles	N/A	2,220		N/A	4,557		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0019		N/A	0.1634		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	3.0039		N/A	1.8218		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,282
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$12 M
(I) Customer Minutes of Interruption	N/A	418,452		N/A	1,640,030		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$0.9 M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$13 M
(L) Vegetation Goal (current year) 2010	N/A	1,369		N/A	590		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		$13.9 M
(N) Vegetation Goal (next year) 2011	N/A	1,033		N/A	425		
(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

2010	Feeders			Laterals			
NORTH	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	53		N/A	3,281		
(B) Customer Interruptions	N/A	68,801		N/A	52,381		
(C) Miles Cleared	N/A	1,288		N/A	873		
(D) Remaining Miles	N/A	1,875		N/A	5,798		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0168		N/A	0.4918		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	21.7477		N/A	7.8520		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		4,444
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$17.7 M
(I) Customer Minutes of Interruption	N/A	3,526,047		N/A	7,781,586		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$1.1M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$19 M
(L) Vegetation Goal (current year) 2010	N/A	1,312		N/A	1,034		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		$25 M
(N) Vegetation Goal (next year) 2011	N/A	1,658		N/A	1,513		
(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

2010	Feeders			Laterals			
WEST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	Total
(A) Number of Outages	N/A	31		N/A	3,673		
(B) Customer Interruptions	N/A	52,460		N/A	61,938		
(C) Miles Cleared	N/A	1,083		N/A	866		
(D) Remaining Miles	N/A	1,916		N/A	5,917		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.0103		N/A	0.5415		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	17.4977		N/A	9.1315		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,548
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		$12.6 M
(I) Customer Minutes of Interruption	N/A	2,337,060		N/A	9,482,728		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		$1.3 M
(K) Vegetation Budget (current year) 2010	N/A	N/A		N/A	N/A		$13.5 M
(L) Vegetation Goal (current year) 2010	N/A	1,139		N/A	922		
(M) Vegetation Budget (next year) 2011	N/A	N/A		N/A	N/A		$12.7 M
(N) Vegetation Goal (next year) 2011	N/A	936		N/A	960		
(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 the process 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 2010 was 19% lower (better) than the prior year. FPL continues to pursue the challenges associated with critical palm removals, customer refusals and danger 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 include an overview

of the 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) form, signed by the customer, authorizing the removal. If a removal is not possible, FPL will clear the vegetation 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 (NESC) and practices (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 performed approximately 13,000 tree removals in 2010, 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]

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

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 Prep Initiative (2)

STORM PREPAREDNESS INITIATIVE No. 2

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 through its joint use surveys in order to determine the number and ownership of jointly-used poles and associated attachments.

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 and recorded by FPSC auditors. FPL investigates the finding and makes corrections where 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 12/31/10)	1,156,901
(B) Number of company distribution poles leased. (Non-FPL owned poles)	232,925
(C) Number of owned distribution pole attachments. (FPL owned poles w/attachments)	804,443
(D) Number of leased distribution pole attachments. (Non-FPL owned poles w/attachments) (1)	232,925
(E) Number of authorized attachments.	1,235,395
(F) Number of unauthorized attachments.	77
POLE INSPECTIONS – JOINT USE POLES **(G) Number of distribution poles strength tested.**	52,687
(H) Number of distribution poles passing strength test. (2)	Grade C – 49,179 Grade B – 46,343
(I) Number of distribution poles failing strength test (overloaded). (2)	Grade C - 41 (0.08%) Grade B – 2,877 (6.21%)
(J) Number of distribution poles failing strength test (other reasons). (2)	Grade C – 3,467 Grade B – 3,467
(K) Number of distribution poles corrected (strength failure).	N/A – see Note 3
(L) Number of distribution poles corrected (other reasons).	N/A – see Note 3
(M) Number of distribution poles replaced.	N/A – see Note 3
FPSC SAFETY AUDITS **(N) Number of apparent NESC violations involving electric infrastructure.**	356
(O) Number of apparent NESC violations involving third-party facilities.	135
Suggested Alternatives:	None

Notes: (1) Non-FPL owned poles with FPL and another attaching entity (e.g., CATV) = 172,793
(2) NESC required standard = Grade C; FPL Higher Standard =Grade B;
(3) K, L, M not tracked at the joint use level.

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 Prep Initiative (3)

STORM PREPAREDNESS INITIATIVE No. 3

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. 2010 Accomplishments

Transmission Line Inspections
Please refer to FPL response to Item 7 – 2010 Accomplishments, in the Transmission section of the Pole Inspection Report. FPL's response includes 2010 accomplishments for wood, concrete, and steel transmission structure inspections.

Substation Inspections
In 2010, FPL completed inspections in accordance with its procedures at 100% of its 488 distribution substations and 100% of its 98 transmission substations. A total of 640 inspections were completed at distribution substations and 239 inspections at transmission substations. The frequency of these substation inspections exceeded FPL's annual target.

3. Proposed 2011 Plans

Transmission Line Inspections
Please refer to FPL response to Item 8 – Proposed 2011 Plan, in the Transmission section of the Pole Inspection Report.

Substation Inspections
In 2011, FPL plans include $0.33M 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

	2010		2010		2011	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total transmission circuits.	n/a	1,025	n/a	n/a	n/a	n/a
(B) Planned transmission circuit inspections.	174*	174	$1.8M*	$1.8M*	263	$1. 7M*
(C) Completed transmission circuit inspections.	174*	174	$1.8M*	$1.8M*	n/a	n/a
(D) Percent of transmission circuit inspections completed.	16.6%	17.0%	100%	100%	16.6%	100%
(E) Planned transmission substation inspections**	682	879	$0.12M	$0.40M	684	$0.33M
(F) Completed transmission substation inspections**	n/a	879	$0.12M	$0.40M	n/a	n/a
(G) Percent trans. substation inspections completed**	100%	129%	n/a	333%	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

	2010		2010		2011	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total non-wood transmission tower structures.	n/a	47,156	n/a	n/a	n/a	n/a
(B) Planned transmission tower structure inspections	8,970	8,970	$1.8M*	$1.8M*	8,115	$1.7M*
(C) Completed transmission tower structure inspections.	8,970	8,970	$1.8M*	$1.8M*	n/a	n/a
(D) Percent of transmission tower structure inspections completed.	16.6%	19.0%	100%	100%	16.7%	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

	2010		2010		2011	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total number of wood transmission poles.	n/a	18,510	n/a	n/a	17,101	n/a
(B) Number of transmission poles strength tested. (CI)	2,331	2,331	$1.8M*	$1.8M*	2,912	$1.7M*
(C) Number of transmission poles passing strength test.	n/a	1,649	n/a	n/a	n/a	n/a
(D) Number of transmission poles failing strength test (overloaded).	n/a	9	n/a	n/a	n/a	n/a
(E) Number of transmission poles failing strength test (other reasons).	n/a	673	n/a	n/a	n/a	n/a
(F) Number of transmission poles corrected (strength failure).	10	10	$0.0M	n/a	9	n/a
(G) Number of transmission poles corrected (other reasons).	715	737	$0.0M	n/a	673	n/a
(H) Total transmission poles replaced.	725	1,409**	$20.0M ***	$22.1M ***	682	$22.8M ***

* 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 Prep Initiative (4)

STORM PREPAREDNESS INITIATIVE No. 4

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 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. **2010 Accomplishments**

Wood Structure Replacement Program

FPL replaced a total of 1,409 wood transmission structures during the 2010 year. These structures were replaced with FPL's current design standards of round spun concrete poles.

Ceramic Post Transmission Line Insulators

In 2010, FPL targeted the replacement of ceramic post insulators on 72 transmission structures. FPL replaced CPOC insulators on 118 transmission structures within the system. These insulators were replaced with FPL's current design standards of polymer posts.

5. **Proposed 2011 Plans**

Replacement of All Wood Transmission Structures

In 2011, FPL plans on replacing 682 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 438 concrete structures in 2011.

Appendix

Appendix 1: FPSC Table: Transmission Hardening

Replace All Wood Transmission Structures

	2010		2010		2011	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	694	n/a	n/a	n/a	682**	n/a**
(B) Transmission structures hardening completed.	n/a	1,409	n/a	n/a	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	194%	n/a	n/a	n/a	n/a

Ceramic Post Transmission Line Insulators

	2010		2010		2011	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	72	n/a	$0	n/a	438	$0.56M*
(B) Transmission structures hardening completed.	n/a	118	n/a	$0.69M	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	164%	n/a	100%	n/a	n/a

*Even though FPL has established 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 Prep Initiative (5)

STORM PREPAREDNESS INITIATIVE No. 5

Initiative 5 – Distribution Geographic Information System (GIS)

Efforts Undertaken at FPL to Meet the Commission Initiative - Since 2007, FPL has undertaken and/or completed the following key initiatives which support the Commission's objective:

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.

2. **Distribution GIS Improvements - Poles**
   Since the fourth quarter of 2006, FPL has added inspection records for approximately 599,000 poles in its GIS, including approximately 137,000 poles during 2010.

   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; Pole 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.

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.

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. **Distribution GIS Improvements – Streetlights**
   As of year-end 2010, all streetlight data has been loaded into the FPL Distribution GIS. FPL actively audits streetlight assets in the field. Through this project, streetlight asset data and audit data is processed into the GIS through the new automated loading "framework". However, a significant amount of data verification is required and continues 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		2010	
	Goal	Actual	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^^	3,507,000	3,510,400
(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	3,507,000	3,510,400
(C) Percent of OH assets already on system.	75%	74%	100%	100%	100%	100%	100%	100%
(D) Annual OH assets targeted for input (goal). (% of new construction assets)	100%	100%	100%	100%	100%	100%	100%	100%
(E) Annual OH assets input to system (actual).	100%	100%	775,000^	723,000	896,000	709,000	69,000	72,000
(F) Annual percent of OH assets input.	100%	100%	100%	100%	100%	100%	100%	100%

Distribution UG Data Input

	Activity (2007)		2008		2009		2010	
	Goal	Actual	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^^^	1,329,000	1,352,600<>
(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	1,329,000	1,352,600
(C) Percent of UG assets already on system.	100%	100%	100%	100%	100%	100%	100%	100%
(D) Annual UG assets targeted for input (goal). (% of new construction assets)	100%	100%	100%	100%	100%	100%	100%	100%
(E) Annual UG assets input to system (actual).	100%	100%	81,000	20,100	142,000	115,000	82,300	61,800
(F) Annual percent of UG assets input.	100%	100%	100%	100%	100%	100%	100%	100%

*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 inputted and maintained in FPL's Asset Management System, is also not reflected in asset counts.

^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 input into AMS during 2009.

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

<>Note: Includes 43,600 Cable Junction Boxes / Hand Holes input into AMS during 2010.

Total project costs for system improvements and loading available data were estimated at $6.3M. Actual costs were $6.6M.

All numbers rounded

Storm Prep Initiative (6)

STORM PREPAREDNESS INITIATIVE No. 6

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
   - A 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 a 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 are 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 at all damage 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 2010**

   Since no major storms affected FPL's service territory in 2010, forensic collection/analysis was not required and no costs were incurred.

9. **2011 projected activities and costs**

   In 2011, 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 Prep Initiative (7)

STORM PREPAREDNESS INITIATIVE No. 7

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. Furthermore, 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 affected FPL's service territory in 2010, no analysis was conducted.

Storm Prep Initiative (8)

STORM PREPAREDNESS INITIATIVE No. 8

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, which was initially approved by the FPSC as a pilot in May 2007 and permanently approved on April 6, 2010. In 2010, three municipalities signed the GAF tariff agreement and moved forward with their projects. Additionally, there were over 20 municipal requests for non-binding, order of magnitude estimates during 2010.

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

website 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 personnel from 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 news/media 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 2010.

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 150 community presentations in 2010.

Government/Community Communications
In 2010, FPL enhanced its e-mail distribution process and network to ensure distribution of important information to governmental entities. 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 2010, 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 website which was customized with the types of information that government leaders rely on to help with their recovery efforts. This site was ready during the 2010 storm season 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

NEW INITIATIVES

No new initiatives were started in 2010.

Storm Prep Initiative (9)

STORM PREPAREDNESS INITIATIVE No. 9

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 2010 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

February 2011

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 a 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).

PURC manages the work flow and communications, develops work plans, serves as a subject matter expert, conducts research, facilitates the hiring of experts, coordinates with research vendors, advises the Project Sponsors, and provides reports for Project activities. The collaborative research has focused on undergrounding, vegetation management, hurricane wind speeds at granular levels, and improved materials for distribution facilities.

This report summarizes the work completed on the Steering Committee's areas of focus. Sections II through IV provide information on the undergrounding research, wind research, and vegetation management workshop respectively. 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 underground. 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 hurricane damage in Florida found that underground systems may be particularly susceptible to storm surge.

The collaborative research on undergrounding has been focused on understanding the existing research on the economics and effects of hardening strategies, including undergrounding, so that informed decisions can be made about undergrounding policies and specific undergrounding projects.

The Project Sponsors contracted with Quanta Technologies for a project involving three phases. Phase I was a meta-analysis of existing research, reports, methodologies, and case studies.[1] 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.[2] Phase III developed an *ex ante* methodology to identify and evaluate the costs and benefits of undergrounding specific facilities in Florida. 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.

For 2010, the collaborative focused on refining the computer model developed by Quanta Technologies in response to Phase III of the overall project. Specifically, 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. The testers have made significant improvements to the flexibility of selecting input scenarios in which the calculator arrives at results.

The implementation of the calculator component of the model is under refinement. 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 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

[1] The Phase I report is available at
http://www.cba.ufl.edu/purc/docs/initiatives_UndergroundingAssessment.pdf
[2] The Phase II report is available at
http://www.cba.ufl.edu/purc/docs/initiatives_UndergroundingAssessment2.pdf

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.

PURC and the Project Sponsors have also worked to fill information gaps for model inputs through the forensics sub-group. Significant efforts have been invested in developing a forensics data collection form for all utilities to use, towards supplying input information for the undergrounding calculator, and for future research. The data from this form is to be stored in a customized database program developed by PURC. However, since the state has not been affected by any hurricanes since the database software was completed, there is currently no data.

Ted Kury, Director of Energy Studies at PURC, has drafted an academic paper discussing the collaborative effort to address storm hardening in Florida. In November of 2010, he presented this paper at the annual conference of the Organization of Caribbean Utility Regulators. The Caribbean regulators and operators at the event were very interested to see what Florida is doing to address a problem that is common to the state as well as the Caribbean nations. Several countries have expressed interest in helping the effort.

III. Wind Data Collection

Appropriate hardening of the electric utility infrastructure against hurricane winds requires: (1) an accurate characterization of severe dynamic wind loading and (2) an understanding of the likely failure modes for different wind conditions.

The Project Sponsors addressed the first requirement by entering into an agreement with WeatherFlow, Inc., which, at the time, was beginning to establish a granular wind observation network designed to capture the behavior of the dynamic wind field upon hurricane landfall. WeatherFlow has expanded its network to include 50 permanent wind monitoring stations around the coast of Florida. The wind, temperature, and barometric pressure data being collected at these stations has been made available to the Project Sponsors.

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. 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. Project 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. The collaborative is evaluating the opportunity to convene another workshop in 2011.

V. Conclusion

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. For 2010, work has focused on the continued efforts in the areas of undergrounding research, granular wind research, and vegetation management. The Steering Committee is currently considering next steps in these research areas.

The benefits of the research work among the utilities and PURC include increased and sustained collaboration and discussion among 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.

Storm Prep Initiative (10)

STORM PREPAREDNESS
INITIATIVE No. 10

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, as necessary. A brief summary of the plan, FPL Emergency Management Plan – Severe Storms Brief, is included in the Appendix of this fling.

Storm Readiness

2011 STORM SEASON READINESS

2011 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 2011 storm season. In addition to the initiatives to strengthen its system and improve storm preparedness discussed previously, FPL will complete the following additional storm preparedness initiatives before the start of storm season: (1) extensive storm restoration training based on employees' storm roles; (2) annual company-wide hurricane dry-run exercise in May 2011; (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, FPL will clear vegetation from all feeder circuits serving top CIFs (e.g., hospitals, 911 centers, special needs shelters, police and fire stations, etc.) prior to the peak of hurricane season.

In 2010, FPL continued its integration of the Incident Command System within its emergency response organization structure, as outlined within the National Incident Management System. FPL's goal is to be consistent with as many ICS tenets as possible to further enhance communications with external agencies and standardize key roles.

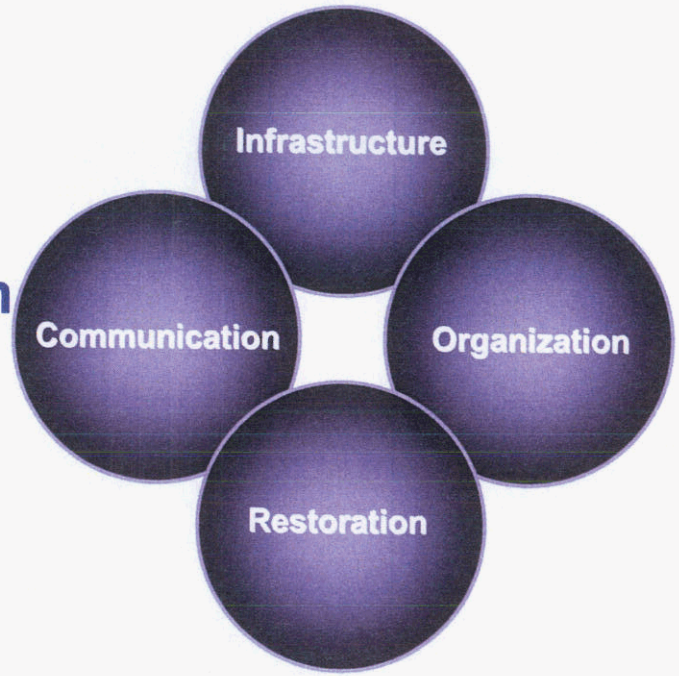
2011 Hurricane Preparedness

DRAFT

2011 Preparations

FPL's Hurricane Preparedness Plan

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



FPL

Continue to Strengthen the Infrastructure



Distribution Hardening

- **Continue 3-Prong approach**
  - EWL projects (CIF/Critical Poles)
  - Community Projects
  - New Design Guidelines

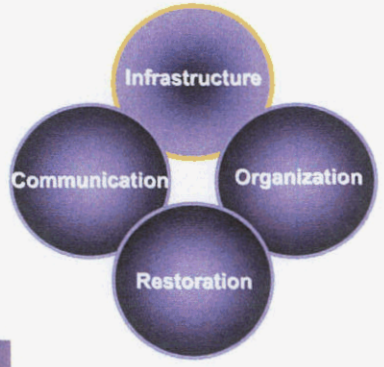






FPL

Continue to Strengthen the Infrastructure



Transmission Hardening

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



FPL

Distribution Pole Inspections



- FPL owns over 1.1 million poles
- Inspecting 1/8 of poles each year
- On-schedule





FPL

Continue to Strengthen the Infrastructure



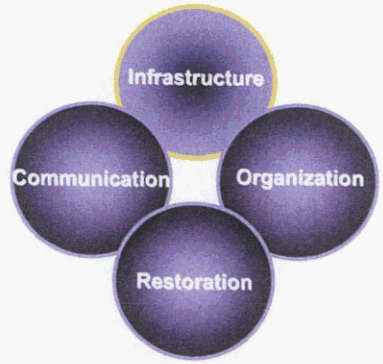
Transmission Pole Inspections

- 65,000 structures system-wide
- On-going 6-year cycle
- Ahead-of-schedule
- Inspect all critical 500kV lines & facilities serving CIF



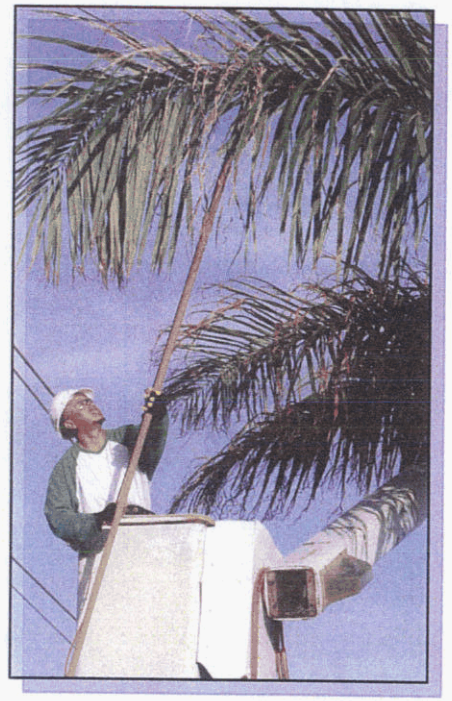
FPL

Continue to Strengthen the Infrastructure



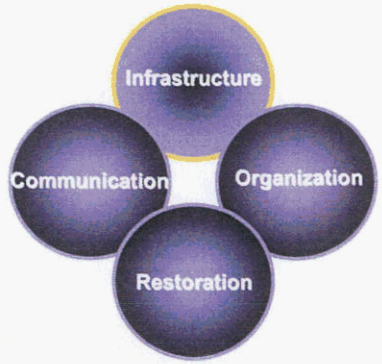
Distribution Vegetation Management

- 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



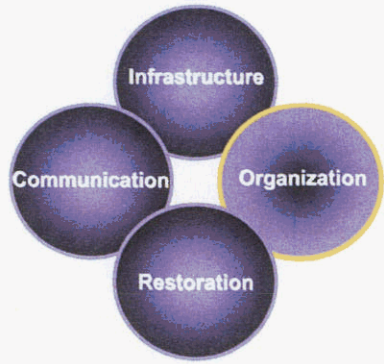
Transmission Vegetation Management

- Clear 100% of transmission right of way each year



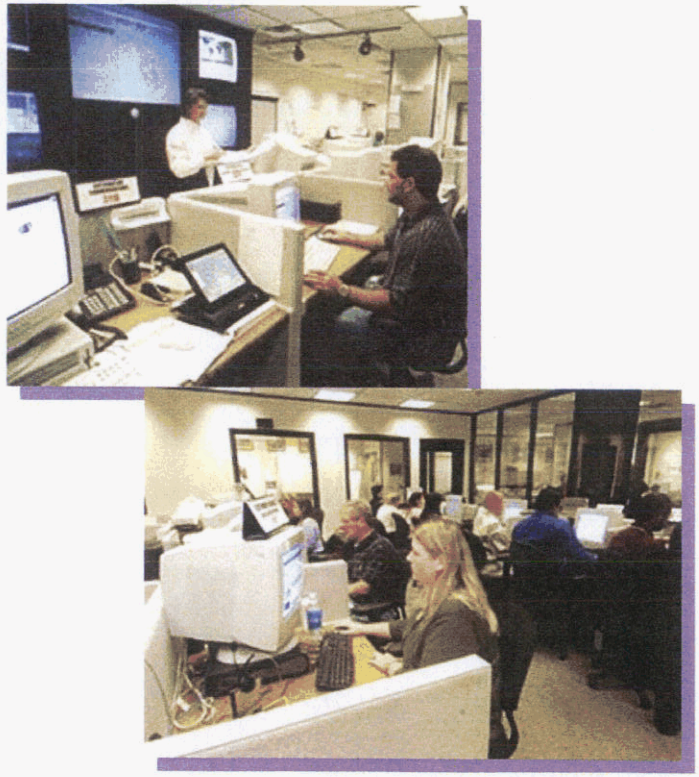
FPL

Prepare the Storm Organization



Annual Preparations

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



FPL

Refine the Restoration Plan



- **Safely restore in shortest time**



- **Resource plans in place**
  - Logistics
  - Foreign utilities & contract crews
  - Inventories



- **Continue ICS implementation**

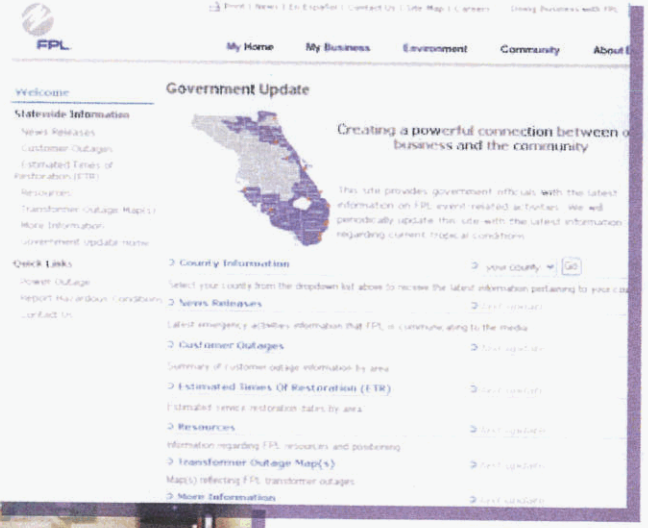


FPL

Enhance Communications



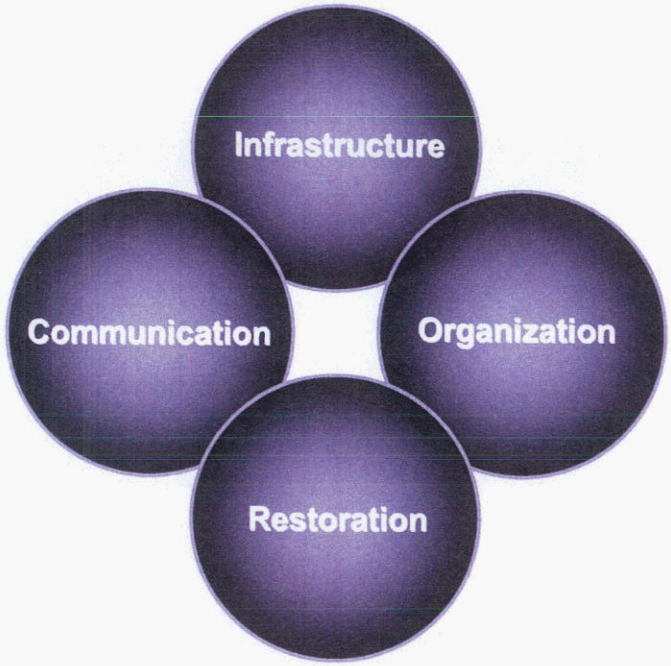
- FPL / County EOC meetings
- Governmental & community communications





Areas of Concern or Vulnerability

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



FPL

Hurricane Preparedness Plan 2011

Summary

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



FPL

Reliability

RELIABILITY

Summary – Reliability

Overall (Distribution and Transmission) – In 2010, FPL provided improved overall reliability to its customers, as measured by SAIDI (System Average Interruption Duration Index). In 2010, FPL's overall SAIDI was 81.3 minutes (2009 - 82.5 minutes). This performance is 32% better than the 2009 national average; the most recent available industry data. 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 2010 SAIFI, which measures the average frequency or number of outages a customer experiences, improved to 1.21 outages (2009 -1.43 outages). FPL's 2010 CAIDI, which measures the average time to restore service to a customer once an interruption occurs, was 67.4 minutes (2009 – 57.7 minutes). Despite the increase from 2009, FPL's 2010 overall CAIDI performance ranks second in the nation when compared to the most recent available industry data.

Distribution – In 2010, FPL's Distribution SAIDI performance improved to 77.3 minutes (2009 – 78.0 minutes), continues to rank among the best in the nation and was 32% better than the most recently calculated national average. Additionally, FPL achieved best-ever distribution performance on record for several other standard industry reliability performance indices - SAIFI, MAIFIe (Momentary Average Interruption Frequency Index-events) and CEMI-5 (Customers Experiencing More than 5 Interruptions).

The improvement in FPL's 2010 Distribution SAIDI performance resulted primarily from its best-ever Distribution SAIFI performance, which was 0.92 outages (2009 – 1.11 outages). This best-ever SAIFI performance was the result of over 800,000 fewer customer interruptions in 2010, compared to 2009. While preventing outages before they occur benefits customers and decreases SAIFI, the prevention of certain types of typically shorter duration feeder outages has the negative impact of increasing CAIDI. FPL's 2010 Distribution CAIDI was 84.1 minutes (2009 – 70.2 minutes). Another significant contributing factor to the 2010 Distribution CAIDI performance was the extreme cold weather event that occurred during January 2010. Despite this increase, FPL's CAIDI continues to rank among the best in the nation. FPL's 2010 Distribution MAIFIe (Momentary Average Interruption Frequency Index) performance, a reliability indicator that measures momentary interruptions (interruptions of less than one minute), was a best-ever 9.1 (2009 – 10.9). While no statistically valid benchmark data exists for this metric, FPL's MAIFIe performance has been relatively consistent year-over-year and its 2010 MAIFIe performance was the best-ever on record. Finally, in 2010, for the third consecutive year, Distribution recorded best-ever performance for CEMI-5. In fact, FPL's 2010 CEMI-5 performance was 46% better than 2009; the previous best-ever recorded performance.

Transmission – In 2010, FPL's Transmission & Substation system reliability indicators all improved over 2009 results. SAIDI improved to 3.99 minutes (2009 – 4.53 minutes), SAIFI improved to 0.288 outages (2009 - 0.317 outages) and MAIFI improved to 0.53 momentaries (2009 – 0.78 momentaries). FPL's 2010 Transmission overall reliability performance, as measured by SAIDI, is 61 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 81.6 minutes. This unadjusted performance includes approximately 4.3 minutes associated with tornados, named tropical storms, 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 and 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- None
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 2010 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 Bradford	N/A	Northwest of Starke, Jan 21	Affected: North Florida Supported: Brevard and Central Florida
Tornado in Brevard	N/A	Near Jacques Drive in Viera to Del Sol Dr. on Merrit Island, Jan 22	Affected: Brevard Supported: North Florida
Tornado in Brevard	N/A	Cypress Bend Cir off John Rodes Blvd, Mar 28	Affected: Brevard Supported: Central Florida
Tornado In Broward	N/A	Through I-95 and Oakland Park, Mar 29	Affected: Wingate Supported: Gulfstream and Pompano
Tropical Storm Bonnie	N/A	South Dade, Jul 23	South Dade, West Dade, Central, North Dade, Gulfstream, Pompano, Boca Raton, and Manasota
Tornado in Central Florida	N/A	West of I-95 and South of SR 43, Aug 11	Central Florida
Tropical Storm Nicole	N/A	N/A, Sep 28-29	Fort Myers, Naples, South Dade, West Dade, Central, North Dade, Gulfstream, Pompano, Wingate, Boca Raton, West Palm, Treasure Coast, and Brevard

* 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 2010, FPL experienced a mild hurricane season with relatively no major storm 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 2009, 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 2010 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.

The following data is 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	7,950	147,443	13,267,908	136

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 2010 service reliability data for each distribution outage event that is excluded from your Company's 2010 Annual Distribution Reliability Report pursuant to Rule 25-6.0455.

The following data is provided in the Appendix.

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

2010 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	2006	2007	2008	2009	2010	2005	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
1	Equipment Failure	27.4	26.1	26.2	35.3	36.6	0.40	0.45	0.44	0.44	0.50	0.42	61.0	59.8	59.9	69.9	87.8
2	Unknown	8.1	5.1	4.3	4.6	4.0	0.15	0.19	0.13	0.10	0.11	0.08	43.6	39.2	42.4	41.2	51.5
3	Other	3.7	3.0	2.4	2.7	2.3	0.07	0.09	0.07	0.06	0.06	0.06	43.0	40.6	38.9	46.1	40.3
4	Animal	3.4	3.1	3.1	3.0	3.3	0.04	0.05	0.05	0.05	0.05	0.05	70.0	59.8	63.3	63.0	66.5
5	Vegetation	6.8	9.7	11.4	11.7	11.4	0.11	0.08	0.11	0.13	0.12	0.10	82.4	90.2	87.9	95.0	114.4
6	Other Weather	5.1	6.0	4.0	4.8	3.4	0.08	0.08	0.09	0.05	0.06	0.04	60.9	70.3	74.0	84.3	80.4
7	Remaining Causes	4.6	4.3	3.8	4.3	6.8	0.08	0.09	0.07	0.06	0.06	0.06	51.9	58.8	64.0	73.4	112.7
8	Lightning	7.6	9.5	6.2	6.6	3.7	0.10	0.11	0.12	0.08	0.07	0.04	70.0	76.2	79.0	90.4	85.8
9	Equipment Connection	1.0	0.7	0.6	0.7	0.8	0.00	0.01	0.01	0.01	0.01	0.01	117.7	111.0	122.0	132.6	136.6
10	Vehicle	6.6	5.8	5.1	4.4	4.9	0.11	0.14	0.13	0.09	0.07	0.06	45.8	45.4	56.0	60.1	76.0
	System Total	74.3	73.2	67.2	78.0	77.3	1.15	1.29	1.21	1.07	1.11	0.92	57.8	60.3	62.9	70.2	84.1

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. 2011 activities and budget levels addressing each of the 10 causes of service outage.

In 2011, FPL has reliability programs aimed at reducing customer interruptions. These include:

Program *	Program Description	2011 Budget ($M)	Impact on which Cause Codes
Vegetation Management **	Integrated program designed to minimize tree and vine related interruptions.	$59.8	Vegetation, Unknown
Cable Lateral	Reduce the number of direct buried lateral cable failures.	$10.1	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.	$10.0	All
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.	$7.7	Remaining Causes
Cable Feeder	Reduce the number of direct buried feeder cable failures and reduce customer interruptions.	$5.7	Equipment Failure
Overhead Line Inspection and repairs	Conduct a visual and infrared inspection of the OH feeder infrastructure, and thus reduce overhead interruptions.	$4.9	Equipment Failure, Vegetation, Other Weather, Other, Unknown, Lightning
RA Switch Replacement	This program will proactively replace RA switches in order to enhance system operations and reliability.	$3.3	Equipment Failure
Handhole Inspections/ Pad-mounted Transformers	Inspection/Remediation of non-compliant conditions. The purpose of this program is to maintain pad-mount transformer security	$2.8	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.	$2.2	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.	$1.9	All
Submarine Cable	Reduce the number of Submarine feeder cable failures and reduce customer interruptions.	$1.7	Equipment Failure
LF Switch Cabinets inspections and replacements	This program inspect and proactively replace LF Switch Cabinets in order to enhance system operations and reliability.	$1.3	Equipment Failure
Vault Inspections and repairs	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.	$1.0	Equipment Failure

* Programs $\geq$ $1 million

** Also referred to as a Storm Preparedness Initiative 1.

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.

Eight of the 85 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 its "Priority Feeder" program and one or more of its reliability programs.

FPL's 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. 2010 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	2006	2007	2008	2009	2010
SAIDI - Minutes	Boca Raton (BR)	74.7	68.3	53.8	66.9	73.1
	Brevard (BV)	55.4	69.8	75.7	75.4	71.2
	Central Dade (CE)	63.6	63.9	50.4	74.9	68.9
	Central Florida (CF)	69.8	84.2	79.6	70.9	69.3
	Fort Myers (FM)	*	75.3	78.9	72.8	79.0
	Gulf Coast (GC)	79.7	*	*	*	*
	Gulfstream (GS)	59.7	55.1	53.9	76.4	77.0
	Manasota (MS)	66.4	67.9	72.5	82.6	77.6
	Naples (NA)	*	59.4	64.5	72.7	91.7
	North Dade (ND)	77.8	72.3	62.3	84.3	84.2
	North Florida (NF)	74.4	94.3	129.3	103.2	81.7
	Pompano (PM)	67.7	61.4	48.9	57.3	70.8
	South Dade (SD)	83.1	95.7	88.8	122.2	87.5
	Toledo Blade (TB)	81.8	74.3	60.0	79.2	77.6
	Treasure Coast (TC)	80.9	94.5	67.1	70.0	79.2
	West Palm (WB)	83.5	70.5	55.5	62.4	66.7
	West Dade (WD)	94.4	77.8	66.4	85.8	88.5
	Wingate (WG)	82.7	76.3	71.0	88.0	80.6
	All FPL	74.3	73.2	67.2	78.0	77.3

Annual SAIFI performance for the Distribution unit and its regions:

Data	Region	2006	2007	2008	2009	2010
SAIFI - Outages	BR	1.39	1.23	1.04	1.29	0.93
	BV	1.03	1.16	1.07	1.18	1.00
	CE	1.05	1.20	0.94	1.16	0.77
	CF	1.27	1.49	1.24	1.05	0.91
	FM	*	1.26	1.24	1.11	1.09
	GC	1.53	*	*	*	*
	GS	1.28	1.13	1.03	1.03	0.82
	MS	1.01	0.87	1.01	0.94	0.91
	NA	*	1.12	0.93	0.98	0.86
	ND	1.19	1.13	0.83	0.89	0.80
	NF	1.14	1.38	1.58	1.30	1.01
	PM	1.16	1.03	0.91	0.82	0.79
	SD	1.25	1.42	1.35	1.52	1.04
	TB	1.42	0.96	0.77	1.02	0.96
	TC	1.41	1.31	1.05	1.10	1.01
	WB	1.27	1.21	0.88	0.98	0.77
	WD	1.64	1.40	1.17	1.19	1.14
	WG	1.51	1.50	1.35	1.42	0.97
	All FPL	1.29	1.21	1.07	1.11	0.92

Annual CAIDI performance for the Distribution unit and its regions:

Data	Region	2006	2007	2008	2009	2010
CAIDI - Minutes	BR	53.9	55.7	51.8	52.0	78.6
	BV	53.9	60.0	70.7	63.9	71.0
	CE	60.8	53.4	53.8	64.5	89.6
	CF	54.9	56.4	64.2	67.8	76.3
	FM	*	60.0	63.4	65.8	72.7
	GC	52.2	*	*	*	*
	GS	46.6	48.7	52.1	74.4	94.2
	MS	66.0	77.8	71.7	87.8	85.5
	NA	*	53.2	69.3	74.1	107.1
	ND	65.2	63.8	75.2	94.8	104.8
	NF	65.2	68.5	81.6	79.4	80.5
	PM	58.2	59.3	53.8	69.7	89.7
	SD	66.2	67.2	65.7	80.4	84.2
	TB	57.6	77.1	77.6	77.6	80.5
	TC	57.5	72.0	63.7	63.4	78.6
	WB	65.7	58.4	62.9	63.6	86.3
	WD	57.4	55.6	56.7	71.9	77.8
	WG	54.6	51.0	52.6	62.2	82.8
	All FPL	57.8	60.3	62.9	70.2	84.1

Annual MAIFIe performance for the Distribution unit and its regions:

Data	Region	2006	2007	2008	2009	2010
MAIFIe - Momentaries	BR	8.8	9.6	8.9	10.6	7.0
	BV	15.8	16.6	14.1	13.6	11.1
	CE	8.9	10.3	8.5	9.5	7.1
	CF	12.8	14.1	13.3	12.3	10.7
	FM	*	11.2	9.4	8.5	8.1
	GC	9.8	*	*	*	*
	GS	8.9	9.0	8.5	9.3	7.7
	MS	9.3	9.5	9.2	8.5	8.1
	NA	*	8.3	7.5	7.7	7.2
	ND	9.7	10.0	7.8	8.8	7.2
	NF	12.5	12.9	15.9	15.3	13.0
	PM	7.8	7.6	7.2	7.3	5.7
	SD	10.3	10.2	8.9	11.0	8.2
	TB	20.4	17.1	16.5	18.2	16.4
	TC	14.6	17.6	17.5	15.2	13.4
	WB	11.7	10.8	10.0	10.9	9.0
	WD	10.6	10.0	9.0	9.7	9.1
	WG	12.8	13.1	11.0	14.0	10.2
	All FPL	11.1	11.4	10.5	10.9	9.1

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

Data	Region	2006	2007	2008	2009	2010
# Cust >5	BR	2.1%	2.3%	0.7%	1.6%	0.4%
	BV	0.8%	0.9%	0.8%	1.1%	0.9%
	CE	1.2%	1.1%	1.2%	1.3%	0.4%
	CF	2.0%	1.8%	2.6%	1.2%	1.0%
	FM	*	1.1%	2.3%	0.8%	0.8%
	GC	3.1%	*	*	*	N/A*
	GS	5.4%	1.0%	0.5%	1.7%	1.0%
	MS	1.2%	1.1%	1.1%	0.6%	0.7%
	NA	*	4.3%	1.2%	1.0%	0.5%
	ND	2.5%	2.8%	1.2%	1.1%	0.7%
	NF	1.4%	2.4%	5.5%	2.8%	1.8%
	PM	2.3%	1.6%	0.9%	0.5%	0.2%
	SD	2.3%	3.3%	2.3%	3.9%	0.7%
	TB	2.9%	3.0%	0.7%	1.1%	0.6%
	TC	4.6%	3.2%	2.2%	1.1%	1.5%
	WB	2.5%	1.9%	0.7%	0.8%	0.6%
	WD	7.4%	2.9%	1.4%	1.3%	1.1%
	WG	2.3%	3.0%	2.0%	1.1%	0.5%
	All FPL	2.7%	2.1%	1.4%	1.3%	0.7%

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 2011 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	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	78.7	114.2	30.7	78.0
	2010	77.8	105.2	44.1	77.3
SAIFI	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	1.13	1.46	0.43	1.11
	2010	0.94	1.14	0.43	0.92
CAIDI	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	69.4	78.3	72.1	70.2
	2010	82.9	92.4	103.3	84.1
LBAR	2006	207	186	276	205
	2007	212	198	275	211
	2008	200	186	250	199
	2009	215	199	284	214
	2009	215	199	284	214
	2010	219	196	380	219

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 negotiating with other utility providers.

The GAF tariff, initially approved by the Commission as a pilot project on May 22, 2007, was permanently approved on April 6, 2010 in Order No. PSC-10-0247-FOF-EI. In 2010, three municipalities signed the GAF tariff agreement and moved forward with their projects. Additionally, there were over 20 municipal requests for non-binding, order of magnitude estimates during 2010. FPL completed five government-sponsored conversion projects in 2010.

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).

2010 OVERHEAD:

Number of miles = 6,846
Number of customers = 252,083
Number of Customer Minutes Interrupted (CMI) = 26,507,481
Number of Customers Interruptions (CI) = 286,763
L-Bar = Minutes of Interruption / Total Number of Outages = 2,161,969 / 11,046 = 196

2010 HYBRID:

Number of miles = 52,845
Number of customers = 3,957,938
Number of Customer Minutes Interrupted (CMI) = 308,082,484
Number of Customers Interruptions (CI) = 3,717,014
L-Bar = Minutes of Interruption / Total Number of Outages = 18,180,174 / 82,920 = 219

2010 UNDERGROUND:

Number of miles = 2,846
Number of customers = 281,857
Number of Customer Minutes Interrupted (CMI) = 12,441,748
Number of Customers Interruptions (CI) = 120,489
L-Bar = Minutes of Interruption / Total Number of Outages = 638,564 / 1,679 = 380

Data	Year	Hybrid	OH	UG	ALL
Number of Customers	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
	2010	3,957,938	252,083	281,857	4,491,878
CMI	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	306,067,926	32,597,787	8,406,320	347,072,033
	2010	308,082,484	26,507,481	12,441,748	347,031,713
CI	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	4,409,484	416,484	116,668	4,942,636
	2010	3,717,014	286,763	120,489	4,124,266
MAIFIe	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
	2010	9.1	16.3	1.6	9.1

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
2006 - 1.03
2007 - 0.89
2008 - 0.82
2009 - 1.13
2010 - 0.96

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 and 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 prevent and mitigate the effects of animal related events to the transmission and substation system. Animals include (but not limited to) roosting and 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 and 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

2010 reliability performance of FPL's transmission/substation system was better than 2009 for all reliability metrics (SAIDI, SAIFI, and MAIFI). SAIDI was 12% better than 2009 performance (3.99 vs. 4.53). SAIFI was 9% better (0.288 vs. 0.317) and MAIFI was 32% better (0.53 vs. 0.78). SAIDI and SAIFI reliability metrics showed slight variability around an essentially consistent performance

over the 5 year period of January 2006 – December 2010). MAIFI has shown a steady improvement since 2006.

Transmission / Substation 12-month ending December 31					
	2006	2007	2008	2009	2010
SAIDI	5.48	3.01	13.80*/ 4.86	4.53	3.99
SAIFI	0.459	0.230	0.516*/ 0.368	0.317	0.288
MAIFI	0.91	0.80	0.83	0.78	0.53

* Includes Flagami event

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 (2006 – 2010)

The following table summarizes the inspections completed at FPL's substations from 2006-2010.

Year	Substation Type*	System Population	Inspections Completed
2010	Transmission	98	239
	Distribution	488	640
	All	586	879
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

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

Appendix

APPENDIX



ANNUAL DISTRIBUTION RELIABILITY REPORT 2010

SAIDI = System Average Interruption Duration Index

= Sum of All Customer Minutes Interrupted (CMI)	347,031,713	77.3
Total number of Customers Served (C)	4,491,878	

CAIDI = Customer Average Interruption Duration Index

= Sum of All Customer Minutes Interrupted (CMI)	347,031,713	84.1
Total number of Customer Interruptions (CI)	4,124,266	

SAIFI = System Average Interruption Frequency Index

= Total number of Customer Interruptions (CI)	4,124,266	0.92
Total number of Customers Served (C)	4,491,878	

MAIFIe = Momentary Average Interruption Event

= Sum of All Customer Momentary Interruption Events (CME)	40,688,741	9.1
Total number of Customers Served (C)	4,491,878	

L BAR	= Minutes of Interruption	20,980,707	219
	Total Number of Outages	95,645	

%CEMI-	= Sum of CEMI-5 Customers	33,559	0.7%
	Total number of Customers Served (C)	4,491,878	

Service Reliability Indices Data					
Utility Name	FPL	Year	2010		
District or Service Area	Customer Served (C)	CMI	CI	CME	# Cust >5
Boca Raton	351,056	25,670,337	326,722	2,473,378	1,300
Brevard	285,276	20,308,248	285,991	3,169,007	2,637
Central	263,305	18,133,200	202,419	1,863,161	1,114
Central Florida	266,261	18,440,197	241,601	2,853,993	2,569
Fort Myers	186,626	14,749,190	203,006	1,510,480	1,434
Gulfstream	317,296	24,424,170	259,288	2,438,650	3,301
Manasota	360,971	28,012,640	327,442	2,914,160	2,678
Naples	239,150	21,941,160	204,917	1,733,158	1,225
North Dade	140,248	11,460,220	142,294	1,827,891	1,579
North Florida	223,875	18,840,463	179,704	1,616,360	2,545
Pompano	298,007	21,086,917	235,142	1,695,909	476
South Dade	283,708	24,824,639	294,996	2,332,521	1,907
Toledo Blade	169,698	13,162,655	163,531	2,775,119	989
Treasure Coast	271,429	21,495,279	273,346	3,643,979	3,961
West Palm	240,579	21,300,743	273,656	2,185,760	1,946
West Dade	339,417	22,642,375	262,287	3,060,199	2,576
Wingate	254,976	20,539,280	247,924	2,595,016	1,322
All FPL	4,491,878	347,031,713	4,124,266	40,688,741	33,559

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

Causes of Outage Events – Adjusted

Utility Name: FPL Year: 2010

Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	33,046	273	87.8
Unknown	11,734	144	51.5
Other	7,294	182	40.3
Animal	9,688	109	66.5
Vegetation	16,200	215	114.4
Other Weather	5,141	148	80.4
Remaining Causes	5,849	323	112.7
Lightning	2,492	285	85.8
Equipment Connection	3,052	253	136.6
Vehicle	1,149	250	76.0
System Totals	95,645	219	84.1

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

Causes of Outage Events – Actual

Utility Name: FPL Year: 2010

Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	33,365	273	87.6
Unknown	11,801	144	51.5
Other	7,360	182	40.0
Animal	9,732	109	66.5
Request	7,996	136	90.0
Vegetation	16,604	215	115.2
Other Weather	5,396	149	80.9
Remaining Causes	5,987	323	112.2
Lightning	2,560	285	86.6
Equipment Connection	3,070	252	136.7
Vehicle	1,157	251	75.9
System Totals	105,028	213	84.4

Three Percent Feeder List – Actual

ANNUAL DISTRIBUTION RELIABILITY REPORT 2010												
FPL	Year 2010											
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)
402031	CLEWISTON	Hendry	19	75	12	5	106	9	361	121.5	N	0
806534	SUNILAND	Miami-Dade	594	181	3	22	778	7	48	21.6	N	0
704134	MOFFETT	Broward	1888	125	3	26	2016	6	102	67.9	N	0
101863	ORANGEDALE	St Johns	1359	172	7	90	1538	6	107	42.2	YES	4
703961	WESTINGHOUSE	Broward	2885	133	1	23	3019	5	80	62.5	N	0
810366	NEWTON	Miami-Dade	2174	195	1	24	2370	5	49	40.5	N	0
807962	MIAMI LAKES	Miami-Dade	2122	380	0	13	2502	5	103	62.0	N	1
205533	DAIRY	Brevard	1715	183	4	19	1902	5	41	22.9	N	0
102032	BULOW	Volusia	1529	36	2	18	1567	5	224	57.2	N	1
204262	BABCOCK	Brevard	2733	358	2	77	3093	5	11	2.4	N	0
807231	MERCHANDISE	Miami-Dade	944	159	0	29	1103	5	86	21.5	N	0
400332	NORTHWOOD	Palm Beach	625	38	3	7	666	5	45	27.4	N	3
806433	HAINLIN	Miami-Dade	457	102	1	47	560	5	87	41.9	YES	2
504666	CASTLE	Manatee	2681	282	11	31	2974	4	264	34.9	N	0
503265	COCOPLUM	Sarasota	3028	248	15	24	3291	4	22	19.3	N	0
406062	SHERMAN	Okeechobee	3396	335	0	107	3731	4	13	14.5	N	1
504063	CAPRI	Collier	2531	210	3	23	2744	4	374	169.5	N	1
800632	LITTLE RIVER	Miami-Dade	2758	547	2	22	3307	4	181	23.2	N	1
406063	SHERMAN	Okeechobee	2724	342	8	102	3074	4	168	37.4	N	0
805131	LAWRENCE	Miami-Dade	2330	185	0	26	2515	4	134	74.7	N	0
102033	BULOW	Volusia	2217	66	2	17	2285	4	120	50.1	N	3
410362	MARLIN	Palm Beach	2560	241	4	24	2805	4	52	31.9	N	0
801634	PRINCETON	Miami-Dade	1831	352	0	63	2183	4	314	29.4	N	0
402137	TERMINAL	Palm Beach	2003	151	0	63	2154	4	258	68.0	N	0
803638	SEABOARD	Miami-Dade	1979	134	3	43	2116	4	199	55.5	N	0
409763	CATCHMENT	Palm Beach	2053	637	7	39	2697	4	105	48.7	N	1
806738	IVES	Miami-Dade	1965	82	1	4	2048	4	82	59.7	N	0
506666	LIVINGSTON	Collier	4	1064	13	38	1081	4	146	112.2	N	0
501763	IONA	Lee	2229	260	4	39	2493	4	136	30.2	N	2
408664	HOMELAND	Palm Beach	1567	428	19	34	2014	4	83	22.5	N	1
706262	VALENCIA	Broward	2758	225	7	37	2990	4	36	30.5	N	0
707533	COLLINS	Broward	1555	362	5	49	1922	4	200	67.5	N	0
706964	CHAPEL	Broward	2084	296	9	11	2389	4	213	44.7	YES	2
809664	COURT	Miami-Dade	2567	468	2	7	3037	4	74	29.9	N	1
404532	NORTON	Palm Beach	2129	151	0	9	2280	4	147	121.6	YES	1
207262	CHULUOTA	Seminole	2007	115	9	42	2131	4	86	12.5	N	0
102034	BULOW	Volusia	1607	81	8	19	1696	4	200	120.0	N	1
803437	MIAMI SHORES	Miami-Dade	1210	133	0	29	1343	4	90	48.9	N	0
707862	PARKLAND	Broward	1394	100	2	9	1496	4	76	56.1	N	0
802437	SOUTH MIAMI	Miami-Dade	1021	167	1	27	1189	4	97	36.4	N	0
701935	HOLY CROSS	Broward	1410	454	4	33	1868	4	151	33.5	N	1
804131	GARDEN	Miami-Dade	1108	90	0	33	1198	4	216	55.7	N	0
409361	SWEATT	Okeechobee	850	304	14	72	1168	4	80	65.6	N	4
804237	PERRINE	Miami-Dade	1107	169	0	10	1276	4	64	30.8	N	0
800436	COCONUT GROVE	Miami-Dade	1049	108	3	16	1160	4	133	45.2	N	0
201732	SYKES CREEK	Brevard	881	78	2	6	961	4	66	31.0	N	0
806733	IVES	Miami-Dade	1498	152	2	13	1652	4	49	33.8	N	0
809235	MITCHELL	Miami-Dade	759	226	4	18	989	4	149	62.3	N	0
808732	BOULEVARD	Miami-Dade	704	79	0	7	783	4	22	16.8	N	0
503569	ALLIGATOR	Collier	1661	309	23	29	1993	4	111	81.2	YES	2
405332	BEELINE	Palm Beach	967	221	0	14	1188	4	36	21.4	N	0
700736	FAIRMONT	Broward	1214	110	2	55	1326	4	165	68.4	N	0
505862	BUCKEYE	Manatee	686	60	8	14	754	4	53	43.3	YES	4
404738	HILLSBORO	Palm Beach	364	229	0	9	593	4	146	48.6	N	0
802233	GLADEVIEW	Miami-Dade	275	189	2	5	466	4	70	29.4	N	0
402136	TERMINAL	Palm Beach	491	143	1	6	635	4	184	37.3	N	0
412161	ALLAPATTAH	St Lucie	232	91	4	11	327	4	279	43.6	N	0
409362	SWEATT	Okeechobee	119	178	1	24	298	4	206	106.4	N	0
803935	SUNNY ISLES	Miami-Dade	1592	43	0	1	1635	4	79	58.3	N	0
100136	DAYTONA BEACH	Volusia	20	143	1	5	164	4	12	11.2	N	0
505861	BUCKEYE	Manatee	0	78	5	3	83	4	81	44.7	N	0
705465	PHOENIX	Broward	5365	166	1	6	5532	3	179	63.0	N	1
502165	BONITA SPRINGS	Lee	3608	314	1	14	3923	3	197	95.9	N	0
405134	HUTCHINSON ISL	St Lucie	3412	114	1	7	3527	3	205	80.9	N	1
507063	IMPERIAL	Lee	3389	420	5	58	3814	3	41	29.0	N	0
503262	COCOPLUM	Sarasota	2596	366	6	107	2968	3	35	23.5	N	0
505762	AUBURN	Sarasota	3040	98	0	11	3138	3	18	14.9	N	0
504362	PINE RIDGE	Collier	2670	75	4	5	2749	3	269	57.0	N	0
106463	SPRUCE	Volusia	2365	225	4	14	2594	3	237	57.9	N	1
208863	WINDOVER	Brevard	2328	176	6	44	2510	3	143	40.5	N	0
505763	AUBURN	Sarasota	3199	252	21	24	3472	3	17	8.1	N	0
201635	PALM BAY	Brevard	1930	91	0	22	2021	3	160	100.8	N	0
408864	ABERDEEN	Palm Beach	2569	63	5	12	2637	3	16	16.9	N	0
507564	PARRISH	Manatee	2388	77	9	13	2474	3	120	73.2	N	0
204261	BABCOCK	Brevard	2709	139	0	112	2848	3	24	16.7	N	0
705463	PHOENIX	Broward	2217	145	6	15	2368	3	70	61.8	N	0
410463	GATLIN	St Lucie	2127	137	0	58	2264	3	49	39.0	N	0
810663	MONTGOMERY	Miami-Dade	2869	108	0	16	2977	3	114	68.3	N	0
507461	CORKSCREW	Lee	2166	190	20	12	2376	3	13	3.7	N	1
805138	LAWRENCE	Miami-Dade	1949	282	1	19	2232	3	2	1.8	N	0
408663	HOMELAND	Palm Beach	2069	135	5	44	2209	3	25	25.0	N	0
700934	HALLANDALE	Broward	2087	57	9	18	2153	3	599	171.1	N	0
705237	TIMBERLAKE	Broward	1863	187	3	19	2053	3	163	32.2	N	0
700463	OAKLAND PARK	Broward	1546	573	1	29	2120	3	95	13.7	N	1
105061	SCOTTSMOOR	Volusia	1837	191	4	90	2032	3	154	89.6	N	1
500764	ENGLEWOOD	Sarasota	1964	198	4	35	2166	3	83	29.5	N	0

Three Percent Feeder List - Adjusted

ANNUAL DISTRIBUTION RELIABILITY REPORT 2010

FPL Primary Circuit Id. No. or Name (a)	Year 2010 Substation Origin (b)	Location (c)	Number of Customers Residential (d)	Commercial (e)	Industrial (f)	Other (g)	Total (h)	Outage Events(N) (i)	Average Duration "L-Bar" (j)	CAIDI (k)	Listed Last Year? (l)	No. of Years in the Last 5 (m)
100136	DAYTONA BEACH	Volusia	20	143	1	5	164	4	12	11.2	N	0
101863	ORANGEDALE	St Johns	1359	172	7	90	1538	6	107	42.2	N	2
102032	BULOW	Volusia	1529	36	2	18	1567	5	224	57.2	N	0
102033	BULOW	Volusia	2217	66	2	17	2285	4	120	50.1	N	3
104931	MOULTRIE	St Johns	2112	128	1	21	2241	3	128	55.5	N	1
105061	SCOTTSMOOR	Volusia	1837	191	4	90	2032	3	154	89.6	N	0
105762	RIVERTON	St Johns	2083	224	3	40	2310	3	110	67.4	N	1
106463	SPRUCE	Volusia	2365	225	4	14	2594	3	237	57.9	N	1
201635	PALM BAY	Brevard	1930	91	0	22	2021	3	160	100.8	N	0
201732	SYKES CREEK	Brevard	881	78	2	6	961	4	66	31.0	N	0
204261	BABCOCK	Brevard	2709	139	0	112	2848	3	24	16.7	N	0
204262	BABCOCK	Brevard	2733	358	2	77	3093	5	11	2.4	N	0
205532	DAIRY	Brevard	1901	70	0	18	1971	3	221	32.1	N	0
205533	DAIRY	Brevard	1715	183	4	19	1902	5	41	22.9	N	0
207262	CHULUOTA	Seminole	2007	115	9	42	2131	4	86	12.5	N	0
208863	WINDOVER	Brevard	2328	176	6	44	2510	3	143	40.5	N	0
401634	OKEECHOBEE	Okeechobee	1357	324	2	70	1683	3	33	18.3	N	0
402031	CLEWISTON	Hendry	19	75	12	5	106	8	386	143.0	N	0
402136	TERMINAL	Palm Beach	491	143	1	6	635	4	184	37.3	N	0
402137	TERMINAL	Palm Beach	2003	151	0	63	2154	4	258	68.0	N	0
404139	GOLF	Palm Beach	2211	235	6	7	2452	3	346	66.1	N	0
404532	NORTON	Palm Beach	2129	151	0	9	2280	4	147	121.6	YES	1
404738	HILLSBORO	Palm Beach	364	229	0	9	593	4	146	48.6	N	0
405134	HUTCHINSON ISL	St Lucie	3412	114	1	7	3527	3	205	80.9	N	1
405332	BEELINE	Palm Beach	967	221	0	14	1188	4	36	21.4	N	0
406062	SHERMAN	Okeechobee	3396	335	0	107	3731	4	13	14.5	N	1
406063	SHERMAN	Okeechobee	2724	342	8	102	3074	4	168	37.4	N	0
407664	LOXAHATCHEE	Palm Beach	1624	152	7	22	1783	3	91	36.6	N	0
408663	HOMELAND	Palm Beach	2069	135	5	44	2209	3	25	25.0	N	0
408664	HOMELAND	Palm Beach	1567	428	19	34	2014	4	83	22.5	N	1
408864	ABERDEEN	Palm Beach	2569	63	5	12	2637	3	16	16.9	N	0
409361	SWEATT	Okeechobee	850	304	14	72	1168	4	80	65.6	N	4
409362	SWEATT	Okeechobee	119	178	1	24	298	4	206	106.4	N	0
409763	CATCHMENT	Palm Beach	2053	637	7	39	2697	4	105	48.7	N	1
410362	MARLIN	Palm Beach	2560	241	4	24	2805	3	68	39.1	N	0
412161	ALLAPATTAH	St Lucie	232	91	4	11	327	4	279	43.6	N	0
500764	ENGLEWOOD	Sarasota	1964	198	4	35	2166	3	83	29.5	N	0
501763	IONA	Lee	2229	260	4	39	2493	3	122	25.1	N	3
502165	BONITA SPRINGS	Lee	3608	314	1	14	3923	3	197	95.9	N	0
503262	COCOPLUM	Sarasota	2596	366	6	107	2968	3	35	23.5	N	0
503265	COCOPLUM	Sarasota	3028	248	15	24	3291	4	22	19.3	N	0
503569	ALLIGATOR	Collier	1661	309	23	29	1993	4	111	81.2	YES	2
504063	CAPRI	Collier	2531	210	3	23	2744	4	374	169.5	N	1
504666	CASTLE	Manatee	2681	282	11	31	2974	4	264	34.9	N	0
504961	GOLDEN GATE	Collier	1903	164	45	43	2112	3	72	14.0	N	0
505762	AUBURN	Sarasota	3040	98	0	11	3138	3	18	14.9	N	0
505763	AUBURN	Sarasota	3199	252	21	24	3472	3	17	8.1	N	1
505861	BUCKEYE	Manatee	0	78	5	3	83	4	81	44.7	N	0
506666	LIVINGSTON	Collier	4	1064	13	38	1081	4	146	112.2	N	0
507063	IMPERIAL	Lee	3389	420	5	58	3814	3	41	29.0	N	0
507162	POLO	Sarasota	1501	203	12	62	1716	3	283	47.1	N	0
507461	CORKSCREW	Lee	2166	190	20	12	2376	3	13	3.7	N	3
507564	PARRISH	Manatee	2388	77	9	13	2474	3	120	73.2	N	0
700736	FAIRMONT	Broward	1214	110	2	55	1326	4	165	68.4	N	0
700934	HALLANDALE	Broward	2087	57	9	18	2153	3	599	171.1	N	0
701233	PLAYLAND	Broward	2132	229	2	27	2363	3	207	40.3	N	0
701935	HOLY CROSS	Broward	1410	454	4	33	1868	4	151	33.5	N	1
703961	WESTINGHOUSE	Broward	2885	133	1	23	3019	5	80	62.5	N	0
704134	MOFFETT	Broward	1888	125	3	26	2016	6	102	67.9	N	0
705237	TIMBERLAKE	Broward	1863	187	3	19	2053	3	163	32.2	N	0
705463	PHOENIX	Broward	2217	145	6	15	2368	3	70	61.8	N	0
706262	VALENCIA	Broward	2758	225	7	37	2990	4	38	30.5	N	0
706964	CHAPEL	Broward	2084	296	9	11	2389	4	213	44.7	YES	2
707533	COLLINS	Broward	1555	362	5	49	1922	4	200	67.5	N	0
707862	PARKLAND	Broward	1394	100	2	9	1496	4	76	56.1	N	0
800436	COCONUT GROVE	Miami-Dade	1049	108	3	16	1160	4	133	45.2	N	0
800632	LITTLE RIVER	Miami-Dade	2758	547	2	22	3307	4	181	23.2	N	1
801634	PRINCETON	Miami-Dade	1831	352	0	63	2183	4	314	29.4	N	0
802233	GLADEVIEW	Miami-Dade	275	189	2	5	466	4	70	29.4	N	0
802437	SOUTH MIAMI	Miami-Dade	1021	167	1	27	1189	4	97	36.4	N	0
803437	MIAMI SHORES	Miami-Dade	1210	133	0	29	1343	4	90	48.9	N	0
803638	SEABOARD	Miami-Dade	1979	134	3	43	2116	4	199	55.5	N	0
803935	SUNNY ISLES	Miami-Dade	1592	43	0	1	1635	4	79	58.3	N	0
804131	GARDEN	Miami-Dade	1108	90	0	33	1198	4	216	55.7	N	0
805131	LAWRENCE	Miami-Dade	2330	185	0	26	2515	4	134	74.7	N	0
806433	HAINLIN	Miami-Dade	457	102	1	47	560	5	87	41.9	YES	2
806534	SUNILAND	Miami-Dade	594	181	3	22	778	5	27	23.9	N	0
806733	IVES	Miami-Dade	1498	152	2	13	1652	4	49	33.8	N	0
806738	IVES	Miami-Dade	1965	82	1	4	2048	4	82	59.7	N	0
807962	MIAMI LAKES	Miami-Dade	2122	380	0	13	2502	5	103	62.0	N	1
808732	BOULEVARD	Miami-Dade	704	79	0	7	783	4	22	16.8	N	0
809235	MITCHELL	Miami-Dade	759	226	4	18	989	4	149	62.3	N	0
809664	COURT	Miami-Dade	2567	468	2	7	3037	4	74	29.9	N	1
810366	NEWTON	Miami-Dade	2174	195	1	24	2370	5	49	40.5	N	0
810663	MONTGOMERY	Miami-Dade	2869	108	0	16	2977	3	114	68.3	N	0

System Reliability Indices - Adjusted

Utility Name: **FPL** Year: 2010

District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFIe (e)	CEMI5 (f)
Boca Raton	73.1	78.6	0.93	6.8	1,300
Brevard	71.2	71.0	1.00	11.2	2,637
Central	68.9	89.6	0.77	7.1	1,114
Central Florida	69.3	76.3	0.91	10.7	2,569
Fort Myers	79.0	72.7	1.09	7.6	1,434
Gulfstream	77.0	94.2	0.82	8.1	3,301
Manasota	77.6	85.5	0.91	7.9	2,678
Naples	91.8	107.1	0.86	7.7	1,225
North Dade	84.2	104.8	0.80	7.7	1,579
North Florida	81.7	80.5	1.01	13.1	2,545
Pompano	70.8	89.7	0.79	5.9	476
South Dade	87.5	84.2	1.04	8.4	1,907
Toledo Blade	77.6	80.5	0.96	17.4	989
Treasure Coast	79.2	78.6	1.01	13.3	3,961
West Palm	88.5	77.8	1.14	8.8	1,946
West Dade	66.7	86.3	0.77	9.4	2,576
Wingate	80.6	82.8	0.97	9.6	1,322
All FPL	77.3	84.1	0.92	9.1	33,559

System Reliability Indices - Actual

Utility Name: **FPL** Year: 2010

District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFIe (e)	CEMI5 (f)
Boca Raton	76.2	77.4	0.98	7.0	1,336
Brevard	79.2	73.4	1.08	11.8	2,758
Central	74.4	89.1	0.83	7.2	1,173
Central Florida	73.4	74.4	0.99	11.0	2,847
Fort Myers	82.7	72.5	1.14	7.8	1,462
Gulfstream	81.2	94.7	0.86	8.4	3,430
Manasota	82.1	84.4	0.97	8.2	2,828
Naples	93.6	106.5	0.88	7.7	1,234
North Dade	88.7	105.8	0.84	8.0	1,671
North Florida	91.6	84.1	1.09	14.1	2,545
Pompano	74.6	88.5	0.84	6.1	547
South Dade	92.4	82.8	1.12	8.7	2,166
Toledo Blade	81.5	82.3	0.99	17.4	1,132
Treasure Coast	82.0	78.4	1.05	13.9	4,009
West Palm	95.1	79.8	1.19	9.7	2,037
West Dade	68.5	86.4	0.79	9.8	2,981
Wingate	85.3	84.1	1.01	10.1	1,403
All FPL	81.6	84.4	0.97	9.4	35,559

Reconciliation of Adjusted with Exclusions to Actual Reliability Indicies

FPL **March 1, 2011 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	366,459,568	4,339,489	42,306,178	35,559	22,388,006	105,028	4,491,878	81.6	0.97	9.4	0.8%	84.4
Filed Adjusted (a)	347,031,713	4,124,266	40,688,741	33,559	20,980,707	95,645	4,491,878	77.3	0.92	9.1	0.7%	84.1
Sum of Exclusions	19,427,855	215,223	0	0	1,407,299	9,383	4,491,878					
Calc Actual	366,459,568	4,339,489	40,688,741	33,559	22,388,006	105,028	4,491,878					

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

Difference - see notes **(a) & (b)** below	OK	OK	-1,617,437 **b**	-2,000 **b**	OK	OK

Exclusions Details

Generation						
Cust Req.	2,977,856	72,628	n/r	n/r	198,404	1,349
Planned	10,290,052	74,815	n/r	n/r	884,770	6,601
Transmission **(a)**	7,520,091	264,506				192
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	6,159,947	67,780	0	0	324,125	1,433
List Events:						
Verified Tornadoes	2,525,920	26,063			102,628	430
Tropical Storm	3,634,027	41,717			221,497	1,003
			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.

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	1/21/10	1	139	139	N	Not Applicable
Verified Tornado	1/21/10	3	354	118	N	Not Applicable
Verified Tornado	1/21/10	1	268	268	N	Not Applicable
Verified Tornado	1/21/10	7	623	89	N	Not Applicable
Verified Tornado	1/21/10	4	316	79	N	Not Applicable
Verified Tornado	1/21/10	1	111	111	N	Not Applicable
Verified Tornado	1/21/10	3	258	86	N	Not Applicable
Verified Tornado	1/21/10	20	1,360	68	N	Not Applicable
Verified Tornado	1/21/10	7	728	144	N	Not Applicable
Verified Tornado	1/21/10	1	175	175	N	Not Applicable
Verified Tornado	1/21/10	1	140	140	N	Not Applicable
Verified Tornado	1/21/10	18	180	10	N	Not Applicable
Verified Tornado	1/21/10	2	348	174	N	Not Applicable
Verified Tornado	1/21/10	9	1,449	161	N	Not Applicable
Verified Tornado	1/21/10	2	118	59	N	Not Applicable
Verified Tornado	1/21/10	10	2,750	275	N	Not Applicable
Verified Tornado	1/21/10	1	114	114	N	Not Applicable
Verified Tornado	1/21/10	75	2,475	33	N	Not Applicable
Verified Tornado	1/21/10	1	65	65	N	Not Applicable
Verified Tornado	1/21/10	3	144	48	N	Not Applicable
Verified Tornado	1/21/10	4	540	135	N	Not Applicable
Verified Tornado	1/21/10	1	114	114	N	Not Applicable
Verified Tornado	1/21/10	1	112	112	N	Not Applicable
Verified Tornado	1/21/10	1	182	182	N	Not Applicable
Verified Tornado	1/21/10	127	16,555	165	N	Not Applicable
Verified Tornado	1/21/10	1	176	176	N	Not Applicable
Verified Tornado	1/21/10	35	5,950	170	N	Not Applicable
Verified Tornado	1/21/10	4	360	90	N	Not Applicable
Verified Tornado	1/21/10	32	4,832	151	N	Not Applicable
Verified Tornado	1/21/10	1	119	119	N	Not Applicable
Verified Tornado	1/21/10	2	354	177	N	Not Applicable
Verified Tornado	1/21/10	33	1,848	56	N	Not Applicable
Verified Tornado	1/21/10	581	201,104	874	N	Not Applicable
Verified Tornado	1/21/10	18	738	41	N	Not Applicable
Verified Tornado	1/21/10	12	2,688	224	N	Not Applicable
Verified Tornado	1/21/10	80	40,480	506	N	Not Applicable
Verified Tornado	1/21/10	1,661	85,425	105	N	Not Applicable
Verified Tornado	1/21/10	11	3,553	323	N	Not Applicable
Verified Tornado	1/21/10	1	572	572	N	Not Applicable
Verified Tornado	1/21/10	1	717	717	N	Not Applicable
Verified Tornado	1/21/10	7	2,331	333	N	Not Applicable
Verified Tornado	1/21/10	442	109,616	248	N	Not Applicable
Verified Tornado	1/21/10	21	4,557	217	N	Not Applicable
Verified Tornado	1/21/10	15	3,600	240	N	Not Applicable
Verified Tornado	1/21/10	99	21,978	222	N	Not Applicable
Verified Tornado	1/21/10	1,951	154,129	79	N	Not Applicable
Verified Tornado	1/21/10	30	16,050	535	N	Not Applicable
Verified Tornado	1/21/10	34	13,090	385	N	Not Applicable
Verified Tornado	1/21/10	26	8,502	327	N	Not Applicable
Verified Tornado	1/21/10	7	3,031	433	N	Not Applicable
Verified Tornado	1/21/10	990	126,333	273	N	Not Applicable
Verified Tornado	1/21/10	8	2,312	289	N	Not Applicable
Verified Tornado	1/21/10	39	13,767	353	N	Not Applicable
Verified Tornado	1/21/10	1,785	85,983	56	N	Not Applicable
Verified Tornado	1/21/10	4	16	4	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	1/21/10	8	1,720	215	N	Not Applicable
Verified Tornado	1/21/10	1	74	74	N	Not Applicable
Verified Tornado	1/21/10	86	40,162	467	N	Not Applicable
Verified Tornado	1/21/10	10	2,920	292	N	Not Applicable
Verified Tornado	1/21/10	4	924	231	N	Not Applicable
Verified Tornado	1/21/10	34	11,152	328	N	Not Applicable
Verified Tornado	1/21/10	46	14,536	316	N	Not Applicable
Verified Tornado	1/21/10	1	887	887	N	Not Applicable
Verified Tornado	1/21/10	15	6,630	442	N	Not Applicable
Verified Tornado	1/21/10	11	3,146	286	N	Not Applicable
Verified Tornado	1/21/10	1	422	422	N	Not Applicable
Verified Tornado	1/21/10	28	4,872	174	N	Not Applicable
Verified Tornado	1/21/10	1	365	365	N	Not Applicable
Verified Tornado	1/21/10	74	12,688	512	N	Not Applicable
Verified Tornado	1/21/10	6	1,854	309	N	Not Applicable
Verified Tornado	1/21/10	1	148	148	N	Not Applicable
Verified Tornado	1/21/10	1	451	451	N	Not Applicable
Verified Tornado	1/21/10	1	408	408	N	Not Applicable
Verified Tornado	1/21/10	1	680	680	N	Not Applicable
Verified Tornado	1/21/10	20	6,800	340	N	Not Applicable
Verified Tornado	1/21/10	32	1,415	51	N	Not Applicable
Verified Tornado	1/21/10	4	1,216	304	N	Not Applicable
Verified Tornado	1/21/10	10	4,140	414	N	Not Applicable
Verified Tornado	1/21/10	4	296	74	N	Not Applicable
Verified Tornado	1/21/10	1	358	358	N	Not Applicable
Verified Tornado	1/21/10	72	17,928	249	N	Not Applicable
Verified Tornado	1/21/10	1	119	119	N	Not Applicable
Verified Tornado	1/21/10	1	450	450	N	Not Applicable
Verified Tornado	1/21/10	107	642	6	N	Not Applicable
Verified Tornado	1/21/10	6	2,190	365	N	Not Applicable
Verified Tornado	1/21/10	6	2,202	367	N	Not Applicable
Verified Tornado	1/21/10	1	74	74	N	Not Applicable
Verified Tornado	1/21/10	22	5,588	254	N	Not Applicable
Verified Tornado	1/21/10	147	57,918	394	N	Not Applicable
Verified Tornado	1/21/10	6	2,898	483	N	Not Applicable
Verified Tornado	1/21/10	38	11,248	296	N	Not Applicable
Verified Tornado	1/21/10	4	1,380	345	N	Not Applicable
Verified Tornado	1/21/10	1	356	356	N	Not Applicable
Verified Tornado	1/21/10	1	206	206	N	Not Applicable
Verified Tornado	1/21/10	5	430	86	N	Not Applicable
Verified Tornado	1/21/10	6	1,008	168	N	Not Applicable
Verified Tornado	1/21/10	3	531	177	N	Not Applicable
Verified Tornado	1/21/10	3	837	279	N	Not Applicable
Verified Tornado	1/21/10	4	1,880	470	N	Not Applicable
Verified Tornado	1/21/10	1	175	175	N	Not Applicable
Verified Tornado	1/21/10	1	273	273	N	Not Applicable
Verified Tornado	1/21/10	8	624	78	N	Not Applicable
Verified Tornado	1/21/10	2	212	106	N	Not Applicable
Verified Tornado	1/21/10	1	424	424	N	Not Applicable
Verified Tornado	1/21/10	68	9,875	268	N	Not Applicable
Verified Tornado	1/21/10	79	4,059	71	N	Not Applicable
Verified Tornado	1/21/10	4	2,256	564	N	Not Applicable
Verified Tornado	1/21/10	14	15,722	1,123	N	Not Applicable
Verified Tornado	1/21/10	2	110	55	N	Not Applicable
Verified Tornado	1/21/10	1	81	81	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	1/21/10	1	102	102	N	Not Applicable
Verified Tornado	1/21/10	2	226	113	N	Not Applicable
Verified Tornado	1/21/10	100	13,540	373	N	Not Applicable
Verified Tornado	1/21/10	31	1,488	48	N	Not Applicable
Verified Tornado	1/21/10	50	5,300	106	N	Not Applicable
Verified Tornado	1/21/10	1	140	140	N	Not Applicable
Verified Tornado	1/21/10	1	277	277	N	Not Applicable
Verified Tornado	1/21/10	34	5,644	166	N	Not Applicable
Verified Tornado	1/21/10	2	184	92	N	Not Applicable
Verified Tornado	1/21/10	6	1,140	190	N	Not Applicable
Verified Tornado	1/21/10	1	314	314	N	Not Applicable
Verified Tornado	1/21/10	1	311	311	N	Not Applicable
Verified Tornado	1/21/10	1	393	393	N	Not Applicable
Verified Tornado	1/21/10	20	1,520	76	N	Not Applicable
Verified Tornado	1/21/10	18	3,762	209	N	Not Applicable
Verified Tornado	1/21/10	3	699	233	N	Not Applicable
Verified Tornado	1/21/10	4	840	210	N	Not Applicable
Verified Tornado	1/21/10	1	509	509	N	Not Applicable
Verified Tornado	1/21/10	1	172	172	N	Not Applicable
Verified Tornado	1/21/10	12	4,392	366	N	Not Applicable
Verified Tornado	1/21/10	5	1,515	303	N	Not Applicable
Verified Tornado	1/21/10	75	1,575	21	N	Not Applicable
Verified Tornado	1/21/10	1	269	269	N	Not Applicable
Verified Tornado	1/21/10	4	1,016	254	N	Not Applicable
Verified Tornado	1/21/10	9	2,709	301	N	Not Applicable
Verified Tornado	1/21/10	133	24,073	181	N	Not Applicable
Verified Tornado	1/21/10	80	10,240	128	N	Not Applicable
Verified Tornado	1/21/10	40	7,120	178	N	Not Applicable
Verified Tornado	1/21/10	1	111	111	N	Not Applicable
Verified Tornado	1/21/10	17	4,216	248	N	Not Applicable
Verified Tornado	1/21/10	7	1,946	278	N	Not Applicable
Verified Tornado	1/21/10	39	2,262	58	N	Not Applicable
Verified Tornado	1/21/10	14	19,222	1,373	N	Not Applicable
Verified Tornado	1/21/10	20	7,180	359	N	Not Applicable
Verified Tornado	1/21/10	5	1,480	296	N	Not Applicable
Verified Tornado	1/21/10	3	555	185	N	Not Applicable
Verified Tornado	1/21/10	1	231	231	N	Not Applicable
Verified Tornado	1/22/10	2	1,576	788	N	Not Applicable
Verified Tornado	1/22/10	2	1,456	728	N	Not Applicable
Verified Tornado	1/22/10	41	2,542	62	N	Not Applicable
Verified Tornado	1/22/10	2	654	327	N	Not Applicable
Verified Tornado	1/22/10	2	1,850	925	N	Not Applicable
Verified Tornado	1/22/10	19	7,752	408	N	Not Applicable
Verified Tornado	1/22/10	13	819	63	N	Not Applicable
Verified Tornado	1/22/10	3	858	286	N	Not Applicable
Verified Tornado	1/22/10	2	428	214	N	Not Applicable
Verified Tornado	1/22/10	1	114	114	N	Not Applicable
Verified Tornado	1/22/10	1	164	164	N	Not Applicable
Verified Tornado	1/22/10	13	4,277	329	N	Not Applicable
Verified Tornado	1/22/10	13	10,517	809	N	Not Applicable
Verified Tornado	1/22/10	1	69	69	N	Not Applicable
Verified Tornado	1/22/10	19	6,555	345	N	Not Applicable
Verified Tornado	1/22/10	39	3,861	99	N	Not Applicable
Verified Tornado	1/22/10	3	339	113	N	Not Applicable
Verified Tornado	1/22/10	1	343	343	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	1/22/10	1	161	161	N	Not Applicable
Verified Tornado	1/22/10	1	404	404	N	Not Applicable
Verified Tornado	1/22/10	2	96	48	N	Not Applicable
Verified Tornado	1/22/10	1	226	226	N	Not Applicable
Verified Tornado	1/22/10	1	232	232	N	Not Applicable
Verified Tornado	1/22/10	15	3,870	258	N	Not Applicable
Verified Tornado	1/22/10	11	3,344	304	N	Not Applicable
Verified Tornado	1/22/10	1	291	291	N	Not Applicable
Verified Tornado	1/22/10	1	304	304	N	Not Applicable
Verified Tornado	1/22/10	18	4,356	242	N	Not Applicable
Verified Tornado	1/22/10	1	427	427	N	Not Applicable
Verified Tornado	1/22/10	1	149	149	N	Not Applicable
Verified Tornado	1/22/10	1,456	69,592	180	N	Not Applicable
Verified Tornado	1/22/10	2	864	432	N	Not Applicable
Verified Tornado	1/22/10	2	176	88	N	Not Applicable
Verified Tornado	1/22/10	36	4,716	131	N	Not Applicable
Verified Tornado	1/22/10	1	323	323	N	Not Applicable
Verified Tornado	1/22/10	1	55	55	N	Not Applicable
Verified Tornado	1/22/10	1	214	214	N	Not Applicable
Verified Tornado	1/22/10	3	342	114	N	Not Applicable
Verified Tornado	1/22/10	1	23	23	N	Not Applicable
Verified Tornado	1/22/10	2	296	148	N	Not Applicable
Verified Tornado	1/22/10	1	75	75	N	Not Applicable
Verified Tornado	1/22/10	2	414	207	N	Not Applicable
Verified Tornado	1/22/10	41	10,373	253	N	Not Applicable
Verified Tornado	1/22/10	1	1,006	1,006	N	Not Applicable
Verified Tornado	1/22/10	2	518	259	N	Not Applicable
Verified Tornado	1/22/10	3	1,044	348	N	Not Applicable
Verified Tornado	1/22/10	1	625	625	N	Not Applicable
Verified Tornado	1/22/10	11	1,452	132	N	Not Applicable
Verified Tornado	1/22/10	188	32,900	175	N	Not Applicable
Verified Tornado	1/22/10	1	305	305	N	Not Applicable
Verified Tornado	1/22/10	1	255	255	N	Not Applicable
Verified Tornado	1/22/10	1	164	164	N	Not Applicable
Verified Tornado	1/22/10	1	516	516	N	Not Applicable
Verified Tornado	1/22/10	2	796	398	N	Not Applicable
Verified Tornado	1/22/10	4	1,600	400	N	Not Applicable
Verified Tornado	1/22/10	1	381	381	N	Not Applicable
Verified Tornado	1/22/10	7	1,274	182	N	Not Applicable
Verified Tornado	1/22/10	1	282	282	N	Not Applicable
Verified Tornado	1/22/10	65	11,700	180	N	Not Applicable
Verified Tornado	1/22/10	1	186	186	N	Not Applicable
Verified Tornado	1/22/10	1	107	107	N	Not Applicable
Verified Tornado	1/22/10	14	798	57	N	Not Applicable
Verified Tornado	1/22/10	4	988	247	N	Not Applicable
Verified Tornado	1/22/10	1	147	147	N	Not Applicable
Verified Tornado	1/22/10	9	405	45	N	Not Applicable
Verified Tornado	1/22/10	1	126	126	N	Not Applicable
Verified Tornado	1/22/10	1	234	234	N	Not Applicable
Verified Tornado	1/22/10	43	12,384	288	N	Not Applicable
Verified Tornado	1/22/10	27	2,187	81	N	Not Applicable
Verified Tornado	3/28/10	1	123	123	N	Not Applicable
Verified Tornado	3/28/10	16	4,464	488	N	Not Applicable
Verified Tornado	3/28/10	1	124	124	N	Not Applicable
Verified Tornado	3/28/10	8	1,752	219	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/28/10	3	1,245	415	N	Not Applicable
Verified Tornado	3/28/10	9	738	82	N	Not Applicable
Verified Tornado	3/28/10	9	423	47	N	Not Applicable
Verified Tornado	3/28/10	5	255	51	N	Not Applicable
Verified Tornado	3/28/10	30	3,150	105	N	Not Applicable
Verified Tornado	3/28/10	21	4,557	217	N	Not Applicable
Verified Tornado	3/28/10	1	91	91	N	Not Applicable
Verified Tornado	3/28/10	1	90	90	N	Not Applicable
Verified Tornado	3/28/10	4	468	117	N	Not Applicable
Verified Tornado	3/28/10	2	178	89	N	Not Applicable
Verified Tornado	3/28/10	4	540	135	N	Not Applicable
Verified Tornado	3/28/10	5	330	66	N	Not Applicable
Verified Tornado	3/28/10	2	158	79	N	Not Applicable
Verified Tornado	3/28/10	1	37	37	N	Not Applicable
Verified Tornado	3/28/10	1	87	87	N	Not Applicable
Verified Tornado	3/28/10	10	330	33	N	Not Applicable
Verified Tornado	3/28/10	6	1,680	280	N	Not Applicable
Verified Tornado	3/28/10	2	210	105	N	Not Applicable
Verified Tornado	3/28/10	4	392	98	N	Not Applicable
Verified Tornado	3/28/10	2	146	73	N	Not Applicable
Verified Tornado	3/28/10	3	180	60	N	Not Applicable
Verified Tornado	3/28/10	157	10,205	65	N	Not Applicable
Verified Tornado	3/28/10	92	16,024	473	N	Not Applicable
Verified Tornado	3/28/10	5	1,690	338	N	Not Applicable
Verified Tornado	3/28/10	12	3,924	327	N	Not Applicable
Verified Tornado	3/28/10	3	960	320	N	Not Applicable
Verified Tornado	3/28/10	2	850	425	N	Not Applicable
Verified Tornado	3/28/10	59	14,573	247	N	Not Applicable
Verified Tornado	3/28/10	114	12,426	109	N	Not Applicable
Verified Tornado	3/28/10	5	1,045	209	N	Not Applicable
Verified Tornado	3/28/10	20	1,920	96	N	Not Applicable
Verified Tornado	3/28/10	5	1,185	237	N	Not Applicable
Verified Tornado	3/28/10	1	300	300	N	Not Applicable
Verified Tornado	3/28/10	7	602	86	N	Not Applicable
Verified Tornado	3/28/10	1	247	247	N	Not Applicable
Verified Tornado	3/28/10	1	78	78	N	Not Applicable
Verified Tornado	3/28/10	117	35,451	303	N	Not Applicable
Verified Tornado	3/28/10	47	14,617	311	N	Not Applicable
Verified Tornado	3/28/10	15	2,670	178	N	Not Applicable
Verified Tornado	3/28/10	114	29,754	261	N	Not Applicable
Verified Tornado	3/28/10	42	16,758	399	N	Not Applicable
Verified Tornado	3/28/10	6	282	47	N	Not Applicable
Verified Tornado	3/28/10	4	1,044	261	N	Not Applicable
Verified Tornado	3/28/10	19	11,020	580	N	Not Applicable
Verified Tornado	3/28/10	1	284	284	N	Not Applicable
Verified Tornado	3/28/10	18	1,026	57	N	Not Applicable
Verified Tornado	3/28/10	1	289	289	N	Not Applicable
Verified Tornado	3/28/10	1	169	169	N	Not Applicable
Verified Tornado	3/28/10	46	4,324	94	N	Not Applicable
Verified Tornado	3/28/10	15	3,705	247	N	Not Applicable
Verified Tornado	3/28/10	6	156	26	N	Not Applicable
Verified Tornado	3/28/10	43	6,837	159	N	Not Applicable
Verified Tornado	3/28/10	23	9,200	400	N	Not Applicable
Verified Tornado	3/28/10	14	6,174	441	N	Not Applicable
Verified Tornado	3/28/10	1	68	68	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/29/10	8	2,472	309	N	Not Applicable
Verified Tornado	3/29/10	37	12,691	343	N	Not Applicable
Verified Tornado	3/29/10	3	1,059	353	N	Not Applicable
Verified Tornado	3/29/10	4	240	60	N	Not Applicable
Verified Tornado	3/29/10	86	9,804	114	N	Not Applicable
Verified Tornado	3/29/10	8	464	58	N	Not Applicable
Verified Tornado	3/29/10	1	262	262	N	Not Applicable
Verified Tornado	3/29/10	18	3,982	225	N	Not Applicable
Verified Tornado	3/29/10	1	126	126	N	Not Applicable
Verified Tornado	3/29/10	32	3,522	486	N	Not Applicable
Verified Tornado	3/29/10	45	4,530	373	N	Not Applicable
Verified Tornado	3/29/10	5	725	145	N	Not Applicable
Verified Tornado	3/29/10	13	1,703	131	N	Not Applicable
Verified Tornado	3/29/10	22	3,124	142	N	Not Applicable
Verified Tornado	3/29/10	71	5,751	81	N	Not Applicable
Verified Tornado	3/29/10	6	624	104	N	Not Applicable
Verified Tornado	3/29/10	57	21,261	373	N	Not Applicable
Verified Tornado	3/29/10	65	10,010	154	N	Not Applicable
Verified Tornado	3/29/10	13	5,421	417	N	Not Applicable
Verified Tornado	3/29/10	8	2,440	305	N	Not Applicable
Verified Tornado	3/29/10	25	3,075	123	N	Not Applicable
Verified Tornado	3/29/10	9	3,465	385	N	Not Applicable
Verified Tornado	3/29/10	5	1,820	364	N	Not Applicable
Verified Tornado	3/29/10	68	10,784	680	N	Not Applicable
Verified Tornado	3/29/10	65	7,995	123	N	Not Applicable
Verified Tornado	3/29/10	117	32,409	277	N	Not Applicable
Verified Tornado	3/29/10	1	652	652	N	Not Applicable
Verified Tornado	3/29/10	11	2,255	205	N	Not Applicable
Verified Tornado	3/29/10	69	11,247	163	N	Not Applicable
Verified Tornado	3/29/10	58	25,868	446	N	Not Applicable
Verified Tornado	3/29/10	52	9,724	187	N	Not Applicable
Verified Tornado	3/29/10	6	2,616	436	N	Not Applicable
Verified Tornado	3/29/10	38	8,246	217	N	Not Applicable
Verified Tornado	3/29/10	7	2,443	349	N	Not Applicable
Verified Tornado	3/29/10	1	297	297	N	Not Applicable
Verified Tornado	3/29/10	4	2,476	619	N	Not Applicable
Verified Tornado	3/29/10	8	2,632	329	N	Not Applicable
Verified Tornado	3/29/10	39	4,017	103	N	Not Applicable
Verified Tornado	3/29/10	74	15,318	207	N	Not Applicable
Verified Tornado	3/29/10	6	444	74	N	Not Applicable
Verified Tornado	3/29/10	9	1,188	132	N	Not Applicable
Verified Tornado	3/29/10	47	13,191	319	N	Not Applicable
Verified Tornado	3/29/10	1	108	108	N	Not Applicable
Verified Tornado	3/29/10	6	1,578	263	N	Not Applicable
Verified Tornado	3/29/10	4	1,652	413	N	Not Applicable
Verified Tornado	3/29/10	1	339	339	N	Not Applicable
Verified Tornado	3/29/10	8	2,656	332	N	Not Applicable
Verified Tornado	3/29/10	23	4,669	203	N	Not Applicable
Verified Tornado	3/29/10	4	1,668	417	N	Not Applicable
Verified Tornado	3/29/10	1	245	245	N	Not Applicable
Verified Tornado	3/29/10	9	1,988	268	N	Not Applicable
Verified Tornado	3/29/10	13	1,547	119	N	Not Applicable
Verified Tornado	3/29/10	7	4,088	584	N	Not Applicable
Verified Tornado	3/29/10	1	30	30	N	Not Applicable
Verified Tornado	3/29/10	5	2,365	473	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/29/10	1	263	263	N	Not Applicable
Verified Tornado	3/29/10	1	978	978	N	Not Applicable
Verified Tornado	3/29/10	2	822	411	N	Not Applicable
Verified Tornado	3/29/10	7	1,918	274	N	Not Applicable
Verified Tornado	3/29/10	4	784	196	N	Not Applicable
Verified Tornado	3/29/10	2,016	8,064	4	N	Not Applicable
Verified Tornado	3/29/10	8	1,512	189	N	Not Applicable
Verified Tornado	3/29/10	1	520	520	N	Not Applicable
Verified Tornado	3/29/10	13	845	65	N	Not Applicable
Verified Tornado	3/29/10	12	4,284	357	N	Not Applicable
Verified Tornado	3/29/10	34	1,122	33	N	Not Applicable
Verified Tornado	3/29/10	9	72	8	N	Not Applicable
Verified Tornado	3/29/10	1	101	101	N	Not Applicable
Verified Tornado	3/29/10	43	8,944	208	N	Not Applicable
Verified Tornado	3/29/10	1	433	433	N	Not Applicable
Verified Tornado	3/29/10	5	405	81	N	Not Applicable
Verified Tornado	3/29/10	4	1,784	446	N	Not Applicable
Verified Tornado	3/29/10	1	362	362	N	Not Applicable
Verified Tornado	3/29/10	2	682	341	N	Not Applicable
Verified Tornado	3/29/10	1	339	339	N	Not Applicable
Verified Tornado	3/29/10	1	99	99	N	Not Applicable
Verified Tornado	3/29/10	15	3,840	256	N	Not Applicable
Verified Tornado	3/29/10	7	2,758	394	N	Not Applicable
Verified Tornado	3/29/10	1	285	285	N	Not Applicable
Verified Tornado	3/29/10	10	580	58	N	Not Applicable
Verified Tornado	3/29/10	1	285	285	N	Not Applicable
Verified Tornado	3/29/10	1	371	371	N	Not Applicable
Verified Tornado	3/29/10	7	322	46	N	Not Applicable
Verified Tornado	3/29/10	1	329	329	N	Not Applicable
Verified Tornado	3/29/10	1	339	339	N	Not Applicable
Verified Tornado	3/29/10	78	4,368	56	N	Not Applicable
Verified Tornado	3/29/10	1	379	379	N	Not Applicable
Verified Tornado	3/29/10	14	1,960	140	N	Not Applicable
Verified Tornado	3/29/10	4	1,780	445	N	Not Applicable
Verified Tornado	3/29/10	1	319	319	N	Not Applicable
Verified Tornado	3/29/10	1	245	245	N	Not Applicable
Verified Tornado	3/29/10	9	1,611	179	N	Not Applicable
Verified Tornado	3/29/10	6	2,448	408	N	Not Applicable
Verified Tornado	3/29/10	40	2,000	50	N	Not Applicable
Verified Tornado	3/29/10	44	10,956	249	N	Not Applicable
Verified Tornado	3/29/10	1	174	174	N	Not Applicable
Verified Tornado	3/29/10	10	3,550	355	N	Not Applicable
Verified Tornado	3/29/10	9	1,098	122	N	Not Applicable
Verified Tornado	3/29/10	4	848	212	N	Not Applicable
Verified Tornado	3/29/10	21	3,297	291	N	Not Applicable
Verified Tornado	3/29/10	131	10,218	78	N	Not Applicable
Verified Tornado	3/29/10	1	55	55	N	Not Applicable
Verified Tornado	3/29/10	1	60	60	N	Not Applicable
Verified Tornado	3/29/10	1	265	265	N	Not Applicable
Verified Tornado	3/29/10	3	813	271	N	Not Applicable
Verified Tornado	3/29/10	1	223	223	N	Not Applicable
Verified Tornado	3/29/10	1	188	188	N	Not Applicable
Verified Tornado	3/29/10	1	202	202	N	Not Applicable
Verified Tornado	3/29/10	3,720	226,311	95	N	Not Applicable
Verified Tornado	3/29/10	3	1,146	382	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Verified Tornado	3/29/10	1	91	91	N	Not Applicable
Verified Tornado	3/29/10	1,181	1,181	1	N	Not Applicable
Verified Tornado	3/29/10	8	496	62	N	Not Applicable
Verified Tornado	3/29/10	1,181	1,181	1	N	Not Applicable
Verified Tornado	3/29/10	1,181	1,181	1	N	Not Applicable
Verified Tornado	3/29/10	8	3,528	441	N	Not Applicable
Verified Tornado	3/29/10	42	11,760	280	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	98	49	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	192	48	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,312	328	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	965	193	N	Not Applicable
Tropical Storm Bonnie	7/23/10	126	39,312	312	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	1,690	366	N	Not Applicable
Tropical Storm Bonnie	7/23/10	39	24,999	641	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	146	146	N	Not Applicable
Tropical Storm Bonnie	7/23/10	20	6,700	335	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	1,770	118	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	128	128	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	476	476	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	1,150	115	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,320	165	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1,551	72,897	146	N	Not Applicable
Tropical Storm Bonnie	7/23/10	101	5,151	51	N	Not Applicable
Tropical Storm Bonnie	7/23/10	827	15,678	117	N	Not Applicable
Tropical Storm Bonnie	7/23/10	64	9,728	152	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1,702	1,702	1	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	612	306	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,520	190	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	379	379	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2,042	5,106	4	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	150	50	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	8,260	295	N	Not Applicable
Tropical Storm Bonnie	7/23/10	42	10,458	249	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	297	297	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	1,639	149	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	184	46	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	368	368	N	Not Applicable
Tropical Storm Bonnie	7/23/10	29	6,032	208	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	2,685	179	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	2,370	395	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	300	150	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	345	69	N	Not Applicable
Tropical Storm Bonnie	7/23/10	118	7,198	61	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	3,768	471	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	3,392	212	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,521	169	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	102	102	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	428	107	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	1,183	169	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	840	105	N	Not Applicable
Tropical Storm Bonnie	7/23/10	827	10,508	85	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	1,122	102	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	2,140	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,040	208	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	3,392	212	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	1	35	35	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	464	464	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	271	271	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	260	260	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	504	63	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	1,584	132	N	Not Applicable
Tropical Storm Bonnie	7/23/10	46	12,098	263	N	Not Applicable
Tropical Storm Bonnie	7/23/10	14	3,290	235	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	174	29	N	Not Applicable
Tropical Storm Bonnie	7/23/10	31	8,990	290	N	Not Applicable
Tropical Storm Bonnie	7/23/10	20	3,820	191	N	Not Applicable
Tropical Storm Bonnie	7/23/10	51	6,863	244	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	1,235	1,235	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	3,824	478	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	199	199	N	Not Applicable
Tropical Storm Bonnie	7/23/10	20	920	46	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	3,376	211	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	459	153	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	392	49	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	670	67	N	Not Applicable
Tropical Storm Bonnie	7/23/10	95	15,770	166	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	183	61	N	Not Applicable
Tropical Storm Bonnie	7/23/10	85	11,815	139	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	520	40	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	228	76	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	690	69	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,320	330	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,776	444	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	213	71	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	2,288	176	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	146	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	50	21,350	427	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	122	122	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	550	50	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	1,170	195	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	2,587	199	N	Not Applicable
Tropical Storm Bonnie	7/23/10	24	12,096	504	N	Not Applicable
Tropical Storm Bonnie	7/23/10	62	20,150	325	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,208	276	N	Not Applicable
Tropical Storm Bonnie	7/23/10	20	4,280	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	51	6,569	374	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1,116	12,276	111	N	Not Applicable
Tropical Storm Bonnie	7/23/10	29	12,180	420	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	973	139	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	360	36	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,196	299	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	267	267	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	640	128	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	6,480	405	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	2,195	439	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	651	217	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1,160	48,590	187	N	Not Applicable
Tropical Storm Bonnie	7/23/10	41	12,300	300	N	Not Applicable
Tropical Storm Bonnie	7/23/10	163	42,869	263	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,592	199	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	8	552	69	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	816	136	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	525	105	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,548	172	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	3,450	230	N	Not Applicable
Tropical Storm Bonnie	7/23/10	23	3,910	170	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	548	274	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,416	177	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	2,140	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	18	6,138	341	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,320	264	N	Not Applicable
Tropical Storm Bonnie	7/23/10	55	9,427	181	N	Not Applicable
Tropical Storm Bonnie	7/23/10	21	924	44	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,830	366	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	450	90	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	125	125	N	Not Applicable
Tropical Storm Bonnie	7/23/10	50	9,500	190	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	936	117	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	81	81	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	1,677	129	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,824	228	N	Not Applicable
Tropical Storm Bonnie	7/23/10	832	4,008	44	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	724	362	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	894	298	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	2,775	185	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,845	205	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	2,444	611	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	141	141	N	Not Applicable
Tropical Storm Bonnie	7/23/10	17	2,074	122	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	2,240	80	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	126	126	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	2,772	396	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	308	28	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	48	48	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	568	284	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	3,078	513	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	2,805	255	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	11,004	393	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	788	394	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,008	252	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	464	464	N	Not Applicable
Tropical Storm Bonnie	7/23/10	96	6,624	69	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	428	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	50	8,150	163	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	95	95	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	191	191	N	Not Applicable
Tropical Storm Bonnie	7/23/10	65	19,305	297	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	516	43	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,672	209	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	1,008	168	N	Not Applicable
Tropical Storm Bonnie	7/23/10	85	19,720	232	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,336	167	N	Not Applicable
Tropical Storm Bonnie	7/23/10	19	17,651	929	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	5,440	340	N	Not Applicable
Tropical Storm Bonnie	7/23/10	88	28,160	455	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	2	408	204	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	980	140	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,192	274	N	Not Applicable
Tropical Storm Bonnie	7/23/10	17	4,607	271	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	840	168	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	5,076	423	N	Not Applicable
Tropical Storm Bonnie	7/23/10	126	62,118	493	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	165	165	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	2,840	284	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	270	54	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	456	114	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,465	293	N	Not Applicable
Tropical Storm Bonnie	7/23/10	70	9,870	141	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,296	144	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	776	388	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	693	231	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,052	263	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	2,955	197	N	Not Applicable
Tropical Storm Bonnie	7/23/10	123	19,434	158	N	Not Applicable
Tropical Storm Bonnie	7/23/10	58	8,444	168	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	390	39	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	273	273	N	Not Applicable
Tropical Storm Bonnie	7/23/10	21	3,024	144	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	2,220	444	N	Not Applicable
Tropical Storm Bonnie	7/23/10	41	8,774	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	37	3,441	93	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	2,889	321	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	772	193	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,552	388	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	352	352	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	1,374	229	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	246	246	N	Not Applicable
Tropical Storm Bonnie	7/23/10	322	30,588	200	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	756	189	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	122	122	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	612	204	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	988	247	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	467	467	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	1,168	146	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	96	96	N	Not Applicable
Tropical Storm Bonnie	7/23/10	34	4,299	471	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	544	136	N	Not Applicable
Tropical Storm Bonnie	7/23/10	29	4,174	198	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	632	79	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	13,692	489	N	Not Applicable
Tropical Storm Bonnie	7/23/10	11	2,497	227	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	954	159	N	Not Applicable
Tropical Storm Bonnie	7/23/10	17	8,347	491	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	135	135	N	Not Applicable
Tropical Storm Bonnie	7/23/10	31	3,937	127	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	1,302	186	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	186	186	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,548	387	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	3,450	575	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,120	265	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	26	4,368	168	N	Not Applicable
Tropical Storm Bonnie	7/23/10	55	6,435	117	N	Not Applicable
Tropical Storm Bonnie	7/23/10	24	6,648	277	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	506	506	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,272	318	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	297	297	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	3,750	375	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	389	389	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	196	196	N	Not Applicable
Tropical Storm Bonnie	7/23/10	35	3,535	101	N	Not Applicable
Tropical Storm Bonnie	7/23/10	50	6,750	135	N	Not Applicable
Tropical Storm Bonnie	7/23/10	124	8,060	65	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	1,071	153	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	302	151	N	Not Applicable
Tropical Storm Bonnie	7/23/10	14	4,732	338	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	2,067	159	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	814	218	N	Not Applicable
Tropical Storm Bonnie	7/23/10	44	7,348	167	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	2,004	167	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,107	123	N	Not Applicable
Tropical Storm Bonnie	7/23/10	21	2,205	105	N	Not Applicable
Tropical Storm Bonnie	7/23/10	26	3,172	122	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	1,640	164	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,744	343	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	2,992	389	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,360	340	N	Not Applicable
Tropical Storm Bonnie	7/23/10	46	5,152	112	N	Not Applicable
Tropical Storm Bonnie	7/23/10	18	1,494	83	N	Not Applicable
Tropical Storm Bonnie	7/23/10	31	3,410	110	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	4,160	416	N	Not Applicable
Tropical Storm Bonnie	7/23/10	84	26,544	316	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	296	296	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	128	128	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	293	293	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	607	607	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	2,310	231	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	258	258	N	Not Applicable
Tropical Storm Bonnie	7/23/10	41	5,781	141	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	158	158	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	2,055	411	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	206	206	N	Not Applicable
Tropical Storm Bonnie	7/23/10	25	10,800	432	N	Not Applicable
Tropical Storm Bonnie	7/23/10	40	5,760	144	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,325	265	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	192	192	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	208	26	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	263	263	N	Not Applicable
Tropical Storm Bonnie	7/23/10	17	5,814	342	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,896	362	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	618	206	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	568	284	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	211	211	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	945	189	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	1,020	102	N	Not Applicable
Tropical Storm Bonnie	7/23/10	106	16,112	152	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	1	382	382	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	310	310	N	Not Applicable
Tropical Storm Bonnie	7/23/10	15	4,035	269	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	145	145	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	1,547	119	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	1,225	175	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	740	148	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	2,472	206	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,096	262	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	1,899	211	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	748	187	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	260	260	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	360	360	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	1,534	118	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	2,090	209	N	Not Applicable
Tropical Storm Bonnie	7/23/10	968	9,680	10	N	Not Applicable
Tropical Storm Bonnie	7/23/10	130	15,860	122	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	474	79	N	Not Applicable
Tropical Storm Bonnie	7/23/10	12	3,144	262	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	208	52	N	Not Applicable
Tropical Storm Bonnie	7/23/10	87	2,262	26	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	906	151	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	133	19	N	Not Applicable
Tropical Storm Bonnie	7/23/10	20	1,820	91	N	Not Applicable
Tropical Storm Bonnie	7/23/10	21	3,150	150	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	110	110	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,850	370	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	24	24	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	2,050	410	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	651	217	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	299	299	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	296	296	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,560	320	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	319	319	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	940	235	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	309	309	N	Not Applicable
Tropical Storm Bonnie	7/23/10	64	6,144	96	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	192	192	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	906	151	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,304	326	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	33	33	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	195	195	N	Not Applicable
Tropical Storm Bonnie	7/23/10	38	14,364	378	N	Not Applicable
Tropical Storm Bonnie	7/23/10	19	1,919	101	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	714	102	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	89	89	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	305	61	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	142	142	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	152	152	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	81	81	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	295	295	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	171	171	N	Not Applicable
Tropical Storm Bonnie	7/23/10	13	2,938	226	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	120	120	N	Not Applicable
Tropical Storm Bonnie	7/23/10	35	7,945	227	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	7	847	121	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	422	422	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	253	253	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	202	202	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	203	203	N	Not Applicable
Tropical Storm Bonnie	7/23/10	744	21,779	58	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	298	298	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	554	554	N	Not Applicable
Tropical Storm Bonnie	7/23/10	33	6,765	205	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	204	204	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	488	61	N	Not Applicable
Tropical Storm Bonnie	7/23/10	31	248	8	N	Not Applicable
Tropical Storm Bonnie	7/23/10	69	3,933	57	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	486	486	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	2,128	304	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	130	130	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	203	203	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	224	224	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	201	201	N	Not Applicable
Tropical Storm Bonnie	7/23/10	18	1,782	99	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	272	272	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	3,726	414	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	234	234	N	Not Applicable
Tropical Storm Bonnie	7/23/10	18	1,638	91	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	331	331	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	350	175	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	359	359	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	168	168	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	253	253	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	226	226	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	190	190	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	108	108	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1,121	12,209	1,009	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	169	169	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	243	243	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	219	219	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	2,464	308	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	4,992	312	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	194	194	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	124	124	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	73	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	792	99	N	Not Applicable
Tropical Storm Bonnie	7/23/10	88	14,430	165	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	231	231	N	Not Applicable
Tropical Storm Bonnie	7/23/10	744	50,464	74	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	200	200	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	98	98	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	552	69	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	1,495	299	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	403	403	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	148	148	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	215	215	N	Not Applicable
Tropical Storm Bonnie	7/23/10	51	3,825	75	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	151	151	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	670	670	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	4	864	216	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	214	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	552	276	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	207	207	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	522	522	N	Not Applicable
Tropical Storm Bonnie	7/23/10	5	750	150	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	78	39	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	1,184	74	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	273	91	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	218	218	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	657	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	4,446	494	N	Not Applicable
Tropical Storm Bonnie	7/23/10	62	6,042	406	N	Not Applicable
Tropical Storm Bonnie	7/23/10	71	12,283	173	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	214	214	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	81	81	N	Not Applicable
Tropical Storm Bonnie	7/23/10	10	1,930	193	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	182	182	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	183	183	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	276	276	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	126	126	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	287	287	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	1,351	193	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	186	186	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	1,172	586	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	208	208	N	Not Applicable
Tropical Storm Bonnie	7/23/10	29	5,539	191	N	Not Applicable
Tropical Storm Bonnie	7/23/10	14	952	68	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	125	125	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	215	215	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	336	336	N	Not Applicable
Tropical Storm Bonnie	7/23/10	42	1,848	44	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	73	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	126	63	N	Not Applicable
Tropical Storm Bonnie	7/23/10	7	609	87	N	Not Applicable
Tropical Storm Bonnie	7/23/10	33	1,716	52	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	1,024	256	N	Not Applicable
Tropical Storm Bonnie	7/23/10	37	2,738	74	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	73	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	210	105	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	58	58	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	281	281	N	Not Applicable
Tropical Storm Bonnie	7/23/10	8	248	31	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	1,317	439	N	Not Applicable
Tropical Storm Bonnie	7/23/10	50	6,525	186	N	Not Applicable
Tropical Storm Bonnie	7/23/10	9	387	43	N	Not Applicable
Tropical Storm Bonnie	7/23/10	34	2,142	63	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	472	472	N	Not Applicable
Tropical Storm Bonnie	7/23/10	3	276	92	N	Not Applicable
Tropical Storm Bonnie	7/23/10	28	5,404	193	N	Not Applicable
Tropical Storm Bonnie	7/23/10	2	52	44	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	282	282	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	374	374	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	216	216	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	279	279	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Bonnie	7/23/10	1	6	6	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	22	22	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	379	379	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	9	9	N	Not Applicable
Tropical Storm Bonnie	7/23/10	4	292	73	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	147	147	N	Not Applicable
Tropical Storm Bonnie	7/23/10	16	15,536	971	N	Not Applicable
Tropical Storm Bonnie	7/23/10	19	1,976	104	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	298	298	N	Not Applicable
Tropical Storm Bonnie	7/23/10	37	6,327	171	N	Not Applicable
Tropical Storm Bonnie	7/23/10	936	55,543	211	N	Not Applicable
Tropical Storm Bonnie	7/23/10	6	1,572	262	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	245	245	N	Not Applicable
Tropical Storm Bonnie	7/23/10	1	261	261	N	Not Applicable
Tropical Storm Bonnie	7/23/10	31	4,960	160	N	Not Applicable
Verified Tornado	8/11/10	25	8,175	327	N	Not Applicable
Verified Tornado	8/11/10	4	448	112	N	Not Applicable
Verified Tornado	8/11/10	9	171	19	N	Not Applicable
Verified Tornado	8/11/10	44	7,260	165	N	Not Applicable
Verified Tornado	8/11/10	52	2,652	51	N	Not Applicable
Verified Tornado	8/11/10	7	1,253	179	N	Not Applicable
Verified Tornado	8/11/10	10	470	47	N	Not Applicable
Verified Tornado	8/11/10	8	824	103	N	Not Applicable
Verified Tornado	8/11/10	4	516	129	N	Not Applicable
Verified Tornado	8/11/10	4	716	179	N	Not Applicable
Verified Tornado	8/11/10	8	1,184	148	N	Not Applicable
Verified Tornado	8/11/10	31	3,627	117	N	Not Applicable
Verified Tornado	8/11/10	97	6,402	66	N	Not Applicable
Verified Tornado	8/11/10	20	2,560	128	N	Not Applicable
Verified Tornado	8/11/10	1	329	329	N	Not Applicable
Verified Tornado	8/11/10	11	2,651	241	N	Not Applicable
Verified Tornado	8/11/10	5	565	113	N	Not Applicable
Verified Tornado	8/11/10	36	3,564	99	N	Not Applicable
Verified Tornado	8/11/10	1	452	452	N	Not Applicable
Verified Tornado	8/11/10	12	720	60	N	Not Applicable
Verified Tornado	8/11/10	48	2,928	61	N	Not Applicable
Verified Tornado	8/11/10	4	716	179	N	Not Applicable
Verified Tornado	8/11/10	69	3,450	50	N	Not Applicable
Verified Tornado	8/11/10	1	154	154	N	Not Applicable
Verified Tornado	8/11/10	36	1,224	34	N	Not Applicable
Verified Tornado	8/11/10	646	26,512	61	N	Not Applicable
Verified Tornado	8/11/10	19	1,672	88	N	Not Applicable
Verified Tornado	8/11/10	4	1,428	357	N	Not Applicable
Verified Tornado	8/11/10	1	36	36	N	Not Applicable
Verified Tornado	8/11/10	1	51	51	N	Not Applicable
Verified Tornado	8/11/10	2	114	57	N	Not Applicable
Verified Tornado	8/11/10	58	4,640	80	N	Not Applicable
Verified Tornado	8/11/10	1	279	279	N	Not Applicable
Verified Tornado	8/11/10	82	3,608	44	N	Not Applicable
Verified Tornado	8/11/10	8	680	85	N	Not Applicable
Verified Tornado	8/11/10	69	14,007	203	N	Not Applicable
Verified Tornado	8/11/10	33	11,616	352	N	Not Applicable
Verified Tornado	8/11/10	33	15,642	474	N	Not Applicable
Tropical Storm Nicole	9/28/10	20	1,800	90	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	600	75	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	5	435	87	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	228	76	N	Not Applicable
Tropical Storm Nicole	9/28/10	10	890	89	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	632	158	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	272	272	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	77	77	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	233	233	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	105	105	N	Not Applicable
Tropical Storm Nicole	9/28/10	511	74,081	669	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	244	61	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	580	290	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	1,758	293	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	136	68	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	251	251	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	590	118	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	241	241	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	1,012	92	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	429	429	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	785	157	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	225	75	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	325	325	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	46	46	N	Not Applicable
Tropical Storm Nicole	9/28/10	67	6,432	96	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	67	67	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	520	104	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	420	70	N	Not Applicable
Tropical Storm Nicole	9/28/10	52	15,548	299	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	95	95	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	216	216	N	Not Applicable
Tropical Storm Nicole	9/28/10	15	4,020	268	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	3,916	356	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,392	348	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	33	33	N	Not Applicable
Tropical Storm Nicole	9/28/10	50	10,650	213	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,584	396	N	Not Applicable
Tropical Storm Nicole	9/28/10	64	4,672	73	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	71	71	N	Not Applicable
Tropical Storm Nicole	9/28/10	2,197	86,781	41	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	1,244	622	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	1,227	409	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	480	120	N	Not Applicable
Tropical Storm Nicole	9/28/10	30	3,180	106	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	640	80	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	77	77	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	351	117	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	4,323	393	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	561	51	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	408	51	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	1,200	150	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	64	8	N	Not Applicable
Tropical Storm Nicole	9/28/10	12	3,840	320	N	Not Applicable
Tropical Storm Nicole	9/28/10	15	2,745	183	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	460	460	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	988	247	N	Not Applicable
Tropical Storm Nicole	9/28/10	62	4,216	68	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	2	68	34	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	174	174	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	66	66	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	628	314	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	261	261	N	Not Applicable
Tropical Storm Nicole	9/28/10	10	1,370	137	N	Not Applicable
Tropical Storm Nicole	9/28/10	10	1,580	158	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	328	328	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	272	272	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	552	276	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	63	63	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	52	13	N	Not Applicable
Tropical Storm Nicole	9/28/10	16	4,272	267	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	600	75	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	410	410	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	316	79	N	Not Applicable
Tropical Storm Nicole	9/28/10	31	6,381	447	N	Not Applicable
Tropical Storm Nicole	9/28/10	20	11,080	554	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	400	50	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	1,535	307	N	Not Applicable
Tropical Storm Nicole	9/28/10	43	46,397	1,079	N	Not Applicable
Tropical Storm Nicole	9/28/10	49	10,535	215	N	Not Applicable
Tropical Storm Nicole	9/28/10	59	2,586	246	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	351	117	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	707	101	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	416	52	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	994	142	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	798	133	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	438	219	N	Not Applicable
Tropical Storm Nicole	9/28/10	13	5,187	399	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	127	127	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	592	296	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	86	86	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	476	68	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	3,267	297	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	42	42	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	261	87	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	383	383	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	1,324	1,324	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	62	62	N	Not Applicable
Tropical Storm Nicole	9/28/10	9	432	48	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	235	235	N	Not Applicable
Tropical Storm Nicole	9/28/10	38	5,211	244	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	268	268	N	Not Applicable
Tropical Storm Nicole	9/28/10	68	8,024	118	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	270	270	N	Not Applicable
Tropical Storm Nicole	9/28/10	44	3,828	87	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,308	327	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	95	95	N	Not Applicable
Tropical Storm Nicole	9/28/10	36	5,400	150	N	Not Applicable
Tropical Storm Nicole	9/28/10	9	1,539	171	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	53	53	N	Not Applicable
Tropical Storm Nicole	9/28/10	18	8,838	491	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	936	117	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	936	117	N	Not Applicable

Reliability Questions 10, 14

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	6	702	117	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	130	65	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	429	39	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	374	374	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	648	108	N	Not Applicable
Tropical Storm Nicole	9/28/10	26	1,364	389	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	1,452	242	N	Not Applicable
Tropical Storm Nicole	9/28/10	77	8,323	274	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	242	242	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	352	352	N	Not Applicable
Tropical Storm Nicole	9/28/10	26	1,040	40	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	376	94	N	Not Applicable
Tropical Storm Nicole	9/28/10	133	16,891	127	N	Not Applicable
Tropical Storm Nicole	9/28/10	35	2,275	65	N	Not Applicable
Tropical Storm Nicole	9/28/10	25	3,225	129	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	640	640	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,584	396	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	1,771	253	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	23	23	N	Not Applicable
Tropical Storm Nicole	9/28/10	58	2,958	51	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	282	282	N	Not Applicable
Tropical Storm Nicole	9/28/10	50	19,500	390	N	Not Applicable
Tropical Storm Nicole	9/28/10	44	3,960	90	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	120	120	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	83	83	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	280	56	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	756	189	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	528	132	N	Not Applicable
Tropical Storm Nicole	9/28/10	15	3,390	226	N	Not Applicable
Tropical Storm Nicole	9/28/10	45	3,555	79	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,044	261	N	Not Applicable
Tropical Storm Nicole	9/28/10	56	3,920	70	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	82	82	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	360	45	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	216	108	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	298	149	N	Not Applicable
Tropical Storm Nicole	9/28/10	58	2,438	106	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	926	463	N	Not Applicable
Tropical Storm Nicole	9/28/10	50	3,550	71	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	92	46	N	Not Applicable
Tropical Storm Nicole	9/28/10	12	2,328	194	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	660	165	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	524	262	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	1,545	515	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	528	176	N	Not Applicable
Tropical Storm Nicole	9/28/10	1,059	51,639	121	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	685	685	N	Not Applicable
Tropical Storm Nicole	9/28/10	51	5,304	104	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	280	140	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,448	362	N	Not Applicable
Tropical Storm Nicole	9/28/10	40	4,200	105	N	Not Applicable
Tropical Storm Nicole	9/28/10	87	4,524	52	N	Not Applicable
Tropical Storm Nicole	9/28/10	105	9,240	88	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	391	391	N	Not Applicable
Tropical Storm Nicole	9/28/10	72	12,986	348	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	26	17,680	680	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	115	115	N	Not Applicable
Tropical Storm Nicole	9/28/10	47	4,794	102	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	575	115	N	Not Applicable
Tropical Storm Nicole	9/28/10	12	9,156	763	N	Not Applicable
Tropical Storm Nicole	9/28/10	23	3,358	146	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	588	294	N	Not Applicable
Tropical Storm Nicole	9/28/10	16	3,328	208	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	323	323	N	Not Applicable
Tropical Storm Nicole	9/28/10	35	5,845	341	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	189	189	N	Not Applicable
Tropical Storm Nicole	9/28/10	69	13,547	321	N	Not Applicable
Tropical Storm Nicole	9/28/10	45	135	3	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	108	108	N	Not Applicable
Tropical Storm Nicole	9/28/10	138	27,324	198	N	Not Applicable
Tropical Storm Nicole	9/28/10	20	980	49	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	265	265	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	948	237	N	Not Applicable
Tropical Storm Nicole	9/28/10	32	7,328	229	N	Not Applicable
Tropical Storm Nicole	9/28/10	30	3,210	107	N	Not Applicable
Tropical Storm Nicole	9/28/10	18	4,068	226	N	Not Applicable
Tropical Storm Nicole	9/28/10	49	15,827	323	N	Not Applicable
Tropical Storm Nicole	9/28/10	18	10,098	561	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	408	204	N	Not Applicable
Tropical Storm Nicole	9/28/10	83	9,047	109	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	296	74	N	Not Applicable
Tropical Storm Nicole	9/28/10	64	8,768	137	N	Not Applicable
Tropical Storm Nicole	9/28/10	45	5,805	129	N	Not Applicable
Tropical Storm Nicole	9/28/10	14	1,330	95	N	Not Applicable
Tropical Storm Nicole	9/28/10	33	33,429	1,013	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	514	514	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	187	187	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	104	52	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	271	271	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	600	75	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	528	132	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	455	91	N	Not Applicable
Tropical Storm Nicole	9/28/10	100	11,400	114	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	153	153	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	182	182	N	Not Applicable
Tropical Storm Nicole	9/28/10	10	2,980	358	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	1,974	282	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	975	199	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	1,248	156	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	2,904	264	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	536	134	N	Not Applicable
Tropical Storm Nicole	9/28/10	40	2,320	58	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	831	277	N	Not Applicable
Tropical Storm Nicole	9/28/10	46	7,866	171	N	Not Applicable
Tropical Storm Nicole	9/28/10	83	24,983	301	N	Not Applicable
Tropical Storm Nicole	9/28/10	24	3,264	136	N	Not Applicable
Tropical Storm Nicole	9/28/10	15	3,150	210	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	258	129	N	Not Applicable
Tropical Storm Nicole	9/28/10	16	7,200	450	N	Not Applicable
Tropical Storm Nicole	9/28/10	394	34,213	103	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	19	3,868	232	N	Not Applicable
Tropical Storm Nicole	9/28/10	19	3,078	162	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	345	345	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	364	91	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	244	244	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	509	509	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	308	308	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	145	145	N	Not Applicable
Tropical Storm Nicole	9/28/10	266	798	3	N	Not Applicable
Tropical Storm Nicole	9/28/10	92	46,000	500	N	Not Applicable
Tropical Storm Nicole	9/28/10	9	540	60	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	2,290	458	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	357	357	N	Not Applicable
Tropical Storm Nicole	9/28/10	41	12,997	317	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	298	298	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	152	76	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	88	88	N	Not Applicable
Tropical Storm Nicole	9/28/10	36	18,144	504	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,884	471	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	42	42	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	292	292	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	284	284	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	324	162	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	145	145	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	3,102	282	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	368	368	N	Not Applicable
Tropical Storm Nicole	9/28/10	9	558	62	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	440	220	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	258	258	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	2,648	331	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	113	113	N	Not Applicable
Tropical Storm Nicole	9/28/10	77	22,869	297	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	137	137	N	Not Applicable
Tropical Storm Nicole	9/28/10	962	1,924	2	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	510	510	N	Not Applicable
Tropical Storm Nicole	9/28/10	24	2,496	104	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	390	390	N	Not Applicable
Tropical Storm Nicole	9/28/10	38	6,004	158	N	Not Applicable
Tropical Storm Nicole	9/28/10	19	2,185	115	N	Not Applicable
Tropical Storm Nicole	9/28/10	27	10,395	385	N	Not Applicable
Tropical Storm Nicole	9/28/10	141	13,079	290	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	188	94	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	1,296	432	N	Not Applicable
Tropical Storm Nicole	9/28/10	47	6,768	144	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	510	255	N	Not Applicable
Tropical Storm Nicole	9/28/10	5	320	64	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	860	215	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	253	253	N	Not Applicable
Tropical Storm Nicole	9/28/10	134	7,638	57	N	Not Applicable
Tropical Storm Nicole	9/28/10	9	1,863	207	N	Not Applicable
Tropical Storm Nicole	9/28/10	77	9,240	120	N	Not Applicable
Tropical Storm Nicole	9/28/10	83	9,960	120	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	345	115	N	Not Applicable
Tropical Storm Nicole	9/28/10	100	95,100	951	N	Not Applicable
Tropical Storm Nicole	9/28/10	61	12,444	204	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/28/10	8	1,536	192	N	Not Applicable
Tropical Storm Nicole	9/28/10	11	3,894	354	N	Not Applicable
Tropical Storm Nicole	9/28/10	1,244	52,047	323	N	Not Applicable
Tropical Storm Nicole	9/28/10	17	3,264	192	N	Not Applicable
Tropical Storm Nicole	9/28/10	73	16,060	220	N	Not Applicable
Tropical Storm Nicole	9/28/10	13	7,332	564	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,676	419	N	Not Applicable
Tropical Storm Nicole	9/28/10	3	552	184	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	820	205	N	Not Applicable
Tropical Storm Nicole	9/28/10	8	1,064	133	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	4,962	827	N	Not Applicable
Tropical Storm Nicole	9/28/10	24	1,200	50	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,916	479	N	Not Applicable
Tropical Storm Nicole	9/28/10	4	1,216	304	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	134	134	N	Not Applicable
Tropical Storm Nicole	9/28/10	6	618	103	N	Not Applicable
Tropical Storm Nicole	9/28/10	21	6,657	317	N	Not Applicable
Tropical Storm Nicole	9/28/10	134	12,864	96	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	1,407	201	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	80	80	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	248	248	N	Not Applicable
Tropical Storm Nicole	9/28/10	67	9,246	138	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	187	187	N	Not Applicable
Tropical Storm Nicole	9/28/10	2	106	53	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	418	418	N	Not Applicable
Tropical Storm Nicole	9/28/10	77	5,544	72	N	Not Applicable
Tropical Storm Nicole	9/28/10	7	434	62	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	275	275	N	Not Applicable
Tropical Storm Nicole	9/28/10	1	108	108	N	Not Applicable
Tropical Storm Nicole	9/28/10	27	3,408	384	N	Not Applicable
Tropical Storm Nicole	9/29/10	46	3,818	83	N	Not Applicable
Tropical Storm Nicole	9/29/10	119	21,777	183	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	102	102	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	240	48	N	Not Applicable
Tropical Storm Nicole	9/29/10	12	3,480	290	N	Not Applicable
Tropical Storm Nicole	9/29/10	13	1,157	89	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	243	81	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	792	88	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	1,034	517	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	1,376	172	N	Not Applicable
Tropical Storm Nicole	9/29/10	92	6,348	69	N	Not Applicable
Tropical Storm Nicole	9/29/10	87	8,091	93	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	268	268	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	474	237	N	Not Applicable
Tropical Storm Nicole	9/29/10	84	15,130	262	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	111	111	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	1,096	137	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	425	425	N	Not Applicable
Tropical Storm Nicole	9/29/10	6	1,765	450	N	Not Applicable
Tropical Storm Nicole	9/29/10	6	660	110	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,424	356	N	Not Applicable
Tropical Storm Nicole	9/29/10	20	1,160	58	N	Not Applicable
Tropical Storm Nicole	9/29/10	10	3,680	368	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	285	285	N	Not Applicable
Tropical Storm Nicole	9/29/10	22	4,642	211	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/29/10	3	276	92	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	341	341	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	310	310	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	1,575	175	N	Not Applicable
Tropical Storm Nicole	9/29/10	30	4,590	153	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	395	395	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	448	448	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	342	114	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	108	108	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	247	247	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	148	37	N	Not Applicable
Tropical Storm Nicole	9/29/10	22	4,048	184	N	Not Applicable
Tropical Storm Nicole	9/29/10	13	1,408	116	N	Not Applicable
Tropical Storm Nicole	9/29/10	6	1,818	303	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	204	68	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	11	1	N	Not Applicable
Tropical Storm Nicole	9/29/10	64	12,921	327	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	336	168	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	1,840	230	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	4,466	406	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	870	290	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	133	133	N	Not Applicable
Tropical Storm Nicole	9/29/10	64	8,743	357	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	3,707	337	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	111	111	N	Not Applicable
Tropical Storm Nicole	9/29/10	64	10,048	157	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	4,719	429	N	Not Applicable
Tropical Storm Nicole	9/29/10	14	1,330	95	N	Not Applicable
Tropical Storm Nicole	9/29/10	91	19,155	346	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	927	309	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	820	205	N	Not Applicable
Tropical Storm Nicole	9/29/10	17	5,593	329	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	1,421	203	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	169	169	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	732	183	N	Not Applicable
Tropical Storm Nicole	9/29/10	22	8,382	381	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	1,071	153	N	Not Applicable
Tropical Storm Nicole	9/29/10	29	8,207	283	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	432	48	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	1,008	112	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	305	305	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	98	98	N	Not Applicable
Tropical Storm Nicole	9/29/10	90	8,046	372	N	Not Applicable
Tropical Storm Nicole	9/29/10	12	3,264	272	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	86	86	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	391	391	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	484	484	N	Not Applicable
Tropical Storm Nicole	9/29/10	23	10,350	450	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	273	91	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	1,372	196	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	3,296	412	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	1,400	175	N	Not Applicable
Tropical Storm Nicole	9/29/10	13	1,443	111	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	300	60	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,216	304	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/29/10	16	1,072	67	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	1,188	396	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	438	146	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	870	174	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	162	18	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	428	107	N	Not Applicable
Tropical Storm Nicole	9/29/10	27	2,673	99	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	294	294	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	151	151	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	562	562	N	Not Applicable
Tropical Storm Nicole	9/29/10	50	4,150	83	N	Not Applicable
Tropical Storm Nicole	9/29/10	27	2,625	363	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	476	238	N	Not Applicable
Tropical Storm Nicole	9/29/10	1,277	76,430	256	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	430	86	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	264	33	N	Not Applicable
Tropical Storm Nicole	9/29/10	38	9,234	243	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	400	80	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	213	213	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	140	28	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	985	197	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	456	456	N	Not Applicable
Tropical Storm Nicole	9/29/10	16	2,240	140	N	Not Applicable
Tropical Storm Nicole	9/29/10	17	4,063	547	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	184	46	N	Not Applicable
Tropical Storm Nicole	9/29/10	21	5,187	247	N	Not Applicable
Tropical Storm Nicole	9/29/10	55	6,875	129	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	237	237	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	75	75	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	265	265	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	1,170	130	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	272	136	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	48	48	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	428	214	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	50	50	N	Not Applicable
Tropical Storm Nicole	9/29/10	10	520	52	N	Not Applicable
Tropical Storm Nicole	9/29/10	98	14,602	149	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	399	57	N	Not Applicable
Tropical Storm Nicole	9/29/10	12	2,328	194	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	261	261	N	Not Applicable
Tropical Storm Nicole	9/29/10	69	5,658	82	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,436	359	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	329	329	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	105	105	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	124	31	N	Not Applicable
Tropical Storm Nicole	9/29/10	51	3,315	65	N	Not Applicable
Tropical Storm Nicole	9/29/10	10	850	85	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	458	458	N	Not Applicable
Tropical Storm Nicole	9/29/10	19	1,273	67	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	470	470	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	348	174	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	385	385	N	Not Applicable
Tropical Storm Nicole	9/29/10	18	2,718	151	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	377	377	N	Not Applicable
Tropical Storm Nicole	9/29/10	18	1,422	79	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/29/10	1	161	161	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	395	395	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	201	201	N	Not Applicable
Tropical Storm Nicole	9/29/10	6	216	36	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,388	347	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	122	122	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	790	790	N	Not Applicable
Tropical Storm Nicole	9/29/10	37	4,033	109	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	173	173	N	Not Applicable
Tropical Storm Nicole	9/29/10	17	4,505	265	N	Not Applicable
Tropical Storm Nicole	9/29/10	59	2,596	44	N	Not Applicable
Tropical Storm Nicole	9/29/10	20	3,280	164	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	459	459	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	852	284	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	184	23	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	297	297	N	Not Applicable
Tropical Storm Nicole	9/29/10	96	24,288	253	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	358	358	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	385	77	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	1,166	106	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	195	195	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	417	417	N	Not Applicable
Tropical Storm Nicole	9/29/10	16	480	30	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	3,928	491	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	330	330	N	Not Applicable
Tropical Storm Nicole	9/29/10	93	15,540	256	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	3,941	563	N	Not Applicable
Tropical Storm Nicole	9/29/10	21	3,155	230	N	Not Applicable
Tropical Storm Nicole	9/29/10	41	3,928	108	N	Not Applicable
Tropical Storm Nicole	9/29/10	27	8,052	351	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	568	71	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	226	226	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	130	130	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	422	422	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	4,059	369	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	223	223	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	669	669	N	Not Applicable
Tropical Storm Nicole	9/29/10	11	2,123	193	N	Not Applicable
Tropical Storm Nicole	9/29/10	18	2,178	121	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	300	100	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	785	157	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	162	54	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	807	807	N	Not Applicable
Tropical Storm Nicole	9/29/10	14	1,294	371	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	214	214	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	221	221	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	199	199	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	130	130	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	168	168	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	452	113	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	793	793	N	Not Applicable
Tropical Storm Nicole	9/29/10	88	32,296	367	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	261	261	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,516	379	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	732	183	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/29/10	1	431	431	N	Not Applicable
Tropical Storm Nicole	9/29/10	16	2,944	184	N	Not Applicable
Tropical Storm Nicole	9/29/10	13	2,080	160	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	175	175	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	220	220	N	Not Applicable
Tropical Storm Nicole	9/29/10	12	948	79	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	171	171	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	77	77	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	74	74	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	975	195	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	2,224	556	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	511	511	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	506	253	N	Not Applicable
Tropical Storm Nicole	9/29/10	39	14,234	606	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	1,844	461	N	Not Applicable
Tropical Storm Nicole	9/29/10	866	866	1	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	490	490	N	Not Applicable
Tropical Storm Nicole	9/29/10	58	11,304	363	N	Not Applicable
Tropical Storm Nicole	9/29/10	43	2,537	59	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	1,554	222	N	Not Applicable
Tropical Storm Nicole	9/29/10	2	216	108	N	Not Applicable
Tropical Storm Nicole	9/29/10	32	16,088	619	N	Not Applicable
Tropical Storm Nicole	9/29/10	866	866	1	N	Not Applicable
Tropical Storm Nicole	9/29/10	26	4,284	166	N	Not Applicable
Tropical Storm Nicole	9/29/10	10	1,860	186	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	178	178	N	Not Applicable
Tropical Storm Nicole	9/29/10	4	604	151	N	Not Applicable
Tropical Storm Nicole	9/29/10	70	8,680	124	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	128	128	N	Not Applicable
Tropical Storm Nicole	9/29/10	9	1,314	146	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	399	399	N	Not Applicable
Tropical Storm Nicole	9/29/10	44	5,720	130	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	474	474	N	Not Applicable
Tropical Storm Nicole	9/29/10	1,471	20,652	79	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	304	304	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	35	35	N	Not Applicable
Tropical Storm Nicole	9/29/10	43	2,924	68	N	Not Applicable
Tropical Storm Nicole	9/29/10	106	20,246	191	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	342	342	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	815	163	N	Not Applicable
Tropical Storm Nicole	9/29/10	7	1,533	219	N	Not Applicable
Tropical Storm Nicole	9/29/10	20	5,300	265	N	Not Applicable
Tropical Storm Nicole	9/29/10	30	5,160	172	N	Not Applicable
Tropical Storm Nicole	9/29/10	63	22,790	422	N	Not Applicable
Tropical Storm Nicole	9/29/10	116	22,040	190	N	Not Applicable
Tropical Storm Nicole	9/29/10	8	856	107	N	Not Applicable
Tropical Storm Nicole	9/29/10	5	6,370	1,274	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	65	65	N	Not Applicable
Tropical Storm Nicole	9/29/10	6	492	82	N	Not Applicable
Tropical Storm Nicole	9/29/10	59	6,490	110	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	312	312	N	Not Applicable
Tropical Storm Nicole	9/29/10	585	4,680	8	N	Not Applicable
Tropical Storm Nicole	9/29/10	48	4,896	102	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	293	293	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	711	237	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm Nicole	9/29/10	1	213	213	N	Not Applicable
Tropical Storm Nicole	9/29/10	1	191	191	N	Not Applicable
Tropical Storm Nicole	9/29/10	3	555	185	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/1/10	7	1,652	236	N
PLANNED	1/4/10	6	1,302	217	N
PLANNED	1/4/10	11	275	25	N
PLANNED	1/4/10	2	622	311	N
PLANNED	1/4/10	10	1,860	186	N
PLANNED	1/4/10	7	1,848	264	N
PLANNED	1/4/10	12	1,632	136	N
PLANNED	1/4/10	7	672	96	N
PLANNED	1/4/10	17	340	20	N
PLANNED	1/4/10	4	88	22	N
PLANNED	1/5/10	9	396	44	N
PLANNED	1/5/10	15	3,870	258	N
PLANNED	1/5/10	1	154	154	N
PLANNED	1/5/10	1	279	279	N
PLANNED	1/5/10	10	1,780	178	N
PLANNED	1/5/10	38	8,930	235	N
PLANNED	1/5/10	2	230	115	N
PLANNED	1/5/10	7	315	45	N
PLANNED	1/5/10	9	1,260	140	N
PLANNED	1/5/10	3	417	139	N
PLANNED	1/5/10	8	152	19	N
PLANNED	1/6/10	2	94	47	N
PLANNED	1/6/10	15	4,395	293	N
PLANNED	1/6/10	43	4,988	116	N
PLANNED	1/6/10	4	384	96	N
PLANNED	1/6/10	4	744	186	N
PLANNED	1/6/10	14	2,632	188	N
PLANNED	1/6/10	14	2,632	188	N
PLANNED	1/6/10	10	400	40	N
PLANNED	1/6/10	6	234	39	N
PLANNED	1/6/10	29	3,741	129	N
PLANNED	1/6/10	2	268	134	N
PLANNED	1/6/10	17	986	58	N
PLANNED	1/6/10	8	944	118	N
PLANNED	1/6/10	4	568	142	N
PLANNED	1/6/10	8	136	17	N
PLANNED	1/7/10	15	3,675	245	N
PLANNED	1/7/10	5	50	10	N
PLANNED	1/7/10	7	777	111	N
PLANNED	1/7/10	5	830	166	N
PLANNED	1/7/10	15	5,865	391	N
PLANNED	1/7/10	4	1,140	285	N
PLANNED	1/7/10	2	376	188	N
PLANNED	1/7/10	24	6,480	270	N
PLANNED	1/7/10	9	207	23	N
PLANNED	1/7/10	17	4,675	275	N
PLANNED	1/7/10	19	323	17	N
PLANNED	1/7/10	5	515	103	N
PLANNED	1/7/10	6	1,290	215	N
PLANNED	1/7/10	15	585	39	N
PLANNED	1/8/10	4	520	130	N
PLANNED	1/8/10	12	2,016	168	N
PLANNED	1/8/10	3	126	42	N
PLANNED	1/8/10	12	3,408	284	N
PLANNED	1/8/10	8	840	105	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/8/10	19	2,413	127	N
PLANNED	1/8/10	11	781	71	N
PLANNED	1/8/10	4	600	150	N
PLANNED	1/8/10	17	4,862	286	N
PLANNED	1/8/10	3	45	15	N
PLANNED	1/8/10	10	970	97	N
PLANNED	1/8/10	3	120	40	N
PLANNED	1/8/10	7	294	42	N
PLANNED	1/8/10	18	72	4	N
PLANNED	1/8/10	3	159	53	N
PLANNED	1/9/10	7	693	99	N
PLANNED	1/10/10	41	15,621	381	N
PLANNED	1/11/10	7	910	130	N
PLANNED	1/11/10	4	136	34	N
PLANNED	1/11/10	69	4,830	70	N
PLANNED	1/12/10	64	3,136	49	N
PLANNED	1/12/10	118	30,444	258	N
PLANNED	1/12/10	2	82	41	N
PLANNED	1/12/10	7	203	29	N
PLANNED	1/12/10	39	1,560	40	N
PLANNED	1/13/10	1	181	181	N
PLANNED	1/13/10	28	11,312	404	N
PLANNED	1/13/10	6	1,416	236	N
PLANNED	1/13/10	3	228	76	N
PLANNED	1/13/10	4	480	120	N
PLANNED	1/13/10	4	372	93	N
PLANNED	1/13/10	7	651	93	N
PLANNED	1/13/10	4	564	141	N
PLANNED	1/13/10	20	980	49	N
PLANNED	1/13/10	5	670	134	N
PLANNED	1/14/10	2	84	42	N
PLANNED	1/14/10	1	305	305	N
PLANNED	1/14/10	12	4,020	335	N
PLANNED	1/14/10	9	2,538	282	N
PLANNED	1/14/10	2	120	60	N
PLANNED	1/14/10	8	2,248	281	N
PLANNED	1/14/10	4	304	76	N
PLANNED	1/14/10	1	292	292	N
PLANNED	1/14/10	2	584	292	N
PLANNED	1/14/10	7	714	102	N
PLANNED	1/14/10	4	432	108	N
PLANNED	1/14/10	7	1,176	168	N
PLANNED	1/14/10	9	1,503	167	N
PLANNED	1/14/10	5	220	44	N
PLANNED	1/14/10	2	866	433	N
PLANNED	1/14/10	1	99	99	N
PLANNED	1/14/10	3	297	99	N
PLANNED	1/14/10	23	2,392	104	N
PLANNED	1/14/10	3	183	61	N
PLANNED	1/14/10	741	205,998	278	N
PLANNED	1/14/10	3	426	142	N
PLANNED	1/14/10	34	7,208	212	N
PLANNED	1/14/10	3	447	149	N
PLANNED	1/14/10	2	108	54	N
PLANNED	1/14/10	2	140	70	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/14/10	3	258	86	N
PLANNED	1/14/10	1	85	85	N
PLANNED	1/14/10	1	155	155	N
PLANNED	1/15/10	1	88	88	N
PLANNED	1/15/10	1	171	171	N
PLANNED	1/15/10	11	726	66	N
PLANNED	1/15/10	1	159	159	N
PLANNED	1/15/10	4	184	46	N
PLANNED	1/15/10	4	1,192	298	N
PLANNED	1/15/10	2	658	329	N
PLANNED	1/15/10	1	426	426	N
PLANNED	1/15/10	6	480	80	N
PLANNED	1/15/10	8	752	94	N
PLANNED	1/15/10	1	96	96	N
PLANNED	1/15/10	7	245	35	N
PLANNED	1/16/10	9	774	86	N
PLANNED	1/19/10	6	528	88	N
PLANNED	1/19/10	5	1,140	228	N
PLANNED	1/19/10	15	2,265	151	N
PLANNED	1/19/10	2	10	5	N
PLANNED	1/19/10	13	3,562	274	N
PLANNED	1/19/10	1	66	66	N
PLANNED	1/19/10	18	3,150	175	N
PLANNED	1/19/10	2	22	11	N
PLANNED	1/19/10	7	385	55	N
PLANNED	1/19/10	8	160	20	N
PLANNED	1/19/10	5	840	168	N
PLANNED	1/19/10	5	600	120	N
PLANNED	1/19/10	3	45	15	N
PLANNED	1/19/10	7	819	117	N
PLANNED	1/19/10	27	3,132	116	N
PLANNED	1/19/10	1	66	66	N
PLANNED	1/19/10	1	25	25	N
PLANNED	1/19/10	7	224	32	N
PLANNED	1/19/10	6	126	21	N
PLANNED	1/19/10	1	139	139	N
PLANNED	1/20/10	10	820	82	N
PLANNED	1/20/10	3	618	206	N
PLANNED	1/20/10	35	6,930	198	N
PLANNED	1/20/10	113	11,591	167	N
PLANNED	1/20/10	35	5,845	167	N
PLANNED	1/20/10	14	266	19	N
PLANNED	1/20/10	14	966	69	N
PLANNED	1/20/10	9	1,053	117	N
PLANNED	1/20/10	6	816	136	N
PLANNED	1/20/10	1	47	47	N
PLANNED	1/20/10	18	2,538	141	N
PLANNED	1/20/10	1	98	98	N
PLANNED	1/20/10	2	196	98	N
PLANNED	1/20/10	1	97	97	N
PLANNED	1/20/10	6	126	21	N
PLANNED	1/20/10	48	9,428	246	N
PLANNED	1/20/10	3	90	30	N
PLANNED	1/20/10	11	2,728	248	N
PLANNED	1/20/10	2	114	57	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/20/10	1	229	229	N
PLANNED	1/20/10	4	304	76	N
PLANNED	1/20/10	13	715	55	N
PLANNED	1/20/10	5	420	84	N
PLANNED	1/20/10	3	363	121	N
PLANNED	1/20/10	3	108	36	N
PLANNED	1/20/10	4	120	30	N
PLANNED	1/21/10	4	160	40	N
PLANNED	1/21/10	7	469	67	N
PLANNED	1/21/10	4	556	139	N
PLANNED	1/21/10	8	984	123	N
PLANNED	1/21/10	6	672	112	N
PLANNED	1/21/10	1	63	63	N
PLANNED	1/21/10	4	428	107	N
PLANNED	1/21/10	7	1,561	223	N
PLANNED	1/21/10	2	330	165	N
PLANNED	1/21/10	61	6,284	140	N
PLANNED	1/21/10	28	4,172	149	N
PLANNED	1/21/10	5	385	77	N
PLANNED	1/21/10	104	26,416	254	N
PLANNED	1/21/10	77	13,629	177	N
PLANNED	1/21/10	7	1,470	210	N
PLANNED	1/21/10	2	208	104	N
PLANNED	1/21/10	7	574	82	N
PLANNED	1/21/10	7	1,078	154	N
PLANNED	1/21/10	1	134	134	N
PLANNED	1/21/10	3	381	127	N
PLANNED	1/21/10	2	268	134	N
PLANNED	1/21/10	2	300	150	N
PLANNED	1/22/10	5	1,305	261	N
PLANNED	1/22/10	24	4,272	178	N
PLANNED	1/22/10	9	1,449	161	N
PLANNED	1/22/10	1	159	159	N
PLANNED	1/22/10	121	30,613	253	N
PLANNED	1/22/10	1	86	86	N
PLANNED	1/22/10	5	1,475	295	N
PLANNED	1/22/10	51	2,601	51	N
PLANNED	1/22/10	2	202	101	N
PLANNED	1/22/10	11	1,705	155	N
PLANNED	1/22/10	3	663	221	N
PLANNED	1/22/10	4	96	24	N
PLANNED	1/22/10	5	680	136	N
PLANNED	1/22/10	4	248	62	N
PLANNED	1/23/10	7	322	46	N
PLANNED	1/23/10	37	7,252	196	N
PLANNED	1/24/10	4	64	16	N
PLANNED	1/25/10	4	208	52	N
PLANNED	1/25/10	2	76	38	N
PLANNED	1/25/10	6	342	57	N
PLANNED	1/25/10	121	29,524	244	N
PLANNED	1/25/10	3	150	50	N
PLANNED	1/25/10	12	1,140	95	N
PLANNED	1/25/10	32	352	11	N
PLANNED	1/25/10	1	1	1	N
PLANNED	1/25/10	3	735	245	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/25/10	92	13,064	142	N
PLANNED	1/25/10	1	75	75	N
PLANNED	1/25/10	13	1,235	95	N
PLANNED	1/25/10	3	546	182	N
PLANNED	1/25/10	5	530	106	N
PLANNED	1/25/10	6	234	39	N
PLANNED	1/25/10	4	92	23	N
PLANNED	1/25/10	5	150	30	N
PLANNED	1/25/10	2	118	59	N
PLANNED	1/25/10	1	59	59	N
PLANNED	1/25/10	16	608	38	N
PLANNED	1/25/10	13	1,885	145	N
PLANNED	1/25/10	3	258	86	N
PLANNED	1/26/10	2	368	184	N
PLANNED	1/26/10	8	1,440	180	N
PLANNED	1/26/10	14	4,046	289	N
PLANNED	1/26/10	8	2,312	289	N
PLANNED	1/26/10	2	130	65	N
PLANNED	1/26/10	7	952	136	N
PLANNED	1/26/10	4	944	236	N
PLANNED	1/26/10	3	699	233	N
PLANNED	1/26/10	8	748	248	N
PLANNED	1/26/10	7	1,624	232	N
PLANNED	1/26/10	8	1,352	169	N
PLANNED	1/26/10	34	4,896	144	N
PLANNED	1/26/10	15	60	4	N
PLANNED	1/26/10	6	300	50	N
PLANNED	1/26/10	7	1,890	270	N
PLANNED	1/26/10	10	150	15	N
PLANNED	1/26/10	7	511	73	N
PLANNED	1/26/10	11	902	82	N
PLANNED	1/26/10	1	40	40	N
PLANNED	1/26/10	4	708	177	N
PLANNED	1/26/10	3	171	57	N
PLANNED	1/26/10	12	984	82	N
PLANNED	1/26/10	5	530	106	N
PLANNED	1/27/10	6	2,172	362	N
PLANNED	1/27/10	2	348	174	N
PLANNED	1/27/10	3	501	167	N
PLANNED	1/27/10	8	600	75	N
PLANNED	1/27/10	35	8,785	251	N
PLANNED	1/27/10	6	186	31	N
PLANNED	1/27/10	7	1,855	265	N
PLANNED	1/27/10	125	15,750	126	N
PLANNED	1/27/10	8	1,008	126	N
PLANNED	1/27/10	30	960	32	N
PLANNED	1/27/10	9	1,845	205	N
PLANNED	1/27/10	6	1,368	228	N
PLANNED	1/27/10	7	1,372	196	N
PLANNED	1/27/10	6	1,158	193	N
PLANNED	1/27/10	85	46,240	544	N
PLANNED	1/27/10	5	1,335	267	N
PLANNED	1/27/10	13	1,170	90	N
PLANNED	1/27/10	10	1,230	123	N
PLANNED	1/27/10	1	118	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/27/10	5	1,565	313	N
PLANNED	1/27/10	5	1,195	239	N
PLANNED	1/27/10	82	5,248	64	N
PLANNED	1/27/10	6	198	33	N
PLANNED	1/27/10	9	36	4	N
PLANNED	1/27/10	5	220	44	N
PLANNED	1/27/10	7	1,225	175	N
PLANNED	1/27/10	8	232	29	N
PLANNED	1/28/10	1	69	69	N
PLANNED	1/28/10	4	536	134	N
PLANNED	1/28/10	1	181	181	N
PLANNED	1/28/10	4	720	180	N
PLANNED	1/28/10	8	1,040	130	N
PLANNED	1/28/10	12	168	14	N
PLANNED	1/28/10	6	324	54	N
PLANNED	1/28/10	7	1,960	280	N
PLANNED	1/28/10	9	1,269	141	N
PLANNED	1/28/10	4	1,744	436	N
PLANNED	1/28/10	2	306	153	N
PLANNED	1/28/10	1	239	239	N
PLANNED	1/28/10	2	80	40	N
PLANNED	1/28/10	5	625	125	N
PLANNED	1/28/10	7	1,750	250	N
PLANNED	1/28/10	14	560	40	N
PLANNED	1/28/10	4	924	231	N
PLANNED	1/28/10	2	178	89	N
PLANNED	1/28/10	1	25	25	N
PLANNED	1/28/10	2	164	82	N
PLANNED	1/28/10	12	792	66	N
PLANNED	1/28/10	4	884	221	N
PLANNED	1/28/10	7	49	7	N
PLANNED	1/28/10	7	364	52	N
PLANNED	1/29/10	1	155	155	N
PLANNED	1/29/10	3	351	117	N
PLANNED	1/29/10	2	666	333	N
PLANNED	1/29/10	37	6,438	174	N
PLANNED	1/29/10	9	423	47	N
PLANNED	1/29/10	9	1,863	207	N
PLANNED	1/29/10	4	360	90	N
PLANNED	1/29/10	15	3,765	251	N
PLANNED	1/29/10	12	1,920	160	N
PLANNED	1/29/10	8	208	26	N
PLANNED	1/29/10	72	13,464	187	N
PLANNED	1/29/10	9	1,314	146	N
PLANNED	1/29/10	6	876	146	N
PLANNED	1/29/10	1	5	5	N
PLANNED	1/29/10	6	516	86	N
PLANNED	1/29/10	3	342	114	N
PLANNED	1/29/10	10	1,340	134	N
PLANNED	1/29/10	4	820	205	N
PLANNED	1/29/10	19	1,292	68	N
PLANNED	1/29/10	9	648	72	N
PLANNED	1/29/10	3	84	28	N
PLANNED	1/29/10	3	102	34	N
PLANNED	1/29/10	19	1,919	101	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/29/10	18	1,818	101	N
PLANNED	1/29/10	7	1,232	176	N
PLANNED	1/29/10	8	96	12	N
PLANNED	1/29/10	8	312	39	N
PLANNED	1/30/10	1	337	337	N
PLANNED	1/31/10	1	222	222	N
PLANNED	1/31/10	2	440	220	N
PLANNED	1/31/10	2	436	218	N
PLANNED	1/31/10	1	233	233	N
PLANNED	2/1/10	61	20,252	332	N
PLANNED	2/1/10	4	556	139	N
PLANNED	2/1/10	4	256	64	N
PLANNED	2/1/10	3	171	57	N
PLANNED	2/1/10	22	4,510	205	N
PLANNED	2/1/10	6	438	73	N
PLANNED	2/2/10	19	703	37	N
PLANNED	2/2/10	7	252	36	N
PLANNED	2/2/10	2	144	72	N
PLANNED	2/2/10	1	365	365	N
PLANNED	2/2/10	2	728	364	N
PLANNED	2/2/10	6	1,452	242	N
PLANNED	2/2/10	4	760	190	N
PLANNED	2/2/10	5	250	50	N
PLANNED	2/2/10	10	2,050	205	N
PLANNED	2/2/10	10	2,040	204	N
PLANNED	2/2/10	10	2,180	218	N
PLANNED	2/2/10	9	621	69	N
PLANNED	2/2/10	12	2,064	172	N
PLANNED	2/2/10	3	228	76	N
PLANNED	2/2/10	10	1,310	131	N
PLANNED	2/2/10	4	352	88	N
PLANNED	2/2/10	4	348	87	N
PLANNED	2/2/10	9	873	97	N
PLANNED	2/2/10	12	2,400	200	N
PLANNED	2/2/10	7	287	41	N
PLANNED	2/2/10	1	169	169	N
PLANNED	2/3/10	6	1,092	182	N
PLANNED	2/3/10	6	588	98	N
PLANNED	2/3/10	1	229	229	N
PLANNED	2/3/10	2	586	371	N
PLANNED	2/3/10	4	980	245	N
PLANNED	2/3/10	66	1,122	17	N
PLANNED	2/3/10	33	8,811	267	N
PLANNED	2/3/10	29	3,654	126	N
PLANNED	2/3/10	8	168	21	N
PLANNED	2/3/10	4	708	177	N
PLANNED	2/3/10	12	1,656	138	N
PLANNED	2/3/10	8	896	112	N
PLANNED	2/3/10	3	696	232	N
PLANNED	2/3/10	5	1,150	230	N
PLANNED	2/3/10	2	454	227	N
PLANNED	2/3/10	20	2,440	122	N
PLANNED	2/3/10	6	1,662	277	N
PLANNED	2/3/10	4	580	145	N
PLANNED	2/3/10	12	828	69	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/3/10	12	2,184	182	N
PLANNED	2/3/10	26	2,779	182	N
PLANNED	2/3/10	1	130	130	N
PLANNED	2/3/10	3	639	213	N
PLANNED	2/3/10	8	104	13	N
PLANNED	2/3/10	1	59	59	N
PLANNED	2/3/10	4	196	49	N
PLANNED	2/3/10	1	189	189	N
PLANNED	2/3/10	4	344	86	N
PLANNED	2/4/10	6	234	39	N
PLANNED	2/4/10	18	4,770	265	N
PLANNED	2/4/10	17	697	41	N
PLANNED	2/4/10	1	273	273	N
PLANNED	2/4/10	2	46	23	N
PLANNED	2/4/10	26	2,002	77	N
PLANNED	2/4/10	3	36	12	N
PLANNED	2/4/10	1	42	42	N
PLANNED	2/4/10	17	1,649	97	N
PLANNED	2/4/10	8	528	66	N
PLANNED	2/4/10	75	9,900	132	N
PLANNED	2/4/10	8	1,168	146	N
PLANNED	2/4/10	12	660	55	N
PLANNED	2/4/10	17	527	31	N
PLANNED	2/5/10	1	553	553	N
PLANNED	2/5/10	14	2,688	192	N
PLANNED	2/5/10	79	14,262	278	N
PLANNED	2/5/10	12	806	118	N
PLANNED	2/5/10	50	3,100	62	N
PLANNED	2/5/10	4	104	26	N
PLANNED	2/5/10	2	352	176	N
PLANNED	2/5/10	10	1,850	185	N
PLANNED	2/5/10	5	745	333	N
PLANNED	2/5/10	2	38	19	N
PLANNED	2/5/10	4	148	37	N
PLANNED	2/5/10	9	1,980	220	N
PLANNED	2/5/10	3	51	17	N
PLANNED	2/5/10	10	1,460	146	N
PLANNED	2/5/10	4	464	116	N
PLANNED	2/5/10	3	504	168	N
PLANNED	2/5/10	5	585	117	N
PLANNED	2/5/10	12	1,044	87	N
PLANNED	2/5/10	33	4,059	123	N
PLANNED	2/5/10	2	166	83	N
PLANNED	2/6/10	17	5,950	350	N
PLANNED	2/6/10	1	146	146	N
PLANNED	2/7/10	1	376	376	N
PLANNED	2/8/10	12	96	8	N
PLANNED	2/8/10	8	1,248	156	N
PLANNED	2/8/10	32	14,624	457	N
PLANNED	2/8/10	24	4,176	174	N
PLANNED	2/8/10	22	2,024	92	N
PLANNED	2/8/10	2	240	120	N
PLANNED	2/8/10	50	3,750	75	N
PLANNED	2/8/10	1	228	228	N
PLANNED	2/8/10	3	138	46	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/8/10	4	504	126	N
PLANNED	2/8/10	1	62	62	N
PLANNED	2/9/10	17	1,656	108	N
PLANNED	2/9/10	1	100	100	N
PLANNED	2/9/10	1	256	256	N
PLANNED	2/9/10	3	210	70	N
PLANNED	2/9/10	8	2,000	250	N
PLANNED	2/9/10	11	2,750	250	N
PLANNED	2/9/10	3	3	1	N
PLANNED	2/9/10	7	707	101	N
PLANNED	2/9/10	28	5,992	214	N
PLANNED	2/9/10	8	1,352	169	N
PLANNED	2/9/10	3	180	60	N
PLANNED	2/9/10	10	2,230	223	N
PLANNED	2/9/10	13	2,834	218	N
PLANNED	2/9/10	22	3,586	163	N
PLANNED	2/9/10	17	6,936	408	N
PLANNED	2/9/10	1	49	49	N
PLANNED	2/9/10	1	222	222	N
PLANNED	2/9/10	10	1,780	178	N
PLANNED	2/9/10	1	178	178	N
PLANNED	2/9/10	5	410	82	N
PLANNED	2/9/10	19	1,406	74	N
PLANNED	2/9/10	9	549	61	N
PLANNED	2/9/10	3	270	90	N
PLANNED	2/9/10	2	306	153	N
PLANNED	2/9/10	10	360	36	N
PLANNED	2/10/10	1	215	215	N
PLANNED	2/10/10	25	8,050	322	N
PLANNED	2/10/10	2	202	101	N
PLANNED	2/10/10	22	2,200	100	N
PLANNED	2/10/10	15	780	52	N
PLANNED	2/10/10	4	784	196	N
PLANNED	2/10/10	9	1,530	170	N
PLANNED	2/10/10	7	1,400	200	N
PLANNED	2/10/10	8	1,528	191	N
PLANNED	2/10/10	4	784	196	N
PLANNED	2/10/10	7	1,624	232	N
PLANNED	2/10/10	9	1,611	179	N
PLANNED	2/10/10	11	2,662	242	N
PLANNED	2/10/10	9	1,377	153	N
PLANNED	2/10/10	6	1,752	292	N
PLANNED	2/10/10	51	4,182	82	N
PLANNED	2/10/10	5	435	87	N
PLANNED	2/10/10	4	808	202	N
PLANNED	2/10/10	5	995	199	N
PLANNED	2/10/10	10	2,050	205	N
PLANNED	2/10/10	3	414	138	N
PLANNED	2/10/10	7	679	97	N
PLANNED	2/10/10	6	390	65	N
PLANNED	2/10/10	3	198	66	N
PLANNED	2/10/10	1	411	411	N
PLANNED	2/11/10	110	15,180	138	N
PLANNED	2/11/10	9	891	99	N
PLANNED	2/11/10	1	98	98	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/11/10	12	1,524	127	N
PLANNED	2/11/10	8	1,016	127	N
PLANNED	2/11/10	9	828	92	N
PLANNED	2/11/10	8	136	17	N
PLANNED	2/11/10	5	1,165	233	N
PLANNED	2/11/10	31	62	2	N
PLANNED	2/11/10	31	1,209	39	N
PLANNED	2/11/10	13	494	38	N
PLANNED	2/11/10	3	297	99	N
PLANNED	2/11/10	10	190	19	N
PLANNED	2/11/10	95	8,455	89	N
PLANNED	2/11/10	9	288	32	N
PLANNED	2/11/10	6	264	44	N
PLANNED	2/11/10	4	1,176	294	N
PLANNED	2/11/10	64	7,680	120	N
PLANNED	2/11/10	15	1,005	67	N
PLANNED	2/11/10	7	896	128	N
PLANNED	2/11/10	29	3,219	111	N
PLANNED	2/11/10	29	3,219	111	N
PLANNED	2/11/10	103	17,304	168	N
PLANNED	2/11/10	11	220	20	N
PLANNED	2/11/10	9	972	108	N
PLANNED	2/11/10	8	40	5	N
PLANNED	2/11/10	12	456	38	N
PLANNED	2/11/10	4	236	59	N
PLANNED	2/12/10	43	2,150	50	N
PLANNED	2/12/10	11	2,123	193	N
PLANNED	2/12/10	16	2,752	172	N
PLANNED	2/12/10	9	2,142	238	N
PLANNED	2/12/10	15	3,570	238	N
PLANNED	2/12/10	3	753	251	N
PLANNED	2/12/10	2	162	81	N
PLANNED	2/12/10	5	120	24	N
PLANNED	2/12/10	24	1,512	63	N
PLANNED	2/12/10	9	1,764	196	N
PLANNED	2/12/10	14	3,500	250	N
PLANNED	2/12/10	2	206	103	N
PLANNED	2/12/10	14	3,122	223	N
PLANNED	2/12/10	4	12	3	N
PLANNED	2/12/10	31	5,022	162	N
PLANNED	2/12/10	3	54	18	N
PLANNED	2/12/10	5	475	95	N
PLANNED	2/12/10	7	175	25	N
PLANNED	2/12/10	8	440	55	N
PLANNED	2/12/10	17	2,380	140	N
PLANNED	2/12/10	3	564	188	N
PLANNED	2/12/10	85	6,035	71	N
PLANNED	2/12/10	13	4,290	330	N
PLANNED	2/12/10	7	441	63	N
PLANNED	2/12/10	12	432	36	N
PLANNED	2/12/10	85	1,445	17	N
PLANNED	2/12/10	3	90	30	N
PLANNED	2/15/10	33	5,049	153	N
PLANNED	2/15/10	5	630	126	N
PLANNED	2/15/10	1	161	161	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/15/10	1	90	90	N
PLANNED	2/15/10	10	320	32	N
PLANNED	2/15/10	9	648	72	N
PLANNED	2/15/10	1	171	171	N
PLANNED	2/15/10	10	930	93	N
PLANNED	2/15/10	10	1,460	146	N
PLANNED	2/15/10	31	1,023	33	N
PLANNED	2/15/10	8	1,656	207	N
PLANNED	2/15/10	4	196	49	N
PLANNED	2/15/10	5	1,130	226	N
PLANNED	2/15/10	4	344	86	N
PLANNED	2/15/10	4	896	224	N
PLANNED	2/15/10	2	8	4	N
PLANNED	2/15/10	1	58	58	N
PLANNED	2/15/10	7	427	61	N
PLANNED	2/15/10	5	595	119	N
PLANNED	2/15/10	85	3,655	43	N
PLANNED	2/15/10	1	23	23	N
PLANNED	2/15/10	7	882	126	N
PLANNED	2/15/10	9	1,548	172	N
PLANNED	2/15/10	10	1,190	119	N
PLANNED	2/16/10	28	5,992	214	N
PLANNED	2/16/10	2	152	76	N
PLANNED	2/16/10	2	184	92	N
PLANNED	2/16/10	4	1,180	295	N
PLANNED	2/16/10	10	2,250	225	N
PLANNED	2/16/10	8	504	63	N
PLANNED	2/16/10	14	1,344	96	N
PLANNED	2/16/10	4	600	150	N
PLANNED	2/16/10	9	810	90	N
PLANNED	2/16/10	6	612	102	N
PLANNED	2/16/10	7	630	90	N
PLANNED	2/16/10	26	5,148	198	N
PLANNED	2/16/10	6	1,278	213	N
PLANNED	2/16/10	10	1,790	179	N
PLANNED	2/16/10	52	3,432	66	N
PLANNED	2/16/10	2	242	121	N
PLANNED	2/16/10	18	2,538	141	N
PLANNED	2/16/10	6	1,266	211	N
PLANNED	2/16/10	1	172	172	N
PLANNED	2/16/10	15	4,770	318	N
PLANNED	2/16/10	5	450	90	N
PLANNED	2/16/10	6	1,194	199	N
PLANNED	2/16/10	11	1,914	174	N
PLANNED	2/16/10	7	1,029	147	N
PLANNED	2/16/10	8	656	82	N
PLANNED	2/16/10	6	1,116	186	N
PLANNED	2/16/10	8	96	12	N
PLANNED	2/16/10	7	630	90	N
PLANNED	2/16/10	24	648	27	N
PLANNED	2/16/10	5	705	141	N
PLANNED	2/16/10	9	1,251	139	N
PLANNED	2/16/10	7	1,316	188	N
PLANNED	2/16/10	5	205	41	N
PLANNED	2/16/10	3	120	40	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/17/10	10	230	23	N
PLANNED	2/17/10	26	8,268	318	N
PLANNED	2/17/10	28	6,720	240	N
PLANNED	2/17/10	3	252	84	N
PLANNED	2/17/10	14	336	24	N
PLANNED	2/17/10	1	405	405	N
PLANNED	2/17/10	4	228	57	N
PLANNED	2/17/10	1	345	345	N
PLANNED	2/17/10	8	632	79	N
PLANNED	2/17/10	3	957	319	N
PLANNED	2/17/10	9	1,044	116	N
PLANNED	2/17/10	2	104	52	N
PLANNED	2/17/10	12	228	19	N
PLANNED	2/17/10	3	66	22	N
PLANNED	2/17/10	4	304	76	N
PLANNED	2/17/10	71	16,543	233	N
PLANNED	2/17/10	3	135	45	N
PLANNED	2/17/10	7	868	124	N
PLANNED	2/17/10	6	600	100	N
PLANNED	2/17/10	12	540	45	N
PLANNED	2/17/10	9	639	71	N
PLANNED	2/17/10	11	1,947	177	N
PLANNED	2/17/10	6	360	60	N
PLANNED	2/17/10	5	1,320	264	N
PLANNED	2/17/10	7	336	48	N
PLANNED	2/17/10	8	288	36	N
PLANNED	2/17/10	2	92	46	N
PLANNED	2/17/10	7	84	12	N
PLANNED	2/17/10	4	316	79	N
PLANNED	2/17/10	7	861	123	N
PLANNED	2/17/10	9	1,593	177	N
PLANNED	2/17/10	5	690	138	N
PLANNED	2/17/10	1	101	101	N
PLANNED	2/17/10	13	572	44	N
PLANNED	2/17/10	18	2,142	119	N
PLANNED	2/18/10	12	696	58	N
PLANNED	2/18/10	8	1,752	219	N
PLANNED	2/18/10	1	208	208	N
PLANNED	2/18/10	3	318	106	N
PLANNED	2/18/10	1	170	170	N
PLANNED	2/18/10	6	1,440	240	N
PLANNED	2/18/10	1	203	203	N
PLANNED	2/18/10	8	888	111	N
PLANNED	2/18/10	4	612	153	N
PLANNED	2/18/10	24	6,216	259	N
PLANNED	2/18/10	4	132	33	N
PLANNED	2/18/10	1	50	50	N
PLANNED	2/18/10	103	2,575	25	N
PLANNED	2/18/10	9	945	105	N
PLANNED	2/18/10	1	1	1	N
PLANNED	2/18/10	41	12,136	296	N
PLANNED	2/18/10	1	197	197	N
PLANNED	2/18/10	7	525	75	N
PLANNED	2/18/10	12	1,188	99	N
PLANNED	2/18/10	6	594	99	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/18/10	5	380	76	N
PLANNED	2/18/10	4	260	65	N
PLANNED	2/18/10	4	336	84	N
PLANNED	2/19/10	6	834	139	N
PLANNED	2/19/10	644	28,336	44	N
PLANNED	2/19/10	6	1,236	206	N
PLANNED	2/19/10	14	3,346	239	N
PLANNED	2/19/10	6	1,434	239	N
PLANNED	2/19/10	13	3,107	239	N
PLANNED	2/19/10	2	488	244	N
PLANNED	2/19/10	9	3,816	424	N
PLANNED	2/19/10	3	207	69	N
PLANNED	2/19/10	5	1,180	236	N
PLANNED	2/19/10	8	1,576	197	N
PLANNED	2/19/10	30	3,630	121	N
PLANNED	2/19/10	4	420	105	N
PLANNED	2/19/10	8	576	72	N
PLANNED	2/20/10	2	68	34	N
PLANNED	2/20/10	57	10,203	179	N
PLANNED	2/20/10	7	1,267	181	N
PLANNED	2/20/10	9	1,944	216	N
PLANNED	2/21/10	130	48,620	374	N
PLANNED	2/21/10	4	784	196	N
PLANNED	2/21/10	5	1,105	221	N
PLANNED	2/21/10	7	1,358	194	N
PLANNED	2/22/10	36	1,116	31	N
PLANNED	2/22/10	5	45	9	N
PLANNED	2/22/10	11	1,892	172	N
PLANNED	2/22/10	5	250	50	N
PLANNED	2/22/10	2	158	79	N
PLANNED	2/22/10	3	795	265	N
PLANNED	2/22/10	6	1,590	265	N
PLANNED	2/22/10	4	8	2	N
PLANNED	2/22/10	1	80	80	N
PLANNED	2/22/10	5	940	188	N
PLANNED	2/22/10	8	1,136	142	N
PLANNED	2/22/10	6	1,488	248	N
PLANNED	2/22/10	11	1,056	96	N
PLANNED	2/22/10	15	2,265	151	N
PLANNED	2/22/10	8	744	93	N
PLANNED	2/22/10	9	1,431	159	N
PLANNED	2/22/10	5	690	138	N
PLANNED	2/22/10	4	484	121	N
PLANNED	2/22/10	5	15	3	N
PLANNED	2/22/10	13	936	72	N
PLANNED	2/22/10	7	189	27	N
PLANNED	2/23/10	12	1,932	161	N
PLANNED	2/23/10	7	2,058	294	N
PLANNED	2/23/10	9	2,169	241	N
PLANNED	2/23/10	6	1,434	239	N
PLANNED	2/23/10	40	10,880	272	N
PLANNED	2/23/10	1	244	244	N
PLANNED	2/23/10	2	76	38	N
PLANNED	2/23/10	7	1,029	147	N
PLANNED	2/23/10	7	1,351	193	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/23/10	26	7,410	285	N
PLANNED	2/23/10	2	448	224	N
PLANNED	2/23/10	43	7,052	164	N
PLANNED	2/23/10	8	136	17	N
PLANNED	2/23/10	4	224	56	N
PLANNED	2/23/10	4	756	189	N
PLANNED	2/23/10	12	4,368	364	N
PLANNED	2/23/10	4	724	181	N
PLANNED	2/23/10	4	428	107	N
PLANNED	2/23/10	27	3,321	123	N
PLANNED	2/23/10	7	595	85	N
PLANNED	2/23/10	6	1,764	294	N
PLANNED	2/23/10	4	1,176	294	N
PLANNED	2/23/10	4	1,176	294	N
PLANNED	2/23/10	1	12	12	N
PLANNED	2/23/10	11	2,563	233	N
PLANNED	2/23/10	5	855	171	N
PLANNED	2/23/10	5	855	171	N
PLANNED	2/23/10	2	186	93	N
PLANNED	2/23/10	3	81	27	N
PLANNED	2/23/10	8	1,200	150	N
PLANNED	2/23/10	2	210	105	N
PLANNED	2/23/10	3	447	149	N
PLANNED	2/23/10	11	1,749	159	N
PLANNED	2/23/10	4	688	172	N
PLANNED	2/23/10	1	26	26	N
PLANNED	2/24/10	6	1,326	221	N
PLANNED	2/24/10	22	5,522	251	N
PLANNED	2/24/10	5	1,280	256	N
PLANNED	2/24/10	24	1,248	52	N
PLANNED	2/24/10	24	1,248	52	N
PLANNED	2/24/10	9	468	52	N
PLANNED	2/24/10	1	149	149	N
PLANNED	2/24/10	6	1,392	232	N
PLANNED	2/24/10	1	547	547	N
PLANNED	2/24/10	14	2,982	213	N
PLANNED	2/24/10	46	19,320	420	N
PLANNED	2/24/10	98	22,834	233	N
PLANNED	2/24/10	2	836	418	N
PLANNED	2/24/10	1	43	43	N
PLANNED	2/24/10	6	396	66	N
PLANNED	2/24/10	30	4,140	138	N
PLANNED	2/24/10	1	184	184	N
PLANNED	2/24/10	3	759	253	N
PLANNED	2/24/10	6	1,518	253	N
PLANNED	2/24/10	10	1,560	156	N
PLANNED	2/24/10	3	333	111	N
PLANNED	2/24/10	4	304	76	N
PLANNED	2/24/10	1	120	120	N
PLANNED	2/24/10	6	1,026	171	N
PLANNED	2/24/10	8	1,248	156	N
PLANNED	2/24/10	4	1,220	305	N
PLANNED	2/24/10	2	260	130	N
PLANNED	2/24/10	14	3,836	274	N
PLANNED	2/24/10	4	356	89	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/24/10	18	2,196	122	N
PLANNED	2/24/10	13	2,288	176	N
PLANNED	2/24/10	7	1,155	165	N
PLANNED	2/24/10	7	1,162	166	N
PLANNED	2/24/10	3	270	90	N
PLANNED	2/24/10	7	259	37	N
PLANNED	2/24/10	2	82	41	N
PLANNED	2/24/10	10	1,900	190	N
PLANNED	2/25/10	7	378	54	N
PLANNED	2/25/10	14	2,464	176	N
PLANNED	2/25/10	3	258	86	N
PLANNED	2/25/10	24	5,760	240	N
PLANNED	2/25/10	15	1,140	76	N
PLANNED	2/25/10	1	243	243	N
PLANNED	2/25/10	70	5,530	79	N
PLANNED	2/25/10	11	968	88	N
PLANNED	2/25/10	2	692	346	N
PLANNED	2/25/10	7	2,415	345	N
PLANNED	2/25/10	1	345	345	N
PLANNED	2/25/10	1	56	56	N
PLANNED	2/25/10	10	1,370	137	N
PLANNED	2/25/10	14	3,444	246	N
PLANNED	2/25/10	4	388	97	N
PLANNED	2/25/10	7	28	4	N
PLANNED	2/25/10	18	2,628	146	N
PLANNED	2/25/10	7	217	31	N
PLANNED	2/25/10	10	300	30	N
PLANNED	2/25/10	1	245	245	N
PLANNED	2/25/10	4	168	42	N
PLANNED	2/25/10	7	588	84	N
PLANNED	2/25/10	12	84	7	N
PLANNED	2/25/10	39	5,694	146	N
PLANNED	2/25/10	32	10,560	330	N
PLANNED	2/25/10	1	70	70	N
PLANNED	2/25/10	3	540	180	N
PLANNED	2/25/10	38	1,786	47	N
PLANNED	2/25/10	11	1,496	136	N
PLANNED	2/25/10	8	1,960	245	N
PLANNED	2/25/10	15	615	41	N
PLANNED	2/26/10	12	1,860	155	N
PLANNED	2/26/10	6	1,014	169	N
PLANNED	2/26/10	9	864	96	N
PLANNED	2/26/10	5	225	45	N
PLANNED	2/26/10	78	13,728	176	N
PLANNED	2/26/10	2	222	111	N
PLANNED	2/26/10	5	325	65	N
PLANNED	2/26/10	1	71	71	N
PLANNED	2/26/10	6	144	24	N
PLANNED	2/26/10	8	944	118	N
PLANNED	2/26/10	6	1,032	172	N
PLANNED	2/26/10	2	88	44	N
PLANNED	2/26/10	1	238	238	N
PLANNED	2/26/10	6	1,296	216	N
PLANNED	2/26/10	1	223	223	N
PLANNED	2/26/10	4	448	112	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/26/10	8	1,984	248	N
PLANNED	2/26/10	13	832	64	N
PLANNED	2/26/10	10	80	8	N
PLANNED	2/26/10	3	561	187	N
PLANNED	2/26/10	4	864	216	N
PLANNED	2/26/10	1	36	36	N
PLANNED	2/26/10	4	124	31	N
PLANNED	2/27/10	2	500	250	N
PLANNED	2/28/10	2	298	149	N
PLANNED	3/1/10	36	7,668	213	N
PLANNED	3/1/10	9	3,411	379	N
PLANNED	3/1/10	6	102	17	N
PLANNED	3/1/10	13	2,743	211	N
PLANNED	3/1/10	2	332	166	N
PLANNED	3/1/10	7	525	75	N
PLANNED	3/1/10	23	6,647	289	N
PLANNED	3/1/10	5	950	190	N
PLANNED	3/1/10	7	56	8	N
PLANNED	3/1/10	5	900	180	N
PLANNED	3/1/10	13	1,079	83	N
PLANNED	3/1/10	6	726	121	N
PLANNED	3/1/10	8	1,416	177	N
PLANNED	3/1/10	7	189	27	N
PLANNED	3/1/10	94	2,256	24	N
PLANNED	3/1/10	2	86	43	N
PLANNED	3/1/10	5	150	30	N
PLANNED	3/1/10	6	792	132	N
PLANNED	3/1/10	26	1,768	68	N
PLANNED	3/1/10	1	42	42	N
PLANNED	3/1/10	1	130	130	N
PLANNED	3/2/10	4	608	152	N
PLANNED	3/2/10	20	4,900	245	N
PLANNED	3/2/10	82	28,208	344	N
PLANNED	3/2/10	10	1,940	194	N
PLANNED	3/2/10	7	1,491	213	N
PLANNED	3/2/10	10	310	31	N
PLANNED	3/2/10	11	814	74	N
PLANNED	3/2/10	6	1,290	215	N
PLANNED	3/2/10	2	776	388	N
PLANNED	3/2/10	5	220	44	N
PLANNED	3/2/10	7	483	69	N
PLANNED	3/2/10	4	460	115	N
PLANNED	3/2/10	9	369	41	N
PLANNED	3/2/10	41	9,020	220	N
PLANNED	3/2/10	7	259	37	N
PLANNED	3/2/10	14	1,512	108	N
PLANNED	3/2/10	7	651	93	N
PLANNED	3/2/10	7	742	106	N
PLANNED	3/2/10	60	6,060	101	N
PLANNED	3/2/10	14	1,750	125	N
PLANNED	3/2/10	7	945	135	N
PLANNED	3/2/10	10	550	55	N
PLANNED	3/2/10	8	840	105	N
PLANNED	3/2/10	3	120	40	N
PLANNED	3/3/10	23	3,565	155	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/3/10	1	190	190	N
PLANNED	3/3/10	6	678	113	N
PLANNED	3/3/10	1	97	97	N
PLANNED	3/3/10	2	92	46	N
PLANNED	3/3/10	9	846	94	N
PLANNED	3/3/10	7	1,890	270	N
PLANNED	3/3/10	11	2,442	222	N
PLANNED	3/3/10	8	872	109	N
PLANNED	3/3/10	13	2,119	163	N
PLANNED	3/3/10	70	70	1	N
PLANNED	3/3/10	9	1,584	176	N
PLANNED	3/3/10	49	7,889	161	N
PLANNED	3/3/10	4	972	243	N
PLANNED	3/3/10	8	56	7	N
PLANNED	3/3/10	13	1,222	94	N
PLANNED	3/3/10	9	855	95	N
PLANNED	3/3/10	5	1,460	292	N
PLANNED	3/3/10	9	1,665	185	N
PLANNED	3/3/10	6	828	138	N
PLANNED	3/3/10	8	432	54	N
PLANNED	3/3/10	6	1,800	300	N
PLANNED	3/3/10	13	1,378	106	N
PLANNED	3/3/10	2	186	93	N
PLANNED	3/3/10	14	840	60	N
PLANNED	3/3/10	9	918	102	N
PLANNED	3/3/10	7	154	22	N
PLANNED	3/4/10	3	771	257	N
PLANNED	3/4/10	5	1,310	262	N
PLANNED	3/4/10	23	2,553	111	N
PLANNED	3/4/10	4	572	143	N
PLANNED	3/4/10	24	5,472	228	N
PLANNED	3/4/10	12	984	82	N
PLANNED	3/4/10	4	1,072	268	N
PLANNED	3/4/10	11	2,926	266	N
PLANNED	3/4/10	48	5,376	112	N
PLANNED	3/4/10	22	2,860	130	N
PLANNED	3/4/10	2	126	63	N
PLANNED	3/4/10	1	60	60	N
PLANNED	3/4/10	10	300	30	N
PLANNED	3/4/10	2	170	85	N
PLANNED	3/4/10	2	484	242	N
PLANNED	3/4/10	9	963	107	N
PLANNED	3/4/10	1	124	124	N
PLANNED	3/4/10	13	3,185	245	N
PLANNED	3/4/10	11	1,232	112	N
PLANNED	3/4/10	5	1,165	233	N
PLANNED	3/4/10	3	654	218	N
PLANNED	3/4/10	6	492	82	N
PLANNED	3/4/10	15	1,125	75	N
PLANNED	3/4/10	19	2,755	145	N
PLANNED	3/4/10	4	412	103	N
PLANNED	3/4/10	20	3,200	160	N
PLANNED	3/4/10	5	505	101	N
PLANNED	3/4/10	14	2,632	188	N
PLANNED	3/4/10	5	350	70	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/4/10	4	424	106	N
PLANNED	3/4/10	91	14,924	164	N
PLANNED	3/4/10	5	305	61	N
PLANNED	3/4/10	1	120	120	N
PLANNED	3/4/10	2	178	89	N
PLANNED	3/4/10	8	1,440	180	N
PLANNED	3/4/10	1	2	2	N
PLANNED	3/4/10	7	434	62	N
PLANNED	3/4/10	18	1,584	88	N
PLANNED	3/4/10	1	70	70	N
PLANNED	3/5/10	5	660	132	N
PLANNED	3/5/10	8	1,624	203	N
PLANNED	3/5/10	6	186	31	N
PLANNED	3/5/10	9	2,367	263	N
PLANNED	3/5/10	13	65	5	N
PLANNED	3/5/10	11	1,584	144	N
PLANNED	3/5/10	41	10,004	244	N
PLANNED	3/5/10	8	416	52	N
PLANNED	3/5/10	11	198	18	N
PLANNED	3/5/10	8	1,320	165	N
PLANNED	3/5/10	7	1,155	165	N
PLANNED	3/5/10	2	464	232	N
PLANNED	3/5/10	68	13,124	193	N
PLANNED	3/5/10	8	1,152	144	N
PLANNED	3/5/10	3	483	161	N
PLANNED	3/5/10	2	348	174	N
PLANNED	3/5/10	7	504	72	N
PLANNED	3/5/10	15	1,560	104	N
PLANNED	3/5/10	3	522	174	N
PLANNED	3/7/10	11	2,079	189	N
PLANNED	3/8/10	3	171	57	N
PLANNED	3/8/10	38	7,600	200	N
PLANNED	3/8/10	12	2,088	174	N
PLANNED	3/8/10	3	363	121	N
PLANNED	3/8/10	1	144	144	N
PLANNED	3/8/10	11	913	83	N
PLANNED	3/8/10	5	415	83	N
PLANNED	3/8/10	5	1,325	265	N
PLANNED	3/8/10	7	1,393	199	N
PLANNED	3/8/10	10	180	18	N
PLANNED	3/8/10	6	534	89	N
PLANNED	3/8/10	7	637	91	N
PLANNED	3/8/10	13	2,964	228	N
PLANNED	3/8/10	8	1,232	154	N
PLANNED	3/8/10	23	4,692	204	N
PLANNED	3/8/10	9	3,879	431	N
PLANNED	3/8/10	8	3,448	431	N
PLANNED	3/8/10	25	625	25	N
PLANNED	3/8/10	17	1,921	113	N
PLANNED	3/8/10	8	960	120	N
PLANNED	3/8/10	10	1,960	196	N
PLANNED	3/8/10	15	3,195	213	N
PLANNED	3/8/10	13	2,366	182	N
PLANNED	3/8/10	10	390	39	N
PLANNED	3/8/10	9	1,485	165	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/8/10	16	608	38	N
PLANNED	3/8/10	13	2,132	164	N
PLANNED	3/8/10	1	71	71	N
PLANNED	3/8/10	11	902	82	N
PLANNED	3/8/10	1	151	151	N
PLANNED	3/8/10	14	896	64	N
PLANNED	3/8/10	8	744	93	N
PLANNED	3/8/10	1	118	118	N
PLANNED	3/8/10	4	608	152	N
PLANNED	3/8/10	9	1,206	134	N
PLANNED	3/9/10	2	566	283	N
PLANNED	3/9/10	10	740	74	N
PLANNED	3/9/10	12	1,572	131	N
PLANNED	3/9/10	8	864	108	N
PLANNED	3/9/10	10	1,040	104	N
PLANNED	3/9/10	6	546	91	N
PLANNED	3/9/10	6	486	81	N
PLANNED	3/9/10	46	6,854	149	N
PLANNED	3/9/10	2	208	104	N
PLANNED	3/9/10	13	1,326	102	N
PLANNED	3/9/10	9	1,989	221	N
PLANNED	3/9/10	1	139	139	N
PLANNED	3/9/10	3	795	265	N
PLANNED	3/9/10	9	531	59	N
PLANNED	3/9/10	7	686	98	N
PLANNED	3/9/10	10	960	96	N
PLANNED	3/9/10	3	639	213	N
PLANNED	3/9/10	6	462	77	N
PLANNED	3/9/10	5	1,520	304	N
PLANNED	3/9/10	7	357	51	N
PLANNED	3/9/10	27	2,430	90	N
PLANNED	3/9/10	2	314	157	N
PLANNED	3/9/10	2	232	116	N
PLANNED	3/9/10	18	3,366	187	N
PLANNED	3/9/10	12	1,656	138	N
PLANNED	3/9/10	6	882	147	N
PLANNED	3/9/10	3	213	71	N
PLANNED	3/9/10	12	1,608	134	N
PLANNED	3/9/10	2	144	72	N
PLANNED	3/9/10	7	1,309	187	N
PLANNED	3/9/10	4	256	64	N
PLANNED	3/9/10	12	2,880	240	N
PLANNED	3/9/10	4	960	240	N
PLANNED	3/9/10	7	1,218	174	N
PLANNED	3/9/10	13	1,339	103	N
PLANNED	3/9/10	7	287	41	N
PLANNED	3/9/10	25	3,250	130	N
PLANNED	3/9/10	9	1,530	170	N
PLANNED	3/9/10	9	36	4	N
PLANNED	3/9/10	5	250	50	N
PLANNED	3/9/10	9	1,080	120	N
PLANNED	3/10/10	2	336	168	N
PLANNED	3/10/10	13	1,768	136	N
PLANNED	3/10/10	9	1,557	173	N
PLANNED	3/10/10	10	2,860	286	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/10/10	10	2,810	281	N
PLANNED	3/10/10	7	819	117	N
PLANNED	3/10/10	6	960	160	N
PLANNED	3/10/10	2	16	8	N
PLANNED	3/10/10	7	595	85	N
PLANNED	3/10/10	10	1,230	123	N
PLANNED	3/10/10	3	240	80	N
PLANNED	3/10/10	13	1,768	136	N
PLANNED	3/10/10	1	46	46	N
PLANNED	3/10/10	1	252	252	N
PLANNED	3/10/10	2	550	275	N
PLANNED	3/10/10	6	1,710	285	N
PLANNED	3/10/10	12	3,204	267	N
PLANNED	3/10/10	2	468	234	N
PLANNED	3/10/10	2	272	136	N
PLANNED	3/10/10	6	540	90	N
PLANNED	3/10/10	18	468	26	N
PLANNED	3/10/10	8	704	88	N
PLANNED	3/10/10	6	618	103	N
PLANNED	3/10/10	11	1,870	170	N
PLANNED	3/10/10	32	9,280	290	N
PLANNED	3/10/10	5	955	191	N
PLANNED	3/10/10	26	520	20	N
PLANNED	3/10/10	12	2,388	199	N
PLANNED	3/10/10	4	868	217	N
PLANNED	3/10/10	4	168	42	N
PLANNED	3/10/10	6	576	96	N
PLANNED	3/10/10	7	644	92	N
PLANNED	3/10/10	6	1,200	200	N
PLANNED	3/10/10	4	376	94	N
PLANNED	3/10/10	3	24	8	N
PLANNED	3/10/10	3	462	154	N
PLANNED	3/10/10	4	140	35	N
PLANNED	3/10/10	21	2,646	126	N
PLANNED	3/10/10	7	574	82	N
PLANNED	3/10/10	7	371	53	N
PLANNED	3/10/10	3	120	40	N
PLANNED	3/10/10	2	252	126	N
PLANNED	3/11/10	1	105	105	N
PLANNED	3/11/10	3	552	184	N
PLANNED	3/11/10	21	3,738	178	N
PLANNED	3/11/10	12	504	42	N
PLANNED	3/11/10	2	230	115	N
PLANNED	3/11/10	6	162	27	N
PLANNED	3/11/10	11	2,453	223	N
PLANNED	3/11/10	23	5,175	225	N
PLANNED	3/11/10	15	3,345	223	N
PLANNED	3/11/10	24	3,144	131	N
PLANNED	3/11/10	9	1,098	122	N
PLANNED	3/11/10	7	1,057	151	N
PLANNED	3/11/10	5	685	137	N
PLANNED	3/11/10	9	666	74	N
PLANNED	3/11/10	2	518	259	N
PLANNED	3/11/10	4	652	163	N
PLANNED	3/11/10	9	972	108	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/11/10	1	165	165	N
PLANNED	3/11/10	7	497	71	N
PLANNED	3/11/10	2	348	174	N
PLANNED	3/11/10	2	86	43	N
PLANNED	3/11/10	8	1,640	205	N
PLANNED	3/11/10	3	690	230	N
PLANNED	3/11/10	3	171	57	N
PLANNED	3/11/10	15	3,060	204	N
PLANNED	3/11/10	8	792	99	N
PLANNED	3/11/10	21	2,331	111	N
PLANNED	3/11/10	4	824	206	N
PLANNED	3/11/10	3	630	210	N
PLANNED	3/11/10	16	2,192	137	N
PLANNED	3/11/10	15	1,455	97	N
PLANNED	3/11/10	1	40	40	N
PLANNED	3/11/10	9	774	86	N
PLANNED	3/11/10	5	185	37	N
PLANNED	3/11/10	78	4,914	63	N
PLANNED	3/11/10	7	1,316	188	N
PLANNED	3/11/10	4	948	237	N
PLANNED	3/11/10	8	1,400	175	N
PLANNED	3/11/10	5	190	38	N
PLANNED	3/11/10	5	1,115	223	N
PLANNED	3/12/10	8	648	81	N
PLANNED	3/12/10	1	74	74	N
PLANNED	3/12/10	1	105	105	N
PLANNED	3/13/10	4	1,304	326	N
PLANNED	3/13/10	2	456	228	N
PLANNED	3/13/10	1	220	220	N
PLANNED	3/14/10	4	912	228	N
PLANNED	3/14/10	1	166	166	N
PLANNED	3/14/10	1	308	308	N
PLANNED	3/14/10	1	52	52	N
PLANNED	3/15/10	1	76	76	N
PLANNED	3/15/10	15	2,115	141	N
PLANNED	3/15/10	4	624	156	N
PLANNED	3/15/10	8	3,648	456	N
PLANNED	3/15/10	6	2,742	457	N
PLANNED	3/15/10	3	369	123	N
PLANNED	3/15/10	19	1,919	101	N
PLANNED	3/15/10	5	305	61	N
PLANNED	3/15/10	3	321	107	N
PLANNED	3/15/10	14	2,940	210	N
PLANNED	3/15/10	3	255	85	N
PLANNED	3/15/10	7	1,421	203	N
PLANNED	3/15/10	2	96	48	N
PLANNED	3/15/10	14	2,436	174	N
PLANNED	3/15/10	2	234	117	N
PLANNED	3/15/10	5	80	16	N
PLANNED	3/15/10	4	12	3	N
PLANNED	3/15/10	64	18,432	288	N
PLANNED	3/15/10	11	2,948	268	N
PLANNED	3/15/10	1	386	386	N
PLANNED	3/15/10	8	432	54	N
PLANNED	3/15/10	5	705	141	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/15/10	3	420	140	N
PLANNED	3/15/10	9	1,647	183	N
PLANNED	3/15/10	11	2,002	182	N
PLANNED	3/15/10	5	1,240	248	N
PLANNED	3/15/10	8	848	106	N
PLANNED	3/15/10	4	312	78	N
PLANNED	3/15/10	11	781	71	N
PLANNED	3/15/10	8	2,000	250	N
PLANNED	3/15/10	4	688	172	N
PLANNED	3/15/10	12	1,416	118	N
PLANNED	3/15/10	2	408	204	N
PLANNED	3/15/10	1	18	18	N
PLANNED	3/15/10	10	1,160	116	N
PLANNED	3/15/10	1	402	402	N
PLANNED	3/15/10	2	60	30	N
PLANNED	3/15/10	3	318	106	N
PLANNED	3/15/10	15	1,800	120	N
PLANNED	3/15/10	10	2,390	239	N
PLANNED	3/15/10	5	475	95	N
PLANNED	3/15/10	6	840	140	N
PLANNED	3/15/10	10	1,020	102	N
PLANNED	3/15/10	8	552	69	N
PLANNED	3/15/10	9	1,152	128	N
PLANNED	3/15/10	3	534	178	N
PLANNED	3/15/10	8	1,032	129	N
PLANNED	3/16/10	3	180	60	N
PLANNED	3/16/10	1	459	459	N
PLANNED	3/16/10	8	256	32	N
PLANNED	3/16/10	5	725	145	N
PLANNED	3/16/10	25	5,025	201	N
PLANNED	3/16/10	3	672	224	N
PLANNED	3/16/10	8	600	75	N
PLANNED	3/16/10	188	23,124	123	N
PLANNED	3/16/10	9	1,071	119	N
PLANNED	3/16/10	6	522	87	N
PLANNED	3/16/10	31	10,788	348	N
PLANNED	3/16/10	11	1,859	169	N
PLANNED	3/16/10	2	134	67	N
PLANNED	3/16/10	5	635	127	N
PLANNED	3/16/10	8	656	82	N
PLANNED	3/16/10	13	3,341	257	N
PLANNED	3/16/10	13	1,014	78	N
PLANNED	3/16/10	2	458	229	N
PLANNED	3/16/10	9	297	33	N
PLANNED	3/16/10	4	140	35	N
PLANNED	3/16/10	3	414	138	N
PLANNED	3/16/10	15	1,995	133	N
PLANNED	3/16/10	9	1,593	177	N
PLANNED	3/16/10	13	442	34	N
PLANNED	3/16/10	4	152	38	N
PLANNED	3/16/10	7	1,855	265	N
PLANNED	3/16/10	7	1,393	199	N
PLANNED	3/16/10	4	712	178	N
PLANNED	3/16/10	7	455	65	N
PLANNED	3/16/10	6	390	65	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/16/10	9	1,431	159	N
PLANNED	3/16/10	9	1,359	151	N
PLANNED	3/16/10	1	147	147	N
PLANNED	3/16/10	2	172	86	N
PLANNED	3/16/10	1	91	91	N
PLANNED	3/16/10	12	900	75	N
PLANNED	3/16/10	13	559	43	N
PLANNED	3/16/10	6	378	63	N
PLANNED	3/16/10	5	475	95	N
PLANNED	3/16/10	5	80	16	N
PLANNED	3/16/10	5	65	13	N
PLANNED	3/16/10	7	1,036	148	N
PLANNED	3/16/10	10	1,080	108	N
PLANNED	3/17/10	45	6,165	137	N
PLANNED	3/17/10	17	5,576	328	N
PLANNED	3/17/10	12	732	61	N
PLANNED	3/17/10	24	5,856	244	N
PLANNED	3/17/10	7	525	75	N
PLANNED	3/17/10	2	982	491	N
PLANNED	3/17/10	10	520	52	N
PLANNED	3/17/10	15	1,800	120	N
PLANNED	3/17/10	8	904	113	N
PLANNED	3/17/10	5	420	84	N
PLANNED	3/17/10	4	656	164	N
PLANNED	3/17/10	4	320	80	N
PLANNED	3/17/10	4	308	77	N
PLANNED	3/17/10	3	153	51	N
PLANNED	3/17/10	11	2,552	232	N
PLANNED	3/17/10	9	909	101	N
PLANNED	3/17/10	7	987	141	N
PLANNED	3/17/10	118	10,030	85	N
PLANNED	3/17/10	34	9,758	287	N
PLANNED	3/17/10	4	780	195	N
PLANNED	3/17/10	1	47	47	N
PLANNED	3/17/10	25	5,875	235	N
PLANNED	3/17/10	9	639	71	N
PLANNED	3/17/10	10	820	82	N
PLANNED	3/17/10	3	123	41	N
PLANNED	3/17/10	8	632	79	N
PLANNED	3/17/10	6	720	120	N
PLANNED	3/17/10	1	31	31	N
PLANNED	3/17/10	11	1,749	159	N
PLANNED	3/17/10	1	96	96	N
PLANNED	3/17/10	8	752	94	N
PLANNED	3/17/10	6	516	86	N
PLANNED	3/17/10	31	1,488	48	N
PLANNED	3/17/10	4	348	87	N
PLANNED	3/17/10	13	1,768	136	N
PLANNED	3/17/10	15	1,680	112	N
PLANNED	3/18/10	2	62	31	N
PLANNED	3/18/10	14	952	68	N
PLANNED	3/18/10	8	750	180	N
PLANNED	3/18/10	3	423	141	N
PLANNED	3/18/10	9	1,710	190	N
PLANNED	3/18/10	5	640	128	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/18/10	2	50	25	N
PLANNED	3/18/10	12	1,428	119	N
PLANNED	3/18/10	12	1,656	138	N
PLANNED	3/18/10	11	891	81	N
PLANNED	3/18/10	45	6,885	153	N
PLANNED	3/18/10	2	210	105	N
PLANNED	3/18/10	5	380	76	N
PLANNED	3/18/10	11	2,002	182	N
PLANNED	3/18/10	7	1,701	243	N
PLANNED	3/18/10	13	3,302	254	N
PLANNED	3/18/10	13	611	47	N
PLANNED	3/18/10	1	137	137	N
PLANNED	3/18/10	7	952	136	N
PLANNED	3/18/10	6	1,716	286	N
PLANNED	3/18/10	7	98	14	N
PLANNED	3/18/10	38	4,788	126	N
PLANNED	3/18/10	43	1,806	42	N
PLANNED	3/18/10	2	402	201	N
PLANNED	3/18/10	6	258	43	N
PLANNED	3/18/10	4	416	104	N
PLANNED	3/18/10	7	1,106	158	N
PLANNED	3/19/10	2	304	152	N
PLANNED	3/19/10	8	568	71	N
PLANNED	3/19/10	38	418	11	N
PLANNED	3/19/10	4	292	73	N
PLANNED	3/19/10	2	232	116	N
PLANNED	3/19/10	4	332	83	N
PLANNED	3/19/10	6	1,620	270	N
PLANNED	3/19/10	4	576	144	N
PLANNED	3/19/10	2	314	157	N
PLANNED	3/19/10	10	1,910	191	N
PLANNED	3/19/10	7	1,967	281	N
PLANNED	3/19/10	8	1,168	146	N
PLANNED	3/19/10	11	594	54	N
PLANNED	3/19/10	10	2,170	217	N
PLANNED	3/19/10	6	1,062	177	N
PLANNED	3/19/10	5	850	170	N
PLANNED	3/19/10	6	300	50	N
PLANNED	3/19/10	5	530	106	N
PLANNED	3/19/10	12	792	66	N
PLANNED	3/19/10	43	3,784	88	N
PLANNED	3/19/10	11	297	27	N
PLANNED	3/19/10	9	279	31	N
PLANNED	3/20/10	4	584	146	N
PLANNED	3/20/10	1	266	266	N
PLANNED	3/20/10	3	591	197	N
PLANNED	3/20/10	1	347	347	N
PLANNED	3/20/10	20	4,640	232	N
PLANNED	3/21/10	1	214	214	N
PLANNED	3/21/10	1	167	167	N
PLANNED	3/22/10	36	5,328	148	N
PLANNED	3/22/10	21	3,486	166	N
PLANNED	3/22/10	2	300	150	N
PLANNED	3/22/10	12	1,992	166	N
PLANNED	3/22/10	9	441	49	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/22/10	12	732	61	N
PLANNED	3/22/10	19	2,166	114	N
PLANNED	3/22/10	1	480	480	N
PLANNED	3/22/10	9	1,467	163	N
PLANNED	3/22/10	2	246	123	N
PLANNED	3/22/10	7	1,232	176	N
PLANNED	3/22/10	3	615	205	N
PLANNED	3/22/10	21	2,247	107	N
PLANNED	3/22/10	10	1,740	174	N
PLANNED	3/22/10	2	238	119	N
PLANNED	3/22/10	16	1,872	117	N
PLANNED	3/22/10	1	51	51	N
PLANNED	3/22/10	4	792	198	N
PLANNED	3/22/10	5	1,930	386	N
PLANNED	3/22/10	3	591	197	N
PLANNED	3/22/10	6	384	64	N
PLANNED	3/22/10	1	40	40	N
PLANNED	3/22/10	1	62	62	N
PLANNED	3/22/10	8	1,072	134	N
PLANNED	3/22/10	18	900	50	N
PLANNED	3/22/10	7	924	132	N
PLANNED	3/22/10	7	84	12	N
PLANNED	3/23/10	4	412	103	N
PLANNED	3/23/10	6	888	148	N
PLANNED	3/23/10	14	2,296	164	N
PLANNED	3/23/10	7	1,043	149	N
PLANNED	3/23/10	10	1,620	162	N
PLANNED	3/23/10	10	1,150	115	N
PLANNED	3/23/10	9	216	24	N
PLANNED	3/23/10	12	3,696	308	N
PLANNED	3/23/10	54	15,660	290	N
PLANNED	3/23/10	11	407	37	N
PLANNED	3/23/10	6	594	99	N
PLANNED	3/23/10	8	1,592	199	N
PLANNED	3/23/10	4	792	198	N
PLANNED	3/23/10	6	444	74	N
PLANNED	3/23/10	140	30,380	217	N
PLANNED	3/23/10	7	1,701	243	N
PLANNED	3/23/10	29	2,175	75	N
PLANNED	3/23/10	15	1,125	75	N
PLANNED	3/23/10	46	15,686	341	N
PLANNED	3/23/10	6	762	127	N
PLANNED	3/23/10	3	252	84	N
PLANNED	3/23/10	6	1,386	231	N
PLANNED	3/23/10	13	3,172	244	N
PLANNED	3/23/10	1	180	180	N
PLANNED	3/23/10	2	786	393	N
PLANNED	3/23/10	2	462	231	N
PLANNED	3/23/10	9	990	110	N
PLANNED	3/23/10	2	166	83	N
PLANNED	3/23/10	8	976	122	N
PLANNED	3/23/10	6	378	63	N
PLANNED	3/23/10	7	280	40	N
PLANNED	3/23/10	9	1,161	129	N
PLANNED	3/23/10	8	1,496	187	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/23/10	6	240	40	N
PLANNED	3/23/10	5	220	44	N
PLANNED	3/23/10	5	260	52	N
PLANNED	3/23/10	6	984	164	N
PLANNED	3/23/10	5	1,355	271	N
PLANNED	3/23/10	9	135	15	N
PLANNED	3/23/10	4	264	66	N
PLANNED	3/23/10	26	2,132	82	N
PLANNED	3/23/10	8	616	77	N
PLANNED	3/23/10	6	558	93	N
PLANNED	3/23/10	3	387	129	N
PLANNED	3/23/10	21	2,268	108	N
PLANNED	3/24/10	6	1,524	254	N
PLANNED	3/24/10	4	232	58	N
PLANNED	3/24/10	8	344	43	N
PLANNED	3/24/10	4	1,084	271	N
PLANNED	3/24/10	8	2,072	259	N
PLANNED	3/24/10	2	644	322	N
PLANNED	3/24/10	20	4,340	217	N
PLANNED	3/24/10	11	1,771	161	N
PLANNED	3/24/10	2	576	288	N
PLANNED	3/24/10	14	3,346	239	N
PLANNED	3/24/10	2	198	99	N
PLANNED	3/24/10	6	774	129	N
PLANNED	3/24/10	7	2,667	381	N
PLANNED	3/24/10	2	558	279	N
PLANNED	3/24/10	3	144	48	N
PLANNED	3/24/10	1	107	107	N
PLANNED	3/24/10	6	1,098	183	N
PLANNED	3/24/10	11	1,199	109	N
PLANNED	3/24/10	1	114	114	N
PLANNED	3/24/10	4	1,016	254	N
PLANNED	3/24/10	1	145	145	N
PLANNED	3/24/10	2	86	43	N
PLANNED	3/24/10	1	140	140	N
PLANNED	3/24/10	43	7,955	185	N
PLANNED	3/24/10	3	441	147	N
PLANNED	3/24/10	8	1,232	154	N
PLANNED	3/24/10	7	1,715	245	N
PLANNED	3/24/10	1	240	240	N
PLANNED	3/24/10	1	236	236	N
PLANNED	3/24/10	1	132	132	N
PLANNED	3/24/10	7	385	55	N
PLANNED	3/24/10	12	432	36	N
PLANNED	3/24/10	12	1,068	89	N
PLANNED	3/24/10	6	1,080	180	N
PLANNED	3/24/10	5	160	32	N
PLANNED	3/25/10	3	642	214	N
PLANNED	3/25/10	6	798	133	N
PLANNED	3/25/10	1	280	280	N
PLANNED	3/25/10	18	3,312	184	N
PLANNED	3/25/10	23	3,266	142	N
PLANNED	3/25/10	9	657	73	N
PLANNED	3/25/10	2	38	19	N
PLANNED	3/25/10	8	800	100	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/25/10	1	93	93	N
PLANNED	3/25/10	2	184	92	N
PLANNED	3/25/10	4	456	114	N
PLANNED	3/25/10	1	124	124	N
PLANNED	3/25/10	14	1,106	79	N
PLANNED	3/25/10	2	152	76	N
PLANNED	3/25/10	10	2,730	273	N
PLANNED	3/25/10	5	550	110	N
PLANNED	3/25/10	13	2,145	165	N
PLANNED	3/25/10	3	519	173	N
PLANNED	3/25/10	9	1,431	159	N
PLANNED	3/25/10	5	1,220	244	N
PLANNED	3/25/10	6	2,238	373	N
PLANNED	3/25/10	12	1,680	140	N
PLANNED	3/25/10	8	3,192	399	N
PLANNED	3/25/10	1	132	132	N
PLANNED	3/25/10	1	153	153	N
PLANNED	3/25/10	7	406	58	N
PLANNED	3/25/10	4	812	203	N
PLANNED	3/25/10	6	222	37	N
PLANNED	3/25/10	11	913	83	N
PLANNED	3/25/10	1	76	76	N
PLANNED	3/25/10	14	1,036	74	N
PLANNED	3/25/10	8	656	82	N
PLANNED	3/25/10	1	149	149	N
PLANNED	3/25/10	6	840	140	N
PLANNED	3/25/10	7	231	33	N
PLANNED	3/25/10	16	1,248	78	N
PLANNED	3/25/10	7	70	10	N
PLANNED	3/25/10	2	88	44	N
PLANNED	3/25/10	49	1,568	32	N
PLANNED	3/25/10	21	2,037	97	N
PLANNED	3/25/10	5	745	149	N
PLANNED	3/26/10	1	253	253	N
PLANNED	3/26/10	3	402	134	N
PLANNED	3/26/10	9	72	8	N
PLANNED	3/26/10	18	6084	338	N
PLANNED	3/26/10	12	1644	137	N
PLANNED	3/26/10	13	1352	104	N
PLANNED	3/26/10	4	1120	280	N
PLANNED	3/26/10	9	108	12	N
PLANNED	3/26/10	9	1719	191	N
PLANNED	3/26/10	5	55	11	N
PLANNED	3/26/10	3	405	135	N
PLANNED	3/26/10	12	1872	156	N
PLANNED	3/26/10	33	13662	414	N
PLANNED	3/26/10	5	100	20	N
PLANNED	3/26/10	4	272	68	N
PLANNED	3/27/10	2	818	409	N
PLANNED	3/27/10	2	604	302	N
PLANNED	3/27/10	1	259	259	N
PLANNED	3/28/10	4	460	115	N
PLANNED	3/28/10	5	55	11	N
PLANNED	3/28/10	1	35	35	N
PLANNED	3/29/10	6	84	14	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/29/10	17	4641	273	N
PLANNED	3/29/10	17	4641	273	N
PLANNED	3/29/10	1	163	163	N
PLANNED	3/29/10	9	1404	156	N
PLANNED	3/29/10	6	126	21	N
PLANNED	3/29/10	1	42	42	N
PLANNED	3/30/10	2	226	113	N
PLANNED	3/30/10	3	447	149	N
PLANNED	3/30/10	2	182	91	N
PLANNED	3/30/10	9	1944	216	N
PLANNED	3/30/10	6	1878	313	N
PLANNED	3/30/10	1	104	104	N
PLANNED	3/30/10	1	153	153	N
PLANNED	3/30/10	8	1432	179	N
PLANNED	3/30/10	24	7824	326	N
PLANNED	3/30/10	4	52	13	N
PLANNED	3/30/10	15	3435	229	N
PLANNED	3/30/10	5	300	60	N
PLANNED	3/30/10	8	1328	166	N
PLANNED	3/30/10	11	363	33	N
PLANNED	3/30/10	9	1341	149	N
PLANNED	3/30/10	8	712	89	N
PLANNED	3/30/10	6	528	88	N
PLANNED	3/30/10	6	102	17	N
PLANNED	3/30/10	7	882	126	N
PLANNED	3/30/10	14	154	11	N
PLANNED	3/30/10	1	2	2	N
PLANNED	3/30/10	23	6509	283	N
PLANNED	3/30/10	7	168	24	N
PLANNED	3/30/10	10	230	23	N
PLANNED	3/30/10	1	54	54	N
PLANNED	3/30/10	2	98	49	N
PLANNED	3/30/10	7	1365	195	N
PLANNED	3/30/10	5	630	126	N
PLANNED	3/30/10	18	2106	117	N
PLANNED	3/30/10	2	460	230	N
PLANNED	3/30/10	43	5719	133	N
PLANNED	3/30/10	8	136	17	N
PLANNED	3/30/10	3	126	42	N
PLANNED	3/30/10	14	1078	77	N
PLANNED	3/30/10	7	756	108	N
PLANNED	3/30/10	13	455	35	N
PLANNED	3/30/10	3	306	102	N
PLANNED	3/30/10	8	1520	190	N
PLANNED	3/30/10	9	558	62	N
PLANNED	3/30/10	10	290	29	N
PLANNED	3/30/10	6	1614	269	N
PLANNED	3/30/10	28	7392	264	N
PLANNED	3/30/10	9	1341	149	N
PLANNED	3/30/10	1	35	35	N
PLANNED	3/31/10	6	180	30	N
PLANNED	3/31/10	9	693	77	N
PLANNED	3/31/10	12	1788	149	N
PLANNED	3/31/10	8	1192	149	N
PLANNED	3/31/10	7	679	97	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/31/10	11	1628	148	N
PLANNED	3/31/10	6	216	36	N
PLANNED	3/31/10	4	664	166	N
PLANNED	3/31/10	1	247	247	N
PLANNED	3/31/10	5	1095	219	N
PLANNED	3/31/10	15	7635	509	N
PLANNED	3/31/10	19	1862	98	N
PLANNED	3/31/10	2	202	101	N
PLANNED	3/31/10	2	374	187	N
PLANNED	3/31/10	189	28161	149	N
PLANNED	3/31/10	24	2040	85	N
PLANNED	3/31/10	5	515	103	N
PLANNED	3/31/10	8	2024	253	N
PLANNED	3/31/10	17	3825	225	N
PLANNED	3/31/10	7	385	55	N
PLANNED	3/31/10	12	960	80	N
PLANNED	3/31/10	9	1044	116	N
PLANNED	3/31/10	9	2079	231	N
PLANNED	3/31/10	8	1792	224	N
PLANNED	3/31/10	6	918	153	N
PLANNED	3/31/10	4	68	17	N
PLANNED	3/31/10	1	84	84	N
PLANNED	3/31/10	77	21791	283	N
PLANNED	3/31/10	12	1464	122	N
PLANNED	3/31/10	6	138	23	N
PLANNED	3/31/10	7	161	23	N
PLANNED	3/31/10	7	511	73	N
PLANNED	4/1/10	13	4615	355	N
PLANNED	4/1/10	12	1080	90	N
PLANNED	4/1/10	9	1008	112	N
PLANNED	4/1/10	4	636	159	N
PLANNED	4/1/10	2	706	353	N
PLANNED	4/1/10	23	6141	267	N
PLANNED	4/1/10	30	3600	120	N
PLANNED	4/1/10	11	2409	219	N
PLANNED	4/1/10	7	301	43	N
PLANNED	4/1/10	4	300	75	N
PLANNED	4/1/10	3	222	74	N
PLANNED	4/1/10	8	1048	131	N
PLANNED	4/1/10	7	1701	243	N
PLANNED	4/1/10	1	43	43	N
PLANNED	4/1/10	1	246	246	N
PLANNED	4/1/10	4	56	14	N
PLANNED	4/1/10	8	544	68	N
PLANNED	4/1/10	1	56	56	N
PLANNED	4/1/10	12	24	2	N
PLANNED	4/1/10	17	663	39	N
PLANNED	4/1/10	68	12512	184	N
PLANNED	4/1/10	4	48	12	N
PLANNED	4/2/10	4	388	97	N
PLANNED	4/2/10	10	1820	182	N
PLANNED	4/2/10	53	14522	274	N
PLANNED	4/2/10	2	482	241	N
PLANNED	4/2/10	5	1025	205	N
PLANNED	4/2/10	10	1980	198	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/2/10	1	101	101	N
PLANNED	4/2/10	34	3434	101	N
PLANNED	4/2/10	8	1912	239	N
PLANNED	4/2/10	2	132	66	N
PLANNED	4/2/10	91	4711	111	N
PLANNED	4/2/10	10	280	28	N
PLANNED	4/2/10	1	174	174	N
PLANNED	4/2/10	9	819	91	N
PLANNED	4/2/10	2	402	201	N
PLANNED	4/2/10	4	600	150	N
PLANNED	4/3/10	10	990	99	N
PLANNED	4/3/10	3	63	21	N
PLANNED	4/4/10	6	1116	186	N
PLANNED	4/4/10	2	236	118	N
PLANNED	4/5/10	9	1908	212	N
PLANNED	4/5/10	8	760	95	N
PLANNED	4/5/10	1	132	132	N
PLANNED	4/5/10	3	885	295	N
PLANNED	4/5/10	7	1862	266	N
PLANNED	4/5/10	12	996	83	N
PLANNED	4/5/10	6	690	115	N
PLANNED	4/5/10	5	520	104	N
PLANNED	4/5/10	7	665	95	N
PLANNED	4/5/10	2	60	30	N
PLANNED	4/5/10	1	236	236	N
PLANNED	4/5/10	8	744	93	N
PLANNED	4/5/10	6	438	73	N
PLANNED	4/5/10	8	1440	180	N
PLANNED	4/5/10	4	352	88	N
PLANNED	4/5/10	4	860	215	N
PLANNED	4/5/10	6	582	97	N
PLANNED	4/5/10	5	1085	217	N
PLANNED	4/5/10	4	228	57	N
PLANNED	4/5/10	12	1116	93	N
PLANNED	4/5/10	4	132	33	N
PLANNED	4/5/10	1	174	174	N
PLANNED	4/5/10	5	535	107	N
PLANNED	4/5/10	7	693	99	N
PLANNED	4/5/10	3	114	38	N
PLANNED	4/5/10	12	756	63	N
PLANNED	4/5/10	1	126	126	N
PLANNED	4/6/10	2	212	106	N
PLANNED	4/6/10	4	468	117	N
PLANNED	4/6/10	8	1136	142	N
PLANNED	4/6/10	8	2056	257	N
PLANNED	4/6/10	16	1648	103	N
PLANNED	4/6/10	26	7696	296	N
PLANNED	4/6/10	9	1116	124	N
PLANNED	4/6/10	10	990	99	N
PLANNED	4/6/10	18	1512	84	N
PLANNED	4/6/10	7	1680	240	N
PLANNED	4/6/10	12	1428	119	N
PLANNED	4/6/10	40	3720	93	N
PLANNED	4/6/10	7	1302	186	N
PLANNED	4/6/10	5	1450	290	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/6/10	9	1143	127	N
PLANNED	4/6/10	9	1620	180	N
PLANNED	4/6/10	16	1408	88	N
PLANNED	4/6/10	3	750	250	N
PLANNED	4/6/10	3	252	84	N
PLANNED	4/6/10	49	9898	202	N
PLANNED	4/6/10	2	338	169	N
PLANNED	4/6/10	18	4680	260	N
PLANNED	4/6/10	8	2176	272	N
PLANNED	4/6/10	2	444	222	N
PLANNED	4/6/10	2	396	198	N
PLANNED	4/6/10	12	1596	133	N
PLANNED	4/6/10	9	3942	438	N
PLANNED	4/6/10	5	1130	226	N
PLANNED	4/6/10	2	84	42	N
PLANNED	4/6/10	6	504	84	N
PLANNED	4/6/10	31	7595	245	N
PLANNED	4/6/10	4	72	18	N
PLANNED	4/6/10	1	47	47	N
PLANNED	4/6/10	2	242	121	N
PLANNED	4/6/10	2	240	120	N
PLANNED	4/6/10	3	645	215	N
PLANNED	4/6/10	38	5624	148	N
PLANNED	4/6/10	5	335	67	N
PLANNED	4/6/10	8	568	71	N
PLANNED	4/6/10	17	2244	132	N
PLANNED	4/6/10	4	8	2	N
PLANNED	4/6/10	7	105	15	N
PLANNED	4/6/10	10	870	87	N
PLANNED	4/6/10	8	344	43	N
PLANNED	4/6/10	9	774	86	N
PLANNED	4/6/10	17	2074	122	N
PLANNED	4/7/10	2	426	213	N
PLANNED	4/7/10	4	836	209	N
PLANNED	4/7/10	3	570	190	N
PLANNED	4/7/10	10	2020	202	N
PLANNED	4/7/10	40	4280	107	N
PLANNED	4/7/10	6	696	116	N
PLANNED	4/7/10	8	1696	212	N
PLANNED	4/7/10	3	300	100	N
PLANNED	4/7/10	5	70	14	N
PLANNED	4/7/10	8	696	87	N
PLANNED	4/7/10	4	496	124	N
PLANNED	4/7/10	1	158	158	N
PLANNED	4/7/10	11	2189	199	N
PLANNED	4/7/10	13	3575	275	N
PLANNED	4/7/10	12	3276	273	N
PLANNED	4/7/10	8	1280	160	N
PLANNED	4/7/10	36	2160	60	N
PLANNED	4/7/10	3	609	203	N
PLANNED	4/7/10	11	2453	223	N
PLANNED	4/7/10	8	1784	223	N
PLANNED	4/7/10	1	163	163	N
PLANNED	4/7/10	12	972	81	N
PLANNED	4/7/10	1	108	108	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/7/10	4	1204	301	N
PLANNED	4/7/10	6	396	66	N
PLANNED	4/7/10	37	7252	196	N
PLANNED	4/7/10	4	388	97	N
PLANNED	4/7/10	16	1760	110	N
PLANNED	4/7/10	3	549	183	N
PLANNED	4/7/10	5	910	182	N
PLANNED	4/7/10	7	1274	182	N
PLANNED	4/7/10	5	910	182	N
PLANNED	4/7/10	3	216	72	N
PLANNED	4/7/10	5	45	9	N
PLANNED	4/7/10	15	1350	90	N
PLANNED	4/7/10	3	339	113	N
PLANNED	4/7/10	4	164	41	N
PLANNED	4/7/10	37	4514	122	N
PLANNED	4/7/10	8	848	106	N
PLANNED	4/7/10	9	684	76	N
PLANNED	4/7/10	4	376	94	N
PLANNED	4/7/10	12	936	78	N
PLANNED	4/7/10	4	144	36	N
PLANNED	4/8/10	2	356	178	N
PLANNED	4/8/10	3	297	99	N
PLANNED	4/8/10	7	252	36	N
PLANNED	4/8/10	1	42	42	N
PLANNED	4/8/10	11	11	1	N
PLANNED	4/8/10	11	1958	178	N
PLANNED	4/8/10	8	464	58	N
PLANNED	4/8/10	10	1970	197	N
PLANNED	4/8/10	4	288	72	N
PLANNED	4/8/10	13	7189	553	N
PLANNED	4/8/10	14	910	65	N
PLANNED	4/8/10	11	2915	265	N
PLANNED	4/8/10	4	1092	273	N
PLANNED	4/8/10	8	936	117	N
PLANNED	4/8/10	5	1360	272	N
PLANNED	4/8/10	9	2007	223	N
PLANNED	4/8/10	18	1872	104	N
PLANNED	4/8/10	20	2140	107	N
PLANNED	4/8/10	4	220	55	N
PLANNED	4/8/10	2	480	240	N
PLANNED	4/8/10	3	411	137	N
PLANNED	4/8/10	17	2669	157	N
PLANNED	4/8/10	9	2034	226	N
PLANNED	4/8/10	3	171	57	N
PLANNED	4/8/10	14	5964	426	N
PLANNED	4/8/10	4	976	244	N
PLANNED	4/8/10	2	420	210	N
PLANNED	4/8/10	11	1848	168	N
PLANNED	4/8/10	76	76	1	N
PLANNED	4/8/10	5	705	141	N
PLANNED	4/8/10	11	528	48	N
PLANNED	4/9/10	5	70	14	N
PLANNED	4/9/10	19	5909	311	N
PLANNED	4/9/10	6	846	141	N
PLANNED	4/9/10	9	90	10	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/9/10	2	480	240	N
PLANNED	4/9/10	1	163	163	N
PLANNED	4/9/10	17	2941	173	N
PLANNED	4/9/10	6	366	61	N
PLANNED	4/9/10	4	736	184	N
PLANNED	4/9/10	6	1398	233	N
PLANNED	4/9/10	8	1440	180	N
PLANNED	4/9/10	4	264	66	N
PLANNED	4/9/10	3	519	173	N
PLANNED	4/9/10	5	860	172	N
PLANNED	4/9/10	2	342	171	N
PLANNED	4/9/10	5	855	171	N
PLANNED	4/9/10	10	1490	149	N
PLANNED	4/9/10	6	498	83	N
PLANNED	4/9/10	6	678	113	N
PLANNED	4/10/10	18	3078	171	N
PLANNED	4/10/10	8	936	117	N
PLANNED	4/11/10	17	1819	107	N
PLANNED	4/12/10	1	216	216	N
PLANNED	4/12/10	7	154	22	N
PLANNED	4/12/10	10	910	91	N
PLANNED	4/12/10	108	3456	32	N
PLANNED	4/12/10	4	276	69	N
PLANNED	4/12/10	2	198	99	N
PLANNED	4/12/10	6	498	83	N
PLANNED	4/12/10	13	1677	129	N
PLANNED	4/12/10	8	760	95	N
PLANNED	4/12/10	12	2424	202	N
PLANNED	4/12/10	18	1080	60	N
PLANNED	4/12/10	7	1001	143	N
PLANNED	4/12/10	20	1400	70	N
PLANNED	4/12/10	6	456	76	N
PLANNED	4/12/10	9	1458	162	N
PLANNED	4/12/10	6	498	83	N
PLANNED	4/12/10	6	1422	237	N
PLANNED	4/12/10	2	116	58	N
PLANNED	4/12/10	21	1071	51	N
PLANNED	4/12/10	7	140	20	N
PLANNED	4/12/10	6	342	57	N
PLANNED	4/13/10	6	1266	211	N
PLANNED	4/13/10	2	188	94	N
PLANNED	4/13/10	6	1236	206	N
PLANNED	4/13/10	5	435	87	N
PLANNED	4/13/10	8	640	80	N
PLANNED	4/13/10	8	1304	163	N
PLANNED	4/13/10	11	1386	126	N
PLANNED	4/13/10	6	780	130	N
PLANNED	4/13/10	8	848	106	N
PLANNED	4/13/10	4	288	72	N
PLANNED	4/13/10	14	1876	134	N
PLANNED	4/13/10	3	831	277	N
PLANNED	4/13/10	1	84	84	N
PLANNED	4/13/10	5	510	102	N
PLANNED	4/13/10	81	8100	100	N
PLANNED	4/13/10	13	572	44	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/13/10	22	924	42	N
PLANNED	4/13/10	5	1120	224	N
PLANNED	4/13/10	4	668	167	N
PLANNED	4/13/10	16	2368	148	N
PLANNED	4/13/10	6	498	83	N
PLANNED	4/13/10	16	1344	84	N
PLANNED	4/13/10	3	135	45	N
PLANNED	4/13/10	1	189	189	N
PLANNED	4/13/10	8	1744	218	N
PLANNED	4/13/10	3	117	39	N
PLANNED	4/13/10	6	420	70	N
PLANNED	4/13/10	8	448	56	N
PLANNED	4/13/10	23	3082	134	N
PLANNED	4/13/10	4	492	123	N
PLANNED	4/13/10	6	600	100	N
PLANNED	4/13/10	11	2167	197	N
PLANNED	4/13/10	4	788	197	N
PLANNED	4/13/10	217	7595	35	N
PLANNED	4/13/10	7	1330	190	N
PLANNED	4/13/10	4	204	51	N
PLANNED	4/13/10	4	196	49	N
PLANNED	4/13/10	11	605	55	N
PLANNED	4/13/10	7	826	118	N
PLANNED	4/13/10	10	1160	116	N
PLANNED	4/13/10	3	57	19	N
PLANNED	4/13/10	4	100	25	N
PLANNED	4/14/10	8	2040	255	N
PLANNED	4/14/10	1	88	88	N
PLANNED	4/14/10	6	438	73	N
PLANNED	4/14/10	2	558	279	N
PLANNED	4/14/10	4	1184	296	N
PLANNED	4/14/10	31	5983	193	N
PLANNED	4/14/10	4	748	187	N
PLANNED	4/14/10	6	1122	187	N
PLANNED	4/14/10	4	196	49	N
PLANNED	4/14/10	10	70	7	N
PLANNED	4/14/10	10	750	75	N
PLANNED	4/14/10	7	763	109	N
PLANNED	4/14/10	7	154	22	N
PLANNED	4/14/10	12	1692	141	N
PLANNED	4/14/10	5	485	97	N
PLANNED	4/14/10	4	280	70	N
PLANNED	4/14/10	3	432	144	N
PLANNED	4/14/10	24	4344	181	N
PLANNED	4/14/10	4	708	177	N
PLANNED	4/14/10	3	531	177	N
PLANNED	4/14/10	1	150	150	N
PLANNED	4/14/10	8	808	101	N
PLANNED	4/14/10	5	490	98	N
PLANNED	4/14/10	1	42	42	N
PLANNED	4/14/10	1	80	80	N
PLANNED	4/14/10	11	891	81	N
PLANNED	4/14/10	19	285	15	N
PLANNED	4/14/10	28	1820	65	N
PLANNED	4/14/10	6	1182	197	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/14/10	7	1372	196	N
PLANNED	4/14/10	6	1170	195	N
PLANNED	4/14/10	19	741	39	N
PLANNED	4/14/10	4	252	63	N
PLANNED	4/14/10	1	124	124	N
PLANNED	4/14/10	2	200	100	N
PLANNED	4/14/10	43	11911	277	N
PLANNED	4/14/10	5	900	180	N
PLANNED	4/14/10	7	126	18	N
PLANNED	4/14/10	14	2506	179	N
PLANNED	4/14/10	5	310	62	N
PLANNED	4/14/10	19	684	36	N
PLANNED	4/14/10	11	198	18	N
PLANNED	4/14/10	7	1680	240	N
PLANNED	4/14/10	7	1673	239	N
PLANNED	4/14/10	8	1904	238	N
PLANNED	4/14/10	6	1254	209	N
PLANNED	4/14/10	14	2758	197	N
PLANNED	4/15/10	4	656	164	N
PLANNED	4/15/10	8	672	84	N
PLANNED	4/15/10	13	2574	198	N
PLANNED	4/15/10	11	1122	102	N
PLANNED	4/15/10	12	2688	224	N
PLANNED	4/15/10	5	1125	225	N
PLANNED	4/15/10	6	1110	185	N
PLANNED	4/15/10	5	35	7	N
PLANNED	4/15/10	4	132	33	N
PLANNED	4/15/10	5	590	118	N
PLANNED	4/15/10	2	262	131	N
PLANNED	4/15/10	9	1521	169	N
PLANNED	4/15/10	2	192	96	N
PLANNED	4/15/10	4	480	120	N
PLANNED	4/15/10	5	210	42	N
PLANNED	4/15/10	9	639	71	N
PLANNED	4/15/10	8	1032	129	N
PLANNED	4/15/10	8	1128	141	N
PLANNED	4/15/10	1	90	90	N
PLANNED	4/15/10	5	310	62	N
PLANNED	4/15/10	2	122	61	N
PLANNED	4/15/10	16	960	60	N
PLANNED	4/15/10	14	658	47	N
PLANNED	4/15/10	5	1055	211	N
PLANNED	4/15/10	8	176	22	N
PLANNED	4/15/10	7	133	19	N
PLANNED	4/16/10	8	1168	146	N
PLANNED	4/16/10	3	180	60	N
PLANNED	4/16/10	5	970	194	N
PLANNED	4/16/10	4	944	236	N
PLANNED	4/16/10	7	1638	234	N
PLANNED	4/16/10	5	1165	233	N
PLANNED	4/16/10	9	2088	232	N
PLANNED	4/16/10	6	1386	231	N
PLANNED	4/16/10	3	690	230	N
PLANNED	4/16/10	4	916	229	N
PLANNED	4/16/10	4	912	228	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/16/10	5	125	25	N
PLANNED	4/16/10	5	1255	251	N
PLANNED	4/16/10	2	116	58	N
PLANNED	4/16/10	5	1015	203	N
PLANNED	4/16/10	8	776	97	N
PLANNED	4/16/10	2	460	230	N
PLANNED	4/16/10	12	2700	225	N
PLANNED	4/16/10	1	284	284	N
PLANNED	4/16/10	3	852	284	N
PLANNED	4/16/10	6	1062	177	N
PLANNED	4/16/10	2	478	239	N
PLANNED	4/16/10	1	88	88	N
PLANNED	4/16/10	4	736	184	N
PLANNED	4/16/10	9	126	14	N
PLANNED	4/16/10	109	12753	117	N
PLANNED	4/16/10	1	110	110	N
PLANNED	4/16/10	6	372	62	N
PLANNED	4/16/10	5	655	131	N
PLANNED	4/16/10	4	580	145	N
PLANNED	4/16/10	9	198	22	N
PLANNED	4/16/10	4	196	49	N
PLANNED	4/16/10	6	288	48	N
PLANNED	4/17/10	1	103	103	N
PLANNED	4/17/10	9	423	47	N
PLANNED	4/18/10	6	528	88	N
PLANNED	4/18/10	9	1467	163	N
PLANNED	4/18/10	11	682	62	N
PLANNED	4/19/10	3	147	49	N
PLANNED	4/19/10	11	330	30	N
PLANNED	4/19/10	5	745	149	N
PLANNED	4/19/10	15	855	57	N
PLANNED	4/19/10	2	86	43	N
PLANNED	4/19/10	4	316	79	N
PLANNED	4/19/10	3	492	164	N
PLANNED	4/19/10	7	1162	166	N
PLANNED	4/19/10	7	1526	218	N
PLANNED	4/19/10	6	564	94	N
PLANNED	4/19/10	10	2170	217	N
PLANNED	4/19/10	1	130	130	N
PLANNED	4/19/10	1	21	21	N
PLANNED	4/19/10	1	204	204	N
PLANNED	4/19/10	4	660	165	N
PLANNED	4/19/10	4	752	188	N
PLANNED	4/19/10	11	2046	186	N
PLANNED	4/19/10	8	1352	169	N
PLANNED	4/19/10	7	1162	166	N
PLANNED	4/19/10	9	873	97	N
PLANNED	4/19/10	4	288	72	N
PLANNED	4/19/10	5	215	43	N
PLANNED	4/19/10	6	642	107	N
PLANNED	4/19/10	2	334	167	N
PLANNED	4/19/10	1	186	186	N
PLANNED	4/19/10	1	138	138	N
PLANNED	4/20/10	7	1820	260	N
PLANNED	4/20/10	10	2600	260	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/20/10	13	1755	135	N
PLANNED	4/20/10	9	1053	117	N
PLANNED	4/20/10	7	637	91	N
PLANNED	4/20/10	14	3598	257	N
PLANNED	4/20/10	33	6138	186	N
PLANNED	4/20/10	24	4464	186	N
PLANNED	4/20/10	8	904	113	N
PLANNED	4/20/10	12	276	23	N
PLANNED	4/20/10	9	1764	196	N
PLANNED	4/20/10	8	584	73	N
PLANNED	4/20/10	18	3834	213	N
PLANNED	4/20/10	33	3729	113	N
PLANNED	4/20/10	3	315	105	N
PLANNED	4/20/10	6	396	66	N
PLANNED	4/20/10	6	2262	377	N
PLANNED	4/20/10	10	420	42	N
PLANNED	4/20/10	7	2604	372	N
PLANNED	4/20/10	3	192	64	N
PLANNED	4/20/10	4	252	63	N
PLANNED	4/20/10	2	36	18	N
PLANNED	4/20/10	13	741	57	N
PLANNED	4/20/10	5	980	196	N
PLANNED	4/20/10	4	80	20	N
PLANNED	4/20/10	3	405	135	N
PLANNED	4/20/10	4	808	202	N
PLANNED	4/20/10	5	1250	250	N
PLANNED	4/20/10	8	496	62	N
PLANNED	4/20/10	6	876	146	N
PLANNED	4/20/10	3	474	158	N
PLANNED	4/20/10	4	276	69	N
PLANNED	4/20/10	15	615	41	N
PLANNED	4/20/10	8	248	31	N
PLANNED	4/20/10	2	154	77	N
PLANNED	4/20/10	1	150	150	N
PLANNED	4/20/10	1	126	126	N
PLANNED	4/20/10	26	1898	73	N
PLANNED	4/20/10	3	180	60	N
PLANNED	4/20/10	3	135	45	N
PLANNED	4/21/10	7	658	94	N
PLANNED	4/21/10	8	384	48	N
PLANNED	4/21/10	3	276	92	N
PLANNED	4/21/10	47	14288	304	N
PLANNED	4/21/10	7	1547	221	N
PLANNED	4/21/10	8	1656	207	N
PLANNED	4/21/10	8	1048	131	N
PLANNED	4/21/10	3	57	19	N
PLANNED	4/21/10	51	11679	229	N
PLANNED	4/21/10	41	2911	71	N
PLANNED	4/21/10	10	1510	151	N
PLANNED	4/21/10	3	99	33	N
PLANNED	4/21/10	13	26	2	N
PLANNED	4/21/10	17	3043	179	N
PLANNED	4/21/10	175	30975	177	N
PLANNED	4/21/10	3	6	2	N
PLANNED	4/21/10	13	1352	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/21/10	13	1924	148	N
PLANNED	4/21/10	8	832	104	N
PLANNED	4/21/10	17	1139	67	N
PLANNED	4/21/10	8	1000	125	N
PLANNED	4/21/10	1	245	245	N
PLANNED	4/21/10	13	1014	78	N
PLANNED	4/21/10	2	566	283	N
PLANNED	4/21/10	1	28	28	N
PLANNED	4/21/10	16	1888	118	N
PLANNED	4/21/10	41	14432	352	N
PLANNED	4/21/10	8	1176	147	N
PLANNED	4/21/10	5	1500	300	N
PLANNED	4/21/10	1	99	99	N
PLANNED	4/21/10	13	3705	285	N
PLANNED	4/21/10	12	1728	144	N
PLANNED	4/21/10	4	568	142	N
PLANNED	4/21/10	37	5180	140	N
PLANNED	4/21/10	1	60	60	N
PLANNED	4/21/10	3	507	169	N
PLANNED	4/21/10	8	1384	173	N
PLANNED	4/21/10	4	368	92	N
PLANNED	4/21/10	9	1278	142	N
PLANNED	4/21/10	3	516	172	N
PLANNED	4/21/10	8	472	59	N
PLANNED	4/21/10	1	132	132	N
PLANNED	4/21/10	16	976	61	N
PLANNED	4/21/10	1	231	231	N
PLANNED	4/21/10	14	1512	108	N
PLANNED	4/21/10	3	390	130	N
PLANNED	4/21/10	1	117	117	N
PLANNED	4/21/10	32	9184	287	N
PLANNED	4/21/10	9	1251	139	N
PLANNED	4/21/10	26	6006	231	N
PLANNED	4/21/10	23	1127	49	N
PLANNED	4/21/10	3	174	58	N
PLANNED	4/21/10	94	5170	55	N
PLANNED	4/21/10	8	416	52	N
PLANNED	4/21/10	4	1152	288	N
PLANNED	4/21/10	10	2870	287	N
PLANNED	4/21/10	32	2400	75	N
PLANNED	4/21/10	1	242	242	N
PLANNED	4/22/10	10	620	62	N
PLANNED	4/22/10	27	4482	166	N
PLANNED	4/22/10	1	172	172	N
PLANNED	4/22/10	7	721	103	N
PLANNED	4/22/10	7	1204	172	N
PLANNED	4/22/10	1	177	177	N
PLANNED	4/22/10	21	2415	115	N
PLANNED	4/22/10	16	4672	292	N
PLANNED	4/22/10	10	2530	253	N
PLANNED	4/22/10	33	5214	158	N
PLANNED	4/22/10	8	1808	226	N
PLANNED	4/22/10	1	35	35	N
PLANNED	4/22/10	11	2255	205	N
PLANNED	4/22/10	2	418	209	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/22/10	18	4230	235	N
PLANNED	4/22/10	26	2496	96	N
PLANNED	4/22/10	16	3424	214	N
PLANNED	4/22/10	32	2208	69	N
PLANNED	4/22/10	1	165	165	N
PLANNED	4/22/10	140	15260	109	N
PLANNED	4/22/10	16	3520	220	N
PLANNED	4/22/10	9	1494	166	N
PLANNED	4/22/10	3	483	161	N
PLANNED	4/22/10	38	2584	68	N
PLANNED	4/22/10	1	58	58	N
PLANNED	4/22/10	4	368	92	N
PLANNED	4/22/10	2	356	178	N
PLANNED	4/22/10	37	185	5	N
PLANNED	4/22/10	8	1232	154	N
PLANNED	4/22/10	6	750	125	N
PLANNED	4/22/10	5	375	75	N
PLANNED	4/22/10	110	1870	17	N
PLANNED	4/22/10	4	376	94	N
PLANNED	4/22/10	4	272	68	N
PLANNED	4/22/10	8	1472	184	N
PLANNED	4/22/10	6	138	23	N
PLANNED	4/22/10	9	1134	126	N
PLANNED	4/22/10	5	40	8	N
PLANNED	4/22/10	3	9	3	N
PLANNED	4/22/10	3	510	170	N
PLANNED	4/22/10	9	1071	119	N
PLANNED	4/22/10	16	2528	158	N
PLANNED	4/23/10	1	219	219	N
PLANNED	4/23/10	2	344	172	N
PLANNED	4/23/10	1	147	147	N
PLANNED	4/23/10	9	252	28	N
PLANNED	4/23/10	7	91	13	N
PLANNED	4/23/10	3	666	222	N
PLANNED	4/23/10	4	272	68	N
PLANNED	4/23/10	3	372	124	N
PLANNED	4/23/10	10	2160	216	N
PLANNED	4/23/10	41	3444	84	N
PLANNED	4/23/10	11	583	53	N
PLANNED	4/23/10	7	1127	161	N
PLANNED	4/23/10	11	1287	117	N
PLANNED	4/23/10	5	1250	250	N
PLANNED	4/23/10	17	1122	66	N
PLANNED	4/23/10	6	318	53	N
PLANNED	4/23/10	4	208	52	N
PLANNED	4/23/10	3	111	37	N
PLANNED	4/23/10	2	332	166	N
PLANNED	4/23/10	6	1380	230	N
PLANNED	4/23/10	12	1608	134	N
PLANNED	4/23/10	3	522	174	N
PLANNED	4/23/10	6	1044	174	N
PLANNED	4/23/10	3	156	52	N
PLANNED	4/23/10	4	200	50	N
PLANNED	4/23/10	7	294	42	N
PLANNED	4/23/10	5	865	173	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/23/10	6	714	119	N
PLANNED	4/24/10	12	696	58	N
PLANNED	4/24/10	1	83	83	N
PLANNED	4/24/10	6	318	53	N
PLANNED	4/25/10	1	324	324	N
PLANNED	4/25/10	8	1592	199	N
PLANNED	4/26/10	7	266	38	N
PLANNED	4/26/10	8	176	22	N
PLANNED	4/26/10	31	4929	159	N
PLANNED	4/26/10	6	1818	303	N
PLANNED	4/26/10	8	1080	135	N
PLANNED	4/26/10	125	7000	56	N
PLANNED	4/26/10	4	620	155	N
PLANNED	4/26/10	26	3250	125	N
PLANNED	4/27/10	7	1463	209	N
PLANNED	4/27/10	25	5150	206	N
PLANNED	4/27/10	11	3432	312	N
PLANNED	4/27/10	20	2140	107	N
PLANNED	4/27/10	3	810	270	N
PLANNED	4/27/10	3	807	269	N
PLANNED	4/27/10	8	1040	130	N
PLANNED	4/27/10	13	4342	334	N
PLANNED	4/27/10	9	1413	157	N
PLANNED	4/27/10	28	6636	237	N
PLANNED	4/27/10	16	5072	317	N
PLANNED	4/27/10	8	1208	151	N
PLANNED	4/27/10	66	7062	107	N
PLANNED	4/27/10	8	152	19	N
PLANNED	4/27/10	4	680	170	N
PLANNED	4/27/10	2	314	157	N
PLANNED	4/27/10	4	88	22	N
PLANNED	4/27/10	9	1539	171	N
PLANNED	4/27/10	4	136	34	N
PLANNED	4/27/10	7	917	131	N
PLANNED	4/27/10	11	1485	135	N
PLANNED	4/27/10	10	1240	124	N
PLANNED	4/27/10	13	1612	124	N
PLANNED	4/27/10	10	1240	124	N
PLANNED	4/27/10	11	1353	123	N
PLANNED	4/27/10	3	540	180	N
PLANNED	4/27/10	9	1620	180	N
PLANNED	4/27/10	11	1969	179	N
PLANNED	4/27/10	3	12	4	N
PLANNED	4/27/10	4	636	159	N
PLANNED	4/27/10	8	1032	129	N
PLANNED	4/27/10	4	220	55	N
PLANNED	4/27/10	4	384	96	N
PLANNED	4/28/10	30	3810	127	N
PLANNED	4/28/10	3	63	21	N
PLANNED	4/28/10	6	1152	192	N
PLANNED	4/28/10	8	1328	166	N
PLANNED	4/28/10	3	60	20	N
PLANNED	4/28/10	5	575	115	N
PLANNED	4/28/10	18	2502	139	N
PLANNED	4/28/10	13	1950	150	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/28/10	1	136	136	N
PLANNED	4/28/10	3	291	97	N
PLANNED	4/28/10	11	2475	225	N
PLANNED	4/28/10	4	464	116	N
PLANNED	4/28/10	11	2497	227	N
PLANNED	4/28/10	8	2288	286	N
PLANNED	4/28/10	4	676	169	N
PLANNED	4/28/10	15	4575	305	N
PLANNED	4/28/10	27	4590	170	N
PLANNED	4/28/10	6	1122	187	N
PLANNED	4/28/10	5	645	129	N
PLANNED	4/28/10	9	1602	178	N
PLANNED	4/28/10	6	1062	177	N
PLANNED	4/28/10	3	180	60	N
PLANNED	4/28/10	1	228	228	N
PLANNED	4/28/10	2	196	98	N
PLANNED	4/28/10	5	1100	220	N
PLANNED	4/28/10	13	3042	234	N
PLANNED	4/28/10	12	2604	217	N
PLANNED	4/28/10	3	171	57	N
PLANNED	4/28/10	1	151	151	N
PLANNED	4/28/10	7	686	98	N
PLANNED	4/28/10	8	544	68	N
PLANNED	4/28/10	5	675	135	N
PLANNED	4/28/10	22	198	9	N
PLANNED	4/28/10	5	215	43	N
PLANNED	4/28/10	7	224	32	N
PLANNED	4/28/10	7	1855	265	N
PLANNED	4/28/10	2	208	104	N
PLANNED	4/29/10	1	10	10	N
PLANNED	4/29/10	4	40	10	N
PLANNED	4/29/10	1	10	10	N
PLANNED	4/29/10	8	1144	143	N
PLANNED	4/29/10	16	6032	377	N
PLANNED	4/29/10	23	8648	376	N
PLANNED	4/29/10	17	6392	376	N
PLANNED	4/29/10	18	3222	179	N
PLANNED	4/29/10	14	3290	235	N
PLANNED	4/29/10	11	583	53	N
PLANNED	4/29/10	9	1548	172	N
PLANNED	4/29/10	7	1526	218	N
PLANNED	4/29/10	2	42	21	N
PLANNED	4/29/10	6	1242	207	N
PLANNED	4/29/10	5	1035	207	N
PLANNED	4/29/10	4	932	233	N
PLANNED	4/29/10	8	1552	194	N
PLANNED	4/29/10	12	1464	122	N
PLANNED	4/29/10	1	274	274	N
PLANNED	4/29/10	11	2640	240	N
PLANNED	4/29/10	18	4338	241	N
PLANNED	4/29/10	11	2651	241	N
PLANNED	4/29/10	5	395	79	N
PLANNED	4/29/10	4	908	227	N
PLANNED	4/29/10	8	104	13	N
PLANNED	4/29/10	7	1169	167	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/29/10	5	490	98	N
PLANNED	4/29/10	1	115	115	N
PLANNED	4/29/10	9	936	104	N
PLANNED	4/29/10	10	1400	140	N
PLANNED	4/29/10	3	411	137	N
PLANNED	4/29/10	6	564	94	N
PLANNED	4/29/10	12	396	33	N
PLANNED	4/29/10	1	144	144	N
PLANNED	4/29/10	2	78	39	N
PLANNED	4/29/10	8	144	18	N
PLANNED	4/29/10	6	504	84	N
PLANNED	4/29/10	31	434	14	N
PLANNED	4/29/10	4	928	232	N
PLANNED	4/29/10	3	474	158	N
PLANNED	4/29/10	1	24	24	N
PLANNED	4/30/10	9	1341	149	N
PLANNED	4/30/10	5	330	66	N
PLANNED	4/30/10	4	532	133	N
PLANNED	4/30/10	4	104	26	N
PLANNED	4/30/10	32	5344	167	N
PLANNED	4/30/10	7	623	89	N
PLANNED	4/30/10	7	406	58	N
PLANNED	4/30/10	12	2027	245	N
PLANNED	4/30/10	8	1288	244	N
PLANNED	4/30/10	16	592	37	N
PLANNED	4/30/10	8	88	11	N
PLANNED	4/30/10	46	8924	194	N
PLANNED	4/30/10	9	639	71	N
PLANNED	4/30/10	9	792	88	N
PLANNED	4/30/10	17	1462	86	N
PLANNED	4/30/10	5	425	85	N
PLANNED	4/30/10	11	1221	111	N
PLANNED	4/30/10	11	869	79	N
PLANNED	4/30/10	6	1050	175	N
PLANNED	4/30/10	19	1919	101	N
PLANNED	4/30/10	28	2380	85	N
PLANNED	4/30/10	3	213	71	N
PLANNED	4/30/10	5	515	103	N
PLANNED	4/30/10	1	57	57	N
PLANNED	4/30/10	8	176	22	N
PLANNED	5/1/10	7	371	53	N
PLANNED	5/1/10	2	1086	543	N
PLANNED	5/3/10	5	400	80	N
PLANNED	5/3/10	3	84	28	N
PLANNED	5/3/10	3	75	25	N
PLANNED	5/3/10	4	628	157	N
PLANNED	5/3/10	5	150	30	N
PLANNED	5/3/10	3	69	23	N
PLANNED	5/3/10	8	240	30	N
PLANNED	5/3/10	2	278	139	N
PLANNED	5/3/10	4	200	50	N
PLANNED	5/3/10	40	3280	82	N
PLANNED	5/3/10	35	1960	56	N
PLANNED	5/3/10	13	1716	132	N
PLANNED	5/3/10	84	4368	52	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/3/10	15	540	36	N
PLANNED	5/3/10	2	20	10	N
PLANNED	5/3/10	4	736	184	N
PLANNED	5/3/10	6	1170	195	N
PLANNED	5/3/10	9	1233	137	N
PLANNED	5/3/10	2	352	176	N
PLANNED	5/3/10	38	912	24	N
PLANNED	5/3/10	101	13029	129	N
PLANNED	5/3/10	2	78	39	N
PLANNED	5/3/10	2	152	76	N
PLANNED	5/3/10	1	138	138	N
PLANNED	5/3/10	8	1192	149	N
PLANNED	5/3/10	9	2664	296	N
PLANNED	5/3/10	10	1750	175	N
PLANNED	5/3/10	2	48	24	N
PLANNED	5/3/10	3	342	114	N
PLANNED	5/3/10	10	1140	114	N
PLANNED	5/3/10	2	36	18	N
PLANNED	5/3/10	17	1377	81	N
PLANNED	5/3/10	3	81	27	N
PLANNED	5/3/10	3	330	110	N
PLANNED	5/3/10	17	289	17	N
PLANNED	5/4/10	5	230	46	N
PLANNED	5/4/10	6	936	156	N
PLANNED	5/4/10	17	2703	159	N
PLANNED	5/4/10	6	1308	218	N
PLANNED	5/4/10	7	994	142	N
PLANNED	5/4/10	19	2223	117	N
PLANNED	5/4/10	4	1128	282	N
PLANNED	5/4/10	4	100	25	N
PLANNED	5/4/10	6	1560	260	N
PLANNED	5/4/10	8	912	114	N
PLANNED	5/4/10	4	788	197	N
PLANNED	5/4/10	22	3608	164	N
PLANNED	5/4/10	5	365	73	N
PLANNED	5/4/10	3	507	169	N
PLANNED	5/4/10	2	58	29	N
PLANNED	5/4/10	4	768	192	N
PLANNED	5/4/10	11	297	27	N
PLANNED	5/4/10	7	679	97	N
PLANNED	5/4/10	5	550	110	N
PLANNED	5/4/10	6	108	18	N
PLANNED	5/4/10	10	2390	239	N
PLANNED	5/4/10	2	468	234	N
PLANNED	5/4/10	3	66	22	N
PLANNED	5/4/10	3	690	230	N
PLANNED	5/4/10	2	266	133	N
PLANNED	5/4/10	3	729	243	N
PLANNED	5/4/10	6	702	117	N
PLANNED	5/4/10	5	135	27	N
PLANNED	5/4/10	9	351	39	N
PLANNED	5/4/10	6	234	39	N
PLANNED	5/4/10	1	256	256	N
PLANNED	5/4/10	2	96	48	N
PLANNED	5/4/10	4	180	45	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/4/10	6	486	81	N
PLANNED	5/4/10	1	44	44	N
PLANNED	5/4/10	3	459	153	N
PLANNED	5/4/10	6	702	117	N
PLANNED	5/4/10	9	117	13	N
PLANNED	5/4/10	44	3828	87	N
PLANNED	5/4/10	15	840	56	N
PLANNED	5/4/10	8	1744	218	N
PLANNED	5/4/10	3	264	88	N
PLANNED	5/4/10	7	147	21	N
PLANNED	5/4/10	6	66	11	N
PLANNED	5/4/10	3	78	26	N
PLANNED	5/5/10	2	206	103	N
PLANNED	5/5/10	1	276	276	N
PLANNED	5/5/10	10	920	92	N
PLANNED	5/5/10	13	1157	89	N
PLANNED	5/5/10	32	1664	52	N
PLANNED	5/5/10	3	516	172	N
PLANNED	5/5/10	1	99	99	N
PLANNED	5/5/10	16	176	11	N
PLANNED	5/5/10	10	1900	190	N
PLANNED	5/5/10	26	1248	48	N
PLANNED	5/5/10	6	558	93	N
PLANNED	5/5/10	3	486	162	N
PLANNED	5/5/10	7	896	128	N
PLANNED	5/5/10	9	1071	119	N
PLANNED	5/5/10	10	20	2	N
PLANNED	5/5/10	6	906	151	N
PLANNED	5/5/10	2	54	27	N
PLANNED	5/5/10	1	121	121	N
PLANNED	5/5/10	5	720	144	N
PLANNED	5/5/10	20	1760	88	N
PLANNED	5/5/10	26	494	19	N
PLANNED	5/5/10	4	236	59	N
PLANNED	5/5/10	30	1980	66	N
PLANNED	5/5/10	1	26	26	N
PLANNED	5/5/10	10	260	26	N
PLANNED	5/5/10	6	60	10	N
PLANNED	5/5/10	4	256	64	N
PLANNED	5/5/10	4	440	110	N
PLANNED	5/5/10	23	943	41	N
PLANNED	5/5/10	1	61	61	N
PLANNED	5/5/10	2	126	63	N
PLANNED	5/6/10	18	3600	200	N
PLANNED	5/6/10	10	830	83	N
PLANNED	5/6/10	2	118	59	N
PLANNED	5/6/10	2	96	48	N
PLANNED	5/6/10	1	77	77	N
PLANNED	5/6/10	6	1470	245	N
PLANNED	5/6/10	8	720	90	N
PLANNED	5/6/10	4	280	70	N
PLANNED	5/6/10	12	1788	149	N
PLANNED	5/6/10	9	684	76	N
PLANNED	5/6/10	9	225	25	N
PLANNED	5/6/10	5	1475	295	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/6/10	30	5700	190	N
PLANNED	5/6/10	2	1156	578	N
PLANNED	5/6/10	15	2115	141	N
PLANNED	5/6/10	4	924	231	N
PLANNED	5/6/10	1	70	70	N
PLANNED	5/6/10	21	4200	200	N
PLANNED	5/6/10	2	346	173	N
PLANNED	5/6/10	3	63	21	N
PLANNED	5/6/10	2	62	31	N
PLANNED	5/6/10	1	28	28	N
PLANNED	5/6/10	3	252	84	N
PLANNED	5/6/10	8	352	44	N
PLANNED	5/6/10	11	462	42	N
PLANNED	5/6/10	1	41	41	N
PLANNED	5/7/10	11	1991	181	N
PLANNED	5/7/10	2	454	227	N
PLANNED	5/7/10	2	450	225	N
PLANNED	5/7/10	10	420	42	N
PLANNED	5/7/10	3	177	59	N
PLANNED	5/7/10	7	84	12	N
PLANNED	5/7/10	12	2496	208	N
PLANNED	5/7/10	15	390	26	N
PLANNED	5/7/10	7	175	25	N
PLANNED	5/7/10	2	308	154	N
PLANNED	5/7/10	13	1534	118	N
PLANNED	5/7/10	10	1280	128	N
PLANNED	5/7/10	1	152	152	N
PLANNED	5/7/10	4	664	166	N
PLANNED	5/7/10	3	492	164	N
PLANNED	5/7/10	9	234	26	N
PLANNED	5/8/10	18	6228	346	N
PLANNED	5/8/10	4	352	88	N
PLANNED	5/9/10	1	143	143	N
PLANNED	5/9/10	4	208	52	N
PLANNED	5/10/10	6	948	158	N
PLANNED	5/10/10	1	90	90	N
PLANNED	5/10/10	8	1728	216	N
PLANNED	5/10/10	2	334	167	N
PLANNED	5/10/10	8	1448	181	N
PLANNED	5/10/10	9	1035	115	N
PLANNED	5/10/10	44	10648	242	N
PLANNED	5/10/10	53	16748	316	N
PLANNED	5/10/10	6	630	105	N
PLANNED	5/10/10	10	1530	153	N
PLANNED	5/10/10	25	1750	70	N
PLANNED	5/10/10	13	1222	94	N
PLANNED	5/10/10	5	725	145	N
PLANNED	5/11/10	10	620	62	N
PLANNED	5/11/10	4	796	199	N
PLANNED	5/11/10	26	780	30	N
PLANNED	5/11/10	30	900	30	N
PLANNED	5/11/10	4	1344	336	N
PLANNED	5/11/10	24	4200	175	N
PLANNED	5/11/10	5	850	170	N
PLANNED	5/11/10	22	2090	95	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/11/10	19	6498	342	N
PLANNED	5/11/10	1	152	152	N
PLANNED	5/11/10	1	320	320	N
PLANNED	5/11/10	2	112	56	N
PLANNED	5/11/10	23	2760	120	N
PLANNED	5/11/10	38	7524	198	N
PLANNED	5/11/10	13	1828	223	N
PLANNED	5/11/10	9	1881	209	N
PLANNED	5/11/10	6	666	111	N
PLANNED	5/11/10	7	266	38	N
PLANNED	5/11/10	11	1254	114	N
PLANNED	5/11/10	31	2604	84	N
PLANNED	5/11/10	2	240	120	N
PLANNED	5/11/10	8	608	76	N
PLANNED	5/11/10	7	700	100	N
PLANNED	5/11/10	60	3420	57	N
PLANNED	5/11/10	7	938	134	N
PLANNED	5/11/10	1	119	119	N
PLANNED	5/11/10	34	782	23	N
PLANNED	5/11/10	4	876	219	N
PLANNED	5/11/10	1	138	138	N
PLANNED	5/12/10	7	1204	172	N
PLANNED	5/12/10	8	856	107	N
PLANNED	5/12/10	10	2190	219	N
PLANNED	5/12/10	6	168	28	N
PLANNED	5/12/10	6	918	153	N
PLANNED	5/12/10	9	549	61	N
PLANNED	5/12/10	3	513	171	N
PLANNED	5/12/10	11	2079	189	N
PLANNED	5/12/10	2	484	242	N
PLANNED	5/12/10	5	1275	255	N
PLANNED	5/12/10	6	1104	184	N
PLANNED	5/12/10	4	376	94	N
PLANNED	5/12/10	6	1038	173	N
PLANNED	5/12/10	22	1584	72	N
PLANNED	5/12/10	13	1144	88	N
PLANNED	5/12/10	3	105	35	N
PLANNED	5/12/10	9	1080	120	N
PLANNED	5/12/10	8	1152	144	N
PLANNED	5/12/10	3	354	118	N
PLANNED	5/12/10	3	441	147	N
PLANNED	5/12/10	9	1602	178	N
PLANNED	5/12/10	8	1264	158	N
PLANNED	5/12/10	3	162	54	N
PLANNED	5/12/10	6	882	147	N
PLANNED	5/12/10	9	369	41	N
PLANNED	5/12/10	27	6858	254	N
PLANNED	5/12/10	14	6622	473	N
PLANNED	5/12/10	29	1653	57	N
PLANNED	5/13/10	2	270	135	N
PLANNED	5/13/10	11	1287	117	N
PLANNED	5/13/10	35	2205	63	N
PLANNED	5/13/10	7	1106	158	N
PLANNED	5/13/10	117	3744	32	N
PLANNED	5/13/10	14	1456	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/13/10	7	1435	205	N
PLANNED	5/13/10	6	1224	204	N
PLANNED	5/13/10	10	2040	204	N
PLANNED	5/13/10	6	1218	203	N
PLANNED	5/13/10	8	1624	203	N
PLANNED	5/13/10	11	1320	120	N
PLANNED	5/13/10	25	6100	244	N
PLANNED	5/13/10	18	2646	147	N
PLANNED	5/13/10	8	984	123	N
PLANNED	5/13/10	9	1179	131	N
PLANNED	5/13/10	7	490	70	N
PLANNED	5/13/10	8	1240	155	N
PLANNED	5/13/10	12	48	4	N
PLANNED	5/13/10	6	1350	225	N
PLANNED	5/13/10	8	1208	151	N
PLANNED	5/13/10	10	1580	158	N
PLANNED	5/13/10	6	342	57	N
PLANNED	5/14/10	26	5668	218	N
PLANNED	5/14/10	2	268	134	N
PLANNED	5/14/10	14	518	37	N
PLANNED	5/14/10	6	1254	209	N
PLANNED	5/14/10	30	4080	136	N
PLANNED	5/14/10	11	440	40	N
PLANNED	5/14/10	5	990	198	N
PLANNED	5/14/10	12	252	21	N
PLANNED	5/14/10	10	960	96	N
PLANNED	5/14/10	6	402	67	N
PLANNED	5/14/10	14	2898	207	N
PLANNED	5/14/10	10	1620	162	N
PLANNED	5/14/10	4	644	161	N
PLANNED	5/14/10	9	1449	161	N
PLANNED	5/14/10	1	62	62	N
PLANNED	5/14/10	4	188	47	N
PLANNED	5/14/10	3	531	177	N
PLANNED	5/14/10	7	1050	150	N
PLANNED	5/14/10	4	48	12	N
PLANNED	5/16/10	10	1030	103	N
PLANNED	5/16/10	7	378	54	N
PLANNED	5/17/10	3	330	110	N
PLANNED	5/17/10	5	1430	286	N
PLANNED	5/17/10	6	2070	345	N
PLANNED	5/17/10	10	2850	285	N
PLANNED	5/17/10	13	1547	119	N
PLANNED	5/17/10	8	2400	300	N
PLANNED	5/17/10	16	2528	158	N
PLANNED	5/17/10	7	1841	263	N
PLANNED	5/17/10	3	606	202	N
PLANNED	5/17/10	12	1116	93	N
PLANNED	5/17/10	10	360	36	N
PLANNED	5/17/10	5	535	107	N
PLANNED	5/17/10	5	730	146	N
PLANNED	5/17/10	3	231	77	N
PLANNED	5/17/10	1	76	76	N
PLANNED	5/17/10	12	600	50	N
PLANNED	5/17/10	4	336	84	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/17/10	33	5280	160	N
PLANNED	5/17/10	2	162	81	N
PLANNED	5/17/10	2	398	199	N
PLANNED	5/17/10	4	356	89	N
PLANNED	5/17/10	6	1422	237	N
PLANNED	5/17/10	1	25	25	N
PLANNED	5/17/10	13	767	59	N
PLANNED	5/17/10	9	738	82	N
PLANNED	5/17/10	9	585	65	N
PLANNED	5/17/10	10	590	59	N
PLANNED	5/18/10	6	1890	315	N
PLANNED	5/18/10	25	5225	209	N
PLANNED	5/18/10	10	1620	162	N
PLANNED	5/18/10	27	405	15	N
PLANNED	5/18/10	11	1023	93	N
PLANNED	5/18/10	6	222	37	N
PLANNED	5/18/10	4	168	42	N
PLANNED	5/18/10	5	1135	227	N
PLANNED	5/18/10	8	624	78	N
PLANNED	5/18/10	4	644	161	N
PLANNED	5/18/10	7	910	130	N
PLANNED	5/18/10	24	2808	117	N
PLANNED	5/18/10	3	387	129	N
PLANNED	5/18/10	6	708	118	N
PLANNED	5/18/10	13	2301	177	N
PLANNED	5/18/10	7	1757	251	N
PLANNED	5/18/10	7	49	7	N
PLANNED	5/18/10	1	106	106	N
PLANNED	5/18/10	1	80	80	N
PLANNED	5/18/10	2	390	195	N
PLANNED	5/18/10	3	123	41	N
PLANNED	5/18/10	8	1432	179	N
PLANNED	5/18/10	7	1295	185	N
PLANNED	5/18/10	2	192	96	N
PLANNED	5/18/10	6	222	37	N
PLANNED	5/18/10	8	1304	163	N
PLANNED	5/18/10	1	9	9	N
PLANNED	5/18/10	4	316	79	N
PLANNED	5/19/10	4	264	66	N
PLANNED	5/19/10	20	3620	181	N
PLANNED	5/19/10	30	8910	297	N
PLANNED	5/19/10	6	594	99	N
PLANNED	5/19/10	37	6438	174	N
PLANNED	5/19/10	6	378	63	N
PLANNED	5/19/10	12	1080	90	N
PLANNED	5/19/10	109	22127	203	N
PLANNED	5/19/10	1	123	123	N
PLANNED	5/19/10	23	2760	120	N
PLANNED	5/19/10	1	153	153	N
PLANNED	5/19/10	4	720	180	N
PLANNED	5/19/10	18	3672	204	N
PLANNED	5/19/10	36	7272	202	N
PLANNED	5/19/10	5	945	189	N
PLANNED	5/19/10	39	7683	197	N
PLANNED	5/19/10	10	720	72	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/19/10	10	720	72	N
PLANNED	5/19/10	1	54	54	N
PLANNED	5/19/10	24	3744	156	N
PLANNED	5/19/10	19	1273	67	N
PLANNED	5/19/10	16	1120	70	N
PLANNED	5/19/10	2	72	36	N
PLANNED	5/19/10	7	1001	143	N
PLANNED	5/19/10	13	1300	100	N
PLANNED	5/19/10	3	276	92	N
PLANNED	5/20/10	4	136	34	N
PLANNED	5/20/10	3	237	79	N
PLANNED	5/20/10	6	936	156	N
PLANNED	5/20/10	3	333	111	N
PLANNED	5/20/10	9	486	54	N
PLANNED	5/20/10	5	410	82	N
PLANNED	5/20/10	7	84	12	N
PLANNED	5/20/10	1	342	342	N
PLANNED	5/20/10	15	3285	219	N
PLANNED	5/20/10	7	308	44	N
PLANNED	5/20/10	13	585	45	N
PLANNED	5/20/10	4	664	166	N
PLANNED	5/20/10	12	1956	163	N
PLANNED	5/20/10	17	4828	284	N
PLANNED	5/20/10	7	7	1	N
PLANNED	5/20/10	14	1792	128	N
PLANNED	5/20/10	9	531	59	N
PLANNED	5/20/10	1	302	302	N
PLANNED	5/20/10	1	111	111	N
PLANNED	5/20/10	1	300	300	N
PLANNED	5/20/10	1	11	11	N
PLANNED	5/20/10	1	8	8	N
PLANNED	5/20/10	2	78	39	N
PLANNED	5/20/10	13	2392	184	N
PLANNED	5/20/10	4	468	117	N
PLANNED	5/20/10	6	1536	256	N
PLANNED	5/20/10	13	4706	362	N
PLANNED	5/20/10	6	1134	189	N
PLANNED	5/20/10	3	189	63	N
PLANNED	5/20/10	6	1008	168	N
PLANNED	5/20/10	73	5986	82	N
PLANNED	5/20/10	3	441	147	N
PLANNED	5/20/10	7	84	12	N
PLANNED	5/20/10	1	20	20	N
PLANNED	5/20/10	5	590	118	N
PLANNED	5/20/10	4	196	49	N
PLANNED	5/20/10	25	2125	85	N
PLANNED	5/20/10	1	60	60	N
PLANNED	5/20/10	1	20	20	N
PLANNED	5/20/10	1	94	94	N
PLANNED	5/20/10	20	2520	126	N
PLANNED	5/20/10	16	2016	126	N
PLANNED	5/20/10	2	304	152	N
PLANNED	5/21/10	10	1540	154	N
PLANNED	5/21/10	1	405	405	N
PLANNED	5/21/10	9	198	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/21/10	3	303	101	N
PLANNED	5/21/10	4	328	82	N
PLANNED	5/21/10	2	46	23	N
PLANNED	5/21/10	6	240	40	N
PLANNED	5/21/10	9	2322	258	N
PLANNED	5/21/10	10	1690	169	N
PLANNED	5/21/10	14	224	16	N
PLANNED	5/21/10	2	90	45	N
PLANNED	5/21/10	10	1470	147	N
PLANNED	5/21/10	4	980	245	N
PLANNED	5/21/10	6	1428	238	N
PLANNED	5/21/10	5	620	124	N
PLANNED	5/21/10	8	184	23	N
PLANNED	5/21/10	2	68	34	N
PLANNED	5/21/10	2	118	59	N
PLANNED	5/21/10	5	120	24	N
PLANNED	5/21/10	6	336	56	N
PLANNED	5/21/10	4	668	167	N
PLANNED	5/21/10	12	1164	97	N
PLANNED	5/21/10	6	1524	254	N
PLANNED	5/21/10	2	98	49	N
PLANNED	5/22/10	16	1024	64	N
PLANNED	5/22/10	14	3206	229	N
PLANNED	5/23/10	1	107	107	N
PLANNED	5/23/10	2	666	333	N
PLANNED	5/24/10	12	3528	294	N
PLANNED	5/24/10	15	510	34	N
PLANNED	5/24/10	8	2320	290	N
PLANNED	5/24/10	4	72	18	N
PLANNED	5/24/10	10	1260	126	N
PLANNED	5/24/10	4	808	202	N
PLANNED	5/24/10	7	749	107	N
PLANNED	5/24/10	4	156	39	N
PLANNED	5/24/10	22	3014	137	N
PLANNED	5/24/10	4	548	137	N
PLANNED	5/24/10	10	1880	188	N
PLANNED	5/24/10	5	705	141	N
PLANNED	5/24/10	6	108	18	N
PLANNED	5/24/10	20	2800	140	N
PLANNED	5/24/10	11	1540	140	N
PLANNED	5/24/10	1	27	27	N
PLANNED	5/24/10	4	492	123	N
PLANNED	5/24/10	4	184	46	N
PLANNED	5/24/10	4	524	131	N
PLANNED	5/24/10	1	119	119	N
PLANNED	5/24/10	2	254	127	N
PLANNED	5/24/10	1	63	63	N
PLANNED	5/24/10	8	872	109	N
PLANNED	5/24/10	4	380	95	N
PLANNED	5/24/10	15	3675	245	N
PLANNED	5/24/10	24	7704	321	N
PLANNED	5/25/10	42	4704	112	N
PLANNED	5/25/10	3	564	188	N
PLANNED	5/25/10	11	198	18	N
PLANNED	5/25/10	4	408	102	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/25/10	5	475	95	N
PLANNED	5/25/10	4	108	27	N
PLANNED	5/25/10	3	384	128	N
PLANNED	5/25/10	8	1632	204	N
PLANNED	5/25/10	11	3047	277	N
PLANNED	5/25/10	3	234	78	N
PLANNED	5/25/10	5	865	173	N
PLANNED	5/25/10	5	695	139	N
PLANNED	5/25/10	12	3300	275	N
PLANNED	5/25/10	21	2142	102	N
PLANNED	5/25/10	12	120	10	N
PLANNED	5/25/10	11	2167	197	N
PLANNED	5/25/10	17	1241	73	N
PLANNED	5/25/10	3	555	185	N
PLANNED	5/25/10	2	192	96	N
PLANNED	5/25/10	1	197	197	N
PLANNED	5/25/10	8	1456	182	N
PLANNED	5/25/10	1	52	52	N
PLANNED	5/25/10	3	69	23	N
PLANNED	5/25/10	8	168	21	N
PLANNED	5/25/10	3	783	261	N
PLANNED	5/25/10	2	430	215	N
PLANNED	5/25/10	1	74	74	N
PLANNED	5/25/10	10	1110	111	N
PLANNED	5/25/10	5	280	56	N
PLANNED	5/25/10	1	77	77	N
PLANNED	5/25/10	7	987	141	N
PLANNED	5/25/10	5	225	45	N
PLANNED	5/26/10	12	504	42	N
PLANNED	5/26/10	5	1540	308	N
PLANNED	5/26/10	1	147	147	N
PLANNED	5/26/10	11	3498	318	N
PLANNED	5/26/10	31	6789	219	N
PLANNED	5/26/10	6	1782	297	N
PLANNED	5/26/10	7	924	132	N
PLANNED	5/26/10	8	1840	230	N
PLANNED	5/26/10	3	762	254	N
PLANNED	5/26/10	2	504	252	N
PLANNED	5/26/10	3	801	267	N
PLANNED	5/26/10	98	4116	42	N
PLANNED	5/26/10	10	1760	176	N
PLANNED	5/26/10	31	4836	156	N
PLANNED	5/26/10	11	2948	268	N
PLANNED	5/26/10	2	258	129	N
PLANNED	5/26/10	8	1496	187	N
PLANNED	5/26/10	5	510	102	N
PLANNED	5/26/10	3	576	192	N
PLANNED	5/26/10	4	420	105	N
PLANNED	5/26/10	32	8832	276	N
PLANNED	5/26/10	11	693	63	N
PLANNED	5/26/10	6	72	12	N
PLANNED	5/26/10	4	796	199	N
PLANNED	5/26/10	12	1644	137	N
PLANNED	5/26/10	8	1088	136	N
PLANNED	5/26/10	8	440	55	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/26/10	5	155	31	N
PLANNED	5/26/10	3	138	46	N
PLANNED	5/26/10	3	273	91	N
PLANNED	5/26/10	5	845	169	N
PLANNED	5/26/10	4	836	209	N
PLANNED	5/26/10	6	60	10	N
PLANNED	5/26/10	2	86	43	N
PLANNED	5/26/10	1	160	160	N
PLANNED	5/26/10	3	186	62	N
PLANNED	5/26/10	21	2016	96	N
PLANNED	5/26/10	11	2200	200	N
PLANNED	5/26/10	17	4896	288	N
PLANNED	5/27/10	3	372	124	N
PLANNED	5/27/10	7	378	54	N
PLANNED	5/27/10	4	444	111	N
PLANNED	5/27/10	9	1314	146	N
PLANNED	5/27/10	8	848	106	N
PLANNED	5/27/10	7	994	142	N
PLANNED	5/27/10	2	404	202	N
PLANNED	5/27/10	6	1212	202	N
PLANNED	5/27/10	2	58	29	N
PLANNED	5/27/10	29	3973	137	N
PLANNED	5/27/10	9	936	104	N
PLANNED	5/27/10	10	1030	103	N
PLANNED	5/27/10	8	824	103	N
PLANNED	5/27/10	16	4192	262	N
PLANNED	5/27/10	9	918	102	N
PLANNED	5/27/10	4	404	101	N
PLANNED	5/27/10	3	543	181	N
PLANNED	5/27/10	1	128	128	N
PLANNED	5/27/10	13	793	61	N
PLANNED	5/27/10	27	4887	181	N
PLANNED	5/27/10	1	188	188	N
PLANNED	5/27/10	72	936	13	N
PLANNED	5/27/10	24	2832	118	N
PLANNED	5/27/10	11	2211	201	N
PLANNED	5/27/10	30	7320	244	N
PLANNED	5/27/10	1	229	229	N
PLANNED	5/27/10	2	346	173	N
PLANNED	5/27/10	1	143	143	N
PLANNED	5/27/10	13	377	29	N
PLANNED	5/27/10	7	98	14	N
PLANNED	5/27/10	9	567	63	N
PLANNED	5/27/10	36	2052	57	N
PLANNED	5/27/10	10	3520	352	N
PLANNED	5/27/10	6	672	112	N
PLANNED	5/27/10	11	1397	127	N
PLANNED	5/27/10	8	1016	127	N
PLANNED	5/28/10	4	328	82	N
PLANNED	5/28/10	2	298	149	N
PLANNED	5/28/10	1	338	338	N
PLANNED	5/28/10	47	6674	142	N
PLANNED	5/28/10	8	1368	171	N
PLANNED	5/28/10	2	466	233	N
PLANNED	5/28/10	2	178	89	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/28/10	12	1368	114	N
PLANNED	5/28/10	2	300	150	N
PLANNED	5/28/10	7	434	62	N
PLANNED	5/28/10	6	330	55	N
PLANNED	5/28/10	14	2058	147	N
PLANNED	5/28/10	7	217	31	N
PLANNED	5/28/10	8	832	104	N
PLANNED	5/29/10	2	88	44	N
PLANNED	5/29/10	17	986	58	N
PLANNED	5/30/10	1	370	370	N
PLANNED	6/1/10	10	1040	104	N
PLANNED	6/1/10	8	160	20	N
PLANNED	6/1/10	8	704	88	N
PLANNED	6/1/10	4	724	181	N
PLANNED	6/1/10	7	238	34	N
PLANNED	6/1/10	13	2262	174	N
PLANNED	6/1/10	4	1012	253	N
PLANNED	6/1/10	17	1887	111	N
PLANNED	6/1/10	5	450	90	N
PLANNED	6/1/10	9	1728	192	N
PLANNED	6/1/10	3	174	58	N
PLANNED	6/1/10	4	844	211	N
PLANNED	6/1/10	1	52	52	N
PLANNED	6/1/10	2	34	17	N
PLANNED	6/1/10	5	845	169	N
PLANNED	6/1/10	5	840	168	N
PLANNED	6/1/10	6	342	57	N
PLANNED	6/1/10	9	1881	209	N
PLANNED	6/2/10	2	266	133	N
PLANNED	6/2/10	1	39	39	N
PLANNED	6/2/10	7	357	51	N
PLANNED	6/2/10	9	288	32	N
PLANNED	6/2/10	6	1248	208	N
PLANNED	6/2/10	7	1449	207	N
PLANNED	6/2/10	8	104	13	N
PLANNED	6/2/10	5	310	62	N
PLANNED	6/2/10	5	280	56	N
PLANNED	6/2/10	4	348	87	N
PLANNED	6/2/10	11	110	10	N
PLANNED	6/2/10	1	54	54	N
PLANNED	6/2/10	8	264	33	N
PLANNED	6/2/10	1	174	174	N
PLANNED	6/2/10	13	1547	119	N
PLANNED	6/2/10	7	567	81	N
PLANNED	6/2/10	4	900	225	N
PLANNED	6/2/10	2	440	220	N
PLANNED	6/2/10	2	120	60	N
PLANNED	6/2/10	11	253	23	N
PLANNED	6/2/10	4	676	169	N
PLANNED	6/2/10	10	2580	258	N
PLANNED	6/2/10	54	7020	130	N
PLANNED	6/2/10	10	1320	132	N
PLANNED	6/2/10	5	500	100	N
PLANNED	6/2/10	10	880	88	N
PLANNED	6/2/10	9	882	98	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/2/10	3	510	170	N
PLANNED	6/2/10	1	271	271	N
PLANNED	6/2/10	4	932	233	N
PLANNED	6/2/10	4	156	39	N
PLANNED	6/2/10	6	1230	205	N
PLANNED	6/2/10	2	230	115	N
PLANNED	6/2/10	8	528	66	N
PLANNED	6/2/10	2	174	87	N
PLANNED	6/2/10	4	264	66	N
PLANNED	6/2/10	15	900	60	N
PLANNED	6/2/10	2	146	73	N
PLANNED	6/2/10	6	960	160	N
PLANNED	6/2/10	3	141	47	N
PLANNED	6/2/10	1	45	45	N
PLANNED	6/2/10	51	8160	160	N
PLANNED	6/2/10	5	800	160	N
PLANNED	6/2/10	6	468	78	N
PLANNED	6/2/10	9	2178	242	N
PLANNED	6/3/10	51	7242	142	N
PLANNED	6/3/10	4	1124	281	N
PLANNED	6/3/10	10	3700	370	N
PLANNED	6/3/10	7	1050	150	N
PLANNED	6/3/10	7	1148	164	N
PLANNED	6/3/10	2	380	190	N
PLANNED	6/3/10	3	156	52	N
PLANNED	6/3/10	3	129	43	N
PLANNED	6/3/10	10	250	25	N
PLANNED	6/3/10	8	1264	158	N
PLANNED	6/3/10	20	280	14	N
PLANNED	6/3/10	8	1056	132	N
PLANNED	6/3/10	6	528	88	N
PLANNED	6/3/10	8	1488	186	N
PLANNED	6/3/10	8	1712	214	N
PLANNED	6/3/10	1	255	255	N
PLANNED	6/3/10	11	1661	151	N
PLANNED	6/3/10	5	1450	290	N
PLANNED	6/3/10	4	1156	289	N
PLANNED	6/3/10	6	630	105	N
PLANNED	6/3/10	3	384	128	N
PLANNED	6/3/10	1	213	213	N
PLANNED	6/3/10	4	584	146	N
PLANNED	6/3/10	1	143	143	N
PLANNED	6/3/10	1	50	50	N
PLANNED	6/3/10	5	610	122	N
PLANNED	6/3/10	5	1120	224	N
PLANNED	6/3/10	5	860	172	N
PLANNED	6/3/10	5	95	19	N
PLANNED	6/3/10	1	87	87	N
PLANNED	6/3/10	7	420	60	N
PLANNED	6/3/10	4	100	25	N
PLANNED	6/3/10	3	129	43	N
PLANNED	6/3/10	3	357	119	N
PLANNED	6/3/10	15	1545	103	N
PLANNED	6/3/10	7	147	21	N
PLANNED	6/3/10	1	70	70	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/3/10	1	58	58	N
PLANNED	6/3/10	4	368	92	N
PLANNED	6/4/10	6	852	142	N
PLANNED	6/4/10	7	707	101	N
PLANNED	6/4/10	5	920	184	N
PLANNED	6/4/10	19	5434	286	N
PLANNED	6/4/10	7	182	26	N
PLANNED	6/4/10	7	1638	234	N
PLANNED	6/4/10	11	1694	154	N
PLANNED	6/4/10	9	1377	153	N
PLANNED	6/4/10	55	3410	62	N
PLANNED	6/4/10	17	2550	150	N
PLANNED	6/4/10	5	535	107	N
PLANNED	6/4/10	7	735	105	N
PLANNED	6/4/10	5	285	57	N
PLANNED	6/4/10	1	99	99	N
PLANNED	6/5/10	1	280	280	N
PLANNED	6/5/10	5	650	130	N
PLANNED	6/5/10	7	420	60	N
PLANNED	6/6/10	2	554	277	N
PLANNED	6/7/10	9	1530	170	N
PLANNED	6/7/10	4	340	85	N
PLANNED	6/7/10	3	144	48	N
PLANNED	6/7/10	5	570	114	N
PLANNED	6/7/10	9	1062	118	N
PLANNED	6/7/10	12	1476	123	N
PLANNED	6/7/10	9	2232	248	N
PLANNED	6/7/10	9	1089	121	N
PLANNED	6/7/10	5	890	178	N
PLANNED	6/7/10	3	651	217	N
PLANNED	6/7/10	3	408	136	N
PLANNED	6/7/10	4	180	45	N
PLANNED	6/8/10	6	594	99	N
PLANNED	6/8/10	3	87	29	N
PLANNED	6/8/10	6	108	18	N
PLANNED	6/8/10	12	324	27	N
PLANNED	6/8/10	3	543	181	N
PLANNED	6/8/10	12	1932	161	N
PLANNED	6/8/10	3	702	234	N
PLANNED	6/8/10	2	254	127	N
PLANNED	6/8/10	9	1629	181	N
PLANNED	6/8/10	5	335	67	N
PLANNED	6/8/10	12	624	52	N
PLANNED	6/8/10	7	399	57	N
PLANNED	6/8/10	5	470	94	N
PLANNED	6/8/10	5	470	94	N
PLANNED	6/8/10	4	1032	258	N
PLANNED	6/8/10	3	573	191	N
PLANNED	6/8/10	3	294	98	N
PLANNED	6/8/10	12	2736	228	N
PLANNED	6/8/10	8	1104	138	N
PLANNED	6/8/10	12	204	17	N
PLANNED	6/8/10	4	216	54	N
PLANNED	6/9/10	1	147	147	N
PLANNED	6/9/10	6	1446	241	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/9/10	12	2832	236	N
PLANNED	6/9/10	29	232	8	N
PLANNED	6/9/10	3	693	231	N
PLANNED	6/9/10	4	704	176	N
PLANNED	6/9/10	10	450	45	N
PLANNED	6/9/10	1	221	221	N
PLANNED	6/9/10	4	284	71	N
PLANNED	6/9/10	24	384	16	N
PLANNED	6/9/10	2	206	103	N
PLANNED	6/9/10	12	552	46	N
PLANNED	6/9/10	10	340	34	N
PLANNED	6/9/10	3	723	241	N
PLANNED	6/9/10	10	370	37	N
PLANNED	6/9/10	3	273	91	N
PLANNED	6/9/10	2	60	30	N
PLANNED	6/9/10	2	162	81	N
PLANNED	6/9/10	8	552	69	N
PLANNED	6/9/10	5	845	169	N
PLANNED	6/9/10	9	837	93	N
PLANNED	6/9/10	12	1800	150	N
PLANNED	6/9/10	7	1050	150	N
PLANNED	6/9/10	10	1760	176	N
PLANNED	6/9/10	9	1980	220	N
PLANNED	6/9/10	8	1392	174	N
PLANNED	6/9/10	10	2620	262	N
PLANNED	6/9/10	6	1572	262	N
PLANNED	6/9/10	8	1320	165	N
PLANNED	6/9/10	8	624	78	N
PLANNED	6/9/10	2	300	150	N
PLANNED	6/9/10	7	462	66	N
PLANNED	6/9/10	18	2646	147	N
PLANNED	6/9/10	14	2044	146	N
PLANNED	6/9/10	2	182	91	N
PLANNED	6/9/10	2	152	76	N
PLANNED	6/9/10	29	667	23	N
PLANNED	6/9/10	2	148	74	N
PLANNED	6/9/10	14	2030	145	N
PLANNED	6/9/10	24	480	20	N
PLANNED	6/9/10	12	696	58	N
PLANNED	6/9/10	12	408	34	N
PLANNED	6/10/10	3	468	156	N
PLANNED	6/10/10	28	2996	107	N
PLANNED	6/10/10	5	925	185	N
PLANNED	6/10/10	3	411	137	N
PLANNED	6/10/10	74	5032	68	N
PLANNED	6/10/10	3	510	170	N
PLANNED	6/10/10	5	620	124	N
PLANNED	6/10/10	3	480	160	N
PLANNED	6/10/10	12	792	66	N
PLANNED	6/10/10	2	474	237	N
PLANNED	6/10/10	26	702	27	N
PLANNED	6/10/10	1	93	93	N
PLANNED	6/10/10	6	708	118	N
PLANNED	6/10/10	6	54	9	N
PLANNED	6/10/10	32	7360	230	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/10/10	9	315	35	N
PLANNED	6/10/10	7	322	46	N
PLANNED	6/10/10	1	121	121	N
PLANNED	6/10/10	7	1162	166	N
PLANNED	6/10/10	2	356	178	N
PLANNED	6/10/10	7	1183	169	N
PLANNED	6/10/10	10	1680	168	N
PLANNED	6/10/10	6	276	46	N
PLANNED	6/10/10	7	2009	287	N
PLANNED	6/10/10	1	181	181	N
PLANNED	6/10/10	6	1602	267	N
PLANNED	6/10/10	8	696	87	N
PLANNED	6/10/10	1	182	182	N
PLANNED	6/10/10	4	244	61	N
PLANNED	6/10/10	5	395	79	N
PLANNED	6/10/10	8	136	17	N
PLANNED	6/10/10	4	8	2	N
PLANNED	6/10/10	6	192	32	N
PLANNED	6/10/10	20	2000	100	N
PLANNED	6/10/10	90	1170	13	N
PLANNED	6/10/10	8	232	29	N
PLANNED	6/10/10	4	748	187	N
PLANNED	6/10/10	2	198	99	N
PLANNED	6/10/10	4	40	10	N
PLANNED	6/10/10	19	323	17	N
PLANNED	6/10/10	4	640	160	N
PLANNED	6/10/10	2	104	52	N
PLANNED	6/10/10	3	411	137	N
PLANNED	6/10/10	89	9167	103	N
PLANNED	6/10/10	4	112	28	N
PLANNED	6/10/10	9	1791	199	N
PLANNED	6/11/10	7	1817	335	N
PLANNED	6/11/10	24	264	11	N
PLANNED	6/11/10	4	156	39	N
PLANNED	6/11/10	49	1078	22	N
PLANNED	6/11/10	7	1603	229	N
PLANNED	6/11/10	7	2793	399	N
PLANNED	6/11/10	3	108	36	N
PLANNED	6/11/10	9	513	57	N
PLANNED	6/11/10	10	1450	145	N
PLANNED	6/11/10	10	1000	100	N
PLANNED	6/11/10	15	1590	106	N
PLANNED	6/11/10	2	82	41	N
PLANNED	6/11/10	6	396	66	N
PLANNED	6/11/10	30	1380	46	N
PLANNED	6/11/10	2	170	85	N
PLANNED	6/11/10	21	4095	195	N
PLANNED	6/11/10	8	2920	365	N
PLANNED	6/11/10	8	2912	364	N
PLANNED	6/11/10	5	70	14	N
PLANNED	6/11/10	2	396	198	N
PLANNED	6/11/10	1	41	41	N
PLANNED	6/11/10	1	28	28	N
PLANNED	6/11/10	24	336	14	N
PLANNED	6/11/10	1	34	34	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/11/10	12	2964	247	N
PLANNED	6/12/10	11	2970	270	N
PLANNED	6/12/10	19	6004	316	N
PLANNED	6/13/10	2	124	62	N
PLANNED	6/14/10	10	870	87	N
PLANNED	6/14/10	9	468	52	N
PLANNED	6/14/10	8	1808	226	N
PLANNED	6/14/10	46	1380	30	N
PLANNED	6/14/10	9	2466	274	N
PLANNED	6/14/10	2	48	24	N
PLANNED	6/14/10	14	490	35	N
PLANNED	6/14/10	16	2544	159	N
PLANNED	6/14/10	5	710	142	N
PLANNED	6/14/10	6	1176	196	N
PLANNED	6/14/10	1	45	45	N
PLANNED	6/14/10	4	508	127	N
PLANNED	6/14/10	41	6970	170	N
PLANNED	6/14/10	12	1968	164	N
PLANNED	6/14/10	12	3012	251	N
PLANNED	6/14/10	8	1272	159	N
PLANNED	6/14/10	1	157	157	N
PLANNED	6/14/10	2	314	157	N
PLANNED	6/14/10	6	942	157	N
PLANNED	6/14/10	3	528	176	N
PLANNED	6/14/10	14	1358	97	N
PLANNED	6/14/10	7	987	141	N
PLANNED	6/14/10	8	848	106	N
PLANNED	6/14/10	4	208	52	N
PLANNED	6/14/10	9	504	56	N
PLANNED	6/14/10	2	124	62	N
PLANNED	6/15/10	5	1130	226	N
PLANNED	6/15/10	3	414	138	N
PLANNED	6/15/10	15	2070	138	N
PLANNED	6/15/10	7	966	138	N
PLANNED	6/15/10	2	464	232	N
PLANNED	6/15/10	3	186	62	N
PLANNED	6/15/10	18	3744	208	N
PLANNED	6/15/10	2	144	72	N
PLANNED	6/15/10	5	510	102	N
PLANNED	6/15/10	8	2056	257	N
PLANNED	6/15/10	35	10255	293	N
PLANNED	6/15/10	9	135	15	N
PLANNED	6/15/10	29	3509	121	N
PLANNED	6/15/10	11	1364	124	N
PLANNED	6/15/10	20	1180	59	N
PLANNED	6/15/10	6	564	94	N
PLANNED	6/15/10	7	1694	242	N
PLANNED	6/15/10	2	382	191	N
PLANNED	6/15/10	5	380	76	N
PLANNED	6/15/10	2	178	89	N
PLANNED	6/15/10	10	1150	115	N
PLANNED	6/15/10	13	1300	100	N
PLANNED	6/15/10	12	2964	247	N
PLANNED	6/15/10	2	326	163	N
PLANNED	6/15/10	33	759	23	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/15/10	9	216	24	N
PLANNED	6/16/10	9	972	108	N
PLANNED	6/16/10	3	285	95	N
PLANNED	6/16/10	28	12152	434	N
PLANNED	6/16/10	4	1332	333	N
PLANNED	6/16/10	23	1863	81	N
PLANNED	6/16/10	13	117	9	N
PLANNED	6/16/10	13	2730	210	N
PLANNED	6/16/10	11	1661	151	N
PLANNED	6/16/10	2	730	365	N
PLANNED	6/16/10	8	424	53	N
PLANNED	6/16/10	1	107	107	N
PLANNED	6/16/10	12	2292	191	N
PLANNED	6/16/10	11	2079	189	N
PLANNED	6/16/10	6	252	42	N
PLANNED	6/16/10	1	180	180	N
PLANNED	6/16/10	7	728	104	N
PLANNED	6/16/10	2	442	221	N
PLANNED	6/16/10	3	579	193	N
PLANNED	6/16/10	1	147	147	N
PLANNED	6/16/10	9	1008	112	N
PLANNED	6/16/10	6	168	28	N
PLANNED	6/16/10	2	68	34	N
PLANNED	6/16/10	4	92	23	N
PLANNED	6/16/10	14	2044	146	N
PLANNED	6/16/10	1	365	365	N
PLANNED	6/16/10	6	780	130	N
PLANNED	6/16/10	2	80	40	N
PLANNED	6/16/10	4	300	75	N
PLANNED	6/16/10	13	104	8	N
PLANNED	6/16/10	10	1510	151	N
PLANNED	6/17/10	5	1295	259	N
PLANNED	6/17/10	1	250	250	N
PLANNED	6/17/10	11	4070	370	N
PLANNED	6/17/10	18	3006	167	N
PLANNED	6/17/10	15	3630	242	N
PLANNED	6/17/10	12	2712	226	N
PLANNED	6/17/10	9	1026	114	N
PLANNED	6/17/10	46	6578	143	N
PLANNED	6/17/10	26	4524	174	N
PLANNED	6/17/10	2	60	30	N
PLANNED	6/17/10	11	1485	135	N
PLANNED	6/17/10	5	230	46	N
PLANNED	6/17/10	34	4692	138	N
PLANNED	6/17/10	7	574	82	N
PLANNED	6/17/10	17	646	38	N
PLANNED	6/17/10	1	249	249	N
PLANNED	6/17/10	72	5832	81	N
PLANNED	6/17/10	4	932	233	N
PLANNED	6/17/10	4	100	25	N
PLANNED	6/17/10	6	762	127	N
PLANNED	6/17/10	7	1470	210	N
PLANNED	6/17/10	7	1456	208	N
PLANNED	6/17/10	5	550	110	N
PLANNED	6/17/10	8	536	67	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/17/10	6	1050	175	N
PLANNED	6/17/10	2	206	103	N
PLANNED	6/17/10	4	320	80	N
PLANNED	6/17/10	2	38	19	N
PLANNED	6/17/10	9	774	86	N
PLANNED	6/17/10	14	2170	155	N
PLANNED	6/17/10	6	192	32	N
PLANNED	6/17/10	7	1134	162	N
PLANNED	6/18/10	46	5566	121	N
PLANNED	6/18/10	13	780	60	N
PLANNED	6/18/10	8	2040	255	N
PLANNED	6/18/10	3	702	234	N
PLANNED	6/18/10	3	39	13	N
PLANNED	6/18/10	7	1652	236	N
PLANNED	6/18/10	1	149	149	N
PLANNED	6/18/10	26	494	19	N
PLANNED	6/18/10	2	86	43	N
PLANNED	6/18/10	6	696	116	N
PLANNED	6/18/10	6	642	107	N
PLANNED	6/18/10	57	4560	80	N
PLANNED	6/18/10	9	225	25	N
PLANNED	6/18/10	6	522	87	N
PLANNED	6/18/10	7	1526	218	N
PLANNED	6/18/10	1	70	70	N
PLANNED	6/18/10	10	1710	171	N
PLANNED	6/18/10	4	160	40	N
PLANNED	6/18/10	3	60	20	N
PLANNED	6/19/10	6	1284	214	N
PLANNED	6/19/10	1	87	87	N
PLANNED	6/19/10	72	5328	74	N
PLANNED	6/20/10	1	290	290	N
PLANNED	6/20/10	7	77	11	N
PLANNED	6/21/10	8	96	12	N
PLANNED	6/21/10	6	528	88	N
PLANNED	6/21/10	3	225	75	N
PLANNED	6/21/10	4	284	71	N
PLANNED	6/21/10	42	3221	187	N
PLANNED	6/21/10	12	372	31	N
PLANNED	6/21/10	11	1265	115	N
PLANNED	6/21/10	5	725	145	N
PLANNED	6/21/10	27	4428	164	N
PLANNED	6/21/10	3	498	166	N
PLANNED	6/21/10	7	301	43	N
PLANNED	6/21/10	7	602	86	N
PLANNED	6/21/10	7	777	111	N
PLANNED	6/21/10	8	88	11	N
PLANNED	6/21/10	11	627	57	N
PLANNED	6/21/10	4	480	120	N
PLANNED	6/21/10	10	920	92	N
PLANNED	6/21/10	25	850	34	N
PLANNED	6/21/10	2	126	63	N
PLANNED	6/21/10	6	372	62	N
PLANNED	6/21/10	2	122	61	N
PLANNED	6/22/10	8	2240	280	N
PLANNED	6/22/10	1	245	245	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/22/10	1	245	245	N
PLANNED	6/22/10	19	532	28	N
PLANNED	6/22/10	14	1722	123	N
PLANNED	6/22/10	9	1494	166	N
PLANNED	6/22/10	3	375	125	N
PLANNED	6/22/10	7	2765	395	N
PLANNED	6/22/10	2	148	74	N
PLANNED	6/22/10	8	3144	393	N
PLANNED	6/22/10	2	164	82	N
PLANNED	6/22/10	8	1064	133	N
PLANNED	6/22/10	10	1840	184	N
PLANNED	6/22/10	7	1827	261	N
PLANNED	6/22/10	3	123	41	N
PLANNED	6/22/10	72	36936	513	N
PLANNED	6/22/10	67	938	14	N
PLANNED	6/22/10	14	4018	287	N
PLANNED	6/22/10	1	502	502	N
PLANNED	6/22/10	3	1506	502	N
PLANNED	6/22/10	5	2510	502	N
PLANNED	6/22/10	12	6024	502	N
PLANNED	6/22/10	6	816	136	N
PLANNED	6/22/10	13	832	64	N
PLANNED	6/22/10	9	2745	305	N
PLANNED	6/22/10	7	434	62	N
PLANNED	6/22/10	15	2160	144	N
PLANNED	6/22/10	7	945	135	N
PLANNED	6/22/10	10	1540	154	N
PLANNED	6/22/10	2	356	178	N
PLANNED	6/22/10	4	532	133	N
PLANNED	6/22/10	5	1110	222	N
PLANNED	6/22/10	3	219	73	N
PLANNED	6/22/10	1	72	72	N
PLANNED	6/22/10	4	272	68	N
PLANNED	6/22/10	8	1120	140	N
PLANNED	6/22/10	2	82	41	N
PLANNED	6/22/10	8	1032	129	N
PLANNED	6/22/10	1	15	15	N
PLANNED	6/22/10	6	384	64	N
PLANNED	6/22/10	1	102	102	N
PLANNED	6/22/10	6	546	91	N
PLANNED	6/22/10	29	7685	265	N
PLANNED	6/22/10	1	82	82	N
PLANNED	6/23/10	11	1716	156	N
PLANNED	6/23/10	7	1750	250	N
PLANNED	6/23/10	19	6821	359	N
PLANNED	6/23/10	18	324	18	N
PLANNED	6/23/10	35	6895	197	N
PLANNED	6/23/10	13	624	48	N
PLANNED	6/23/10	1	112	112	N
PLANNED	6/23/10	4	484	121	N
PLANNED	6/23/10	67	1876	28	N
PLANNED	6/23/10	4	628	157	N
PLANNED	6/23/10	40	12680	317	N
PLANNED	6/23/10	4	788	197	N
PLANNED	6/23/10	4	788	197	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/23/10	3	354	118	N
PLANNED	6/23/10	12	3468	289	N
PLANNED	6/23/10	12	901	318	N
PLANNED	6/23/10	7	70	10	N
PLANNED	6/23/10	5	175	35	N
PLANNED	6/23/10	76	2812	37	N
PLANNED	6/23/10	13	2106	162	N
PLANNED	6/23/10	5	260	52	N
PLANNED	6/23/10	2	300	150	N
PLANNED	6/23/10	32	4352	136	N
PLANNED	6/23/10	10	1760	176	N
PLANNED	6/23/10	18	2304	128	N
PLANNED	6/23/10	10	1250	125	N
PLANNED	6/23/10	7	1659	237	N
PLANNED	6/23/10	1	151	151	N
PLANNED	6/23/10	16	2608	163	N
PLANNED	6/23/10	3	390	130	N
PLANNED	6/23/10	8	272	34	N
PLANNED	6/23/10	23	1127	49	N
PLANNED	6/23/10	4	280	70	N
PLANNED	6/23/10	4	128	32	N
PLANNED	6/23/10	4	164	41	N
PLANNED	6/23/10	12	780	65	N
PLANNED	6/23/10	6	390	65	N
PLANNED	6/23/10	5	125	25	N
PLANNED	6/23/10	8	224	28	N
PLANNED	6/23/10	14	2800	200	N
PLANNED	6/23/10	9	2115	235	N
PLANNED	6/23/10	3	81	27	N
PLANNED	6/24/10	5	560	112	N
PLANNED	6/24/10	1	193	193	N
PLANNED	6/24/10	2	320	160	N
PLANNED	6/24/10	8	2064	258	N
PLANNED	6/24/10	5	1290	258	N
PLANNED	6/24/10	34	3638	107	N
PLANNED	6/24/10	6	336	56	N
PLANNED	6/24/10	8	488	61	N
PLANNED	6/24/10	15	3045	203	N
PLANNED	6/24/10	4	164	41	N
PLANNED	6/24/10	2	798	399	N
PLANNED	6/24/10	11	3190	290	N
PLANNED	6/24/10	13	1274	98	N
PLANNED	6/24/10	6	138	23	N
PLANNED	6/24/10	2	362	181	N
PLANNED	6/24/10	5	815	163	N
PLANNED	6/24/10	10	1820	182	N
PLANNED	6/24/10	4	440	110	N
PLANNED	6/24/10	18	3006	167	N
PLANNED	6/24/10	5	1045	209	N
PLANNED	6/24/10	3	492	164	N
PLANNED	6/24/10	11	1760	160	N
PLANNED	6/24/10	8	456	57	N
PLANNED	6/24/10	20	1700	85	N
PLANNED	6/24/10	26	650	25	N
PLANNED	6/24/10	3	351	117	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/24/10	4	248	62	N
PLANNED	6/24/10	6	312	52	N
PLANNED	6/24/10	13	1066	82	N
PLANNED	6/24/10	6	108	18	N
PLANNED	6/24/10	7	651	93	N
PLANNED	6/24/10	6	6	1	N
PLANNED	6/24/10	6	870	145	N
PLANNED	6/24/10	11	1243	113	N
PLANNED	6/24/10	18	3186	177	N
PLANNED	6/25/10	5	750	150	N
PLANNED	6/25/10	9	1575	175	N
PLANNED	6/25/10	5	650	130	N
PLANNED	6/25/10	7	2506	358	N
PLANNED	6/25/10	7	49	7	N
PLANNED	6/25/10	29	1247	43	N
PLANNED	6/25/10	7	350	50	N
PLANNED	6/25/10	6	1146	191	N
PLANNED	6/25/10	8	1264	158	N
PLANNED	6/25/10	12	1392	116	N
PLANNED	6/25/10	13	689	53	N
PLANNED	6/25/10	8	1792	224	N
PLANNED	6/25/10	12	216	18	N
PLANNED	6/25/10	3	600	200	N
PLANNED	6/25/10	5	1000	200	N
PLANNED	6/25/10	9	1800	200	N
PLANNED	6/25/10	5	210	42	N
PLANNED	6/25/10	8	723	198	N
PLANNED	6/25/10	4	164	41	N
PLANNED	6/25/10	7	119	17	N
PLANNED	6/25/10	4	660	165	N
PLANNED	6/25/10	11	1177	107	N
PLANNED	6/25/10	5	455	91	N
PLANNED	6/25/10	6	210	35	N
PLANNED	6/25/10	11	979	89	N
PLANNED	6/25/10	4	880	220	N
PLANNED	6/25/10	65	3445	53	N
PLANNED	6/26/10	1	70	70	N
PLANNED	6/26/10	1	48	48	N
PLANNED	6/27/10	1	104	104	N
PLANNED	6/27/10	1	109	109	N
PLANNED	6/27/10	11	1628	148	N
PLANNED	6/28/10	2	758	379	N
PLANNED	6/28/10	2	758	379	N
PLANNED	6/28/10	3	312	104	N
PLANNED	6/28/10	7	315	45	N
PLANNED	6/28/10	4	440	110	N
PLANNED	6/28/10	6	456	76	N
PLANNED	6/28/10	12	2808	234	N
PLANNED	6/28/10	1	200	200	N
PLANNED	6/28/10	12	2340	195	N
PLANNED	6/28/10	2	190	95	N
PLANNED	6/28/10	6	792	132	N
PLANNED	6/28/10	9	1998	222	N
PLANNED	6/28/10	1	107	107	N
PLANNED	6/28/10	8	336	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/28/10	9	1431	159	N
PLANNED	6/28/10	5	930	186	N
PLANNED	6/28/10	12	1536	128	N
PLANNED	6/28/10	1	17	17	N
PLANNED	6/28/10	5	175	35	N
PLANNED	6/28/10	6	1008	168	N
PLANNED	6/28/10	5	1140	228	N
PLANNED	6/28/10	7	1141	163	N
PLANNED	6/28/10	1	67	67	N
PLANNED	6/28/10	14	3822	273	N
PLANNED	6/28/10	1	92	92	N
PLANNED	6/28/10	2	340	170	N
PLANNED	6/28/10	8	256	32	N
PLANNED	6/28/10	2	350	175	N
PLANNED	6/28/10	2	138	69	N
PLANNED	6/29/10	1	91	91	N
PLANNED	6/29/10	1	234	234	N
PLANNED	6/29/10	12	708	59	N
PLANNED	6/29/10	29	8671	299	N
PLANNED	6/29/10	5	135	27	N
PLANNED	6/29/10	1	227	227	N
PLANNED	6/29/10	8	1352	169	N
PLANNED	6/29/10	5	1370	274	N
PLANNED	6/29/10	4	924	231	N
PLANNED	6/29/10	8	1552	194	N
PLANNED	6/29/10	13	208	16	N
PLANNED	6/29/10	4	180	45	N
PLANNED	6/29/10	3	267	89	N
PLANNED	6/29/10	8	752	94	N
PLANNED	6/29/10	6	258	43	N
PLANNED	6/29/10	6	552	92	N
PLANNED	6/29/10	5	680	136	N
PLANNED	6/29/10	10	1340	134	N
PLANNED	6/29/10	5	240	48	N
PLANNED	6/29/10	7	1372	196	N
PLANNED	6/29/10	36	1476	41	N
PLANNED	6/29/10	5	335	67	N
PLANNED	6/29/10	10	3300	330	N
PLANNED	6/29/10	12	1344	112	N
PLANNED	6/29/10	164	13612	83	N
PLANNED	6/29/10	5	1625	325	N
PLANNED	6/29/10	17	3145	185	N
PLANNED	6/29/10	6	240	40	N
PLANNED	6/29/10	11	1903	173	N
PLANNED	6/29/10	9	252	28	N
PLANNED	6/29/10	30	5640	188	N
PLANNED	6/29/10	5	225	45	N
PLANNED	6/29/10	3	576	192	N
PLANNED	6/29/10	1	191	191	N
PLANNED	6/29/10	5	245	49	N
PLANNED	6/29/10	29	3654	126	N
PLANNED	6/29/10	7	1071	153	N
PLANNED	6/29/10	7	196	28	N
PLANNED	6/29/10	8	1696	212	N
PLANNED	6/29/10	6	858	143	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/29/10	8	760	95	N
PLANNED	6/29/10	21	966	46	N
PLANNED	6/29/10	3	444	148	N
PLANNED	6/29/10	8	616	77	N
PLANNED	6/29/10	5	615	123	N
PLANNED	6/29/10	2	100	50	N
PLANNED	6/29/10	4	360	90	N
PLANNED	6/29/10	15	900	60	N
PLANNED	6/29/10	6	660	110	N
PLANNED	6/29/10	8	1440	180	N
PLANNED	6/30/10	3	435	145	N
PLANNED	6/30/10	3	477	159	N
PLANNED	6/30/10	4	548	137	N
PLANNED	6/30/10	1	246	246	N
PLANNED	6/30/10	6	840	140	N
PLANNED	6/30/10	9	1468	223	N
PLANNED	6/30/10	9	153	17	N
PLANNED	6/30/10	3	597	199	N
PLANNED	6/30/10	5	190	38	N
PLANNED	6/30/10	2	462	231	N
PLANNED	6/30/10	50	1450	29	N
PLANNED	6/30/10	2	52	26	N
PLANNED	6/30/10	4	744	186	N
PLANNED	6/30/10	30	5160	172	N
PLANNED	6/30/10	7	420	60	N
PLANNED	6/30/10	5	165	33	N
PLANNED	6/30/10	6	282	47	N
PLANNED	6/30/10	9	81	9	N
PLANNED	7/1/10	8	1808	226	N
PLANNED	7/1/10	6	1122	187	N
PLANNED	7/1/10	39	11466	294	N
PLANNED	7/1/10	3	243	81	N
PLANNED	7/1/10	7	595	85	N
PLANNED	7/1/10	7	882	126	N
PLANNED	7/1/10	3	852	284	N
PLANNED	7/1/10	2	228	114	N
PLANNED	7/1/10	6	588	98	N
PLANNED	7/1/10	6	582	97	N
PLANNED	7/1/10	2	136	68	N
PLANNED	7/1/10	9	963	107	N
PLANNED	7/1/10	7	952	136	N
PLANNED	7/1/10	26	13884	534	N
PLANNED	7/1/10	3	387	129	N
PLANNED	7/1/10	4	20	5	N
PLANNED	7/1/10	1	33	33	N
PLANNED	7/1/10	2	70	35	N
PLANNED	7/1/10	11	1166	106	N
PLANNED	7/1/10	19	3059	161	N
PLANNED	7/1/10	8	1072	134	N
PLANNED	7/2/10	1	298	298	N
PLANNED	7/2/10	2	88	44	N
PLANNED	7/2/10	2	272	136	N
PLANNED	7/2/10	3	783	261	N
PLANNED	7/2/10	3	408	136	N
PLANNED	7/2/10	2	270	135	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/2/10	77	8239	107	N
PLANNED	7/2/10	6	192	32	N
PLANNED	7/2/10	6	1308	218	N
PLANNED	7/2/10	8	264	33	N
PLANNED	7/2/10	39	390	10	N
PLANNED	7/2/10	19	1387	73	N
PLANNED	7/2/10	7	266	38	N
PLANNED	7/2/10	35	14665	419	N
PLANNED	7/2/10	40	16720	418	N
PLANNED	7/2/10	60	25080	418	N
PLANNED	7/2/10	34	14212	418	N
PLANNED	7/2/10	1	49	49	N
PLANNED	7/2/10	2	180	90	N
PLANNED	7/6/10	5	910	182	N
PLANNED	7/6/10	1	28	28	N
PLANNED	7/6/10	9	1062	118	N
PLANNED	7/6/10	2	66	33	N
PLANNED	7/6/10	11	3487	317	N
PLANNED	7/6/10	33	14322	434	N
PLANNED	7/6/10	6	1272	212	N
PLANNED	7/6/10	3	189	63	N
PLANNED	7/6/10	4	416	104	N
PLANNED	7/6/10	2	54	27	N
PLANNED	7/6/10	13	1248	96	N
PLANNED	7/6/10	4	444	111	N
PLANNED	7/6/10	9	1359	151	N
PLANNED	7/6/10	2	90	45	N
PLANNED	7/6/10	4	1112	278	N
PLANNED	7/6/10	3	300	100	N
PLANNED	7/6/10	1	27	27	N
PLANNED	7/6/10	4	448	112	N
PLANNED	7/6/10	7	763	109	N
PLANNED	7/6/10	2	84	42	N
PLANNED	7/6/10	10	1880	188	N
PLANNED	7/6/10	3	210	70	N
PLANNED	7/6/10	10	940	94	N
PLANNED	7/6/10	4	348	87	N
PLANNED	7/6/10	2	44	22	N
PLANNED	7/6/10	6	564	94	N
PLANNED	7/6/10	1	65	65	N
PLANNED	7/6/10	5	630	126	N
PLANNED	7/6/10	5	480	96	N
PLANNED	7/6/10	3	285	95	N
PLANNED	7/6/10	2	276	138	N
PLANNED	7/6/10	2	216	108	N
PLANNED	7/6/10	5	135	27	N
PLANNED	7/6/10	1	147	147	N
PLANNED	7/7/10	7	1680	327	N
PLANNED	7/7/10	6	1434	239	N
PLANNED	7/7/10	13	2951	227	N
PLANNED	7/7/10	5	1120	224	N
PLANNED	7/7/10	23	184	8	N
PLANNED	7/7/10	2	562	281	N
PLANNED	7/7/10	7	371	53	N
PLANNED	7/7/10	98	4508	46	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/7/10	26	5070	195	N
PLANNED	7/7/10	10	190	19	N
PLANNED	7/7/10	12	1824	152	N
PLANNED	7/7/10	9	918	102	N
PLANNED	7/7/10	15	180	12	N
PLANNED	7/7/10	1	115	115	N
PLANNED	7/7/10	5	530	106	N
PLANNED	7/7/10	9	1719	191	N
PLANNED	7/7/10	3	507	169	N
PLANNED	7/7/10	10	2930	293	N
PLANNED	7/7/10	9	3096	344	N
PLANNED	7/7/10	6	1056	176	N
PLANNED	7/7/10	1	290	290	N
PLANNED	7/7/10	3	249	83	N
PLANNED	7/7/10	9	18	2	N
PLANNED	7/7/10	8	1576	197	N
PLANNED	7/7/10	123	3321	27	N
PLANNED	7/7/10	4	112	28	N
PLANNED	7/7/10	7	1281	183	N
PLANNED	7/7/10	5	130	26	N
PLANNED	7/7/10	4	868	217	N
PLANNED	7/7/10	1	137	137	N
PLANNED	7/7/10	4	424	106	N
PLANNED	7/7/10	6	258	43	N
PLANNED	7/7/10	8	1200	150	N
PLANNED	7/7/10	1	99	99	N
PLANNED	7/7/10	2	394	197	N
PLANNED	7/7/10	8	240	30	N
PLANNED	7/7/10	4	204	51	N
PLANNED	7/7/10	5	520	104	N
PLANNED	7/7/10	4	704	176	N
PLANNED	7/7/10	2	222	111	N
PLANNED	7/7/10	5	135	27	N
PLANNED	7/7/10	3	354	118	N
PLANNED	7/7/10	10	1780	178	N
PLANNED	7/7/10	8	1448	181	N
PLANNED	7/7/10	1	71	71	N
PLANNED	7/7/10	1	155	155	N
PLANNED	7/7/10	6	702	117	N
PLANNED	7/8/10	2	396	198	N
PLANNED	7/8/10	8	2080	260	N
PLANNED	7/8/10	3	522	174	N
PLANNED	7/8/10	13	4355	335	N
PLANNED	7/8/10	9	1791	199	N
PLANNED	7/8/10	2	292	146	N
PLANNED	7/8/10	5	285	57	N
PLANNED	7/8/10	3	228	76	N
PLANNED	7/8/10	7	1666	238	N
PLANNED	7/8/10	9	2250	250	N
PLANNED	7/8/10	6	978	163	N
PLANNED	7/8/10	5	500	100	N
PLANNED	7/8/10	3	435	145	N
PLANNED	7/8/10	12	2064	172	N
PLANNED	7/8/10	5	855	171	N
PLANNED	7/8/10	8	2040	255	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/8/10	1	253	253	N
PLANNED	7/8/10	27	567	21	N
PLANNED	7/8/10	7	1225	175	N
PLANNED	7/8/10	6	198	33	N
PLANNED	7/8/10	9	1818	202	N
PLANNED	7/8/10	3	597	199	N
PLANNED	7/8/10	8	1568	196	N
PLANNED	7/8/10	6	1110	185	N
PLANNED	7/8/10	13	1898	146	N
PLANNED	7/8/10	7	861	123	N
PLANNED	7/8/10	8	1248	156	N
PLANNED	7/8/10	12	1248	104	N
PLANNED	7/8/10	8	920	115	N
PLANNED	7/8/10	3	480	160	N
PLANNED	7/8/10	19	1539	81	N
PLANNED	7/8/10	2	108	54	N
PLANNED	7/8/10	1	146	146	N
PLANNED	7/8/10	1	132	132	N
PLANNED	7/8/10	1	35	35	N
PLANNED	7/8/10	3	84	28	N
PLANNED	7/8/10	14	1162	83	N
PLANNED	7/8/10	1	125	125	N
PLANNED	7/8/10	1	77	77	N
PLANNED	7/8/10	5	135	27	N
PLANNED	7/8/10	9	306	34	N
PLANNED	7/8/10	19	988	52	N
PLANNED	7/8/10	1	117	117	N
PLANNED	7/8/10	5	230	46	N
PLANNED	7/8/10	5	190	38	N
PLANNED	7/8/10	10	790	79	N
PLANNED	7/8/10	8	616	77	N
PLANNED	7/9/10	4	240	60	N
PLANNED	7/9/10	28	1568	56	N
PLANNED	7/9/10	3	753	251	N
PLANNED	7/9/10	27	891	33	N
PLANNED	7/9/10	40	1440	36	N
PLANNED	7/9/10	34	1224	36	N
PLANNED	7/9/10	2	704	352	N
PLANNED	7/9/10	8	1520	190	N
PLANNED	7/9/10	9	369	41	N
PLANNED	7/9/10	3	543	181	N
PLANNED	7/9/10	10	1620	162	N
PLANNED	7/9/10	4	104	26	N
PLANNED	7/9/10	156	69108	443	N
PLANNED	7/9/10	7	1274	182	N
PLANNED	7/9/10	4	96	24	N
PLANNED	7/9/10	10	720	72	N
PLANNED	7/9/10	2	538	269	N
PLANNED	7/9/10	3	306	102	N
PLANNED	7/9/10	1	27	27	N
PLANNED	7/9/10	1	126	126	N
PLANNED	7/9/10	80	9520	119	N
PLANNED	7/9/10	5	260	52	N
PLANNED	7/9/10	13	3419	263	N
PLANNED	7/10/10	3	387	129	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/10/10	9	558	62	N
PLANNED	7/11/10	4	1228	307	N
PLANNED	7/11/10	13	741	57	N
PLANNED	7/12/10	9	540	60	N
PLANNED	7/12/10	5	1635	327	N
PLANNED	7/12/10	6	42	7	N
PLANNED	7/12/10	9	360	40	N
PLANNED	7/12/10	6	132	22	N
PLANNED	7/12/10	6	408	68	N
PLANNED	7/12/10	18	3060	170	N
PLANNED	7/12/10	1	177	177	N
PLANNED	7/12/10	4	1400	350	N
PLANNED	7/12/10	7	1029	147	N
PLANNED	7/12/10	28	4424	158	N
PLANNED	7/12/10	12	2352	196	N
PLANNED	7/12/10	8	336	42	N
PLANNED	7/12/10	138	11592	84	N
PLANNED	7/12/10	6	768	128	N
PLANNED	7/12/10	4	148	37	N
PLANNED	7/12/10	11	198	18	N
PLANNED	7/12/10	15	3015	201	N
PLANNED	7/12/10	35	9135	261	N
PLANNED	7/12/10	5	940	188	N
PLANNED	7/13/10	8	1096	137	N
PLANNED	7/13/10	11	2068	188	N
PLANNED	7/13/10	6	876	146	N
PLANNED	7/13/10	5	565	113	N
PLANNED	7/13/10	1	230	230	N
PLANNED	7/13/10	17	1139	67	N
PLANNED	7/13/10	20	7080	354	N
PLANNED	7/13/10	9	1719	191	N
PLANNED	7/13/10	4	616	154	N
PLANNED	7/13/10	20	1360	68	N
PLANNED	7/13/10	7	959	137	N
PLANNED	7/13/10	27	3240	120	N
PLANNED	7/13/10	1	194	194	N
PLANNED	7/13/10	8	768	96	N
PLANNED	7/13/10	3	594	198	N
PLANNED	7/13/10	17	2159	127	N
PLANNED	7/13/10	5	1530	306	N
PLANNED	7/13/10	3	918	306	N
PLANNED	7/13/10	5	1525	305	N
PLANNED	7/13/10	4	1220	305	N
PLANNED	7/13/10	2	376	188	N
PLANNED	7/13/10	70	13370	191	N
PLANNED	7/13/10	79	16827	213	N
PLANNED	7/13/10	9	954	106	N
PLANNED	7/13/10	9	1080	120	N
PLANNED	7/13/10	7	1589	227	N
PLANNED	7/13/10	11	836	76	N
PLANNED	7/13/10	2	414	207	N
PLANNED	7/13/10	8	1288	161	N
PLANNED	7/13/10	6	1088	380	N
PLANNED	7/13/10	2	88	44	N
PLANNED	7/13/10	2	234	117	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/13/10	8	1528	191	N
PLANNED	7/13/10	8	1912	239	N
PLANNED	7/13/10	10	730	73	N
PLANNED	7/13/10	1	93	93	N
PLANNED	7/13/10	1	274	274	N
PLANNED	7/13/10	1	274	274	N
PLANNED	7/13/10	33	1056	32	N
PLANNED	7/13/10	35	1085	31	N
PLANNED	7/13/10	6	42	7	N
PLANNED	7/13/10	4	460	115	N
PLANNED	7/13/10	4	148	37	N
PLANNED	7/13/10	6	150	25	N
PLANNED	7/14/10	52	13156	253	N
PLANNED	7/14/10	14	2562	183	N
PLANNED	7/14/10	3	429	143	N
PLANNED	7/14/10	35	9870	282	N
PLANNED	7/14/10	10	1050	105	N
PLANNED	7/14/10	1	130	130	N
PLANNED	7/14/10	2	80	40	N
PLANNED	7/14/10	22	2222	101	N
PLANNED	7/14/10	11	1320	120	N
PLANNED	7/14/10	30	30	1	N
PLANNED	7/14/10	60	11340	189	N
PLANNED	7/14/10	2	596	298	N
PLANNED	7/14/10	1	51	51	N
PLANNED	7/14/10	2	182	91	N
PLANNED	7/14/10	3	333	111	N
PLANNED	7/14/10	9	2880	320	N
PLANNED	7/14/10	2	288	144	N
PLANNED	7/14/10	12	3804	317	N
PLANNED	7/14/10	9	342	38	N
PLANNED	7/14/10	1	50	50	N
PLANNED	7/14/10	13	975	75	N
PLANNED	7/14/10	6	168	28	N
PLANNED	7/14/10	9	1071	119	N
PLANNED	7/14/10	30	600	20	N
PLANNED	7/14/10	4	548	137	N
PLANNED	7/14/10	4	56	14	N
PLANNED	7/14/10	9	792	88	N
PLANNED	7/14/10	5	890	178	N
PLANNED	7/14/10	3	525	175	N
PLANNED	7/14/10	7	637	91	N
PLANNED	7/14/10	10	1520	152	N
PLANNED	7/14/10	9	630	70	N
PLANNED	7/14/10	10	1200	120	N
PLANNED	7/14/10	2	230	115	N
PLANNED	7/14/10	12	324	27	N
PLANNED	7/14/10	10	1480	148	N
PLANNED	7/15/10	89	9523	107	N
PLANNED	7/15/10	6	2088	348	N
PLANNED	7/15/10	14	4452	318	N
PLANNED	7/15/10	5	1500	300	N
PLANNED	7/15/10	60	6120	102	N
PLANNED	7/15/10	8	392	49	N
PLANNED	7/15/10	5	200	40	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/15/10	2	138	69	N
PLANNED	7/15/10	7	651	93	N
PLANNED	7/15/10	4	880	220	N
PLANNED	7/15/10	4	116	29	N
PLANNED	7/15/10	2	70	35	N
PLANNED	7/15/10	2	322	161	N
PLANNED	7/15/10	1	442	442	N
PLANNED	7/15/10	3	258	86	N
PLANNED	7/15/10	2	386	193	N
PLANNED	7/15/10	1	201	201	N
PLANNED	7/15/10	1	399	399	N
PLANNED	7/15/10	4	308	77	N
PLANNED	7/15/10	4	812	203	N
PLANNED	7/15/10	10	880	88	N
PLANNED	7/15/10	2	526	263	N
PLANNED	7/15/10	5	175	35	N
PLANNED	7/15/10	2	328	164	N
PLANNED	7/15/10	7	77	11	N
PLANNED	7/15/10	22	2024	92	N
PLANNED	7/15/10	85	30175	355	N
PLANNED	7/15/10	2	318	159	N
PLANNED	7/15/10	6	600	100	N
PLANNED	7/15/10	10	80	8	N
PLANNED	7/15/10	1	26	26	N
PLANNED	7/15/10	9	171	19	N
PLANNED	7/15/10	4	224	56	N
PLANNED	7/15/10	5	140	28	N
PLANNED	7/15/10	9	576	64	N
PLANNED	7/15/10	13	260	20	N
PLANNED	7/15/10	9	774	86	N
PLANNED	7/15/10	8	1000	125	N
PLANNED	7/15/10	4	52	13	N
PLANNED	7/15/10	90	58680	652	N
PLANNED	7/16/10	12	372	31	N
PLANNED	7/16/10	3	564	188	N
PLANNED	7/16/10	7	28	4	N
PLANNED	7/16/10	34	1258	37	N
PLANNED	7/16/10	2	392	196	N
PLANNED	7/16/10	10	180	18	N
PLANNED	7/16/10	3	891	297	N
PLANNED	7/16/10	10	300	30	N
PLANNED	7/16/10	4	220	55	N
PLANNED	7/16/10	5	970	194	N
PLANNED	7/16/10	67	6968	104	N
PLANNED	7/16/10	6	762	127	N
PLANNED	7/16/10	14	1134	81	N
PLANNED	7/16/10	18	3312	184	N
PLANNED	7/16/10	43	688	16	N
PLANNED	7/16/10	8	88	11	N
PLANNED	7/16/10	5	730	146	N
PLANNED	7/16/10	7	791	113	N
PLANNED	7/16/10	1	639	639	N
PLANNED	7/16/10	11	209	19	N
PLANNED	7/16/10	20	640	32	N
PLANNED	7/16/10	3	453	151	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/16/10	2	180	90	N
PLANNED	7/16/10	1	35	35	N
PLANNED	7/17/10	3	267	89	N
PLANNED	7/17/10	1	156	156	N
PLANNED	7/19/10	1	107	107	N
PLANNED	7/19/10	3	159	53	N
PLANNED	7/19/10	17	1054	62	N
PLANNED	7/19/10	4	532	133	N
PLANNED	7/19/10	15	810	54	N
PLANNED	7/19/10	1	219	219	N
PLANNED	7/19/10	39	1755	45	N
PLANNED	7/19/10	4	28	7	N
PLANNED	7/19/10	4	496	124	N
PLANNED	7/19/10	24	2112	88	N
PLANNED	7/19/10	5	725	145	N
PLANNED	7/19/10	4	632	158	N
PLANNED	7/19/10	5	405	81	N
PLANNED	7/19/10	25	1600	64	N
PLANNED	7/19/10	6	492	82	N
PLANNED	7/19/10	5	915	183	N
PLANNED	7/19/10	2	420	210	N
PLANNED	7/19/10	7	1533	219	N
PLANNED	7/19/10	2	222	111	N
PLANNED	7/19/10	2	792	396	N
PLANNED	7/19/10	7	231	33	N
PLANNED	7/19/10	3	309	103	N
PLANNED	7/20/10	4	840	210	N
PLANNED	7/20/10	7	28	4	N
PLANNED	7/20/10	34	8126	239	N
PLANNED	7/20/10	4	1700	425	N
PLANNED	7/20/10	2	608	304	N
PLANNED	7/20/10	5	475	95	N
PLANNED	7/20/10	10	2350	235	N
PLANNED	7/20/10	3	438	146	N
PLANNED	7/20/10	10	3590	359	N
PLANNED	7/20/10	6	1380	230	N
PLANNED	7/20/10	5	1090	218	N
PLANNED	7/20/10	6	1308	218	N
PLANNED	7/20/10	3	495	165	N
PLANNED	7/20/10	8	1912	239	N
PLANNED	7/20/10	23	4669	203	N
PLANNED	7/20/10	4	732	183	N
PLANNED	7/20/10	39	2067	53	N
PLANNED	7/20/10	7	161	23	N
PLANNED	7/20/10	1	192	192	N
PLANNED	7/20/10	5	915	183	N
PLANNED	7/20/10	13	1742	134	N
PLANNED	7/20/10	5	830	166	N
PLANNED	7/20/10	9	558	62	N
PLANNED	7/20/10	8	848	106	N
PLANNED	7/20/10	8	1424	178	N
PLANNED	7/20/10	78	5616	72	N
PLANNED	7/20/10	5	325	65	N
PLANNED	7/20/10	1	147	147	N
PLANNED	7/20/10	4	168	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/20/10	7	483	69	N
PLANNED	7/20/10	3	102	34	N
PLANNED	7/21/10	1	77	77	N
PLANNED	7/21/10	9	567	63	N
PLANNED	7/21/10	6	2004	334	N
PLANNED	7/21/10	4	260	65	N
PLANNED	7/21/10	2	26	13	N
PLANNED	7/21/10	28	7280	260	N
PLANNED	7/21/10	2	474	237	N
PLANNED	7/21/10	1	240	240	N
PLANNED	7/21/10	1	253	253	N
PLANNED	7/21/10	10	1670	167	N
PLANNED	7/21/10	8	1720	215	N
PLANNED	7/21/10	4	100	25	N
PLANNED	7/21/10	7	763	109	N
PLANNED	7/21/10	10	890	89	N
PLANNED	7/21/10	4	136	34	N
PLANNED	7/21/10	28	280	10	N
PLANNED	7/21/10	4	688	172	N
PLANNED	7/21/10	11	1144	104	N
PLANNED	7/21/10	14	112	8	N
PLANNED	7/21/10	2	96	48	N
PLANNED	7/21/10	44	3784	86	N
PLANNED	7/21/10	10	680	68	N
PLANNED	7/21/10	8	944	118	N
PLANNED	7/21/10	12	1080	90	N
PLANNED	7/21/10	2	46	23	N
PLANNED	7/21/10	5	190	38	N
PLANNED	7/21/10	8	824	103	N
PLANNED	7/21/10	11	2299	209	N
PLANNED	7/21/10	1	102	102	N
PLANNED	7/22/10	2	150	75	N
PLANNED	7/22/10	16	1056	66	N
PLANNED	7/22/10	35	6580	188	N
PLANNED	7/22/10	22	5874	267	N
PLANNED	7/22/10	6	228	38	N
PLANNED	7/22/10	9	1665	185	N
PLANNED	7/22/10	11	2057	187	N
PLANNED	7/22/10	2	502	251	N
PLANNED	7/22/10	5	45	9	N
PLANNED	7/22/10	12	1236	103	N
PLANNED	7/22/10	4	1088	272	N
PLANNED	7/22/10	1	191	191	N
PLANNED	7/22/10	6	1314	219	N
PLANNED	7/22/10	7	1106	158	N
PLANNED	7/22/10	29	1189	41	N
PLANNED	7/22/10	4	504	126	N
PLANNED	7/22/10	8	1792	224	N
PLANNED	7/22/10	34	4148	122	N
PLANNED	7/22/10	2	496	248	N
PLANNED	7/22/10	49	10437	213	N
PLANNED	7/22/10	4	92	23	N
PLANNED	7/22/10	39	4329	111	N
PLANNED	7/22/10	3	60	20	N
PLANNED	7/22/10	1	25	25	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/22/10	126	15750	125	N
PLANNED	7/22/10	10	170	17	N
PLANNED	7/22/10	11	1441	131	N
PLANNED	7/22/10	6	954	159	N
PLANNED	7/22/10	1	53	53	N
PLANNED	7/22/10	8	1848	231	N
PLANNED	7/23/10	4	436	109	N
PLANNED	7/23/10	7	203	29	N
PLANNED	7/23/10	7	686	98	N
PLANNED	7/23/10	16	464	29	N
PLANNED	7/23/10	3	357	119	N
PLANNED	7/23/10	7	700	100	N
PLANNED	7/23/10	3	414	138	N
PLANNED	7/23/10	4	552	138	N
PLANNED	7/24/10	3	354	118	N
PLANNED	7/24/10	4	392	98	N
PLANNED	7/25/10	4	60	15	N
PLANNED	7/26/10	1	26	26	N
PLANNED	7/26/10	8	1816	227	N
PLANNED	7/26/10	24	4872	203	N
PLANNED	7/26/10	7	665	95	N
PLANNED	7/26/10	10	1580	158	N
PLANNED	7/26/10	5	750	150	N
PLANNED	7/26/10	4	1084	271	N
PLANNED	7/26/10	7	1890	270	N
PLANNED	7/26/10	8	2160	270	N
PLANNED	7/26/10	39	8463	217	N
PLANNED	7/26/10	12	1236	103	N
PLANNED	7/26/10	12	1524	127	N
PLANNED	7/26/10	8	528	66	N
PLANNED	7/26/10	4	452	113	N
PLANNED	7/26/10	8	768	96	N
PLANNED	7/26/10	6	714	119	N
PLANNED	7/26/10	1	40	40	N
PLANNED	7/26/10	8	1120	140	N
PLANNED	7/26/10	6	84	14	N
PLANNED	7/26/10	6	108	18	N
PLANNED	7/26/10	5	600	120	N
PLANNED	7/26/10	5	645	129	N
PLANNED	7/26/10	17	1785	105	N
PLANNED	7/26/10	8	992	124	N
PLANNED	7/26/10	5	725	145	N
PLANNED	7/26/10	6	384	64	N
PLANNED	7/26/10	3	135	45	N
PLANNED	7/27/10	18	648	36	N
PLANNED	7/27/10	15	15	1	N
PLANNED	7/27/10	4	176	44	N
PLANNED	7/27/10	1	155	155	N
PLANNED	7/27/10	1	139	139	N
PLANNED	7/27/10	1	261	261	N
PLANNED	7/27/10	1	156	156	N
PLANNED	7/27/10	7	819	117	N
PLANNED	7/27/10	22	5918	269	N
PLANNED	7/27/10	4	200	50	N
PLANNED	7/27/10	60	6360	106	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/27/10	11	1210	110	N
PLANNED	7/27/10	4	292	73	N
PLANNED	7/27/10	8	1296	162	N
PLANNED	7/27/10	5	50	10	N
PLANNED	7/27/10	15	4605	307	N
PLANNED	7/27/10	9	1152	128	N
PLANNED	7/27/10	126	17262	137	N
PLANNED	7/27/10	7	1386	198	N
PLANNED	7/27/10	1	98	98	N
PLANNED	7/27/10	6	1566	261	N
PLANNED	7/27/10	23	621	27	N
PLANNED	7/27/10	8	1376	172	N
PLANNED	7/27/10	2	130	65	N
PLANNED	7/27/10	7	462	66	N
PLANNED	7/27/10	1	226	226	N
PLANNED	7/27/10	9	198	22	N
PLANNED	7/27/10	34	1904	56	N
PLANNED	7/27/10	4	108	27	N
PLANNED	7/27/10	3	210	70	N
PLANNED	7/27/10	3	318	106	N
PLANNED	7/27/10	10	620	62	N
PLANNED	7/27/10	5	1635	327	N
PLANNED	7/27/10	4	376	94	N
PLANNED	7/27/10	6	444	74	N
PLANNED	7/28/10	26	5512	212	N
PLANNED	7/28/10	8	2488	311	N
PLANNED	7/28/10	9	1080	120	N
PLANNED	7/28/10	6	354	59	N
PLANNED	7/28/10	14	728	52	N
PLANNED	7/28/10	4	272	68	N
PLANNED	7/28/10	13	624	48	N
PLANNED	7/28/10	14	2240	160	N
PLANNED	7/28/10	28	2884	103	N
PLANNED	7/28/10	19	2147	113	N
PLANNED	7/28/10	8	1384	173	N
PLANNED	7/28/10	2	426	213	N
PLANNED	7/28/10	5	800	160	N
PLANNED	7/28/10	7	1302	186	N
PLANNED	7/28/10	10	1860	186	N
PLANNED	7/28/10	5	190	38	N
PLANNED	7/28/10	2	378	189	N
PLANNED	7/28/10	1	103	103	N
PLANNED	7/28/10	4	236	59	N
PLANNED	7/28/10	8	928	116	N
PLANNED	7/28/10	4	112	28	N
PLANNED	7/28/10	7	546	78	N
PLANNED	7/28/10	8	1224	153	N
PLANNED	7/28/10	16	4112	257	N
PLANNED	7/28/10	3	741	247	N
PLANNED	7/28/10	4	972	243	N
PLANNED	7/28/10	1	100	100	N
PLANNED	7/28/10	9	792	88	N
PLANNED	7/28/10	16	368	23	N
PLANNED	7/28/10	5	290	58	N
PLANNED	7/28/10	4	416	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/28/10	3	273	91	N
PLANNED	7/28/10	1	90	90	N
PLANNED	7/28/10	6	90	15	N
PLANNED	7/29/10	1	153	153	N
PLANNED	7/29/10	6	702	117	N
PLANNED	7/29/10	5	135	27	N
PLANNED	7/29/10	6	1242	207	N
PLANNED	7/29/10	5	1200	240	N
PLANNED	7/29/10	20	3800	190	N
PLANNED	7/29/10	29	4263	147	N
PLANNED	7/29/10	3	240	80	N
PLANNED	7/29/10	8	1040	130	N
PLANNED	7/29/10	7	315	45	N
PLANNED	7/29/10	24	1848	77	N
PLANNED	7/29/10	10	720	72	N
PLANNED	7/29/10	6	672	112	N
PLANNED	7/29/10	1	121	121	N
PLANNED	7/29/10	2	178	89	N
PLANNED	7/29/10	60	5700	95	N
PLANNED	7/29/10	7	1533	219	N
PLANNED	7/29/10	5	1180	236	N
PLANNED	7/29/10	2	196	98	N
PLANNED	7/29/10	7	476	68	N
PLANNED	7/29/10	12	972	81	N
PLANNED	7/29/10	1	80	80	N
PLANNED	7/29/10	8	1376	172	N
PLANNED	7/29/10	46	2162	47	N
PLANNED	7/29/10	4	788	197	N
PLANNED	7/29/10	9	819	91	N
PLANNED	7/29/10	3	237	79	N
PLANNED	7/29/10	2	142	71	N
PLANNED	7/30/10	10	3670	367	N
PLANNED	7/30/10	27	7803	289	N
PLANNED	7/30/10	2	156	78	N
PLANNED	7/30/10	1	344	344	N
PLANNED	7/30/10	4	540	135	N
PLANNED	7/30/10	4	228	57	N
PLANNED	7/30/10	30	4110	137	N
PLANNED	7/30/10	9	1386	154	N
PLANNED	7/30/10	5	640	128	N
PLANNED	7/30/10	9	2376	264	N
PLANNED	7/30/10	3	492	164	N
PLANNED	7/30/10	3	282	94	N
PLANNED	7/30/10	3	81	27	N
PLANNED	7/30/10	2	84	42	N
PLANNED	7/30/10	18	1494	83	N
PLANNED	7/30/10	3	33	11	N
PLANNED	7/30/10	7	112	16	N
PLANNED	7/31/10	11	1672	152	N
PLANNED	7/31/10	2	78	39	N
PLANNED	8/1/10	3	402	134	N
PLANNED	8/1/10	17	2958	174	N
PLANNED	8/1/10	2	230	115	N
PLANNED	8/2/10	6	804	134	N
PLANNED	8/2/10	2	282	141	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/2/10	18	4662	259	N
PLANNED	8/2/10	7	2233	319	N
PLANNED	8/2/10	10	2080	208	N
PLANNED	8/2/10	12	3108	259	N
PLANNED	8/2/10	5	1380	276	N
PLANNED	8/2/10	8	1152	144	N
PLANNED	8/2/10	12	2340	195	N
PLANNED	8/2/10	4	1140	285	N
PLANNED	8/2/10	49	8281	169	N
PLANNED	8/2/10	46	7774	169	N
PLANNED	8/2/10	5	265	53	N
PLANNED	8/2/10	9	1773	197	N
PLANNED	8/2/10	1	72	72	N
PLANNED	8/2/10	5	465	93	N
PLANNED	8/2/10	5	515	103	N
PLANNED	8/2/10	3	282	94	N
PLANNED	8/2/10	2	48	24	N
PLANNED	8/2/10	1	62	62	N
PLANNED	8/2/10	2	230	115	N
PLANNED	8/2/10	7	175	25	N
PLANNED	8/2/10	3	309	103	N
PLANNED	8/2/10	54	2916	54	N
PLANNED	8/2/10	8	1208	151	N
PLANNED	8/2/10	33	231	7	N
PLANNED	8/2/10	2	176	88	N
PLANNED	8/3/10	8	1104	138	N
PLANNED	8/3/10	10	1880	188	N
PLANNED	8/3/10	7	511	73	N
PLANNED	8/3/10	13	1859	143	N
PLANNED	8/3/10	9	1287	143	N
PLANNED	8/3/10	9	1197	133	N
PLANNED	8/3/10	4	1004	251	N
PLANNED	8/3/10	5	445	89	N
PLANNED	8/3/10	5	860	172	N
PLANNED	8/3/10	9	855	95	N
PLANNED	8/3/10	13	2769	213	N
PLANNED	8/3/10	5	280	56	N
PLANNED	8/3/10	1	106	106	N
PLANNED	8/3/10	5	1000	200	N
PLANNED	8/3/10	8	168	21	N
PLANNED	8/3/10	1	274	274	N
PLANNED	8/3/10	2	100	50	N
PLANNED	8/3/10	4	132	33	N
PLANNED	8/3/10	1	127	127	N
PLANNED	8/3/10	5	155	31	N
PLANNED	8/3/10	2	186	93	N
PLANNED	8/3/10	1	207	207	N
PLANNED	8/3/10	7	119	17	N
PLANNED	8/3/10	5	310	62	N
PLANNED	8/3/10	4	244	61	N
PLANNED	8/3/10	4	568	142	N
PLANNED	8/3/10	4	720	180	N
PLANNED	8/3/10	2	360	180	N
PLANNED	8/3/10	5	1435	287	N
PLANNED	8/3/10	7	987	141	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/3/10	6	576	96	N
PLANNED	8/4/10	2	220	110	N
PLANNED	8/4/10	104	3328	32	N
PLANNED	8/4/10	8	408	51	N
PLANNED	8/4/10	10	3170	317	N
PLANNED	8/4/10	4	228	57	N
PLANNED	8/4/10	18	1458	81	N
PLANNED	8/4/10	11	264	24	N
PLANNED	8/4/10	1	265	265	N
PLANNED	8/4/10	1	85	85	N
PLANNED	8/4/10	2	328	164	N
PLANNED	8/4/10	65	8775	135	N
PLANNED	8/4/10	8	2944	368	N
PLANNED	8/4/10	12	1416	118	N
PLANNED	8/4/10	6	480	80	N
PLANNED	8/4/10	2	146	73	N
PLANNED	8/4/10	7	994	142	N
PLANNED	8/4/10	3	498	166	N
PLANNED	8/4/10	4	432	108	N
PLANNED	8/4/10	26	234	9	N
PLANNED	8/4/10	7	490	70	N
PLANNED	8/4/10	26	1430	55	N
PLANNED	8/4/10	17	1394	82	N
PLANNED	8/4/10	7	161	23	N
PLANNED	8/4/10	11	2673	243	N
PLANNED	8/4/10	3	228	76	N
PLANNED	8/4/10	9	738	82	N
PLANNED	8/4/10	6	852	142	N
PLANNED	8/4/10	2	242	121	N
PLANNED	8/4/10	1	17	17	N
PLANNED	8/4/10	6	774	129	N
PLANNED	8/4/10	12	1512	126	N
PLANNED	8/4/10	3	114	38	N
PLANNED	8/4/10	10	270	27	N
PLANNED	8/4/10	1	125	125	N
PLANNED	8/4/10	8	1768	221	N
PLANNED	8/4/10	1	218	218	N
PLANNED	8/5/10	6	1362	227	N
PLANNED	8/5/10	7	1092	156	N
PLANNED	8/5/10	12	1872	156	N
PLANNED	8/5/10	6	792	132	N
PLANNED	8/5/10	4	1472	368	N
PLANNED	8/5/10	10	2640	264	N
PLANNED	8/5/10	4	868	217	N
PLANNED	8/5/10	7	280	40	N
PLANNED	8/5/10	15	750	50	N
PLANNED	8/5/10	10	820	82	N
PLANNED	8/5/10	1	170	170	N
PLANNED	8/5/10	24	3576	149	N
PLANNED	8/5/10	39	12948	332	N
PLANNED	8/5/10	9	756	84	N
PLANNED	8/5/10	6	504	84	N
PLANNED	8/5/10	5	275	55	N
PLANNED	8/5/10	11	462	42	N
PLANNED	8/5/10	12	156	13	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/5/10	7	329	47	N
PLANNED	8/6/10	4	596	149	N
PLANNED	8/6/10	10	3580	358	N
PLANNED	8/6/10	6	72	12	N
PLANNED	8/6/10	9	1521	169	N
PLANNED	8/6/10	2	310	155	N
PLANNED	8/6/10	28	4620	165	N
PLANNED	8/6/10	11	1287	117	N
PLANNED	8/6/10	1	171	171	N
PLANNED	8/7/10	7	1764	252	N
PLANNED	8/8/10	8	1144	143	N
PLANNED	8/8/10	8	104	13	N
PLANNED	8/9/10	10	1270	127	N
PLANNED	8/9/10	1	582	582	N
PLANNED	8/9/10	4	608	152	N
PLANNED	8/9/10	8	560	70	N
PLANNED	8/9/10	2	394	197	N
PLANNED	8/9/10	9	432	48	N
PLANNED	8/9/10	3	393	131	N
PLANNED	8/9/10	16	2192	137	N
PLANNED	8/9/10	90	6480	72	N
PLANNED	8/9/10	6	2088	348	N
PLANNED	8/9/10	99	5346	54	N
PLANNED	8/9/10	4	664	166	N
PLANNED	8/9/10	8	1136	142	N
PLANNED	8/9/10	10	540	54	N
PLANNED	8/9/10	4	184	46	N
PLANNED	8/10/10	2	472	236	N
PLANNED	8/10/10	9	1413	157	N
PLANNED	8/10/10	11	1221	111	N
PLANNED	8/10/10	17	2703	159	N
PLANNED	8/10/10	4	72	18	N
PLANNED	8/10/10	19	3496	184	N
PLANNED	8/10/10	11	2068	188	N
PLANNED	8/10/10	5	695	139	N
PLANNED	8/10/10	8	984	123	N
PLANNED	8/10/10	1	76	76	N
PLANNED	8/10/10	5	470	94	N
PLANNED	8/10/10	28	4424	158	N
PLANNED	8/10/10	20	2320	116	N
PLANNED	8/10/10	15	4155	277	N
PLANNED	8/10/10	1	270	270	N
PLANNED	8/10/10	1	176	176	N
PLANNED	8/10/10	1	176	176	N
PLANNED	8/10/10	9	1350	150	N
PLANNED	8/10/10	10	1130	113	N
PLANNED	8/10/10	3	303	101	N
PLANNED	8/10/10	15	1155	77	N
PLANNED	8/10/10	6	744	124	N
PLANNED	8/10/10	6	744	124	N
PLANNED	8/10/10	17	1445	85	N
PLANNED	8/10/10	11	1870	170	N
PLANNED	8/10/10	8	1568	196	N
PLANNED	8/10/10	6	474	79	N
PLANNED	8/10/10	15	750	50	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/10/10	7	644	92	N
PLANNED	8/10/10	4	676	169	N
PLANNED	8/11/10	2	500	250	N
PLANNED	8/11/10	5	1185	237	N
PLANNED	8/11/10	8	1712	214	N
PLANNED	8/11/10	3	213	71	N
PLANNED	8/11/10	4	276	69	N
PLANNED	8/11/10	8	3296	412	N
PLANNED	8/11/10	7	2177	311	N
PLANNED	8/11/10	8	328	41	N
PLANNED	8/11/10	21	1659	79	N
PLANNED	8/11/10	12	588	49	N
PLANNED	8/11/10	3	180	60	N
PLANNED	8/11/10	1	63	63	N
PLANNED	8/11/10	4	376	94	N
PLANNED	8/11/10	5	1050	210	N
PLANNED	8/11/10	3	156	52	N
PLANNED	8/12/10	1	7	7	N
PLANNED	8/12/10	10	180	18	N
PLANNED	8/12/10	143	42328	296	N
PLANNED	8/12/10	7	1414	202	N
PLANNED	8/12/10	1	236	236	N
PLANNED	8/12/10	3	363	121	N
PLANNED	8/12/10	7	14	2	N
PLANNED	8/12/10	4	448	112	N
PLANNED	8/12/10	54	7776	144	N
PLANNED	8/12/10	37	9731	263	N
PLANNED	8/12/10	28	10808	386	N
PLANNED	8/12/10	1	151	151	N
PLANNED	8/12/10	29	9425	325	N
PLANNED	8/12/10	4	156	39	N
PLANNED	8/12/10	14	3668	262	N
PLANNED	8/12/10	9	576	64	N
PLANNED	8/12/10	3	162	54	N
PLANNED	8/12/10	13	1755	135	N
PLANNED	8/12/10	4	192	48	N
PLANNED	8/12/10	6	744	124	N
PLANNED	8/12/10	17	4437	261	N
PLANNED	8/12/10	4	128	32	N
PLANNED	8/12/10	257	46260	180	N
PLANNED	8/12/10	4	820	205	N
PLANNED	8/12/10	53	8268	156	N
PLANNED	8/12/10	12	1920	160	N
PLANNED	8/12/10	8	368	46	N
PLANNED	8/12/10	5	590	118	N
PLANNED	8/12/10	12	1248	104	N
PLANNED	8/12/10	9	315	35	N
PLANNED	8/12/10	213	11928	56	N
PLANNED	8/13/10	6	972	162	N
PLANNED	8/13/10	5	1255	251	N
PLANNED	8/13/10	4	696	174	N
PLANNED	8/13/10	34	2686	79	N
PLANNED	8/13/10	3	1341	447	N
PLANNED	8/13/10	1	158	158	N
PLANNED	8/13/10	12	948	79	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/13/10	31	5456	176	N
PLANNED	8/13/10	10	40	4	N
PLANNED	8/13/10	10	1430	143	N
PLANNED	8/13/10	37	1184	32	N
PLANNED	8/13/10	39	1014	26	N
PLANNED	8/13/10	39	1014	26	N
PLANNED	8/13/10	7	203	29	N
PLANNED	8/13/10	2	138	69	N
PLANNED	8/13/10	2	224	112	N
PLANNED	8/14/10	4	132	33	N
PLANNED	8/15/10	6	1452	242	N
PLANNED	8/15/10	8	256	32	N
PLANNED	8/15/10	28	10108	361	N
PLANNED	8/16/10	9	1593	177	N
PLANNED	8/16/10	7	1232	176	N
PLANNED	8/16/10	7	1813	259	N
PLANNED	8/16/10	8	1080	135	N
PLANNED	8/16/10	5	355	71	N
PLANNED	8/16/10	7	497	71	N
PLANNED	8/16/10	12	2580	215	N
PLANNED	8/16/10	4	1208	302	N
PLANNED	8/16/10	5	1050	210	N
PLANNED	8/16/10	4	840	210	N
PLANNED	8/16/10	5	695	139	N
PLANNED	8/16/10	2	118	59	N
PLANNED	8/16/10	6	474	79	N
PLANNED	8/16/10	4	684	171	N
PLANNED	8/16/10	4	732	183	N
PLANNED	8/16/10	34	2176	64	N
PLANNED	8/16/10	10	1670	167	N
PLANNED	8/16/10	6	924	154	N
PLANNED	8/16/10	7	672	96	N
PLANNED	8/16/10	6	618	103	N
PLANNED	8/16/10	8	336	42	N
PLANNED	8/17/10	6	1428	238	N
PLANNED	8/17/10	1	62	62	N
PLANNED	8/17/10	15	2130	142	N
PLANNED	8/17/10	16	1472	92	N
PLANNED	8/17/10	5	210	42	N
PLANNED	8/17/10	10	2040	204	N
PLANNED	8/17/10	8	2000	250	N
PLANNED	8/17/10	8	784	98	N
PLANNED	8/17/10	2	160	80	N
PLANNED	8/17/10	36	9720	270	N
PLANNED	8/17/10	4	424	106	N
PLANNED	8/17/10	103	17510	170	N
PLANNED	8/17/10	22	3850	175	N
PLANNED	8/17/10	1	78	78	N
PLANNED	8/17/10	2	26	13	N
PLANNED	8/17/10	12	3564	297	N
PLANNED	8/17/10	4	1188	297	N
PLANNED	8/17/10	23	2806	122	N
PLANNED	8/17/10	5	295	59	N
PLANNED	8/17/10	10	1040	104	N
PLANNED	8/17/10	6	1500	250	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/17/10	6	744	124	N
PLANNED	8/17/10	26	780	30	N
PLANNED	8/17/10	4	476	119	N
PLANNED	8/17/10	3	840	280	N
PLANNED	8/17/10	6	456	76	N
PLANNED	8/17/10	9	1071	119	N
PLANNED	8/17/10	2	222	111	N
PLANNED	8/17/10	8	840	105	N
PLANNED	8/17/10	7	336	48	N
PLANNED	8/17/10	8	624	78	N
PLANNED	8/17/10	8	1280	160	N
PLANNED	8/17/10	1	160	160	N
PLANNED	8/17/10	1	80	80	N
PLANNED	8/17/10	3	201	67	N
PLANNED	8/17/10	1	19	19	N
PLANNED	8/17/10	4	316	79	N
PLANNED	8/18/10	5	70	14	N
PLANNED	8/18/10	5	420	84	N
PLANNED	8/18/10	12	3972	331	N
PLANNED	8/18/10	30	3780	126	N
PLANNED	8/18/10	7	868	124	N
PLANNED	8/18/10	1	334	334	N
PLANNED	8/18/10	1	285	285	N
PLANNED	8/18/10	8	1352	169	N
PLANNED	8/18/10	2	148	74	N
PLANNED	8/18/10	9	441	49	N
PLANNED	8/18/10	19	1976	104	N
PLANNED	8/18/10	9	1287	143	N
PLANNED	8/18/10	18	2178	121	N
PLANNED	8/18/10	270	19710	73	N
PLANNED	8/18/10	7	728	104	N
PLANNED	8/18/10	4	204	51	N
PLANNED	8/18/10	10	2680	268	N
PLANNED	8/18/10	9	2061	229	N
PLANNED	8/18/10	1	185	185	N
PLANNED	8/18/10	7	1981	283	N
PLANNED	8/18/10	31	16182	522	N
PLANNED	8/18/10	5	550	110	N
PLANNED	8/18/10	1	104	104	N
PLANNED	8/18/10	6	834	139	N
PLANNED	8/18/10	7	903	129	N
PLANNED	8/18/10	2	280	140	N
PLANNED	8/18/10	16	1216	76	N
PLANNED	8/18/10	18	1350	75	N
PLANNED	8/18/10	5	145	29	N
PLANNED	8/18/10	6	522	87	N
PLANNED	8/18/10	2	350	175	N
PLANNED	8/18/10	7	455	65	N
PLANNED	8/19/10	3	819	273	N
PLANNED	8/19/10	12	4140	345	N
PLANNED	8/19/10	9	1215	135	N
PLANNED	8/19/10	10	2560	256	N
PLANNED	8/19/10	18	666	37	N
PLANNED	8/19/10	4	24	6	N
PLANNED	8/19/10	4	500	125	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/19/10	1	58	58	N
PLANNED	8/19/10	5	1630	326	N
PLANNED	8/19/10	7	2506	358	N
PLANNED	8/19/10	2	88	44	N
PLANNED	8/19/10	3	393	131	N
PLANNED	8/19/10	44	4444	101	N
PLANNED	8/19/10	4	820	205	N
PLANNED	8/19/10	1	157	157	N
PLANNED	8/19/10	55	3575	65	N
PLANNED	8/19/10	4	148	37	N
PLANNED	8/19/10	4	660	165	N
PLANNED	8/19/10	7	525	75	N
PLANNED	8/19/10	2	160	80	N
PLANNED	8/19/10	11	979	89	N
PLANNED	8/19/10	6	534	89	N
PLANNED	8/19/10	8	728	91	N
PLANNED	8/19/10	7	658	94	N
PLANNED	8/19/10	10	920	92	N
PLANNED	8/19/10	115	8050	70	N
PLANNED	8/19/10	4	548	137	N
PLANNED	8/19/10	4	52	13	N
PLANNED	8/19/10	3	36	12	N
PLANNED	8/19/10	25	3400	136	N
PLANNED	8/19/10	2	170	85	N
PLANNED	8/19/10	4	320	80	N
PLANNED	8/19/10	1	389	389	N
PLANNED	8/20/10	2	412	206	N
PLANNED	8/20/10	3	675	225	N
PLANNED	8/20/10	4	972	243	N
PLANNED	8/20/10	5	55	11	N
PLANNED	8/20/10	4	128	32	N
PLANNED	8/20/10	2	352	176	N
PLANNED	8/20/10	11	561	51	N
PLANNED	8/20/10	2	640	320	N
PLANNED	8/20/10	21	6090	290	N
PLANNED	8/20/10	5	435	87	N
PLANNED	8/20/10	2	128	64	N
PLANNED	8/20/10	31	16926	546	N
PLANNED	8/20/10	15	2655	177	N
PLANNED	8/20/10	9	819	91	N
PLANNED	8/20/10	3	387	129	N
PLANNED	8/20/10	4	656	164	N
PLANNED	8/21/10	4	568	142	N
PLANNED	8/22/10	3	480	160	N
PLANNED	8/23/10	1	232	232	N
PLANNED	8/23/10	10	60	6	N
PLANNED	8/23/10	2	100	50	N
PLANNED	8/23/10	6	198	33	N
PLANNED	8/23/10	5	615	123	N
PLANNED	8/23/10	5	570	114	N
PLANNED	8/23/10	2	408	204	N
PLANNED	8/23/10	1	164	164	N
PLANNED	8/23/10	8	1192	149	N
PLANNED	8/23/10	12	1692	141	N
PLANNED	8/23/10	4	1488	372	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/23/10	10	1460	146	N
PLANNED	8/23/10	6	822	137	N
PLANNED	8/23/10	5	670	134	N
PLANNED	8/24/10	2	194	97	N
PLANNED	8/24/10	14	5068	362	N
PLANNED	8/24/10	1	44	44	N
PLANNED	8/24/10	7	2366	338	N
PLANNED	8/24/10	7	1351	193	N
PLANNED	8/24/10	5	695	139	N
PLANNED	8/24/10	7	714	102	N
PLANNED	8/24/10	9	1818	202	N
PLANNED	8/24/10	21	714	34	N
PLANNED	8/24/10	22	3630	165	N
PLANNED	8/24/10	11	1650	150	N
PLANNED	8/24/10	6	1200	200	N
PLANNED	8/24/10	9	981	109	N
PLANNED	8/24/10	3	474	158	N
PLANNED	8/24/10	3	522	174	N
PLANNED	8/24/10	14	952	68	N
PLANNED	8/24/10	5	290	58	N
PLANNED	8/24/10	4	568	142	N
PLANNED	8/24/10	7	994	142	N
PLANNED	8/24/10	2	54	27	N
PLANNED	8/24/10	3	75	25	N
PLANNED	8/24/10	1	66	66	N
PLANNED	8/24/10	5	585	117	N
PLANNED	8/24/10	1	40	40	N
PLANNED	8/24/10	8	192	24	N
PLANNED	8/24/10	3	543	181	N
PLANNED	8/25/10	4	884	221	N
PLANNED	8/25/10	3	543	181	N
PLANNED	8/25/10	5	560	112	N
PLANNED	8/25/10	8	2840	355	N
PLANNED	8/25/10	26	3068	118	N
PLANNED	8/25/10	7	1904	272	N
PLANNED	8/25/10	16	7184	449	N
PLANNED	8/25/10	2	58	29	N
PLANNED	8/25/10	10	1180	118	N
PLANNED	8/25/10	8	192	24	N
PLANNED	8/25/10	3	156	52	N
PLANNED	8/25/10	8	312	39	N
PLANNED	8/25/10	2	172	86	N
PLANNED	8/25/10	8	576	72	N
PLANNED	8/25/10	7	1568	224	N
PLANNED	8/25/10	1	36	36	N
PLANNED	8/25/10	5	175	35	N
PLANNED	8/25/10	6	1320	220	N
PLANNED	8/25/10	1	72	72	N
PLANNED	8/25/10	7	70	10	N
PLANNED	8/25/10	12	1632	136	N
PLANNED	8/25/10	37	7992	216	N
PLANNED	8/25/10	2	56	28	N
PLANNED	8/25/10	5	110	22	N
PLANNED	8/25/10	8	264	33	N
PLANNED	8/26/10	3	54	18	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/26/10	5	485	97	N
PLANNED	8/26/10	3	432	144	N
PLANNED	8/26/10	11	3960	360	N
PLANNED	8/26/10	34	2890	85	N
PLANNED	8/26/10	10	2350	235	N
PLANNED	8/26/10	32	5760	180	N
PLANNED	8/26/10	10	640	64	N
PLANNED	8/26/10	6	912	152	N
PLANNED	8/26/10	22	616	28	N
PLANNED	8/26/10	11	1342	122	N
PLANNED	8/26/10	4	1324	331	N
PLANNED	8/26/10	46	4830	105	N
PLANNED	8/26/10	2	220	110	N
PLANNED	8/26/10	11	231	21	N
PLANNED	8/26/10	4	656	164	N
PLANNED	8/26/10	11	110	10	N
PLANNED	8/26/10	14	224	16	N
PLANNED	8/26/10	3	129	43	N
PLANNED	8/26/10	158	2686	17	N
PLANNED	8/26/10	7	1442	206	N
PLANNED	8/26/10	6	1698	283	N
PLANNED	8/26/10	5	60	12	N
PLANNED	8/26/10	3	540	180	N
PLANNED	8/26/10	5	910	182	N
PLANNED	8/26/10	19	646	34	N
PLANNED	8/26/10	8	608	76	N
PLANNED	8/26/10	1	103	103	N
PLANNED	8/26/10	1	45	45	N
PLANNED	8/27/10	4	1220	305	N
PLANNED	8/27/10	5	1265	253	N
PLANNED	8/27/10	10	1320	132	N
PLANNED	8/27/10	14	784	56	N
PLANNED	8/27/10	5	15	3	N
PLANNED	8/27/10	52	208	4	N
PLANNED	8/27/10	30	3480	116	N
PLANNED	8/27/10	1	8	8	N
PLANNED	8/27/10	2	958	479	N
PLANNED	8/27/10	13	1443	111	N
PLANNED	8/27/10	3	216	72	N
PLANNED	8/27/10	4	296	74	N
PLANNED	8/27/10	6	450	75	N
PLANNED	8/27/10	3	372	124	N
PLANNED	8/28/10	1	165	165	N
PLANNED	8/28/10	18	54	3	N
PLANNED	8/28/10	3	345	115	N
PLANNED	8/28/10	2	102	51	N
PLANNED	8/28/10	13	1079	83	N
PLANNED	8/30/10	8	8	1	N
PLANNED	8/30/10	3	546	182	N
PLANNED	8/30/10	8	360	45	N
PLANNED	8/30/10	50	13100	262	N
PLANNED	8/30/10	3	660	220	N
PLANNED	8/30/10	30	3360	112	N
PLANNED	8/30/10	1	41	41	N
PLANNED	8/30/10	1	44	44	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/30/10	4	140	35	N
PLANNED	8/30/10	8	544	68	N
PLANNED	8/30/10	6	24	4	N
PLANNED	8/30/10	9	783	87	N
PLANNED	8/31/10	8	96	12	N
PLANNED	8/31/10	101	9494	94	N
PLANNED	8/31/10	2	350	175	N
PLANNED	8/31/10	99	22671	229	N
PLANNED	8/31/10	10	550	55	N
PLANNED	8/31/10	5	1360	272	N
PLANNED	8/31/10	89	12816	144	N
PLANNED	8/31/10	39	195	5	N
PLANNED	8/31/10	10	520	52	N
PLANNED	8/31/10	8	1552	194	N
PLANNED	8/31/10	1	23	23	N
PLANNED	8/31/10	9	1692	188	N
PLANNED	8/31/10	8	624	78	N
PLANNED	8/31/10	6	1266	211	N
PLANNED	8/31/10	15	2160	144	N
PLANNED	8/31/10	3	111	37	N
PLANNED	8/31/10	2	152	76	N
PLANNED	8/31/10	1	24	24	N
PLANNED	8/31/10	14	756	54	N
PLANNED	9/1/10	17	3213	189	N
PLANNED	9/1/10	9	1908	212	N
PLANNED	9/1/10	7	1127	161	N
PLANNED	9/1/10	14	4774	341	N
PLANNED	9/1/10	41	6888	168	N
PLANNED	9/1/10	12	2016	168	N
PLANNED	9/1/10	4	204	51	N
PLANNED	9/1/10	9	1881	209	N
PLANNED	9/1/10	18	4122	229	N
PLANNED	9/1/10	97	19400	200	N
PLANNED	9/1/10	26	3978	153	N
PLANNED	9/1/10	3	183	61	N
PLANNED	9/1/10	39	2886	74	N
PLANNED	9/1/10	1	148	148	N
PLANNED	9/1/10	10	1410	141	N
PLANNED	9/1/10	5	475	95	N
PLANNED	9/1/10	2	112	56	N
PLANNED	9/1/10	7	70	10	N
PLANNED	9/1/10	4	268	67	N
PLANNED	9/1/10	10	1320	132	N
PLANNED	9/1/10	7	952	136	N
PLANNED	9/2/10	6	954	159	N
PLANNED	9/2/10	76	8436	111	N
PLANNED	9/2/10	10	1690	169	N
PLANNED	9/2/10	4	144	36	N
PLANNED	9/2/10	11	1155	105	N
PLANNED	9/2/10	4	560	140	N
PLANNED	9/2/10	6	618	103	N
PLANNED	9/2/10	90	8010	89	N
PLANNED	9/2/10	1	83	83	N
PLANNED	9/2/10	3	819	273	N
PLANNED	9/2/10	52	4212	81	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/2/10	6	1104	184	N
PLANNED	9/2/10	19	2717	143	N
PLANNED	9/2/10	7	651	93	N
PLANNED	9/2/10	4	240	60	N
PLANNED	9/2/10	5	145	29	N
PLANNED	9/2/10	12	732	61	N
PLANNED	9/2/10	22	6776	308	N
PLANNED	9/2/10	3	447	149	N
PLANNED	9/2/10	17	918	54	N
PLANNED	9/2/10	12	624	52	N
PLANNED	9/2/10	2	160	80	N
PLANNED	9/2/10	9	711	79	N
PLANNED	9/2/10	8	584	73	N
PLANNED	9/2/10	3	216	72	N
PLANNED	9/2/10	5	990	198	N
PLANNED	9/2/10	13	1378	106	N
PLANNED	9/2/10	2	404	202	N
PLANNED	9/2/10	4	652	163	N
PLANNED	9/2/10	2	194	97	N
PLANNED	9/2/10	12	1380	115	N
PLANNED	9/2/10	6	714	119	N
PLANNED	9/3/10	3	885	295	N
PLANNED	9/3/10	134	13802	103	N
PLANNED	9/3/10	3	705	235	N
PLANNED	9/3/10	7	175	25	N
PLANNED	9/3/10	12	1392	116	N
PLANNED	9/3/10	20	520	26	N
PLANNED	9/3/10	7	721	103	N
PLANNED	9/3/10	7	112	16	N
PLANNED	9/3/10	2	212	106	N
PLANNED	9/3/10	28	3248	116	N
PLANNED	9/3/10	44	1628	37	N
PLANNED	9/3/10	7	1120	160	N
PLANNED	9/3/10	3	429	143	N
PLANNED	9/3/10	8	128	16	N
PLANNED	9/3/10	13	351	27	N
PLANNED	9/4/10	5	1760	352	N
PLANNED	9/4/10	14	2366	169	N
PLANNED	9/4/10	146	11680	80	N
PLANNED	9/7/10	1	100	100	N
PLANNED	9/7/10	5	590	118	N
PLANNED	9/7/10	7	602	86	N
PLANNED	9/7/10	12	2556	213	N
PLANNED	9/7/10	15	3195	213	N
PLANNED	9/7/10	8	568	71	N
PLANNED	9/7/10	4	888	222	N
PLANNED	9/7/10	11	2123	193	N
PLANNED	9/7/10	4	348	87	N
PLANNED	9/7/10	3	654	218	N
PLANNED	9/7/10	1	261	261	N
PLANNED	9/7/10	4	560	140	N
PLANNED	9/7/10	5	500	100	N
PLANNED	9/7/10	3	768	256	N
PLANNED	9/7/10	1	50	50	N
PLANNED	9/7/10	32	7136	223	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/7/10	7	840	120	N
PLANNED	9/7/10	1	31	31	N
PLANNED	9/7/10	6	816	136	N
PLANNED	9/7/10	3	63	21	N
PLANNED	9/7/10	1	33	33	N
PLANNED	9/7/10	1	32	32	N
PLANNED	9/7/10	9	1818	202	N
PLANNED	9/7/10	8	1288	161	N
PLANNED	9/7/10	5	695	139	N
PLANNED	9/7/10	9	585	65	N
PLANNED	9/8/10	155	22475	145	N
PLANNED	9/8/10	2	56	28	N
PLANNED	9/8/10	4	408	102	N
PLANNED	9/8/10	1	117	117	N
PLANNED	9/8/10	8	1320	165	N
PLANNED	9/8/10	6	744	124	N
PLANNED	9/8/10	5	810	162	N
PLANNED	9/8/10	8	1312	164	N
PLANNED	9/8/10	18	1584	88	N
PLANNED	9/8/10	1	121	121	N
PLANNED	9/8/10	19	779	41	N
PLANNED	9/8/10	12	180	15	N
PLANNED	9/8/10	14	2184	156	N
PLANNED	9/8/10	39	10803	277	N
PLANNED	9/8/10	5	1020	204	N
PLANNED	9/8/10	4	656	164	N
PLANNED	9/8/10	30	4620	154	N
PLANNED	9/8/10	2	296	148	N
PLANNED	9/8/10	3	69	23	N
PLANNED	9/8/10	2	256	128	N
PLANNED	9/8/10	7	112	16	N
PLANNED	9/8/10	9	1206	134	N
PLANNED	9/8/10	7	763	109	N
PLANNED	9/8/10	4	612	153	N
PLANNED	9/8/10	14	1848	132	N
PLANNED	9/8/10	2	76	38	N
PLANNED	9/8/10	8	376	47	N
PLANNED	9/8/10	6	282	47	N
PLANNED	9/8/10	6	282	47	N
PLANNED	9/8/10	4	272	68	N
PLANNED	9/8/10	5	380	76	N
PLANNED	9/8/10	5	505	101	N
PLANNED	9/9/10	1	276	276	N
PLANNED	9/9/10	9	2475	275	N
PLANNED	9/9/10	7	833	119	N
PLANNED	9/9/10	8	1128	141	N
PLANNED	9/9/10	14	1694	121	N
PLANNED	9/9/10	5	125	25	N
PLANNED	9/9/10	8	1752	219	N
PLANNED	9/9/10	6	1434	239	N
PLANNED	9/9/10	29	8062	278	N
PLANNED	9/9/10	2	330	165	N
PLANNED	9/9/10	5	1085	217	N
PLANNED	9/9/10	11	286	26	N
PLANNED	9/9/10	622	71530	115	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/9/10	9	882	98	N
PLANNED	9/9/10	4	480	120	N
PLANNED	9/9/10	11	297	27	N
PLANNED	9/9/10	6	1128	188	N
PLANNED	9/9/10	5	395	79	N
PLANNED	9/9/10	5	390	78	N
PLANNED	9/9/10	6	462	77	N
PLANNED	9/9/10	7	581	83	N
PLANNED	9/9/10	67	134	2	N
PLANNED	9/10/10	25	3250	130	N
PLANNED	9/10/10	2	310	155	N
PLANNED	9/10/10	16	160	10	N
PLANNED	9/10/10	10	1130	113	N
PLANNED	9/10/10	13	1456	112	N
PLANNED	9/10/10	12	300	25	N
PLANNED	9/10/10	73	4161	57	N
PLANNED	9/10/10	16	6064	379	N
PLANNED	9/10/10	9	1818	202	N
PLANNED	9/10/10	2	252	126	N
PLANNED	9/10/10	13	3159	243	N
PLANNED	9/10/10	4	612	153	N
PLANNED	9/10/10	6	912	152	N
PLANNED	9/10/10	8	896	112	N
PLANNED	9/10/10	10	450	45	N
PLANNED	9/10/10	7	287	41	N
PLANNED	9/10/10	3	150	50	N
PLANNED	9/10/10	10	100	10	N
PLANNED	9/10/10	43	10406	242	N
PLANNED	9/10/10	21	78	58	N
PLANNED	9/10/10	1	180	180	N
PLANNED	9/10/10	7	189	27	N
PLANNED	9/11/10	8	624	78	N
PLANNED	9/11/10	4	828	207	N
PLANNED	9/11/10	11	2266	206	N
PLANNED	9/12/10	15	2535	169	N
PLANNED	9/12/10	7	1974	282	N
PLANNED	9/13/10	14	4760	340	N
PLANNED	9/13/10	6	558	93	N
PLANNED	9/13/10	7	406	58	N
PLANNED	9/13/10	7	1092	156	N
PLANNED	9/13/10	24	2400	100	N
PLANNED	9/13/10	5	1295	259	N
PLANNED	9/13/10	2	382	191	N
PLANNED	9/13/10	5	735	147	N
PLANNED	9/13/10	8	1480	185	N
PLANNED	9/13/10	4	280	70	N
PLANNED	9/13/10	8	736	92	N
PLANNED	9/13/10	5	795	159	N
PLANNED	9/13/10	4	496	124	N
PLANNED	9/13/10	54	12636	234	N
PLANNED	9/13/10	8	256	32	N
PLANNED	9/13/10	7	560	80	N
PLANNED	9/13/10	10	980	98	N
PLANNED	9/13/10	7	826	118	N
PLANNED	9/13/10	5	595	119	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/13/10	11	2409	219	N
PLANNED	9/13/10	7	945	135	N
PLANNED	9/13/10	5	115	23	N
PLANNED	9/13/10	1	52	52	N
PLANNED	9/13/10	12	1176	98	N
PLANNED	9/13/10	4	480	120	N
PLANNED	9/13/10	2	14	7	N
PLANNED	9/14/10	3	489	163	N
PLANNED	9/14/10	8	256	32	N
PLANNED	9/14/10	8	680	85	N
PLANNED	9/14/10	6	372	62	N
PLANNED	9/14/10	9	2619	291	N
PLANNED	9/14/10	22	3080	140	N
PLANNED	9/14/10	1	149	149	N
PLANNED	9/14/10	10	720	72	N
PLANNED	9/14/10	4	312	78	N
PLANNED	9/14/10	7	1631	233	N
PLANNED	9/14/10	3	666	222	N
PLANNED	9/14/10	5	190	38	N
PLANNED	9/14/10	8	960	120	N
PLANNED	9/14/10	2	88	44	N
PLANNED	9/14/10	8	1008	126	N
PLANNED	9/14/10	8	1480	185	N
PLANNED	9/14/10	4	872	218	N
PLANNED	9/14/10	5	475	95	N
PLANNED	9/14/10	7	1197	171	N
PLANNED	9/14/10	5	760	152	N
PLANNED	9/14/10	19	1007	53	N
PLANNED	9/14/10	6	1398	233	N
PLANNED	9/14/10	7	1274	182	N
PLANNED	9/14/10	5	280	56	N
PLANNED	9/14/10	2	82	41	N
PLANNED	9/14/10	52	1404	27	N
PLANNED	9/14/10	2	292	146	N
PLANNED	9/14/10	7	322	46	N
PLANNED	9/14/10	3	324	108	N
PLANNED	9/15/10	5	860	172	N
PLANNED	9/15/10	2	56	28	N
PLANNED	9/15/10	13	1456	112	N
PLANNED	9/15/10	12	2028	169	N
PLANNED	9/15/10	20	2480	124	N
PLANNED	9/15/10	8	1904	238	N
PLANNED	9/15/10	8	1736	217	N
PLANNED	9/15/10	8	1616	202	N
PLANNED	9/15/10	4	368	92	N
PLANNED	9/15/10	5	1610	322	N
PLANNED	9/15/10	10	710	71	N
PLANNED	9/15/10	13	351	27	N
PLANNED	9/15/10	19	3135	165	N
PLANNED	9/15/10	2	316	158	N
PLANNED	9/15/10	6	1242	207	N
PLANNED	9/15/10	72	5904	82	N
PLANNED	9/15/10	65	5070	78	N
PLANNED	9/15/10	4	808	202	N
PLANNED	9/15/10	10	2660	266	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/15/10	6	1236	206	N
PLANNED	9/15/10	12	2640	220	N
PLANNED	9/15/10	7	1575	225	N
PLANNED	9/15/10	4	740	185	N
PLANNED	9/15/10	16	1744	109	N
PLANNED	9/15/10	72	1944	27	N
PLANNED	9/15/10	1	73	73	N
PLANNED	9/15/10	10	1670	167	N
PLANNED	9/15/10	15	2445	163	N
PLANNED	9/15/10	5	260	52	N
PLANNED	9/15/10	3	486	162	N
PLANNED	9/16/10	3	327	109	N
PLANNED	9/16/10	55	6820	124	N
PLANNED	9/16/10	15	6165	411	N
PLANNED	9/16/10	15	210	14	N
PLANNED	9/16/10	13	234	18	N
PLANNED	9/16/10	13	2652	204	N
PLANNED	9/16/10	3	228	76	N
PLANNED	9/16/10	5	720	144	N
PLANNED	9/16/10	2	646	323	N
PLANNED	9/16/10	4	644	161	N
PLANNED	9/16/10	14	3080	220	N
PLANNED	9/16/10	17	5304	312	N
PLANNED	9/16/10	9	9	1	N
PLANNED	9/16/10	6	876	146	N
PLANNED	9/16/10	15	3255	217	N
PLANNED	9/16/10	6	1140	190	N
PLANNED	9/16/10	3	123	41	N
PLANNED	9/16/10	3	135	45	N
PLANNED	9/16/10	28	728	26	N
PLANNED	9/16/10	10	400	40	N
PLANNED	9/16/10	6	384	64	N
PLANNED	9/16/10	15	315	21	N
PLANNED	9/16/10	1	133	133	N
PLANNED	9/17/10	9	1161	129	N
PLANNED	9/17/10	1	74	74	N
PLANNED	9/17/10	1	135	135	N
PLANNED	9/17/10	15	2130	142	N
PLANNED	9/17/10	6	1428	238	N
PLANNED	9/17/10	82	9676	118	N
PLANNED	9/17/10	10	2370	237	N
PLANNED	9/17/10	11	1617	147	N
PLANNED	9/17/10	7	1036	148	N
PLANNED	9/17/10	8	1000	125	N
PLANNED	9/17/10	2	72	36	N
PLANNED	9/17/10	8	432	54	N
PLANNED	9/17/10	1	7	7	N
PLANNED	9/17/10	1	67	67	N
PLANNED	9/18/10	16	2928	183	N
PLANNED	9/18/10	1	137	137	N
PLANNED	9/19/10	1	322	322	N
PLANNED	9/19/10	1	137	137	N
PLANNED	9/19/10	5	2430	486	N
PLANNED	9/20/10	21	4389	209	N
PLANNED	9/20/10	21	4347	207	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/20/10	18	3798	211	N
PLANNED	9/20/10	14	2268	162	N
PLANNED	9/20/10	17	2924	172	N
PLANNED	9/20/10	6	708	118	N
PLANNED	9/20/10	7	1372	196	N
PLANNED	9/20/10	10	1530	153	N
PLANNED	9/20/10	10	190	19	N
PLANNED	9/20/10	7	2044	292	N
PLANNED	9/20/10	5	850	170	N
PLANNED	9/20/10	4	724	181	N
PLANNED	9/20/10	4	780	195	N
PLANNED	9/20/10	1	125	125	N
PLANNED	9/20/10	12	996	83	N
PLANNED	9/20/10	4	360	90	N
PLANNED	9/20/10	8	784	98	N
PLANNED	9/20/10	12	1284	107	N
PLANNED	9/20/10	3	186	62	N
PLANNED	9/21/10	2	356	178	N
PLANNED	9/21/10	8	632	79	N
PLANNED	9/21/10	9	2907	323	N
PLANNED	9/21/10	43	4214	98	N
PLANNED	9/21/10	6	972	162	N
PLANNED	9/21/10	3	459	153	N
PLANNED	9/21/10	2	366	183	N
PLANNED	9/21/10	10	1020	102	N
PLANNED	9/21/10	7	1596	228	N
PLANNED	9/21/10	24	1824	76	N
PLANNED	9/21/10	6	450	75	N
PLANNED	9/21/10	4	240	60	N
PLANNED	9/21/10	10	1290	129	N
PLANNED	9/21/10	107	18511	173	N
PLANNED	9/21/10	10	520	52	N
PLANNED	9/21/10	6	786	131	N
PLANNED	9/21/10	10	2290	229	N
PLANNED	9/21/10	6	870	145	N
PLANNED	9/21/10	7	840	120	N
PLANNED	9/21/10	12	252	21	N
PLANNED	9/21/10	1	95	95	N
PLANNED	9/21/10	20	1300	65	N
PLANNED	9/21/10	12	600	50	N
PLANNED	9/21/10	1	155	155	N
PLANNED	9/22/10	5	500	100	N
PLANNED	9/22/10	10	1360	136	N
PLANNED	9/22/10	18	1278	71	N
PLANNED	9/22/10	3	918	306	N
PLANNED	9/22/10	11	1243	113	N
PLANNED	9/22/10	8	2232	279	N
PLANNED	9/22/10	8	936	117	N
PLANNED	9/22/10	7	2174	362	N
PLANNED	9/22/10	1	193	193	N
PLANNED	9/22/10	20	1520	76	N
PLANNED	9/22/10	5	445	89	N
PLANNED	9/22/10	2	304	152	N
PLANNED	9/22/10	3	450	150	N
PLANNED	9/22/10	2	432	216	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/22/10	4	508	127	N
PLANNED	9/22/10	5	1505	301	N
PLANNED	9/22/10	6	1800	300	N
PLANNED	9/22/10	5	1495	299	N
PLANNED	9/22/10	6	354	59	N
PLANNED	9/22/10	4	412	103	N
PLANNED	9/23/10	8	888	111	N
PLANNED	9/23/10	9	585	65	N
PLANNED	9/23/10	14	140	10	N
PLANNED	9/23/10	7	511	73	N
PLANNED	9/23/10	2	178	89	N
PLANNED	9/23/10	18	540	30	N
PLANNED	9/23/10	14	4466	319	N
PLANNED	9/23/10	8	1000	125	N
PLANNED	9/23/10	80	7290	120	N
PLANNED	9/23/10	8	2168	271	N
PLANNED	9/23/10	46	13524	294	N
PLANNED	9/23/10	67	12127	181	N
PLANNED	9/23/10	6	594	99	N
PLANNED	9/23/10	13	754	58	N
PLANNED	9/23/10	14	644	46	N
PLANNED	9/23/10	3	75	25	N
PLANNED	9/23/10	34	5984	176	N
PLANNED	9/23/10	8	1096	137	N
PLANNED	9/23/10	37	8251	223	N
PLANNED	9/23/10	1	223	223	N
PLANNED	9/23/10	5	655	131	N
PLANNED	9/23/10	2	104	52	N
PLANNED	9/23/10	6	666	111	N
PLANNED	9/23/10	8	1032	129	N
PLANNED	9/24/10	6	222	37	N
PLANNED	9/24/10	5	345	69	N
PLANNED	9/24/10	23	1196	52	N
PLANNED	9/24/10	4	152	38	N
PLANNED	9/24/10	18	2448	136	N
PLANNED	9/24/10	34	12614	371	N
PLANNED	9/24/10	7	819	117	N
PLANNED	9/24/10	6	372	62	N
PLANNED	9/24/10	3	564	188	N
PLANNED	9/24/10	1	24	24	N
PLANNED	9/24/10	8	768	96	N
PLANNED	9/24/10	2	86	43	N
PLANNED	9/24/10	14	1204	86	N
PLANNED	9/24/10	9	468	52	N
PLANNED	9/24/10	9	1638	182	N
PLANNED	9/24/10	3	150	50	N
PLANNED	9/24/10	2	140	70	N
PLANNED	9/24/10	1	1	1	N
PLANNED	9/25/10	2	232	116	N
PLANNED	9/26/10	5	1200	240	N
PLANNED	9/26/10	6	426	71	N
PLANNED	9/27/10	21	2415	115	N
PLANNED	9/27/10	37	4218	114	N
PLANNED	9/27/10	12	2880	240	N
PLANNED	9/27/10	8	1488	186	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/27/10	2	130	65	N
PLANNED	9/27/10	9	567	63	N
PLANNED	9/27/10	2	184	92	N
PLANNED	9/27/10	3	435	145	N
PLANNED	9/27/10	3	132	44	N
PLANNED	9/27/10	2	364	182	N
PLANNED	9/27/10	20	260	13	N
PLANNED	9/27/10	3	243	81	N
PLANNED	9/27/10	3	198	66	N
PLANNED	9/27/10	12	876	73	N
PLANNED	9/27/10	4	268	67	N
PLANNED	9/28/10	10	1220	122	N
PLANNED	9/28/10	1	130	130	N
PLANNED	9/28/10	17	17	1	N
PLANNED	9/28/10	73	9344	128	N
PLANNED	9/28/10	9	1098	122	N
PLANNED	9/28/10	4	556	139	N
PLANNED	9/28/10	7	1505	215	N
PLANNED	9/28/10	8	264	33	N
PLANNED	9/29/10	9	135	15	N
PLANNED	9/29/10	7	413	59	N
PLANNED	9/29/10	3	321	107	N
PLANNED	9/29/10	7	1239	177	N
PLANNED	9/29/10	6	228	38	N
PLANNED	9/29/10	2	108	54	N
PLANNED	9/29/10	9	207	23	N
PLANNED	9/30/10	3	627	209	N
PLANNED	9/30/10	6	582	97	N
PLANNED	9/30/10	4	472	118	N
PLANNED	9/30/10	6	384	64	N
PLANNED	9/30/10	2	258	129	N
PLANNED	9/30/10	2	298	149	N
PLANNED	9/30/10	10	110	11	N
PLANNED	9/30/10	19	2052	108	N
PLANNED	9/30/10	13	1599	123	N
PLANNED	9/30/10	11	2156	196	N
PLANNED	9/30/10	6	1104	184	N
PLANNED	9/30/10	4	292	73	N
PLANNED	9/30/10	16	5808	363	N
PLANNED	9/30/10	32	16256	508	N
PLANNED	9/30/10	1	102	102	N
PLANNED	9/30/10	6	1218	203	N
PLANNED	9/30/10	40	18840	471	N
PLANNED	9/30/10	4	804	201	N
PLANNED	9/30/10	11	1012	92	N
PLANNED	9/30/10	38	9728	256	N
PLANNED	9/30/10	8	1000	125	N
PLANNED	9/30/10	13	3328	256	N
PLANNED	9/30/10	1	50	50	N
PLANNED	9/30/10	16	3280	205	N
PLANNED	9/30/10	2	292	146	N
PLANNED	9/30/10	4	1060	265	N
PLANNED	9/30/10	3	612	204	N
PLANNED	9/30/10	5	900	180	N
PLANNED	9/30/10	7	1246	178	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/30/10	3	360	120	N
PLANNED	9/30/10	7	266	38	N
PLANNED	9/30/10	5	215	43	N
PLANNED	9/30/10	8	1792	224	N
PLANNED	9/30/10	9	2124	236	N
PLANNED	9/30/10	1	189	189	N
PLANNED	9/30/10	6	852	142	N
PLANNED	9/30/10	7	847	121	N
PLANNED	9/30/10	13	520	40	N
PLANNED	9/30/10	8	976	122	N
PLANNED	9/30/10	5	125	25	N
PLANNED	9/30/10	2	354	177	N
PLANNED	9/30/10	3	987	329	N
PLANNED	9/30/10	7	525	75	N
PLANNED	9/30/10	3	282	94	N
PLANNED	10/1/10	61	16287	267	N
PLANNED	10/1/10	9	90	10	N
PLANNED	10/1/10	9	1530	170	N
PLANNED	10/1/10	10	3070	307	N
PLANNED	10/1/10	2	26	13	N
PLANNED	10/1/10	36	2124	59	N
PLANNED	10/1/10	2	326	163	N
PLANNED	10/1/10	8	544	68	N
PLANNED	10/1/10	38	6194	163	N
PLANNED	10/1/10	7	735	105	N
PLANNED	10/1/10	5	525	105	N
PLANNED	10/1/10	8	816	102	N
PLANNED	10/1/10	7	700	100	N
PLANNED	10/1/10	4	332	83	N
PLANNED	10/1/10	2	162	81	N
PLANNED	10/4/10	5	215	43	N
PLANNED	10/4/10	6	48	8	N
PLANNED	10/4/10	11	1628	148	N
PLANNED	10/4/10	25	8225	329	N
PLANNED	10/4/10	6	2052	342	N
PLANNED	10/4/10	10	2680	268	N
PLANNED	10/4/10	7	315	45	N
PLANNED	10/4/10	7	308	44	N
PLANNED	10/4/10	6	840	140	N
PLANNED	10/4/10	4	724	181	N
PLANNED	10/4/10	5	790	158	N
PLANNED	10/4/10	3	264	88	N
PLANNED	10/4/10	7	672	96	N
PLANNED	10/4/10	2	404	202	N
PLANNED	10/4/10	14	1302	93	N
PLANNED	10/4/10	14	924	66	N
PLANNED	10/4/10	7	1778	254	N
PLANNED	10/5/10	13	1378	106	N
PLANNED	10/5/10	1	99	99	N
PLANNED	10/5/10	25	2100	84	N
PLANNED	10/5/10	3	315	105	N
PLANNED	10/5/10	8	336	42	N
PLANNED	10/5/10	8	1424	178	N
PLANNED	10/5/10	4	708	177	N
PLANNED	10/5/10	1	108	108	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/5/10	10	1496	270	N
PLANNED	10/5/10	9	639	71	N
PLANNED	10/5/10	6	78	13	N
PLANNED	10/5/10	7	833	119	N
PLANNED	10/5/10	4	732	183	N
PLANNED	10/5/10	8	1088	136	N
PLANNED	10/5/10	8	704	88	N
PLANNED	10/5/10	2	456	228	N
PLANNED	10/5/10	34	1496	44	N
PLANNED	10/5/10	1	58	58	N
PLANNED	10/5/10	2	362	181	N
PLANNED	10/5/10	4	1016	254	N
PLANNED	10/5/10	2	322	161	N
PLANNED	10/5/10	10	1130	113	N
PLANNED	10/5/10	7	1260	180	N
PLANNED	10/5/10	6	234	39	N
PLANNED	10/5/10	5	95	19	N
PLANNED	10/5/10	86	15222	177	N
PLANNED	10/5/10	8	624	78	N
PLANNED	10/5/10	3	447	149	N
PLANNED	10/5/10	11	2981	271	N
PLANNED	10/5/10	20	1220	61	N
PLANNED	10/5/10	20	1160	58	N
PLANNED	10/5/10	9	747	83	N
PLANNED	10/5/10	4	52	13	N
PLANNED	10/5/10	13	1079	83	N
PLANNED	10/5/10	9	45	5	N
PLANNED	10/5/10	11	1232	112	N
PLANNED	10/5/10	18	1566	87	N
PLANNED	10/5/10	9	648	72	N
PLANNED	10/5/10	5	320	64	N
PLANNED	10/6/10	1	192	192	N
PLANNED	10/6/10	9	702	78	N
PLANNED	10/6/10	12	1692	141	N
PLANNED	10/6/10	5	1040	208	N
PLANNED	10/6/10	12	168	14	N
PLANNED	10/6/10	14	4830	345	N
PLANNED	10/6/10	4	440	110	N
PLANNED	10/6/10	3	942	314	N
PLANNED	10/6/10	1	142	142	N
PLANNED	10/6/10	4	412	103	N
PLANNED	10/6/10	13	728	56	N
PLANNED	10/6/10	106	8162	77	N
PLANNED	10/6/10	5	315	63	N
PLANNED	10/6/10	8	40	5	N
PLANNED	10/6/10	5	775	155	N
PLANNED	10/6/10	1	209	209	N
PLANNED	10/6/10	1	108	108	N
PLANNED	10/6/10	2	632	316	N
PLANNED	10/6/10	7	518	74	N
PLANNED	10/6/10	9	1737	193	N
PLANNED	10/6/10	8	800	100	N
PLANNED	10/6/10	7	686	98	N
PLANNED	10/6/10	15	2910	194	N
PLANNED	10/6/10	4	552	138	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/6/10	3	321	107	N
PLANNED	10/6/10	1	240	240	N
PLANNED	10/6/10	2	452	226	N
PLANNED	10/6/10	5	485	97	N
PLANNED	10/6/10	3	318	106	N
PLANNED	10/6/10	6	702	117	N
PLANNED	10/6/10	14	1106	79	N
PLANNED	10/6/10	2	354	177	N
PLANNED	10/6/10	6	888	148	N
PLANNED	10/6/10	12	324	27	N
PLANNED	10/6/10	10	580	58	N
PLANNED	10/6/10	5	395	79	N
PLANNED	10/6/10	9	378	42	N
PLANNED	10/6/10	1	120	120	N
PLANNED	10/6/10	2	128	64	N
PLANNED	10/7/10	1	337	337	N
PLANNED	10/7/10	5	100	20	N
PLANNED	10/7/10	1	111	111	N
PLANNED	10/7/10	15	2145	143	N
PLANNED	10/7/10	33	5709	173	N
PLANNED	10/7/10	15	285	19	N
PLANNED	10/7/10	23	4301	187	N
PLANNED	10/7/10	1	110	110	N
PLANNED	10/7/10	2	172	86	N
PLANNED	10/7/10	11	836	76	N
PLANNED	10/7/10	12	912	76	N
PLANNED	10/7/10	14	1064	76	N
PLANNED	10/7/10	7	1043	149	N
PLANNED	10/7/10	5	65	13	N
PLANNED	10/7/10	64	19136	299	N
PLANNED	10/7/10	10	230	23	N
PLANNED	10/7/10	7	819	117	N
PLANNED	10/7/10	8	1480	185	N
PLANNED	10/7/10	1	154	154	N
PLANNED	10/7/10	1	89	89	N
PLANNED	10/7/10	12	528	44	N
PLANNED	10/7/10	12	3396	283	N
PLANNED	10/7/10	6	1698	283	N
PLANNED	10/7/10	4	256	64	N
PLANNED	10/7/10	10	20	2	N
PLANNED	10/7/10	9	441	49	N
PLANNED	10/7/10	12	1428	119	N
PLANNED	10/8/10	5	940	188	N
PLANNED	10/8/10	2	40	20	N
PLANNED	10/8/10	7	1512	216	N
PLANNED	10/8/10	31	11532	372	N
PLANNED	10/8/10	3	474	158	N
PLANNED	10/8/10	8	392	49	N
PLANNED	10/8/10	10	150	15	N
PLANNED	10/8/10	4	1240	310	N
PLANNED	10/8/10	6	228	38	N
PLANNED	10/8/10	3	501	167	N
PLANNED	10/8/10	4	876	219	N
PLANNED	10/8/10	2	218	109	N
PLANNED	10/8/10	6	558	93	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/8/10	2	60	30	N
PLANNED	10/8/10	5	555	111	N
PLANNED	10/8/10	1	157	157	N
PLANNED	10/8/10	5	310	62	N
PLANNED	10/8/10	5	135	27	N
PLANNED	10/8/10	11	1947	177	N
PLANNED	10/8/10	3	132	44	N
PLANNED	10/8/10	3	252	84	N
PLANNED	10/8/10	1	56	56	N
PLANNED	10/8/10	3	192	64	N
PLANNED	10/9/10	51	12036	236	N
PLANNED	10/11/10	7	777	111	N
PLANNED	10/11/10	5	560	112	N
PLANNED	10/11/10	12	3840	320	N
PLANNED	10/11/10	14	182	13	N
PLANNED	10/11/10	8	1528	191	N
PLANNED	10/11/10	9	720	80	N
PLANNED	10/11/10	4	1340	335	N
PLANNED	10/11/10	2	534	267	N
PLANNED	10/11/10	4	1060	265	N
PLANNED	10/11/10	8	1424	178	N
PLANNED	10/11/10	4	296	74	N
PLANNED	10/11/10	70	1260	18	N
PLANNED	10/11/10	1	143	143	N
PLANNED	10/11/10	3	300	100	N
PLANNED	10/11/10	7	35	5	N
PLANNED	10/11/10	9	1080	120	N
PLANNED	10/11/10	10	1200	120	N
PLANNED	10/11/10	5	465	93	N
PLANNED	10/11/10	5	760	152	N
PLANNED	10/11/10	1	66	66	N
PLANNED	10/11/10	2	172	86	N
PLANNED	10/11/10	8	904	113	N
PLANNED	10/11/10	4	760	190	N
PLANNED	10/11/10	1	117	117	N
PLANNED	10/11/10	1	90	90	N
PLANNED	10/11/10	2	132	66	N
PLANNED	10/11/10	7	469	67	N
PLANNED	10/11/10	5	305	61	N
PLANNED	10/11/10	8	848	106	N
PLANNED	10/12/10	1	159	159	N
PLANNED	10/12/10	3	150	50	N
PLANNED	10/12/10	5	645	129	N
PLANNED	10/12/10	32	1728	54	N
PLANNED	10/12/10	3	123	41	N
PLANNED	10/12/10	10	1060	106	N
PLANNED	10/12/10	14	3122	223	N
PLANNED	10/12/10	7	1232	176	N
PLANNED	10/12/10	7	357	51	N
PLANNED	10/12/10	1	110	110	N
PLANNED	10/12/10	9	999	111	N
PLANNED	10/12/10	1	50	50	N
PLANNED	10/12/10	8	416	52	N
PLANNED	10/12/10	9	1017	113	N
PLANNED	10/12/10	2	288	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/12/10	1	25	25	N
PLANNED	10/12/10	5	520	104	N
PLANNED	10/12/10	4	576	144	N
PLANNED	10/12/10	6	72	12	N
PLANNED	10/12/10	8	768	96	N
PLANNED	10/12/10	3	252	84	N
PLANNED	10/12/10	1	125	125	N
PLANNED	10/13/10	4	856	214	N
PLANNED	10/13/10	10	4830	483	N
PLANNED	10/13/10	23	6003	261	N
PLANNED	10/13/10	51	14841	291	N
PLANNED	10/13/10	10	1170	117	N
PLANNED	10/13/10	1	105	105	N
PLANNED	10/13/10	3	90	30	N
PLANNED	10/13/10	2	384	192	N
PLANNED	10/13/10	1	100	100	N
PLANNED	10/13/10	2	260	130	N
PLANNED	10/13/10	5	690	138	N
PLANNED	10/13/10	3	363	121	N
PLANNED	10/13/10	4	1140	285	N
PLANNED	10/13/10	7	189	27	N
PLANNED	10/13/10	29	696	24	N
PLANNED	10/13/10	7	1771	253	N
PLANNED	10/13/10	10	1860	186	N
PLANNED	10/13/10	4	372	93	N
PLANNED	10/13/10	33	4884	148	N
PLANNED	10/13/10	106	7102	67	N
PLANNED	10/13/10	26	2782	107	N
PLANNED	10/13/10	24	2688	112	N
PLANNED	10/13/10	2	146	73	N
PLANNED	10/13/10	7	210	30	N
PLANNED	10/13/10	10	620	62	N
PLANNED	10/13/10	83	8632	104	N
PLANNED	10/13/10	4	340	85	N
PLANNED	10/13/10	10	490	49	N
PLANNED	10/13/10	13	1040	80	N
PLANNED	10/13/10	2	186	93	N
PLANNED	10/14/10	1	479	479	N
PLANNED	10/14/10	8	1040	130	N
PLANNED	10/14/10	4	868	217	N
PLANNED	10/14/10	14	1162	83	N
PLANNED	10/14/10	46	14582	317	N
PLANNED	10/14/10	6	948	158	N
PLANNED	10/14/10	1	325	325	N
PLANNED	10/14/10	7	2016	288	N
PLANNED	10/14/10	2	252	126	N
PLANNED	10/14/10	14	1792	128	N
PLANNED	10/14/10	31	2883	93	N
PLANNED	10/14/10	5	850	170	N
PLANNED	10/14/10	16	2864	179	N
PLANNED	10/14/10	7	1190	170	N
PLANNED	10/14/10	44	484	11	N
PLANNED	10/14/10	6	546	91	N
PLANNED	10/14/10	4	672	168	N
PLANNED	10/14/10	21	1281	61	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/14/10	3	18	6	N
PLANNED	10/14/10	11	22	2	N
PLANNED	10/14/10	18	1800	100	N
PLANNED	10/14/10	3	357	119	N
PLANNED	10/14/10	14	1862	133	N
PLANNED	10/14/10	2	172	86	N
PLANNED	10/14/10	6	564	94	N
PLANNED	10/14/10	16	1600	100	N
PLANNED	10/15/10	5	575	115	N
PLANNED	10/15/10	11	2772	252	N
PLANNED	10/15/10	3	678	226	N
PLANNED	10/15/10	11	1056	96	N
PLANNED	10/15/10	3	351	117	N
PLANNED	10/15/10	6	1302	217	N
PLANNED	10/15/10	1	64	64	N
PLANNED	10/15/10	18	2214	123	N
PLANNED	10/15/10	2	76	38	N
PLANNED	10/15/10	11	3058	278	N
PLANNED	10/15/10	8	488	61	N
PLANNED	10/15/10	4	852	213	N
PLANNED	10/15/10	12	132	11	N
PLANNED	10/15/10	57	5073	89	N
PLANNED	10/15/10	5	510	102	N
PLANNED	10/17/10	2	412	206	N
PLANNED	10/18/10	9	4347	483	N
PLANNED	10/18/10	12	2592	216	N
PLANNED	10/18/10	1	94	94	N
PLANNED	10/18/10	9	963	107	N
PLANNED	10/18/10	2	78	39	N
PLANNED	10/18/10	4	44	11	N
PLANNED	10/18/10	1	40	40	N
PLANNED	10/18/10	10	890	89	N
PLANNED	10/18/10	5	480	96	N
PLANNED	10/18/10	12	336	28	N
PLANNED	10/18/10	6	1182	197	N
PLANNED	10/18/10	2	248	124	N
PLANNED	10/18/10	2	214	107	N
PLANNED	10/18/10	12	168	14	N
PLANNED	10/18/10	6	1548	258	N
PLANNED	10/18/10	6	792	132	N
PLANNED	10/18/10	1	203	203	N
PLANNED	10/18/10	10	2080	208	N
PLANNED	10/18/10	5	295	59	N
PLANNED	10/18/10	5	325	65	N
PLANNED	10/18/10	6	414	69	N
PLANNED	10/18/10	8	760	95	N
PLANNED	10/18/10	5	1125	225	N
PLANNED	10/19/10	1	203	203	N
PLANNED	10/19/10	8	2216	277	N
PLANNED	10/19/10	4	1104	276	N
PLANNED	10/19/10	12	2220	185	N
PLANNED	10/19/10	10	3300	330	N
PLANNED	10/19/10	18	234	13	N
PLANNED	10/19/10	11	2673	243	N
PLANNED	10/19/10	10	2210	221	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/19/10	8	1744	218	N
PLANNED	10/19/10	2	336	168	N
PLANNED	10/19/10	9	36	4	N
PLANNED	10/19/10	2	200	100	N
PLANNED	10/19/10	25	5925	237	N
PLANNED	10/19/10	4	672	168	N
PLANNED	10/19/10	10	530	53	N
PLANNED	10/19/10	12	1344	112	N
PLANNED	10/19/10	2	120	60	N
PLANNED	10/19/10	2	374	187	N
PLANNED	10/19/10	4	80	20	N
PLANNED	10/19/10	1	126	126	N
PLANNED	10/19/10	14	1344	96	N
PLANNED	10/19/10	1	160	160	N
PLANNED	10/19/10	6	30	5	N
PLANNED	10/19/10	1	213	213	N
PLANNED	10/19/10	2	54	27	N
PLANNED	10/19/10	8	688	86	N
PLANNED	10/19/10	10	2310	231	N
PLANNED	10/19/10	4	296	74	N
PLANNED	10/19/10	6	144	24	N
PLANNED	10/19/10	6	318	53	N
PLANNED	10/20/10	5	1535	307	N
PLANNED	10/20/10	6	2256	376	N
PLANNED	10/20/10	9	1975	375	N
PLANNED	10/20/10	15	1665	111	N
PLANNED	10/20/10	48	12576	262	N
PLANNED	10/20/10	3	417	139	N
PLANNED	10/20/10	9	1278	142	N
PLANNED	10/20/10	9	1197	133	N
PLANNED	10/20/10	6	2268	378	N
PLANNED	10/20/10	1	123	123	N
PLANNED	10/20/10	13	286	22	N
PLANNED	10/20/10	100	8400	84	N
PLANNED	10/20/10	3	669	223	N
PLANNED	10/20/10	4	1460	365	N
PLANNED	10/20/10	116	23780	205	N
PLANNED	10/20/10	7	749	107	N
PLANNED	10/20/10	3	210	70	N
PLANNED	10/20/10	5	195	39	N
PLANNED	10/20/10	8	1176	147	N
PLANNED	10/20/10	10	1150	115	N
PLANNED	10/21/10	18	3996	222	N
PLANNED	10/21/10	7	994	142	N
PLANNED	10/21/10	1	542	542	N
PLANNED	10/21/10	1	261	261	N
PLANNED	10/21/10	25	1975	79	N
PLANNED	10/21/10	4	1296	324	N
PLANNED	10/21/10	12	2700	225	N
PLANNED	10/21/10	17	2788	164	N
PLANNED	10/21/10	5	1115	223	N
PLANNED	10/21/10	16	3232	202	N
PLANNED	10/21/10	2	334	167	N
PLANNED	10/21/10	23	2139	93	N
PLANNED	10/21/10	10	960	96	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/21/10	5	640	128	N
PLANNED	10/21/10	4	588	147	N
PLANNED	10/21/10	9	522	58	N
PLANNED	10/21/10	39	3237	83	N
PLANNED	10/21/10	4	248	62	N
PLANNED	10/21/10	3	909	303	N
PLANNED	10/21/10	6	786	131	N
PLANNED	10/21/10	5	615	123	N
PLANNED	10/21/10	8	888	111	N
PLANNED	10/21/10	30	5700	190	N
PLANNED	10/21/10	9	747	83	N
PLANNED	10/21/10	1	232	232	N
PLANNED	10/21/10	5	395	79	N
PLANNED	10/21/10	7	553	79	N
PLANNED	10/22/10	1	4	4	N
PLANNED	10/22/10	47	188	4	N
PLANNED	10/22/10	46	11040	240	N
PLANNED	10/22/10	1	291	291	N
PLANNED	10/22/10	4	352	88	N
PLANNED	10/22/10	6	306	51	N
PLANNED	10/22/10	10	2510	251	N
PLANNED	10/22/10	18	900	50	N
PLANNED	10/22/10	4	336	84	N
PLANNED	10/22/10	4	932	233	N
PLANNED	10/22/10	10	1390	139	N
PLANNED	10/22/10	5	260	52	N
PLANNED	10/22/10	8	368	46	N
PLANNED	10/22/10	4	632	158	N
PLANNED	10/22/10	2	312	156	N
PLANNED	10/22/10	1	38	38	N
PLANNED	10/23/10	14	3836	274	N
PLANNED	10/23/10	4	800	200	N
PLANNED	10/25/10	6	192	32	N
PLANNED	10/25/10	1	154	154	N
PLANNED	10/25/10	4	696	174	N
PLANNED	10/25/10	5	930	186	N
PLANNED	10/25/10	1	197	197	N
PLANNED	10/25/10	3	408	136	N
PLANNED	10/25/10	39	7683	197	N
PLANNED	10/25/10	16	3552	222	N
PLANNED	10/25/10	6	852	142	N
PLANNED	10/25/10	36	8496	236	N
PLANNED	10/25/10	4	816	204	N
PLANNED	10/25/10	5	290	58	N
PLANNED	10/25/10	1	258	258	N
PLANNED	10/25/10	10	180	18	N
PLANNED	10/25/10	35	490	14	N
PLANNED	10/25/10	17	1581	93	N
PLANNED	10/25/10	1	21	21	N
PLANNED	10/25/10	15	570	38	N
PLANNED	10/25/10	1	100	100	N
PLANNED	10/25/10	1	25	25	N
PLANNED	10/25/10	7	1141	163	N
PLANNED	10/25/10	6	924	154	N
PLANNED	10/25/10	5	590	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/26/10	52	18824	362	N
PLANNED	10/26/10	7	875	125	N
PLANNED	10/26/10	17	731	43	N
PLANNED	10/26/10	9	18	2	N
PLANNED	10/26/10	40	3840	96	N
PLANNED	10/26/10	10	2240	224	N
PLANNED	10/26/10	4	616	154	N
PLANNED	10/26/10	9	1683	187	N
PLANNED	10/26/10	9	288	32	N
PLANNED	10/26/10	5	695	139	N
PLANNED	10/26/10	6	2130	355	N
PLANNED	10/26/10	7	952	136	N
PLANNED	10/26/10	7	896	128	N
PLANNED	10/26/10	13	2366	182	N
PLANNED	10/26/10	8	424	53	N
PLANNED	10/26/10	3	30	10	N
PLANNED	10/26/10	2	224	112	N
PLANNED	10/26/10	9	198	22	N
PLANNED	10/26/10	11	1859	169	N
PLANNED	10/26/10	2	250	125	N
PLANNED	10/26/10	6	156	26	N
PLANNED	10/26/10	9	810	90	N
PLANNED	10/26/10	7	1505	215	N
PLANNED	10/26/10	1	22	22	N
PLANNED	10/26/10	4	48	12	N
PLANNED	10/26/10	8	744	93	N
PLANNED	10/26/10	17	289	17	N
PLANNED	10/26/10	1	26	26	N
PLANNED	10/26/10	1	8	8	N
PLANNED	10/27/10	14	3038	217	N
PLANNED	10/27/10	5	490	98	N
PLANNED	10/27/10	3	588	196	N
PLANNED	10/27/10	91	18109	199	N
PLANNED	10/27/10	13	1300	100	N
PLANNED	10/27/10	17	408	24	N
PLANNED	10/27/10	90	23490	261	N
PLANNED	10/27/10	3	318	106	N
PLANNED	10/27/10	193	11966	62	N
PLANNED	10/27/10	6	144	24	N
PLANNED	10/27/10	7	168	24	N
PLANNED	10/27/10	11	748	68	N
PLANNED	10/27/10	3	225	75	N
PLANNED	10/27/10	9	1953	217	N
PLANNED	10/27/10	7	140	20	N
PLANNED	10/27/10	24	4104	171	N
PLANNED	10/27/10	1	231	231	N
PLANNED	10/27/10	9	126	14	N
PLANNED	10/27/10	11	682	62	N
PLANNED	10/27/10	7	392	56	N
PLANNED	10/27/10	5	850	170	N
PLANNED	10/27/10	11	1760	160	N
PLANNED	10/27/10	8	1264	158	N
PLANNED	10/27/10	7	1050	150	N
PLANNED	10/27/10	63	10521	167	N
PLANNED	10/27/10	14	910	65	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/27/10	6	1788	298	N
PLANNED	10/27/10	1	49	49	N
PLANNED	10/27/10	1	18	18	N
PLANNED	10/27/10	12	996	83	N
PLANNED	10/28/10	2	230	115	N
PLANNED	10/28/10	7	1260	180	N
PLANNED	10/28/10	54	15390	285	N
PLANNED	10/28/10	56	15904	284	N
PLANNED	10/28/10	13	1534	118	N
PLANNED	10/28/10	4	860	215	N
PLANNED	10/28/10	4	728	182	N
PLANNED	10/28/10	7	189	27	N
PLANNED	10/28/10	9	1692	188	N
PLANNED	10/28/10	4	304	76	N
PLANNED	10/28/10	13	1976	152	N
PLANNED	10/28/10	1	60	60	N
PLANNED	10/28/10	2	108	54	N
PLANNED	10/28/10	2	136	68	N
PLANNED	10/28/10	10	1340	134	N
PLANNED	10/28/10	8	1488	186	N
PLANNED	10/28/10	2	126	63	N
PLANNED	10/28/10	68	5100	75	N
PLANNED	10/28/10	1	200	200	N
PLANNED	10/28/10	2	430	215	N
PLANNED	10/28/10	1	55	55	N
PLANNED	10/28/10	4	152	38	N
PLANNED	10/28/10	11	781	71	N
PLANNED	10/28/10	8	504	63	N
PLANNED	10/28/10	8	1480	185	N
PLANNED	10/28/10	7	497	71	N
PLANNED	10/28/10	3	483	161	N
PLANNED	10/28/10	10	1900	190	N
PLANNED	10/28/10	164	11808	72	N
PLANNED	10/28/10	4	792	198	N
PLANNED	10/28/10	3	18	6	N
PLANNED	10/29/10	4	1204	301	N
PLANNED	10/29/10	33	6567	199	N
PLANNED	10/29/10	1	527	527	N
PLANNED	10/29/10	18	2232	124	N
PLANNED	10/29/10	4	1212	303	N
PLANNED	10/29/10	34	4692	138	N
PLANNED	10/29/10	1	264	264	N
PLANNED	10/29/10	3	630	210	N
PLANNED	10/29/10	48	3264	68	N
PLANNED	10/29/10	7	84	12	N
PLANNED	10/29/10	7	385	55	N
PLANNED	10/29/10	8	320	40	N
PLANNED	10/29/10	8	2072	259	N
PLANNED	10/29/10	6	1116	186	N
PLANNED	10/29/10	1	100	100	N
PLANNED	10/29/10	4	552	138	N
PLANNED	10/29/10	7	1162	166	N
PLANNED	10/29/10	4	716	179	N
PLANNED	10/29/10	10	630	63	N
PLANNED	10/29/10	30	3120	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/29/10	5	135	27	N
PLANNED	10/29/10	8	336	42	N
PLANNED	10/29/10	14	1022	73	N
PLANNED	10/30/10	1	366	366	N
PLANNED	10/30/10	18	684	38	N
PLANNED	10/31/10	1	70	70	N
PLANNED	11/1/10	4	632	158	N
PLANNED	11/1/10	6	594	99	N
PLANNED	11/1/10	9	882	98	N
PLANNED	11/1/10	9	1080	120	N
PLANNED	11/1/10	7	91	13	N
PLANNED	11/1/10	3	525	175	N
PLANNED	11/1/10	11	2937	267	N
PLANNED	11/1/10	1	136	136	N
PLANNED	11/1/10	10	1970	197	N
PLANNED	11/1/10	8	912	114	N
PLANNED	11/1/10	4	772	193	N
PLANNED	11/1/10	3	198	66	N
PLANNED	11/1/10	7	1064	152	N
PLANNED	11/1/10	5	1190	238	N
PLANNED	11/1/10	2	580	290	N
PLANNED	11/1/10	5	150	30	N
PLANNED	11/1/10	9	315	35	N
PLANNED	11/1/10	4	328	82	N
PLANNED	11/1/10	2	116	58	N
PLANNED	11/1/10	8	376	47	N
PLANNED	11/1/10	18	4788	266	N
PLANNED	11/2/10	1	291	291	N
PLANNED	11/2/10	10	1720	172	N
PLANNED	11/2/10	3	870	290	N
PLANNED	11/2/10	5	410	82	N
PLANNED	11/2/10	9	711	79	N
PLANNED	11/2/10	5	325	65	N
PLANNED	11/2/10	4	840	210	N
PLANNED	11/2/10	7	721	103	N
PLANNED	11/2/10	9	927	103	N
PLANNED	11/2/10	6	612	102	N
PLANNED	11/2/10	5	140	28	N
PLANNED	11/2/10	8	528	66	N
PLANNED	11/2/10	7	413	59	N
PLANNED	11/2/10	4	248	62	N
PLANNED	11/2/10	8	328	41	N
PLANNED	11/2/10	9	1215	135	N
PLANNED	11/2/10	4	176	44	N
PLANNED	11/2/10	21	2415	115	N
PLANNED	11/2/10	2	294	147	N
PLANNED	11/2/10	4	244	61	N
PLANNED	11/2/10	1	52	52	N
PLANNED	11/2/10	4	724	181	N
PLANNED	11/2/10	144	288	2	N
PLANNED	11/2/10	1	2	2	N
PLANNED	11/2/10	7	1246	178	N
PLANNED	11/2/10	1	85	85	N
PLANNED	11/2/10	4	140	35	N
PLANNED	11/2/10	2	460	230	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/2/10	9	171	19	N
PLANNED	11/2/10	33	99	3	N
PLANNED	11/2/10	7	574	82	N
PLANNED	11/2/10	8	592	74	N
PLANNED	11/2/10	9	576	64	N
PLANNED	11/2/10	1	109	109	N
PLANNED	11/2/10	5	225	45	N
PLANNED	11/2/10	8	1944	243	N
PLANNED	11/2/10	9	153	17	N
PLANNED	11/2/10	9	207	23	N
PLANNED	11/2/10	11	693	63	N
PLANNED	11/2/10	6	2004	334	N
PLANNED	11/3/10	52	5806	295	N
PLANNED	11/3/10	11	1551	141	N
PLANNED	11/3/10	10	2070	207	N
PLANNED	11/3/10	13	2691	207	N
PLANNED	11/3/10	5	845	169	N
PLANNED	11/3/10	5	465	93	N
PLANNED	11/3/10	55	5390	98	N
PLANNED	11/3/10	4	320	80	N
PLANNED	11/3/10	7	1918	274	N
PLANNED	11/3/10	3	279	93	N
PLANNED	11/3/10	7	1036	148	N
PLANNED	11/3/10	8	456	57	N
PLANNED	11/3/10	4	732	183	N
PLANNED	11/3/10	4	756	189	N
PLANNED	11/3/10	7	889	127	N
PLANNED	11/3/10	6	84	14	N
PLANNED	11/3/10	10	660	66	N
PLANNED	11/3/10	41	2624	64	N
PLANNED	11/3/10	8	568	71	N
PLANNED	11/3/10	1	270	270	N
PLANNED	11/3/10	4	836	209	N
PLANNED	11/3/10	1	45	45	N
PLANNED	11/3/10	4	268	67	N
PLANNED	11/3/10	13	364	28	N
PLANNED	11/3/10	106	4588	167	N
PLANNED	11/3/10	3	897	299	N
PLANNED	11/4/10	4	476	119	N
PLANNED	11/4/10	12	1284	107	N
PLANNED	11/4/10	12	1752	146	N
PLANNED	11/4/10	123	54858	446	N
PLANNED	11/4/10	121	8107	67	N
PLANNED	11/4/10	4	420	105	N
PLANNED	11/4/10	12	1692	141	N
PLANNED	11/4/10	1	131	131	N
PLANNED	11/4/10	14	14	1	N
PLANNED	11/5/10	2	96	48	N
PLANNED	11/5/10	7	588	84	N
PLANNED	11/5/10	9	252	28	N
PLANNED	11/5/10	5	1480	296	N
PLANNED	11/5/10	6	462	77	N
PLANNED	11/5/10	14	896	64	N
PLANNED	11/5/10	12	444	37	N
PLANNED	11/5/10	19	3230	170	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/5/10	2	602	301	N
PLANNED	11/5/10	6	1896	316	N
PLANNED	11/5/10	9	2394	266	N
PLANNED	11/5/10	1	116	116	N
PLANNED	11/5/10	3	63	21	N
PLANNED	11/5/10	1	64	64	N
PLANNED	11/5/10	25	4325	173	N
PLANNED	11/5/10	14	56	4	N
PLANNED	11/6/10	8	2336	292	N
PLANNED	11/6/10	32	17984	562	N
PLANNED	11/6/10	1	212	212	N
PLANNED	11/7/10	20	4060	203	N
PLANNED	11/8/10	23	6877	299	N
PLANNED	11/8/10	8	1224	153	N
PLANNED	11/8/10	6	834	139	N
PLANNED	11/8/10	3	930	310	N
PLANNED	11/8/10	2	334	167	N
PLANNED	11/8/10	10	1540	154	N
PLANNED	11/8/10	16	1488	93	N
PLANNED	11/8/10	5	505	101	N
PLANNED	11/8/10	6	342	57	N
PLANNED	11/8/10	5	495	99	N
PLANNED	11/8/10	30	3030	101	N
PLANNED	11/8/10	7	1050	150	N
PLANNED	11/8/10	2	82	41	N
PLANNED	11/8/10	3	429	143	N
PLANNED	11/8/10	8	608	76	N
PLANNED	11/9/10	2	844	422	N
PLANNED	11/9/10	6	1428	238	N
PLANNED	11/9/10	17	1581	93	N
PLANNED	11/9/10	4	456	114	N
PLANNED	11/9/10	25	5575	223	N
PLANNED	11/9/10	11	1276	116	N
PLANNED	11/9/10	8	816	102	N
PLANNED	11/9/10	2	74	37	N
PLANNED	11/9/10	2	230	115	N
PLANNED	11/9/10	28	2576	92	N
PLANNED	11/9/10	6	1758	293	N
PLANNED	11/9/10	1	234	234	N
PLANNED	11/9/10	1	233	233	N
PLANNED	11/9/10	6	960	160	N
PLANNED	11/9/10	3	435	145	N
PLANNED	11/9/10	5	1070	214	N
PLANNED	11/9/10	8	832	104	N
PLANNED	11/9/10	1	298	298	N
PLANNED	11/9/10	5	210	42	N
PLANNED	11/9/10	7	847	121	N
PLANNED	11/9/10	15	1530	102	N
PLANNED	11/9/10	2	148	74	N
PLANNED	11/9/10	9	126	14	N
PLANNED	11/9/10	38	1368	36	N
PLANNED	11/9/10	2	282	141	N
PLANNED	11/9/10	6	414	69	N
PLANNED	11/9/10	10	870	87	N
PLANNED	11/9/10	8	576	72	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/9/10	6	390	65	N
PLANNED	11/9/10	1	166	166	N
PLANNED	11/9/10	5	265	53	N
PLANNED	11/10/10	2	76	38	N
PLANNED	11/10/10	23	5175	225	N
PLANNED	11/10/10	5	440	88	N
PLANNED	11/10/10	7	861	123	N
PLANNED	11/10/10	8	1520	190	N
PLANNED	11/10/10	8	1512	189	N
PLANNED	11/10/10	9	9	1	N
PLANNED	11/10/10	33	10296	312	N
PLANNED	11/10/10	4	92	23	N
PLANNED	11/10/10	1	104	104	N
PLANNED	11/10/10	7	189	27	N
PLANNED	11/10/10	14	3892	278	N
PLANNED	11/10/10	20	5120	256	N
PLANNED	11/10/10	5	430	86	N
PLANNED	11/10/10	16	2976	186	N
PLANNED	11/10/10	6	912	152	N
PLANNED	11/10/10	49	8820	180	N
PLANNED	11/10/10	5	965	193	N
PLANNED	11/10/10	2	364	182	N
PLANNED	11/10/10	2	364	182	N
PLANNED	11/10/10	4	728	182	N
PLANNED	11/10/10	4	712	178	N
PLANNED	11/10/10	12	720	60	N
PLANNED	11/10/10	3	270	90	N
PLANNED	11/10/10	5	615	123	N
PLANNED	11/10/10	12	2364	197	N
PLANNED	11/10/10	137	7535	55	N
PLANNED	11/10/10	3	243	81	N
PLANNED	11/11/10	1	77	77	N
PLANNED	11/11/10	1	58	58	N
PLANNED	11/11/10	8	392	49	N
PLANNED	11/11/10	1	257	257	N
PLANNED	11/12/10	5	325	65	N
PLANNED	11/12/10	46	5566	121	N
PLANNED	11/12/10	17	170	10	N
PLANNED	11/12/10	2	212	106	N
PLANNED	11/12/10	18	2610	145	N
PLANNED	11/12/10	2	284	142	N
PLANNED	11/12/10	7	1148	164	N
PLANNED	11/12/10	17	391	23	N
PLANNED	11/12/10	2	104	52	N
PLANNED	11/12/10	1	82	82	N
PLANNED	11/13/10	2	318	159	N
PLANNED	11/13/10	11	374	34	N
PLANNED	11/13/10	4	572	143	N
PLANNED	11/14/10	1	198	198	N
PLANNED	11/14/10	1	146	146	N
PLANNED	11/14/10	3	432	144	N
PLANNED	11/15/10	17	2873	169	N
PLANNED	11/15/10	36	5616	156	N
PLANNED	11/15/10	15	2325	155	N
PLANNED	11/15/10	11	1023	93	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/15/10	9	855	95	N
PLANNED	11/15/10	8	416	52	N
PLANNED	11/15/10	6	2454	409	N
PLANNED	11/15/10	9	3663	407	N
PLANNED	11/15/10	23	1127	49	N
PLANNED	11/15/10	10	160	16	N
PLANNED	11/15/10	4	896	224	N
PLANNED	11/15/10	1	343	343	N
PLANNED	11/15/10	33	8052	244	N
PLANNED	11/15/10	4	612	153	N
PLANNED	11/15/10	2	154	77	N
PLANNED	11/15/10	7	434	62	N
PLANNED	11/15/10	2	344	172	N
PLANNED	11/15/10	5	320	64	N
PLANNED	11/15/10	6	822	137	N
PLANNED	11/15/10	10	1050	105	N
PLANNED	11/15/10	34	986	29	N
PLANNED	11/15/10	4	108	27	N
PLANNED	11/15/10	2	386	193	N
PLANNED	11/15/10	4	288	72	N
PLANNED	11/16/10	123	32718	266	N
PLANNED	11/16/10	3	189	63	N
PLANNED	11/16/10	12	1236	103	N
PLANNED	11/16/10	27	8640	320	N
PLANNED	11/16/10	18	5724	318	N
PLANNED	11/16/10	1	131	131	N
PLANNED	11/16/10	7	756	108	N
PLANNED	11/16/10	9	108	12	N
PLANNED	11/16/10	1	139	139	N
PLANNED	11/16/10	1	260	260	N
PLANNED	11/16/10	2	318	159	N
PLANNED	11/16/10	7	1099	157	N
PLANNED	11/16/10	5	930	186	N
PLANNED	11/16/10	2	882	441	N
PLANNED	11/16/10	1	439	439	N
PLANNED	11/16/10	3	1311	437	N
PLANNED	11/16/10	6	624	104	N
PLANNED	11/16/10	2	232	116	N
PLANNED	11/16/10	3	288	96	N
PLANNED	11/16/10	2	426	213	N
PLANNED	11/16/10	9	567	63	N
PLANNED	11/16/10	3	225	75	N
PLANNED	11/16/10	2	302	151	N
PLANNED	11/16/10	1	98	98	N
PLANNED	11/16/10	1	61	61	N
PLANNED	11/16/10	1	119	119	N
PLANNED	11/16/10	13	845	65	N
PLANNED	11/16/10	6	444	74	N
PLANNED	11/16/10	1	83	83	N
PLANNED	11/17/10	4	616	154	N
PLANNED	11/17/10	5	765	153	N
PLANNED	11/17/10	10	1900	190	N
PLANNED	11/17/10	26	4940	190	N
PLANNED	11/17/10	2	340	170	N
PLANNED	11/17/10	17	1309	77	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/17/10	6	1362	227	N
PLANNED	11/17/10	4	900	225	N
PLANNED	11/17/10	13	260	20	N
PLANNED	11/17/10	14	3276	234	N
PLANNED	11/17/10	2	108	54	N
PLANNED	11/17/10	12	1344	112	N
PLANNED	11/17/10	5	265	53	N
PLANNED	11/17/10	2	260	130	N
PLANNED	11/17/10	7	1561	223	N
PLANNED	11/17/10	4	1548	387	N
PLANNED	11/17/10	5	1935	387	N
PLANNED	11/17/10	1	66	66	N
PLANNED	11/17/10	2	220	110	N
PLANNED	11/17/10	17	1003	59	N
PLANNED	11/17/10	24	1272	53	N
PLANNED	11/17/10	2	532	266	N
PLANNED	11/17/10	4	588	147	N
PLANNED	11/17/10	44	4004	91	N
PLANNED	11/17/10	3	378	126	N
PLANNED	11/17/10	17	3298	194	N
PLANNED	11/17/10	32	928	29	N
PLANNED	11/17/10	8	1408	176	N
PLANNED	11/17/10	6	1116	186	N
PLANNED	11/17/10	1	49	49	N
PLANNED	11/17/10	8	672	84	N
PLANNED	11/17/10	15	645	43	N
PLANNED	11/17/10	1	61	61	N
PLANNED	11/17/10	4	376	94	N
PLANNED	11/18/10	8	2880	360	N
PLANNED	11/18/10	3	111	37	N
PLANNED	11/18/10	9	729	81	N
PLANNED	11/18/10	50	4600	92	N
PLANNED	11/18/10	42	1092	26	N
PLANNED	11/18/10	10	820	82	N
PLANNED	11/18/10	4	1184	296	N
PLANNED	11/18/10	4	1180	295	N
PLANNED	11/18/10	3	387	129	N
PLANNED	11/18/10	2	256	128	N
PLANNED	11/18/10	4	896	224	N
PLANNED	11/18/10	12	996	83	N
PLANNED	11/18/10	4	608	152	N
PLANNED	11/18/10	8	1480	185	N
PLANNED	11/18/10	21	4704	224	N
PLANNED	11/18/10	70	9800	140	N
PLANNED	11/18/10	2	264	132	N
PLANNED	11/18/10	7	742	106	N
PLANNED	11/18/10	19	1805	95	N
PLANNED	11/18/10	7	1827	261	N
PLANNED	11/18/10	12	432	36	N
PLANNED	11/18/10	7	931	133	N
PLANNED	11/18/10	3	831	277	N
PLANNED	11/18/10	6	1656	276	N
PLANNED	11/18/10	7	1918	274	N
PLANNED	11/18/10	6	102	17	N
PLANNED	11/18/10	123	16236	132	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/18/10	2	188	94	N
PLANNED	11/19/10	2	524	262	N
PLANNED	11/19/10	11	1892	172	N
PLANNED	11/19/10	2	48	24	N
PLANNED	11/19/10	2	254	127	N
PLANNED	11/19/10	18	3024	168	N
PLANNED	11/19/10	2	304	152	N
PLANNED	11/19/10	20	4480	224	N
PLANNED	11/19/10	41	3690	90	N
PLANNED	11/19/10	18	5328	296	N
PLANNED	11/19/10	19	3819	201	N
PLANNED	11/19/10	13	2535	195	N
PLANNED	11/19/10	8	728	91	N
PLANNED	11/19/10	2	22	11	N
PLANNED	11/19/10	8	1200	150	N
PLANNED	11/19/10	3	117	39	N
PLANNED	11/20/10	2	98	49	N
PLANNED	11/21/10	3	261	87	N
PLANNED	11/22/10	16	2576	161	N
PLANNED	11/22/10	3	492	164	N
PLANNED	11/22/10	46	4508	98	N
PLANNED	11/22/10	3	1050	350	N
PLANNED	11/22/10	7	959	137	N
PLANNED	11/22/10	8	1056	132	N
PLANNED	11/22/10	3	759	253	N
PLANNED	11/22/10	12	1596	133	N
PLANNED	11/22/10	4	1032	258	N
PLANNED	11/22/10	32	4064	127	N
PLANNED	11/22/10	4	804	201	N
PLANNED	11/22/10	3	105	35	N
PLANNED	11/22/10	6	864	144	N
PLANNED	11/22/10	7	1365	195	N
PLANNED	11/22/10	1	32	32	N
PLANNED	11/22/10	9	936	104	N
PLANNED	11/22/10	2	10	5	N
PLANNED	11/22/10	15	15	1	N
PLANNED	11/22/10	6	132	22	N
PLANNED	11/22/10	14	952	68	N
PLANNED	11/23/10	10	4490	449	N
PLANNED	11/23/10	4	248	62	N
PLANNED	11/23/10	4	800	200	N
PLANNED	11/23/10	12	648	54	N
PLANNED	11/23/10	1	125	125	N
PLANNED	11/23/10	6	1038	173	N
PLANNED	11/23/10	33	3960	120	N
PLANNED	11/23/10	1	93	93	N
PLANNED	11/23/10	4	432	108	N
PLANNED	11/23/10	3	141	47	N
PLANNED	11/23/10	4	448	112	N
PLANNED	11/23/10	2	112	56	N
PLANNED	11/23/10	4	908	227	N
PLANNED	11/23/10	8	1496	187	N
PLANNED	11/23/10	33	627	19	N
PLANNED	11/23/10	12	828	69	N
PLANNED	11/23/10	8	1512	189	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/23/10	4	364	91	N
PLANNED	11/23/10	7	840	120	N
PLANNED	11/23/10	2	72	36	N
PLANNED	11/23/10	8	544	68	N
PLANNED	11/23/10	1	56	56	N
PLANNED	11/23/10	9	369	41	N
PLANNED	11/23/10	3	135	45	N
PLANNED	11/23/10	5	145	29	N
PLANNED	11/24/10	33	4356	132	N
PLANNED	11/24/10	1	132	132	N
PLANNED	11/24/10	7	1358	194	N
PLANNED	11/24/10	8	1552	194	N
PLANNED	11/24/10	50	3850	77	N
PLANNED	11/24/10	9	3069	341	N
PLANNED	11/24/10	6	378	63	N
PLANNED	11/24/10	2	102	51	N
PLANNED	11/24/10	6	1062	177	N
PLANNED	11/24/10	30	600	20	N
PLANNED	11/24/10	5	985	197	N
PLANNED	11/24/10	2	522	261	N
PLANNED	11/24/10	13	2171	167	N
PLANNED	11/24/10	3	465	155	N
PLANNED	11/24/10	5	200	40	N
PLANNED	11/24/10	2	58	29	N
PLANNED	11/29/10	4	256	64	N
PLANNED	11/29/10	18	972	54	N
PLANNED	11/29/10	12	612	51	N
PLANNED	11/29/10	3	372	124	N
PLANNED	11/29/10	6	420	70	N
PLANNED	11/29/10	9	612	68	N
PLANNED	11/29/10	2	414	207	N
PLANNED	11/29/10	3	411	137	N
PLANNED	11/29/10	6	1140	190	N
PLANNED	11/29/10	19	3572	188	N
PLANNED	11/29/10	9	2142	238	N
PLANNED	11/29/10	42	6258	149	N
PLANNED	11/29/10	5	165	33	N
PLANNED	11/29/10	4	956	239	N
PLANNED	11/29/10	26	3796	146	N
PLANNED	11/29/10	8	2232	279	N
PLANNED	11/29/10	1	198	198	N
PLANNED	11/29/10	5	185	37	N
PLANNED	11/29/10	15	3210	214	N
PLANNED	11/29/10	7	1946	278	N
PLANNED	11/29/10	2	88	44	N
PLANNED	11/29/10	9	378	42	N
PLANNED	11/29/10	5	365	73	N
PLANNED	11/29/10	7	1519	217	N
PLANNED	11/29/10	11	616	56	N
PLANNED	11/29/10	8	440	55	N
PLANNED	11/29/10	6	1032	172	N
PLANNED	11/30/10	8	1608	201	N
PLANNED	11/30/10	4	832	208	N
PLANNED	11/30/10	14	1498	107	N
PLANNED	11/30/10	3	204	68	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/30/10	12	360	30	N
PLANNED	11/30/10	7	1204	172	N
PLANNED	11/30/10	9	1242	138	N
PLANNED	11/30/10	4	1012	253	N
PLANNED	11/30/10	5	945	189	N
PLANNED	11/30/10	4	744	186	N
PLANNED	11/30/10	12	2580	215	N
PLANNED	11/30/10	6	1038	173	N
PLANNED	11/30/10	31	744	24	N
PLANNED	11/30/10	7	2240	320	N
PLANNED	11/30/10	6	1806	301	N
PLANNED	11/30/10	7	259	37	N
PLANNED	11/30/10	163	16463	101	N
PLANNED	11/30/10	5	950	190	N
PLANNED	11/30/10	3	369	123	N
PLANNED	11/30/10	3	306	102	N
PLANNED	11/30/10	8	464	58	N
PLANNED	11/30/10	5	165	33	N
PLANNED	11/30/10	8	936	117	N
PLANNED	11/30/10	2	1172	586	N
PLANNED	11/30/10	10	950	95	N
PLANNED	12/1/10	5	250	50	N
PLANNED	12/1/10	4	708	177	N
PLANNED	12/1/10	458	100302	219	N
PLANNED	12/1/10	37	5365	145	N
PLANNED	12/1/10	8	576	72	N
PLANNED	12/1/10	6	864	144	N
PLANNED	12/1/10	20	4680	234	N
PLANNED	12/1/10	99	26136	264	N
PLANNED	12/1/10	6	750	125	N
PLANNED	12/1/10	9	1494	166	N
PLANNED	12/1/10	6	948	158	N
PLANNED	12/1/10	1	192	192	N
PLANNED	12/1/10	8	1336	167	N
PLANNED	12/1/10	4	336	84	N
PLANNED	12/1/10	3	501	167	N
PLANNED	12/1/10	1	72	72	N
PLANNED	12/1/10	17	4250	250	N
PLANNED	12/1/10	4	1000	250	N
PLANNED	12/1/10	7	1260	180	N
PLANNED	12/1/10	7	1246	178	N
PLANNED	12/1/10	22	1100	50	N
PLANNED	12/1/10	10	970	97	N
PLANNED	12/1/10	6	1044	174	N
PLANNED	12/1/10	12	1500	125	N
PLANNED	12/1/10	8	384	48	N
PLANNED	12/1/10	5	530	106	N
PLANNED	12/1/10	8	808	101	N
PLANNED	12/1/10	9	1503	167	N
PLANNED	12/1/10	20	380	19	N
PLANNED	12/1/10	3	42	14	N
PLANNED	12/1/10	17	459	27	N
PLANNED	12/1/10	5	415	83	N
PLANNED	12/1/10	8	480	60	N
PLANNED	12/1/10	4	216	54	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/1/10	64	1024	16	N
PLANNED	12/2/10	1	563	563	N
PLANNED	12/2/10	27	3105	115	N
PLANNED	12/2/10	9	198	22	N
PLANNED	12/2/10	11	2640	240	N
PLANNED	12/2/10	7	273	39	N
PLANNED	12/2/10	13	247	19	N
PLANNED	12/2/10	1	66	66	N
PLANNED	12/2/10	9	2574	286	N
PLANNED	12/2/10	33	10230	310	N
PLANNED	12/2/10	4	716	179	N
PLANNED	12/2/10	6	930	155	N
PLANNED	12/2/10	7	154	22	N
PLANNED	12/2/10	246	7380	30	N
PLANNED	12/2/10	13	2769	213	N
PLANNED	12/2/10	11	1100	100	N
PLANNED	12/2/10	7	210	30	N
PLANNED	12/2/10	4	188	47	N
PLANNED	12/2/10	21	2793	133	N
PLANNED	12/2/10	9	819	91	N
PLANNED	12/2/10	9	72	8	N
PLANNED	12/2/10	6	504	84	N
PLANNED	12/2/10	19	1615	85	N
PLANNED	12/2/10	7	595	85	N
PLANNED	12/3/10	9	1296	144	N
PLANNED	12/3/10	6	888	148	N
PLANNED	12/3/10	1	148	148	N
PLANNED	12/3/10	17	2057	121	N
PLANNED	12/3/10	14	84	6	N
PLANNED	12/3/10	7	1176	168	N
PLANNED	12/3/10	10	1660	166	N
PLANNED	12/3/10	12	1980	165	N
PLANNED	12/3/10	17	1649	97	N
PLANNED	12/3/10	5	235	47	N
PLANNED	12/3/10	7	917	131	N
PLANNED	12/3/10	5	790	158	N
PLANNED	12/4/10	1	93	93	N
PLANNED	12/5/10	7	1463	209	N
PLANNED	12/5/10	13	3770	290	N
PLANNED	12/6/10	9	954	106	N
PLANNED	12/6/10	11	341	31	N
PLANNED	12/6/10	5	1740	348	N
PLANNED	12/6/10	16	528	33	N
PLANNED	12/6/10	8	976	122	N
PLANNED	12/6/10	1	200	200	N
PLANNED	12/6/10	7	812	116	N
PLANNED	12/6/10	3	744	248	N
PLANNED	12/6/10	6	258	43	N
PLANNED	12/6/10	6	324	54	N
PLANNED	12/6/10	10	830	83	N
PLANNED	12/6/10	8	560	70	N
PLANNED	12/6/10	9	1125	125	N
PLANNED	12/6/10	10	330	33	N
PLANNED	12/6/10	2	402	201	N
PLANNED	12/6/10	9	540	60	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/6/10	8	392	49	N
PLANNED	12/6/10	6	786	131	N
PLANNED	12/6/10	13	624	48	N
PLANNED	12/6/10	9	369	41	N
PLANNED	12/6/10	7	658	94	N
PLANNED	12/7/10	17	2839	167	N
PLANNED	12/7/10	8	4376	547	N
PLANNED	12/7/10	8	1704	213	N
PLANNED	12/7/10	3	456	152	N
PLANNED	12/7/10	7	210	30	N
PLANNED	12/7/10	10	1100	110	N
PLANNED	12/7/10	4	768	192	N
PLANNED	12/7/10	12	1644	137	N
PLANNED	12/7/10	3	228	76	N
PLANNED	12/7/10	8	360	45	N
PLANNED	12/7/10	2	72	36	N
PLANNED	12/7/10	24	1104	46	N
PLANNED	12/7/10	12	1152	96	N
PLANNED	12/8/10	1	203	203	N
PLANNED	12/8/10	3	87	29	N
PLANNED	12/8/10	82	16072	196	N
PLANNED	12/8/10	6	1194	199	N
PLANNED	12/8/10	10	640	64	N
PLANNED	12/8/10	10	2690	269	N
PLANNED	12/8/10	87	5394	62	N
PLANNED	12/8/10	9	423	47	N
PLANNED	12/8/10	2	194	97	N
PLANNED	12/8/10	3	291	97	N
PLANNED	12/8/10	3	759	253	N
PLANNED	12/8/10	58	2262	39	N
PLANNED	12/8/10	13	377	29	N
PLANNED	12/8/10	1	141	141	N
PLANNED	12/8/10	11	1474	134	N
PLANNED	12/8/10	3	564	188	N
PLANNED	12/8/10	5	320	64	N
PLANNED	12/8/10	4	416	104	N
PLANNED	12/8/10	3	420	140	N
PLANNED	12/8/10	8	976	122	N
PLANNED	12/8/10	3	408	136	N
PLANNED	12/8/10	7	630	90	N
PLANNED	12/8/10	9	342	38	N
PLANNED	12/9/10	3	678	226	N
PLANNED	12/9/10	10	1110	111	N
PLANNED	12/9/10	4	388	97	N
PLANNED	12/9/10	2	194	97	N
PLANNED	12/9/10	1	131	131	N
PLANNED	12/9/10	5	840	168	N
PLANNED	12/9/10	7	420	60	N
PLANNED	12/9/10	7	784	112	N
PLANNED	12/9/10	10	760	76	N
PLANNED	12/9/10	40	10520	263	N
PLANNED	12/9/10	19	4332	228	N
PLANNED	12/9/10	29	6757	233	N
PLANNED	12/9/10	10	1730	173	N
PLANNED	12/9/10	4	396	99	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/9/10	3	351	117	N
PLANNED	12/10/10	8	1656	207	N
PLANNED	12/10/10	15	2850	190	N
PLANNED	12/10/10	9	1512	168	N
PLANNED	12/10/10	20	3340	167	N
PLANNED	12/10/10	9	495	55	N
PLANNED	12/10/10	6	18	3	N
PLANNED	12/10/10	2	104	52	N
PLANNED	12/10/10	7	1631	233	N
PLANNED	12/10/10	41	8077	197	N
PLANNED	12/10/10	75	14700	196	N
PLANNED	12/10/10	8	920	115	N
PLANNED	12/10/10	7	798	114	N
PLANNED	12/10/10	7	511	73	N
PLANNED	12/10/10	11	1001	91	N
PLANNED	12/10/10	2	224	112	N
PLANNED	12/10/10	2	162	81	N
PLANNED	12/10/10	4	88	22	N
PLANNED	12/10/10	2	116	58	N
PLANNED	12/10/10	20	1280	64	N
PLANNED	12/10/10	8	704	88	N
PLANNED	12/10/10	8	544	68	N
PLANNED	12/10/10	7	343	49	N
PLANNED	12/10/10	11	484	44	N
PLANNED	12/10/10	4	236	59	N
PLANNED	12/11/10	33	528	16	N
PLANNED	12/11/10	26	1378	53	N
PLANNED	12/11/10	57	8550	150	N
PLANNED	12/12/10	1	251	251	N
PLANNED	12/12/10	14	490	35	N
PLANNED	12/13/10	10	1050	105	N
PLANNED	12/13/10	29	6322	218	N
PLANNED	12/13/10	3	591	197	N
PLANNED	12/13/10	13	1846	142	N
PLANNED	12/13/10	1	163	163	N
PLANNED	12/13/10	3	339	113	N
PLANNED	12/13/10	6	1410	235	N
PLANNED	12/13/10	20	4260	213	N
PLANNED	12/13/10	12	1308	109	N
PLANNED	12/13/10	11	638	58	N
PLANNED	12/13/10	6	762	127	N
PLANNED	12/13/10	9	1332	148	N
PLANNED	12/13/10	4	140	35	N
PLANNED	12/13/10	8	1160	145	N
PLANNED	12/13/10	8	856	107	N
PLANNED	12/13/10	1	128	128	N
PLANNED	12/13/10	8	192	24	N
PLANNED	12/13/10	10	520	52	N
PLANNED	12/13/10	1	37	37	N
PLANNED	12/14/10	36	5904	164	N
PLANNED	12/14/10	14	532	38	N
PLANNED	12/14/10	28	4312	154	N
PLANNED	12/14/10	8	856	107	N
PLANNED	12/14/10	3	237	79	N
PLANNED	12/14/10	20	4820	241	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/14/10	12	204	17	N
PLANNED	12/14/10	11	1353	123	N
PLANNED	12/14/10	6	624	104	N
PLANNED	12/14/10	6	444	74	N
PLANNED	12/14/10	3	1230	410	N
PLANNED	12/14/10	5	1065	213	N
PLANNED	12/14/10	17	3179	187	N
PLANNED	12/14/10	6	324	54	N
PLANNED	12/14/10	1	161	161	N
PLANNED	12/15/10	8	960	120	N
PLANNED	12/15/10	7	364	52	N
PLANNED	12/15/10	1	112	112	N
PLANNED	12/15/10	6	36	6	N
PLANNED	12/15/10	1	104	104	N
PLANNED	12/15/10	4	336	84	N
PLANNED	12/15/10	1	42	42	N
PLANNED	12/15/10	7	203	29	N
PLANNED	12/15/10	5	400	80	N
PLANNED	12/15/10	8	1144	143	N
PLANNED	12/15/10	6	834	139	N
PLANNED	12/15/10	10	1760	176	N
PLANNED	12/15/10	11	990	90	N
PLANNED	12/15/10	17	2601	153	N
PLANNED	12/15/10	3	234	78	N
PLANNED	12/15/10	15	2190	146	N
PLANNED	12/16/10	4	892	223	N
PLANNED	12/16/10	19	893	47	N
PLANNED	12/16/10	13	2600	200	N
PLANNED	12/16/10	9	2853	317	N
PLANNED	12/16/10	7	805	115	N
PLANNED	12/16/10	1	306	306	N
PLANNED	12/16/10	47	7050	150	N
PLANNED	12/16/10	17	1139	67	N
PLANNED	12/16/10	17	1445	85	N
PLANNED	12/16/10	6	1440	240	N
PLANNED	12/16/10	1	109	109	N
PLANNED	12/16/10	5	340	68	N
PLANNED	12/16/10	16	2352	147	N
PLANNED	12/16/10	16	1200	75	N
PLANNED	12/16/10	7	518	74	N
PLANNED	12/16/10	4	88	22	N
PLANNED	12/16/10	38	6536	172	N
PLANNED	12/16/10	10	1000	100	N
PLANNED	12/16/10	7	1435	205	N
PLANNED	12/16/10	1	111	111	N
PLANNED	12/16/10	5	480	96	N
PLANNED	12/16/10	10	3100	310	N
PLANNED	12/16/10	8	688	86	N
PLANNED	12/16/10	6	708	118	N
PLANNED	12/16/10	10	880	88	N
PLANNED	12/16/10	62	12152	196	N
PLANNED	12/16/10	137	25482	186	N
PLANNED	12/16/10	97	17848	184	N
PLANNED	12/16/10	111	20313	183	N
PLANNED	12/16/10	67	12060	180	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/16/10	132	23364	177	N
PLANNED	12/16/10	68	12376	182	N
PLANNED	12/16/10	1	88	88	N
PLANNED	12/16/10	4	752	188	N
PLANNED	12/16/10	5	800	160	N
PLANNED	12/16/10	1	162	162	N
PLANNED	12/16/10	1	76	76	N
PLANNED	12/17/10	9	873	97	N
PLANNED	12/17/10	6	1512	252	N
PLANNED	12/17/10	1	44	44	N
PLANNED	12/17/10	13	1885	145	N
PLANNED	12/17/10	4	512	128	N
PLANNED	12/17/10	2	122	61	N
PLANNED	12/17/10	2	216	108	N
PLANNED	12/18/10	17	1734	102	N
PLANNED	12/20/10	5	375	75	N
PLANNED	12/20/10	2	260	130	N
PLANNED	12/20/10	14	784	56	N
PLANNED	12/20/10	14	4032	288	N
PLANNED	12/20/10	12	2232	186	N
PLANNED	12/20/10	7	756	108	N
PLANNED	12/20/10	3	204	68	N
PLANNED	12/20/10	4	140	35	N
PLANNED	12/20/10	2	126	63	N
PLANNED	12/20/10	7	602	86	N
PLANNED	12/20/10	15	1605	107	N
PLANNED	12/20/10	12	156	13	N
PLANNED	12/20/10	3	273	91	N
PLANNED	12/20/10	7	980	140	N
PLANNED	12/20/10	13	1482	114	N
PLANNED	12/21/10	2	766	383	N
PLANNED	12/21/10	1	735	735	N
PLANNED	12/21/10	10	620	62	N
PLANNED	12/21/10	5	300	60	N
PLANNED	12/21/10	4	704	176	N
PLANNED	12/21/10	11	594	54	N
PLANNED	12/21/10	4	764	191	N
PLANNED	12/21/10	6	2550	425	N
PLANNED	12/21/10	5	685	137	N
PLANNED	12/21/10	23	3266	142	N
PLANNED	12/21/10	4	128	32	N
PLANNED	12/21/10	8	568	71	N
PLANNED	12/21/10	1	218	218	N
PLANNED	12/21/10	8	472	59	N
PLANNED	12/21/10	9	9	1	N
PLANNED	12/21/10	10	410	41	N
PLANNED	12/21/10	5	805	161	N
PLANNED	12/21/10	7	1120	160	N
PLANNED	12/21/10	5	795	159	N
PLANNED	12/21/10	3	318	106	N
PLANNED	12/21/10	2	88	44	N
PLANNED	12/21/10	9	855	95	N
PLANNED	12/21/10	8	720	90	N
PLANNED	12/21/10	5	340	68	N
PLANNED	12/21/10	6	708	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/21/10	1	53	53	N
PLANNED	12/22/10	6	1974	329	N
PLANNED	12/22/10	23	6463	281	N
PLANNED	12/22/10	10	670	67	N
PLANNED	12/22/10	98	14896	152	N
PLANNED	12/22/10	9	1881	209	N
PLANNED	12/22/10	14	1498	107	N
PLANNED	12/22/10	8	3128	391	N
PLANNED	12/22/10	1	21	21	N
PLANNED	12/22/10	22	6160	280	N
PLANNED	12/22/10	1	20	20	N
PLANNED	12/22/10	2	176	88	N
PLANNED	12/22/10	5	100	20	N
PLANNED	12/22/10	1	310	310	N
PLANNED	12/22/10	3	414	138	N
PLANNED	12/22/10	2	222	111	N
PLANNED	12/22/10	25	1975	79	N
PLANNED	12/22/10	5	35	7	N
PLANNED	12/22/10	6	450	75	N
PLANNED	12/22/10	18	1314	73	N
PLANNED	12/22/10	8	560	70	N
PLANNED	12/22/10	6	1044	174	N
PLANNED	12/22/10	5	870	174	N
PLANNED	12/22/10	164	10168	62	N
PLANNED	12/22/10	1	216	216	N
PLANNED	12/22/10	1	250	250	N
PLANNED	12/22/10	19	4218	222	N
PLANNED	12/22/10	30	7290	243	N
PLANNED	12/22/10	2	580	290	N
PLANNED	12/22/10	8	344	43	N
PLANNED	12/22/10	17	782	46	N
PLANNED	12/22/10	12	1068	89	N
PLANNED	12/22/10	15	660	44	N
PLANNED	12/23/10	8	920	115	N
PLANNED	12/23/10	1	47	47	N
PLANNED	12/23/10	2	492	246	N
PLANNED	12/27/10	4	868	217	N
PLANNED	12/27/10	3	195	65	N
PLANNED	12/27/10	9	27	3	N
PLANNED	12/27/10	3	201	67	N
PLANNED	12/27/10	5	470	94	N
PLANNED	12/27/10	14	1176	84	N
PLANNED	12/27/10	7	980	140	N
PLANNED	12/27/10	2	168	84	N
PLANNED	12/27/10	5	275	55	N
PLANNED	12/27/10	8	1360	170	N
PLANNED	12/27/10	4	68	17	N
PLANNED	12/27/10	12	1812	151	N
PLANNED	12/27/10	6	312	52	N
PLANNED	12/28/10	12	1200	100	N
PLANNED	12/28/10	2	368	184	N
PLANNED	12/28/10	6	906	151	N
PLANNED	12/28/10	6	1476	246	N
PLANNED	12/28/10	5	790	158	N
PLANNED	12/28/10	5	1225	245	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/28/10	1	193	193	N
PLANNED	12/28/10	9	1881	209	N
PLANNED	12/28/10	14	2548	182	N
PLANNED	12/28/10	2	266	133	N
PLANNED	12/28/10	5	660	132	N
PLANNED	12/28/10	1	132	132	N
PLANNED	12/28/10	31	1271	41	N
PLANNED	12/28/10	2	90	45	N
PLANNED	12/28/10	1	68	68	N
PLANNED	12/28/10	5	410	82	N
PLANNED	12/28/10	14	812	58	N
PLANNED	12/28/10	7	854	122	N
PLANNED	12/28/10	18	3204	178	N
PLANNED	12/28/10	3	231	77	N
PLANNED	12/29/10	6	918	153	N
PLANNED	12/29/10	4	72	18	N
PLANNED	12/29/10	2	280	140	N
PLANNED	12/29/10	1	223	223	N
PLANNED	12/29/10	7	889	127	N
PLANNED	12/29/10	4	704	176	N
PLANNED	12/29/10	9	756	84	N
PLANNED	12/29/10	5	410	82	N
PLANNED	12/29/10	5	740	148	N
PLANNED	12/29/10	4	452	113	N
PLANNED	12/29/10	6	1140	190	N
PLANNED	12/29/10	9	1557	173	N
PLANNED	12/29/10	1	181	181	N
PLANNED	12/29/10	6	1068	178	N
PLANNED	12/29/10	6	132	22	N
PLANNED	12/29/10	18	1638	91	N
PLANNED	12/29/10	54	4860	90	N
PLANNED	12/29/10	21	966	46	N
PLANNED	12/29/10	7	742	106	N
PLANNED	12/29/10	1	22	22	N
PLANNED	12/29/10	8	1328	166	N
PLANNED	12/29/10	43	5633	131	N
PLANNED	12/29/10	19	4940	260	N
PLANNED	12/29/10	10	840	84	N
PLANNED	12/29/10	21	1449	69	N
PLANNED	12/29/10	37	5106	138	N
PLANNED	12/30/10	2	1260	630	N
PLANNED	12/30/10	73	4568	68	N
PLANNED	12/30/10	3	384	128	N
PLANNED	12/30/10	1	133	133	N
PLANNED	12/30/10	8	2288	286	N
PLANNED	12/30/10	6	1248	208	N
PLANNED	12/30/10	8	912	114	N
PLANNED	12/30/10	4	384	96	N
PLANNED	12/30/10	7	546	78	N
PLANNED	12/30/10	6	1002	167	N
PLANNED	12/30/10	3	330	110	N
PLANNED	12/30/10	4	420	105	N
PLANNED	12/30/10	4	468	117	N
PLANNED	12/30/10	5	650	130	N
PLANNED	12/31/10	8	3120	390	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/31/10	4	480	120	N
CUSTOMER REQUEST	1/2/10	1	216	216	N
CUSTOMER REQUEST	1/2/10	1	208	208	N
CUSTOMER REQUEST	1/4/10	1	215	215	N
CUSTOMER REQUEST	1/4/10	7	140	20	N
CUSTOMER REQUEST	1/5/10	6	792	132	N
CUSTOMER REQUEST	1/5/10	1	103	103	N
CUSTOMER REQUEST	1/5/10	63	819	13	N
CUSTOMER REQUEST	1/6/10	1	216	216	N
CUSTOMER REQUEST	1/6/10	18	252	14	N
CUSTOMER REQUEST	1/6/10	1	404	404	N
CUSTOMER REQUEST	1/6/10	1	456	456	N
CUSTOMER REQUEST	1/6/10	1	488	488	N
CUSTOMER REQUEST	1/6/10	1	215	215	N
CUSTOMER REQUEST	1/6/10	1	289	289	N
CUSTOMER REQUEST	1/6/10	5	205	41	N
CUSTOMER REQUEST	1/6/10	1	263	263	N
CUSTOMER REQUEST	1/6/10	1	90	90	N
CUSTOMER REQUEST	1/6/10	1	171	171	N
CUSTOMER REQUEST	1/7/10	1	49	49	N
CUSTOMER REQUEST	1/7/10	1	302	302	N
CUSTOMER REQUEST	1/7/10	4	116	29	N
CUSTOMER REQUEST	1/7/10	1	128	128	N
CUSTOMER REQUEST	1/7/10	1	255	255	N
CUSTOMER REQUEST	1/7/10	3	177	59	N
CUSTOMER REQUEST	1/7/10	1	169	169	N
CUSTOMER REQUEST	1/8/10	10	3540	354	N
CUSTOMER REQUEST	1/8/10	1	209	209	N
CUSTOMER REQUEST	1/8/10	1	175	175	N
CUSTOMER REQUEST	1/8/10	1	72	72	N
CUSTOMER REQUEST	1/9/10	1	270	270	N
CUSTOMER REQUEST	1/9/10	1	404	404	N
CUSTOMER REQUEST	1/9/10	1	469	469	N
CUSTOMER REQUEST	1/9/10	1	504	504	N
CUSTOMER REQUEST	1/10/10	2350	58750	25	N
CUSTOMER REQUEST	1/10/10	6	96	16	N
CUSTOMER REQUEST	1/10/10	1	1608	1608	N
CUSTOMER REQUEST	1/10/10	1	308	308	N
CUSTOMER REQUEST	1/10/10	1	674	674	N
CUSTOMER REQUEST	1/10/10	1	1612	1612	N
CUSTOMER REQUEST	1/10/10	1	1791	1791	N
CUSTOMER REQUEST	1/10/10	1	1280	1280	N
CUSTOMER REQUEST	1/10/10	1	880	880	N
CUSTOMER REQUEST	1/10/10	1	994	994	N
CUSTOMER REQUEST	1/10/10	884	51115	159	N
CUSTOMER REQUEST	1/10/10	1	715	715	N
CUSTOMER REQUEST	1/10/10	1	1155	1155	N
CUSTOMER REQUEST	1/11/10	1	59	59	N
CUSTOMER REQUEST	1/11/10	1	377	377	N
CUSTOMER REQUEST	1/11/10	13	3146	242	N
CUSTOMER REQUEST	1/11/10	13	195	15	N
CUSTOMER REQUEST	1/11/10	10	500	50	N
CUSTOMER REQUEST	1/12/10	4	36	9	N
CUSTOMER REQUEST	1/12/10	8	72	9	N
CUSTOMER REQUEST	1/12/10	2	148	74	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	1/13/10	4	12	3	N
CUSTOMER REQUEST	1/13/10	1	145	145	N
CUSTOMER REQUEST	1/14/10	10	330	33	N
CUSTOMER REQUEST	1/14/10	1	91	91	N
CUSTOMER REQUEST	1/14/10	6	996	166	N
CUSTOMER REQUEST	1/14/10	20	60	3	N
CUSTOMER REQUEST	1/14/10	1	116	116	N
CUSTOMER REQUEST	1/15/10	21	315	15	N
CUSTOMER REQUEST	1/15/10	1	104	104	N
CUSTOMER REQUEST	1/15/10	5	265	53	N
CUSTOMER REQUEST	1/15/10	1	145	145	N
CUSTOMER REQUEST	1/15/10	1	145	145	N
CUSTOMER REQUEST	1/15/10	1	223	223	N
CUSTOMER REQUEST	1/15/10	1	428	428	N
CUSTOMER REQUEST	1/15/10	19	304	16	N
CUSTOMER REQUEST	1/15/10	1	153	153	N
CUSTOMER REQUEST	1/15/10	1	164	164	N
CUSTOMER REQUEST	1/17/10	1453	24701	17	N
CUSTOMER REQUEST	1/18/10	11	2167	197	N
CUSTOMER REQUEST	1/19/10	19	2964	156	N
CUSTOMER REQUEST	1/20/10	7	483	69	N
CUSTOMER REQUEST	1/20/10	8	2328	291	N
CUSTOMER REQUEST	1/20/10	7	966	138	N
CUSTOMER REQUEST	1/20/10	7	994	142	N
CUSTOMER REQUEST	1/20/10	5	365	73	N
CUSTOMER REQUEST	1/20/10	10	530	53	N
CUSTOMER REQUEST	1/20/10	7	707	101	N
CUSTOMER REQUEST	1/20/10	7	140	20	N
CUSTOMER REQUEST	1/20/10	78	1326	17	N
CUSTOMER REQUEST	1/21/10	21	126	6	N
CUSTOMER REQUEST	1/21/10	39	5421	139	N
CUSTOMER REQUEST	1/21/10	7	798	114	N
CUSTOMER REQUEST	1/21/10	2	106	53	N
CUSTOMER REQUEST	1/21/10	8	552	69	N
CUSTOMER REQUEST	1/21/10	6	516	86	N
CUSTOMER REQUEST	1/21/10	3	36	12	N
CUSTOMER REQUEST	1/22/10	36	6696	186	N
CUSTOMER REQUEST	1/22/10	2	60	30	N
CUSTOMER REQUEST	1/22/10	4	112	28	N
CUSTOMER REQUEST	1/23/10	1	195	195	N
CUSTOMER REQUEST	1/23/10	1	228	228	N
CUSTOMER REQUEST	1/23/10	1	130	130	N
CUSTOMER REQUEST	1/23/10	1	76	76	N
CUSTOMER REQUEST	1/24/10	1	62	62	N
CUSTOMER REQUEST	1/24/10	7	406	58	N
CUSTOMER REQUEST	1/24/10	1	499	499	N
CUSTOMER REQUEST	1/25/10	32	6528	204	N
CUSTOMER REQUEST	1/25/10	12	468	39	N
CUSTOMER REQUEST	1/25/10	1	29	29	N
CUSTOMER REQUEST	1/25/10	6	510	85	N
CUSTOMER REQUEST	1/25/10	13	338	26	N
CUSTOMER REQUEST	1/25/10	12	2028	169	N
CUSTOMER REQUEST	1/25/10	5	310	62	N
CUSTOMER REQUEST	1/25/10	1	817	817	N
CUSTOMER REQUEST	1/25/10	13	1066	82	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	1/25/10	1	232	232	N
CUSTOMER REQUEST	1/25/10	7	322	46	N
CUSTOMER REQUEST	1/26/10	24	4416	184	N
CUSTOMER REQUEST	1/26/10	5	780	156	N
CUSTOMER REQUEST	1/26/10	12	300	25	N
CUSTOMER REQUEST	1/26/10	4	456	114	N
CUSTOMER REQUEST	1/26/10	1	170	170	N
CUSTOMER REQUEST	1/27/10	4	268	67	N
CUSTOMER REQUEST	1/27/10	7	56	8	N
CUSTOMER REQUEST	1/27/10	1	141	141	N
CUSTOMER REQUEST	1/27/10	10	200	20	N
CUSTOMER REQUEST	1/27/10	5	125	25	N
CUSTOMER REQUEST	1/28/10	21	294	14	N
CUSTOMER REQUEST	1/28/10	8	392	49	N
CUSTOMER REQUEST	1/28/10	14	140	10	N
CUSTOMER REQUEST	1/28/10	1501	37525	25	N
CUSTOMER REQUEST	1/28/10	18	2502	139	N
CUSTOMER REQUEST	1/28/10	50	2550	51	N
CUSTOMER REQUEST	1/28/10	25	875	35	N
CUSTOMER REQUEST	1/29/10	8	2992	374	N
CUSTOMER REQUEST	1/29/10	38	8664	228	N
CUSTOMER REQUEST	1/29/10	9	621	69	N
CUSTOMER REQUEST	1/29/10	1	36	36	N
CUSTOMER REQUEST	1/29/10	9	1062	118	N
CUSTOMER REQUEST	1/29/10	8	128	16	N
CUSTOMER REQUEST	1/29/10	11	555	205	N
CUSTOMER REQUEST	1/29/10	1	200	200	N
CUSTOMER REQUEST	1/31/10	4	364	91	N
CUSTOMER REQUEST	2/1/10	26	6214	239	N
CUSTOMER REQUEST	2/1/10	1	204	204	N
CUSTOMER REQUEST	2/1/10	13	390	30	N
CUSTOMER REQUEST	2/1/10	5	295	59	N
CUSTOMER REQUEST	2/1/10	11	1188	108	N
CUSTOMER REQUEST	2/1/10	7	126	18	N
CUSTOMER REQUEST	2/1/10	1	121	121	N
CUSTOMER REQUEST	2/1/10	1	125	125	N
CUSTOMER REQUEST	2/1/10	1	121	121	N
CUSTOMER REQUEST	2/1/10	1	86	86	N
CUSTOMER REQUEST	2/2/10	3	471	157	N
CUSTOMER REQUEST	2/2/10	8	792	99	N
CUSTOMER REQUEST	2/2/10	21	315	15	N
CUSTOMER REQUEST	2/2/10	3	36	12	N
CUSTOMER REQUEST	2/2/10	4	204	51	N
CUSTOMER REQUEST	2/2/10	1	1	1	N
CUSTOMER REQUEST	2/2/10	4	128	32	N
CUSTOMER REQUEST	2/2/10	1	476	476	N
CUSTOMER REQUEST	2/2/10	1	364	364	N
CUSTOMER REQUEST	2/2/10	21	1197	57	N
CUSTOMER REQUEST	2/3/10	1	301	301	N
CUSTOMER REQUEST	2/3/10	8	128	16	N
CUSTOMER REQUEST	2/3/10	7	350	50	N
CUSTOMER REQUEST	2/4/10	1	441	441	N
CUSTOMER REQUEST	2/4/10	26	7774	299	N
CUSTOMER REQUEST	2/4/10	8	720	90	N
CUSTOMER REQUEST	2/4/10	3	504	168	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/4/10	9	756	84	N
CUSTOMER REQUEST	2/4/10	1	371	371	N
CUSTOMER REQUEST	2/4/10	1	233	233	N
CUSTOMER REQUEST	2/4/10	9	261	29	N
CUSTOMER REQUEST	2/4/10	1	159	159	N
CUSTOMER REQUEST	2/4/10	10	860	86	N
CUSTOMER REQUEST	2/4/10	4	304	76	N
CUSTOMER REQUEST	2/4/10	6	636	106	N
CUSTOMER REQUEST	2/4/10	5	425	85	N
CUSTOMER REQUEST	2/4/10	1	243	243	N
CUSTOMER REQUEST	2/4/10	1	44	44	N
CUSTOMER REQUEST	2/5/10	4	1136	284	N
CUSTOMER REQUEST	2/5/10	24	5064	211	N
CUSTOMER REQUEST	2/5/10	76	25460	335	N
CUSTOMER REQUEST	2/5/10	6	36	6	N
CUSTOMER REQUEST	2/5/10	30	750	25	N
CUSTOMER REQUEST	2/5/10	1	188	188	N
CUSTOMER REQUEST	2/5/10	43	10234	238	N
CUSTOMER REQUEST	2/5/10	1	166	166	N
CUSTOMER REQUEST	2/6/10	4	80	20	N
CUSTOMER REQUEST	2/6/10	1	130	130	N
CUSTOMER REQUEST	2/8/10	38	9918	261	N
CUSTOMER REQUEST	2/8/10	14	3150	225	N
CUSTOMER REQUEST	2/8/10	6	1128	188	N
CUSTOMER REQUEST	2/8/10	1	225	225	N
CUSTOMER REQUEST	2/8/10	1	168	168	N
CUSTOMER REQUEST	2/9/10	1	63	63	N
CUSTOMER REQUEST	2/9/10	4	848	212	N
CUSTOMER REQUEST	2/9/10	22	22	1	N
CUSTOMER REQUEST	2/9/10	1	173	173	N
CUSTOMER REQUEST	2/9/10	16	960	60	N
CUSTOMER REQUEST	2/9/10	10	560	56	N
CUSTOMER REQUEST	2/9/10	2	266	133	N
CUSTOMER REQUEST	2/9/10	1	384	384	N
CUSTOMER REQUEST	2/10/10	6	666	111	N
CUSTOMER REQUEST	2/10/10	11	220	20	N
CUSTOMER REQUEST	2/10/10	2	214	107	N
CUSTOMER REQUEST	2/10/10	4	272	68	N
CUSTOMER REQUEST	2/10/10	6	618	103	N
CUSTOMER REQUEST	2/10/10	5	785	157	N
CUSTOMER REQUEST	2/10/10	11	154	14	N
CUSTOMER REQUEST	2/10/10	13	299	23	N
CUSTOMER REQUEST	2/10/10	43	1118	26	N
CUSTOMER REQUEST	2/10/10	39	819	21	N
CUSTOMER REQUEST	2/11/10	5	770	154	N
CUSTOMER REQUEST	2/11/10	1	89	89	N
CUSTOMER REQUEST	2/11/10	10	630	63	N
CUSTOMER REQUEST	2/11/10	4	248	62	N
CUSTOMER REQUEST	2/11/10	8	248	31	N
CUSTOMER REQUEST	2/11/10	8	1136	142	N
CUSTOMER REQUEST	2/12/10	11	165	15	N
CUSTOMER REQUEST	2/12/10	1	263	263	N
CUSTOMER REQUEST	2/12/10	1	515	515	N
CUSTOMER REQUEST	2/12/10	1	465	465	N
CUSTOMER REQUEST	2/13/10	1	320	320	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/13/10	1	153	153	N
CUSTOMER REQUEST	2/14/10	1377	24786	18	N
CUSTOMER REQUEST	2/15/10	1	612	612	N
CUSTOMER REQUEST	2/15/10	32	1600	50	N
CUSTOMER REQUEST	2/16/10	1	146	146	N
CUSTOMER REQUEST	2/16/10	3	291	97	N
CUSTOMER REQUEST	2/16/10	7	910	130	N
CUSTOMER REQUEST	2/16/10	18	2322	129	N
CUSTOMER REQUEST	2/16/10	4	168	42	N
CUSTOMER REQUEST	2/16/10	5	20	4	N
CUSTOMER REQUEST	2/16/10	5	755	151	N
CUSTOMER REQUEST	2/16/10	10	430	43	N
CUSTOMER REQUEST	2/16/10	10	270	27	N
CUSTOMER REQUEST	2/16/10	17	2329	137	N
CUSTOMER REQUEST	2/17/10	8	336	42	N
CUSTOMER REQUEST	2/17/10	7	420	60	N
CUSTOMER REQUEST	2/17/10	33	2079	63	N
CUSTOMER REQUEST	2/17/10	1	318	318	N
CUSTOMER REQUEST	2/17/10	1	230	230	N
CUSTOMER REQUEST	2/18/10	1	75	75	N
CUSTOMER REQUEST	2/18/10	14	4382	313	N
CUSTOMER REQUEST	2/18/10	4	140	35	N
CUSTOMER REQUEST	2/18/10	10	180	18	N
CUSTOMER REQUEST	2/18/10	1	494	494	N
CUSTOMER REQUEST	2/18/10	1	79	79	N
CUSTOMER REQUEST	2/19/10	5	675	135	N
CUSTOMER REQUEST	2/19/10	3	345	115	N
CUSTOMER REQUEST	2/19/10	5	95	19	N
CUSTOMER REQUEST	2/19/10	4	208	52	N
CUSTOMER REQUEST	2/19/10	6	36	6	N
CUSTOMER REQUEST	2/19/10	7	854	122	N
CUSTOMER REQUEST	2/19/10	42	1470	35	N
CUSTOMER REQUEST	2/19/10	1	45	45	N
CUSTOMER REQUEST	2/19/10	7	35	5	N
CUSTOMER REQUEST	2/19/10	6	36	6	N
CUSTOMER REQUEST	2/19/10	7	91	13	N
CUSTOMER REQUEST	2/19/10	1	50	50	N
CUSTOMER REQUEST	2/19/10	1	90	90	N
CUSTOMER REQUEST	2/20/10	2	80	40	N
CUSTOMER REQUEST	2/20/10	14	728	52	N
CUSTOMER REQUEST	2/22/10	13	286	22	N
CUSTOMER REQUEST	2/22/10	7	119	17	N
CUSTOMER REQUEST	2/22/10	8	1808	226	N
CUSTOMER REQUEST	2/22/10	3	711	237	N
CUSTOMER REQUEST	2/22/10	7	252	36	N
CUSTOMER REQUEST	2/22/10	1	140	140	N
CUSTOMER REQUEST	2/22/10	14	910	65	N
CUSTOMER REQUEST	2/22/10	13	338	26	N
CUSTOMER REQUEST	2/22/10	58	10962	189	N
CUSTOMER REQUEST	2/23/10	3	711	237	N
CUSTOMER REQUEST	2/23/10	8	1400	175	N
CUSTOMER REQUEST	2/23/10	6	162	27	N
CUSTOMER REQUEST	2/23/10	11	1210	110	N
CUSTOMER REQUEST	2/23/10	10	130	13	N
CUSTOMER REQUEST	2/23/10	4	512	128	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/23/10	1	249	249	N
CUSTOMER REQUEST	2/23/10	1	151	151	N
CUSTOMER REQUEST	2/23/10	1	174	174	N
CUSTOMER REQUEST	2/23/10	7	119	17	N
CUSTOMER REQUEST	2/23/10	1	322	322	N
CUSTOMER REQUEST	2/23/10	1	31	31	N
CUSTOMER REQUEST	2/24/10	28	17500	625	N
CUSTOMER REQUEST	2/24/10	5	235	47	N
CUSTOMER REQUEST	2/24/10	3	618	206	N
CUSTOMER REQUEST	2/24/10	12	252	21	N
CUSTOMER REQUEST	2/24/10	6	726	121	N
CUSTOMER REQUEST	2/24/10	2	164	82	N
CUSTOMER REQUEST	2/24/10	7	574	82	N
CUSTOMER REQUEST	2/24/10	3	705	235	N
CUSTOMER REQUEST	2/24/10	4	840	210	N
CUSTOMER REQUEST	2/24/10	7	224	32	N
CUSTOMER REQUEST	2/24/10	7	154	22	N
CUSTOMER REQUEST	2/24/10	6	336	56	N
CUSTOMER REQUEST	2/24/10	10	480	48	N
CUSTOMER REQUEST	2/24/10	7	322	46	N
CUSTOMER REQUEST	2/24/10	1	345	345	N
CUSTOMER REQUEST	2/24/10	1	251	251	N
CUSTOMER REQUEST	2/25/10	9	1683	187	N
CUSTOMER REQUEST	2/25/10	1	1	1	N
CUSTOMER REQUEST	2/25/10	6	144	24	N
CUSTOMER REQUEST	2/25/10	1	73	73	N
CUSTOMER REQUEST	2/25/10	10	1820	182	N
CUSTOMER REQUEST	2/25/10	2425	90715	65	N
CUSTOMER REQUEST	2/25/10	11	484	44	N
CUSTOMER REQUEST	2/26/10	34	3400	100	N
CUSTOMER REQUEST	2/26/10	7	308	44	N
CUSTOMER REQUEST	2/26/10	1	4	4	N
CUSTOMER REQUEST	2/26/10	7	350	50	N
CUSTOMER REQUEST	2/27/10	27	189	7	N
CUSTOMER REQUEST	2/27/10	1	298	298	N
CUSTOMER REQUEST	2/27/10	1	333	333	N
CUSTOMER REQUEST	2/28/10	1	144	144	N
CUSTOMER REQUEST	2/28/10	1	117	117	N
CUSTOMER REQUEST	3/1/10	8	800	100	N
CUSTOMER REQUEST	3/1/10	5	245	49	N
CUSTOMER REQUEST	3/1/10	8	1504	188	N
CUSTOMER REQUEST	3/1/10	6	132	22	N
CUSTOMER REQUEST	3/1/10	1	377	377	N
CUSTOMER REQUEST	3/1/10	1	6	6	N
CUSTOMER REQUEST	3/1/10	6	96	16	N
CUSTOMER REQUEST	3/1/10	1	197	197	N
CUSTOMER REQUEST	3/2/10	855	90362	539	N
CUSTOMER REQUEST	3/2/10	1	115	115	N
CUSTOMER REQUEST	3/2/10	8	544	68	N
CUSTOMER REQUEST	3/2/10	7	98	14	N
CUSTOMER REQUEST	3/2/10	53	10070	190	N
CUSTOMER REQUEST	3/2/10	2	34	17	N
CUSTOMER REQUEST	3/2/10	1	91	91	N
CUSTOMER REQUEST	3/2/10	1	86	86	N
CUSTOMER REQUEST	3/2/10	1	94	94	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/3/10	3	384	128	N
CUSTOMER REQUEST	3/3/10	10	980	98	N
CUSTOMER REQUEST	3/3/10	7	350	50	N
CUSTOMER REQUEST	3/3/10	3	339	113	N
CUSTOMER REQUEST	3/3/10	6	678	113	N
CUSTOMER REQUEST	3/3/10	17	1921	113	N
CUSTOMER REQUEST	3/3/10	1	80	80	N
CUSTOMER REQUEST	3/3/10	6	738	123	N
CUSTOMER REQUEST	3/3/10	3	21	7	N
CUSTOMER REQUEST	3/3/10	7	273	39	N
CUSTOMER REQUEST	3/3/10	6	144	24	N
CUSTOMER REQUEST	3/3/10	7	175	25	N
CUSTOMER REQUEST	3/3/10	1	328	328	N
CUSTOMER REQUEST	3/4/10	1	55	55	N
CUSTOMER REQUEST	3/4/10	6	1206	201	N
CUSTOMER REQUEST	3/4/10	1	190	190	N
CUSTOMER REQUEST	3/4/10	7	266	38	N
CUSTOMER REQUEST	3/4/10	2	178	89	N
CUSTOMER REQUEST	3/4/10	10	970	97	N
CUSTOMER REQUEST	3/4/10	7	105	15	N
CUSTOMER REQUEST	3/4/10	1	167	167	N
CUSTOMER REQUEST	3/5/10	9	72	8	N
CUSTOMER REQUEST	3/5/10	1	68	68	N
CUSTOMER REQUEST	3/5/10	6	1026	171	N
CUSTOMER REQUEST	3/5/10	1	140	140	N
CUSTOMER REQUEST	3/5/10	1	177	177	N
CUSTOMER REQUEST	3/5/10	1	95	95	N
CUSTOMER REQUEST	3/5/10	1	105	105	N
CUSTOMER REQUEST	3/5/10	8	136	17	N
CUSTOMER REQUEST	3/7/10	1	52	52	N
CUSTOMER REQUEST	3/7/10	3	306	102	N
CUSTOMER REQUEST	3/7/10	1	73	73	N
CUSTOMER REQUEST	3/8/10	27	351	13	N
CUSTOMER REQUEST	3/9/10	1	53	53	N
CUSTOMER REQUEST	3/9/10	4	424	106	N
CUSTOMER REQUEST	3/9/10	7	56	8	N
CUSTOMER REQUEST	3/9/10	9	666	74	N
CUSTOMER REQUEST	3/9/10	13	936	72	N
CUSTOMER REQUEST	3/9/10	9	639	71	N
CUSTOMER REQUEST	3/9/10	1	214	214	N
CUSTOMER REQUEST	3/9/10	10	560	56	N
CUSTOMER REQUEST	3/9/10	1	20	20	N
CUSTOMER REQUEST	3/9/10	1	106	106	N
CUSTOMER REQUEST	3/9/10	1	218	218	N
CUSTOMER REQUEST	3/9/10	1	107	107	N
CUSTOMER REQUEST	3/10/10	6	156	26	N
CUSTOMER REQUEST	3/10/10	5	455	91	N
CUSTOMER REQUEST	3/10/10	1	162	162	N
CUSTOMER REQUEST	3/10/10	20	5080	254	N
CUSTOMER REQUEST	3/10/10	1	74	74	N
CUSTOMER REQUEST	3/10/10	4	268	67	N
CUSTOMER REQUEST	3/10/10	20	1700	85	N
CUSTOMER REQUEST	3/10/10	3	516	172	N
CUSTOMER REQUEST	3/10/10	1	188	188	N
CUSTOMER REQUEST	3/11/10	1	74	74	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/11/10	8	80	10	N
CUSTOMER REQUEST	3/11/10	1	207	207	N
CUSTOMER REQUEST	3/11/10	4	112	28	N
CUSTOMER REQUEST	3/11/10	1	267	267	N
CUSTOMER REQUEST	3/11/10	5	220	44	N
CUSTOMER REQUEST	3/11/10	8	96	12	N
CUSTOMER REQUEST	3/12/10	24	4512	188	N
CUSTOMER REQUEST	3/12/10	1	401	401	N
CUSTOMER REQUEST	3/12/10	1	80	80	N
CUSTOMER REQUEST	3/12/10	1	176	176	N
CUSTOMER REQUEST	3/13/10	1	50	50	N
CUSTOMER REQUEST	3/13/10	1	139	139	N
CUSTOMER REQUEST	3/13/10	1	129	129	N
CUSTOMER REQUEST	3/13/10	2	336	168	N
CUSTOMER REQUEST	3/14/10	6	372	62	N
CUSTOMER REQUEST	3/15/10	7	483	69	N
CUSTOMER REQUEST	3/15/10	30	750	25	N
CUSTOMER REQUEST	3/16/10	6	900	150	N
CUSTOMER REQUEST	3/16/10	104	40976	394	N
CUSTOMER REQUEST	3/16/10	20	300	15	N
CUSTOMER REQUEST	3/16/10	1	81	81	N
CUSTOMER REQUEST	3/16/10	6	444	74	N
CUSTOMER REQUEST	3/16/10	20	400	20	N
CUSTOMER REQUEST	3/17/10	1	239	239	N
CUSTOMER REQUEST	3/17/10	1	15	15	N
CUSTOMER REQUEST	3/18/10	2	246	123	N
CUSTOMER REQUEST	3/18/10	2	64	32	N
CUSTOMER REQUEST	3/18/10	1	340	340	N
CUSTOMER REQUEST	3/18/10	9	2331	259	N
CUSTOMER REQUEST	3/19/10	27	1269	47	N
CUSTOMER REQUEST	3/19/10	1	181	181	N
CUSTOMER REQUEST	3/19/10	1	109	109	N
CUSTOMER REQUEST	3/19/10	1	196	196	N
CUSTOMER REQUEST	3/19/10	1	169	169	N
CUSTOMER REQUEST	3/20/10	1	141	141	N
CUSTOMER REQUEST	3/22/10	22	5522	251	N
CUSTOMER REQUEST	3/22/10	11	473	43	N
CUSTOMER REQUEST	3/22/10	12	372	31	N
CUSTOMER REQUEST	3/22/10	21	987	47	N
CUSTOMER REQUEST	3/22/10	1	101	101	N
CUSTOMER REQUEST	3/22/10	10	110	11	N
CUSTOMER REQUEST	3/23/10	10	1630	163	N
CUSTOMER REQUEST	3/23/10	22	506	23	N
CUSTOMER REQUEST	3/23/10	7	294	42	N
CUSTOMER REQUEST	3/23/10	4	164	41	N
CUSTOMER REQUEST	3/23/10	7	252	36	N
CUSTOMER REQUEST	3/23/10	11	154	14	N
CUSTOMER REQUEST	3/24/10	22	286	13	N
CUSTOMER REQUEST	3/25/10	1	160	160	N
CUSTOMER REQUEST	3/26/10	2	474	237	N
CUSTOMER REQUEST	3/26/10	8	232	29	N
CUSTOMER REQUEST	3/26/10	1	91	91	N
CUSTOMER REQUEST	3/28/10	1	96	96	N
CUSTOMER REQUEST	3/29/10	2	764	382	N
CUSTOMER REQUEST	3/29/10	1	127	127	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/29/10	11	231	21	N
CUSTOMER REQUEST	3/29/10	11	77	7	N
CUSTOMER REQUEST	3/30/10	1	129	129	N
CUSTOMER REQUEST	3/30/10	11	165	15	N
CUSTOMER REQUEST	3/30/10	2	162	81	N
CUSTOMER REQUEST	3/30/10	8	168	21	N
CUSTOMER REQUEST	3/30/10	1	279	279	N
CUSTOMER REQUEST	3/31/10	7	252	36	N
CUSTOMER REQUEST	3/31/10	8	128	16	N
CUSTOMER REQUEST	3/31/10	12	624	52	N
CUSTOMER REQUEST	3/31/10	12	804	67	N
CUSTOMER REQUEST	3/31/10	1	150	150	N
CUSTOMER REQUEST	3/31/10	5	35	7	N
CUSTOMER REQUEST	3/31/10	1	63	63	N
CUSTOMER REQUEST	4/1/10	7	399	57	N
CUSTOMER REQUEST	4/1/10	12	612	51	N
CUSTOMER REQUEST	4/1/10	11	110	10	N
CUSTOMER REQUEST	4/1/10	11	495	45	N
CUSTOMER REQUEST	4/1/10	2	60	30	N
CUSTOMER REQUEST	4/2/10	1	57	57	N
CUSTOMER REQUEST	4/2/10	1	141	141	N
CUSTOMER REQUEST	4/2/10	1	306	306	N
CUSTOMER REQUEST	4/3/10	27	6993	259	N
CUSTOMER REQUEST	4/3/10	1	40	40	N
CUSTOMER REQUEST	4/3/10	1	95	95	N
CUSTOMER REQUEST	4/3/10	5	440	88	N
CUSTOMER REQUEST	4/4/10	1	17	17	N
CUSTOMER REQUEST	4/4/10	1	62	62	N
CUSTOMER REQUEST	4/5/10	15	1170	78	N
CUSTOMER REQUEST	4/5/10	8	408	51	N
CUSTOMER REQUEST	4/5/10	8	400	50	N
CUSTOMER REQUEST	4/5/10	1	94	94	N
CUSTOMER REQUEST	4/6/10	9	288	32	N
CUSTOMER REQUEST	4/6/10	18	792	44	N
CUSTOMER REQUEST	4/6/10	1	258	258	N
CUSTOMER REQUEST	4/6/10	1	88	88	N
CUSTOMER REQUEST	4/6/10	1	225	225	N
CUSTOMER REQUEST	4/7/10	2	114	57	N
CUSTOMER REQUEST	4/7/10	3	39	13	N
CUSTOMER REQUEST	4/7/10	1	197	197	N
CUSTOMER REQUEST	4/7/10	24	4368	182	N
CUSTOMER REQUEST	4/7/10	9	630	70	N
CUSTOMER REQUEST	4/7/10	12	504	42	N
CUSTOMER REQUEST	4/7/10	3	30	10	N
CUSTOMER REQUEST	4/7/10	1	113	113	N
CUSTOMER REQUEST	4/8/10	5	465	93	N
CUSTOMER REQUEST	4/8/10	6	24	4	N
CUSTOMER REQUEST	4/8/10	22	594	27	N
CUSTOMER REQUEST	4/8/10	2	226	113	N
CUSTOMER REQUEST	4/8/10	12	372	31	N
CUSTOMER REQUEST	4/8/10	6	66	11	N
CUSTOMER REQUEST	4/8/10	3	60	20	N
CUSTOMER REQUEST	4/9/10	6	696	116	N
CUSTOMER REQUEST	4/9/10	4	296	74	N
CUSTOMER REQUEST	4/10/10	1	56	56	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/10/10	71	13703	193	N
CUSTOMER REQUEST	4/10/10	1	71	71	N
CUSTOMER REQUEST	4/10/10	1	45	45	N
CUSTOMER REQUEST	4/11/10	1	78	78	N
CUSTOMER REQUEST	4/11/10	1	85	85	N
CUSTOMER REQUEST	4/12/10	1	83	83	N
CUSTOMER REQUEST	4/12/10	1	170	170	N
CUSTOMER REQUEST	4/12/10	1	10	10	N
CUSTOMER REQUEST	4/12/10	1	161	161	N
CUSTOMER REQUEST	4/13/10	1	333	333	N
CUSTOMER REQUEST	4/13/10	13	741	57	N
CUSTOMER REQUEST	4/13/10	2	498	249	N
CUSTOMER REQUEST	4/13/10	20	2460	123	N
CUSTOMER REQUEST	4/13/10	1	341	341	N
CUSTOMER REQUEST	4/13/10	5	190	38	N
CUSTOMER REQUEST	4/13/10	5	130	26	N
CUSTOMER REQUEST	4/13/10	3	264	88	N
CUSTOMER REQUEST	4/13/10	1	35	35	N
CUSTOMER REQUEST	4/15/10	2	110	55	N
CUSTOMER REQUEST	4/16/10	21	1197	57	N
CUSTOMER REQUEST	4/16/10	2	720	360	N
CUSTOMER REQUEST	4/16/10	7	1260	180	N
CUSTOMER REQUEST	4/16/10	2113	54938	26	N
CUSTOMER REQUEST	4/16/10	1	121	121	N
CUSTOMER REQUEST	4/16/10	13	884	68	N
CUSTOMER REQUEST	4/17/10	1	360	360	N
CUSTOMER REQUEST	4/17/10	1	111	111	N
CUSTOMER REQUEST	4/19/10	48	2832	59	N
CUSTOMER REQUEST	4/19/10	2	120	60	N
CUSTOMER REQUEST	4/19/10	11	352	32	N
CUSTOMER REQUEST	4/19/10	1	149	149	N
CUSTOMER REQUEST	4/19/10	12	348	29	N
CUSTOMER REQUEST	4/20/10	1	105	105	N
CUSTOMER REQUEST	4/20/10	7	315	45	N
CUSTOMER REQUEST	4/20/10	4	272	68	N
CUSTOMER REQUEST	4/20/10	1	53	53	N
CUSTOMER REQUEST	4/21/10	1	91	91	N
CUSTOMER REQUEST	4/21/10	1	74	74	N
CUSTOMER REQUEST	4/21/10	28	4396	157	N
CUSTOMER REQUEST	4/21/10	5	550	110	N
CUSTOMER REQUEST	4/21/10	6	78	13	N
CUSTOMER REQUEST	4/22/10	1	116	116	N
CUSTOMER REQUEST	4/22/10	11	187	17	N
CUSTOMER REQUEST	4/22/10	4	736	184	N
CUSTOMER REQUEST	4/22/10	11	154	14	N
CUSTOMER REQUEST	4/22/10	36	2664	74	N
CUSTOMER REQUEST	4/22/10	1	33	33	N
CUSTOMER REQUEST	4/23/10	1	82	82	N
CUSTOMER REQUEST	4/23/10	1	57	57	N
CUSTOMER REQUEST	4/23/10	9	333	37	N
CUSTOMER REQUEST	4/23/10	7	1127	161	N
CUSTOMER REQUEST	4/24/10	1	577	577	N
CUSTOMER REQUEST	4/24/10	1	73	73	N
CUSTOMER REQUEST	4/24/10	1	80	80	N
CUSTOMER REQUEST	4/25/10	3	147	49	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/25/10	1	256	256	N
CUSTOMER REQUEST	4/25/10	1	311	311	N
CUSTOMER REQUEST	4/26/10	1061	1061	1	N
CUSTOMER REQUEST	4/26/10	1	561	561	N
CUSTOMER REQUEST	4/26/10	1	677	677	N
CUSTOMER REQUEST	4/26/10	2948	64856	22	N
CUSTOMER REQUEST	4/26/10	1018	16288	16	N
CUSTOMER REQUEST	4/26/10	1	250	250	N
CUSTOMER REQUEST	4/26/10	1	107	107	N
CUSTOMER REQUEST	4/26/10	1	180	180	N
CUSTOMER REQUEST	4/26/10	1	341	341	N
CUSTOMER REQUEST	4/26/10	1	117	117	N
CUSTOMER REQUEST	4/26/10	1	272	272	N
CUSTOMER REQUEST	4/26/10	1	132	132	N
CUSTOMER REQUEST	4/26/10	1	34	34	N
CUSTOMER REQUEST	4/26/10	1	76	76	N
CUSTOMER REQUEST	4/26/10	1	1216	1216	N
CUSTOMER REQUEST	4/27/10	3	369	123	N
CUSTOMER REQUEST	4/27/10	1	417	417	N
CUSTOMER REQUEST	4/27/10	10	1120	112	N
CUSTOMER REQUEST	4/27/10	7	105	15	N
CUSTOMER REQUEST	4/28/10	7	42	6	N
CUSTOMER REQUEST	4/28/10	1	321	321	N
CUSTOMER REQUEST	4/28/10	8	3256	407	N
CUSTOMER REQUEST	4/28/10	1	100	100	N
CUSTOMER REQUEST	4/29/10	1	181	181	N
CUSTOMER REQUEST	4/29/10	8	136	17	N
CUSTOMER REQUEST	4/29/10	6	150	25	N
CUSTOMER REQUEST	4/29/10	1	106	106	N
CUSTOMER REQUEST	4/29/10	22	814	37	N
CUSTOMER REQUEST	4/29/10	17	2278	134	N
CUSTOMER REQUEST	4/29/10	1	63	63	N
CUSTOMER REQUEST	4/29/10	1	157	157	N
CUSTOMER REQUEST	4/30/10	1	1026	1026	N
CUSTOMER REQUEST	4/30/10	1	64	64	N
CUSTOMER REQUEST	4/30/10	1	283	283	N
CUSTOMER REQUEST	4/30/10	4	260	65	N
CUSTOMER REQUEST	5/1/10	1	194	194	N
CUSTOMER REQUEST	5/1/10	1	98	98	N
CUSTOMER REQUEST	5/1/10	1	255	255	N
CUSTOMER REQUEST	5/2/10	1	48	48	N
CUSTOMER REQUEST	5/2/10	6	708	118	N
CUSTOMER REQUEST	5/2/10	2	418	209	N
CUSTOMER REQUEST	5/2/10	1	43	43	N
CUSTOMER REQUEST	5/3/10	7	203	29	N
CUSTOMER REQUEST	5/3/10	17	357	21	N
CUSTOMER REQUEST	5/3/10	33	7359	223	N
CUSTOMER REQUEST	5/3/10	8	368	46	N
CUSTOMER REQUEST	5/3/10	1	439	439	N
CUSTOMER REQUEST	5/3/10	3	561	187	N
CUSTOMER REQUEST	5/3/10	7	140	20	N
CUSTOMER REQUEST	5/3/10	11	363	33	N
CUSTOMER REQUEST	5/4/10	2	88	44	N
CUSTOMER REQUEST	5/4/10	1	18	18	N
CUSTOMER REQUEST	5/4/10	1	77	77	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/4/10	1	204	204	N
CUSTOMER REQUEST	5/5/10	4	220	55	N
CUSTOMER REQUEST	5/5/10	6	132	22	N
CUSTOMER REQUEST	5/5/10	5	145	29	N
CUSTOMER REQUEST	5/5/10	12	360	30	N
CUSTOMER REQUEST	5/5/10	8	248	31	N
CUSTOMER REQUEST	5/5/10	1	115	115	N
CUSTOMER REQUEST	5/5/10	1	361	361	N
CUSTOMER REQUEST	5/6/10	1	266	266	N
CUSTOMER REQUEST	5/6/10	1	104	104	N
CUSTOMER REQUEST	5/6/10	1	74	74	N
CUSTOMER REQUEST	5/6/10	7	357	51	N
CUSTOMER REQUEST	5/6/10	1	111	111	N
CUSTOMER REQUEST	5/6/10	9	1701	189	N
CUSTOMER REQUEST	5/6/10	1	134	134	N
CUSTOMER REQUEST	5/6/10	48	432	9	N
CUSTOMER REQUEST	5/6/10	1	85	85	N
CUSTOMER REQUEST	5/7/10	10	1410	141	N
CUSTOMER REQUEST	5/7/10	11	605	55	N
CUSTOMER REQUEST	5/7/10	155	1755	201	N
CUSTOMER REQUEST	5/8/10	23	345	15	N
CUSTOMER REQUEST	5/8/10	1	87	87	N
CUSTOMER REQUEST	5/9/10	1	98	98	N
CUSTOMER REQUEST	5/10/10	5	245	49	N
CUSTOMER REQUEST	5/10/10	9	262	110	N
CUSTOMER REQUEST	5/10/10	1	252	252	N
CUSTOMER REQUEST	5/11/10	11	121	11	N
CUSTOMER REQUEST	5/11/10	1	84	84	N
CUSTOMER REQUEST	5/11/10	1	108	108	N
CUSTOMER REQUEST	5/11/10	1	74	74	N
CUSTOMER REQUEST	5/12/10	9	261	29	N
CUSTOMER REQUEST	5/12/10	1	130	130	N
CUSTOMER REQUEST	5/12/10	1	72	72	N
CUSTOMER REQUEST	5/12/10	9	81	9	N
CUSTOMER REQUEST	5/12/10	44	1760	40	N
CUSTOMER REQUEST	5/12/10	1	122	122	N
CUSTOMER REQUEST	5/13/10	10	3600	360	N
CUSTOMER REQUEST	5/13/10	1	282	282	N
CUSTOMER REQUEST	5/13/10	1	167	167	N
CUSTOMER REQUEST	5/13/10	8	120	15	N
CUSTOMER REQUEST	5/13/10	1	514	514	N
CUSTOMER REQUEST	5/14/10	1	142	142	N
CUSTOMER REQUEST	5/14/10	24	1944	81	N
CUSTOMER REQUEST	5/14/10	11	418	38	N
CUSTOMER REQUEST	5/15/10	1	66	66	N
CUSTOMER REQUEST	5/17/10	8	696	87	N
CUSTOMER REQUEST	5/17/10	13	715	55	N
CUSTOMER REQUEST	5/18/10	32	2240	70	N
CUSTOMER REQUEST	5/18/10	10	260	26	N
CUSTOMER REQUEST	5/18/10	1	297	297	N
CUSTOMER REQUEST	5/18/10	28	4424	158	N
CUSTOMER REQUEST	5/18/10	6	42	7	N
CUSTOMER REQUEST	5/18/10	1	75	75	N
CUSTOMER REQUEST	5/18/10	1	121	121	N
CUSTOMER REQUEST	5/19/10	5	1335	267	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/19/10	1	344	344	N
CUSTOMER REQUEST	5/19/10	4	248	62	N
CUSTOMER REQUEST	5/19/10	12	288	24	N
CUSTOMER REQUEST	5/19/10	1	85	85	N
CUSTOMER REQUEST	5/19/10	6	150	25	N
CUSTOMER REQUEST	5/19/10	1	96	96	N
CUSTOMER REQUEST	5/19/10	1	147	147	N
CUSTOMER REQUEST	5/20/10	7	273	39	N
CUSTOMER REQUEST	5/20/10	51	9282	182	N
CUSTOMER REQUEST	5/21/10	120	2400	20	N
CUSTOMER REQUEST	5/24/10	613	17777	29	N
CUSTOMER REQUEST	5/24/10	377	12441	33	N
CUSTOMER REQUEST	5/24/10	17	1802	106	N
CUSTOMER REQUEST	5/25/10	1	112	112	N
CUSTOMER REQUEST	5/25/10	2184	58968	27	N
CUSTOMER REQUEST	5/26/10	1	100	100	N
CUSTOMER REQUEST	5/26/10	1	47	47	N
CUSTOMER REQUEST	5/27/10	6	42	7	N
CUSTOMER REQUEST	5/27/10	1	29	29	N
CUSTOMER REQUEST	5/27/10	1	213	213	N
CUSTOMER REQUEST	5/27/10	1	305	305	N
CUSTOMER REQUEST	5/27/10	1	94	94	N
CUSTOMER REQUEST	5/28/10	1	77	77	N
CUSTOMER REQUEST	5/28/10	1	90	90	N
CUSTOMER REQUEST	5/28/10	1	88	88	N
CUSTOMER REQUEST	5/28/10	1	312	312	N
CUSTOMER REQUEST	5/28/10	1	1459	1459	N
CUSTOMER REQUEST	5/28/10	1	79	79	N
CUSTOMER REQUEST	5/28/10	1	66	66	N
CUSTOMER REQUEST	5/29/10	1	190	190	N
CUSTOMER REQUEST	5/30/10	1	120	120	N
CUSTOMER REQUEST	6/1/10	1	45	45	N
CUSTOMER REQUEST	6/1/10	10	1660	166	N
CUSTOMER REQUEST	6/1/10	4	1020	255	N
CUSTOMER REQUEST	6/1/10	1	222	222	N
CUSTOMER REQUEST	6/1/10	1281	7686	6	N
CUSTOMER REQUEST	6/2/10	26	1534	59	N
CUSTOMER REQUEST	6/3/10	1	134	134	N
CUSTOMER REQUEST	6/3/10	10	380	38	N
CUSTOMER REQUEST	6/3/10	4	568	142	N
CUSTOMER REQUEST	6/3/10	1	338	338	N
CUSTOMER REQUEST	6/3/10	1	376	376	N
CUSTOMER REQUEST	6/3/10	1	154	154	N
CUSTOMER REQUEST	6/3/10	1	200	200	N
CUSTOMER REQUEST	6/3/10	1	195	195	N
CUSTOMER REQUEST	6/3/10	1	94	94	N
CUSTOMER REQUEST	6/4/10	1	330	330	N
CUSTOMER REQUEST	6/4/10	20	760	38	N
CUSTOMER REQUEST	6/4/10	1	272	272	N
CUSTOMER REQUEST	6/5/10	1	182	182	N
CUSTOMER REQUEST	6/5/10	1	77	77	N
CUSTOMER REQUEST	6/6/10	1	369	369	N
CUSTOMER REQUEST	6/6/10	1	398	398	N
CUSTOMER REQUEST	6/7/10	1	306	306	N
CUSTOMER REQUEST	6/7/10	9	153	17	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/7/10	1	113	113	N
CUSTOMER REQUEST	6/7/10	1	464	464	N
CUSTOMER REQUEST	6/8/10	7	497	71	N
CUSTOMER REQUEST	6/8/10	535	9095	17	N
CUSTOMER REQUEST	6/8/10	2	64	32	N
CUSTOMER REQUEST	6/8/10	1	130	130	N
CUSTOMER REQUEST	6/8/10	1	443	443	N
CUSTOMER REQUEST	6/9/10	1	52	52	N
CUSTOMER REQUEST	6/9/10	2669	64056	24	N
CUSTOMER REQUEST	6/10/10	1	325	325	N
CUSTOMER REQUEST	6/10/10	9	315	35	N
CUSTOMER REQUEST	6/10/10	12	252	21	N
CUSTOMER REQUEST	6/10/10	4	656	164	N
CUSTOMER REQUEST	6/10/10	12	144	12	N
CUSTOMER REQUEST	6/10/10	12	252	21	N
CUSTOMER REQUEST	6/11/10	2	676	338	N
CUSTOMER REQUEST	6/11/10	25	2375	95	N
CUSTOMER REQUEST	6/13/10	1	36	36	N
CUSTOMER REQUEST	6/13/10	220	5940	27	N
CUSTOMER REQUEST	6/14/10	5	2105	421	N
CUSTOMER REQUEST	6/14/10	31	4371	141	N
CUSTOMER REQUEST	6/14/10	1	94	94	N
CUSTOMER REQUEST	6/15/10	1	360	360	N
CUSTOMER REQUEST	6/15/10	87	4872	56	N
CUSTOMER REQUEST	6/15/10	1	263	263	N
CUSTOMER REQUEST	6/16/10	1	90	90	N
CUSTOMER REQUEST	6/16/10	29	3625	125	N
CUSTOMER REQUEST	6/17/10	39	14898	382	N
CUSTOMER REQUEST	6/17/10	8	312	39	N
CUSTOMER REQUEST	6/17/10	1207	28968	24	N
CUSTOMER REQUEST	6/17/10	1369	285477	307	N
CUSTOMER REQUEST	6/18/10	11	1595	145	N
CUSTOMER REQUEST	6/18/10	1	56	56	N
CUSTOMER REQUEST	6/18/10	3	192	64	N
CUSTOMER REQUEST	6/19/10	2	20	10	N
CUSTOMER REQUEST	6/19/10	1	169	169	N
CUSTOMER REQUEST	6/20/10	1	144	144	N
CUSTOMER REQUEST	6/20/10	1	104	104	N
CUSTOMER REQUEST	6/21/10	58	6612	114	N
CUSTOMER REQUEST	6/21/10	7	728	104	N
CUSTOMER REQUEST	6/21/10	1	237	237	N
CUSTOMER REQUEST	6/21/10	30	9990	333	N
CUSTOMER REQUEST	6/21/10	3	234	78	N
CUSTOMER REQUEST	6/21/10	5	65	13	N
CUSTOMER REQUEST	6/22/10	1	150	150	N
CUSTOMER REQUEST	6/23/10	1	366	366	N
CUSTOMER REQUEST	6/23/10	1	74	74	N
CUSTOMER REQUEST	6/23/10	25	12375	495	N
CUSTOMER REQUEST	6/23/10	1	200	200	N
CUSTOMER REQUEST	6/23/10	4	132	33	N
CUSTOMER REQUEST	6/23/10	2	20	10	N
CUSTOMER REQUEST	6/23/10	1	144	144	N
CUSTOMER REQUEST	6/23/10	4	792	198	N
CUSTOMER REQUEST	6/23/10	1	275	275	N
CUSTOMER REQUEST	6/24/10	8	1056	132	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/24/10	1	77	77	N
CUSTOMER REQUEST	6/24/10	14	224	16	N
CUSTOMER REQUEST	6/24/10	7	35	5	N
CUSTOMER REQUEST	6/24/10	7	1043	149	N
CUSTOMER REQUEST	6/25/10	26	1508	58	N
CUSTOMER REQUEST	6/25/10	5	560	112	N
CUSTOMER REQUEST	6/26/10	2	64	32	N
CUSTOMER REQUEST	6/27/10	1	236	236	N
CUSTOMER REQUEST	6/28/10	1	84	84	N
CUSTOMER REQUEST	6/28/10	59	6608	112	N
CUSTOMER REQUEST	6/28/10	12	576	48	N
CUSTOMER REQUEST	6/28/10	1	160	160	N
CUSTOMER REQUEST	6/28/10	1	255	255	N
CUSTOMER REQUEST	6/28/10	21	5901	281	N
CUSTOMER REQUEST	6/28/10	2	972	486	N
CUSTOMER REQUEST	6/29/10	14	112	8	N
CUSTOMER REQUEST	6/29/10	1	51	51	N
CUSTOMER REQUEST	6/29/10	15	1230	82	N
CUSTOMER REQUEST	6/29/10	1	53	53	N
CUSTOMER REQUEST	6/30/10	2	40	20	N
CUSTOMER REQUEST	6/30/10	1	574	574	N
CUSTOMER REQUEST	6/30/10	1	60	60	N
CUSTOMER REQUEST	7/1/10	9	99	11	N
CUSTOMER REQUEST	7/1/10	9	135	15	N
CUSTOMER REQUEST	7/1/10	7	126	18	N
CUSTOMER REQUEST	7/1/10	7	140	20	N
CUSTOMER REQUEST	7/1/10	1	134	134	N
CUSTOMER REQUEST	7/1/10	1	411	411	N
CUSTOMER REQUEST	7/2/10	1	81	81	N
CUSTOMER REQUEST	7/2/10	1	156	156	N
CUSTOMER REQUEST	7/2/10	1	132	132	N
CUSTOMER REQUEST	7/4/10	12	2484	207	N
CUSTOMER REQUEST	7/4/10	833	4998	6	N
CUSTOMER REQUEST	7/6/10	1	374	374	N
CUSTOMER REQUEST	7/6/10	9	81	9	N
CUSTOMER REQUEST	7/7/10	10	3510	351	N
CUSTOMER REQUEST	7/7/10	1	453	453	N
CUSTOMER REQUEST	7/7/10	1	213	213	N
CUSTOMER REQUEST	7/8/10	1	133	133	N
CUSTOMER REQUEST	7/8/10	1	165	165	N
CUSTOMER REQUEST	7/9/10	19	665	35	N
CUSTOMER REQUEST	7/9/10	3	108	36	N
CUSTOMER REQUEST	7/9/10	14	294	21	N
CUSTOMER REQUEST	7/9/10	10	540	54	N
CUSTOMER REQUEST	7/10/10	2303	85211	37	N
CUSTOMER REQUEST	7/12/10	1	110	110	N
CUSTOMER REQUEST	7/12/10	1	87	87	N
CUSTOMER REQUEST	7/12/10	1	65	65	N
CUSTOMER REQUEST	7/12/10	1	424	424	N
CUSTOMER REQUEST	7/13/10	1	443	443	N
CUSTOMER REQUEST	7/13/10	18	360	20	N
CUSTOMER REQUEST	7/14/10	1	192	192	N
CUSTOMER REQUEST	7/14/10	1	59	59	N
CUSTOMER REQUEST	7/14/10	1	107	107	N
CUSTOMER REQUEST	7/15/10	1	233	233	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/15/10	1	200	200	N
CUSTOMER REQUEST	7/15/10	4	80	20	N
CUSTOMER REQUEST	7/16/10	1	145	145	N
CUSTOMER REQUEST	7/16/10	1	75	75	N
CUSTOMER REQUEST	7/16/10	1	244	244	N
CUSTOMER REQUEST	7/16/10	1	55	55	N
CUSTOMER REQUEST	7/16/10	1	128	128	N
CUSTOMER REQUEST	7/16/10	8	552	69	N
CUSTOMER REQUEST	7/16/10	1	262	262	N
CUSTOMER REQUEST	7/16/10	2239	38063	17	N
CUSTOMER REQUEST	7/16/10	1	49	49	N
CUSTOMER REQUEST	7/17/10	1	340	340	N
CUSTOMER REQUEST	7/17/10	1	265	265	N
CUSTOMER REQUEST	7/17/10	1	261	261	N
CUSTOMER REQUEST	7/17/10	1	111	111	N
CUSTOMER REQUEST	7/17/10	1	102	102	N
CUSTOMER REQUEST	7/18/10	3	1611	537	N
CUSTOMER REQUEST	7/18/10	1	133	133	N
CUSTOMER REQUEST	7/19/10	1	359	359	N
CUSTOMER REQUEST	7/19/10	1	103	103	N
CUSTOMER REQUEST	7/20/10	1	209	209	N
CUSTOMER REQUEST	7/20/10	39	1170	30	N
CUSTOMER REQUEST	7/20/10	1	142	142	N
CUSTOMER REQUEST	7/20/10	1	227	227	N
CUSTOMER REQUEST	7/21/10	7	140	20	N
CUSTOMER REQUEST	7/21/10	1	199	199	N
CUSTOMER REQUEST	7/21/10	7	84	12	N
CUSTOMER REQUEST	7/21/10	4	132	33	N
CUSTOMER REQUEST	7/21/10	1	107	107	N
CUSTOMER REQUEST	7/22/10	2	392	196	N
CUSTOMER REQUEST	7/22/10	1	55	55	N
CUSTOMER REQUEST	7/22/10	4	268	67	N
CUSTOMER REQUEST	7/22/10	4	616	154	N
CUSTOMER REQUEST	7/22/10	15	945	63	N
CUSTOMER REQUEST	7/24/10	1	115	115	N
CUSTOMER REQUEST	7/24/10	1	15	15	N
CUSTOMER REQUEST	7/26/10	5	65	13	N
CUSTOMER REQUEST	7/26/10	5	65	13	N
CUSTOMER REQUEST	7/26/10	6	294	49	N
CUSTOMER REQUEST	7/26/10	5	390	78	N
CUSTOMER REQUEST	7/27/10	10	3870	387	N
CUSTOMER REQUEST	7/27/10	1	166	166	N
CUSTOMER REQUEST	7/27/10	8	936	117	N
CUSTOMER REQUEST	7/27/10	2485	103529	179	N
CUSTOMER REQUEST	7/27/10	1	54	54	N
CUSTOMER REQUEST	7/28/10	32	4928	154	N
CUSTOMER REQUEST	7/28/10	15	8070	538	N
CUSTOMER REQUEST	7/28/10	1	210	210	N
CUSTOMER REQUEST	7/28/10	1	68	68	N
CUSTOMER REQUEST	7/28/10	1	297	297	N
CUSTOMER REQUEST	7/28/10	1	43	43	N
CUSTOMER REQUEST	7/29/10	10	1010	101	N
CUSTOMER REQUEST	7/29/10	1	123	123	N
CUSTOMER REQUEST	7/30/10	1	54	54	N
CUSTOMER REQUEST	7/30/10	1	74	74	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/30/10	1350	54000	40	N
CUSTOMER REQUEST	7/30/10	2	14	7	N
CUSTOMER REQUEST	7/30/10	1	274	274	N
CUSTOMER REQUEST	7/31/10	1	123	123	N
CUSTOMER REQUEST	7/31/10	1	402	402	N
CUSTOMER REQUEST	7/31/10	1	306	306	N
CUSTOMER REQUEST	8/2/10	5	90	18	N
CUSTOMER REQUEST	8/2/10	5	65	13	N
CUSTOMER REQUEST	8/2/10	1	200	200	N
CUSTOMER REQUEST	8/2/10	1	11	11	N
CUSTOMER REQUEST	8/3/10	1	200	200	N
CUSTOMER REQUEST	8/3/10	7	182	26	N
CUSTOMER REQUEST	8/4/10	1	421	421	N
CUSTOMER REQUEST	8/4/10	54	13338	247	N
CUSTOMER REQUEST	8/4/10	3	153	51	N
CUSTOMER REQUEST	8/4/10	12	1584	132	N
CUSTOMER REQUEST	8/4/10	1	541	541	N
CUSTOMER REQUEST	8/4/10	1	129	129	N
CUSTOMER REQUEST	8/5/10	31	2573	83	N
CUSTOMER REQUEST	8/5/10	2748	57708	21	N
CUSTOMER REQUEST	8/5/10	1	31	31	N
CUSTOMER REQUEST	8/5/10	1	57	57	N
CUSTOMER REQUEST	8/6/10	1	408	408	N
CUSTOMER REQUEST	8/6/10	1	345	345	N
CUSTOMER REQUEST	8/7/10	1	175	175	N
CUSTOMER REQUEST	8/7/10	3	147	49	N
CUSTOMER REQUEST	8/7/10	139	32387	233	N
CUSTOMER REQUEST	8/8/10	1	84	84	N
CUSTOMER REQUEST	8/9/10	1	226	226	N
CUSTOMER REQUEST	8/9/10	1	239	239	N
CUSTOMER REQUEST	8/11/10	1	157	157	N
CUSTOMER REQUEST	8/11/10	1	91	91	N
CUSTOMER REQUEST	8/11/10	1	242	242	N
CUSTOMER REQUEST	8/12/10	1	182	182	N
CUSTOMER REQUEST	8/13/10	2148	34368	16	N
CUSTOMER REQUEST	8/13/10	1	107	107	N
CUSTOMER REQUEST	8/13/10	1	421	421	N
CUSTOMER REQUEST	8/13/10	1	139	139	N
CUSTOMER REQUEST	8/13/10	1	127	127	N
CUSTOMER REQUEST	8/14/10	1	576	576	N
CUSTOMER REQUEST	8/16/10	1	276	276	N
CUSTOMER REQUEST	8/16/10	1	338	338	N
CUSTOMER REQUEST	8/16/10	1	110	110	N
CUSTOMER REQUEST	8/17/10	9	162	18	N
CUSTOMER REQUEST	8/17/10	1	875	875	N
CUSTOMER REQUEST	8/17/10	1	16	16	N
CUSTOMER REQUEST	8/17/10	1	133	133	N
CUSTOMER REQUEST	8/18/10	1	313	313	N
CUSTOMER REQUEST	8/19/10	11	1023	93	N
CUSTOMER REQUEST	8/19/10	1	44	44	N
CUSTOMER REQUEST	8/19/10	1	305	305	N
CUSTOMER REQUEST	8/20/10	1	295	295	N
CUSTOMER REQUEST	8/20/10	11	297	27	N
CUSTOMER REQUEST	8/20/10	1	265	265	N
CUSTOMER REQUEST	8/20/10	5	110	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/20/10	1	101	101	N
CUSTOMER REQUEST	8/20/10	17	7242	426	N
CUSTOMER REQUEST	8/21/10	1	125	125	N
CUSTOMER REQUEST	8/21/10	1	192	192	N
CUSTOMER REQUEST	8/21/10	1	92	92	N
CUSTOMER REQUEST	8/21/10	1	95	95	N
CUSTOMER REQUEST	8/21/10	1	169	169	N
CUSTOMER REQUEST	8/21/10	1	35	35	N
CUSTOMER REQUEST	8/21/10	1	244	244	N
CUSTOMER REQUEST	8/21/10	1	335	335	N
CUSTOMER REQUEST	8/21/10	1	223	223	N
CUSTOMER REQUEST	8/22/10	1	108	108	N
CUSTOMER REQUEST	8/22/10	14	644	46	N
CUSTOMER REQUEST	8/23/10	1980	3960	2	N
CUSTOMER REQUEST	8/23/10	29	10730	370	N
CUSTOMER REQUEST	8/23/10	1	363	363	N
CUSTOMER REQUEST	8/23/10	1	90	90	N
CUSTOMER REQUEST	8/23/10	1	324	324	N
CUSTOMER REQUEST	8/23/10	6	678	113	N
CUSTOMER REQUEST	8/23/10	1	115	115	N
CUSTOMER REQUEST	8/23/10	15	615	41	N
CUSTOMER REQUEST	8/24/10	7	1561	223	N
CUSTOMER REQUEST	8/24/10	1	216	216	N
CUSTOMER REQUEST	8/24/10	8	384	48	N
CUSTOMER REQUEST	8/24/10	1	62	62	N
CUSTOMER REQUEST	8/24/10	1	136	136	N
CUSTOMER REQUEST	8/24/10	27	567	21	N
CUSTOMER REQUEST	8/24/10	6	414	69	N
CUSTOMER REQUEST	8/25/10	1	212	212	N
CUSTOMER REQUEST	8/25/10	7	91	13	N
CUSTOMER REQUEST	8/25/10	1	160	160	N
CUSTOMER REQUEST	8/25/10	215	14620	68	N
CUSTOMER REQUEST	8/25/10	1	180	180	N
CUSTOMER REQUEST	8/25/10	1	93	93	N
CUSTOMER REQUEST	8/26/10	1	300	300	N
CUSTOMER REQUEST	8/26/10	9	117	13	N
CUSTOMER REQUEST	8/26/10	1	243	243	N
CUSTOMER REQUEST	8/26/10	7	686	98	N
CUSTOMER REQUEST	8/27/10	1	776	776	N
CUSTOMER REQUEST	8/27/10	1	81	81	N
CUSTOMER REQUEST	8/27/10	1	182	182	N
CUSTOMER REQUEST	8/28/10	9	2124	236	N
CUSTOMER REQUEST	8/28/10	5	405	81	N
CUSTOMER REQUEST	8/28/10	8	928	116	N
CUSTOMER REQUEST	8/29/10	1244	171827	707	N
CUSTOMER REQUEST	8/30/10	4	92	23	N
CUSTOMER REQUEST	8/30/10	10	270	27	N
CUSTOMER REQUEST	8/30/10	12	744	62	N
CUSTOMER REQUEST	8/30/10	1	88	88	N
CUSTOMER REQUEST	8/31/10	7	105	15	N
CUSTOMER REQUEST	9/1/10	1	551	551	N
CUSTOMER REQUEST	9/1/10	23	460	20	N
CUSTOMER REQUEST	9/1/10	25	2075	83	N
CUSTOMER REQUEST	9/1/10	93	15810	170	N
CUSTOMER REQUEST	9/1/10	6	210	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/1/10	6	192	32	N
CUSTOMER REQUEST	9/1/10	1	328	328	N
CUSTOMER REQUEST	9/1/10	2	28	14	N
CUSTOMER REQUEST	9/1/10	6	648	108	N
CUSTOMER REQUEST	9/1/10	12	180	15	N
CUSTOMER REQUEST	9/1/10	140	49700	355	N
CUSTOMER REQUEST	9/2/10	48	11328	236	N
CUSTOMER REQUEST	9/2/10	14	308	22	N
CUSTOMER REQUEST	9/2/10	8	288	36	N
CUSTOMER REQUEST	9/2/10	3	78	26	N
CUSTOMER REQUEST	9/2/10	1	324	324	N
CUSTOMER REQUEST	9/2/10	2	106	53	N
CUSTOMER REQUEST	9/3/10	1	426	426	N
CUSTOMER REQUEST	9/5/10	1	90	90	N
CUSTOMER REQUEST	9/5/10	1	36	36	N
CUSTOMER REQUEST	9/6/10	1	122	122	N
CUSTOMER REQUEST	9/7/10	1	196	196	N
CUSTOMER REQUEST	9/7/10	6	1872	312	N
CUSTOMER REQUEST	9/7/10	1	489	489	N
CUSTOMER REQUEST	9/8/10	1	121	121	N
CUSTOMER REQUEST	9/8/10	12	240	20	N
CUSTOMER REQUEST	9/8/10	7	378	54	N
CUSTOMER REQUEST	9/9/10	31	1674	54	N
CUSTOMER REQUEST	9/9/10	17	3842	226	N
CUSTOMER REQUEST	9/9/10	1	118	118	N
CUSTOMER REQUEST	9/9/10	1	218	218	N
CUSTOMER REQUEST	9/10/10	13	1950	150	N
CUSTOMER REQUEST	9/12/10	1	92	92	N
CUSTOMER REQUEST	9/12/10	1	151	151	N
CUSTOMER REQUEST	9/13/10	1	139	139	N
CUSTOMER REQUEST	9/13/10	1	93	93	N
CUSTOMER REQUEST	9/13/10	1	59	59	N
CUSTOMER REQUEST	9/13/10	1	346	346	N
CUSTOMER REQUEST	9/13/10	7	301	43	N
CUSTOMER REQUEST	9/13/10	1	109	109	N
CUSTOMER REQUEST	9/14/10	1	86	86	N
CUSTOMER REQUEST	9/15/10	24	864	36	N
CUSTOMER REQUEST	9/15/10	2	94	47	N
CUSTOMER REQUEST	9/16/10	11	220	20	N
CUSTOMER REQUEST	9/16/10	10	430	43	N
CUSTOMER REQUEST	9/16/10	7	469	67	N
CUSTOMER REQUEST	9/16/10	16	9648	603	N
CUSTOMER REQUEST	9/17/10	1	105	105	N
CUSTOMER REQUEST	9/17/10	1	110	110	N
CUSTOMER REQUEST	9/17/10	1113	2226	2	N
CUSTOMER REQUEST	9/17/10	1	76	76	N
CUSTOMER REQUEST	9/18/10	5	1040	208	N
CUSTOMER REQUEST	9/18/10	16	464	29	N
CUSTOMER REQUEST	9/18/10	1677	43602	26	N
CUSTOMER REQUEST	9/19/10	1	178	178	N
CUSTOMER REQUEST	9/20/10	11	539	49	N
CUSTOMER REQUEST	9/20/10	1	182	182	N
CUSTOMER REQUEST	9/21/10	1	10	10	N
CUSTOMER REQUEST	9/21/10	1	78	78	N
CUSTOMER REQUEST	9/21/10	31	9300	300	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/21/10	1	104	104	N
CUSTOMER REQUEST	9/22/10	20	540	27	N
CUSTOMER REQUEST	9/22/10	6	144	24	N
CUSTOMER REQUEST	9/22/10	1	143	143	N
CUSTOMER REQUEST	9/23/10	1	181	181	N
CUSTOMER REQUEST	9/23/10	1	333	333	N
CUSTOMER REQUEST	9/24/10	1	174	174	N
CUSTOMER REQUEST	9/24/10	1	57	57	N
CUSTOMER REQUEST	9/24/10	1	294	294	N
CUSTOMER REQUEST	9/24/10	1	340	340	N
CUSTOMER REQUEST	9/25/10	1	180	180	N
CUSTOMER REQUEST	9/25/10	1	221	221	N
CUSTOMER REQUEST	9/25/10	1	63	63	N
CUSTOMER REQUEST	9/25/10	1	222	222	N
CUSTOMER REQUEST	9/25/10	1	195	195	N
CUSTOMER REQUEST	9/26/10	5	1805	361	N
CUSTOMER REQUEST	9/26/10	3	138	46	N
CUSTOMER REQUEST	9/26/10	1	43	43	N
CUSTOMER REQUEST	9/27/10	8	1304	163	N
CUSTOMER REQUEST	9/27/10	1	429	429	N
CUSTOMER REQUEST	9/27/10	8	184	23	N
CUSTOMER REQUEST	9/27/10	1	166	166	N
CUSTOMER REQUEST	9/27/10	1	280	280	N
CUSTOMER REQUEST	9/27/10	1	142	142	N
CUSTOMER REQUEST	9/27/10	1	600	600	N
CUSTOMER REQUEST	9/28/10	1	618	618	N
CUSTOMER REQUEST	9/30/10	2	316	158	N
CUSTOMER REQUEST	9/30/10	1	46	46	N
CUSTOMER REQUEST	10/1/10	1	625	625	N
CUSTOMER REQUEST	10/1/10	3	174	58	N
CUSTOMER REQUEST	10/1/10	1	246	246	N
CUSTOMER REQUEST	10/1/10	1	282	282	N
CUSTOMER REQUEST	10/3/10	3	15	5	N
CUSTOMER REQUEST	10/3/10	1	138	138	N
CUSTOMER REQUEST	10/4/10	6	474	79	N
CUSTOMER REQUEST	10/4/10	7	665	95	N
CUSTOMER REQUEST	10/4/10	4	476	119	N
CUSTOMER REQUEST	10/4/10	6	888	148	N
CUSTOMER REQUEST	10/5/10	12	4656	388	N
CUSTOMER REQUEST	10/5/10	1	224	224	N
CUSTOMER REQUEST	10/5/10	1	599	599	N
CUSTOMER REQUEST	10/6/10	1	313	313	N
CUSTOMER REQUEST	10/6/10	1	68	68	N
CUSTOMER REQUEST	10/6/10	4	256	64	N
CUSTOMER REQUEST	10/6/10	9	270	30	N
CUSTOMER REQUEST	10/7/10	6	144	24	N
CUSTOMER REQUEST	10/7/10	9	135	15	N
CUSTOMER REQUEST	10/7/10	2	76	38	N
CUSTOMER REQUEST	10/7/10	1	298	298	N
CUSTOMER REQUEST	10/7/10	23	2070	90	N
CUSTOMER REQUEST	10/7/10	2	62	31	N
CUSTOMER REQUEST	10/8/10	3	117	39	N
CUSTOMER REQUEST	10/8/10	12	1284	107	N
CUSTOMER REQUEST	10/8/10	4	64	16	N
CUSTOMER REQUEST	10/8/10	5	175	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/8/10	3	255	85	N
CUSTOMER REQUEST	10/8/10	1	55	55	N
CUSTOMER REQUEST	10/10/10	1	58	58	N
CUSTOMER REQUEST	10/11/10	1	129	129	N
CUSTOMER REQUEST	10/12/10	1	45	45	N
CUSTOMER REQUEST	10/12/10	5	440	88	N
CUSTOMER REQUEST	10/12/10	15	390	26	N
CUSTOMER REQUEST	10/13/10	1	151	151	N
CUSTOMER REQUEST	10/13/10	10	610	61	N
CUSTOMER REQUEST	10/13/10	1	373	373	N
CUSTOMER REQUEST	10/14/10	1	157	157	N
CUSTOMER REQUEST	10/14/10	1	169	169	N
CUSTOMER REQUEST	10/15/10	4	208	52	N
CUSTOMER REQUEST	10/15/10	12	252	21	N
CUSTOMER REQUEST	10/16/10	1	124	124	N
CUSTOMER REQUEST	10/17/10	137	7261	53	N
CUSTOMER REQUEST	10/18/10	1	91	91	N
CUSTOMER REQUEST	10/19/10	7	140	20	N
CUSTOMER REQUEST	10/19/10	2	352	176	N
CUSTOMER REQUEST	10/19/10	4	228	57	N
CUSTOMER REQUEST	10/19/10	2	620	310	N
CUSTOMER REQUEST	10/19/10	1	197	197	N
CUSTOMER REQUEST	10/20/10	8	712	89	N
CUSTOMER REQUEST	10/20/10	80	884	166	N
CUSTOMER REQUEST	10/20/10	8	688	86	N
CUSTOMER REQUEST	10/20/10	1	121	121	N
CUSTOMER REQUEST	10/20/10	6	786	131	N
CUSTOMER REQUEST	10/21/10	1	464	464	N
CUSTOMER REQUEST	10/22/10	27	432	16	N
CUSTOMER REQUEST	10/22/10	6	258	43	N
CUSTOMER REQUEST	10/22/10	1	74	74	N
CUSTOMER REQUEST	10/22/10	3	36	12	N
CUSTOMER REQUEST	10/22/10	22	1012	46	N
CUSTOMER REQUEST	10/24/10	1	39	39	N
CUSTOMER REQUEST	10/24/10	1	73	73	N
CUSTOMER REQUEST	10/25/10	16	864	54	N
CUSTOMER REQUEST	10/25/10	6	114	19	N
CUSTOMER REQUEST	10/25/10	130	3250	25	N
CUSTOMER REQUEST	10/25/10	1	131	131	N
CUSTOMER REQUEST	10/26/10	3	162	54	N
CUSTOMER REQUEST	10/26/10	1	490	490	N
CUSTOMER REQUEST	10/26/10	1	332	332	N
CUSTOMER REQUEST	10/26/10	1	225	225	N
CUSTOMER REQUEST	10/27/10	1	144	144	N
CUSTOMER REQUEST	10/28/10	19	1748	92	N
CUSTOMER REQUEST	10/28/10	4	292	73	N
CUSTOMER REQUEST	10/28/10	7	77	11	N
CUSTOMER REQUEST	10/28/10	427	4270	58	N
CUSTOMER REQUEST	10/28/10	1	97	97	N
CUSTOMER REQUEST	10/28/10	67	6298	94	N
CUSTOMER REQUEST	10/28/10	2	76	38	N
CUSTOMER REQUEST	10/28/10	1	254	254	N
CUSTOMER REQUEST	10/29/10	10	1080	108	N
CUSTOMER REQUEST	10/29/10	9	189	21	N
CUSTOMER REQUEST	10/29/10	1	95	95	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/30/10	1	57	57	N
CUSTOMER REQUEST	11/1/10	25	1250	50	N
CUSTOMER REQUEST	11/1/10	1	240	240	N
CUSTOMER REQUEST	11/1/10	1	248	248	N
CUSTOMER REQUEST	11/2/10	1	198	198	N
CUSTOMER REQUEST	11/3/10	25	1225	49	N
CUSTOMER REQUEST	11/3/10	6	132	22	N
CUSTOMER REQUEST	11/3/10	13	1209	93	N
CUSTOMER REQUEST	11/3/10	7	105	15	N
CUSTOMER REQUEST	11/4/10	998	21956	22	N
CUSTOMER REQUEST	11/4/10	1	214	214	N
CUSTOMER REQUEST	11/4/10	13	1417	109	N
CUSTOMER REQUEST	11/4/10	9	243	27	N
CUSTOMER REQUEST	11/4/10	1	311	311	N
CUSTOMER REQUEST	11/4/10	12	2112	176	N
CUSTOMER REQUEST	11/5/10	36	1980	55	N
CUSTOMER REQUEST	11/5/10	1	288	288	N
CUSTOMER REQUEST	11/5/10	36	2232	62	N
CUSTOMER REQUEST	11/5/10	1	136	136	N
CUSTOMER REQUEST	11/5/10	1	190	190	N
CUSTOMER REQUEST	11/5/10	1	234	234	N
CUSTOMER REQUEST	11/7/10	3	33	11	N
CUSTOMER REQUEST	11/8/10	1	65	65	N
CUSTOMER REQUEST	11/8/10	28	2856	102	N
CUSTOMER REQUEST	11/8/10	13	377	29	N
CUSTOMER REQUEST	11/8/10	1	93	93	N
CUSTOMER REQUEST	11/9/10	5	205	41	N
CUSTOMER REQUEST	11/9/10	4	192	48	N
CUSTOMER REQUEST	11/9/10	1	234	234	N
CUSTOMER REQUEST	11/9/10	7	147	21	N
CUSTOMER REQUEST	11/9/10	1	220	220	N
CUSTOMER REQUEST	11/9/10	1	90	90	N
CUSTOMER REQUEST	11/9/10	1	95	95	N
CUSTOMER REQUEST	11/9/10	8	1224	153	N
CUSTOMER REQUEST	11/9/10	17	255	15	N
CUSTOMER REQUEST	11/9/10	1	101	101	N
CUSTOMER REQUEST	11/10/10	1	38	38	N
CUSTOMER REQUEST	11/10/10	1	60	60	N
CUSTOMER REQUEST	11/10/10	5	105	21	N
CUSTOMER REQUEST	11/12/10	1	551	551	N
CUSTOMER REQUEST	11/12/10	1	241	241	N
CUSTOMER REQUEST	11/12/10	4	408	102	N
CUSTOMER REQUEST	11/12/10	1	41	41	N
CUSTOMER REQUEST	11/12/10	4189	79591	19	N
CUSTOMER REQUEST	11/12/10	3670	51380	14	N
CUSTOMER REQUEST	11/13/10	12	1944	162	N
CUSTOMER REQUEST	11/13/10	1	34	34	N
CUSTOMER REQUEST	11/13/10	1	152	152	N
CUSTOMER REQUEST	11/13/10	1	73	73	N
CUSTOMER REQUEST	11/13/10	1	575	575	N
CUSTOMER REQUEST	11/14/10	1	499	499	N
CUSTOMER REQUEST	11/14/10	1	731	731	N
CUSTOMER REQUEST	11/15/10	18	666	37	N
CUSTOMER REQUEST	11/15/10	2271	99924	44	N
CUSTOMER REQUEST	11/15/10	2	282	141	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/15/10	1	153	153	N
CUSTOMER REQUEST	11/16/10	4	356	89	N
CUSTOMER REQUEST	11/16/10	10	460	46	N
CUSTOMER REQUEST	11/17/10	8	80	10	N
CUSTOMER REQUEST	11/17/10	1	328	328	N
CUSTOMER REQUEST	11/17/10	1	210	210	N
CUSTOMER REQUEST	11/19/10	7	189	27	N
CUSTOMER REQUEST	11/19/10	1	122	122	N
CUSTOMER REQUEST	11/19/10	1	40	40	N
CUSTOMER REQUEST	11/19/10	1	155	155	N
CUSTOMER REQUEST	11/19/10	1	141	141	N
CUSTOMER REQUEST	11/19/10	8	192	24	N
CUSTOMER REQUEST	11/19/10	1	28	28	N
CUSTOMER REQUEST	11/19/10	2	108	54	N
CUSTOMER REQUEST	11/21/10	1	127	127	N
CUSTOMER REQUEST	11/22/10	6	90	15	N
CUSTOMER REQUEST	11/22/10	7	1456	208	N
CUSTOMER REQUEST	11/22/10	5	60	12	N
CUSTOMER REQUEST	11/22/10	1183	14196	12	N
CUSTOMER REQUEST	11/23/10	21	924	44	N
CUSTOMER REQUEST	11/23/10	16	880	55	N
CUSTOMER REQUEST	11/23/10	108	3024	28	N
CUSTOMER REQUEST	11/23/10	5	155	31	N
CUSTOMER REQUEST	11/23/10	1	87	87	N
CUSTOMER REQUEST	11/24/10	44	2376	54	N
CUSTOMER REQUEST	11/24/10	10	320	32	N
CUSTOMER REQUEST	11/24/10	4	164	41	N
CUSTOMER REQUEST	11/24/10	1	75	75	N
CUSTOMER REQUEST	11/25/10	1	107	107	N
CUSTOMER REQUEST	11/25/10	1	110	110	N
CUSTOMER REQUEST	11/26/10	1	455	455	N
CUSTOMER REQUEST	11/29/10	1	380	380	N
CUSTOMER REQUEST	11/29/10	2	40	20	N
CUSTOMER REQUEST	12/1/10	1	67	67	N
CUSTOMER REQUEST	12/1/10	1	147	147	N
CUSTOMER REQUEST	12/2/10	1	69	69	N
CUSTOMER REQUEST	12/2/10	3	129	43	N
CUSTOMER REQUEST	12/2/10	1	175	175	N
CUSTOMER REQUEST	12/2/10	1	85	85	N
CUSTOMER REQUEST	12/3/10	1	261	261	N
CUSTOMER REQUEST	12/3/10	1	235	235	N
CUSTOMER REQUEST	12/5/10	1	40	40	N
CUSTOMER REQUEST	12/5/10	1	57	57	N
CUSTOMER REQUEST	12/5/10	1	68	68	N
CUSTOMER REQUEST	12/6/10	181	15121	217	N
CUSTOMER REQUEST	12/6/10	1	130	130	N
CUSTOMER REQUEST	12/6/10	6	54	9	N
CUSTOMER REQUEST	12/6/10	111	666	6	N
CUSTOMER REQUEST	12/7/10	1	226	226	N
CUSTOMER REQUEST	12/7/10	1	36	36	N
CUSTOMER REQUEST	12/7/10	1	75	75	N
CUSTOMER REQUEST	12/7/10	1	140	140	N
CUSTOMER REQUEST	12/7/10	1	484	484	N
CUSTOMER REQUEST	12/7/10	1	239	239	N
CUSTOMER REQUEST	12/7/10	1	204	204	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/7/10	1	54	54	N
CUSTOMER REQUEST	12/7/10	1	97	97	N
CUSTOMER REQUEST	12/7/10	2	164	82	N
CUSTOMER REQUEST	12/7/10	1	91	91	N
CUSTOMER REQUEST	12/7/10	1	311	311	N
CUSTOMER REQUEST	12/7/10	1	115	115	N
CUSTOMER REQUEST	12/7/10	1	176	176	N
CUSTOMER REQUEST	12/8/10	5	1990	398	N
CUSTOMER REQUEST	12/8/10	14	5572	398	N
CUSTOMER REQUEST	12/8/10	10	3980	398	N
CUSTOMER REQUEST	12/8/10	10	3980	398	N
CUSTOMER REQUEST	12/8/10	9	3582	398	N
CUSTOMER REQUEST	12/8/10	6	2388	398	N
CUSTOMER REQUEST	12/8/10	2	796	398	N
CUSTOMER REQUEST	12/8/10	10	3980	398	N
CUSTOMER REQUEST	12/8/10	6	2388	398	N
CUSTOMER REQUEST	12/8/10	10	3980	398	N
CUSTOMER REQUEST	12/8/10	10	3980	398	N
CUSTOMER REQUEST	12/8/10	5	1990	398	N
CUSTOMER REQUEST	12/8/10	4	1592	398	N
CUSTOMER REQUEST	12/8/10	5	1990	398	N
CUSTOMER REQUEST	12/8/10	5	1990	398	N
CUSTOMER REQUEST	12/8/10	2	796	398	N
CUSTOMER REQUEST	12/8/10	21	399	19	N
CUSTOMER REQUEST	12/8/10	4	196	49	N
CUSTOMER REQUEST	12/9/10	10	1910	191	N
CUSTOMER REQUEST	12/9/10	12	492	41	N
CUSTOMER REQUEST	12/9/10	1	143	143	N
CUSTOMER REQUEST	12/10/10	1	207	207	N
CUSTOMER REQUEST	12/10/10	4	116	29	N
CUSTOMER REQUEST	12/11/10	1	114	114	N
CUSTOMER REQUEST	12/11/10	11	286	26	N
CUSTOMER REQUEST	12/11/10	1	255	255	N
CUSTOMER REQUEST	12/13/10	1	328	328	N
CUSTOMER REQUEST	12/13/10	1	337	337	N
CUSTOMER REQUEST	12/13/10	1	364	364	N
CUSTOMER REQUEST	12/13/10	1	253	253	N
CUSTOMER REQUEST	12/13/10	1	178	178	N
CUSTOMER REQUEST	12/13/10	20	3660	183	N
CUSTOMER REQUEST	12/13/10	1350	1350	1	N
CUSTOMER REQUEST	12/13/10	1	267	267	N
CUSTOMER REQUEST	12/13/10	12	636	53	N
CUSTOMER REQUEST	12/13/10	6	84	14	N
CUSTOMER REQUEST	12/13/10	1	57	57	N
CUSTOMER REQUEST	12/13/10	11	1364	124	N
CUSTOMER REQUEST	12/14/10	1	362	362	N
CUSTOMER REQUEST	12/14/10	13	1872	144	N
CUSTOMER REQUEST	12/14/10	1	218	218	N
CUSTOMER REQUEST	12/14/10	1	80	80	N
CUSTOMER REQUEST	12/14/10	1	269	269	N
CUSTOMER REQUEST	12/14/10	3	180	60	N
CUSTOMER REQUEST	12/15/10	5	135	27	N
CUSTOMER REQUEST	12/15/10	1	257	257	N
CUSTOMER REQUEST	12/15/10	1	24	24	N
CUSTOMER REQUEST	12/15/10	14	224	16	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/16/10	1	83	83	N
CUSTOMER REQUEST	12/16/10	1	262	262	N
CUSTOMER REQUEST	12/16/10	1	346	346	N
CUSTOMER REQUEST	12/16/10	1	74	74	N
CUSTOMER REQUEST	12/16/10	1	76	76	N
CUSTOMER REQUEST	12/17/10	1	85	85	N
CUSTOMER REQUEST	12/17/10	1	411	411	N
CUSTOMER REQUEST	12/19/10	1	75	75	N
CUSTOMER REQUEST	12/20/10	1	49	49	N
CUSTOMER REQUEST	12/20/10	9	387	43	N
CUSTOMER REQUEST	12/20/10	10	6250	625	N
CUSTOMER REQUEST	12/21/10	1	25	25	N
CUSTOMER REQUEST	12/22/10	6	72	12	N
CUSTOMER REQUEST	12/22/10	10	290	29	N
CUSTOMER REQUEST	12/22/10	3	183	61	N
CUSTOMER REQUEST	12/23/10	9	153	17	N
CUSTOMER REQUEST	12/23/10	1	78	78	N
CUSTOMER REQUEST	12/23/10	1	162	162	N
CUSTOMER REQUEST	12/23/10	1	11	11	N
CUSTOMER REQUEST	12/26/10	98	2352	24	N
CUSTOMER REQUEST	12/27/10	1	409	409	N
CUSTOMER REQUEST	12/27/10	4	172	43	N
CUSTOMER REQUEST	12/27/10	41	3977	97	N
CUSTOMER REQUEST	12/28/10	1	182	182	N
CUSTOMER REQUEST	12/28/10	1	125	125	N
CUSTOMER REQUEST	12/29/10	1	44	44	N
CUSTOMER REQUEST	12/30/10	1	94	94	N
CUSTOMER REQUEST	12/30/10	1	188	188	N
CUSTOMER REQUEST	12/30/10	7	595	85	N
CUSTOMER REQUEST	12/30/10	1	47	47	N

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
100131	CF	Hybrid	2011	40	20	2	4.4	0.4	7.3	1.5	11.7	1.9	13.6	148	27099	Looped	-0.1	9.2	0
100132	CF	Hybrid	1268	14	26	4	2.8	0.9	1.6	1.3	4.4	2.2	6.6	348	41719	Looped	-0.5	6.5	0
100133	CF	Hybrid	749	13	8	1	2.4	1.0	2.2	2.0	4.6	3.0	7.6	1045	55681	Looped	0.0	5.3	0
100134	CF	Hybrid	393	6	4	0	0.9	2.9	1.1	0.1	2.0	3.0	5.0	33	2662	Looped	-0.2	1.9	0
100135	CF	Hybrid	1361	16	23	11	3.7	0.2	4.3	4.4	8.0	4.6	12.6	485	40989	Looped	-1.1	9.7	0
100136	CF	Hybrid	164	2	9	2	0.8	0.3	0.4	0.8	1.2	1.1	2.3	798	26756	Looped	0.1	2.9	0
100137	CF	Hybrid	1629	41	13	7	4.9	0.1	12.1	1.4	17.0	1.5	18.5	2202	140856	Looped	-0.2	7.5	0
100138	CF	Hybrid	350	2	4	1	0.6	3.5	0.7	1.6	1.3	5.1	6.4	200	7217	Looped	-0.3	6.0	0
100139	CF	Hybrid	674	9	6	0	0.8	2.3	1.5	0.4	2.3	2.7	5.0	229	28483	Looped	0.0	5.6	0
100231	NF	Hybrid	1241	22	15	4	4.4	0.9	9.8	4.2	14.2	5.1	19.3	308	29194	Looped	-0.4	7.1	0
100232	NF	Hybrid	791	10	19	1	2.1	0.2	1.2	3.4	3.3	3.6	6.9	285	26818	Looped	-3.8	3.6	0
100233	NF	Hybrid	761	32	4	2	3.5	0.2	4.8	0.5	8.3	0.7	9.0	173	20351	Looped	-2.2	3.9	0
100234	NF	Hybrid	357	9	19	2	3.5	0.2	2.3	1.3	5.8	1.5	7.3	47	3478	Looped	-3.3	6.0	0
100235	NF	Hybrid	1675	34	11	5	4.7	2.5	10.2	1.6	14.9	4.1	19.0	3750	249626	Looped	-0.2	7.7	0
100236	NF	Hybrid	1323	17	16	7	3.6	0.1	4.1	2.2	7.7	2.3	10.0	230	21644	Looped	0.5	9.4	0
100331	NF	OH	872	84	6	6	15.5	0.0	43.2	1.3	58.7	1.3	60.0	2101	174273	Looped	0.0	4.9	0
100332	NF	OH	497	45	0	4	9.3	0.0	27.1	0.2	36.4	0.2	36.6	656	178061	Looped	0.0	2.0	0
100333	NF	OH	724	105	1	7	17.2	0.1	59.9	3.3	77.1	3.4	80.5	1120	112281	Looped	-0.1	3.3	0
100334	NF	OH	1047	111	5	6	19.4	0.1	77.8	0.7	97.2	0.8	98.0	1783	88787	Looped	0.0	5.5	0
100431	NF	OH	915	32	3	3	5.0	0.0	10.3	0.1	15.3	0.1	15.4	272	27074	Looped	0.8	4.9	0
100432	NF	OH	482	25	3	1	3.5	0.0	3.5	0.1	7.0	0.1	7.1	227	5698	Looped	-0.3	2.6	0
100433	NF	OH	1739	52	15	7	7.3	0.0	19.3	1.2	26.6	1.2	27.8	2424	148512	Looped	-0.1	7.3	1
100434	NF	OH	885	34	9	3	5.3	0.0	8.2	0.2	13.5	0.2	13.7	891	48954	Looped	-0.2	3.9	0
100435	NF	OH	1049	37	10	5	7.4	0.0	6.0	0.3	13.4	0.3	13.7	2230	104750	Looped	-0.1	6.3	0
100531	NF	OH	1103	74	3	3	9.4	0.0	50.1	0.6	59.5	0.6	60.1	1818	151623	Looped	-0.9	3.8	0
100532	NF	OH	185	13	0	1	3.1	0.0	6.5	0.0	9.6	0.0	9.6	513	38394	Looped	-0.2	0.8	0
100533	NF	OH	258	17	0	4	6.2	0.0	12.7	0.2	18.9	0.2	19.1	489	50778	Looped	-0.6	5.1	0
100631	NF	OH	502	54	8	1	8.6	0.0	15.6	0.4	24.2	0.4	24.6	181	23022	Looped	0.0	2.7	0
100632	NF	OH	1455	94	17	3	20.9	0.0	34.8	0.9	55.7	0.9	56.6	3895	332670	Looped	-1.0	5.3	0
100831	CF	Hybrid	1899	24	12	2	3.5	0.4	8.8	5.2	12.3	5.6	17.9	811	95959	Looped	-0.3	6.4	0
100832	CF	Hybrid	1037	33	4	5	3.9	1.4	4.4	1.2	8.3	2.6	10.9	221	28725	Looped	-0.2	4.5	0
100833	CF	Hybrid	1869	14	42	8	4.6	0.0	4.8	13.2	9.4	13.2	22.6	2286	98723	Looped	-0.2	8.4	0
100834	CF	Hybrid	1958	17	39	5	3.2	0.5	5.2	13.9	8.4	14.4	22.8	2566	145960	Looped	-0.6	7.4	0
100835	CF	Hybrid	2861	21	47	2	5.6	1.5	4.2	2.0	9.8	3.5	13.3	387	65490	Looped	0.3	8.8	0
100836	CF	Hybrid	1227	5	31	3	2.7	0.3	1.2	9.2	3.9	9.5	13.4	127	12177	Looped	-0.5	7.3	0
100837	CF	Hybrid	1939	29	19	6	4.5	0.5	8.3	6.3	12.8	6.8	19.6	352	39161	Looped	-0.4	6.4	0
100838	CF	Hybrid	1549	0	47	0	3.5	0.4	0.0	14.9	3.5	15.3	18.8	335	60253	Looped	-0.4	10.3	0
100839	CF	Hybrid	830	20	5	3	2.6	0.1	4.8	0.5	7.4	0.6	8.0	86	8723	Looped	-0.2	3.0	0
100931	CF	Hybrid	2106	28	21	11	4.3	0.1	9.1	6.1	13.4	6.2	19.6	495	61808	Looped	-0.2	9.2	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
100932	CF	Hybrid	225	2	24	2	2.4	0.8	0.5	1.7	2.9	2.5	5.4	1243	30504	Looped	-1.0	7.5	0
100933	CF	Hybrid	1311	11	22	3	2.1	0.1	1.9	4.0	4.0	4.1	8.1	200	22096	Looped	0.0	4.5	0
100934	CF	Hybrid	635	24	14	5	1.1	1.8	2.4	0.8	3.5	2.6	6.1	51	7307	Looped	-0.2	2.4	0
100935	CF	Hybrid	1481	57	10	7	3.9	1.2	10.0	1.7	13.9	2.9	16.8	743	165741	Looped	-0.4	7.8	1
100936	CF	Hybrid	185	1	9	1	1.1	0.7	0.4	1.5	1.5	2.2	3.7	8	1352	Looped	-0.2	1.0	0
100937	CF	Hybrid	1496	23	13	4	3.5	0.1	7.6	2.8	11.1	2.9	14.0	606	81158	Looped	-0.1	6.7	0
100938	CF	Hybrid	2606	20	23	2	2.3	3.1	2.9	4.4	5.2	7.5	12.7	2673	199909	Looped	-0.1	7.9	0
101031	CF	Hybrid	1341	15	17	3	2.4	1.4	5.6	1.9	8.0	3.3	11.3	4380	267192	Looped	-0.4	6.8	0
101032	CF	Hybrid	1208	25	6	3	2.6	2.1	5.7	0.9	8.3	3.0	11.3	171	24120	Looped	-0.3	4.7	0
101033	CF	Hybrid	852	20	11	1	4.4	1.8	3.9	1.0	8.3	2.8	11.1	110	20403	Looped	-0.4	4.7	0
101034	CF	Hybrid	1597	35	21	5	4.3	0.0	6.7	4.7	11.0	4.7	15.7	3496	326165	Looped	-0.4	6.9	0
101035	CF	Hybrid	755	5	8	1	1.3	2.8	1.3	1.2	2.6	4.0	6.6	1548	24359	Looped	-0.8	4.3	0
101036	CF	Hybrid	1844	43	12	7	5.6	0.3	9.7	0.8	15.3	1.1	16.4	992	167355	Looped	-0.2	8.4	0
101037	CF	Hybrid	1691	35	12	4	3.4	0.3	12.0	1.8	15.4	2.1	17.5	931	74197	Looped	-0.9	5.0	0
101038	CF	Hybrid	1278	26	5	4	4.1	0.3	8.6	0.5	12.7	0.8	13.5	278	39865	Looped	-0.2	7.6	0
101131	CF	Hybrid	1192	41	2	3	3.6	0.5	11.0	0.3	14.6	0.8	15.4	856	40556	Looped	-0.6	6.4	0
101132	CF	Hybrid	799	9	18	4	2.9	2.3	3.4	1.7	6.3	4.0	10.3	61	13540	Looped	-0.4	6.3	0
101133	CF	Hybrid	1333	8	29	8	3.8	0.0	4.6	5.4	8.4	5.4	13.8	378	56633	Looped	-0.1	7.9	0
101134	CF	Hybrid	1997	20	27	3	5.1	1.1	8.2	5.2	13.3	6.3	19.6	2523	124405	Looped	-0.7	7.3	0
101135	CF	Hybrid	1159	2	28	1	2.5	0.1	1.2	6.3	3.7	6.4	10.1	1347	53907	Looped	-0.5	6.3	0
101136	CF	Hybrid	1425	8	37	2	3.4	0.0	2.3	5.2	5.7	5.2	10.9	646	37354	Looped	-1.1	7.6	0
101137	CF	Hybrid	2254	42	22	4	5.5	1.0	10.4	4.3	15.9	5.3	21.2	3306	102020	Looped	0.0	6.2	0
101138	CF	Hybrid	1369	25	17	8	6.4	1.2	6.4	3.8	12.8	5.0	17.8	2689	260524	Looped	-0.2	7.6	0
101461	CF	Hybrid	1777	30	25	4	8.8	2.5	27.1	7.2	35.9	9.7	45.6	1595	61126	Looped	0.1	10.3	0
101462	CF	Hybrid	1461	31	33	6	8.7	1.9	8.1	9.3	16.8	11.2	28.0	2230	152289	Looped	-0.6	9.7	0
101463	CF	Hybrid	2582	31	68	3	22.5	11.2	6.4	37.0	28.9	48.2	77.1	4408	217459	Looped	-1.4	9.5	1
101464	CF	Hybrid	2462	125	17	9	33.2	1.2	85.9	10.5	119.1	11.7	130.8	406	55896	Looped	0.0	9.7	0
101465	CF	Hybrid	3706	53	26	0	9.8	4.5	52.6	9.5	62.4	14.0	76.4	4920	244773	Looped	0.6	17.4	0
101466	CF	Hybrid	1665	48	21	12	10.8	3.4	19.6	5.3	30.4	8.7	39.1	2125	139647	Looped	-0.4	10.3	0
101531	CF	Hybrid	206	3	19	6	2.6	0.2	1.7	2.4	4.3	2.6	6.9	36	3474	Looped	-0.6	10.7	0
101532	CF	Hybrid	5	0	2	0	0.0	2.6	0.2	0.2	0.2	2.8	3.0	5	136	Looped	0.6	1.4	0
101533	CF	UG	22	0	1	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	0	0	Looped	-0.8	1.0	0
101534	CF	Hybrid	433	4	33	9	5.1	0.2	1.6	4.0	6.7	4.2	10.9	26	2435	Looped	-3.3	8.5	0
101535	CF	Hybrid	348	0	39	1	2.7	3.2	0.0	5.5	2.7	8.7	11.4	2	397	Looped	-3.1	5.5	0
101536	CF	UG	80	0	4	0	0.0	1.7	0.0	0.7	0.0	2.4	2.4	0	0	Looped	-0.2	4.7	0
101537	CF	Hybrid	884	1	28	1	3.4	0.0	0.5	4.7	3.9	4.7	8.6	6	948	Looped	-5.3	3.6	0
101538	CF	Hybrid	404	1	14	1	2.9	1.2	0.5	7.3	3.4	8.5	11.9	498	34989	Looped	-2.4	3.3	0
101539	CF	Hybrid	50	0	11	0	1.2	3.0	0.2	0.4	1.4	3.4	4.8	0	0	Looped	-1.1	7.7	0
101540	CF	Hybrid	2026	10	33	1	4.4	0.0	4.0	5.3	8.4	5.3	13.7	204	31692	Looped	0.3	7.8	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
101541	CF	Hybrid	62	1	12	1	1.6	2.2	1.1	2.6	2.7	4.8	7.5	64	2885	Looped	-1.5	8.0	0
101631	NF	OH	0	0	0	0	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	0	0.1	0.1	0.0	0.0	0.1	0.1	0.2	0	0	Radial	-1.9	7.9	0
101633	NF	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	0.1	18.2	0
101634	NF	Hybrid	608	36	30	7	8.2	0.1	8.9	2.6	17.1	2.7	19.8	712	47220	Looped	0.6	8.7	0
101635	NF	Hybrid	124	13	16	4	5.4	0.1	2.7	2.2	8.1	2.3	10.4	226	6726	Looped	-1.2	4.9	0
101861	NF	Hybrid	2577	7	37	0	9.5	4.1	0.8	40.1	10.3	44.2	54.5	170	14527	Looped	0.0	15.4	0
101862	NF	Hybrid	1616	23	60	1	6.0	8.5	12.4	23.5	18.4	32.0	50.4	1721	118777	Looped	0.7	13.3	0
101863	NF	Hybrid	1543	149	33	16	23.6	1.6	35.7	14.3	59.3	15.9	75.2	8082	442715	Looped	0.1	7.9	1
101864	NF	Hybrid	2890	34	51	4	10.4	7.6	11.9	44.0	22.3	51.6	73.9	4437	123388	Looped	0.6	14.9	0
101865	NF	Hybrid	162	15	4	1	5.0	0.1	5.7	2.1	10.7	2.2	12.9	118	18348	Looped	-0.2	0.8	0
101931	CF	Hybrid	1656	39	5	6	5.0	0.1	14.8	3.1	19.8	3.2	23.0	565	93268	Looped	-0.6	6.5	1
101932	CF	OH	2328	52	0	0	3.4	0.1	22.9	0.0	26.3	0.1	26.4	1071	210905	Looped	-0.6	9.8	0
101933	CF	Hybrid	1762	21	13	9	3.9	0.1	10.1	5.7	14.0	5.8	19.8	223	27871	Looped	0.1	7.8	0
101934	CF	Hybrid	1427	26	19	6	6.8	0.0	9.9	2.0	16.7	2.0	18.7	4462	57904	Looped	-0.8	5.9	0
101935	CF	Hybrid	876	32	6	4	11.9	0.1	19.3	5.2	31.2	5.3	36.5	1060	121724	Looped	-0.1	3.9	0
101936	CF	Hybrid	1910	20	24	8	9.7	0.7	20.2	10.9	29.9	11.6	41.5	1583	191993	Looped	-0.7	8.0	0
101937	CF	Hybrid	1840	32	6	1	2.4	1.2	17.5	1.4	19.9	2.6	22.5	871	108858	Looped	-0.3	8.9	0
101938	CF	Hybrid	1530	18	8	7	2.8	1.2	11.7	7.3	14.5	8.5	23.0	126	24433	Looped	-0.3	5.8	0
102031	CF	Hybrid	1217	2	25	2	4.1	1.2	0.6	26.3	4.7	27.5	32.2	1327	205466	Looped	-4.6	7.0	0
102032	CF	Hybrid	1570	21	7	8	7.6	0.1	9.6	3.0	17.2	3.1	20.3	8842	552972	Looped	-0.4	3.7	0
102033	CF	Hybrid	2286	16	27	14	7.7	1.1	10.4	2.3	18.1	3.4	21.5	10291	643877	Looped	-0.9	7.6	3
102034	CF	Hybrid	1700	43	28	9	8.4	0.9	11.7	5.9	20.1	6.8	26.9	5058	628305	Looped	-0.1	3.8	0
102035	CF	Hybrid	1029	2	27	1	2.1	6.0	1.5	26.2	3.6	32.2	35.8	529	68530	Looped	-0.6	5.2	0
102131	CF	Hybrid	369	41	16	10	25.9	0.4	25.4	3.2	51.3	3.6	54.9	147	23065	Looped	0.4	2.3	0
102231	CF	Hybrid	1221	16	8	4	3.8	0.0	7.8	2.0	11.6	2.0	13.6	391	39447	Looped	0.4	6.7	0
102232	CF	Hybrid	252	6	3	1	1.6	0.7	1.7	0.1	3.3	0.8	4.1	1680	100712	Looped	0.1	3.0	0
102233	CF	Hybrid	1726	42	16	11	5.5	0.0	12.9	2.4	18.4	2.4	20.8	562	107861	Looped	1.2	11.1	0
102234	CF	Hybrid	1165	23	6	5	3.2	1.9	5.6	1.5	8.8	3.4	12.2	149	20801	Looped	-0.3	6.3	1
102235	CF	Hybrid	2181	41	7	3	4.1	0.2	14.8	1.2	18.9	1.4	20.3	2853	226400	Looped	-1.2	5.7	0
102236	CF	Hybrid	1072	27	16	3	3.2	0.9	9.1	2.5	12.3	3.4	15.7	1431	124663	Looped	0.1	4.6	0
102361	CF	Hybrid	3642	21	74	4	9.1	2.8	15.3	36.4	24.4	39.2	63.6	806	88180	Looped	-0.3	18.4	0
102362	CF	Hybrid	3001	39	20	0	8.7	1.5	32.2	3.2	40.9	4.7	45.6	1813	154820	Looped	-0.4	14.5	0
102363	CF	Hybrid	1645	12	18	0	3.0	0.1	11.6	5.7	14.6	5.8	20.4	207	22725	Looped	0.0	7.9	0
102364	CF	Hybrid	3305	30	58	3	6.2	4.7	17.6	30.3	23.8	35.0	58.8	4425	217231	Looped	0.1	14.7	0
102365	CF	Hybrid	1584	12	33	2	2.9	10.6	1.6	14.3	4.5	24.9	29.4	102	20967	Looped	-0.7	7.0	0
102366	CF	Hybrid	1215	8	52	5	3.6	1.9	9.2	10.4	12.8	12.3	25.1	1298	43510	Looped	0.0	13.0	0
102431	CF	Hybrid	1000	27	7	5	2.8	2.4	7.2	1.3	10.0	3.7	13.7	1207	47293	Looped	-0.7	5.5	0
102432	CF	Hybrid	1143	15	16	7	4.3	0.1	6.4	4.6	10.7	4.7	15.4	347	35070	Looped	-0.2	5.1	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
102433	CF	Hybrid	1512	24	20	0	3.3	0.1	7.4	2.5	10.7	2.6	13.3	290	54610	Looped	-0.3	5.7	0
102434	CF	Hybrid	1482	16	22	6	3.2	0.3	5.6	2.6	8.8	2.9	11.7	610	70096	Looped	0.0	6.3	0
102435	CF	Hybrid	1100	31	14	6	4.8	0.3	7.0	1.7	11.8	2.0	13.8	1383	73684	Looped	-0.6	7.2	0
102436	CF	Hybrid	1099	13	4	2	2.2	2.1	3.5	1.1	5.7	3.2	8.9	114	10145	Looped	-4.2	4.3	0
102531	NF	Hybrid	1477	48	44	9	17.9	0.0	26.0	19.9	43.9	19.9	63.8	3031	23619	Looped	0.8	8.5	0
102532	NF	Hybrid	1458	15	18	4	3.8	0.6	7.1	5.6	10.9	6.2	17.1	2164	126941	Looped	-0.2	4.8	0
102533	NF	Hybrid	2554	17	27	4	6.3	1.5	8.0	15.9	14.3	17.4	31.7	860	130796	Looped	-0.4	6.4	1
102534	NF	Hybrid	32	1	13	0	4.0	0.4	0.1	1.5	4.1	1.9	6.0	2	790	Looped	0.1	7.0	0
102535	NF	Hybrid	2118	63	36	8	10.6	1.8	13.6	6.0	24.2	7.8	32.0	1536	150689	Looped	-0.9	7.6	0
102631	NF	Hybrid	2137	39	22	5	7.6	0.6	23.9	13.6	31.5	14.2	45.7	386	33091	Looped	0.7	10.2	0
102632	NF	Hybrid	1024	14	8	9	3.8	1.1	6.9	4.4	10.7	5.5	16.2	2346	127170	Looped	0.2	5.2	0
102633	NF	Hybrid	502	12	5	2	1.8	3.3	4.4	1.5	6.2	4.8	11.0	102	10034	Looped	-0.1	2.8	0
102634	NF	Hybrid	2180	32	14	2	3.9	0.3	15.5	4.2	19.4	4.5	23.9	646	49799	Looped	0.1	6.5	0
102635	NF	Hybrid	1156	34	22	5	7.0	1.2	14.2	7.8	21.2	9.0	30.2	163	15692	Looped	1.0	9.1	0
102636	NF	Hybrid	845	24	12	5	4.3	0.3	4.6	0.8	8.9	1.1	10.0	322	21887	Looped	0.4	6.1	0
102637	NF	Hybrid	1612	26	21	5	5.3	2.2	10.4	6.1	15.7	8.3	24.0	328	45757	Looped	-0.2	9.3	0
102731	NF	OH	552	36	3	2	5.2	0.0	26.0	0.5	31.2	0.5	31.7	256	40124	Looped	0.1	2.5	0
102732	NF	OH	1445	95	8	5	11.2	0.0	50.8	0.6	62.0	0.6	62.6	370	44787	Looped	0.4	6.4	0
102961	CF	Hybrid	818	6	13	5	3.7	2.2	6.6	11.8	10.3	14.0	24.3	210	30411	Looped	0.3	5.8	0
102962	CF	Hybrid	1500	25	29	4	12.0	0.4	13.5	14.8	25.5	15.2	40.7	2267	140887	Looped	4.2	6.1	0
103731	NF	hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-1.0	9.2	0
103732	NF	OH	595	29	3	4	6.0	0.0	11.3	0.6	17.3	0.6	17.9	881	249725	Looped	-0.2	3.4	0
103831	CF	Hybrid	1838	6	50	1	5.1	0.1	1.9	14.8	7.0	14.9	21.9	2074	108432	Looped	0.4	8.9	0
103832	CF	Hybrid	1890	1	38	1	6.4	0.0	0.3	21.5	6.7	21.5	28.2	4255	226395	Looped	0.1	6.1	0
103833	CF	Hybrid	1399	0	38	1	3.1	0.4	0.1	16.2	3.2	16.6	19.8	297	40922	Looped	0.0	7.0	0
103834	CF	Hybrid	1115	63	24	5	25.0	0.4	29.8	23.3	54.8	23.7	78.5	3994	194373	Looped	0.4	5.7	1
103835	CF	Hybrid	2947	7	59	1	4.0	0.7	2.8	14.7	6.8	15.4	22.2	557	46237	Looped	-0.3	10.0	0
103836	CF	Hybrid	1896	0	24	0	3.0	1.9	0.0	12.4	3.0	14.3	17.3	147	20755	Looped	0.0	5.1	0
104431	CF	Hybrid	1506	22	19	4	3.1	0.0	6.6	5.0	9.7	5.0	14.7	3178	225919	Looped	-0.4	5.1	0
104432	CF	Hybrid	91	6	11	1	1.7	1.3	1.0	3.4	2.7	4.7	7.4	97	1051	Looped	-0.7	6.1	0
104433	CF	Hybrid	1057	5	16	3	2.1	1.0	1.2	4.4	3.3	5.4	8.7	1245	32834	Looped	-0.2	3.3	0
104731	NF	Hybrid	1977	53	20	13	12.2	0.5	41.6	12.7	53.8	13.2	67.0	2179	321997	Looped	-0.1	9.4	1
104732	NF	Hybrid	1054	35	32	3	7.7	0.3	10.9	9.5	18.6	9.8	28.4	570	12108	Looped	1.3	9.1	0
104733	NF	Hybrid	1336	15	35	5	6.4	0.3	5.0	8.0	11.4	8.3	19.7	195	28633	Looped	0.1	9.1	0
104831	CF	Hybrid	1058	9	12	2	2.1	0.0	6.7	4.6	8.8	4.6	13.4	1016	214705	Looped	-0.1	3.4	0
104832	CF	Hybrid	1277	19	5	3	2.9	0.0	10.1	0.9	13.0	0.9	13.9	854	149992	Looped	-1.8	2.5	0
104833	CF	Hybrid	1027	4	14	3	1.4	1.2	4.2	12.4	5.6	13.6	19.2	330	41482	Looped	-0.1	5.6	0
104834	CF	Hybrid	1306	15	18	2	2.6	3.2	4.6	6.0	7.2	9.2	16.4	1603	123366	Looped	-0.2	4.6	0
104835	CF	Hybrid	1659	12	39	10	3.3	4.7	4.9	7.3	8.2	12.0	20.2	3554	342141	Looped	0.3	6.5	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
104836	CF	Hybrid	1276	4	27	4	6.0	1.4	3.7	17.7	9.7	19.1	28.8	259	36221	Looped	1.1	6.2	0
104837	CF	Hybrid	849	1	20	0	1.0	0.3	0.0	8.6	1.0	8.9	9.9	182	24630	Looped	-0.3	3.4	0
104931	NF	Hybrid	2244	12	50	2	6.0	0.0	3.8	21.9	9.8	21.9	31.7	5657	356386	Looped	-0.4	8.9	0
104932	NF	Hybrid	1279	7	23	0	3.0	2.3	3.0	11.5	6.0	13.8	19.8	392	31600	Looped	0.0	6.9	0
104933	NF	Hybrid	2459	5	36	3	2.6	2.3	3.2	10.2	5.8	12.5	18.3	450	69471	Looped	-0.6	7.0	0
104934	NF	Hybrid	1817	15	34	6	5.6	1.5	11.9	13.6	17.5	15.1	32.6	1058	142738	Looped	0.0	8.2	1
105061	CF	OH	2034	78	5	17	12.7	0.0	91.8	4.4	104.5	4.4	108.9	7299	690190	Looped	0.3	9.5	1
105062	CF	Hybrid	1501	55	4	11	12.3	0.0	45.0	8.2	57.3	8.2	65.5	3978	344714	Looped	-0.3	5.3	0
105131	NF	OH	786	51	0	3	7.0	0.0	21.4	0.1	28.4	0.1	28.5	207	31438	Looped	-0.1	2.6	0
105132	NF	Hybrid	1449	92	15	8	14.0	0.0	44.6	3.7	58.6	3.7	62.3	1994	185593	Looped	-0.1	4.8	0
105133	NF	OH	997	107	1	4	13.2	0.2	42.8	0.9	56.0	1.1	57.1	397	46929	Looped	-0.2	3.4	0
105761	NF	Hybrid	1044	29	39	4	12.1	3.7	8.7	24.9	20.8	28.6	49.4	264	37704	Looped	0.6	7.8	0
105762	NF	Hybrid	2309	35	51	14	14.7	0.5	16.4	42.1	31.1	42.6	73.7	6323	479297	Looped	0.1	17.8	0
105831	NF	Hybrid	1388	25	21	0	8.9	3.0	11.1	14.8	20.0	17.8	37.8	2783	10654	Looped	2.4	8.4	0
105832	NF	OH	1111	99	6	16	22.7	0.2	74.6	3.0	97.3	3.2	100.5	2179	188210	Looped	0.0	4.7	0
106061	CF	Hybrid	1614	19	37	12	4.9	0.5	10.3	15.4	15.2	15.9	31.1	490	63394	Looped	1.3	16.7	0
106062	CF	Hybrid	779	45	4	11	11.4	0.0	30.5	4.3	41.9	4.3	46.2	911	60372	Looped	-0.1	4.7	0
106063	CF	Hybrid	2407	32	52	6	7.5	1.9	14.4	40.6	21.9	42.5	64.4	717	84154	Looped	-0.4	13.1	0
106231	NF	Hybrid	652	3	21	1	1.9	0.6	1.2	5.7	3.1	6.3	9.4	13	2440	Looped	0.1	6.6	0
106232	NF	Hybrid	1306	29	7	2	3.1	1.2	13.0	1.0	16.1	2.2	18.3	362	30976	Looped	1.9	8.8	0
106233	NF	Hybrid	2598	31	25	1	3.8	2.4	11.3	9.6	15.1	12.0	27.1	271	29038	Looped	-2.5	7.7	0
106234	NF	Hybrid	1158	5	32	1	4.4	1.5	1.7	6.7	6.1	8.2	14.3	1159	49821	Looped	-0.1	6.7	0
106235	NF	Hybrid	1729	49	26	5	6.8	1.0	16.9	10.7	23.7	11.7	35.4	674	53096	Looped	0.4	8.9	0
106236	NF	Hybrid	2113	32	22	7	4.3	2.5	9.4	12.5	13.7	15.0	28.7	181	39356	Looped	-0.5	10.0	0
106361	CF	Hybrid	1288	122	20	6	22.0	0.6	72.1	5.9	94.1	6.5	100.6	4705	211510	Looped	0.0	5.5	0
106362	CF	OH	2812	49	4	0	11.4	0.4	42.6	0.8	54.0	1.2	55.2	345	19688	Looped	-0.1	12.4	0
106363	CF	OH	971	102	11	4	28.5	0.0	59.0	1.9	87.5	1.9	89.4	2501	202087	Looped	-0.1	3.9	0
106364	CF	Hybrid	2259	29	10	2	8.7	0.4	34.8	3.4	43.5	3.8	47.3	2670	218756	Looped	0.1	11.6	0
106365	CF	Hybrid	2583	25	17	3	8.4	0.3	26.7	5.9	35.1	6.2	41.3	2779	134360	Looped	-0.2	11.9	0
106461	CF	Hybrid	1975	1	56	0	7.7	0.4	1.0	24.4	8.7	24.8	33.5	168	34599	Looped	2.8	13.3	0
106462	CF	Hybrid	4062	51	60	5	14.0	2.3	30.8	46.8	44.8	49.1	93.9	479	76820	Looped	-1.3	20.3	0
106463	CF	Hybrid	2594	20	41	2	2.7	6.6	4.4	34.9	7.1	41.5	48.6	8272	542421	Looped	-1.8	12.5	0
106464	CF	Hybrid	1194	9	23	5	3.0	0.2	4.4	13.4	7.4	13.6	21.0	246	35834	Looped	-1.1	7.4	0
106531	CF	Hybrid	1105	20	15	5	2.8	0.1	4.7	2.2	7.5	2.3	9.8	216	21823	Looped	-0.2	4.4	0
106532	CF	Hybrid	1437	29	10	6	3.0	0.6	9.6	3.4	12.6	4.0	16.6	1857	122249	Looped	-0.4	5.7	0
106533	CF	Hybrid	1147	15	16	5	3.1	0.7	6.4	4.5	9.5	5.2	14.7	2667	41858	Looped	1.4	6.0	0
106534	CF	Hybrid	1897	7	31	1	0.4	7.1	0.8	9.9	1.2	17.0	18.2	40	9630	Looped	-0.3	5.3	0
106661	CF	Hybrid	1378	20	22	4	4.8	1.0	8.3	9.5	13.1	10.5	23.6	2987	115475	Looped	0.4	8.7	1
106662	CF	Hybrid	558	30	34	6	8.9	1.2	16.2	6.7	25.1	7.9	33.0	134	28289	Looped	0.4	9.4	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
106663	CF	Hybrid	956	8	19	0	1.9	3.3	3.6	11.9	5.5	15.2	20.7	789	87252	Looped	-0.4	4.9	0
106861	CF	Hybrid	1892	28	15	0	6.2	4.1	25.9	12.0	32.1	16.1	48.2	904	75605	Looped	-0.3	9.3	1
106862	CF	Hybrid	1602	27	15	1	3.2	5.2	10.7	7.1	13.9	12.3	26.2	236	29626	Looped	-0.5	6.0	0
106863	CF	Hybrid	2072	20	34	7	3.0	5.2	10.6	15.4	13.6	20.6	34.2	430	43340	Looped	0.0	10.2	0
107161	CF	Hybrid	501	28	24	6	18.4	0.5	12.4	2.8	30.8	3.3	34.1	699	72936	Looped	-0.6	6.8	0
107162	CF	Hybrid	190	3	6	7	3.1	1.1	4.3	5.8	7.4	6.9	14.3	54	6316	Looped	-2.6	4.2	0
107631	NF	Hybrid	1967	27	38	8	6.6	5.7	20.3	33.6	26.9	39.3	66.2	155	14304	Looped	0.3	11.1	0
107632	NF	Hybrid	257	9	13	3	2.3	0.6	4.6	4.6	6.9	5.2	12.1	177	20721	Looped	-0.4	4.7	0
107633	NF	Hybrid	1570	6	24	1	8.2	3.4	0.7	10.1	8.9	13.5	22.4	759	59641	Looped	-0.8	6.6	0
108261	CF	Hybrid	679	0	31	0	4.4	5.0	0.0	12.2	4.4	17.2	21.6	20	5157	Looped	-0.1	5.4	0
108262	CF	Hybrid	395	2	15	1	4.9	1.4	1.1	11.3	6.0	12.7	18.7	787	69056	Looped	1.2	3.7	0
108361	NF	Hybrid	1149	33	43	3	8.3	4.0	10.3	26.9	18.6	30.9	49.5	3450	179470	Looped	1.0	10.5	0
108362	NF	Hybrid	773	62	17	11	14.9	0.1	28.5	10.1	43.4	10.2	53.6	1032	66658	Looped	-1.3	4.0	0
108363	NF	Hybrid	1954	32	36	8	5.8	2.3	14.0	11.2	19.8	13.5	33.3	220	19045	Looped	1.7	14.5	0
108431	NF	OH	1240	140	11	10	38.3	0.1	55.9	3.2	94.2	3.3	97.5	3104	127333	Looped	0.0	5.0	0
108432	NF	Hybrid	1889	54	8	4	7.1	0.1	33.5	2.7	40.6	2.8	43.4	862	118827	Looped	-0.2	7.2	0
108433	NF	OH	1284	66	9	10	10.3	0.0	29.1	1.4	39.4	1.4	40.8	565	63800	Looped	0.2	5.6	0
108961	NF	Hybrid	1542	7	53	1	8.1	14.3	5.1	38.3	13.2	52.6	65.8	24	4928	Looped	1.0	9.3	0
108962	NF	Hybrid	747	8	19	7	9.5	2.8	8.8	15.6	18.3	18.4	36.7	850	86553	Looped	0.2	4.3	0
109031	CF	Hybrid	2090	42	6	4	3.4	0.1	14.6	2.6	18.0	2.7	20.7	372	60413	Looped	-0.4	8.3	0
109032	CF	Hybrid	609	3	35	0	6.9	2.3	0.8	10.1	7.7	12.4	20.1	1	370	Looped	0.4	6.1	0
109033	CF	UG	0	0	0	0	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	-0.1	4.5	0
109034	CF	Hybrid	2027	4	49	1	5.4	1.0	1.0	16.7	6.4	17.7	24.1	159	13432	Looped	0.1	10.6	0
110361	CF	Hybrid	1713	26	19	6	6.4	2.6	20.6	3.8	27.0	6.4	33.4	3908	234570	Looped	0.4	9.2	0
110362	CF	Hybrid	2405	34	8	4	10.0	4.3	37.1	5.0	47.1	9.3	56.4	389	41043	Looped	0.0	12.0	0
111131	CF	UG	1	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	0	0.0	0.0	0
111132	CF	Hybrid	537	14	16	1	2.4	0.2	2.1	2.2	4.5	2.4	6.9	50	7640	Looped	2.8	3.0	0
200131	CF	Hybrid	1162	14	21	6	5.3	0.1	3.3	4.6	8.6	4.7	13.3	2119	42714	Looped	-0.4	4.7	0
200132	CF	Hybrid	1039	20	22	9	5.5	0.0	9.2	4.4	14.7	4.4	19.1	3341	280434	Looped	1.8	9.3	1
200133	CF	Hybrid	1284	19	33	0	7.3	1.4	4.6	6.5	11.9	7.9	19.8	1314	14391	Looped	-0.1	6.8	0
200134	CF	Hybrid	1121	19	27	5	4.5	0.7	3.9	7.2	8.4	7.9	16.3	1196	104910	Looped	-0.6	7.1	0
200135	CF	Hybrid	42	5	15	0	2.5	1.1	0.7	0.6	3.2	1.7	4.9	8	2694	Looped	0.1	10.4	0
200231	CF	Hybrid	644	38	25	2	9.1	3.2	18.8	5.0	27.9	8.2	36.1	433	68568	Looped	0.1	4.6	0
200261	CF	Hybrid	780	56	4	9	12.3	0.1	30.7	3.8	43.0	3.9	46.9	2033	102291	Looped	-0.2	2.5	0
200262	CF	Hybrid	1582	85	9	14	28.8	0.9	89.7	6.5	118.5	7.4	125.9	1651	199381	Looped	-0.1	6.8	0
200331	BV	Hybrid	1019	33	20	7	5.5	0.2	6.1	1.9	11.6	2.1	13.7	102	11295	Looped	-0.4	6.3	0
200332	BV	Hybrid	2174	25	23	3	4.2	0.0	12.0	5.2	16.2	5.2	21.4	2641	50315	Looped	-1.0	7.9	0
200333	BV	Hybrid	1936	63	22	7	6.7	0.3	15.4	4.5	22.1	4.8	26.9	553	78300	Looped	-0.1	8.5	0
200334	BV	Hybrid	1859	16	23	5	3.8	0.1	8.3	6.7	12.1	6.8	18.9	2098	109943	Looped	-0.4	6.5	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
200335	BV	Hybrid	514	14	11	3	2.5	0.3	4.3	0.6	6.8	0.9	7.7	161	15273	Looped	0.0	6.9	0
200336	BV	Hybrid	1679	34	12	6	5.1	0.2	16.2	1.5	21.3	1.7	23.0	458	97271	Looped	1.8	8.0	0
200431	BV	Hybrid	962	18	7	5	2.4	0.1	6.3	1.2	8.7	1.3	10.0	139	21661	Looped	-0.4	7.8	0
200432	BV	OH	993	29	5	3	4.0	0.1	8.4	0.5	12.4	0.6	13.0	454	56316	Looped	-1.3	5.2	0
200433	BV	Hybrid	1732	37	7	4	4.4	0.0	15.6	1.2	20.0	1.2	21.2	882	116218	Looped	-0.1	7.6	0
200434	BV	Hybrid	1339	40	25	8	5.3	0.2	7.3	0.7	12.6	0.9	13.5	1567	82533	Looped	0.1	7.6	0
200531	BV	Hybrid	580	12	12	3	2.5	0.5	4.4	3.2	6.9	3.7	10.6	834	142792	Looped	0.1	7.9	0
200532	BV	Hybrid	95	4	17	1	2.0	0.3	0.4	1.7	2.4	2.0	4.4	145	7309	Looped	-4.8	4.0	0
200533	BV	Hybrid	972	16	27	5	4.0	0.1	6.1	1.2	10.1	1.3	11.4	548	86403	Looped	-0.7	5.9	0
200534	BV	Hybrid	2048	34	22	8	5.5	0.1	9.4	4.7	14.9	4.8	19.7	497	52403	Looped	-0.8	7.3	0
200535	BV	Hybrid	63	1	12	2	1.3	0.6	0.5	1.2	1.8	1.8	3.6	3	854	Looped	3.4	8.0	0
200536	BV	OH	1356	34	10	11	4.2	0.0	8.7	0.6	12.9	0.6	13.5	233	34998	Looped	-0.2	9.3	0
200537	BV	Hybrid	121	6	12	3	2.2	0.2	0.9	0.9	3.1	1.1	4.2	10	467	Looped	-0.2	6.3	0
200538	BV	Hybrid	1408	18	17	4	4.3	0.9	5.1	5.7	9.4	6.6	16.0	259	32654	Looped	-3.3	5.7	0
200731	BV	Hybrid	1362	21	5	11	2.2	0.0	4.5	0.6	6.7	0.6	7.3	358	69613	Looped	-0.4	5.4	0
200732	BV	Hybrid	1158	10	26	3	2.4	0.0	3.0	2.8	5.4	2.8	8.2	307	38936	Looped	-0.4	6.5	0
200733	BV	Hybrid	2192	22	26	8	2.9	0.0	6.7	2.2	9.6	2.2	11.8	848	104612	Looped	-0.6	7.0	0
200734	BV	Hybrid	749	4	16	2	1.9	0.3	0.6	2.0	2.5	2.3	4.8	797	32062	Looped	-0.1	4.7	0
200735	BV	Hybrid	2349	6	38	8	2.6	0.2	1.7	2.9	4.3	3.1	7.4	1982	110869	Looped	-0.3	7.0	0
200831	CF	Hybrid	1211	30	21	4	4.9	0.0	6.6	3.4	11.5	3.4	14.9	1549	51714	Looped	-0.5	7.6	0
200832	CF	Hybrid	1542	38	7	3	4.6	0.0	10.5	0.9	15.1	0.9	16.0	2343	209922	Looped	3.4	10.3	0
200833	CF	OH	636	17	5	1	3.4	0.0	5.0	0.1	8.4	0.1	8.5	1054	29260	Looped	0.2	3.2	0
201031	BV	Hybrid	1232	27	9	12	4.7	0.0	8.6	1.2	13.3	1.2	14.5	167	19650	Looped	-0.4	6.2	0
201032	BV	Hybrid	1444	31	9	5	3.5	0.0	6.6	2.9	10.1	2.9	13.0	426	49952	Looped	-0.4	4.1	0
201033	BV	Hybrid	1655	34	10	3	2.9	0.0	11.9	3.3	14.8	3.3	18.1	616	84354	Looped	-0.1	6.4	0
201034	BV	Hybrid	2042	12	36	4	4.3	0.2	2.4	14.5	6.7	14.7	21.4	484	56998	Looped	-2.2	8.5	0
201035	BV	Hybrid	763	8	12	4	3.5	0.1	2.5	2.6	6.0	2.7	8.7	41	3069	Looped	0.0	3.8	0
201131	BV	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.8	8.1	0
201132	BV	OH	9	0	0	0	1.1	0.0	0.0	0.0	1.1	0.0	1.1	0	0	Radial	0.8	6.2	0
201133	BV	Hybrid	1682	19	16	5	2.7	0.0	7.6	2.0	10.3	2.0	12.3	488	83084	Looped	-0.1	7.7	0
201134	BV	Hybrid	1195	69	47	4	9.8	3.5	9.6	9.7	19.4	13.2	32.6	641	57615	Looped	-1.1	7.4	1
201135	BV	Hybrid	443	4	11	3	1.8	2.2	3.3	1.0	5.1	3.2	8.3	533	23207	Looped	-0.3	3.8	0
201136	BV	Hybrid	1303	10	11	5	2.8	0.9	7.7	6.1	10.5	7.0	17.5	448	63234	Looped	-0.7	5.6	0
201231	BV	Hybrid	3409	20	22	8	2.6	1.0	5.3	4.8	7.9	5.8	13.7	7802	519495	Looped	-0.4	8.0	0
201232	BV	Hybrid	994	7	24	7	3.1	0.5	2.7	5.2	5.8	5.7	11.5	2490	362002	Looped	-0.6	6.1	0
201233	BV	Hybrid	192	4	18	5	3.8	1.5	0.9	2.1	4.7	3.6	8.3	5	505	Looped	0.4	5.5	0
201234	BV	Hybrid	2352	17	29	7	3.5	0.6	3.3	2.7	6.8	3.3	10.1	1311	211291	Looped	-0.6	6.3	0
201431	CF	Hybrid	1587	21	38	3	4.9	0.6	5.2	5.3	10.1	5.9	16.0	443	55274	Looped	0.1	8.1	0
201432	CF	Hybrid	1161	23	8	8	3.7	0.1	9.9	0.8	13.6	0.9	14.5	610	76814	Looped	-2.7	6.4	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
201433	CF	Hybrid	1001	14	22	7	3.8	0.8	5.1	5.3	8.9	6.1	15.0	357	45709	Looped	-0.3	5.9	0
201434	CF	Hybrid	1596	26	29	2	5.6	0.1	7.4	3.6	13.0	3.7	16.7	165	24539	Looped	-1.1	7.6	0
201435	CF	Hybrid	2288	41	21	3	5.1	0.0	15.1	9.4	20.2	9.4	29.6	1115	122310	Looped	0.5	9.8	0
201436	CF	Hybrid	1102	23	34	6	6.1	1.0	14.7	9.4	20.8	10.4	31.2	350	44172	Looped	-0.2	10.2	0
201437	CF	Hybrid	826	26	6	3	2.5	0.4	7.1	3.3	9.6	3.7	13.3	363	74571	Looped	-0.9	3.6	0
201531	BV	OH	969	44	1	3	8.2	0.1	19.6	0.3	27.8	0.4	28.2	1325	36629	Looped	-0.2	5.8	0
201532	BV	OH	1254	31	13	4	4.7	0.0	14.4	0.3	19.1	0.3	19.4	897	143088	Looped	-0.3	6.2	1
201533	BV	Hybrid	1796	46	19	3	8.2	0.1	13.8	3.6	22.0	3.7	25.7	653	77738	Looped	-0.3	8.2	1
201534	BV	Hybrid	1318	13	29	2	4.8	0.0	5.6	1.7	10.4	1.7	12.1	432	59785	Looped	-0.3	7.7	0
201631	BV	Hybrid	1830	8	22	8	2.6	0.0	3.3	5.5	5.9	5.5	11.4	687	88080	Looped	0.0	6.9	0
201632	BV	Hybrid	1232	26	5	3	3.9	0.2	13.0	0.9	16.9	1.1	18.0	911	95643	Looped	-0.6	7.2	0
201633	BV	Hybrid	1798	33	14	8	5.2	0.2	13.5	3.4	18.7	3.6	22.3	4320	296525	Looped	-0.5	7.0	0
201634	BV	Hybrid	0	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	-0.5	4.7	0
201635	BV	Hybrid	2029	7	27	4	4.8	2.4	6.8	15.9	11.6	18.3	29.9	7814	808321	Looped	-0.7	7.8	1
201636	BV	Hybrid	0	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	-0.2	1.4	0
201637	BV	Hybrid	2043	31	19	5	5.2	0.3	17.0	5.7	22.2	6.0	28.2	624	78140	Looped	-0.1	9.0	0
201638	BV	Hybrid	1645	15	30	1	4.3	0.4	2.8	17.5	7.1	17.9	25.0	763	170886	Looped	-0.6	6.1	0
201639	BV	Hybrid	1	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	0.1	4.8	0
201731	BV	Hybrid	1298	49	17	4	7.0	0.9	9.3	6.9	16.3	7.8	24.1	109	14532	Looped	-0.3	7.8	0
201732	BV	Hybrid	969	19	14	1	3.6	0.4	4.1	0.4	7.7	0.8	8.5	4804	201079	Looped	-1.5	5.2	0
201733	BV	Hybrid	1746	32	7	6	3.6	0.4	11.7	3.0	15.3	3.4	18.7	302	34157	Looped	0.4	8.5	0
201734	BV	Hybrid	1475	22	12	7	4.3	0.7	8.0	2.3	12.3	3.0	15.3	552	59923	Looped	0.0	8.6	0
201735	BV	Hybrid	728	15	10	1	3.8	0.5	4.5	1.1	8.3	1.6	9.9	62	7804	Looped	0.6	5.7	0
201736	BV	Hybrid	1587	72	15	9	7.9	2.0	11.2	4.1	19.1	6.1	25.2	3903	254047	Looped	-0.3	7.5	0
201831	BV	Hybrid	2446	26	19	11	4.0	0.0	7.6	4.0	11.6	4.0	15.6	4643	354159	Looped	-0.6	7.4	0
201832	BV	Hybrid	896	13	19	3	2.4	0.0	4.1	2.5	6.5	2.5	9.0	184	23622	Looped	-0.3	5.7	0
201833	BV	Hybrid	1569	10	20	3	3.3	0.0	1.6	1.6	4.9	1.6	6.5	4008	72960	Looped	-1.7	3.2	0
201834	BV	Hybrid	994	13	10	5	2.1	0.0	5.7	1.2	7.8	1.2	9.0	496	73275	Looped	-0.5	6.5	0
201931	BV	Hybrid	1190	37	12	7	5.2	0.3	15.7	5.9	20.9	6.2	27.1	244	22911	Looped	3.0	9.2	0
201932	BV	Hybrid	1702	25	23	7	5.1	0.5	9.5	8.7	14.6	9.2	23.8	726	82691	Looped	-0.2	9.0	0
201933	BV	Hybrid	1124	7	16	7	3.5	0.3	3.5	8.1	7.0	8.4	15.4	95	8759	Looped	-0.2	6.3	0
201934	BV	Hybrid	885	5	26	1	5.1	0.1	4.0	7.7	9.1	7.8	16.9	30	7525	Looped	-0.2	8.7	0
201935	BV	Hybrid	1142	12	27	8	3.2	0.2	8.0	13.8	11.2	14.0	25.2	1512	52571	Looped	-0.5	7.2	0
201936	BV	Hybrid	1152	64	25	9	16.5	1.1	21.0	14.0	37.5	15.1	52.6	379	81043	Looped	-0.2	6.8	1
202031	BV	Hybrid	1410	14	22	4	3.2	0.1	5.8	3.6	9.0	3.7	12.7	2347	190170	Looped	-0.1	6.4	0
202032	BV	Hybrid	1397	14	41	4	2.6	0.5	2.9	9.3	5.5	9.8	15.3	1986	101860	Looped	-0.4	7.7	0
202033	BV	Hybrid	2154	22	25	7	3.1	0.0	7.1	3.2	10.2	3.2	13.4	929	140282	Looped	-0.4	7.4	0
202034	BV	Hybrid	1417	16	16	7	4.3	0.4	7.3	4.0	11.6	4.4	16.0	321	74047	Looped	-0.6	6.3	0
202035	BV	Hybrid	1248	16	31	4	2.6	0.3	4.4	5.3	7.0	5.6	12.6	1603	45202	Looped	-0.3	8.6	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
202036	BV	Hybrid	1399	10	24	4	2.1	1.8	4.6	4.0	6.7	5.8	12.5	4662	307581	Looped	-0.5	5.1	0
202131	BV	Hybrid	1698	27	32	5	5.0	0.0	6.9	2.8	11.9	2.8	14.7	432	38320	Looped	-0.2	6.7	0
202132	BV	Hybrid	2015	6	25	8	3.9	0.0	9.7	8.9	13.6	8.9	22.5	1435	194262	Looped	-1.1	8.8	1
202133	BV	Hybrid	2569	14	54	6	5.8	1.1	7.0	14.0	12.8	15.1	27.9	3766	152132	Looped	-3.7	6.8	1
202134	BV	Hybrid	1436	29	18	1	4.9	0.1	9.1	1.1	14.0	1.2	15.2	415	43891	Looped	-0.8	8.0	0
202135	BV	Hybrid	1084	23	15	5	3.7	0.3	6.0	1.2	9.7	1.5	11.2	2157	188725	Looped	-0.5	4.2	0
202231	BV	Hybrid	1375	25	15	5	7.4	0.3	9.7	7.5	17.1	7.8	24.9	1550	68924	Looped	-0.5	6.4	0
202232	BV	OH	1468	29	8	4	4.7	0.3	25.5	0.7	30.2	1.0	31.2	1742	54110	Looped	0.0	5.2	0
202233	BV	Hybrid	1101	30	13	5	5.9	0.6	8.8	2.7	14.7	3.3	18.0	736	59987	Looped	-2.9	5.7	0
202234	BV	Hybrid	1493	32	8	7	6.5	0.3	23.5	3.0	30.0	3.3	33.3	2165	78778	Looped	-0.3	6.9	0
202235	BV	Hybrid	2056	62	36	10	15.4	0.1	39.8	10.3	55.2	10.4	65.6	1014	174021	Looped	-0.4	9.1	0
202531	BV	Hybrid	1686	13	37	7	3.1	0.3	6.0	7.7	9.1	8.0	17.1	2182	160078	Looped	-0.7	9.3	0
202532	BV	Hybrid	1888	7	29	6	3.1	0.0	3.9	9.0	7.0	9.0	16.0	1745	132283	Looped	1.6	7.1	0
202533	BV	OH	1655	33	4	4	3.3	0.0	13.6	0.8	16.9	0.8	17.7	2765	135548	Looped	0.1	8.1	0
202534	BV	Hybrid	1650	2	32	2	2.0	0.6	1.0	2.9	3.0	3.5	6.5	1866	94849	Looped	-0.6	6.3	0
202535	BV	Hybrid	1576	56	28	10	5.9	0.0	18.3	5.5	24.2	5.5	29.7	395	48679	Looped	0.0	8.8	1
202536	BV	Hybrid	1430	21	14	1	4.7	1.1	8.7	3.7	13.4	4.8	18.2	463	72504	Looped	-0.6	5.7	0
202537	BV	Hybrid	2293	2	48	2	3.8	0.2	0.7	14.2	4.5	14.4	18.9	2984	276204	Looped	-0.1	8.0	0
202631	BV	Hybrid	2635	37	33	6	5.0	0.0	6.0	10.8	11.0	10.8	21.8	1392	178217	Looped	-0.8	8.1	0
202632	BV	Hybrid	1278	23	22	5	3.7	0.1	5.8	6.5	9.5	6.6	16.1	1747	224063	Looped	2.5	8.8	0
202633	BV	Hybrid	1423	30	12	6	3.7	4.7	8.8	4.4	12.5	9.1	21.6	2031	186909	Looped	0.1	5.9	0
202831	BV	Hybrid	1710	31	8	5	3.5	0.1	14.5	2.4	18.0	2.5	20.5	754	57048	Looped	-0.4	9.6	0
202832	BV	OH	1794	45	5	3	4.6	0.1	14.4	0.3	19.0	0.4	19.4	661	87925	Looped	-0.2	7.1	0
202833	BV	Hybrid	1654	68	13	7	8.6	0.3	18.5	5.4	27.1	5.7	32.8	543	62207	Looped	0.0	9.4	0
203031	BV	Hybrid	1687	60	14	8	6.3	0.1	24.1	1.8	30.4	1.9	32.3	2264	106210	Looped	-0.9	7.5	0
203032	BV	Hybrid	1159	17	15	0	3.9	0.3	7.6	1.7	11.5	2.0	13.5	356	49114	Looped	-0.7	6.2	0
203033	BV	OH	1464	32	1	1	4.6	0.1	14.7	0.0	19.3	0.1	19.4	383	30450	Looped	-0.3	6.7	0
203034	BV	Hybrid	871	31	8	2	8.3	0.1	9.9	2.6	18.2	2.7	20.9	1837	20292	Looped	-0.3	7.5	1
203035	BV	OH	1582	26	3	1	3.6	0.0	16.5	0.2	20.1	0.2	20.3	247	24555	Looped	0.2	8.6	0
203036	BV	Hybrid	1	0	1	0	0.1	0.3	0.0	0.0	0.1	0.3	0.4	0	0	Looped	-0.2	0.0	0
203131	BV	Hybrid	1548	28	21	9	4.3	0.1	7.9	3.4	12.2	3.5	15.7	329	40985	Looped	-0.1	10.0	1
203132	BV	Hybrid	1200	7	45	3	3.9	0.2	1.0	10.6	4.9	10.8	15.7	185	13708	Looped	-0.4	5.9	0
203133	BV	Hybrid	1642	26	4	6	2.7	0.0	18.0	4.4	20.7	4.4	25.1	976	138367	Looped	-0.2	9.6	0
203134	BV	Hybrid	1284	15	25	2	3.5	0.0	4.4	7.2	7.9	7.2	15.1	309	27444	Looped	-0.4	6.8	0
203135	BV	Hybrid	634	14	20	2	4.5	0.2	6.0	2.9	10.5	3.1	13.6	960	91718	Looped	-1.0	4.6	0
203231	BV	Hybrid	1433	12	16	8	1.7	0.1	6.0	2.5	7.7	2.6	10.3	3012	30559	Looped	-0.7	5.6	0
203232	BV	Hybrid	1106	23	20	7	2.7	0.1	6.3	6.7	9.0	6.8	15.8	2594	157400	Looped	0.0	6.9	0
203233	BV	Hybrid	1432	38	7	5	3.3	0.1	9.4	0.9	12.7	1.0	13.7	1796	200947	Looped	-0.5	6.1	0
203234	BV	OH	923	27	4	2	3.9	0.2	7.5	0.1	11.4	0.3	11.7	478	75416	Looped	-3.1	2.7	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
203331	BV	Hybrid	81	6	11	2	4.6	0.1	2.4	2.0	7.0	2.1	9.1	5	214	Looped	0.0	3.8	0
203431	BV	Hybrid	1477	1	33	2	2.3	0.7	0.7	12.2	3.0	12.9	15.9	1831	88526	Looped	-0.5	4.8	0
203432	BV	Hybrid	1972	6	19	3	1.9	0.0	10.1	12.1	12.0	12.1	24.1	1346	205692	Looped	-0.2	6.9	0
203433	BV	Hybrid	1677	44	22	10	7.4	0.5	16.0	6.9	23.4	7.4	30.8	508	73596	Looped	-0.2	6.4	0
203531	BV	Hybrid	1068	9	23	7	3.7	1.3	3.0	7.9	6.7	9.2	15.9	515	37976	Looped	-1.6	6.6	0
203532	BV	Hybrid	1233	26	7	2	3.7	0.1	9.5	2.4	13.2	2.5	15.7	3021	132620	Looped	0.0	5.8	0
203533	BV	Hybrid	142	3	15	2	2.8	0.3	1.2	0.7	4.0	1.0	5.0	7	1095	Looped	-0.2	5.9	0
203534	BV	Hybrid	796	13	14	6	2.7	0.1	8.1	2.4	10.8	2.5	13.3	393	52602	Looped	-0.8	6.5	0
203535	BV	Hybrid	272	13	10	3	3.2	0.4	2.7	1.1	5.9	1.5	7.4	32	3314	Looped	-1.0	7.4	0
203536	BV	Hybrid	1527	26	24	2	3.7	0.6	6.8	8.4	10.5	9.0	19.5	403	46742	Looped	-0.6	7.2	0
203537	BV	Hybrid	447	5	17	1	2.3	2.8	1.3	2.9	3.6	5.7	9.3	180	16269	Looped	-3.0	3.0	0
203538	BV	Hybrid	1205	31	17	4	3.6	2.7	11.1	2.1	14.7	4.8	19.5	1050	100645	Looped	-0.6	8.2	0
203539	BV	Hybrid	637	15	18	0	4.3	0.9	6.0	3.3	10.3	4.2	14.5	139	16847	Looped	0.5	9.0	0
203540	BV	Hybrid	43	4	14	3	2.6	2.6	1.0	1.1	3.6	3.7	7.3	4	317	Looped	0.5	8.6	0
203541	BV	Hybrid	1980	25	36	8	4.0	0.1	5.1	16.2	9.1	16.3	25.4	334	40646	Looped	0.1	9.8	0
203631	BV	Hybrid	1044	14	28	0	4.8	0.5	4.9	6.6	9.7	7.1	16.8	1440	107964	Looped	0.2	7.5	0
203632	BV	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.8	1.4	0
203633	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-1.3	0.2	0
203634	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.3	2.2	0
203635	BV	Hybrid	2112	10	36	4	3.4	0.2	3.5	7.2	6.9	7.4	14.3	1946	128611	Looped	0.2	7.8	0
203636	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.5	4.8	0
203637	BV	Hybrid	1236	20	23	1	4.0	0.2	5.1	5.1	9.1	5.3	14.4	1550	38652	Looped	-0.5	6.1	0
203638	BV	Hybrid	492	0	0	0	3.0	0.6	3.8	0.5	6.8	1.1	7.9	1084	63221	Looped	0.4	5.5	0
203931	BV	Hybrid	1667	57	19	7	13.1	0.1	14.9	5.1	28.0	5.2	33.2	1986	110180	Looped	-3.0	4.7	1
203932	BV	OH	1	0	0	0	0.5	0.0	0.0	0.0	0.5	0.0	0.5	0	0	Looped	-0.4	1.9	0
203933	BV	Hybrid	711	23	20	10	8.3	0.1	6.9	1.8	15.2	1.9	17.1	72	8109	Looped	0.1	4.9	0
203934	BV	Hybrid	91	4	29	1	4.3	0.4	0.3	0.9	4.6	1.3	5.9	88	400	Looped	-0.8	3.8	0
203935	BV	Hybrid	1962	8	30	5	4.5	0.1	6.6	12.1	11.1	12.2	23.3	162	26001	Looped	0.1	8.1	0
204061	CF	Hybrid	2572	25	23	8	5.3	0.0	32.7	5.9	38.0	5.9	43.9	991	128233	Looped	0.4	13.5	0
204062	CF	OH	1901	47	3	0	4.4	0.0	19.0	0.2	23.4	0.2	23.6	312	50788	Looped	2.4	13.4	0
204063	CF	Hybrid	3092	62	2	4	8.0	0.0	30.6	2.1	38.6	2.1	40.7	929	117324	Looped	-3.7	10.5	0
204064	CF	Hybrid	1123	29	4	5	5.6	0.0	15.9	1.7	21.5	1.7	23.2	183	29905	Looped	-0.4	7.5	0
204065	CF	Hybrid	2377	45	21	1	6.1	0.7	22.0	8.8	28.1	9.5	37.6	1992	227702	Looped	0.2	11.3	0
204131	BV	Hybrid	1278	10	10	9	2.0	0.6	8.3	7.3	10.3	7.9	18.2	449	72281	Looped	-0.5	5.4	0
204132	BV	Hybrid	1671	33	8	6	2.7	0.8	11.0	1.9	13.7	2.7	16.4	1114	73987	Looped	0.1	7.4	0
204133	BV	Hybrid	1671	16	33	5	3.0	0.9	4.1	7.9	7.1	8.8	15.9	3523	247785	Looped	-1.4	7.4	0
204261	BV	OH	2863	142	18	3	13.2	0.3	56.1	2.9	69.3	3.2	72.5	8122	227099	Looped	-0.5	14.9	0
204262	BV	Hybrid	3096	65	28	10	9.2	0.3	39.6	6.5	48.8	6.8	55.6	9112	210355	Looped	0.0	17.6	2
204263	BV	Hybrid	3337	88	15	3	11.9	0.6	55.2	3.8	67.1	4.4	71.5	4877	421373	Looped	-0.3	18.2	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
204264	BV	OH	3472	89	12	5	10.6	0.0	48.1	2.5	58.7	2.5	61.2	4697	340201	Looped	-0.4	17.1	0
204265	BV	Hybrid	2099	125	19	12	16.6	0.2	52.6	10.5	69.2	10.7	79.9	5082	239032	Looped	0.6	10.2	0
204361	BV	Hybrid	1733	5	40	4	4.7	2.0	1.3	16.5	6.0	18.5	24.5	502	78809	Looped	-2.7	10.2	0
204362	BV	UG	2831	1	39	0	1.2	4.6	0.0	35.2	1.2	39.8	41.0	3463	83989	Looped	-0.1	15.7	0
204363	BV	Hybrid	2322	0	37	3	3.8	1.7	1.0	22.4	4.8	24.1	28.9	2860	163148	Looped	-0.5	11.2	0
204364	BV	Hybrid	2318	0	37	1	2.3	2.8	0.0	21.6	2.3	24.4	26.7	131	16859	Looped	-0.4	11.5	0
204531	CF	Hybrid	1834	33	39	4	8.9	0.9	15.8	15.8	24.7	16.7	41.4	153	24203	Looped	-1.3	10.6	0
204532	CF	Hybrid	250	1	7	0	1.2	0.4	0.1	1.1	1.3	1.5	2.8	41	5977	Looped	-0.2	1.1	0
204631	CF	Hybrid	1619	9	40	1	3.6	1.6	2.1	15.0	5.7	16.6	22.3	1904	35235	Looped	-5.7	3.1	0
204632	CF	Hybrid	1904	10	50	1	6.2	0.6	1.8	13.4	8.0	14.0	22.0	350	34174	Looped	-0.3	7.4	0
204633	CF	Hybrid	1118	8	31	3	3.9	0.3	2.2	5.9	6.1	6.2	12.3	219	29655	Looped	-1.0	6.9	0
204634	CF	Hybrid	45	4	11	0	3.2	0.9	0.5	1.3	3.7	2.2	5.9	51	6404	Looped	0.1	6.5	0
204635	CF	Hybrid	1436	11	17	1	1.9	1.6	2.9	10.7	4.8	12.3	17.1	91	14089	Looped	-4.3	3.5	0
204636	CF	Hybrid	1775	13	29	3	3.7	1.0	6.5	6.6	10.2	7.6	17.8	906	118347	Looped	0.3	8.4	0
205361	CF	OH	881	110	11	13	14.1	0.0	45.8	3.0	59.9	3.0	62.9	938	129189	Looped	1.4	7.4	0
205362	CF	OH	523	71	3	4	10.6	0.0	34.1	1.8	44.7	1.8	46.5	945	112532	Looped	-0.7	4.8	0
205363	CF	Hybrid	809	39	6	8	9.2	2.4	39.2	2.1	48.4	4.5	52.9	1007	201043	Looped	3.9	4.1	0
205431	BV	Hybrid	1752	67	25	9	6.3	0.1	15.2	7.4	21.5	7.5	29.0	2303	161874	Looped	-1.9	8.7	0
205432	BV	Hybrid	1755	43	33	8	4.7	0.1	11.5	4.8	16.2	4.9	21.1	219	34961	Looped	-0.7	8.2	0
205433	BV	Hybrid	905	20	11	7	2.6	0.0	5.7	0.7	8.3	0.7	9.0	354	42077	Looped	-0.1	7.3	0
205434	BV	Hybrid	1239	21	9	6	3.1	0.6	8.7	0.7	11.8	1.3	13.1	683	117098	Looped	-0.4	7.6	0
205531	BV	Hybrid	1591	1	25	1	1.8	3.4	0.3	18.1	2.1	21.5	23.6	712	42146	Looped	0.1	6.5	0
205532	BV	Hybrid	1975	22	36	6	6.2	0.0	6.2	16.2	12.4	16.2	28.6	6274	247623	Looped	-0.8	8.9	0
205533	BV	Hybrid	1898	14	29	3	4.6	1.6	9.0	8.1	13.6	9.7	23.3	9695	248445	Looped	1.0	10.4	0
205534	BV	Hybrid	2048	3	37	0	5.5	0.1	0.3	22.8	5.8	22.9	28.7	215	22759	Looped	0.0	9.3	0
205535	BV	Hybrid	2215	1	34	3	3.4	0.4	0.7	12.4	4.1	12.8	16.9	2376	38570	Looped	0.0	8.8	0
205631	BV	Hybrid	1431	73	12	11	10.3	0.4	26.0	13.5	36.3	13.9	50.2	1600	308912	Looped	-0.3	10.7	0
205632	BV	Hybrid	1221	13	30	2	5.1	0.3	5.9	7.7	11.0	8.0	19.0	346	51680	Looped	3.1	7.5	0
205633	BV	Hybrid	979	4	29	4	3.2	0.1	2.4	7.7	5.6	7.8	13.4	211	19975	Looped	-2.0	7.1	0
205931	CF	Hybrid	727	14	27	5	4.0	0.9	8.4	17.5	12.4	18.4	30.8	153	27777	Looped	-0.2	5.7	0
205932	CF	Hybrid	694	5	19	2	2.0	3.6	1.1	15.0	3.1	18.6	21.7	149	25220	Looped	0.0	6.6	0
205933	CF	Hybrid	718	2	27	1	2.1	2.7	1.1	6.6	3.2	9.3	12.5	2	623	Looped	0.4	7.8	0
205934	CF	UG	554	0	11	0	0.2	4.6	0.0	2.7	0.2	7.3	7.5	0	0	Looped	-0.8	7.1	0
205935	CF	UG	1072	0	15	0	0.0	3.7	0.0	13.9	0.0	17.6	17.6	50	7895	Looped	-0.3	8.0	0
205936	CF	Hybrid	663	4	10	0	0.4	2.7	0.0	2.9	0.4	5.6	6.0	6	1811	Looped	-0.1	3.4	0
205937	CF	Hybrid	754	23	18	4	3.9	0.9	10.8	11.3	14.7	12.2	26.9	307	41451	Looped	-0.1	5.2	0
206931	BV	Hybrid	1609	9	58	2	6.9	0.9	3.7	13.9	10.6	14.8	25.4	187	42866	Looped	0.1	9.2	0
206932	BV	Hybrid	1285	32	22	11	7.1	0.1	15.0	9.8	22.1	9.9	32.0	428	56371	Looped	0.0	7.5	1
207061	BV	Hybrid	2228	113	19	7	15.5	0.4	46.9	7.6	62.4	8.0	70.4	2756	67093	Looped	-0.5	11.0	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
207062	BV	Hybrid	2605	96	24	12	15.0	0.5	39.0	8.5	54.0	9.0	63.0	3527	277849	Looped	0.6	12.8	0
207063	BV	Hybrid	0	0	0	0	0.8	1.2	0.0	0.0	0.8	1.2	2.0	0	0	Radial	3.3	9.5	0
207261	CF	Hybrid	1105	42	23	7	9.8	0.1	30.6	18.1	40.4	18.2	58.6	335	56882	Looped	-2.3	5.7	0
207262	CF	Hybrid	2135	45	25	13	8.3	3.6	20.0	20.5	28.3	24.1	52.4	7393	195719	Looped	-1.1	12.1	0
207263	CF	Hybrid	2047	17	39	0	4.5	3.2	2.3	28.1	6.8	31.3	38.1	171	41964	Looped	0.4	14.1	0
207361	BV	OH	2162	300	6	5	32.5	0.1	104.2	2.4	136.7	2.5	139.2	613	95703	Looped	0.3	10.5	0
207362	BV	Hybrid	2979	170	12	3	20.3	1.0	71.7	8.9	92.0	9.9	101.9	4627	480754	Looped	-0.2	13.1	0
207363	BV	Hybrid	2919	122	28	1	14.1	2.5	52.8	23.3	66.9	25.8	92.7	3710	379646	Looped	0.0	13.8	0
207861	CF	Hybrid	1358	75	14	13	5.7	0.6	14.4	5.7	20.1	6.3	26.4	1029	96805	Looped	-0.7	7.3	0
207862	CF	Hybrid	2236	68	8	7	10.0	0.4	33.0	4.8	43.0	5.2	48.2	3331	310978	Looped	0.3	11.8	0
207931	CF	Hybrid	1048	18	45	6	5.3	0.8	6.5	13.6	11.8	14.4	26.2	256	52863	Looped	0.1	9.6	0
207932	CF	Hybrid	155	0	28	0	0.4	1.7	0.0	4.0	0.4	5.7	6.1	4	1268	Looped	-0.3	9.6	0
207933	CF	Hybrid	490	0	30	0	1.9	1.7	0.0	6.2	1.9	7.9	9.8	8	779	Looped	0.6	7.0	0
207934	CF	Hybrid	1081	7	37	3	3.8	1.9	2.0	11.6	5.8	13.5	19.3	1253	157188	Looped	-0.1	9.2	0
207935	CF	Hybrid	154	0	12	1	1.0	6.3	0.5	2.6	1.5	8.9	10.4	3	626	Looped	-0.2	5.0	0
207936	CF	Hybrid	1092	2	16	1	1.2	1.7	0.9	4.9	2.1	6.6	8.7	10	1624	Looped	0.1	5.2	0
208161	BV	OH	2594	69	3	0	8.4	0.1	41.9	0.4	50.3	0.5	50.8	318	34078	Looped	-1.6	10.9	0
208162	BV	Hybrid	1995	64	22	10	16.0	0.2	34.9	7.7	50.9	7.9	58.8	987	80867	Looped	0.1	12.0	0
208163	BV	Hybrid	3894	110	12	4	17.3	0.4	65.2	8.4	82.5	8.8	91.3	4856	148987	Looped	-1.5	17.1	0
208164	BV	Hybrid	2107	46	53	7	9.6	0.2	10.5	20.0	20.1	20.2	40.3	2337	48203	Looped	-0.6	12.5	0
208165	BV	OH	3069	83	6	4	9.6	0.9	40.3	1.1	49.9	2.0	51.9	4296	402156	Looped	-0.8	14.2	0
208631	BV	Hybrid	1719	38	6	0	5.3	0.2	15.2	1.6	20.5	1.8	22.3	167	20786	Looped	-0.5	7.9	0
208632	BV	Hybrid	1450	37	6	2	5.7	1.0	15.3	4.7	21.0	5.7	26.7	94	12474	Looped	-1.0	7.0	0
208633	BV	Hybrid	1375	32	2	2	3.8	0.9	12.3	2.0	16.1	2.9	19.0	207	16318	Looped	-0.4	6.7	0
208634	BV	Hybrid	166	5	8	0	3.3	0.3	1.5	1.1	4.8	1.4	6.2	0	0	Looped	-0.1	0.1	0
208761	BV	Hybrid	1459	61	30	5	7.0	6.4	11.0	8.8	18.0	15.2	33.2	1600	148955	Looped	-4.0	6.5	0
208762	BV	Hybrid	1013	75	24	5	17.0	0.5	21.6	12.3	38.6	12.8	51.4	257	38898	Looped	0.4	6.7	1
208763	BV	Hybrid	2021	25	25	4	10.3	0.9	16.9	18.8	27.2	19.7	46.9	704	124528	Looped	-1.0	7.0	0
208861	BV	Hybrid	2451	31	36	5	7.1	0.9	9.7	14.3	16.8	15.2	32.0	895	148204	Looped	-0.7	15.1	0
208862	BV	Hybrid	2394	12	35	9	4.0	2.5	3.0	25.5	7.0	28.0	35.0	5184	286008	Looped	2.0	17.0	0
208863	BV	Hybrid	2525	61	15	9	5.9	1.1	13.9	8.7	19.8	9.8	29.6	8711	431143	Looped	-0.5	9.1	0
209761	BV	Hybrid	1546	4	52	2	5.7	5.5	0.7	30.1	6.4	35.6	42.0	4950	230766	Looped	-1.5	16.2	0
209762	BV	Hybrid	1456	0	38	0	1.8	5.7	0.0	17.5	1.8	23.2	25.0	958	3832	Looped	1.3	16.5	0
209763	BV	UG	1600	0	43	2	1.4	6.7	0.4	38.9	1.8	45.6	47.4	798	87160	Looped	0.3	15.4	0
209764	BV	Hybrid	2620	12	62	4	7.3	1.5	8.3	18.1	15.6	19.6	35.2	228	87038	Looped	-0.1	0.1	0
209801	BV	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.4	5.0	0
209861	BV	Hybrid	507	22	26	6	4.8	0.1	6.3	4.6	11.1	4.7	15.8	1013	37586	Looped	-2.8	11.8	0
209862	BV	Hybrid	2954	15	50	4	5.6	4.2	4.0	29.6	9.6	33.8	43.4	6035	489473	Looped	-1.4	12.9	0
209863	BV	Hybrid	2895	3	35	2	2.2	6.0	0.8	33.9	3.0	39.9	42.9	599	77432	Looped	-0.9	15.1	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
210131	CF	Hybrid	2095	5	33	1	2.1	0.1	0.7	13.4	2.8	13.5	16.3	408	30375	Looped	-0.1	8.8	0
210132	CF	Hybrid	693	1	27	1	2.4	2.2	0.2	7.2	2.6	9.4	12.0	2165	138530	Looped	3.4	11.6	0
210133	CF	Hybrid	769	10	14	3	2.1	1.0	5.2	5.3	7.3	6.3	13.6	568	66296	Looped	4.8	9.5	0
210531	BV	Hybrid	1247	11	8	6	1.9	1.5	1.8	0.8	3.7	2.3	6.0	523	51763	Looped	-0.3	6.6	0
210532	BV	Hybrid	725	13	10	2	1.9	0.1	1.8	2.1	3.7	2.2	5.9	1308	114035	Looped	0.8	6.9	0
300431	NF	OH	945	69	8	8	12.6	0.0	36.5	2.0	49.1	2.0	51.1	2530	138364	Looped	0.0	6.9	0
300432	NF	OH	633	19	2	6	3.3	0.0	14.5	0.4	17.8	0.4	18.2	127	16115	Looped	0.1	3.8	0
300631	NF	OH	1242	81	9	5	13.8	0.0	37.2	0.6	51.0	0.6	51.6	1781	252160	Looped	0.2	5.8	1
300632	NF	OH	666	29	4	6	8.3	0.1	16.6	1.2	24.9	1.3	26.2	1515	97391	Looped	0.2	4.7	0
300633	NF	OH	1226	67	9	3	14.5	0.0	29.7	0.7	44.2	0.7	44.9	749	93719	Looped	0.3	7.0	0
300634	NF	Hybrid	832	32	26	6	6.9	0.0	8.9	1.9	15.8	1.9	17.7	348	35611	Looped	0.0	7.7	0
300731	NF	hybrid	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	1.7	0
300732	NF	OH	1660	135	4	7	22.1	0.1	84.1	1.8	106.2	1.9	108.1	1604	209142	Looped	0.6	8.8	1
300961	NF	OH	1130	45	16	6	7.8	0.2	27.7	1.1	35.5	1.3	36.8	1028	146434	Looped	-2.4	9.8	0
300962	NF	Hybrid	299	15	9	1	4.8	0.6	15.3	0.7	20.1	1.3	21.4	70	10347	Looped	-0.6	5.4	0
300963	NF	Hybrid	2117	72	17	11	11.0	0.0	46.8	4.2	57.8	4.2	62.0	4220	742877	Looped	-0.2	10.8	0
300964	NF	Hybrid	1055	29	16	5	10.9	0.1	18.4	4.2	29.3	4.3	33.6	3333	264853	Looped	-0.3	6.8	0
301131	NF	Hybrid	681	20	16	3	6.4	0.0	5.1	2.2	11.5	2.2	13.7	60	6569	Looped	-1.3	6.9	0
301132	NF	Hybrid	779	27	11	3	5.4	0.3	7.9	1.1	13.3	1.4	14.7	946	31900	Looped	-1.1	7.9	0
301133	NF	Hybrid	1034	43	2	4	7.2	0.1	14.4	1.1	21.6	1.2	22.8	432	45901	Looped	-0.7	4.1	0
301134	NF	Hybrid	778	47	8	3	8.2	0.1	9.4	1.4	17.6	1.5	19.1	211	36978	Looped	-0.5	3.1	0
301135	NF	OH	653	44	12	2	15.7	0.4	16.9	1.0	32.6	1.4	34.0	2288	152565	Looped	-0.5	3.9	0
301136	NF	Hybrid	1635	55	24	7	8.3	0.1	12.3	4.5	20.6	4.6	25.2	254	41119	Looped	0.0	6.2	0
301137	NF	OH	896	30	6	6	4.8	0.3	7.8	0.3	12.6	0.6	13.2	425	47688	Looped	-0.4	7.6	0
301138	NF	Hybrid	405	11	14	3	8.3	0.6	4.5	7.5	12.8	8.1	20.9	418	30814	Looped	-0.3	3.0	0
301139	NF	Hybrid	833	56	6	5	11.9	0.6	30.8	2.9	42.7	3.5	46.2	169	20012	Looped	0.0	5.4	0
301331	NF	OH	818	57	3	4	20.9	0.1	25.5	1.2	46.4	1.3	47.7	441	45457	Looped	0.7	8.3	0
301332	NF	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	0.3	3.7	0
301461	NF	Hybrid	1984	22	60	6	9.4	6.1	10.0	27.3	19.4	33.4	52.8	2138	22337	Looped	-2.6	12.8	0
301462	NF	Hybrid	2310	85	36	8	20.7	0.4	42.8	22.4	63.5	22.8	86.3	305	38358	Looped	0.2	11.4	0
301463	NF	Hybrid	2141	51	13	6	8.4	0.8	36.0	7.2	44.4	8.0	52.4	3409	139262	Looped	0.3	11.9	0
301464	NF	Hybrid	1176	33	29	7	16.2	2.2	18.4	14.7	34.6	16.9	51.5	896	94062	Looped	0.2	7.7	2
301561	NF	Hybrid	1	0	0	0	0.3	0.1	0.0	0.1	0.3	0.2	0.5	0	0	Radial	-0.5	6.6	0
301562	NF	OH	396	26	3	1	9.6	0.2	14.9	0.3	24.5	0.5	25.0	964	109360	Looped	-0.2	2.5	0
301563	NF	UG	3	0	2	0	0.0	0.7	0.0	0.3	0.0	1.0	1.0	0	0	Looped	-1.3	3.1	0
303161	NF	OH	653	66	4	0	15.1	0.0	21.1	0.2	36.2	0.2	36.4	439	22204	Looped	-0.5	3.4	0
303162	NF	OH	832	90	1	4	15.0	0.0	35.8	0.7	50.8	0.7	51.5	1715	119978	Looped	-0.1	3.6	0
303163	NF	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.2	20.0	0
305231	NF	Hybrid	1190	38	8	6	9.1	0.3	21.1	1.5	30.2	1.8	32.0	663	48052	Looped	-0.6	7.6	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
305232	NF	Hybrid	481	44	6	11	19.5	0.9	21.9	4.9	41.4	5.8	47.2	1289	69458	Looped	-0.3	7.3	0
306131	NF	Hybrid	452	49	11	2	9.6	0.6	13.0	3.3	22.6	3.9	26.5	582	85053	Looped	-0.3	5.1	0
306132	NF	Hybrid	1070	48	40	5	8.7	0.9	16.7	13.0	25.4	13.9	39.3	315	41569	Looped	-0.1	6.1	0
306133	NF	Hybrid	765	40	21	11	5.3	0.9	11.7	4.0	17.0	4.9	21.9	830	50643	Looped	-0.3	8.0	0
306134	NF	Hybrid	1079	83	17	9	16.3	0.4	60.3	11.7	76.6	12.1	88.7	594	102249	Looped	0.0	5.1	0
307561	NF	OH	1229	92	5	3	11.8	0.5	34.2	0.9	46.0	1.4	47.4	1339	163624	Looped	-0.7	5.0	2
307562	NF	Hybrid	219	32	2	2	5.5	0.4	8.4	0.4	13.9	0.8	14.7	77	6409	Looped	0.0	2.2	0
307761	NF	Hybrid	2771	66	80	15	12.2	1.1	24.5	39.9	36.7	41.0	77.7	1681	219724	Looped	0.4	15.6	0
307762	NF	Hybrid	1722	88	36	9	13.3	3.4	33.6	18.8	46.9	22.2	69.1	2237	130218	Looped	0.2	8.3	0
307763	NF	UG	256	0	4	0	0.0	0.8	0.0	1.7	0.0	2.5	2.5	0	0	Looped	-0.2	0.7	0
308061	NF	Hybrid	1165	70	23	13	19.2	0.0	40.7	3.8	59.9	3.8	63.7	4291	394214	Looped	-0.4	7.5	0
308062	NF	OH	411	46	4	8	22.3	0.1	24.7	0.9	47.0	1.0	48.0	306	46081	Looped	-0.5	2.9	0
308063	NF	Hybrid	2018	73	17	14	17.4	0.0	49.5	9.3	66.9	9.3	76.2	2904	318342	Looped	0.7	12.1	0
308064	NF	Hybrid	1768	52	16	13	9.9	0.4	36.7	7.1	46.6	7.5	54.1	618	63657	Looped	-0.2	9.5	0
309331	NF	Hybrid	915	83	2	8	15.8	1.7	56.0	2.6	71.8	4.3	76.1	415	58061	Looped	-0.2	3.8	0
309332	NF	Hybrid	242	29	8	4	11.1	1.7	16.2	2.4	27.3	4.1	31.4	431	42815	Looped	0.2	2.5	0
309461	NF	UG	0	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.2	2.6	0
309462	NF	OH	480	42	6	1	6.1	0.1	15.6	0.3	21.7	0.4	22.1	57	8170	Looped	-0.3	2.5	0
400131	WB	Hybrid	590	13	6	0	3.0	0.1	1.8	0.4	4.8	0.5	5.3	456	92993	Looped	-0.1	3.1	0
400132	WB	Hybrid	511	1	12	0	0.8	0.8	0.0	1.7	0.8	2.5	3.3	1	74	Looped	-0.1	8.1	0
400133	WB	Hybrid	1136	0	25	3	1.9	2.0	0.4	2.0	2.3	4.0	6.3	1345	69433	Looped	0.0	7.0	0
400134	WB	Hybrid	611	3	24	4	1.6	1.7	0.9	2.0	2.5	3.7	6.2	1377	118303	Looped	0.0	6.7	0
400135	WB	Hybrid	186	0	13	1	0.9	1.6	0.2	1.1	1.1	2.7	3.8	202	6933	Looped	-0.4	4.1	0
400136	WB	Hybrid	761	1	9	1	0.1	2.3	0.4	1.5	0.5	3.8	4.3	2	462	Looped	-0.4	6.3	0
400137	WB	Hybrid	440	9	2	0	1.1	2.0	0.5	0.2	1.6	2.2	3.8	637	2481	Looped	-0.4	5.8	0
400138	WB	Hybrid	383	0	6	1	0.1	1.0	0.1	1.7	0.2	2.7	2.9	17	3790	Looped	0.1	5.4	0
400139	WB	Hybrid	1370	1	9	1	0.3	2.1	0.0	0.6	0.3	2.7	3.0	0	0	Looped	-0.2	6.5	0
400231	WB	Hybrid	794	2	14	1	2.7	2.7	0.0	0.5	2.7	3.2	5.9	141	10531	Looped	-0.6	6.7	0
400232	WB	Hybrid	430	4	8	2	1.5	1.7	0.7	0.8	2.2	2.5	4.7	21	5438	Looped	-1.0	4.8	0
400233	WB	Hybrid	267	7	9	5	1.4	1.9	1.3	1.7	2.7	3.6	6.3	70	13135	Looped	-0.4	7.4	0
400234	WB	Hybrid	674	6	12	2	0.7	2.1	0.7	0.8	1.4	2.9	4.3	2	200	Looped	-0.1	5.0	0
400235	WB	Hybrid	261	8	11	1	0.9	1.8	0.7	1.2	1.6	3.0	4.6	0	0	Looped	-2.4	4.4	0
400236	WB	UG	160	0	5	2	0.1	1.6	0.0	1.6	0.1	3.2	3.3	2	520	Looped	-0.2	6.8	0
400237	WB	Hybrid	967	13	5	0	2.5	1.8	2.7	0.3	5.2	2.1	7.3	55	8307	Looped	-0.6	5.3	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	0.0	3.7	0
400239	WB	Hybrid	98	0	8	1	0.2	1.3	0.0	1.3	0.2	2.6	2.8	17	1651	Looped	3.3	4.0	0
400240	WB	Hybrid	498	1	12	0	0.1	0.4	0.0	0.3	0.1	0.7	0.8	3	945	Looped	0.2	3.8	0
400331	WB	Hybrid	1863	3	25	5	3.5	1.2	4.2	7.9	7.7	9.1	16.8	407	80326	Looped	-0.4	7.4	0
400332	WB	Hybrid	668	26	20	6	3.7	1.1	6.4	1.6	10.1	2.7	12.8	3089	230274	Looped	-0.3	9.8	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
400333	WB	Hybrid	411	10	10	3	2.7	0.1	2.3	0.9	5.0	1.0	6.0	29	3034	Looped	0.6	3.8	0
400334	WB	Hybrid	695	13	5	0	2.4	0.1	3.0	0.3	5.4	0.4	5.8	228	54482	Looped	-0.2	2.6	0
400335	WB	Hybrid	143	1	14	1	3.1	0.8	0.5	0.7	3.6	1.5	5.1	30	5147	Looped	0.4	6.3	0
400336	WB	Hybrid	1809	41	9	1	6.8	0.2	5.3	1.0	12.1	1.2	13.3	2325	107797	Looped	-0.3	8.7	0
400337	WB	Hybrid	1091	22	13	2	6.9	0.4	6.5	0.6	13.4	1.0	14.4	816	43601	Looped	-0.6	6.3	0
400338	WB	Hybrid	795	11	26	2	3.8	0.4	4.9	2.1	8.7	2.5	11.2	268	37576	Looped	0.6	8.3	0
400431	WB	Hybrid	1488	40	9	6	3.5	0.1	12.8	4.1	16.3	4.2	20.5	2147	183417	Looped	-0.1	8.7	0
400432	WB	Hybrid	2556	28	20	2	4.7	1.2	10.9	5.9	15.6	7.1	22.7	710	139316	Looped	-0.5	9.4	0
400433	WB	Hybrid	1301	31	3	0	5.0	0.7	6.1	0.1	11.1	0.8	11.9	222	41548	Looped	0.1	5.8	0
400434	WB	Hybrid	788	18	36	2	3.6	3.8	2.5	3.9	6.1	7.7	13.8	2265	194981	Looped	0.5	7.6	0
400435	WB	Hybrid	996	18	8	2	2.7	0.3	6.2	1.8	8.9	2.1	11.0	1629	162778	Looped	-0.2	4.9	0
400436	WB	Hybrid	1167	23	8	1	2.8	0.6	4.7	0.4	7.5	1.0	8.5	1780	90766	Looped	-0.1	5.5	0
400531	BR	Hybrid	1161	6	22	1	2.7	0.1	3.2	5.6	5.9	5.7	11.6	421	61683	Looped	-0.3	6.6	0
400532	BR	Hybrid	998	4	32	1	3.8	1.5	0.4	8.7	4.2	10.2	14.4	61	13515	Looped	0.1	8.3	0
400533	BR	Hybrid	1411	17	24	4	3.5	1.1	3.8	3.2	7.3	4.3	11.6	1551	37073	Looped	0.0	7.8	0
400534	BR	Hybrid	362	5	1	2	0.9	0.0	2.5	0.6	3.4	0.6	4.0	176	28354	Looped	-0.1	1.9	0
400535	BR	Hybrid	1998	22	22	2	3.8	0.4	5.5	4.3	9.3	4.7	14.0	173	29092	Looped	-0.3	7.2	0
400536	BR	Hybrid	1747	26	14	2	4.8	0.2	6.5	1.2	11.3	1.4	12.7	226	25557	Looped	-2.0	6.1	0
400537	BR	Hybrid	446	2	22	0	2.1	0.2	0.5	1.8	2.6	2.0	4.6	493	30286	Looped	0.2	3.7	0
400538	BR	Hybrid	2108	0	40	1	2.9	0.8	0.2	8.6	3.1	9.4	12.5	458	77852	Looped	0.0	9.0	0
400539	BR	Hybrid	350	1	23	1	1.2	1.7	1.3	2.0	2.5	3.7	6.2	743	48609	Looped	0.3	9.4	0
400661	TC	Hybrid	2577	145	11	6	18.7	1.9	79.0	9.7	97.7	11.6	109.3	5545	495990	Looped	-0.8	12.9	0
400662	TC	Hybrid	1259	51	47	9	11.4	3.2	18.7	21.3	30.1	24.5	54.6	251	66816	Looped	-0.7	8.9	0
400663	TC	Hybrid	976	59	43	13	12.8	0.7	30.4	20.3	43.2	21.0	64.2	2247	180137	Looped	-0.2	6.4	0
400664	TC	Hybrid	3119	21	103	4	8.9	9.8	8.6	45.8	17.5	55.6	73.1	3372	189018	Looped	-1.4	13.0	0
400731	BR	Hybrid	1336	9	25	1	1.8	2.2	1.1	2.1	2.9	4.3	7.2	119	13734	Looped	-0.4	8.3	0
400732	BR	Hybrid	1199	3	27	2	1.3	2.4	1.2	2.1	2.5	4.5	7.0	1333	92422	Looped	-1.4	7.0	0
400733	BR	Hybrid	666	8	16	4	3.2	0.9	3.0	1.1	6.2	2.0	8.2	80	15713	Looped	-1.2	8.3	0
400734	BR	Hybrid	935	0	17	0	0.6	0.8	0.0	0.5	0.6	1.3	1.9	2	358	Looped	-2.5	5.0	0
400735	BR	Hybrid	1492	14	24	4	3.4	0.1	2.8	2.7	6.2	2.8	9.0	350	57206	Looped	-0.1	6.3	0
400736	BR	Hybrid	1053	23	7	3	2.3	0.2	6.0	0.8	8.3	1.0	9.3	364	63796	Looped	0.3	7.1	0
400737	BR	Hybrid	2035	5	36	4	4.9	2.7	1.3	3.8	6.2	6.5	12.7	2111	139141	Looped	0.3	9.2	0
400738	BR	Hybrid	745	1	23	0	0.8	2.6	0.1	2.2	0.9	4.8	5.7	1	392	Looped	1.6	8.7	0
400739	BR	Hybrid	1879	16	20	5	3.1	2.2	4.8	2.4	7.9	4.6	12.5	5073	233191	Looped	0.1	8.3	0
400740	BR	Hybrid	772	8	18	3	2.3	1.4	2.0	2.4	4.3	3.8	8.1	810	98530	Looped	0.1	6.7	0
400831	BR	Hybrid	312	10	3	0	6.7	0.0	3.1	0.9	9.8	0.9	10.7	19	3794	Looped	-0.1	1.1	0
400832	BR	OH	346	12	1	1	45.9	0.0	5.3	0.2	51.2	0.2	51.4	782	135571	Looped	1.3	2.7	0
400833	BR	Hybrid	1489	55	9	3	8.3	0.0	11.5	1.1	19.8	1.1	20.9	2069	299856	Looped	-0.6	5.5	0
400834	BR	OH	951	37	10	4	17.3	0.2	15.0	1.3	32.3	1.5	33.8	1464	192538	Looped	-1.1	5.9	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
400931	BR	Hybrid	269	6	2	3	4.9	0.1	2.4	0.4	7.3	0.5	7.8	124	13849	Looped	-7.8	4.1	0
400932	BR	Hybrid	1643	45	25	2	9.9	0.2	13.6	2.5	23.5	2.7	26.2	2478	135649	Looped	0.0	7.8	0
400933	BR	Hybrid	2259	45	11	5	6.3	0.0	9.7	2.6	16.0	2.6	18.6	415	53614	Looped	0.5	10.5	0
400934	BR	OH	1438	61	14	4	36.6	0.2	25.1	1.2	61.7	1.4	63.1	1815	79209	Looped	-0.2	8.9	0
400935	BR	Hybrid	116	13	10	2	5.5	0.1	2.8	0.5	8.3	0.6	8.9	5	790	Looped	-0.3	1.6	0
401031	BR	OH	1744	39	6	5	4.7	0.0	12.7	0.7	17.4	0.7	18.1	370	75804	Looped	0.1	8.2	0
401032	BR	Hybrid	2206	32	27	3	3.9	0.0	8.8	4.0	12.7	4.0	16.7	302	47067	Looped	-0.1	5.8	0
401033	BR	Hybrid	1577	25	18	11	4.3	0.5	8.1	10.4	12.4	10.9	23.3	2004	157448	Looped	0.0	7.9	1
401034	BR	Hybrid	879	12	21	2	3.3	0.1	2.3	5.6	5.6	5.7	11.3	1160	101941	Looped	-0.2	3.9	0
401035	BR	Hybrid	2913	7	32	2	3.4	0.2	1.4	14.5	4.8	14.7	19.5	602	64859	Looped	-0.3	8.7	0
401036	BR	Hybrid	2289	21	35	3	5.1	0.1	5.5	8.9	10.6	9.0	19.6	2593	193433	Looped	-0.1	9.6	0
401131	TC	Hybrid	1869	38	19	8	6.2	0.0	9.7	2.9	15.9	2.9	18.8	356	82692	Looped	-0.9	8.2	0
401132	TC	Hybrid	1491	30	30	2	5.5	0.8	7.1	14.3	12.6	15.1	27.7	2044	176777	Looped	-0.3	7.3	1
401133	TC	Hybrid	1096	20	16	7	3.2	0.1	4.5	2.0	7.7	2.1	9.8	82	15079	Looped	-0.6	6.4	0
401134	TC	Hybrid	1349	26	22	6	4.0	0.4	8.1	2.5	12.1	2.9	15.0	370	62438	Looped	-1.0	7.6	0
401135	TC	Hybrid	1055	21	26	5	5.0	3.1	5.5	2.6	10.5	5.7	16.2	167	39295	Looped	-2.9	4.8	0
401136	TC	Hybrid	1832	15	37	2	3.3	0.8	2.8	7.2	6.1	8.0	14.1	2073	185877	Looped	-0.6	4.8	0
401137	TC	Hybrid	1074	22	25	5	4.4	0.6	4.0	3.2	8.4	3.8	12.2	1179	29677	Looped	0.5	8.7	0
401138	TC	Hybrid	346	10	21	1	3.1	0.4	0.4	1.0	3.5	1.4	4.9	4	384	Looped	-0.4	6.5	0
401231	TC	OH	617	32	1	3	21.4	0.0	29.9	1.0	51.3	1.0	52.3	385	64908	Looped	-0.7	1.3	0
401232	TC	OH	173	31	1	2	31.6	0.0	30.0	1.3	61.6	1.3	62.9	251	19369	Looped	-0.2	0.8	0
401431	TC	Hybrid	1480	37	17	8	6.8	0.0	22.6	2.2	29.4	2.2	31.6	1997	104596	Looped	-0.3	8.2	1
401432	TC	Hybrid	1247	26	25	5	5.5	0.7	13.7	9.3	19.2	10.0	29.2	322	30988	Looped	-0.2	8.0	2
401433	TC	Hybrid	1825	31	17	2	7.1	0.5	13.3	5.8	20.4	6.3	26.7	388	53275	Looped	-0.3	8.0	0
401434	TC	Hybrid	753	49	39	2	13.1	1.1	7.1	9.6	20.2	10.7	30.9	825	19253	Looped	-0.1	6.0	0
401435	TC	Hybrid	760	29	8	1	3.3	0.4	6.3	0.7	9.6	1.1	10.7	112	18231	Looped	0.8	4.2	0
401531	TC	Hybrid	1584	22	24	3	7.6	0.9	11.1	4.3	18.7	5.2	23.9	434	86664	Looped	0.0	6.1	0
401532	TC	Hybrid	1851	15	35	2	10.9	2.9	6.9	7.7	17.8	10.6	28.4	525	64896	Looped	-0.5	5.9	0
401533	TC	Hybrid	563	47	19	3	10.0	1.4	13.1	10.0	23.1	11.4	34.5	1313	48589	Looped	-0.4	4.4	0
401534	TC	OH	1026	60	1	5	11.8	0.1	15.9	0.9	27.7	1.0	28.7	244	54476	Looped	-0.3	4.1	0
401631	TC	Hybrid	1652	32	12	6	9.3	0.1	8.9	7.8	18.2	7.9	26.1	7249	427920	Looped	-0.2	4.5	0
401632	TC	Hybrid	1490	54	25	10	20.4	0.1	22.8	2.7	43.2	2.8	46.0	238	32531	Looped	-0.1	8.8	0
401633	TC	Hybrid	1485	54	25	7	10.1	0.2	24.6	3.1	34.7	3.3	38.0	1614	114081	Looped	0.3	9.0	0
401634	TC	Hybrid	1686	55	9	7	15.2	0.1	39.9	6.1	55.1	6.2	61.3	6256	192272	Looped	-0.5	7.3	0
401635	TC	Hybrid	1513	35	9	3	6.1	0.2	16.2	4.0	22.3	4.2	26.5	2373	156956	Looped	-0.4	6.0	0
401636	TC	Hybrid	1060	51	17	2	8.5	0.2	18.8	3.6	27.3	3.8	31.1	247	31417	Looped	-0.2	5.9	0
401637	TC	Hybrid	1712	26	31	9	6.8	0.8	9.9	9.4	16.7	10.2	26.9	1324	131914	Looped	0.1	9.2	0
401761	TC	Hybrid	1029	9	35	2	11.5	4.7	9.0	30.7	20.5	35.4	55.9	2833	207819	Looped	0.2	9.4	0
401762	TC	Hybrid	2360	35	32	5	7.8	0.2	18.8	13.7	26.6	13.9	40.5	3412	178402	Looped	-0.5	12.1	3

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
401763	TC	Hybrid	2283	26	57	8	11.7	1.7	12.8	31.3	24.5	33.0	57.5	4575	883645	Looped	-0.6	10.5	1
401764	TC	Hybrid	391	34	7	4	21.2	2.4	28.7	16.3	49.9	18.7	68.6	959	146388	Looped	-0.3	6.6	0
401831	WB	Hybrid	1884	31	34	7	5.8	0.9	8.1	7.0	13.9	7.9	21.8	447	140139	Looped	-0.2	8.8	0
401832	WB	Hybrid	1842	28	22	5	7.0	0.6	7.3	2.8	14.3	3.4	17.7	586	92585	Looped	-0.3	8.0	1
401833	WB	Hybrid	1048	21	30	5	4.8	0.7	6.5	9.6	11.3	10.3	21.6	2224	124157	Looped	-0.1	7.8	0
401834	WB	Hybrid	1539	22	33	1	5.8	3.9	4.7	16.7	10.5	20.6	31.1	250	64562	Looped	0.9	8.7	0
401835	WB	Hybrid	1887	43	8	7	4.9	0.8	10.3	2.0	15.2	2.8	18.0	2717	148677	Looped	0.0	8.7	0
401836	WB	Hybrid	1054	5	27	1	3.0	0.1	1.3	13.0	4.3	13.1	17.4	2223	37694	Looped	-0.2	6.4	0
401837	WB	Hybrid	984	11	14	2	2.5	0.8	3.7	1.5	6.2	2.3	8.5	245	39975	Looped	2.5	8.2	0
401838	WB	Hybrid	1429	1	30	2	2.7	0.5	1.8	6.3	4.5	6.8	11.3	168	24609	Looped	0.6	8.7	0
401931	BR	Hybrid	1678	38	37	14	5.4	0.5	7.7	3.0	13.1	3.5	16.6	3734	209764	Looped	-0.3	8.7	1
401932	BR	Hybrid	1445	4	13	4	1.6	0.7	3.2	0.8	4.8	1.5	6.3	3795	160106	Looped	0.4	6.9	0
401933	BR	Hybrid	1882	31	32	7	6.5	0.3	7.4	2.7	13.9	3.0	16.9	209	21239	Looped	1.2	9.4	0
401934	BR	Hybrid	1234	20	27	1	3.5	0.3	3.5	2.1	7.0	2.4	9.4	177	31364	Looped	-1.9	6.9	0
401935	BR	Hybrid	1399	32	16	2	3.6	0.2	8.7	1.5	12.3	1.7	14.0	1595	117557	Looped	-0.1	6.5	0
401936	BR	Hybrid	546	18	22	2	5.1	0.5	2.6	1.4	7.7	1.9	9.6	675	25937	Looped	0.2	7.1	0
401937	BR	Hybrid	1578	7	31	5	3.9	0.4	3.0	2.0	6.9	2.4	9.3	268	35199	Looped	-0.3	7.7	0
401938	BR	Hybrid	821	22	10	1	3.3	0.4	5.8	2.7	9.1	3.1	12.2	1004	56275	Looped	-0.1	5.1	0
402031	BR	OH	106	20	5	0	58.4	0.1	15.6	0.2	74.0	0.3	74.3	564	134164	Looped	0.0	2.2	0
402032	BR	Hybrid	1331	48	23	5	25.9	0.1	14.2	6.4	40.1	6.5	46.6	3256	399120	Looped	-0.5	7.2	0
402131	WB	Hybrid	1613	30	24	9	5.7	1.3	5.2	3.4	10.9	4.7	15.6	1956	253400	Looped	-0.2	7.7	0
402132	WB	Hybrid	1409	9	26	1	2.3	2.6	2.4	6.3	4.7	8.9	13.6	3381	76145	Looped	0.7	8.1	3
402133	WB	OH	1166	36	7	1	5.7	0.0	4.6	0.4	10.3	0.4	10.7	2645	58812	Looped	-0.7	4.5	0
402134	WB	Hybrid	1984	26	19	4	5.2	0.9	4.5	1.4	9.7	2.3	12.0	176	21439	Looped	-0.2	5.9	0
402135	WB	Hybrid	840	16	14	1	2.3	0.7	2.1	1.8	4.4	2.5	6.9	31	5004	Looped	0.0	7.0	0
402136	WB	Hybrid	639	0	19	0	0.5	3.9	0.0	3.9	0.5	7.8	8.3	1978	86143	Looped	-1.1	5.0	0
402137	WB	Hybrid	2163	15	30	1	3.8	1.4	6.7	6.5	10.5	7.9	18.4	9028	649512	Looped	0.5	10.0	0
402232	WB	OH	0	0	0	0	1.6	0.0	0.0	0.0	1.6	0.0	1.6	0	0	Looped	-0.1	2.8	0
402234	WB	OH	0	0	0	0	1.6	0.0	0.0	0.0	1.6	0.0	1.6	0	0	Radial	-0.1	2.8	0
402235	WB	OH	1	0	0	0	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Radial	-0.1	2.8	0
402236	WB	OH	0	0	0	0	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Radial	-0.1	2.8	0
402262	WB	Hybrid	34	3	6	1	10.5	0.4	1.5	1.6	12.0	2.0	14.0	1	210	Looped	-0.4	2.4	0
402531	WB	Hybrid	792	19	25	3	4.1	0.2	2.4	4.0	6.5	4.2	10.7	174	47364	Looped	0.0	5.9	0
402532	WB	Hybrid	863	22	8	6	2.8	1.5	7.8	2.4	10.6	3.9	14.5	2160	131271	Looped	-0.3	6.2	0
402533	WB	Hybrid	759	12	20	7	3.1	1.5	3.0	2.6	6.1	4.1	10.2	910	73551	Looped	0.0	8.3	0
402534	WB	Hybrid	1303	23	14	2	3.6	0.7	3.6	0.5	7.2	1.2	8.4	161	25142	Looped	-0.8	6.2	0
402535	WB	UG	1	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Radial	-0.2	5.8	0
402536	WB	Hybrid	1199	37	14	0	4.7	0.5	4.9	0.8	9.6	1.3	10.9	1475	79740	Looped	-0.5	7.2	0
402537	WB	Hybrid	675	21	20	4	3.0	0.7	3.0	0.9	6.0	1.6	7.6	1425	47519	Looped	-0.2	5.4	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
402538	WB	Hybrid	1290	28	6	1	3.1	0.4	4.2	0.9	7.3	1.3	8.6	131	24153	Looped	-0.2	4.9	0
402539	WB	Hybrid	180	2	19	0	1.2	1.7	0.3	2.0	1.5	3.7	5.2	0	0	Looped	0.0	5.7	0
402631	WB	Hybrid	1100	1	14	0	0.5	1.6	0.1	3.8	0.6	5.4	6.0	64	7209	Looped	-0.5	3.4	0
402632	WB	Hybrid	1490	6	36	1	2.6	2.8	1.3	2.3	3.9	5.1	9.0	249	36949	Looped	-2.7	7.3	0
402633	WB	Hybrid	1325	7	30	2	2.2	2.0	2.2	9.5	4.4	11.5	15.9	269	48753	Looped	0.8	8.5	0
402634	WB	Hybrid	1702	5	34	4	2.5	0.8	0.8	11.3	3.3	12.1	15.4	235	29979	Looped	0.4	9.7	0
402635	WB	Hybrid	963	7	40	1	2.9	2.8	0.7	14.7	3.6	17.5	21.1	106	19924	Looped	0.3	8.8	0
402636	WB	Hybrid	1346	2	27	2	1.4	2.1	0.7	5.7	2.1	7.8	9.9	190	24058	Looped	2.0	7.0	0
402637	WB	Hybrid	460	1	12	3	1.1	1.1	1.2	3.0	2.3	4.1	6.4	182	25300	Looped	-2.5	4.9	0
402638	WB	Hybrid	1665	30	21	3	4.3	0.7	11.9	3.1	16.2	3.8	20.0	790	92068	Looped	-0.7	9.1	0
402731	TC	Hybrid	528	51	8	7	30.7	0.8	54.2	8.6	84.9	9.4	94.3	685	110220	Looped	-0.6	2.6	0
402761	TC	Hybrid	220	20	12	1	39.8	0.4	35.7	10.2	75.5	10.6	86.1	467	72546	Looped	-0.1	2.5	2
402762	TC	OH	7	1	2	0	5.9	0.3	6.9	0.3	12.8	0.6	13.4	12	1936	Looped	-0.2	0.3	0
402831	BR	Hybrid	1457	25	25	5	5.3	0.1	10.2	4.0	15.5	4.1	19.6	3078	50623	Looped	-0.2	9.6	0
402832	BR	Hybrid	1114	29	8	4	7.7	0.0	6.4	0.9	14.1	0.9	15.0	180	29636	Looped	0.4	7.5	0
402833	BR	Hybrid	1965	13	25	4	4.6	1.6	5.6	4.1	10.2	5.7	15.9	2284	65645	Looped	-0.9	9.2	0
402834	BR	Hybrid	1612	4	24	3	3.0	1.2	1.3	2.4	4.3	3.6	7.9	131	23999	Looped	-0.2	6.8	0
402835	BR	Hybrid	2579	10	67	4	4.5	2.5	3.7	7.2	8.2	9.7	17.9	5577	106692	Looped	-1.2	8.6	1
402836	BR	Hybrid	1080	10	22	2	3.4	0.6	4.1	2.7	7.5	3.3	10.8	24	6299	Looped	0.1	5.6	0
402837	BR	Hybrid	2163	13	10	3	3.7	0.0	6.5	3.6	10.2	3.6	13.8	279	47218	Looped	-2.4	6.1	0
402838	BR	Hybrid	2908	21	37	5	3.7	0.6	7.1	7.8	10.8	8.4	19.2	808	95623	Looped	-0.5	7.8	0
402839	BR	Hybrid	2675	27	13	6	3.6	0.6	9.7	2.5	13.3	3.1	16.4	1213	187930	Looped	-0.2	9.1	0
402931	TC	Hybrid	1290	28	21	2	4.6	0.0	9.7	5.4	14.3	5.4	19.7	195	19353	Looped	0.0	6.7	0
402932	TC	Hybrid	2289	39	21	2	6.9	0.2	18.7	8.9	25.6	9.1	34.7	2759	416356	Looped	-0.1	10.2	1
402933	TC	Hybrid	1289	28	17	1	5.2	1.7	10.9	10.8	16.1	12.5	28.6	190	17389	Looped	-0.1	5.9	0
402934	TC	Hybrid	1280	25	35	5	5.9	0.2	8.1	13.3	14.0	13.5	27.5	192	33839	Looped	-0.2	8.0	0
402935	TC	Hybrid	1655	24	21	2	6.4	0.2	12.2	7.9	18.6	8.1	26.7	322	63432	Looped	-0.1	7.3	0
402936	TC	Hybrid	1392	24	45	5	11.1	1.5	16.0	26.2	27.1	27.7	54.8	149	43672	Looped	0.4	6.6	0
402937	TC	Hybrid	2110	32	12	5	6.8	0.5	13.8	6.1	20.6	6.6	27.2	279	42607	Looped	-0.5	6.8	0
402938	TC	Hybrid	2462	24	36	2	6.9	1.4	9.6	10.4	16.5	11.8	28.3	251	60126	Looped	-0.8	7.0	0
403031	WB	Hybrid	624	14	18	2	4.7	0.0	4.9	1.9	9.6	1.9	11.5	695	14854	Looped	-0.1	6.4	0
403032	WB	Hybrid	1481	32	10	1	3.3	0.0	9.9	2.1	13.2	2.1	15.3	647	116481	Looped	-0.3	6.6	0
403033	WB	Hybrid	2528	4	33	1	3.1	0.1	1.3	13.6	4.4	13.7	18.1	315	35193	Looped	0.3	8.0	0
403034	WB	Hybrid	1647	47	23	5	4.5	0.7	9.2	7.5	13.7	8.2	21.9	3466	126919	Looped	0.2	9.0	0
403035	WB	Hybrid	1709	17	28	0	4.4	0.0	7.0	4.8	11.4	4.8	16.2	302	42345	Looped	-0.7	7.2	0
403036	WB	Hybrid	834	18	16	2	2.0	0.4	5.1	3.7	7.1	4.1	11.2	395	74523	Looped	1.2	4.2	0
403037	WB	Hybrid	674	16	12	3	3.4	0.1	5.9	1.1	9.3	1.2	10.5	1576	105016	Looped	0.2	4.3	0
403038	WB	Hybrid	1928	13	30	2	3.6	0.6	7.9	9.1	11.5	9.7	21.2	1161	130871	Looped	-1.9	7.0	0
403131	WB	Hybrid	560	8	15	2	2.8	1.4	1.5	1.4	4.3	2.8	7.1	87	13674	Looped	-0.1	3.3	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
403132	WB	Hybrid	687	16	8	1	5.1	0.4	4.6	0.5	9.7	0.9	10.6	101	23668	Looped	-0.6	7.4	0
403133	WB	Hybrid	181	2	6	0	1.8	0.8	1.3	1.0	3.1	1.8	4.9	411	30311	Looped	-6.0	1.7	0
403134	WB	Hybrid	1000	42	13	6	5.8	1.9	7.8	0.9	13.6	2.8	16.4	179	41267	Looped	5.2	9.0	0
403231	BR	Hybrid	1694	12	29	4	4.7	0.5	7.4	3.9	12.1	4.4	16.5	2366	163030	Looped	0.4	10.5	0
403232	BR	Hybrid	1583	8	32	6	4.3	0.0	2.2	2.9	6.5	2.9	9.4	269	56828	Looped	1.1	8.4	0
403233	BR	hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	123	Looped	0.4	14.6	0
403234	BR	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	2.6	3.1	0
403235	BR	Hybrid	611	1	27	0	2.7	0.7	0.8	1.8	3.5	2.5	6.0	147	12532	Looped	-0.2	4.5	0
403236	BR	Hybrid	579	0	22	0	1.2	1.8	0.0	5.7	1.2	7.5	8.7	2	283	Looped	1.2	8.5	0
403237	BR	Hybrid	876	9	27	2	3.4	0.7	2.2	4.9	5.6	5.6	11.2	900	33129	Looped	0.3	7.3	0
403238	BR	UG	0	0	0	0	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	3.8	4.0	0
403239	BR	Hybrid	26	0	6	0	0.6	2.9	0.0	0.2	0.6	3.1	3.7	4	40	Looped	1.1	9.4	0
403431	TC	Hybrid	1519	19	20	2	3.3	2.1	11.9	9.3	15.2	11.4	26.6	373	38904	Looped	-0.3	7.1	0
403432	TC	Hybrid	656	1	23	0	3.4	0.0	0.3	12.9	3.7	12.9	16.6	73	9480	Looped	-1.1	6.3	0
403433	TC	Hybrid	1243	11	32	1	4.7	2.1	4.0	14.6	8.7	16.7	25.4	2799	124573	Looped	-0.8	7.7	5
403434	TC	Hybrid	1635	24	25	6	5.7	0.2	10.7	3.2	16.4	3.4	19.8	2466	126000	Looped	-1.2	8.3	1
403435	TC	Hybrid	1646	19	45	3	4.1	4.4	2.6	10.0	6.7	14.4	21.1	2009	63554	Looped	-0.8	5.2	0
403436	TC	Hybrid	1357	8	23	7	4.7	3.0	8.5	7.8	13.2	10.8	24.0	3015	221813	Looped	0.7	9.5	0
403437	TC	Hybrid	240	1	25	0	1.5	0.4	1.3	4.3	2.8	4.7	7.5	126	20734	Looped	-0.3	7.2	0
403438	TC	Hybrid	1415	3	35	3	3.4	1.8	3.0	16.2	6.4	18.0	24.4	224	24405	Looped	0.9	6.7	0
403439	TC	Hybrid	2088	8	33	4	8.2	4.0	7.0	22.5	15.2	26.5	41.7	279	33845	Looped	1.2	8.5	0
403631	BR	Hybrid	28	12	8	1	21.5	0.2	1.2	1.8	22.7	2.0	24.7	450	114515	Looped	-2.2	3.6	0
403632	BR	Hybrid	1056	26	19	0	56.4	0.8	6.8	2.7	63.2	3.5	66.7	52	8029	Looped	-1.4	6.5	0
403633	BR	Hybrid	810	39	16	3	12.4	0.5	15.3	1.3	27.7	1.8	29.5	241	36321	Looped	0.0	6.1	0
403634	BR	OH	139	14	9	2	62.3	0.5	16.7	1.8	79.0	2.3	81.3	373	31661	0	2.0	2.2	0
403731	WB	Hybrid	630	0	30	0	1.8	0.9	0.2	5.2	2.0	6.1	8.1	41	4510	Looped	-3.6	7.9	0
403732	WB	Hybrid	972	0	28	0	0.7	3.0	0.2	13.0	0.9	16.0	16.9	326	89255	Looped	-0.6	7.6	0
403733	WB	Hybrid	1456	0	40	1	2.9	2.0	0.2	6.8	3.1	8.8	11.9	528	68962	Looped	-1.4	9.6	0
403734	WB	UG	259	0	9	0	0.0	4.5	0.0	1.4	0.0	5.9	5.9	1	225	Looped	-7.2	3.6	0
403735	WB	Hybrid	1038	0	31	0	2.2	2.7	0.0	16.6	2.2	19.3	21.5	106	35348	Looped	-0.2	6.1	0
403736	WB	Hybrid	1438	15	27	5	4.0	1.6	3.0	7.3	7.0	8.9	15.9	302	40157	Looped	-0.9	7.4	0
403737	WB	Hybrid	455	1	30	0	1.4	4.0	0.0	6.2	1.4	10.2	11.6	459	32900	Looped	0.8	6.9	0
403738	WB	Hybrid	1957	5	21	1	2.0	3.1	4.5	9.1	6.5	12.2	18.7	2419	211763	Looped	2.6	9.1	0
403931	WB	Hybrid	2297	30	31	3	5.5	0.1	8.0	1.8	13.5	1.9	15.4	257	73489	Looped	3.5	9.6	0
403932	WB	OH	1607	41	5	1	4.3	0.2	10.5	0.4	14.8	0.6	15.4	562	101395	Looped	-2.9	7.1	0
403933	WB	Hybrid	1601	8	26	3	2.6	1.5	2.3	3.5	4.9	5.0	9.9	154	24760	Looped	-0.5	9.5	0
403934	WB	Hybrid	1644	19	16	10	4.4	0.5	4.9	2.4	9.3	2.9	12.2	1815	164178	Looped	-0.4	8.1	0
403935	WB	Hybrid	2182	22	20	4	5.3	0.3	8.3	4.2	13.6	4.5	18.1	485	122722	Looped	-0.1	8.8	0
403936	WB	Hybrid	1433	8	27	1	2.6	0.6	5.4	6.8	8.0	7.4	15.4	1706	66181	Looped	1.1	8.0	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
403937	WB	Hybrid	2154	4	30	0	2.0	1.6	1.1	3.6	3.1	5.2	8.3	95	14716	Looped	-0.9	9.2	0
404031	WB	Hybrid	740	17	19	3	3.8	0.1	5.0	0.7	8.8	0.8	9.6	1716	54675	Looped	-0.4	6.6	0
404032	WB	Hybrid	1659	33	15	6	4.8	0.2	8.4	2.6	13.2	2.8	16.0	2013	196240	Looped	1.4	9.4	0
404033	WB	Hybrid	1400	0	37	0	2.6	0.1	0.0	6.8	2.6	6.9	9.5	106	22924	Looped	-1.5	6.6	0
404034	WB	Hybrid	4607	4	46	0	4.4	0.7	1.0	15.9	5.4	16.6	22.0	1659	321612	Looped	0.2	8.4	0
404035	WB	Hybrid	1897	22	28	6	4.9	0.1	6.3	4.2	11.2	4.3	15.5	420	71454	Looped	1.0	10.2	0
404036	WB	Hybrid	1453	13	14	0	2.8	0.1	3.2	4.1	6.0	4.2	10.2	641	125804	Looped	-0.5	4.1	0
404037	WB	Hybrid	2948	8	23	0	3.2	1.6	1.6	9.2	4.8	10.8	15.6	514	86988	Looped	-0.3	7.2	0
404038	WB	Hybrid	1822	8	46	2	3.1	0.8	4.1	5.4	7.2	6.2	13.4	725	148631	Looped	-0.2	8.0	0
404039	WB	Hybrid	802	0	31	0	1.6	2.8	0.0	2.9	1.6	5.7	7.3	872	23983	Looped	0.5	5.2	0
404040	WB	Hybrid	508	8	23	5	2.8	0.3	2.0	2.4	4.8	2.7	7.5	46	6883	Looped	0.0	5.7	0
404131	BR	Hybrid	2083	12	40	2	5.0	0.1	4.1	21.1	9.1	21.2	30.3	232	67214	Looped	0.6	9.0	0
404132	BR	Hybrid	2552	15	39	4	4.0	0.9	3.3	5.5	7.3	6.4	13.7	5424	64878	Looped	0.8	8.3	0
404133	BR	Hybrid	603	4	7	1	1.2	0.1	4.2	0.7	5.4	0.8	6.2	282	44827	Looped	-0.2	3.1	0
404134	BR	Hybrid	1717	6	41	4	4.1	1.6	2.1	15.8	6.2	17.4	23.6	3955	331523	Looped	-1.0	10.2	0
404135	BR	Hybrid	1531	29	15	10	6.4	0.2	9.0	5.1	15.4	5.3	20.7	1813	211307	Looped	-0.4	7.8	0
404136	BR	Hybrid	4163	24	35	13	4.4	0.3	6.6	9.2	11.0	9.5	20.5	5058	421867	Looped	-0.5	8.9	0
404137	BR	Hybrid	1878	1	48	1	6.0	0.9	0.3	16.3	6.3	17.2	23.5	3000	122151	Looped	-0.4	8.2	0
404138	BR	Hybrid	1672	1	31	2	2.3	2.7	0.4	8.9	2.7	11.6	14.3	359	33530	Looped	-0.1	8.9	0
404139	BR	Hybrid	2457	1	70	0	3.9	0.4	0.1	13.7	4.0	14.1	18.1	6177	447511	Looped	-0.2	8.6	0
404140	BR	UG	1	0	2	0	0.0	0.6	0.0	0.3	0.0	0.9	0.9	2	714	Looped	-0.1	5.8	0
404231	BR	Hybrid	1662	6	33	7	2.4	0.4	3.1	10.6	5.5	11.0	16.5	156	46523	Looped	-0.1	8.1	0
404232	BR	Hybrid	2105	11	32	3	2.7	0.8	3.0	6.9	5.7	7.7	13.4	264	75967	Looped	-0.3	6.9	0
404233	BR	Hybrid	1800	1	27	0	2.1	0.4	0.3	2.2	2.4	2.6	5.0	70	4887	Looped	-0.4	5.9	0
404234	BR	Hybrid	2404	5	23	2	1.5	2.7	1.1	5.0	2.6	7.7	10.3	160	39615	Looped	-0.9	8.5	0
404235	BR	Hybrid	223	0	17	0	1.6	0.6	0.0	1.8	1.6	2.4	4.0	19	1557	Looped	-0.1	3.9	0
404236	BR	Hybrid	536	9	12	1	1.9	1.6	2.2	2.3	4.1	3.9	8.0	40	8247	Looped	0.2	4.7	0
404237	BR	Hybrid	446	0	24	0	1.5	1.8	0.0	6.2	1.5	8.0	9.5	559	32479	Looped	0.0	6.9	0
404238	BR	UG	47	0	17	0	0.2	1.9	0.0	3.5	0.2	5.4	5.6	2	252	Looped	0.9	8.0	0
404239	BR	Hybrid	1362	7	25	2	4.9	0.4	3.5	6.2	8.4	6.6	15.0	788	176153	Looped	-0.3	5.7	0
404240	BR	UG	1382	0	28	0	0.8	3.0	0.0	13.0	0.8	16.0	16.8	537	71947	Looped	0.9	8.8	0
404241	BR	Hybrid	1128	1	32	1	2.0	1.6	0.4	6.0	2.4	7.6	10.0	1200	12708	Looped	-1.0	6.4	0
404242	BR	Hybrid	481	6	27	4	2.3	1.0	0.9	2.0	3.2	3.0	6.2	87	7683	Looped	0.4	8.7	0
404331	BR	UG	1	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-0.3	1.7	0
404332	BR	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-0.1	2.5	0
404333	BR	Hybrid	648	6	20	4	2.9	0.5	0.8	7.6	3.7	8.1	11.8	315	69679	Looped	-0.4	10.4	0
404334	BR	Hybrid	102	0	22	1	2.7	0.5	0.2	3.5	2.9	4.0	6.9	110	5402	Looped	0.4	8.3	0
404335	BR	Hybrid	903	2	27	1	2.3	1.9	0.2	11.4	2.5	13.3	15.8	268	51031	Looped	0.6	10.8	0
404336	BR	Hybrid	983	7	39	3	4.2	1.5	3.2	7.8	7.4	9.3	16.7	2241	215444	Looped	-0.2	9.6	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
404337	BR	Hybrid	268	2	31	0	1.8	3.1	0.8	2.2	2.6	5.3	7.9	123	7585	Looped	0.1	9.4	0
404338	BR	Hybrid	929	1	28	1	3.3	2.3	0.4	7.1	3.7	9.4	13.1	70	7713	Looped	0.2	8.1	0
404339	BR	UG	2	0	1	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	1	363	Looped	-0.4	7.6	0
404431	WB	Hybrid	1114	11	11	6	1.8	0.0	3.6	3.5	5.4	3.5	8.9	671	84554	Looped	0.3	5.9	0
404432	WB	Hybrid	2240	17	36	3	4.3	0.0	3.6	7.7	7.9	7.7	15.6	671	94327	Looped	-0.1	6.7	0
404433	WB	Hybrid	2260	15	30	4	4.8	0.2	6.3	3.3	11.1	3.5	14.6	980	218468	Looped	-0.1	8.4	0
404434	WB	Hybrid	2239	24	20	4	2.9	0.1	7.6	6.8	10.5	6.9	17.4	3557	219723	Looped	-0.9	9.1	0
404435	WB	Hybrid	2068	9	26	4	3.1	0.0	1.9	5.7	5.0	5.7	10.7	2325	102722	Looped	-0.4	7.0	0
404436	WB	Hybrid	2754	13	33	3	4.6	0.4	2.5	11.2	7.1	11.6	18.7	692	91516	Looped	-1.7	7.6	0
404437	WB	Hybrid	2056	22	23	4	3.7	0.6	7.7	3.5	11.4	4.1	15.5	570	74033	Looped	-0.4	7.8	0
404438	WB	Hybrid	1893	13	30	4	4.1	0.1	3.7	7.5	7.8	7.6	15.4	239	41442	Looped	-0.5	8.5	0
404531	WB	Hybrid	1645	38	3	6	4.1	0.1	7.9	0.7	12.0	0.8	12.8	3830	231064	Looped	-0.2	7.7	0
404532	WB	Hybrid	2287	6	44	4	4.6	2.7	2.0	5.4	6.6	8.1	14.7	7125	869990	Looped	0.9	9.9	0
404533	WB	Hybrid	1176	30	6	1	3.0	0.1	8.2	0.6	11.2	0.7	11.9	1680	188373	Looped	0.3	7.6	0
404631	TC	Hybrid	2180	33	31	16	15.0	0.1	49.6	11.1	64.6	11.2	75.8	4978	502688	Looped	-0.9	9.6	1
404632	TC	Hybrid	155	14	8	5	18.0	0.4	7.2	2.1	25.2	2.5	27.7	191	18912	Looped	-7.8	5.5	0
404731	BR	Hybrid	930	6	21	3	4.2	0.4	3.5	3.9	7.7	4.3	12.0	2401	158376	Looped	0.6	8.4	1
404732	BR	Hybrid	1618	26	9	3	3.9	0.1	11.8	2.2	15.7	2.3	18.0	4003	307195	Looped	-0.4	9.1	1
404733	BR	Hybrid	1137	1	18	0	2.0	0.1	0.6	9.7	2.6	9.8	12.4	350	96417	Looped	-2.5	7.5	0
404734	BR	Hybrid	1792	0	20	0	3.8	2.4	0.1	9.7	3.9	12.1	16.0	3737	213876	Looped	-1.4	7.2	0
404735	BR	Hybrid	1891	6	24	1	3.6	1.4	3.1	12.7	6.7	14.1	20.8	615	118929	Looped	1.3	9.6	0
404736	BR	Hybrid	1420	3	21	1	1.3	1.9	0.2	4.3	1.5	6.2	7.7	115	33074	Looped	0.1	6.4	0
404737	BR	Hybrid	742	4	5	5	1.4	0.2	4.3	1.1	5.7	1.3	7.0	280	51597	Looped	-2.4	4.0	0
404738	BR	Hybrid	595	5	19	2	1.8	1.0	0.5	0.6	2.3	1.6	3.9	1993	97193	Looped	-4.4	4.7	0
404739	BR	Hybrid	2075	14	36	7	3.6	1.2	4.8	3.5	8.4	4.7	13.1	238	40598	Looped	0.0	8.4	0
404740	BR	UG	783	1	18	0	0.3	3.0	0.1	14.9	0.4	17.9	18.3	562	153396	Looped	8.4	8.6	2
404831	BR	Hybrid	2084	17	33	4	5.8	0.3	5.8	9.2	11.6	9.5	21.1	2973	190939	Looped	1.9	9.0	0
404832	BR	Hybrid	2061	6	50	3	5.1	1.9	1.6	15.3	6.7	17.2	23.9	2381	244299	Looped	0.0	8.8	1
404833	BR	Hybrid	2760	12	40	1	4.1	0.6	3.7	14.2	7.8	14.8	22.6	772	114569	Looped	-0.2	9.3	1
404834	BR	Hybrid	1631	1	35	3	2.8	0.2	0.6	10.0	3.4	10.2	13.6	381	95378	Looped	0.5	7.0	0
404835	BR	Hybrid	986	17	11	6	4.1	0.0	5.8	1.9	9.9	1.9	11.8	313	39403	Looped	-1.0	4.3	0
404836	BR	Hybrid	2372	12	76	3	4.2	0.8	1.4	4.2	5.6	5.0	10.6	398	64674	Looped	0.1	10.3	2
404837	BR	Hybrid	1351	12	23	7	4.7	0.2	5.2	3.8	9.9	4.0	13.9	2841	193796	Looped	-0.2	7.8	0
404838	BR	Hybrid	2392	10	51	10	4.5	0.5	2.7	8.6	7.2	9.1	16.3	602	73075	Looped	0.2	9.1	0
404839	BR	Hybrid	1645	29	24	8	4.1	0.8	7.0	1.5	11.1	2.3	13.4	1917	167085	Looped	-2.4	7.6	0
404840	BR	Hybrid	1978	9	20	0	2.7	0.6	3.1	7.7	5.8	8.3	14.1	389	70368	Looped	-0.7	6.3	1
404931	TC	Hybrid	1757	21	34	2	7.0	0.3	6.4	6.1	13.4	6.4	19.8	2034	132673	Looped	-0.4	7.6	0
404932	TC	Hybrid	1137	14	19	4	4.6	0.3	2.9	14.0	7.5	14.3	21.8	231	55533	Looped	-0.6	6.5	0
404933	TC	Hybrid	1685	13	37	4	5.8	3.7	3.2	18.0	9.0	21.7	30.7	2022	193291	Looped	-0.6	10.1	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
404934	TC	Hybrid	703	10	20	4	4.9	0.2	3.7	1.6	8.6	1.8	10.4	73	14033	Looped	0.9	10.5	0
404935	TC	Hybrid	1581	12	22	2	4.4	0.1	3.5	6.3	7.9	6.4	14.3	275	38728	Looped	-0.3	5.0	0
404936	TC	Hybrid	1612	45	25	5	6.1	0.1	10.5	3.8	16.6	3.9	20.5	222	28894	Looped	-0.1	7.4	0
404937	TC	Hybrid	2039	32	28	4	7.5	1.4	7.0	20.2	14.5	21.6	36.1	313	76552	Looped	0.0	9.5	0
404938	TC	Hybrid	922	38	31	6	7.9	2.8	9.9	18.2	17.8	21.0	38.8	950	14699	Looped	-0.3	6.3	0
404939	TC	Hybrid	1607	21	24	3	5.6	1.3	6.1	14.2	11.7	15.5	27.2	398	101209	Looped	-0.1	8.8	1
405031	BR	Hybrid	1661	0	39	0	2.5	0.5	0.0	10.1	2.5	10.6	13.1	136	30469	Looped	-0.6	7.1	0
405032	BR	Hybrid	1986	5	33	0	2.9	0.8	0.3	11.7	3.2	12.5	15.7	223	28935	Looped	0.5	9.6	1
405033	BR	Hybrid	748	0	19	0	3.0	0.2	0.0	9.7	3.0	9.9	12.9	1553	59890	Looped	-0.3	4.5	0
405034	BR	Hybrid	1059	0	22	1	2.5	0.7	0.8	12.7	3.3	13.4	16.7	208	32066	Looped	1.0	8.4	0
405035	BR	Hybrid	1865	3	25	0	3.4	0.6	1.7	10.0	5.1	10.6	15.7	2154	74343	Looped	-0.4	7.4	0
405036	BR	Hybrid	2243	0	34	0	3.7	0.1	0.0	11.3	3.7	11.4	15.1	4922	367071	Looped	-0.4	7.7	0
405037	BR	UG	1309	0	15	0	0.1	3.4	0.0	16.1	0.1	19.5	19.6	1791	283563	Looped	-0.6	7.3	0
405038	BR	Hybrid	869	2	21	0	1.6	2.7	0.1	13.2	1.7	15.9	17.6	88	13169	Looped	0.3	6.5	0
405039	BR	Hybrid	1746	2	33	1	2.9	1.7	0.8	16.4	3.7	18.1	21.8	1249	14563	Looped	-1.8	7.6	0
405131	TC	Hybrid	2173	0	23	0	1.0	5.7	0.0	9.6	1.0	15.3	16.3	186	19459	Looped	0.0	3.1	0
405132	TC	Hybrid	21	6	8	1	4.5	1.7	1.6	6.1	6.1	7.8	13.9	8	1578	Looped	-0.8	3.6	0
405133	TC	Hybrid	10	2	1	0	0.9	1.0	0.5	0.7	1.4	1.7	3.1	2	559	Looped	-0.2	0.2	0
405134	TC	Hybrid	3536	0	61	2	4.4	3.1	0.3	10.5	4.7	13.6	18.3	9535	828038	Looped	-0.2	7.2	0
405261	WB	Hybrid	3915	11	73	0	8.6	5.3	10.3	41.3	18.9	46.6	65.5	4491	133117	Looped	0.2	16.3	1
405262	WB	Hybrid	2579	3	55	3	7.2	0.7	2.2	27.8	9.4	28.5	37.9	768	118220	Looped	0.4	16.0	0
405263	WB	Hybrid	2999	2	64	0	6.2	0.3	1.0	29.2	7.2	29.5	36.7	1088	194303	Looped	-0.1	14.5	0
405264	WB	Hybrid	1822	5	50	4	6.7	2.2	2.5	20.2	9.2	22.4	31.6	114	29135	Looped	-0.9	17.1	0
405265	WB	Hybrid	2828	3	48	1	4.3	0.3	2.4	21.4	6.7	21.7	28.4	699	99029	Looped	0.4	17.0	0
405266	WB	Hybrid	1722	13	53	1	6.8	2.4	5.9	18.6	12.7	21.0	33.7	39	15918	Looped	-3.1	13.8	0
405267	WB	Hybrid	192	0	4	0	1.1	4.4	0.0	1.0	1.1	5.4	6.5	1	202	Looped	0.2	10.8	0
405268	WB	UG	1546	1	44	1	0.9	4.9	0.2	28.0	1.1	32.9	34.0	123	120612	Looped	1.2	13.2	0
405269	WB	Hybrid	2517	4	56	5	5.5	1.1	3.9	19.1	9.4	20.2	29.6	322	69191	Looped	1.5	12.5	0
405331	WB	Hybrid	1511	5	26	1	7.7	3.3	1.5	20.3	9.2	23.6	32.8	3301	289446	Looped	-0.3	8.2	0
405332	WB	Hybrid	1194	3	24	3	4.2	0.7	0.9	5.6	5.1	6.3	11.4	3384	109704	Looped	0.8	8.5	0
405333	WB	Hybrid	1244	1	45	2	6.8	0.3	0.4	11.4	7.2	11.7	18.9	20	2612	Looped	-0.4	8.2	0
405334	WB	Hybrid	1213	5	16	5	3.7	1.9	4.8	7.9	8.5	9.8	18.3	296	67462	Looped	0.2	5.8	0
405335	WB	Hybrid	955	1	25	3	3.5	1.0	1.2	7.0	4.7	8.0	12.7	673	36463	Looped	-0.1	4.8	0
405336	WB	Hybrid	2195	7	38	3	3.0	1.9	4.7	11.8	7.7	13.7	21.4	603	109040	Looped	-0.4	9.9	0
405337	WB	Hybrid	144	0	17	0	3.8	0.3	0.0	2.4	3.8	2.7	6.5	1	194	Looped	0.6	5.5	0
405338	WB	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	0.2	5.9	0
405339	WB	Hybrid	15	1	2	0	0.3	0.5	0.2	0.1	0.5	0.6	1.1	3	930	Looped	-0.5	2.4	0
405340	WB	Hybrid	1149	5	23	1	2.1	1.5	0.4	6.4	2.5	7.9	10.4	70	28217	Looped	-0.2	5.7	0
405461	BR	Hybrid	3231	5	69	2	4.7	2.3	1.1	25.2	5.8	27.5	33.3	4422	288675	Looped	-2.5	14.5	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
405462	BR	Hybrid	2971	1	38	2	3.7	2.9	0.5	30.3	4.2	33.2	37.4	647	153028	Looped	-0.2	13.1	0
405463	BR	Hybrid	1535	1	38	0	3.8	2.1	0.1	25.6	3.9	27.7	31.6	3391	274603	Looped	0.2	16.2	0
405464	BR	Hybrid	2216	1	39	2	2.4	4.9	0.8	30.6	3.2	35.5	38.7	2635	412103	Looped	-0.3	13.8	3
405465	BR	Hybrid	2099	0	35	0	2.2	5.0	0.0	29.5	2.2	34.5	36.7	2736	459060	Looped	0.0	13.9	1
405466	BR	Hybrid	1381	1	29	2	4.5	1.4	1.8	17.4	6.3	18.8	25.1	163	21027	Looped	0.4	8.3	0
405467	BR	Hybrid	1573	0	40	0	2.4	3.4	0.0	24.7	2.4	28.1	30.5	229	153190	Looped	0.3	13.3	0
405468	BR	UG	1378	0	24	1	0.1	5.0	0.1	18.5	0.2	23.5	23.7	303	150921	Looped	0.0	9.9	1
405469	BR	UG	1405	0	28	0	0.0	4.4	0.0	22.0	0.0	26.4	26.4	4524	472802	Looped	-0.4	14.1	0
405531	TC	Hybrid	2239	26	12	3	5.3	0.7	25.5	7.6	30.8	8.3	39.1	1801	149921	Looped	-0.7	8.9	0
405532	TC	Hybrid	1683	21	20	0	7.1	0.2	6.8	7.3	13.9	7.5	21.4	3573	300747	Looped	-2.0	4.4	0
405533	TC	Hybrid	1387	30	9	1	5.5	0.7	19.7	3.3	25.2	4.0	29.2	1690	46361	Looped	-0.3	6.5	2
405534	TC	Hybrid	1688	10	23	3	4.0	0.2	3.8	5.7	7.8	5.9	13.7	2596	185699	Looped	-0.4	5.7	0
405535	TC	Hybrid	935	4	20	3	3.6	0.1	2.7	6.6	6.3	6.7	13.0	85	4468	Looped	-1.9	2.2	0
405536	TC	Hybrid	1773	28	30	2	5.3	0.6	9.7	10.4	15.0	11.0	26.0	825	157719	Looped	-0.2	7.6	3
405631	BR	Hybrid	2651	8	39	1	5.0	1.3	1.2	15.1	6.2	16.4	22.6	4333	316544	Looped	0.5	9.7	0
405632	BR	Hybrid	2169	2	45	2	2.7	0.1	0.7	12.2	3.4	12.3	15.7	567	88309	Looped	0.4	9.3	0
405633	BR	Hybrid	2559	12	33	1	3.6	0.2	5.9	10.6	9.5	10.8	20.3	3908	221994	Looped	0.3	9.8	0
405634	BR	Hybrid	2780	14	39	2	5.8	0.5	6.6	6.8	12.4	7.3	19.7	547	91195	Looped	0.6	10.0	1
405635	BR	Hybrid	1695	6	27	0	3.2	0.1	0.5	8.2	3.7	8.3	12.0	2772	217356	Looped	-0.4	5.0	0
405636	BR	Hybrid	3117	3	46	0	5.5	0.2	0.2	23.7	5.7	23.9	29.6	3870	354274	Looped	-0.4	9.9	0
405637	BR	Hybrid	2409	27	25	2	5.1	0.8	10.3	10.6	15.4	11.4	26.8	766	85681	Looped	0.0	9.6	0
405638	BR	Hybrid	2078	0	36	0	3.5	0.4	0.1	16.2	3.6	16.6	20.2	709	75002	Looped	0.0	8.3	0
405761	TC	Hybrid	2114	77	30	5	9.6	1.4	26.1	10.7	35.7	12.1	47.8	199	26428	Looped	-0.1	9.5	0
405762	TC	Hybrid	2985	58	14	17	9.7	0.1	25.9	6.8	35.6	6.9	42.5	6380	432176	Looped	-0.1	8.5	0
405763	TC	Hybrid	1321	28	32	10	6.0	1.5	10.5	4.7	16.5	6.2	22.7	1620	186632	Looped	-0.4	8.4	0
405764	TC	Hybrid	2370	46	27	4	9.2	0.3	24.8	8.1	34.0	8.4	42.4	3127	249384	Looped	0.3	10.5	1
405765	TC	Hybrid	3340	65	25	1	9.9	0.7	38.3	7.5	48.2	8.2	56.4	2020	286346	Looped	0.6	14.2	0
405861	BR	Hybrid	3278	6	63	2	4.5	1.8	1.5	23.5	6.0	25.3	31.3	4302	214196	Looped	-6.3	10.0	3
405862	BR	Hybrid	4925	1	70	1	6.6	1.5	0.5	28.9	7.1	30.4	37.5	392	112451	Looped	2.8	15.1	0
405863	BR	Hybrid	3286	0	44	0	3.9	3.9	0.0	32.1	3.9	36.0	39.9	6824	144614	Looped	-2.7	12.8	0
405864	BR	Hybrid	1932	1	33	1	4.6	4.7	2.4	21.6	7.0	26.3	33.3	2622	304209	Looped	-2.3	13.5	1
405865	BR	Hybrid	5261	25	77	4	10.5	3.0	4.9	39.5	15.4	42.5	57.9	6181	960039	Looped	1.8	17.6	2
405866	BR	Hybrid	4053	5	56	0	5.3	0.8	0.7	24.0	6.0	24.8	30.8	4441	266084	Looped	-1.3	12.1	0
405867	BR	Hybrid	4201	5	51	9	4.9	0.7	2.3	19.0	7.2	19.7	26.9	1080	120449	Looped	-3.1	13.2	0
405868	BR	Hybrid	5202	1	92	0	6.7	6.0	0.2	36.9	6.9	42.9	49.8	5529	428061	Looped	-0.4	14.9	0
405931	BR	Hybrid	1030	0	26	0	1.6	1.6	0.0	13.6	1.6	15.2	16.8	98	31217	Looped	-0.1	8.0	0
405932	BR	Hybrid	1105	0	26	0	2.4	0.5	0.0	11.9	2.4	12.4	14.8	238	41187	Looped	-0.3	6.8	0
405933	BR	Hybrid	1009	0	14	0	1.3	0.2	0.0	3.4	1.3	3.6	4.9	183	22695	Looped	-0.3	3.3	0
405934	BR	Hybrid	1206	1	25	0	2.2	1.9	0.1	10.9	2.3	12.8	15.1	129	12769	Looped	0.2	6.6	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
405935	BR	Hybrid	1222	0	23	0	0.8	1.5	0.0	11.1	0.8	12.6	13.4	33	9179	Looped	0.2	9.1	0
405936	BR	UG	1514	0	24	0	0.7	3.0	0.0	11.8	0.7	14.8	15.5	291	29838	Looped	0.8	6.9	0
405937	BR	UG	765	0	19	0	0.0	2.2	0.0	9.7	0.0	11.9	11.9	69	9936	Looped	0.3	7.6	0
405938	BR	Hybrid	510	2	11	0	0.9	2.9	0.2	5.2	1.1	8.1	9.2	555	14124	Looped	-1.0	7.1	0
405939	BR	Hybrid	1775	1	24	0	1.3	3.0	0.0	15.0	1.3	18.0	19.3	321	91556	Looped	-0.1	7.7	0
405940	BR	Hybrid	1973	5	31	2	3.4	2.8	0.9	14.1	4.3	16.9	21.2	2251	45185	Looped	-1.0	8.4	0
406061	TC	Hybrid	1168	51	9	3	28.6	0.2	42.9	3.6	71.5	3.8	75.3	3079	186910	Looped	-0.7	6.7	0
406062	TC	Hybrid	3753	63	14	13	14.9	3.8	41.1	11.9	56.0	15.7	71.7	12836	317590	Looped	-0.2	11.7	0
406063	TC	Hybrid	3083	129	31	11	44.9	0.4	90.2	18.2	135.1	18.6	153.7	10650	461632	Looped	0.0	9.4	2
406064	TC	OH	648	63	7	2	30.3	1.2	63.3	2.6	93.6	3.8	97.4	1070	79397	Looped	-0.2	3.3	0
406161	TC	OH	3293	65	6	2	7.7	0.2	49.1	0.3	56.8	0.5	57.3	7476	248601	Looped	0.1	16.3	0
406162	TC	OH	1712	39	11	2	6.1	0.3	22.1	0.9	28.2	1.2	29.4	454	51935	Looped	-0.1	10.2	0
406163	TC	Hybrid	2689	43	12	1	6.3	1.4	26.6	6.7	32.9	8.1	41.0	3599	147047	Looped	0.0	12.3	0
406164	TC	OH	2704	48	10	0	6.6	0.2	37.2	1.9	43.8	2.1	45.9	1056	136737	Looped	-0.3	13.8	0
406165	TC	OH	2852	60	4	0	11.5	0.6	34.3	0.2	45.8	0.8	46.6	890	89708	Looped	0.3	12.3	0
406166	TC	Hybrid	3596	47	55	1	12.0	0.2	34.9	19.5	46.9	19.7	66.6	413	50416	Looped	-1.4	18.6	0
406167	TC	OH	2846	68	0	1	6.5	0.8	35.7	0.1	42.2	0.9	43.1	1415	200367	Looped	-0.6	13.7	0
406231	WB	Hybrid	3111	0	46	0	3.6	0.3	0.0	17.5	3.6	17.8	21.4	369	75755	Looped	-0.4	9.0	0
406232	WB	Hybrid	3125	4	46	6	3.8	1.6	1.8	11.2	5.6	12.8	18.4	577	105487	Looped	-0.7	9.3	0
406233	WB	Hybrid	2050	0	30	4	2.5	1.1	0.9	12.6	3.4	13.7	17.1	733	125082	Looped	-4.2	4.2	0
406234	WB	Hybrid	1734	0	35	2	3.0	4.1	0.5	21.7	3.5	25.8	29.3	3666	196121	Looped	-0.4	8.3	0
406235	WB	Hybrid	2227	15	51	4	4.6	1.8	2.9	6.2	7.5	8.0	15.5	2501	57695	Looped	-0.2	7.2	0
406236	WB	Hybrid	1353	17	33	0	4.7	1.6	4.6	5.5	9.3	7.1	16.4	3165	181191	Looped	-0.2	6.8	0
406237	WB	Hybrid	762	8	22	4	3.3	2.1	1.9	7.9	5.2	10.0	15.2	1071	54521	Looped	0.8	7.3	0
406331	WB	Hybrid	1829	8	44	3	6.7	0.1	2.8	12.1	9.5	12.2	21.7	4002	325995	Looped	0.8	9.6	0
406332	WB	Hybrid	2466	0	33	2	3.1	0.1	0.1	21.4	3.2	21.5	24.7	72	27434	Looped	-0.4	7.2	0
406333	WB	Hybrid	1935	0	29	0	2.8	1.1	0.0	9.2	2.8	10.3	13.1	149	25538	Looped	-2.7	6.1	0
406334	WB	Hybrid	1388	2	29	3	4.3	0.5	0.9	9.9	5.2	10.4	15.6	1851	75097	Looped	0.4	8.7	0
406335	WB	Hybrid	862	0	20	0	2.7	1.1	0.0	9.4	2.7	10.5	13.2	345	75571	Looped	0.7	10.6	0
406336	WB	Hybrid	1833	5	24	0	1.9	1.1	1.0	9.6	2.9	10.7	13.6	28	6415	Looped	-0.3	7.4	0
406337	WB	Hybrid	1889	9	21	2	2.2	1.3	2.2	10.9	4.4	12.2	16.6	681	143631	Looped	-0.3	5.3	0
406431	TC	Hybrid	1761	7	23	3	3.6	0.6	1.2	16.3	4.8	16.9	21.7	52	11463	Looped	0.8	8.6	0
406432	TC	Hybrid	436	1	16	1	1.6	0.2	0.2	1.5	1.8	1.7	3.5	519	11356	Looped	-0.3	4.1	0
406433	TC	Hybrid	1800	10	40	2	4.9	0.8	5.5	10.4	10.4	11.2	21.6	608	156171	Looped	-1.5	5.9	0
406434	TC	Hybrid	1607	7	27	3	4.0	0.1	6.9	11.6	10.9	11.7	22.6	222	34569	Looped	-1.0	6.3	0
406435	TC	Hybrid	1691	30	24	2	5.0	0.8	13.0	8.2	18.0	9.0	27.0	3579	94971	Looped	-0.6	7.0	0
406531	BR	Hybrid	1551	6	28	0	2.3	0.9	0.3	13.1	2.6	14.0	16.6	63	7013	Looped	-0.7	8.6	0
406532	BR	Hybrid	1582	13	36	1	4.6	0.6	5.4	13.3	10.0	13.9	23.9	1888	120630	Looped	-0.5	6.4	0
406533	BR	Hybrid	1491	27	26	1	4.6	2.5	7.7	11.2	12.3	13.7	26.0	171	20976	Looped	-0.1	7.3	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
406534	BR	Hybrid	1193	0	26	3	3.0	0.1	0.9	13.8	3.9	13.9	17.8	357	36809	Looped	-2.9	4.4	0
406535	BR	Hybrid	2239	13	32	1	4.0	0.7	8.6	7.0	12.6	7.7	20.3	2808	218560	Looped	-0.4	10.1	0
406536	BR	Hybrid	2052	23	36	4	4.6	0.3	3.9	15.4	8.5	15.7	24.2	420	75540	Looped	-1.5	8.6	0
406537	BR	Hybrid	215	0	11	1	0.7	2.2	0.1	1.5	0.8	3.7	4.5	37	6433	Looped	0.8	6.4	0
406761	WB	Hybrid	1410	22	5	1	9.2	0.0	30.5	9.4	39.7	9.4	49.1	292	40875	Looped	-0.4	8.9	0
406762	WB	Hybrid	2134	57	7	0	8.2	0.2	41.1	2.9	49.3	3.1	52.4	3938	232879	Looped	0.1	12.6	0
406763	WB	OH	1920	68	2	0	7.7	0.2	49.9	2.0	57.6	2.2	59.8	2351	167178	Looped	0.3	12.1	0
406764	WB	OH	2072	71	9	1	18.7	0.1	58.7	0.6	77.4	0.7	78.1	733	113094	Looped	0.3	14.1	0
406765	WB	Hybrid	2731	5	51	0	6.6	7.7	3.9	41.1	10.5	48.8	59.3	565	155090	Looped	-0.6	15.7	0
406766	WB	Hybrid	2653	37	45	1	10.6	2.7	11.9	28.9	22.5	31.6	54.1	256	60559	Looped	1.2	16.5	0
406767	WB	OH	2271	62	2	0	10.0	0.2	57.2	1.0	67.2	1.2	68.4	618	83162	Looped	0.1	13.2	0
406768	WB	Hybrid	2815	25	26	1	6.9	0.8	25.0	16.0	31.9	16.8	48.7	2330	252224	Looped	-1.0	14.5	0
406861	BR	Hybrid	2013	0	40	1	1.7	2.9	0.2	24.7	1.9	27.6	29.5	250	82494	Looped	0.4	10.7	1
406862	BR	Hybrid	1486	3	27	1	3.5	2.3	1.7	18.0	5.2	20.3	25.5	1957	102361	Looped	0.4	10.9	0
406863	BR	Hybrid	2088	0	40	0	3.8	3.6	0.0	31.6	3.8	35.2	39.0	2381	184324	Looped	-0.1	13.7	0
406864	BR	Hybrid	2139	1	35	0	5.3	1.3	0.1	22.0	5.4	23.3	28.7	2606	100757	Looped	-2.2	9.7	0
406865	BR	Hybrid	1967	0	42	0	4.3	6.6	0.0	27.5	4.3	34.1	38.4	2273	422895	Looped	2.2	17.1	0
406866	BR	Hybrid	3477	0	49	0	2.9	2.6	0.1	22.8	3.0	25.4	28.4	7636	226548	Looped	-4.8	9.2	0
406867	BR	Hybrid	3324	1	33	1	3.3	1.7	0.3	22.2	3.6	23.9	27.5	419	79480	Looped	-1.6	8.1	0
406931	BR	Hybrid	1472	0	23	0	2.2	0.3	0.0	11.1	2.2	11.4	13.6	889	58097	Looped	-0.7	6.4	0
406932	BR	UG	1322	0	18	0	0.6	1.8	0.0	9.8	0.6	11.6	12.2	2317	198807	Looped	0.0	6.2	0
406933	BR	Hybrid	915	0	24	0	1.0	0.7	0.0	8.6	1.0	9.3	10.3	90	46289	Looped	-0.4	7.2	0
406934	BR	UG	1655	0	25	0	0.4	2.4	0.0	9.9	0.4	12.3	12.7	70	18110	Looped	-1.4	6.7	0
406935	BR	Hybrid	2353	0	24	0	1.0	1.6	0.0	10.6	1.0	12.2	13.2	2491	84881	Looped	0.8	8.0	0
406936	BR	Hybrid	1813	0	27	1	3.3	2.0	0.2	13.2	3.5	15.2	18.7	323	88537	Looped	-0.4	7.5	0
406937	BR	UG	1787	0	29	0	0.5	2.6	0.0	12.9	0.5	15.5	16.0	546	166022	Looped	-0.6	8.2	0
407031	TC	Hybrid	2010	39	19	9	4.8	0.1	12.3	2.9	17.1	3.0	20.1	2343	50745	Looped	-0.3	5.9	0
407032	TC	Hybrid	2184	16	55	5	6.6	2.5	4.8	15.3	11.4	17.8	29.2	2707	361092	Looped	-2.5	8.7	0
407033	TC	Hybrid	1460	17	18	5	4.8	0.1	7.8	5.0	12.6	5.1	17.7	2075	78605	Looped	-0.2	6.5	0
407034	TC	Hybrid	749	6	27	2	4.1	0.3	1.0	7.3	5.1	7.6	12.7	803	41651	Looped	0.6	7.7	0
407035	TC	Hybrid	1315	32	21	8	3.8	1.2	7.5	2.7	11.3	3.9	15.2	645	122500	Looped	0.2	6.6	0
407036	TC	Hybrid	1523	22	29	3	4.0	4.3	5.0	3.7	9.0	8.0	17.0	941	28912	Looped	0.3	4.7	0
407037	TC	Hybrid	900	26	21	4	3.1	1.7	6.1	4.7	9.2	6.4	15.6	208	41699	Looped	-0.2	3.8	0
407161	TC	Hybrid	2844	9	44	1	3.5	3.2	5.4	29.8	8.9	33.0	41.9	3437	205102	Looped	-1.5	12.6	1
407162	TC	Hybrid	1266	31	30	7	25.8	1.1	50.3	11.5	76.1	12.6	88.7	3306	175512	Looped	0.0	9.3	0
407163	TC	Hybrid	2498	7	52	5	6.3	2.8	4.6	38.9	10.9	41.7	52.6	972	175419	Looped	-0.7	11.7	1
407164	TC	Hybrid	2407	10	61	3	4.7	4.3	3.0	32.3	7.7	36.6	44.3	265	99351	Looped	0.0	13.0	0
407165	TC	Hybrid	532	0	42	0	6.0	4.3	0.7	19.4	6.7	23.7	30.4	643	26215	Looped	-2.2	3.9	0
407166	TC	Hybrid	1712	28	29	2	3.0	1.9	6.9	11.1	9.9	13.0	22.9	444	66653	Looped	0.3	9.6	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
407167	TC	Hybrid	946	57	10	14	11.0	1.3	49.6	13.8	60.6	15.1	75.7	1742	147900	Looped	-0.3	5.9	0
407231	WB	Hybrid	987	24	30	2	6.6	1.3	7.5	18.0	14.1	19.3	33.4	276	50842	Looped	-0.2	7.5	0
407232	WB	Hybrid	1174	13	11	3	4.4	0.6	6.8	7.2	11.2	7.8	19.0	1285	115705	Looped	0.6	5.2	0
407233	WB	Hybrid	1707	7	26	1	2.5	1.0	1.2	13.2	3.7	14.2	17.9	398	41661	Looped	-0.1	7.3	0
407234	WB	Hybrid	1420	12	22	3	3.5	1.5	3.7	13.1	7.2	14.6	21.8	1813	60969	Looped	0.1	7.9	0
407235	WB	Hybrid	1745	21	21	4	7.9	0.4	12.7	5.3	20.6	5.7	26.3	803	139866	Looped	0.3	8.9	0
407236	WB	Hybrid	1306	2	25	5	4.6	1.4	4.6	8.3	9.2	9.7	18.9	1640	129414	Looped	3.8	9.2	0
407331	WB	Hybrid	1551	15	32	2	3.4	0.8	2.4	9.0	5.8	9.8	15.6	161	29574	Looped	0.3	7.1	1
407332	WB	Hybrid	1498	12	40	5	9.7	4.9	5.1	22.9	14.8	27.8	42.6	2	70	Looped	-0.7	7.2	1
407333	WB	Hybrid	1730	34	20	4	5.7	0.3	9.4	9.2	15.1	9.5	24.6	539	93024	Looped	0.0	9.6	0
407461	TC	Hybrid	2131	69	14	0	6.2	0.1	22.1	4.8	28.3	4.9	33.2	703	88376	Looped	-0.4	8.9	1
407462	TC	Hybrid	2635	75	46	7	32.6	1.4	45.3	22.8	77.9	24.2	102.1	5681	448342	Looped	0.4	9.7	1
407463	TC	Hybrid	1319	59	41	3	21.3	0.7	13.1	9.6	34.4	10.3	44.7	3031	341393	Looped	-0.5	4.8	0
407464	TC	Hybrid	2500	42	37	4	15.7	2.8	15.9	13.5	31.6	16.3	47.9	4069	115036	Looped	0.0	10.1	0
407561	TC	Hybrid	2303	52	72	12	24.8	1.1	24.2	34.6	49.0	35.7	84.7	2759	311026	Looped	-2.5	10.1	0
407562	TC	Hybrid	1622	36	62	13	15.5	1.8	30.9	12.2	46.4	14.0	60.4	483	79061	Looped	-1.9	11.1	0
407563	TC	Hybrid	373	66	15	4	66.6	1.1	46.0	4.9	112.6	6.0	118.6	183	25444	Looped	0.5	3.9	0
407661	WB	OH	346	41	14	3	32.1	0.8	25.9	1.8	58.0	2.6	60.6	219	38025	Looped	-0.6	3.4	0
407662	WB	Hybrid	2429	7	42	0	6.3	0.2	2.0	28.9	8.3	29.1	37.4	449	104680	Looped	-0.2	15.6	0
407663	WB	Hybrid	1914	16	41	0	10.6	3.9	9.3	18.5	19.9	22.4	42.3	277	44018	Looped	-0.8	13.6	0
407664	WB	Hybrid	1779	16	24	3	7.0	1.9	27.3	22.1	34.3	24.0	58.3	5877	257892	Looped	1.3	10.0	0
407665	WB	OH	2558	103	12	5	26.2	0.9	96.8	4.8	123.0	5.7	128.7	4194	246474	Looped	-0.1	15.6	0
407666	WB	OH	1241	128	3	0	15.9	0.3	67.9	0.2	83.8	0.5	84.3	1084	183583	Looped	-0.4	7.1	0
407667	WB	Hybrid	2468	5	44	0	4.7	0.8	2.8	25.2	7.5	26.0	33.5	3047	195494	Looped	0.7	17.3	0
407731	WB	Hybrid	2561	0	39	1	2.8	3.4	0.5	22.8	3.3	26.2	29.5	326	113674	Looped	-0.6	10.6	0
407732	WB	Hybrid	1756	14	38	5	3.0	0.5	4.7	8.6	7.7	9.1	16.8	689	68708	Looped	-0.2	6.8	0
407733	WB	UG	663	0	14	0	0.1	2.2	0.0	9.3	0.1	11.5	11.6	244	68594	Looped	0.8	4.8	0
407734	WB	Hybrid	968	3	16	0	3.4	2.7	0.2	11.8	3.6	14.5	18.1	325	64432	Looped	-1.2	6.7	0
407735	WB	Hybrid	1688	11	15	1	3.0	1.0	5.4	7.0	8.4	8.0	16.4	2846	264837	Looped	0.1	9.0	2
407736	WB	Hybrid	993	9	13	4	1.9	0.7	4.1	4.3	6.0	5.0	11.0	325	61765	Looped	-0.2	5.8	0
407737	WB	Hybrid	877	1	25	4	2.7	2.5	1.0	6.1	3.7	8.6	12.3	1178	120223	Looped	-0.2	9.6	0
407861	BR	Hybrid	3294	5	61	4	10.6	1.8	1.2	24.8	11.8	26.6	38.4	7378	603193	Looped	3.1	14.7	1
407862	BR	Hybrid	2682	12	48	0	6.4	1.6	2.4	26.4	8.8	28.0	36.8	522	99837	Looped	2.0	16.1	0
407863	BR	Hybrid	3844	5	62	2	4.5	1.5	0.7	26.7	5.2	28.2	33.4	8130	739842	Looped	1.2	16.8	0
407864	BR	Hybrid	3950	16	52	5	6.5	0.4	6.9	23.8	13.4	24.2	37.6	740	134435	Looped	-0.9	12.8	0
407865	BR	Hybrid	3714	1	56	1	5.4	0.8	0.1	24.0	5.5	24.8	30.3	4043	316635	Looped	-0.1	10.5	1
407866	BR	Hybrid	3396	7	74	0	6.1	5.6	2.5	39.6	8.6	45.2	53.8	6696	167970	Looped	2.4	17.8	0
407931	BR	Hybrid	2944	26	38	10	5.7	0.2	8.6	6.8	14.3	7.0	21.3	3628	265237	Looped	-0.1	9.3	0
407932	BR	Hybrid	2655	0	62	0	2.2	5.0	0.0	13.2	2.2	18.2	20.4	1750	110697	Looped	1.9	7.3	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
407933	BR	Hybrid	2025	11	46	3	4.4	2.0	1.9	13.0	6.3	15.0	21.3	2094	91864	Looped	0.2	10.2	0
407934	BR	UG	595	0	14	0	0.0	2.0	0.0	2.6	0.0	4.6	4.6	0	0	Looped	1.1	3.5	0
407935	BR	Hybrid	1933	1	49	0	3.8	1.4	0.2	15.8	4.0	17.2	21.2	165	35821	Looped	-0.2	8.6	0
407936	BR	Hybrid	1921	32	11	7	5.6	0.2	9.6	1.4	15.2	1.6	16.8	798	164438	Looped	-2.0	7.5	0
408031	BR	Hybrid	850	8	23	3	2.3	0.1	1.7	2.4	4.0	2.5	6.5	34	7028	Looped	-0.4	4.5	0
408032	BR	Hybrid	1741	6	15	6	2.3	0.1	6.1	2.1	8.4	2.2	10.6	422	53435	Looped	1.7	10.4	0
408033	BR	Hybrid	955	11	19	5	3.7	0.1	3.1	1.2	6.8	1.3	8.1	996	47471	Looped	0.6	9.2	0
408034	BR	Hybrid	1335	12	17	1	3.3	0.1	5.6	0.5	8.9	0.6	9.5	347	63090	Looped	-0.2	7.3	0
408035	BR	Hybrid	1545	12	24	3	4.0	1.0	2.6	2.8	6.6	3.8	10.4	3356	133728	Looped	0.6	8.9	0
408161	WB	Hybrid	1784	8	52	1	4.0	4.2	1.8	30.0	5.8	34.2	40.0	2244	483473	Looped	-0.5	13.7	0
408162	WB	Hybrid	1181	0	17	0	2.0	2.2	0.2	6.4	2.2	8.6	10.8	396	53964	Looped	-0.2	5.0	0
408163	WB	Hybrid	2497	4	49	0	3.7	5.7	0.4	30.2	4.1	35.9	40.0	4936	84675	Looped	-0.3	11.8	0
408164	WB	Hybrid	2350	60	15	5	8.9	1.1	44.3	11.4	53.2	12.5	65.7	1205	164965	Looped	2.2	12.9	0
408165	WB	Hybrid	1565	10	40	6	3.8	3.8	2.9	18.5	6.7	22.3	29.0	139	36014	Looped	-0.5	10.0	0
408166	WB	Hybrid	2385	1	65	0	3.4	7.6	0.2	27.0	3.6	34.6	38.2	2467	300914	Looped	-4.4	12.8	1
408167	WB	Hybrid	0	0	0	0	0.4	1.2	0.0	3.8	0.4	5.0	5.4	0	0	Looped	0.1	5.6	0
408168	WB	Hybrid	2428	5	50	2	4.6	4.4	1.3	21.9	5.9	26.3	32.2	185	52371	Looped	0.4	11.9	0
408169	WB	Hybrid	2630	38	26	1	4.7	2.4	7.8	11.7	12.5	14.1	26.6	449	60091	Looped	-0.4	13.9	0
408261	TC	Hybrid	1115	2	24	0	3.7	1.2	0.3	19.2	4.0	20.4	24.4	131	52919	Looped	-0.5	5.1	0
408262	TC	Hybrid	2638	31	21	8	5.6	0.8	17.2	11.6	22.8	12.4	35.2	3362	232960	Looped	-0.5	8.6	0
408263	TC	Hybrid	3191	5	56	0	5.7	3.7	1.6	33.7	7.3	37.4	44.7	234	73507	Looped	-0.5	6.5	0
408264	TC	Hybrid	3506	22	58	5	6.8	0.2	7.8	24.5	14.6	24.7	39.3	1661	111413	Looped	-0.8	11.4	0
408265	TC	Hybrid	2138	33	29	2	6.1	2.8	7.3	11.1	13.4	13.9	27.3	2036	75565	Looped	-0.6	9.3	0
408331	TC	Hybrid	3046	9	42	3	4.9	1.4	2.5	21.0	7.4	22.4	29.8	338	68415	Looped	0.1	9.2	0
408332	TC	Hybrid	2439	9	44	5	5.8	0.6	2.3	10.5	8.1	11.1	19.2	340	55671	Looped	-0.7	7.2	0
408333	TC	Hybrid	1314	5	46	5	5.0	2.0	2.6	5.8	7.6	7.8	15.4	194	42897	Looped	0.1	8.9	0
408334	TC	Hybrid	1633	51	26	14	5.9	2.2	11.5	7.3	17.4	9.5	26.9	2114	157064	Looped	1.9	9.2	1
408335	TC	Hybrid	576	2	20	1	1.7	1.5	0.7	2.7	2.4	4.2	6.6	78	12716	Looped	-0.3	3.7	0
408461	TC	Hybrid	1060	80	25	3	18.7	1.3	51.5	8.4	70.2	9.7	79.9	352	57404	Looped	-0.3	8.7	0
408462	TC	Hybrid	552	62	2	13	41.3	0.0	99.8	8.0	141.1	8.0	149.1	1186	145126	Looped	-0.2	2.6	0
408561	WB	OH	2069	81	3	4	19.1	0.2	71.5	0.7	90.6	0.9	91.5	5260	327429	Looped	-0.3	13.2	0
408562	WB	Hybrid	1333	38	29	13	21.1	2.3	50.0	16.1	71.1	18.4	89.5	1140	108815	Looped	-0.6	9.7	1
408563	WB	UG	5	0	0	0	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	1438	51	25	1	9.8	1.1	31.1	2.9	40.9	4.0	44.9	680	73808	Looped	0.0	9.9	1
408661	WB	Hybrid	2482	1	45	1	4.3	4.8	0.9	33.8	5.2	38.6	43.8	5632	741810	Looped	0.7	15.3	0
408662	WB	Hybrid	2293	14	49	3	7.1	0.6	6.3	30.9	13.4	31.5	44.9	3532	415461	Looped	0.3	16.7	0
408663	WB	Hybrid	2213	18	53	2	8.8	1.8	13.3	33.9	22.1	35.7	57.8	7318	358990	Looped	2.7	14.3	0
408664	WB	Hybrid	2021	24	58	16	17.0	0.9	33.2	39.9	50.2	40.8	91.0	9790	449283	Looped	0.1	11.1	0
408665	WB	Hybrid	1475	3	32	2	5.6	6.6	3.0	25.8	8.6	32.4	41.0	417	101730	Looped	0.5	13.8	1

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
408666	WB	Hybrid	2030	18	31	0	8.1	4.2	19.5	23.3	27.6	27.5	55.1	494	99215	Looped	-0.1	12.2	0
408667	WB	Hybrid	1027	5	29	4	3.0	2.9	1.8	16.5	4.8	19.4	24.2	109	16406	Looped	0.0	9.1	1
408761	TC	Hybrid	2825	22	27	3	8.0	1.2	29.6	15.7	37.6	16.9	54.5	82	9218	Looped	-0.1	12.9	0
408762	TC	Hybrid	2952	19	59	1	6.7	1.8	18.0	26.5	24.7	28.3	53.0	4360	357396	Looped	-0.6	16.7	1
408763	TC	Hybrid	2433	1	69	0	2.9	7.6	0.0	37.2	2.9	44.8	47.7	126	15707	Looped	-0.5	9.4	0
408764	TC	Hybrid	1878	0	66	0	5.4	1.0	0.0	19.2	5.4	20.2	25.6	429	70893	Looped	0.3	12.7	0
408765	TC	Hybrid	426	10	21	4	16.1	3.1	17.0	12.6	33.1	15.7	48.8	172	23359	Looped	-0.1	3.9	0
408766	TC	Hybrid	234	1	31	1	1.8	1.3	0.1	2.4	1.9	3.7	5.6	7	2163	Looped	-0.2	2.6	0
408861	BR	Hybrid	2325	5	50	2	4.6	3.9	2.3	24.0	6.9	27.9	34.8	382	147690	Looped	-0.9	14.9	0
408862	BR	Hybrid	2778	1	49	1	4.6	2.8	0.3	27.5	4.9	30.3	35.2	2293	219287	Looped	-5.9	13.5	0
408863	BR	UG	3077	2	56	1	1.4	7.2	0.2	33.3	1.6	40.5	42.1	3544	267451	Looped	-0.3	15.0	3
408864	BR	Hybrid	2643	1	43	0	2.2	4.8	0.1	27.2	2.3	32.0	34.3	7744	185040	Looped	-2.6	14.0	0
408865	BR	Hybrid	2583	1	46	1	4.5	3.4	0.9	31.8	5.4	35.2	40.6	2958	153170	Looped	-0.4	15.9	0
408961	WB	Hybrid	1222	2	41	1	3.5	0.6	0.5	12.9	4.0	13.5	17.5	943	83492	Looped	-3.4	10.2	0
408962	WB	Hybrid	3405	0	66	0	4.8	5.5	0.0	29.1	4.8	34.6	39.4	361	75039	Looped	0.4	15.1	0
408963	WB	Hybrid	2579	20	66	2	8.3	4.5	9.8	19.4	18.1	23.9	42.0	425	112051	Looped	1.4	14.1	0
409361	TC	Hybrid	1168	104	27	14	59.0	0.1	143.7	11.2	202.7	11.3	214.0	5602	481792	Looped	-0.7	10.0	2
409362	TC	Hybrid	299	53	5	4	46.2	0.1	45.5	9.6	91.7	9.7	101.4	1286	150084	Looped	0.3	2.2	0
409531	BR	Hybrid	1280	11	23	4	3.7	0.0	1.6	7.5	5.3	7.5	12.8	68	17213	Looped	0.1	6.1	0
409532	BR	Hybrid	1739	2	28	2	3.1	0.3	1.5	17.5	4.6	17.8	22.4	735	80688	Looped	-0.1	6.6	0
409533	BR	Hybrid	3344	12	20	4	2.8	1.1	6.4	13.5	9.2	14.6	23.8	4078	171804	Looped	-0.2	8.0	0
409534	BR	Hybrid	2607	6	45	0	2.8	2.9	0.9	17.7	3.7	20.6	24.3	3749	158843	Looped	-2.6	6.8	0
409631	BR	Hybrid	180	1	27	0	2.4	0.3	0.1	2.6	2.5	2.9	5.4	25	1721	Looped	-1.0	6.1	0
409632	BR	Hybrid	171	0	7	0	0.3	0.7	0.1	0.9	0.4	1.6	2.0	0	0	Looped	-0.2	1.0	0
409633	BR	Hybrid	2076	0	38	4	3.7	0.3	1.3	12.6	5.0	12.9	17.9	539	67541	Looped	4.9	11.4	0
409634	BR	Hybrid	1023	0	17	1	1.1	2.3	0.9	6.1	2.0	8.4	10.4	3134	136178	Looped	0.3	8.1	0
409761	WB	Hybrid	2969	1	67	1	3.6	4.8	0.3	30.3	3.9	35.1	39.0	135	19191	Looped	1.2	14.5	0
409762	WB	Hybrid	2410	1	54	0	4.3	2.0	0.0	19.6	4.3	21.6	25.9	145	23919	Looped	-0.1	11.4	0
409763	WB	Hybrid	2696	42	91	8	13.2	5.4	7.8	28.7	21.0	34.1	55.1	8987	474720	Looped	-0.6	16.9	1
409764	WB	Hybrid	4294	13	58	1	6.5	2.3	4.9	20.2	11.4	22.5	33.9	5034	185745	Looped	-0.1	13.5	0
409765	WB	Hybrid	3305	4	67	3	4.7	2.7	1.8	20.7	6.5	23.4	29.9	754	108337	Looped	-0.8	11.6	0
409861	BR	Hybrid	3677	2	44	1	4.2	2.2	0.7	16.1	4.9	18.3	23.2	4056	392890	Looped	-1.2	9.6	0
409862	BR	Hybrid	2959	2	37	2	3.2	1.1	0.6	10.6	3.8	11.7	15.5	1312	62687	Looped	0.2	10.8	0
409961	BR	Hybrid	1195	11	30	1	9.1	4.8	4.7	20.6	13.8	25.4	39.2	1793	125255	Looped	-2.6	10.5	0
409962	BR	Hybrid	1657	4	33	2	7.8	1.0	1.6	16.5	9.4	17.5	26.9	1822	130186	Looped	-0.6	10.5	1
409963	BR	Hybrid	2468	36	58	6	18.6	1.3	15.3	21.0	33.9	22.3	56.2	862	115585	Looped	4.7	10.9	0
410031	BR	UG	47	0	15	0	0.0	0.6	0.0	2.8	0.0	3.4	3.4	0	0	Looped	0.1	8.9	0
410032	BR	UG	6	1	4	0	0.0	0.4	0.0	0.1	0.0	0.5	0.5	0	0	Looped	-0.4	3.4	0
410161	TC	Hybrid	2009	26	7	2	6.5	0.0	19.0	3.0	25.5	3.0	28.5	629	67201	Looped	0.1	10.6	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
410162	TC	Hybrid	1595	0	27	0	4.1	0.7	0.0	16.5	4.1	17.2	21.3	37	3932	Looped	-1.3	5.8	0
410163	TC	Hybrid	1664	25	12	5	4.6	0.5	17.9	3.9	22.5	4.4	26.9	483	54609	Looped	0.0	8.9	0
410164	TC	OH	1646	46	1	0	4.6	0.3	21.0	0.1	25.6	0.4	26.0	379	89225	Looped	0.1	8.0	0
410165	TC	Hybrid	2077	2	56	0	5.0	0.1	0.1	20.2	5.1	20.3	25.4	253	42336	Looped	-1.5	11.8	0
410231	WB	Hybrid	1398	24	21	5	4.4	0.4	7.9	4.1	12.3	4.5	16.8	637	124346	Looped	0.0	6.0	0
410232	WB	Hybrid	129	5	29	1	3.5	0.6	1.2	2.9	4.7	3.5	8.2	22	3065	Looped	0.3	7.2	0
410361	BR	Hybrid	2536	20	38	7	4.6	6.6	11.0	31.6	15.6	38.2	53.8	1303	128690	Looped	6.7	13.9	0
410362	BR	Hybrid	2836	24	76	0	5.8	11.3	9.5	41.3	15.3	52.6	67.9	7628	346607	Looped	6.1	15.6	2
410461	TC	OH	2596	73	1	0	8.8	1.1	49.0	0.2	57.8	1.3	59.1	509	55497	Looped	0.3	13.4	0
410462	TC	Hybrid	1867	36	25	3	5.8	5.4	30.0	3.8	35.8	9.2	45.0	3072	216816	Looped	1.3	12.8	0
410463	TC	OH	2281	41	10	0	7.7	0.8	30.9	1.0	38.6	1.8	40.4	5906	325088	Looped	0.3	13.4	0
410464	TC	UG	2268	0	68	0	0.0	12.9	0.0	40.5	0.0	53.4	53.4	21	2355	Looped	-2.4	9.1	1
410465	TC	Hybrid	3498	52	19	0	6.5	2.5	42.6	9.5	49.1	12.0	61.1	4265	321844	Looped	0.6	17.3	0
410466	TC	UG	12	0	3	0	0.0	1.0	0.0	5.0	0.0	6.0	6.0	3	487	Looped	-0.1	1.6	0
410531	WB	Hybrid	733	1	34	0	2.5	1.5	0.1	5.5	2.6	7.0	9.6	14	1620	Looped	3.2	9.3	0
410532	WB	Hybrid	521	13	11	5	3.4	1.1	2.8	2.0	6.2	3.1	9.3	691	55995	Looped	-0.3	7.3	0
410533	WB	Hybrid	2257	48	17	2	5.0	2.2	12.1	4.6	17.1	6.8	23.9	511	79518	Looped	0.0	10.1	0
410661	WB	Hybrid	2104	1	33	1	3.3	5.3	3.4	21.8	6.7	27.1	33.8	2137	196768	Looped	-0.2	7.5	1
410662	WB	UG	954	0	43	0	0.0	4.9	0.0	19.1	0.0	24.0	24.0	84	11711	Looped	-1.5	10.4	0
410663	WB	Hybrid	1370	3	40	0	1.6	7.8	0.7	18.7	2.3	26.5	28.8	23	5448	Looped	-0.4	9.3	0
410761	TC	Hybrid	940	20	22	3	8.6	2.6	13.6	10.7	22.2	13.3	35.5	2599	154963	Looped	0.2	5.1	1
410762	TC	Hybrid	2049	61	14	8	5.4	0.1	23.7	8.3	29.1	8.4	37.5	1556	270485	Looped	0.4	10.5	0
410763	TC	Hybrid	1574	44	32	8	7.3	0.9	15.8	14.0	23.1	14.9	38.0	669	200695	Looped	-0.4	8.4	0
410861	TC	Hybrid	2773	37	40	11	10.8	0.9	21.1	24.8	31.9	25.7	57.6	6323	553464	Looped	-0.4	14.3	1
410862	TC	Hybrid	919	21	38	4	7.9	0.9	5.6	9.0	13.5	9.9	23.4	1036	69557	Looped	0.3	7.3	0
411031	TC	OH	2066	34	3	0	3.3	0.1	28.6	1.2	31.9	1.3	33.2	674	100435	Looped	-0.2	9.1	0
411032	TC	Hybrid	556	10	25	0	4.3	0.1	4.2	3.1	8.5	3.2	11.7	15	3775	Looped	0.3	8.2	0
411033	TC	Hybrid	2265	4	45	2	3.8	1.1	4.1	17.9	7.9	19.0	26.9	401	43470	Looped	-1.0	8.3	0
411034	TC	Hybrid	1228	19	26	0	4.3	1.1	8.1	1.8	12.4	2.9	15.3	459	42190	Looped	-0.6	7.3	0
411231	WB	UG	651	0	14	0	0.0	5.6	0.1	13.9	0.1	19.5	19.6	247	82049	Looped	-0.5	6.3	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	-0.3	4.8	0
411233	WB	Hybrid	2049	39	21	2	4.2	0.9	9.6	3.9	13.8	4.8	18.6	4565	285757	Looped	-0.4	7.3	0
411234	WB	Hybrid	1425	17	16	5	2.5	0.3	6.5	6.4	9.0	6.7	15.7	409	65792	Looped	1.7	7.9	0
411235	WB	UG	144	0	6	0	0.0	4.3	0.0	0.2	0.0	4.5	4.5	143	143	Looped	7.7	7.9	0
411561	TC	Hybrid	2003	75	23	8	10.5	0.4	20.3	5.1	30.8	5.5	36.3	6005	487346	Looped	-0.4	7.9	0
411562	TC	Hybrid	3087	74	26	3	9.4	0.5	6.3	7.5	15.7	8.0	23.7	630	92930	Looped	0.7	15.8	0
411661	TC	Hybrid	2259	28	42	8	15.1	4.1	28.5	18.7	43.6	22.8	66.4	76	10379	Looped	-0.8	14.4	1
411662	TC	Hybrid	344	37	9	6	23.9	0.8	32.9	9.6	56.8	10.4	67.2	861	64111	Looped	-1.3	2.0	0
411731	WB	Hybrid	1606	34	16	2	4.2	2.1	7.4	1.6	11.6	3.7	15.3	560	81818	Looped	0.9	8.8	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
411732	WB	Hybrid	1985	16	22	1	1.8	2.7	2.7	2.3	4.5	5.0	9.5	2264	239188	Looped	8.1	8.3	0
411733	WB	Hybrid	1447	11	21	3	1.5	1.8	4.9	3.0	6.4	4.8	11.2	1437	106105	Looped	7.3	7.4	0
411961	TC	Hybrid	2630	68	34	2	8.5	5.0	52.3	21.5	60.8	26.5	87.3	1676	157663	Looped	-0.2	13.1	0
411962	TC	Hybrid	1498	23	6	3	2.8	0.3	18.9	4.3	21.7	4.6	26.3	2102	80911	Looped	-1.9	7.8	0
412061	TC	Hybrid	654	30	24	3	6.3	0.2	11.3	9.8	17.6	10.0	27.6	766	88696	Looped	-0.2	3.4	0
412062	TC	Hybrid	2602	56	66	7	11.0	5.9	25.3	27.8	36.3	33.7	70.0	3170	99511	Looped	-0.2	11.2	0
412161	TC	Hybrid	328	38	14	8	33.9	1.2	32.1	7.3	66.0	8.5	74.5	1440	74919	Looped	-5.8	5.8	0
412162	TC	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.0	0.2	0
412163	TC	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.5	0.7	0
413231	BR	Hybrid	114	3	7	1	5.8	0.4	0.9	0.5	6.7	0.9	7.6	5	1089	Looped	2.9	3.1	0
413232	BR	Hybrid	669	34	12	2	21.8	1.2	16.0	1.2	37.8	2.4	40.2	98	22837	Looped	3.6	3.8	0
420061	WB	Hybrid	9	0	12	0	2.8	0.8	0.3	2.9	3.1	3.7	6.8	0	0	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	1618	31	13	4	5.6	0.3	11.0	3.1	16.6	3.4	20.0	661	110566	Looped	-0.7	7.8	0
500132	MS	Hybrid	940	8	10	9	2.3	1.2	2.4	2.1	4.7	3.3	8.0	148	21717	Looped	-0.5	7.4	0
500133	MS	Hybrid	1093	8	20	4	2.1	1.3	1.1	1.2	3.2	2.5	5.7	132	22071	Looped	-1.1	6.2	0
500134	MS	Hybrid	1177	19	18	11	3.7	0.0	6.2	2.9	9.9	2.9	12.8	445	69660	Looped	0.2	9.1	0
500135	MS	Hybrid	770	9	9	9	2.9	0.2	3.1	0.7	6.0	0.9	6.9	180	18141	Looped	-0.1	7.5	0
500136	MS	Hybrid	263	3	16	3	2.1	1.5	0.4	1.6	2.5	3.1	5.6	16	5592	Looped	-0.5	4.4	0
500161	MS	Hybrid	3138	3	46	0	1.9	6.6	2.9	11.9	4.8	18.5	23.3	3763	445292	Looped	-0.4	12.3	0
500162	MS	Hybrid	3831	18	71	2	2.9	9.3	2.7	17.7	5.6	27.0	32.6	4775	505616	Looped	-0.4	12.3	0
500163	MS	Hybrid	215	0	5	0	0.2	2.8	0.0	0.8	0.2	3.6	3.8	75	14742	Looped	1.8	2.9	0
500164	MS	Hybrid	617	7	14	2	1.8	3.7	1.7	1.2	3.5	4.9	8.4	61	7966	Looped	-1.2	5.1	0
500231	MS	UG	26	0	3	0	0.0	1.3	0.0	0.9	0.0	2.2	2.2	0	0	Looped	-0.7	2.5	0
500232	MS	Hybrid	1808	12	22	4	3.1	1.5	5.0	7.0	8.1	8.5	16.6	2511	129590	Looped	0.3	8.5	0
500233	MS	Hybrid	943	16	15	9	4.1	1.6	6.0	1.3	10.1	2.9	13.0	250	27731	Looped	1.0	6.6	0
500234	MS	Hybrid	1168	12	14	7	3.1	0.9	9.0	1.3	12.1	2.2	14.3	334	27000	Looped	-0.3	6.4	0
500235	MS	Hybrid	1098	27	5	5	2.8	1.2	8.9	0.7	11.7	1.9	13.6	3450	195627	Looped	-0.6	5.8	0
500236	MS	Hybrid	197	3	11	4	1.3	1.3	0.5	0.9	1.8	2.2	4.0	4	1327	Looped	-0.5	6.2	0
500237	MS	Hybrid	735	3	10	4	0.9	1.8	0.6	3.3	1.5	5.1	6.6	826	10609	Looped	-0.3	7.6	0
500238	MS	Hybrid	1513	13	25	2	3.5	0.2	3.7	4.9	7.2	5.1	12.3	1551	55976	Looped	-0.5	5.9	0
500239	MS	Hybrid	1093	20	21	15	5.1	0.6	8.6	1.8	13.7	2.4	16.1	1248	69172	Looped	-0.2	8.7	0
500331	MS	Hybrid	2024	11	41	6	3.1	0.4	5.1	3.7	8.2	4.1	12.3	4383	163514	Looped	-0.1	6.4	0
500332	MS	Hybrid	2010	19	15	11	4.4	0.3	10.6	3.0	15.0	3.3	18.3	450	63677	Looped	-0.1	7.6	0
500333	MS	Hybrid	462	5	22	4	2.4	0.2	2.3	1.4	4.7	1.6	6.3	74	12284	Looped	-0.4	8.5	0
500334	MS	Hybrid	678	6	14	2	2.4	0.0	1.1	2.9	3.5	2.9	6.4	907	63114	Looped	-0.3	2.6	0
500335	MS	Hybrid	2531	13	38	9	4.8	0.7	6.1	2.1	10.9	2.8	13.7	3173	94217	Looped	-0.4	8.5	0
500336	MS	Hybrid	2480	14	33	7	4.1	1.1	10.1	8.6	14.2	9.7	23.9	364	51141	Looped	0.0	8.1	0
500337	MS	Hybrid	1914	11	42	3	4.7	0.1	6.6	13.8	11.3	13.9	25.2	602	103028	Looped	0.4	5.9	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
500431	MS	Hybrid	1363	21	8	3	2.6	0.2	7.4	2.3	10.0	2.5	12.5	971	163820	Looped	-0.5	4.8	0
500432	MS	Hybrid	500	2	19	4	2.1	0.9	1.5	0.7	3.6	1.6	5.2	94	9337	Looped	-1.2	7.9	0
500433	MS	Hybrid	1584	34	9	3	3.9	0.3	13.0	0.9	16.9	1.2	18.1	2404	126553	Looped	-0.3	8.2	2
500434	MS	Hybrid	1007	26	6	4	2.1	0.6	8.6	0.4	10.7	1.0	11.7	547	129263	Looped	-0.1	6.4	0
500435	MS	Hybrid	1516	15	12	5	2.6	0.1	7.2	4.8	9.8	4.9	14.7	1893	74778	Looped	-0.2	6.6	0
500436	MS	Hybrid	1336	24	8	15	3.3	0.4	10.9	1.2	14.2	1.6	15.8	579	96208	Looped	-0.5	8.5	0
500437	MS	Hybrid	1725	19	28	9	4.5	0.3	7.0	2.5	11.5	2.8	14.3	584	91268	Looped	-0.9	9.0	0
500438	MS	Hybrid	322	5	7	0	1.4	0.7	2.5	0.2	3.9	0.9	4.8	92	19958	Looped	0.8	6.2	0
500531	MS	Hybrid	1703	17	38	6	3.4	0.1	3.6	7.7	7.0	7.8	14.8	601	85824	Looped	0.0	6.7	0
500532	MS	Hybrid	2205	8	29	8	3.3	0.0	9.2	3.0	12.5	3.0	15.5	1126	131979	Looped	0.6	10.2	0
500533	MS	Hybrid	946	11	44	8	6.8	0.0	3.5	7.7	10.3	7.7	18.0	1031	100790	Looped	0.3	7.7	0
500534	MS	Hybrid	2165	10	34	8	3.8	0.2	9.1	5.1	12.9	5.3	18.2	1211	231862	Looped	-0.7	8.2	0
500535	MS	Hybrid	1556	3	28	4	2.1	0.1	2.0	11.4	4.1	11.5	15.6	260	45973	Looped	-0.2	7.3	0
500536	MS	Hybrid	415	4	22	4	1.9	0.7	2.6	3.0	4.5	3.7	8.2	557	19807	Looped	-0.2	5.5	0
500537	MS	Hybrid	1312	7	16	8	2.2	1.9	8.1	5.5	10.3	7.4	17.7	929	97114	Looped	-0.2	7.0	0
500538	MS	Hybrid	1917	15	24	8	3.7	0.4	10.5	3.7	14.2	4.1	18.3	248	28360	Looped	0.2	7.8	0
500631	MS	Hybrid	1889	8	29	1	2.6	0.1	2.8	9.5	5.4	9.6	15.0	664	67315	Looped	-0.2	5.6	0
500632	MS	Hybrid	2663	8	53	2	4.3	0.0	4.0	15.6	8.3	15.6	23.9	892	126541	Looped	0.0	10.4	0
500633	MS	Hybrid	822	6	22	2	2.7	0.2	3.1	3.0	5.8	3.2	9.0	381	55015	Looped	0.6	6.8	0
500634	MS	Hybrid	1451	1	30	4	3.0	0.9	1.4	11.0	4.4	11.9	16.3	735	87597	Looped	-0.5	8.2	0
500635	MS	Hybrid	2088	4	26	0	2.0	0.8	1.1	9.0	3.1	9.8	12.9	2844	297387	Looped	-0.1	5.4	1
500636	MS	Hybrid	2135	12	27	5	3.0	0.6	4.9	10.3	7.9	10.9	18.8	765	115810	Looped	-0.4	8.4	0
500637	MS	Hybrid	2682	23	16	8	3.3	0.8	8.7	4.8	12.0	5.6	17.6	617	85418	Looped	0.1	8.4	0
500661	MS	Hybrid	3613	50	44	13	7.1	4.2	9.9	5.2	17.0	9.4	26.4	7897	636153	Looped	0.2	10.1	0
500662	MS	Hybrid	4447	28	47	6	6.6	0.1	9.8	15.9	16.4	16.0	32.4	894	158302	Looped	-0.4	12.3	0
500663	MS	Hybrid	3297	8	68	1	6.0	1.8	0.9	18.6	6.9	20.4	27.3	300	45875	Looped	-0.2	14.7	0
500664	MS	Hybrid	2914	37	71	15	8.4	4.8	11.5	8.9	19.9	13.7	33.6	1903	226461	Looped	-0.2	11.2	0
500665	MS	Hybrid	3547	23	56	9	8.1	1.4	11.3	12.0	19.4	13.4	32.8	1288	210172	Looped	0.1	10.9	0
500761	TB	Hybrid	1546	33	16	7	4.9	0.1	15.5	2.8	20.4	2.9	23.3	109	14669	Looped	0.0	5.3	0
500762	TB	Hybrid	2494	71	34	9	6.8	0.4	12.7	2.4	19.5	2.8	22.3	394	62042	Looped	-0.5	7.5	0
500763	TB	Hybrid	1622	20	25	5	4.5	0.2	9.6	3.2	14.1	3.4	17.5	348	29958	Looped	0.1	6.5	0
500764	TB	Hybrid	2171	29	19	7	4.2	0.7	21.3	5.9	25.5	6.6	32.1	6677	251641	Looped	-0.2	8.1	0
500765	TB	Hybrid	2398	29	39	4	9.0	0.4	9.4	15.8	18.4	16.2	34.6	532	80717	Looped	-0.1	9.0	0
500766	TB	Hybrid	2409	77	36	7	12.9	1.2	14.4	9.7	27.3	10.9	38.2	3255	243519	Looped	-0.1	7.2	0
500767	TB	OH	2532	39	10	4	10.7	0.2	69.4	1.2	80.1	1.4	81.5	642	88844	Looped	0.6	11.2	1
500768	TB	Hybrid	2949	28	45	7	8.8	0.8	15.1	19.3	23.9	20.1	44.0	2007	291872	Looped	-0.1	10.1	1
500831	MS	Hybrid	283	4	23	3	1.6	0.1	1.7	1.2	3.3	1.3	4.6	308	20360	Looped	0.0	1.9	0
500832	MS	Hybrid	166	2	37	1	3.2	0.4	2.8	2.0	6.0	2.4	8.4	45	5162	Looped	-0.1	6.0	0
500833	MS	Hybrid	1640	28	25	6	4.9	0.1	11.4	3.6	16.3	3.7	20.0	1192	220816	Looped	-0.1	8.2	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
500834	MS	Hybrid	1472	17	26	11	4.0	0.2	9.0	5.5	13.0	5.7	18.7	2562	410377	Looped	-0.7	8.5	0
500835	MS	Hybrid	243	0	49	2	2.4	0.6	0.7	1.8	3.1	2.4	5.5	178	22377	Looped	-1.4	4.9	0
500836	MS	Hybrid	941	10	27	8	3.9	1.1	5.7	6.7	9.6	7.8	17.4	2185	60682	Looped	0.1	9.4	0
500837	MS	Hybrid	1509	21	19	7	3.2	0.6	9.1	1.7	12.3	2.3	14.6	920	257680	Looped	-0.2	6.1	0
500931	MS	Hybrid	1372	23	43	4	7.3	0.4	4.8	8.2	12.1	8.6	20.7	2367	191729	Looped	-0.4	7.4	0
500932	MS	Hybrid	1252	7	19	6	2.8	0.0	6.0	9.1	8.8	9.1	17.9	216	40959	Looped	0.0	4.7	0
500933	MS	Hybrid	1101	0	26	2	2.6	0.1	1.1	12.5	3.7	12.6	16.3	396	42127	Looped	0.4	6.8	0
500934	MS	Hybrid	2179	4	30	1	3.7	0.4	2.1	25.4	5.8	25.8	31.6	301	44778	Looped	0.1	9.6	0
501061	MS	Hybrid	2577	19	68	4	8.1	1.5	8.7	18.6	16.8	20.1	36.9	1392	185073	Looped	0.1	14.4	0
501062	MS	Hybrid	2470	11	34	10	4.2	0.2	11.2	15.2	15.4	15.4	30.8	5838	264268	Looped	0.2	13.6	0
501063	MS	Hybrid	2988	26	56	15	6.7	0.3	11.7	22.5	18.4	22.8	41.2	1242	171742	Looped	2.0	15.2	0
501064	MS	Hybrid	2234	27	58	8	11.1	0.9	7.9	15.1	19.0	16.0	35.0	1146	287773	Looped	0.6	9.6	0
501065	MS	Hybrid	702	7	28	0	3.1	0.8	3.4	5.1	6.5	5.9	12.4	1409	57125	Looped	-0.6	7.9	0
501066	MS	Hybrid	1556	20	29	7	5.1	1.8	14.8	22.6	19.9	24.4	44.3	1405	121509	Looped	-0.4	10.0	0
501131	FM	Hybrid	656	23	16	6	2.9	0.4	4.4	1.7	7.3	2.1	9.4	373	50503	Looped	-0.6	6.2	0
501132	FM	Hybrid	925	3	5	1	0.7	2.1	0.2	0.2	0.9	2.3	3.2	7	853	Looped	-0.2	3.7	0
501133	FM	Hybrid	1358	15	27	6	2.9	0.4	2.6	1.9	5.5	2.3	7.8	1433	22083	Looped	-0.7	6.0	0
501134	FM	Hybrid	433	11	23	4	1.5	0.7	0.9	1.7	2.4	2.4	4.8	34	2288	Looped	-1.3	7.4	0
501135	FM	Hybrid	938	19	4	5	3.3	0.4	9.5	1.3	12.8	1.7	14.5	186	24288	Looped	-0.3	6.6	0
501136	FM	Hybrid	1009	27	18	5	5.3	0.2	5.4	1.7	10.7	1.9	12.6	1496	105136	Looped	-0.3	4.1	0
501137	FM	Hybrid	337	12	7	3	2.5	0.4	1.8	0.3	4.3	0.7	5.0	24	6631	Looped	0.6	7.1	0
501138	FM	Hybrid	200	0	7	1	0.6	0.3	0.0	0.2	0.6	0.5	1.1	57	5017	Looped	-0.2	2.1	0
501231	NA	Hybrid	405	7	14	2	1.5	1.0	2.3	2.6	3.8	3.6	7.4	85	16173	Looped	0.0	7.0	0
501232	NA	Hybrid	466	6	5	1	1.1	0.2	2.9	0.4	4.0	0.6	4.6	245	29954	Looped	-0.2	7.4	0
501233	NA	Hybrid	1480	5	28	10	2.2	0.2	3.1	2.1	5.3	2.3	7.6	529	101326	Looped	-0.6	8.2	0
501234	NA	Hybrid	1833	3	51	13	3.5	0.4	3.9	3.9	7.4	4.3	11.7	426	37340	Looped	-0.6	8.9	0
501235	NA	Hybrid	1715	16	28	5	4.3	0.2	4.3	3.3	8.6	3.5	12.1	447	57614	Looped	0.7	8.9	0
501236	NA	Hybrid	180	2	10	1	1.4	2.0	1.1	1.1	2.5	3.1	5.6	1	121	Looped	-0.3	3.8	0
501237	NA	Hybrid	1028	5	18	7	2.4	0.5	2.9	1.6	5.3	2.1	7.4	1229	120072	Looped	-2.7	4.0	0
501238	NA	Hybrid	842	8	23	4	3.4	0.6	5.7	0.8	9.1	1.4	10.5	392	89597	Looped	2.0	9.7	0
501239	NA	Hybrid	1770	4	51	11	3.9	0.8	6.4	3.3	10.3	4.1	14.4	2569	243740	Looped	-0.1	9.4	0
501240	NA	Hybrid	719	4	35	10	3.6	2.5	5.7	6.3	9.3	8.8	18.1	400	113328	Looped	0.0	8.6	0
501431	TB	OH	1781	38	17	9	13.6	0.0	56.0	3.2	69.6	3.2	72.8	806	115446	Looped	0.3	7.2	0
501432	TB	Hybrid	2219	76	20	17	21.3	0.2	74.4	11.5	95.7	11.7	107.4	3545	597290	Looped	0.3	8.2	1
501433	TB	Hybrid	2395	39	27	9	7.3	0.3	28.6	2.5	35.9	2.8	38.7	2227	133170	Looped	3.4	9.4	0
501434	TB	OH	758	53	17	4	19.2	0.1	39.7	2.3	58.9	2.4	61.3	831	40789	Looped	0.2	8.6	0
501435	TB	Hybrid	1214	30	22	6	6.0	0.2	16.6	3.9	22.6	4.1	26.7	539	82608	Looped	-0.4	7.5	0
501531	TB	Hybrid	999	16	30	4	5.4	0.3	3.3	5.3	8.7	5.6	14.3	1277	66437	Looped	-0.5	6.6	0
501532	TB	Hybrid	771	23	22	3	5.2	0.0	6.8	2.0	12.0	2.0	14.0	111	24913	Looped	-0.5	4.0	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
501533	TB	Hybrid	827	30	22	2	6.0	0.5	7.0	3.6	13.0	4.1	17.1	76	13938	Looped	0.0	5.7	0
501534	TB	Hybrid	1647	19	23	4	3.7	0.1	7.8	4.7	11.5	4.8	16.3	237	48484	Looped	-0.2	5.2	0
501535	TB	Hybrid	672	24	28	5	8.6	1.2	7.3	5.2	15.9	6.4	22.3	217	18734	Looped	-0.1	3.9	0
501536	TB	Hybrid	1635	18	22	6	3.1	0.4	7.4	5.9	10.5	6.3	16.8	447	56689	Looped	-0.2	6.5	0
501537	TB	Hybrid	1169	11	26	6	4.5	0.1	8.8	8.9	13.3	9.0	22.3	515	47079	Looped	0.0	6.5	0
501538	TB	Hybrid	1249	25	13	14	5.4	0.7	15.2	2.4	20.6	3.1	23.7	220	32319	Looped	0.1	6.4	0
501761	FM	Hybrid	3342	16	38	7	4.5	0.2	5.6	11.6	10.1	11.8	21.9	4566	650547	Looped	-0.7	11.1	0
501762	FM	Hybrid	2471	23	34	16	3.5	1.1	5.7	5.2	9.2	6.3	15.5	3170	65884	Looped	-0.4	10.5	0
501763	FM	Hybrid	2496	28	24	8	5.6	0.7	9.2	2.7	14.8	3.4	18.2	6425	223099	Looped	-0.4	8.0	0
501764	FM	Hybrid	4139	15	50	9	6.2	1.4	6.6	24.4	12.8	25.8	38.6	1069	209157	Looped	-0.4	13.4	1
501765	FM	Hybrid	3864	4	56	5	4.6	0.8	3.8	18.9	8.4	19.7	28.1	5031	361979	Looped	0.4	11.0	1
501766	FM	Hybrid	3831	9	44	7	4.4	1.6	8.6	22.6	13.0	24.2	37.2	1905	271272	Looped	0.1	10.1	0
501767	FM	Hybrid	3927	13	65	7	5.5	1.7	4.8	23.7	10.3	25.4	35.7	1051	197956	Looped	-0.3	9.8	0
501768	FM	Hybrid	1372	1	50	1	6.6	2.4	0.2	15.1	6.8	17.5	24.3	4495	269607	Looped	-0.2	9.0	0
501831	FM	Hybrid	985	26	6	3	4.7	0.1	12.2	2.4	16.9	2.5	19.4	311	35751	Looped	-0.1	5.2	0
501832	FM	Hybrid	2272	35	21	10	5.3	0.7	22.9	5.8	28.2	6.5	34.7	1496	104201	Looped	-0.6	8.7	0
501833	FM	Hybrid	1651	97	12	14	12.2	0.0	79.8	10.5	92.0	10.5	102.5	3067	271490	Looped	-0.1	8.3	0
501834	FM	hybrid	0	0	0	0	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	2116	19	53	6	4.2	7.0	10.9	29.5	15.1	36.5	51.6	911	113694	Looped	0.3	10.0	0
502061	TB	Hybrid	1574	12	24	4	4.5	0.5	4.7	3.1	9.2	3.6	12.8	1771	108253	Looped	-1.2	8.7	0
502062	TB	OH	2932	36	11	2	6.8	0.1	36.8	0.9	43.6	1.0	44.6	3935	334149	Looped	1.8	13.9	1
502063	TB	OH	1947	24	11	2	4.9	0.2	22.0	0.9	26.9	1.1	28.0	1240	134613	Looped	0.1	8.4	0
502064	TB	Hybrid	1980	19	61	4	6.1	0.2	20.0	8.9	26.1	9.1	35.2	1087	139571	Looped	0.1	15.6	0
502065	TB	Hybrid	3389	37	31	5	6.0	0.1	49.2	7.0	55.2	7.1	62.3	2097	289339	Looped	0.2	12.5	1
502066	TB	Hybrid	2452	43	3	6	6.8	0.1	36.3	2.5	43.1	2.6	45.7	2721	248853	Looped	-1.7	9.2	0
502067	TB	Hybrid	2169	39	15	5	6.8	0.1	35.9	2.2	42.7	2.3	45.0	916	119747	Looped	-0.4	12.0	0
502161	NA	Hybrid	2436	25	57	9	5.4	0.5	9.0	11.6	14.4	12.1	26.5	595	116093	Looped	-0.4	11.4	0
502162	NA	Hybrid	2791	9	59	2	4.4	2.1	3.0	25.2	7.4	27.3	34.7	349	125197	Looped	0.4	12.1	0
502163	NA	Hybrid	3725	9	78	4	7.7	1.2	3.5	20.8	11.2	22.0	33.2	356	127321	Looped	0.0	13.9	0
502164	NA	Hybrid	2914	1	59	1	5.0	1.9	0.3	20.8	5.3	22.7	28.0	192	33991	Looped	0.0	10.3	0
502165	NA	Hybrid	3926	4	60	3	2.8	7.2	1.7	32.4	4.5	39.6	44.1	12126	1265717	Looped	0.7	16.6	2
502166	NA	Hybrid	2434	31	51	8	6.3	5.8	10.9	24.1	17.2	29.9	47.1	6973	377964	Looped	-0.1	11.5	0
502167	NA	Hybrid	2204	8	31	9	3.9	1.1	3.3	16.9	7.2	18.0	25.2	2893	239812	Looped	-0.1	8.7	0
502168	NA	Hybrid	2985	33	31	9	5.4	1.8	10.4	12.3	15.8	14.1	29.9	1217	206003	Looped	-0.2	9.2	0
502461	FM	Hybrid	2185	53	41	13	18.9	2.9	90.9	23.2	109.8	26.1	135.9	3361	338052	Looped	0.2	10.8	0
502462	FM	Hybrid	1758	57	15	20	21.9	0.0	60.8	5.4	82.7	5.4	88.1	1394	253942	Looped	0.2	9.7	0
502463	FM	Hybrid	1260	141	20	18	31.8	0.3	94.4	7.7	126.2	8.0	134.2	4121	462745	Looped	0.0	4.3	0
502464	FM	Hybrid	3326	100	28	29	30.1	0.1	99.2	13.7	129.3	13.8	143.1	1192	168935	Looped	-0.3	12.7	0
502531	MS	Hybrid	419	2	12	1	1.5	0.1	1.2	4.2	2.7	4.3	7.0	143	24099	Looped	0.3	4.3	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
502532	MS	Hybrid	1685	8	26	3	2.9	0.3	4.6	9.1	7.5	9.4	16.9	2154	227984	Looped	-0.1	7.0	0
502533	MS	Hybrid	949	22	14	4	2.5	0.3	8.5	3.6	11.0	3.9	14.9	515	77232	Looped	0.1	6.5	0
502534	MS	Hybrid	1325	7	22	5	2.1	0.3	7.1	7.3	9.2	7.6	16.8	657	122725	Looped	-0.4	6.7	1
502536	MS	Hybrid	1079	0	41	0	2.5	0.5	0.1	10.8	2.6	11.3	13.9	194	20012	Looped	-0.5	9.1	0
502538	MS	Hybrid	1185	22	25	6	3.7	0.6	7.8	3.5	11.5	4.1	15.6	4	1064	Looped	0.4	7.8	0
502561	MS	Hybrid	2980	48	30	13	8.3	5.5	16.4	10.8	24.7	16.3	41.0	2117	252363	Looped	0.4	14.8	0
502562	MS	Hybrid	2377	47	22	9	6.1	2.5	10.9	6.4	17.0	8.9	25.9	829	147489	Looped	-0.2	9.4	1
502563	MS	Hybrid	3898	19	43	13	6.1	3.1	11.3	9.9	17.4	13.0	30.4	4956	201402	Looped	1.0	12.5	0
502631	FM	Hybrid	672	13	3	4	2.7	0.1	5.8	1.0	8.5	1.1	9.6	1948	152393	Looped	-0.2	4.2	0
502632	FM	Hybrid	1989	5	33	5	2.8	0.1	3.1	7.8	5.9	7.9	13.8	611	67134	Looped	-0.4	9.1	0
502633	FM	Hybrid	277	4	10	4	1.1	0.3	0.9	1.7	2.0	2.0	4.0	63	14273	Looped	-0.5	5.9	0
502634	FM	Hybrid	488	7	20	3	2.7	0.5	1.2	2.5	3.9	3.0	6.9	27	5837	Looped	-0.1	5.0	0
502635	FM	Hybrid	1392	16	21	10	2.3	0.3	8.1	6.0	10.4	6.3	16.7	2003	173036	Looped	-0.2	8.9	0
502636	FM	Hybrid	1932	44	12	8	4.6	0.8	12.2	1.2	16.8	2.0	18.8	4386	228131	Looped	0.0	8.9	0
502637	FM	Hybrid	1163	13	24	7	3.5	0.5	4.4	1.9	7.9	2.4	10.3	191	24080	Looped	-0.4	5.7	0
502638	FM	Hybrid	889	3	25	5	1.9	0.2	1.7	6.9	3.6	7.1	10.7	284	29776	Looped	-0.6	7.3	0
502831	MS	UG	1495	1	21	1	0.2	10.7	0.0	3.2	0.2	13.9	14.1	1453	207488	Looped	1.2	7.4	0
502832	MS	Hybrid	1185	33	12	7	2.9	0.1	7.7	1.9	10.6	2.0	12.6	1711	101349	Looped	-0.1	6.1	0
502833	MS	Hybrid	534	5	10	6	1.3	0.6	1.3	1.3	2.6	1.9	4.5	94	10613	Looped	-0.1	4.1	0
502834	MS	Hybrid	1543	37	19	13	3.4	0.4	11.3	2.1	14.7	2.5	17.2	1098	124531	Looped	0.2	9.5	0
502835	MS	Hybrid	1422	14	18	5	2.0	2.7	2.3	1.4	4.3	4.1	8.4	161	63240	Looped	0.6	8.2	0
502836	MS	Hybrid	396	7	5	2	1.1	1.7	0.5	0.7	1.6	2.4	4.0	0	0	Looped	-0.2	3.6	0
502837	MS	Hybrid	520	18	18	3	3.1	2.4	3.1	1.9	6.2	4.3	10.5	249	56501	Looped	-0.1	4.3	0
502838	MS	Hybrid	533	0	6	0	0.3	1.6	0.2	0.8	0.5	2.4	2.9	0	0	Looped	0.1	5.4	0
502931	MS	Hybrid	1518	8	25	1	2.8	0.9	4.8	3.0	7.6	3.9	11.5	2139	75079	Looped	-0.7	6.2	0
502932	MS	Hybrid	2432	34	15	7	5.2	0.1	12.6	2.8	17.8	2.9	20.7	9	3222	Looped	0.0	8.8	0
502933	MS	Hybrid	1646	10	27	2	2.9	0.1	4.4	6.7	7.3	6.8	14.1	2391	261240	Looped	-0.5	6.4	0
502934	MS	Hybrid	2535	26	29	7	4.6	0.1	8.5	11.3	13.1	11.4	24.5	566	118105	Looped	-0.6	8.5	0
502935	MS	Hybrid	1545	14	23	4	3.9	1.3	4.6	4.2	8.5	5.5	14.0	649	76633	Looped	-0.3	8.4	0
502936	MS	Hybrid	3025	19	44	5	4.3	0.3	6.2	3.7	10.5	4.0	14.5	1015	112637	Looped	-0.2	10.1	0
502937	MS	Hybrid	2198	29	22	4	4.3	0.5	7.9	4.9	12.2	5.4	17.6	673	89699	Looped	0.8	8.1	0
502938	MS	Hybrid	2706	10	33	7	3.5	0.1	5.6	5.3	9.1	5.4	14.5	548	98134	Looped	-0.3	7.5	0
502939	MS	Hybrid	2354	21	19	7	2.8	0.5	7.2	7.9	10.0	8.4	18.4	1255	242107	Looped	0.0	7.7	0
503031	MS	Hybrid	1809	8	21	11	2.8	0.3	5.0	5.2	7.8	5.5	13.3	2276	252356	Looped	-0.4	7.9	0
503032	MS	Hybrid	915	11	12	14	1.9	0.1	7.1	2.5	9.0	2.6	11.6	1498	152786	Looped	-0.1	7.0	0
503033	MS	Hybrid	971	16	19	8	2.7	1.7	5.2	3.7	7.9	5.4	13.3	458	93992	Looped	-0.1	6.1	0
503034	MS	Hybrid	1420	39	28	10	4.6	0.3	8.8	2.3	13.4	2.6	16.0	571	118657	Looped	-0.2	9.0	0
503035	MS	Hybrid	1066	5	9	2	1.3	0.3	3.0	5.8	4.3	6.1	10.4	1827	203241	Looped	-0.2	4.9	0
503036	MS	Hybrid	1587	7	25	8	3.8	0.7	6.5	6.4	10.3	7.1	17.4	1076	181271	Looped	-0.3	9.1	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
503037	MS	Hybrid	1315	23	9	3	3.5	2.3	9.1	3.1	12.6	5.4	18.0	3131	261627	Looped	-0.1	7.0	0
503038	MS	Hybrid	2593	2	13	11	0.9	1.9	2.6	5.0	3.5	6.9	10.4	887	226874	Looped	0.1	6.4	0
503039	MS	Hybrid	2547	7	39	6	3.2	2.4	5.0	7.2	8.2	9.6	17.8	724	101212	Looped	-0.7	8.7	0
503131	NA	Hybrid	2017	0	40	2	2.6	2.2	0.7	13.8	3.3	16.0	19.3	3600	390674	Looped	-0.1	6.6	0
503132	NA	Hybrid	2565	11	37	14	2.8	1.6	6.0	6.6	8.8	8.2	17.0	2479	259019	Looped	-0.3	9.0	0
503133	NA	Hybrid	1576	14	26	3	3.4	2.4	3.7	6.0	7.1	8.4	15.5	448	99169	Looped	-0.1	6.1	0
503134	NA	Hybrid	1758	0	53	1	2.1	1.5	0.2	8.8	2.3	10.3	12.6	2301	121999	Looped	-0.4	8.6	0
503135	NA	Hybrid	1688	6	28	1	2.4	2.3	2.3	3.6	4.7	5.9	10.6	55	23328	Looped	-0.4	7.0	0
503136	NA	Hybrid	1203	0	25	0	1.0	3.4	0.0	6.4	1.0	9.8	10.8	118	21296	Looped	0.6	7.2	0
503137	NA	UG	1809	0	18	0	0.5	6.7	0.0	3.4	0.5	10.1	10.6	49	20018	Looped	-0.8	6.6	0
503138	NA	Hybrid	1194	9	55	2	3.8	0.4	4.0	3.3	7.8	3.7	11.5	393	69738	Looped	-0.4	10.2	0
503261	TB	Hybrid	3142	15	15	4	5.1	0.1	26.5	13.8	31.6	13.9	45.5	7325	415636	Looped	0.2	8.9	1
503262	TB	Hybrid	2963	37	32	6	10.3	0.0	68.0	9.0	78.3	9.0	87.3	10340	351052	Looped	2.3	16.9	2
503263	TB	Hybrid	2728	24	51	3	6.6	0.2	34.7	21.7	41.3	21.9	63.2	838	92694	Looped	-0.4	8.7	0
503264	TB	Hybrid	3175	54	36	3	9.8	0.2	64.8	12.1	74.6	12.3	86.9	4516	246589	Looped	-0.2	15.4	0
503265	TB	Hybrid	3294	3	47	8	6.8	0.0	11.6	31.8	18.4	31.8	50.2	12528	321586	Looped	-0.1	13.3	0
503431	MS	OH	2263	37	1	3	5.6	0.1	24.6	0.2	30.2	0.3	30.5	2525	279376	Looped	0.0	8.0	0
503432	MS	Hybrid	1318	12	36	4	4.8	0.2	6.9	5.6	11.7	5.8	17.5	463	94182	Looped	0.0	9.2	1
503433	MS	Hybrid	1591	21	9	2	3.6	0.1	8.0	5.3	11.6	5.4	17.0	725	79634	Looped	0.1	6.0	1
503434	MS	Hybrid	1896	23	27	9	6.1	0.6	15.5	6.4	21.6	7.0	28.6	2786	174077	Looped	-0.2	8.3	0
503435	MS	OH	2370	40	1	3	3.6	0.2	27.5	0.4	31.1	0.6	31.7	2891	77721	Looped	0.0	9.5	0
503436	MS	Hybrid	2155	22	52	4	6.3	0.1	6.7	19.0	13.0	19.1	32.1	104	11627	Looped	-0.2	8.7	0
503437	MS	OH	1415	28	2	1	4.1	0.3	11.7	0.5	15.8	0.8	16.6	2386	360134	Looped	-0.2	5.2	0
503561	NA	Hybrid	4669	15	59	10	6.4	0.2	8.8	26.0	15.2	26.2	41.4	2211	238355	Looped	0.0	10.0	1
503562	NA	Hybrid	3773	28	63	19	7.8	1.2	11.3	11.4	19.1	12.6	31.7	1132	199752	Looped	-0.3	12.1	0
503563	NA	Hybrid	2179	5	53	7	4.7	0.7	3.3	10.0	8.0	10.7	18.7	2858	248105	Looped	0.6	13.1	0
503564	NA	Hybrid	3352	13	66	6	5.6	1.1	7.1	19.3	12.7	20.4	33.1	2620	481754	Looped	0.1	11.3	1
503565	NA	Hybrid	4552	3	73	1	4.9	0.4	2.7	30.8	7.6	31.2	38.8	1049	294838	Looped	0.0	11.8	0
503566	NA	Hybrid	3484	3	37	4	3.8	0.1	3.8	21.6	7.6	21.7	29.3	4422	803108	Looped	-0.2	11.4	2
503567	NA	Hybrid	3020	0	33	3	4.4	1.5	1.3	17.2	5.7	18.7	24.4	1098	211587	Looped	0.2	7.3	0
503568	NA	Hybrid	3208	12	65	11	5.6	1.2	9.0	10.5	14.6	11.7	26.3	5918	437114	Looped	-0.2	11.3	0
503569	NA	Hybrid	1985	22	63	6	8.4	3.6	11.5	14.3	19.9	17.9	37.8	3891	393614	Looped	0.0	10.7	0
503631	FM	Hybrid	1245	24	13	6	3.0	0.6	9.2	7.4	12.2	8.0	20.2	695	90588	Looped	-0.1	7.0	0
503632	FM	Hybrid	1737	7	42	3	2.6	0.4	2.6	5.7	5.2	6.1	11.3	792	122212	Looped	0.5	6.7	0
503633	FM	Hybrid	1515	0	42	1	2.2	1.1	0.7	5.9	2.9	7.0	9.9	186	30535	Looped	0.5	7.4	0
503634	FM	Hybrid	1832	3	47	3	2.9	0.2	1.8	5.9	4.7	6.1	10.8	1999	24318	Looped	-0.2	6.1	0
503635	FM	Hybrid	2218	0	37	2	2.2	0.2	1.1	7.8	3.3	8.0	11.3	626	87702	Looped	-0.9	7.5	0
503636	FM	Hybrid	2017	6	47	2	2.7	1.1	1.8	9.8	4.5	10.9	15.4	854	143212	Looped	-0.3	6.5	0
503637	FM	Hybrid	1738	4	41	4	3.7	0.9	2.4	7.9	6.1	8.8	14.9	273	33130	Looped	0.0	8.2	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
503638	FM	Hybrid	1005	8	14	4	1.2	0.6	4.5	4.5	5.7	5.1	10.8	587	68666	Looped	-0.2	4.5	0
503639	FM	Hybrid	2441	4	36	4	2.9	1.1	4.0	18.0	6.9	19.1	26.0	845	121744	Looped	-0.5	8.9	0
503761	TB	Hybrid	1699	29	21	12	4.9	0.1	12.3	11.5	17.2	11.6	28.8	2347	116251	Looped	-0.1	9.3	0
503762	TB	Hybrid	2286	28	22	6	5.7	0.1	22.0	2.1	27.7	2.2	29.9	1094	170601	Looped	0.5	11.3	0
503763	TB	Hybrid	1192	15	4	3	3.2	0.3	11.2	1.3	14.4	1.6	16.0	276	23730	Looped	0.1	6.0	0
503764	TB	Hybrid	3437	34	68	12	11.5	1.0	18.8	29.1	30.3	30.1	60.4	435	59937	Looped	0.0	14.0	0
503765	TB	Hybrid	2708	36	25	4	7.2	0.3	40.3	5.3	47.5	5.6	53.1	3640	300263	Looped	1.1	13.2	0
503766	TB	Hybrid	2514	46	7	4	6.1	0.9	24.4	1.1	30.5	2.0	32.5	2168	211012	Looped	0.6	9.7	1
503861	FM	Hybrid	2503	45	26	11	5.4	0.1	19.1	4.8	24.5	4.9	29.4	6050	265193	Looped	0.7	10.5	0
503862	FM	Hybrid	2697	49	30	9	8.4	0.5	20.3	12.2	28.7	12.7	41.4	719	100063	Looped	0.3	12.1	0
503863	FM	Hybrid	2249	38	35	9	7.2	0.3	15.6	8.1	22.8	8.4	31.2	2807	181237	Looped	0.7	10.0	0
503864	FM	Hybrid	982	43	32	6	9.5	0.5	15.8	4.8	25.3	5.3	30.6	515	78084	Looped	-0.1	8.7	0
503865	FM	Hybrid	1591	17	35	8	8.2	2.4	4.8	13.2	13.0	15.6	28.6	1759	61127	Looped	0.9	12.4	0
503961	FM	Hybrid	4422	28	37	13	3.8	4.1	12.6	6.4	16.4	10.5	26.9	8590	474267	Looped	-0.3	12.2	0
503962	FM	Hybrid	3414	35	29	3	5.9	1.9	16.3	22.7	22.2	24.6	46.8	2162	351354	Looped	0.4	12.9	0
503963	FM	Hybrid	1561	2	28	2	3.8	1.3	3.6	15.8	7.4	17.1	24.5	874	127722	Looped	-0.3	6.3	0
503964	FM	Hybrid	4127	7	50	5	5.7	7.9	3.8	8.0	9.5	15.9	25.4	1700	125788	Looped	-0.4	7.5	0
503965	FM	Hybrid	4600	16	37	5	6.0	1.6	5.5	27.9	11.5	29.5	41.0	10675	422781	Looped	0.1	12.7	0
503966	FM	Hybrid	2048	16	38	2	5.2	4.7	5.4	14.5	10.6	19.2	29.8	2318	40986	Looped	0.3	11.1	0
503967	FM	Hybrid	2087	34	22	8	4.9	3.6	16.0	10.3	20.9	13.9	34.8	652	110414	Looped	-0.1	9.8	1
503968	FM	Hybrid	2379	8	37	7	3.8	2.8	3.0	31.5	6.8	34.3	41.1	556	110916	Looped	-0.3	11.0	0
503969	FM	Hybrid	2683	2	38	3	4.4	3.3	1.7	22.5	6.1	25.8	31.9	286	60965	Looped	-0.6	9.1	0
504061	NA	Hybrid	3783	22	54	8	6.3	3.6	18.4	21.5	24.7	25.1	49.8	5089	593624	Looped	-1.4	11.4	0
504062	NA	Hybrid	3950	1	61	7	8.5	1.5	3.6	28.3	12.1	29.8	41.9	8885	434746	Looped	0.3	11.5	0
504063	NA	Hybrid	2745	18	43	4	7.9	6.9	8.8	20.2	16.7	27.1	43.8	13200	2173611	Looped	-0.1	9.0	0
504064	NA	Hybrid	3612	6	42	4	4.1	6.5	14.9	33.3	19.0	39.8	58.8	499	132380	Looped	0.2	8.7	0
504131	MS	Hybrid	1663	11	37	4	2.5	0.0	4.2	6.4	6.7	6.4	13.1	1824	160208	Looped	-0.2	8.0	0
504132	MS	Hybrid	1934	27	17	4	3.0	0.1	12.3	3.3	15.3	3.4	18.7	677	121880	Looped	-2.5	7.8	0
504133	MS	Hybrid	1492	20	16	3	3.9	0.1	9.5	4.9	13.4	5.0	18.4	808	137156	Looped	-0.4	6.9	0
504134	MS	Hybrid	1915	14	25	9	3.7	0.4	9.6	8.9	13.3	9.3	22.6	2986	276095	Looped	-0.2	8.9	0
504135	MS	Hybrid	989	18	15	5	2.8	0.5	6.1	2.7	8.9	3.2	12.1	695	101170	Looped	0.1	5.1	0
504136	MS	Hybrid	1632	18	21	6	3.5	0.2	7.3	2.9	10.8	3.1	13.9	2387	406948	Looped	-0.2	6.3	0
504137	MS	Hybrid	1417	20	13	11	2.8	1.0	10.0	2.4	12.8	3.4	16.2	887	155530	Looped	-0.1	9.0	1
504261	TB	OH	599	76	8	7	35.9	0.1	49.7	1.2	85.6	1.3	86.9	1388	150942	Looped	-3.3	3.2	0
504262	TB	OH	177	40	4	1	92.5	0.0	35.2	0.6	127.7	0.6	128.3	372	119806	Looped	1.3	3.8	0
504361	NA	Hybrid	3035	2	77	4	3.2	1.6	1.1	11.5	4.3	13.1	17.4	3599	215179	Looped	0.0	10.7	0
504362	NA	Hybrid	2749	1	31	0	0.9	3.7	0.2	15.9	1.1	19.6	20.7	5946	618931	Looped	0.4	10.0	2
504363	NA	Hybrid	3356	18	63	6	6.4	0.8	4.2	20.1	10.6	20.9	31.5	2416	238634	Looped	0.2	16.8	0
504364	NA	Hybrid	1590	8	48	1	4.0	3.4	2.5	9.2	6.5	12.6	19.1	213	48822	Looped	-0.5	12.0	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
504365	NA	Hybrid	3090	10	39	13	5.4	1.6	6.1	14.9	11.5	16.5	28.0	4739	194814	Looped	-0.1	12.9	0
504366	NA	Hybrid	2469	6	20	1	1.5	3.3	2.6	12.7	4.1	16.0	20.1	718	98295	Looped	-0.5	10.0	0
504367	NA	Hybrid	2887	3	55	2	2.8	2.8	1.1	25.8	3.9	28.6	32.5	3565	377612	Looped	0.8	15.0	0
504368	NA	Hybrid	2953	20	12	8	1.4	2.9	13.4	7.5	14.8	10.4	25.2	1380	199368	Looped	0.1	14.0	0
504369	NA	Hybrid	1408	30	20	4	4.1	3.1	6.1	10.3	10.2	13.4	23.6	534	153636	Looped	0.1	12.6	0
504370	NA	Hybrid	2365	17	41	2	2.0	4.2	5.6	5.8	7.6	10.0	17.6	750	71283	Looped	0.8	17.0	0
504431	TB	Hybrid	1324	68	9	19	17.1	0.6	64.1	7.7	81.2	8.3	89.5	756	142192	Looped	-0.1	5.7	0
504432	TB	Hybrid	1444	27	26	7	6.0	0.0	15.7	8.7	21.7	8.7	30.4	270	37831	Looped	0.0	4.6	0
504433	TB	Hybrid	1132	37	23	11	26.6	0.8	47.9	12.1	74.5	12.9	87.4	441	68656	Looped	0.1	7.5	0
504531	MS	Hybrid	2763	36	39	6	5.3	0.2	12.2	7.2	17.5	7.4	24.9	7429	693199	Looped	0.0	10.3	0
504532	MS	Hybrid	2474	8	39	7	4.1	0.2	9.7	11.7	13.8	11.9	25.7	3997	277870	Looped	-0.3	10.4	0
504533	MS	Hybrid	2831	16	49	7	4.8	0.2	8.0	9.7	12.8	9.9	22.7	745	91490	Looped	0.4	10.0	0
504534	MS	Hybrid	2103	28	17	9	4.2	0.6	12.5	6.4	16.7	7.0	23.7	1405	197138	Looped	0.0	9.4	0
504535	MS	Hybrid	1530	19	13	9	3.0	0.2	12.0	2.7	15.0	2.9	17.9	693	124318	Looped	-0.3	8.4	0
504536	MS	Hybrid	1044	11	17	6	2.2	0.7	4.6	2.3	6.8	3.0	9.8	1650	128734	Looped	0.6	6.0	0
504661	MS	Hybrid	3478	41	37	11	7.7	0.4	15.6	11.6	23.3	12.0	35.3	784	106583	Looped	0.8	13.1	0
504662	MS	Hybrid	1217	21	24	4	10.0	0.7	12.8	12.3	22.8	13.0	35.8	695	94782	Looped	0.2	9.7	0
504663	MS	Hybrid	2956	22	73	8	8.7	4.3	8.7	25.6	17.4	29.9	47.3	1940	104583	Looped	0.2	14.0	0
504664	MS	Hybrid	2542	64	33	15	9.6	0.9	23.7	8.2	33.3	9.1	42.4	4030	193892	Looped	0.4	12.2	0
504665	MS	Hybrid	3533	12	67	8	4.3	7.5	9.0	32.1	13.3	39.6	52.9	3970	196610	Looped	1.2	15.7	0
504666	MS	Hybrid	2985	18	63	8	5.3	1.3	8.8	16.9	14.1	18.2	32.3	15624	634718	Looped	0.6	14.2	0
504667	MS	Hybrid	1348	25	49	6	10.7	2.0	9.3	8.3	20.0	10.3	30.3	1541	72501	Looped	0.4	12.6	0
504761	FM	Hybrid	1884	95	39	27	36.2	1.2	65.8	30.6	102.0	31.8	133.8	950	161563	Looped	0.6	8.1	0
504762	FM	Hybrid	2286	59	48	22	15.0	5.5	48.4	29.2	63.4	34.7	98.1	3353	134726	Looped	0.2	11.0	0
504763	FM	OH	3104	313	0	4	32.9	0.2	232.0	2.0	264.9	2.2	267.1	4522	274907	Looped	1.1	12.9	0
504831	MS	Hybrid	2423	32	19	15	5.3	0.5	12.1	4.7	17.4	5.2	22.6	843	128346	Looped	0.5	8.0	0
504832	MS	Hybrid	1537	22	26	8	4.1	0.1	12.9	5.7	17.0	5.8	22.8	348	46211	Looped	0.2	7.4	0
504833	MS	Hybrid	1246	20	18	2	2.9	1.9	11.1	15.3	14.0	17.2	31.2	1338	52576	Looped	-0.2	6.5	0
504834	MS	Hybrid	2064	25	30	4	6.2	0.6	6.8	10.8	13.0	11.4	24.4	3140	234428	Looped	0.0	5.9	0
504835	MS	Hybrid	2251	18	17	9	3.1	1.8	15.8	7.7	18.9	9.5	28.4	1044	162678	Looped	-0.2	7.4	0
504961	NA	Hybrid	2110	21	28	1	6.5	0.4	11.0	15.5	17.5	15.9	33.4	6298	181590	Looped	-1.9	10.1	0
504962	NA	Hybrid	2654	23	26	6	6.2	0.1	16.5	3.2	22.7	3.3	26.0	1065	124005	Looped	0.1	13.2	0
504963	NA	Hybrid	1569	18	9	3	3.5	0.4	9.3	1.9	12.8	2.3	15.1	609	75981	Looped	0.1	6.5	0
504964	NA	Hybrid	1552	33	10	5	5.7	0.2	20.6	8.2	26.3	8.4	34.7	3058	182997	Looped	0.2	9.6	0
504965	NA	Hybrid	2302	26	9	5	7.4	0.3	17.6	3.4	25.0	3.7	28.7	2240	254755	Looped	0.7	10.5	1
504966	NA	Hybrid	2697	30	8	9	5.3	0.3	22.5	3.4	27.8	3.7	31.5	3503	110699	Looped	0.5	10.8	0
504967	NA	OH	1443	72	7	7	16.7	0.5	43.5	2.4	60.2	2.9	63.1	1403	279352	Looped	0.3	9.9	0
504968	NA	Hybrid	1851	95	25	4	15.5	0.6	42.7	6.9	58.2	7.5	65.7	2629	145220	Looped	-0.3	11.9	0
504969	NA	Hybrid	833	6	22	3	4.3	0.8	13.4	4.6	17.7	5.4	23.1	500	38752	Looped	0.2	8.5	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
505061	FM	Hybrid	2837	17	62	8	10.6	6.5	9.2	37.6	19.8	44.1	63.9	6077	381759	Looped	0.9	16.2	0
505062	FM	Hybrid	268	0	36	1	5.0	11.5	2.2	17.4	7.2	28.9	36.1	15	2163	Looped	-0.6	8.8	0
505063	FM	Hybrid	3639	80	21	1	11.6	0.2	40.6	10.3	52.2	10.5	62.7	3643	318156	Looped	1.6	13.2	0
505064	FM	Hybrid	2926	3	60	2	6.9	6.0	0.7	33.1	7.6	39.1	46.7	2979	320121	Looped	0.2	13.1	0
505065	FM	UG	2028	0	45	1	0.0	6.8	0.3	24.1	0.3	30.9	31.2	2307	177190	Looped	-0.1	10.1	1
505161	MS	Hybrid	1605	0	39	7	3.4	0.3	4.5	10.9	7.9	11.2	19.1	2625	247285	Looped	0.1	9.9	0
505162	MS	Hybrid	2188	7	68	5	6.9	1.7	5.2	36.5	12.1	38.2	50.3	444	53375	Looped	-0.2	15.5	1
505163	MS	Hybrid	1718	11	44	5	5.0	0.3	2.8	13.4	7.8	13.7	21.5	389	54589	Looped	0.4	8.7	0
505164	MS	Hybrid	2393	9	42	3	3.8	0.2	3.5	17.1	7.3	17.3	24.6	218	30644	Looped	0.1	10.9	0
505165	MS	Hybrid	1901	27	33	3	4.8	1.5	10.7	10.3	15.5	11.8	27.3	1058	125679	Looped	-0.2	15.1	0
505166	MS	Hybrid	2758	8	54	6	6.6	1.4	7.5	18.5	14.1	19.9	34.0	3706	286790	Looped	-0.2	12.5	0
505261	MS	Hybrid	1748	37	43	14	11.1	2.2	18.6	10.2	29.7	12.4	42.1	1537	211323	Looped	-1.4	11.6	0
505262	MS	Hybrid	3035	40	28	18	13.0	1.2	28.3	10.2	41.3	11.4	52.7	790	167480	Looped	0.3	11.3	0
505263	MS	Hybrid	1514	16	26	4	5.2	0.4	13.6	7.8	18.8	8.2	27.0	450	78197	Looped	-0.2	4.8	0
505264	MS	Hybrid	3465	51	33	14	10.6	0.5	24.8	7.6	35.4	8.1	43.5	3741	96406	Looped	-0.5	13.8	13
505361	MS	Hybrid	3166	0	29	0	2.4	3.8	0.4	23.4	2.8	27.2	30.0	652	119086	Looped	1.5	11.9	1
505362	MS	Hybrid	3156	3	70	0	4.6	1.5	1.7	25.4	6.3	26.9	33.2	484	60567	Looped	0.3	13.7	0
505363	MS	Hybrid	3247	18	50	6	6.3	2.0	12.2	26.7	18.5	28.7	47.2	4411	379364	Looped	-0.1	14.3	0
505364	MS	Hybrid	3900	2	65	1	5.2	2.7	0.6	43.5	5.8	46.2	52.0	286	32706	Looped	-0.3	15.6	0
505365	MS	Hybrid	3699	1	66	0	3.5	5.5	0.1	39.1	3.6	44.6	48.2	442	71932	Looped	-0.4	14.4	0
505366	MS	UG	2029	0	49	0	1.3	5.8	0.0	19.7	1.3	25.5	26.8	12	1469	Looped	0.7	14.0	0
505461	FM	Hybrid	1748	16	19	5	4.4	0.6	3.9	5.6	8.3	6.2	14.5	2023	160841	Looped	-1.9	7.1	0
505462	FM	Hybrid	1535	11	39	7	3.7	1.0	2.3	5.0	6.0	6.0	12.0	1768	126217	Looped	-0.4	8.9	0
505463	FM	Hybrid	1135	9	54	6	5.4	1.0	5.0	11.5	10.4	12.5	22.9	185	22644	Looped	0.1	11.9	0
505464	FM	Hybrid	3427	6	49	3	5.8	2.2	1.7	21.0	7.5	23.2	30.7	3754	125982	Looped	0.1	11.9	0
505465	FM	Hybrid	2068	26	23	14	6.2	0.3	11.9	6.0	18.1	6.3	24.4	3120	302496	Looped	0.3	13.4	0
505561	MS	Hybrid	2574	24	27	3	2.7	1.3	5.7	5.1	8.4	6.4	14.8	2972	101371	Looped	-0.1	7.1	0
505562	MS	Hybrid	2390	24	38	12	4.0	1.4	8.0	4.4	12.0	5.8	17.8	2858	170864	Looped	0.1	10.4	0
505563	MS	Hybrid	1331	0	36	0	2.6	1.4	0.0	5.3	2.6	6.7	9.3	314	36553	Looped	-0.6	9.6	0
505564	MS	Hybrid	2230	2	36	0	3.2	2.6	0.3	17.6	3.5	20.2	23.7	1432	72967	Looped	-0.1	10.4	0
505661	TB	OH	3186	51	13	2	9.2	0.0	51.4	2.1	60.6	2.1	62.7	1123	106598	Looped	0.4	13.6	0
505662	TB	Hybrid	3306	40	20	12	9.0	0.6	34.8	11.2	43.8	11.8	55.6	1278	145767	Looped	0.9	11.8	0
505663	TB	Hybrid	2936	22	18	3	7.1	0.4	52.5	6.4	59.6	6.8	66.4	1345	222292	Looped	0.2	13.9	0
505664	TB	Hybrid	2866	35	83	11	12.1	2.9	11.2	26.2	23.3	29.1	52.4	4450	358824	Looped	-0.2	11.0	2
505665	TB	Hybrid	3123	23	45	18	9.9	9.9	10.4	28.0	20.3	37.9	58.2	6033	404159	Looped	0.8	15.7	0
505761	MS	Hybrid	3443	6	78	7	4.8	0.2	6.5	20.8	11.3	21.0	32.3	2318	267938	Looped	0.2	9.1	0
505762	MS	Hybrid	3142	16	43	3	7.6	0.3	8.7	24.7	16.3	25.0	41.3	9671	333328	Looped	0.2	13.4	0
505763	MS	Hybrid	3494	35	53	10	11.6	3.8	20.8	40.8	32.4	44.6	77.0	7881	121632	Looped	1.6	13.1	0
505764	MS	Hybrid	1568	14	55	4	18.0	5.6	18.2	27.1	36.2	32.7	68.9	1753	34952	Looped	0.0	9.4	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
505765	MS	Hybrid	3266	22	67	5	6.3	2.3	10.4	20.7	16.7	23.0	39.7	1172	255793	Looped	-0.3	12.7	0
505766	MS	Hybrid	1564	11	62	5	18.0	3.3	10.9	20.8	28.9	24.1	53.0	3374	154695	Looped	-0.3	11.3	0
505767	MS	Hybrid	2482	4	31	0	4.7	0.6	2.8	19.7	7.5	20.3	27.8	2917	106131	Looped	0.4	10.5	0
505861	MS	Hybrid	82	2	15	0	1.6	3.9	0.3	3.4	1.9	7.3	9.2	186	8531	Looped	-0.3	2.9	0
505862	MS	Hybrid	753	20	11	6	15.3	0.9	12.9	9.7	28.2	10.6	38.8	1674	109802	Looped	0.2	4.7	0
505863	MS	Hybrid	95	6	19	2	4.6	1.9	4.6	2.0	9.2	3.9	13.1	50	16262	Looped	0.1	4.6	0
505864	MS	Hybrid	1720	18	25	6	12.9	1.1	6.4	9.8	19.3	10.9	30.2	2037	102931	Looped	0.1	6.2	0
505961	TB	OH	1836	114	6	14	30.5	0.2	135.1	3.2	165.6	3.4	169.0	1162	189020	Looped	-3.4	6.7	0
505962	TB	Hybrid	1876	26	22	5	8.1	0.2	22.8	10.6	30.9	10.8	41.7	3033	131372	Looped	-0.1	6.9	0
505963	TB	OH	915	94	17	10	53.9	0.1	101.0	4.7	154.9	4.8	159.7	1774	235702	Looped	0.1	3.6	0
506031	MS	Hybrid	923	19	16	7	3.4	0.1	4.8	3.3	8.2	3.4	11.6	249	41531	Looped	-0.3	7.3	0
506032	MS	Hybrid	1280	23	8	4	3.2	0.0	8.6	2.3	11.8	2.3	14.1	2544	201659	Looped	-0.2	6.4	0
506033	MS	Hybrid	1452	20	7	5	2.9	0.0	9.7	1.0	12.6	1.0	13.6	915	125315	Looped	0.5	7.6	0
506034	MS	OH	893	21	4	4	3.0	0.1	7.7	0.4	10.7	0.5	11.2	579	71254	Looped	-0.3	5.3	0
506035	MS	Hybrid	1292	13	9	3	3.2	0.2	5.8	5.0	9.0	5.2	14.2	729	80198	Looped	-0.1	6.1	0
506036	MS	Hybrid	2167	26	6	15	4.9	0.3	12.5	0.9	17.4	1.2	18.6	986	104142	Looped	0.2	10.1	2
506037	MS	Hybrid	1715	22	16	6	3.8	0.8	7.7	4.0	11.5	4.8	16.3	381	47737	Looped	-0.1	7.4	0
506161	FM	Hybrid	1505	20	10	6	3.3	0.1	9.2	3.3	12.5	3.4	15.9	834	104221	Looped	-0.2	7.3	0
506162	FM	Hybrid	1656	5	55	8	7.3	2.1	7.7	14.9	15.0	17.0	32.0	758	124276	Looped	0.1	16.2	1
506163	FM	Hybrid	3617	27	42	10	9.2	0.9	15.1	21.7	24.3	22.6	46.9	4436	378186	Looped	-0.1	13.2	0
506164	FM	Hybrid	1819	24	35	12	6.5	0.6	5.4	7.8	11.9	8.4	20.3	3893	254463	Looped	-0.4	13.9	0
506165	FM	Hybrid	1243	8	32	5	4.7	0.6	2.6	10.3	7.3	10.9	18.2	1970	119832	Looped	-0.7	15.7	0
506166	FM	Hybrid	1428	6	44	6	4.0	1.1	3.2	5.8	7.2	6.9	14.1	731	75883	Looped	-0.2	7.9	0
506261	MS	Hybrid	1613	14	35	11	4.5	0.4	6.5	10.8	11.0	11.2	22.2	815	139850	Looped	-0.3	9.8	0
506262	MS	Hybrid	575	20	53	6	7.1	0.8	4.8	5.1	11.9	5.9	17.8	114	20188	Looped	0.3	9.7	0
506263	MS	Hybrid	2352	20	53	9	7.1	1.4	11.8	13.8	18.9	15.2	34.1	299	28944	Looped	0.1	12.5	0
506264	MS	Hybrid	1749	29	31	8	4.4	1.1	8.5	5.8	12.9	6.9	19.8	2844	428456	Looped	0.0	9.6	0
506361	TB	Hybrid	2916	20	23	9	5.1	1.1	32.7	10.7	37.8	11.8	49.6	943	113624	Looped	-0.1	14.1	0
506362	TB	Hybrid	3087	39	7	7	6.0	0.1	38.8	3.3	44.8	3.4	48.2	1040	127182	Looped	0.6	13.4	0
506363	TB	Hybrid	4286	45	21	11	18.4	0.2	38.5	11.6	56.9	11.8	68.7	970	88293	Looped	0.8	13.2	0
506364	TB	Hybrid	2206	27	24	5	13.1	1.7	22.4	17.5	35.5	19.2	54.7	411	36999	Looped	-0.1	10.5	0
506461	TB	Hybrid	787	7	47	4	5.9	0.1	20.8	5.2	26.7	5.3	32.0	313	32800	Looped	-0.1	11.6	0
506462	TB	Hybrid	3072	45	32	5	10.3	3.4	35.6	25.9	45.9	29.3	75.2	3595	407933	Looped	0.2	9.3	0
506463	TB	Hybrid	2992	55	11	2	9.2	0.2	78.6	6.7	87.8	6.9	94.7	3537	365072	Looped	0.3	12.5	0
506464	TB	OH	2709	47	6	9	10.5	0.4	65.2	3.5	75.7	3.9	79.6	6434	372697	Looped	-0.1	11.9	1
506465	TB	OH	2385	66	2	1	8.9	0.1	56.1	0.2	65.0	0.3	65.3	1658	198456	Looped	-0.6	10.0	0
506561	MS	Hybrid	3321	5	77	1	6.5	7.1	0.6	49.4	7.1	56.5	63.6	7136	301078	Looped	0.1	12.8	0
506562	MS	Hybrid	2458	45	27	8	11.5	0.6	32.8	9.6	44.3	10.2	54.5	5802	339756	Looped	0.4	9.3	0
506563	MS	Hybrid	2316	8	43	2	7.8	2.9	10.0	24.0	17.8	26.9	44.7	4317	155979	Looped	-0.3	6.3	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
506661	NA	Hybrid	1944	0	52	3	3.1	3.9	2.2	27.4	5.3	31.3	36.6	407	128125	Looped	-0.3	11.4	0
506662	NA	Hybrid	2555	33	39	4	6.4	1.9	8.9	17.7	15.3	19.6	34.9	1463	296885	Looped	0.5	11.9	0
506663	NA	Hybrid	3467	5	58	2	5.2	3.6	1.2	32.4	6.4	36.0	42.4	172	58384	Looped	2.4	14.7	0
506664	NA	Hybrid	3731	24	48	7	8.8	0.3	8.1	22.6	16.9	22.9	39.8	3063	433962	Looped	0.0	13.1	1
506665	NA	Hybrid	1068	4	39	3	6.1	0.7	1.3	10.4	7.4	11.1	18.5	276	69372	Looped	-0.2	12.7	0
506666	NA	Hybrid	1082	10	20	15	3.6	0.5	7.0	2.0	10.6	2.5	13.1	8463	967419	Looped	-0.9	9.4	0
506667	NA	Hybrid	1703	0	40	1	2.5	2.2	0.4	21.5	2.9	23.7	26.6	492	158706	Looped	-0.3	8.7	0
506761	NA	Hybrid	3098	1	58	1	5.5	4.1	0.6	37.7	6.1	41.8	47.9	272	97113	Looped	0.0	11.1	0
506762	NA	Hybrid	2178	3	38	7	3.6	0.1	3.4	16.0	7.0	16.1	23.1	3106	104375	Looped	-0.1	12.8	0
506763	NA	Hybrid	2380	4	33	3	5.8	1.3	9.7	16.5	15.5	17.8	33.3	2361	233866	Looped	-0.2	10.4	1
506764	NA	Hybrid	2456	21	47	5	5.9	2.4	9.2	23.8	15.1	26.2	41.3	652	183337	Looped	-0.2	14.0	1
506765	NA	Hybrid	3059	9	47	11	5.2	1.8	5.4	22.4	10.6	24.2	34.8	3581	255429	Looped	0.6	14.2	0
506766	NA	Hybrid	3325	14	64	1	7.3	4.7	5.3	30.6	12.6	35.3	47.9	849	203496	Looped	-0.1	14.9	1
506767	NA	Hybrid	2845	8	46	3	5.8	4.2	4.4	23.5	10.2	27.7	37.9	3899	506430	Looped	0.3	8.0	0
506768	NA	Hybrid	2613	9	44	1	4.4	6.1	2.3	22.9	6.7	29.0	35.7	83	14817	Looped	-0.4	10.3	0
506769	NA	Hybrid	3258	3	85	2	7.7	3.2	2.2	31.8	9.9	35.0	44.9	3764	322784	Looped	-0.6	14.3	0
506861	TB	Hybrid	3116	41	34	4	8.9	0.4	29.6	15.8	38.5	16.2	54.7	4918	510681	Looped	0.3	10.5	0
506862	TB	Hybrid	2309	50	17	6	17.8	1.4	110.4	10.0	128.2	11.4	139.6	1879	255218	Looped	0.0	8.7	0
506961	MS	Hybrid	638	13	36	7	4.8	0.8	4.1	4.1	8.9	4.9	13.8	352	63456	Looped	-0.4	9.4	0
506962	MS	Hybrid	2508	24	65	7	7.6	0.2	6.5	18.1	14.1	18.3	32.4	3196	284459	Looped	0.3	11.4	0
506963	MS	Hybrid	2520	10	55	6	6.5	0.8	4.8	21.2	11.3	22.0	33.3	108	22789	Looped	-0.3	10.8	0
506964	MS	Hybrid	2195	22	72	4	5.8	1.0	5.6	19.0	11.4	20.0	31.4	1159	99369	Looped	0.2	14.4	0
506965	MS	Hybrid	2848	6	55	1	5.4	1.9	2.8	28.7	8.2	30.6	38.8	1324	149808	Looped	0.3	11.5	0
507061	NA	Hybrid	2581	3	42	2	3.3	0.8	0.8	20.2	4.1	21.0	25.1	722	264253	Looped	-0.1	9.2	0
507062	NA	Hybrid	3428	18	38	2	4.6	3.6	13.9	27.7	18.5	31.3	49.8	797	129393	Looped	0.0	12.0	0
507063	NA	Hybrid	3836	49	67	13	10.5	2.1	16.5	20.3	27.0	22.4	49.4	10684	447106	Looped	0.2	13.8	0
507064	NA	Hybrid	2488	4	47	0	1.8	7.6	1.2	24.0	3.0	31.6	34.6	299	85892	Looped	0.1	10.9	0
507065	NA	Hybrid	1226	1	36	3	0.6	5.6	1.3	9.8	1.9	15.4	17.3	75	12598	Looped	-0.2	10.5	0
507161	MS	Hybrid	1922	8	71	3	8.3	11.9	8.4	46.8	16.7	58.7	75.4	2198	140483	Looped	0.2	12.8	0
507162	MS	Hybrid	1720	93	32	18	54.7	1.6	105.4	28.1	160.1	29.7	189.8	7871	781060	Looped	-0.2	11.7	1
507163	MS	Hybrid	2620	10	53	7	8.3	0.6	5.2	23.6	13.5	24.2	37.7	775	150672	Looped	-0.8	12.3	0
507164	MS	UG	2038	3	58	0	1.0	10.3	0.3	30.9	1.3	41.2	42.5	220	42662	Looped	0.2	15.7	0
507261	FM	Hybrid	1981	12	29	4	10.1	1.6	10.9	14.4	21.0	16.0	37.0	454	104206	Looped	0.5	10.5	0
507262	FM	Hybrid	2774	11	35	7	6.8	0.4	6.1	22.7	12.9	23.1	36.0	1317	225505	Looped	-0.7	11.4	0
507263	FM	Hybrid	3958	38	54	5	11.1	3.2	18.5	37.4	29.6	40.6	70.2	865	189710	Looped	0.4	16.3	0
507264	FM	Hybrid	3080	56	2	3	5.0	0.9	27.3	4.9	32.3	5.8	38.1	919	154182	Looped	-0.3	14.1	0
507265	FM	Hybrid	4375	29	99	15	11.6	1.3	11.4	25.0	23.0	26.3	49.3	5498	309790	Looped	0.6	17.8	0
507266	FM	Hybrid	8	0	4	0	1.0	0.1	0.0	0.4	1.0	0.5	1.5	0	0	Looped	-0.2	0.8	0
507361	NA	OH	2134	95	2	6	11.4	0.1	81.4	0.5	92.8	0.6	93.4	901	130570	Looped	-0.1	11.6	1

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
507362	NA	Hybrid	3601	17	70	2	8.7	9.5	19.5	42.6	28.2	52.1	80.3	399	60302	Looped	1.0	12.6	0
507363	NA	Hybrid	2791	125	34	5	25.9	0.6	76.4	21.8	102.3	22.4	124.7	806	106851	Looped	-0.7	16.3	0
507364	NA	Hybrid	3135	165	10	4	25.0	0.5	108.8	9.1	133.8	9.6	143.4	1544	235388	Looped	0.2	16.6	0
507461	FM	Hybrid	2382	20	42	5	18.5	3.3	17.3	32.5	35.8	35.8	71.6	7087	106827	Looped	-0.1	9.9	0
507462	FM	Hybrid	2430	2	43	1	4.7	3.8	2.5	23.8	7.2	27.6	34.8	727	135460	Looped	-0.1	14.6	0
507463	FM	Hybrid	329	1	42	0	5.2	6.0	4.0	11.7	9.2	17.7	26.9	1	149	Looped	-0.1	11.3	0
507464	FM	Hybrid	15	3	12	0	7.1	1.8	0.5	1.3	7.6	3.1	10.7	24	2423	Looped	0.3	7.8	0
507465	FM	Hybrid	103	10	18	0	13.3	3.0	13.1	3.3	26.4	6.3	32.7	305	19557	Looped	-0.1	9.2	0
507466	FM	UG	1978	0	63	0	0.4	12.1	0.0	36.3	0.4	48.4	48.8	25	14957	Looped	0.7	15.4	0
507561	MS	Hybrid	2397	79	51	10	26.4	2.9	34.7	34.3	61.1	37.2	98.3	2815	159543	Looped	0.4	10.9	1
507562	MS	Hybrid	2936	4	45	7	5.0	1.3	8.0	23.5	13.0	24.8	37.8	7367	534475	Looped	-0.1	9.7	0
507563	MS	Hybrid	2406	4	42	0	4.3	6.2	0.5	36.5	4.8	42.7	47.5	2482	148489	Looped	-0.1	14.5	0
507564	MS	Hybrid	2476	12	46	2	5.0	1.7	5.5	28.7	10.5	30.4	40.9	8104	649514	Looped	-0.2	9.8	1
507661	FM	Hybrid	593	3	24	0	3.0	1.3	1.2	9.0	4.2	10.3	14.5	882	97465	Looped	0.0	9.9	0
507662	FM	Hybrid	4325	5	63	6	5.1	1.2	7.2	16.0	12.3	17.2	29.5	9990	341263	Looped	-0.2	14.6	0
507663	FM	Hybrid	4132	9	63	4	4.8	2.7	3.4	28.6	8.2	31.3	39.5	4795	297969	Looped	0.1	13.3	0
507664	FM	Hybrid	3387	7	58	7	6.1	0.6	2.5	18.9	8.6	19.5	28.1	7822	520963	Looped	-0.2	12.5	0
507665	FM	Hybrid	2939	1	50	3	2.7	1.8	1.2	28.4	3.9	30.2	34.1	863	95323	Looped	0.3	9.8	0
507761	NA	Hybrid	1756	3	36	2	6.2	0.9	5.2	16.2	11.4	17.1	28.5	389	37741	Looped	0.8	9.1	0
507762	NA	Hybrid	3807	14	62	1	3.4	10.9	6.5	47.4	9.9	58.3	68.2	7456	700646	Looped	-0.1	15.1	0
507763	NA	Hybrid	3449	18	50	2	6.9	2.3	10.3	22.7	17.2	25.0	42.2	781	178658	Looped	0.2	13.9	0
507764	NA	Hybrid	3586	0	30	2	5.4	3.6	1.3	21.7	6.7	25.3	32.0	128	27502	Looped	0.7	9.3	0
507861	TB	UG	3	0	0	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	-1.0	4.2	0
507862	TB	Hybrid	1834	43	19	10	12.5	0.3	43.7	8.2	56.2	8.5	64.7	861	58392	Looped	0.0	4.9	0
507961	TB	Hybrid	3083	47	17	10	13.7	0.1	81.8	14.0	95.5	14.1	109.6	4066	381817	Looped	0.4	13.0	2
507962	TB	Hybrid	2675	78	9	10	14.0	0.3	115.1	11.4	129.1	11.7	140.8	6368	146924	Looped	0.5	10.2	1
508061	TB	Hybrid	1912	21	21	1	4.6	2.4	14.5	2.5	19.1	4.9	24.0	3901	274220	Looped	0.4	5.8	1
508062	TB	Hybrid	1858	25	11	2	3.8	2.4	11.2	2.2	15.0	4.6	19.6	431	49244	Looped	-0.3	6.9	0
508063	TB	Hybrid	2164	40	43	11	16.8	2.3	27.2	11.9	44.0	14.2	58.2	890	110109	Looped	-0.2	11.7	0
508161	MS	Hybrid	4235	3	75	0	8.7	2.2	0.6	48.2	9.3	50.4	59.7	299	82488	Looped	0.1	18.5	1
508162	MS	Hybrid	2751	57	42	15	23.9	0.4	62.5	33.2	86.4	33.6	120.0	1053	148871	Looped	-0.1	15.0	0
508261	MS	Hybrid	2603	29	45	4	9.2	2.2	10.0	35.8	19.2	38.0	57.2	512	56262	Looped	1.3	16.4	0
508262	MS	Hybrid	1511	50	55	11	15.6	3.9	20.6	33.8	36.2	37.7	73.9	376	75389	Looped	-0.3	12.3	0
508361	NA	Hybrid	1682	23	15	5	8.9	0.4	11.0	7.6	19.9	8.0	27.9	194	55161	Looped	-1.2	4.6	0
508362	NA	Hybrid	3961	23	70	3	12.6	3.8	17.7	44.4	30.3	48.2	78.5	4326	119411	Looped	0.4	14.1	0
508363	NA	Hybrid	2397	33	27	10	6.0	0.5	15.0	10.0	21.0	10.5	31.5	923	161031	Looped	-0.1	10.3	0
508461	FM	Hybrid	4046	8	71	6	4.9	13.7	3.0	45.4	7.9	59.1	67.0	3891	189273	Looped	0.4	13.7	0
508462	FM	Hybrid	2686	46	32	7	11.1	0.4	41.6	9.6	52.7	10.0	62.7	3525	230771	Looped	0.4	13.5	3
508463	FM	Hybrid	2045	56	11	5	13.1	1.5	55.6	4.3	68.7	5.8	74.5	4943	285283	Looped	0.4	10.1	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
508531	FM	Hybrid	1374	52	11	14	6.6	0.4	11.0	1.0	17.6	1.4	19.0	382	68224	Looped	0.3	6.8	0
508532	FM	Hybrid	827	16	26	8	4.9	0.1	9.9	2.8	14.8	2.9	17.7	289	43456	Looped	-0.3	6.2	0
508533	FM	Hybrid	1	0	0	0	0.8	1.0	0.0	0.0	0.8	1.0	1.8	0	0	Radial	-0.2	2.9	0
508631	MS	UG	427	1	5	1	0.1	3.2	0.1	2.4	0.2	5.6	5.8	188	21089	Looped	-1.0	4.2	0
508632	MS	UG	245	0	0	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	1	126	Looped	-0.3	1.6	0
508861	TB	OH	2236	80	4	6	11.1	0.6	110.8	1.1	121.9	1.7	123.6	4717	493477	Looped	-0.1	10.5	0
508862	TB	Hybrid	3476	43	48	3	11.1	7.9	95.4	20.4	106.5	28.3	134.8	1249	115981	Looped	0.5	15.6	0
508863	TB	Hybrid	2882	53	12	0	8.6	0.6	62.6	3.5	71.2	4.1	75.3	3432	112553	Looped	0.7	14.0	0
508864	TB	OH	1920	62	2	0	6.4	0.2	47.6	0.4	54.0	0.6	54.6	306	21885	Looped	0.2	9.4	0
509061	NA	Hybrid	2749	5	54	1	6.5	0.4	4.9	24.5	11.4	24.9	36.3	434	126323	Looped	0.3	13.3	0
509062	NA	Hybrid	2840	23	33	3	4.9	0.5	10.6	20.0	15.5	20.5	36.0	421	57243	Looped	0.1	10.7	0
700131	WG	Hybrid	592	6	12	6	2.6	1.4	2.7	0.7	5.3	2.1	7.4	1578	127210	Looped	0.0	5.7	0
700132	WG	OH	1932	35	8	5	5.6	0.3	8.3	0.4	13.9	0.7	14.6	723	110069	Looped	-0.7	9.2	1
700133	WG	Hybrid	1613	30	13	4	3.0	0.3	5.4	1.4	8.4	1.7	10.1	279	64447	Looped	-0.4	5.5	0
700134	WG	Hybrid	1295	9	17	7	3.7	1.4	4.6	0.8	8.3	2.2	10.5	1494	113936	Looped	-0.4	7.7	0
700135	WG	Hybrid	1851	12	17	3	2.4	0.5	2.5	0.8	4.9	1.3	6.2	177	38496	Looped	-0.1	6.1	0
700136	WG	Hybrid	751	5	20	3	2.8	1.7	0.9	0.7	3.7	2.4	6.1	876	54966	Looped	0.0	4.6	0
700137	WG	Hybrid	2095	21	18	17	4.6	0.4	4.8	1.2	9.4	1.6	11.0	491	78061	Looped	0.0	7.4	0
700138	WG	Hybrid	296	1	9	2	1.7	1.0	0.2	0.3	1.9	1.3	3.2	4	522	Looped	0.1	3.2	0
700139	WG	OH	2039	22	8	3	4.3	0.2	13.2	0.2	17.5	0.4	17.9	2508	168762	Looped	1.5	9.9	0
700140	WG	UG	18	0	4	1	0.0	2.3	0.1	0.3	0.1	2.6	2.7	0	0	Looped	-1.6	5.6	0
700141	WG	Hybrid	1891	16	3	2	4.6	0.3	8.6	1.3	13.2	1.6	14.8	1353	223677	Looped	-0.2	7.5	0
700142	WG	UG	34	0	6	0	0.0	2.5	0.0	0.5	0.0	3.0	3.0	0	0	Looped	1.1	3.8	0
700143	WG	Hybrid	1745	22	25	3	4.6	1.0	6.0	3.0	10.6	4.0	14.6	4245	195496	Looped	-0.4	7.7	0
700144	WG	Hybrid	1419	12	14	9	3.8	0.4	2.4	1.1	6.2	1.5	7.7	211	40455	Looped	-0.3	6.1	0
700145	WG	Hybrid	818	0	5	2	0.0	3.1	0.3	1.1	0.3	4.2	4.5	1	220	Looped	-0.1	7.0	0
700231	GS	Hybrid	1319	14	13	3	3.6	0.5	3.6	1.1	7.2	1.6	8.8	158	29114	Looped	-0.6	4.4	0
700232	GS	Hybrid	672	11	9	2	2.5	0.1	1.7	1.1	4.2	1.2	5.4	3218	279527	Looped	-0.1	2.7	0
700233	GS	Hybrid	922	4	9	4	2.0	0.2	1.6	0.4	3.6	0.6	4.2	146	25405	Looped	0.8	8.0	0
700234	GS	Hybrid	1350	13	13	5	2.5	0.8	3.8	0.7	6.3	1.5	7.8	643	154677	Looped	-0.2	7.1	0
700235	GS	OH	1383	22	4	1	2.2	0.2	5.3	0.1	7.5	0.3	7.8	371	68816	Looped	-0.4	3.9	0
700236	GS	Hybrid	1714	9	9	5	2.4	0.7	2.8	0.8	5.2	1.5	6.7	1886	35882	Looped	-0.3	5.2	0
700237	GS	Hybrid	1782	8	11	7	3.0	0.5	3.5	1.0	6.5	1.5	8.0	3205	308761	Looped	0.8	8.0	2
700238	GS	Hybrid	0	0	1	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	0	0	Looped	-0.6	2.6	0
700239	GS	Hybrid	2496	24	15	8	5.0	0.3	4.6	1.6	9.6	1.9	11.5	568	129241	Looped	-0.2	9.2	0
700240	GS	Hybrid	2125	11	18	3	3.2	0.7	1.9	6.1	5.1	6.8	11.9	895	139533	Looped	-0.5	6.3	0
700241	GS	UG	0	0	0	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	0.9	1.1	0
700242	GS	UG	1	0	1	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	-0.4	4.5	0
700243	GS	UG	332	0	1	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	1	196	Looped	-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
700331	WG	Hybrid	1921	17	5	2	3.1	0.1	5.7	1.9	8.8	2.0	10.8	433	71462	Looped	-0.3	6.5	0
700332	WG	Hybrid	779	11	21	4	4.6	0.3	2.2	3.3	6.8	3.6	10.4	186	41355	Looped	-0.3	7.3	0
700333	WG	Hybrid	1820	21	26	2	4.3	0.5	3.9	0.7	8.2	1.2	9.4	763	118815	Looped	-0.4	5.2	2
700334	WG	Hybrid	552	10	18	3	5.5	0.3	1.5	1.0	7.0	1.3	8.3	659	73888	Looped	-1.4	5.6	0
700335	WG	Hybrid	1905	24	8	6	3.8	0.8	5.4	0.3	9.2	1.1	10.3	2582	185060	Looped	-0.6	8.0	1
700336	WG	Hybrid	258	6	15	1	2.4	0.6	0.5	1.0	2.9	1.6	4.5	49	9126	Looped	0.2	4.5	0
700337	WG	Hybrid	1664	40	20	5	4.9	0.7	8.9	3.6	13.8	4.3	18.1	2143	74743	Looped	-0.3	9.2	0
700338	WG	Hybrid	296	8	10	1	3.0	0.8	0.5	0.3	3.5	1.1	4.6	59	17009	Looped	0.2	4.1	0
700339	WG	UG	1	0	3	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1	16	Looped	-0.2	1.5	0
700340	WG	UG	31	0	2	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	27	3510	Looped	0.2	3.9	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	0.1	3.9	0
700342	WG	Hybrid	354	0	10	1	0.7	1.4	0.2	0.4	0.9	1.8	2.7	136	13918	Looped	0.8	4.9	0
700431	WG	Hybrid	1887	17	24	2	3.7	0.3	4.4	1.7	8.1	2.0	10.1	4136	81630	Looped	-0.2	7.9	0
700432	WG	Hybrid	876	11	8	2	2.2	0.5	2.7	0.5	4.9	1.0	5.9	1143	72056	Looped	-1.1	4.8	2
700433	WG	Hybrid	1788	26	12	2	2.8	0.1	6.9	1.2	9.7	1.3	11.0	2447	326227	Looped	-0.7	6.8	0
700434	WG	Hybrid	1508	25	6	6	2.8	0.1	6.1	1.9	8.9	2.0	10.9	575	107533	Looped	-0.1	5.8	0
700435	WG	Hybrid	729	4	2	2	2.8	1.6	0.8	0.1	3.6	1.7	5.3	1613	32757	Looped	-0.1	2.7	0
700436	WG	OH	1371	18	9	2	3.3	0.1	6.8	0.3	10.1	0.4	10.5	1749	82822	Looped	0.3	7.1	0
700437	WG	Hybrid	1063	8	19	5	4.3	0.4	2.8	1.3	7.1	1.7	8.8	2008	52511	Looped	0.4	6.7	0
700438	WG	Hybrid	1371	19	13	6	3.2	0.3	5.0	0.9	8.2	1.2	9.4	461	69687	Looped	0.1	8.0	0
700439	WG	Hybrid	1715	24	11	8	2.8	0.3	8.8	1.3	11.6	1.6	13.2	2474	292487	Looped	0.0	7.8	0
700440	WG	Hybrid	185	2	12	0	1.0	1.9	0.8	0.5	1.8	2.4	4.2	61	3063	Looped	-0.2	3.9	0
700441	WG	Hybrid	978	10	17	0	2.1	2.3	3.3	0.4	5.4	2.7	8.1	1109	105458	Looped	-0.7	5.8	0
700442	WG	Hybrid	370	3	10	0	1.7	2.5	0.1	0.1	1.8	2.6	4.4	11	1704	Looped	-0.1	3.1	0
700443	WG	OH	1570	23	1	0	3.8	0.2	6.8	0.0	10.6	0.2	10.8	3137	160728	Looped	1.4	6.1	1
700444	WG	Hybrid	1273	18	6	3	2.2	0.1	3.8	0.6	6.0	0.7	6.7	1538	129324	Looped	-0.2	5.0	0
700461	WG	Hybrid	710	5	0	2	1.8	0.7	1.7	0.1	3.5	0.8	4.3	211	31544	Looped	0.2	2.2	1
700462	WG	UG	2959	0	14	0	0.0	7.0	0.0	1.7	0.0	8.7	8.7	0	0	Looped	-0.5	8.4	0
700463	WG	Hybrid	2128	16	22	2	5.2	0.2	5.6	2.1	10.8	2.3	13.1	4839	197727	Looped	0.2	9.9	1
700531	PM	Hybrid	1189	2	18	3	2.5	1.5	2.3	6.9	4.8	8.4	13.2	311	54411	Looped	0.8	8.7	0
700532	PM	Hybrid	758	13	17	1	3.3	1.1	3.1	1.9	6.4	3.0	9.4	1705	33895	Looped	0.0	5.4	0
700533	PM	Hybrid	412	9	3	6	2.3	0.1	2.6	0.8	4.9	0.9	5.8	510	33838	Looped	-0.2	3.5	1
700534	PM	Hybrid	788	13	27	2	3.9	4.7	2.9	3.7	6.8	8.4	15.2	37	6621	Looped	0.1	7.1	0
700535	PM	Hybrid	3322	24	24	7	4.8	1.1	7.0	11.0	11.8	12.1	23.9	574	103742	Looped	-0.2	10.0	0
700536	PM	Hybrid	267	2	17	3	3.0	0.3	1.1	2.1	4.1	2.4	6.5	62	8822	Looped	0.3	4.4	0
700537	PM	Hybrid	245	14	19	1	3.0	0.8	1.4	0.9	4.4	1.7	6.1	15	2638	Looped	-0.4	6.5	0
700538	PM	Hybrid	1	0	0	0	1.1	0.3	0.0	0.0	1.1	0.3	1.4	0	0	Radial	-0.1	3.3	0
700539	PM	Hybrid	148	3	8	2	1.8	0.5	1.2	0.6	3.0	1.1	4.1	16	2292	Looped	-0.1	1.9	0
700631	WG	Hybrid	1300	22	12	1	2.9	0.2	2.9	1.0	5.8	1.2	7.0	281	39936	Looped	-0.2	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
700632	WG	Hybrid	1058	4	15	7	3.4	0.5	3.2	0.9	6.6	1.4	8.0	3154	255997	Looped	-0.4	5.9	0
700633	WG	Hybrid	2831	14	26	5	4.0	0.4	2.9	1.9	6.9	2.3	9.2	417	67230	Looped	-0.5	7.9	0
700634	WG	Hybrid	1138	18	8	5	2.8	0.2	5.0	0.5	7.8	0.7	8.5	848	151368	Looped	0.1	5.7	0
700635	WG	OH	1106	35	6	2	3.9	0.0	7.9	0.2	11.8	0.2	12.0	528	96619	Looped	-1.5	7.2	0
700636	WG	Hybrid	1641	18	11	6	4.0	0.4	6.0	1.1	10.0	1.5	11.5	541	111594	Looped	0.8	7.6	0
700637	WG	Hybrid	1604	12	27	7	2.4	0.1	4.3	1.5	6.7	1.6	8.3	851	129462	Looped	-1.9	5.1	2
700638	WG	UG	11	0	9	0	0.0	3.0	0.0	0.5	0.0	3.5	3.5	0	0	Looped	-0.4	7.8	0
700639	WG	Hybrid	1582	24	13	4	3.5	0.6	4.0	1.1	7.5	1.7	9.2	282	36227	Looped	-0.1	7.0	0
700640	WG	Hybrid	799	2	13	1	1.1	2.8	0.2	0.5	1.3	3.3	4.6	51	13336	Looped	0.5	6.7	0
700641	WG	Hybrid	1232	12	12	2	2.4	3.4	1.4	0.6	3.8	4.0	7.8	611	59859	Looped	0.3	4.4	0
700642	WG	Hybrid	2678	33	24	1	4.1	0.2	5.9	3.0	10.0	3.2	13.2	575	91475	Looped	-2.2	7.1	0
700731	WG	OH	1000	15	2	1	2.4	0.0	5.2	0.4	7.6	0.4	8.0	1110	161774	Looped	0.0	4.0	0
700732	WG	OH	1088	22	6	2	3.1	0.0	7.2	0.3	10.3	0.3	10.6	3075	270092	Looped	0.8	6.8	0
700733	WG	OH	1078	16	6	4	2.8	0.0	8.6	0.4	11.4	0.4	11.8	549	96246	Looped	0.0	5.0	0
700734	WG	OH	2058	32	9	6	3.8	0.0	10.7	0.6	14.5	0.6	15.1	1268	347325	Looped	-1.4	6.2	0
700735	WG	OH	1287	22	10	4	4.0	0.0	7.8	0.5	11.8	0.5	12.3	2219	253455	Looped	-0.2	7.0	0
700736	WG	Hybrid	1322	33	21	0	4.8	0.1	7.6	0.8	12.4	0.9	13.3	3805	340493	Looped	0.1	8.2	0
700737	WG	Hybrid	1066	13	3	3	2.4	0.2	6.9	0.9	9.3	1.1	10.4	3033	249751	Looped	-0.2	5.0	1
700738	WG	Hybrid	1375	19	27	0	4.1	1.7	5.3	5.0	9.4	6.7	16.1	435	110538	Looped	0.4	8.9	0
700831	GS	OH	821	9	0	1	1.6	0.1	6.0	0.0	7.6	0.1	7.7	298	40086	Looped	0.1	5.6	0
700832	GS	Hybrid	1486	25	5	4	4.1	0.1	6.8	0.7	10.9	0.8	11.7	536	102060	Looped	0.0	7.3	0
700833	GS	Hybrid	1097	23	11	5	3.0	0.0	3.8	1.0	6.8	1.0	7.8	525	93538	Looped	0.6	6.2	0
700834	GS	Hybrid	1163	18	6	7	3.2	0.9	5.9	0.6	9.1	1.5	10.6	2568	265915	Looped	-0.1	5.2	0
700835	GS	Hybrid	1314	12	12	0	2.0	0.1	4.8	1.9	6.8	2.0	8.8	2139	102351	Looped	-0.2	5.3	0
700836	GS	Hybrid	1196	26	9	4	3.7	1.3	6.6	0.4	10.3	1.7	12.0	527	68172	Looped	-0.1	6.8	0
700837	GS	OH	1662	18	3	2	3.1	0.2	6.8	0.1	9.9	0.3	10.2	2275	336419	Looped	0.0	6.6	1
700838	GS	Hybrid	1516	26	3	3	2.0	0.8	7.4	0.2	9.4	1.0	10.4	950	100453	Looped	0.3	6.6	0
700839	GS	Hybrid	874	9	5	2	2.5	1.0	5.8	1.8	8.3	2.8	11.1	460	97496	Looped	-0.2	8.8	0
700840	GS	Hybrid	1395	13	3	4	2.5	0.7	4.7	0.2	7.2	0.9	8.1	465	89233	Looped	-0.8	5.0	0
700841	GS	UG	20	0	7	0	0.0	1.8	0.0	0.5	0.0	2.3	2.3	18	702	Looped	-0.1	0.7	0
700842	GS	OH	1713	23	2	2	3.4	0.2	8.1	0.1	11.5	0.3	11.8	498	92790	Looped	-0.2	8.6	0
700843	GS	Hybrid	1296	25	4	0	3.0	1.1	5.8	1.1	8.8	2.2	11.0	1918	162655	Looped	-0.3	5.4	0
700844	GS	Hybrid	1576	33	3	1	2.2	1.2	10.3	0.4	12.5	1.6	14.1	2935	353615	Looped	0.0	7.6	1
700931	GS	Hybrid	2324	22	20	9	4.5	0.2	6.0	1.8	10.5	2.0	12.5	609	51599	Looped	0.1	8.0	0
700932	GS	Hybrid	1761	3	20	1	2.3	2.1	0.6	4.7	2.9	6.8	9.7	687	110010	Looped	-0.3	6.3	0
700933	GS	Hybrid	1084	2	3	6	0.4	2.7	1.0	0.4	1.4	3.1	4.5	3	565	Looped	-0.2	2.7	0
700934	GS	Hybrid	2162	5	25	2	2.4	0.9	2.7	3.5	5.1	4.4	9.5	6704	1156465	Looped	-0.5	6.1	0
700935	GS	UG	963	0	4	0	0.0	1.2	0.0	1.9	0.0	3.1	3.1	1	45	Looped	-0.2	2.7	0
700936	GS	Hybrid	2291	9	14	6	2.4	0.2	4.1	2.3	6.5	2.5	9.0	2931	219767	Looped	2.2	6.6	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
700937	GS	Hybrid	1056	0	21	2	1.7	0.0	0.2	2.0	1.9	2.0	3.9	12	1254	Looped	-0.2	3.0	0
700941	GS	Hybrid	391	6	8	1	1.6	3.0	1.8	3.6	3.4	6.6	10.0	962	91359	Looped	-0.1	3.6	0
700961	GS	UG	2048	0	11	0	0.0	3.7	0.0	0.9	0.0	4.6	4.6	3039	175990	Looped	-0.2	5.1	0
700962	GS	UG	1065	0	4	0	0.0	4.0	0.0	0.6	0.0	4.6	4.6	1	613	Looped	0.8	5.4	0
700963	GS	UG	1514	0	7	0	0.0	3.7	0.0	1.4	0.0	5.1	5.1	385	24262	Looped	0.0	9.0	0
700964	GS	UG	2459	0	9	0	0.0	3.1	0.0	1.9	0.0	5.0	5.0	1061	85987	Looped	0.1	7.3	0
700965	GS	UG	1448	0	3	0	0.0	2.9	0.0	0.6	0.0	3.5	3.5	0	0	Looped	0.3	4.0	0
700966	GS	UG	1866	0	16	0	0.0	3.1	0.0	6.1	0.0	9.2	9.2	23	6917	Looped	2.5	7.5	0
700967	GS	UG	1811	0	10	0	0.0	4.6	0.0	2.8	0.0	7.4	7.4	0	0	Looped	0.1	5.4	0
700968	GS	UG	1564	0	17	0	0.0	5.1	0.0	6.4	0.0	11.5	11.5	369	16332	Looped	1.9	9.5	0
701031	PM	OH	1288	26	9	2	4.2	0.1	7.9	0.5	12.1	0.6	12.7	1866	284231	Looped	-0.7	5.4	0
701032	PM	Hybrid	1960	30	12	5	4.6	0.3	9.1	1.1	13.7	1.4	15.1	523	135202	Looped	0.3	9.6	0
701033	PM	Hybrid	1124	12	16	2	3.0	0.2	5.6	2.1	8.6	2.3	10.9	2593	171892	Looped	-0.2	7.0	1
701034	PM	Hybrid	917	15	9	3	2.4	0.2	4.7	0.6	7.1	0.8	7.9	720	85956	Looped	0.4	6.7	0
701035	PM	Hybrid	2372	26	26	1	3.7	0.4	7.5	2.2	11.2	2.6	13.8	5323	325478	Looped	-0.5	9.9	0
701036	PM	Hybrid	772	15	6	4	2.0	0.0	3.9	0.9	5.9	0.9	6.8	141	16949	Looped	-0.3	3.7	0
701037	PM	OH	1718	25	0	1	4.2	0.2	10.6	0.0	14.8	0.2	15.0	2058	125851	Looped	1.8	7.1	0
701038	PM	Hybrid	2144	17	40	3	5.5	0.2	3.8	6.8	9.3	7.0	16.3	628	148107	Looped	-0.5	8.2	0
701039	PM	Hybrid	1042	14	7	0	3.2	0.7	4.1	1.0	7.3	1.7	9.0	1361	143386	Looped	-0.6	4.8	0
701040	PM	Hybrid	589	1	9	3	0.6	3.4	0.4	0.6	1.0	4.0	5.0	28	9716	Looped	-0.2	2.0	0
701041	PM	Hybrid	970	1	21	1	1.9	2.2	0.4	0.7	2.3	2.9	5.2	98	13903	Looped	-0.2	2.5	0
701042	PM	Hybrid	1088	16	9	1	0.9	3.9	3.0	0.7	3.9	4.6	8.5	97	18912	Looped	0.1	3.6	0
701043	PM	Hybrid	1736	8	11	7	2.4	0.2	7.1	3.2	9.5	3.4	12.9	2224	241266	Looped	-0.2	8.2	0
701131	PM	Hybrid	2240	7	24	3	1.7	0.9	5.0	2.5	6.7	3.4	10.1	777	118163	Looped	0.2	7.1	0
701132	PM	Hybrid	1569	17	4	5	2.5	0.0	8.3	1.2	10.8	1.2	12.0	943	101420	Looped	0.0	6.3	0
701133	PM	Hybrid	1626	10	15	5	2.1	0.0	4.3	2.9	6.4	2.9	9.3	446	56942	Looped	0.0	6.8	0
701134	PM	Hybrid	1134	0	22	1	1.6	0.2	0.2	1.6	1.8	1.8	3.6	86	10319	Looped	-1.0	7.0	0
701135	PM	Hybrid	1983	26	10	2	4.3	0.5	7.7	0.6	12.0	1.1	13.1	4214	299506	Looped	-0.1	7.2	0
701136	PM	Hybrid	1295	2	20	2	0.7	2.3	1.5	3.7	2.2	6.0	8.2	2647	126673	Looped	0.0	5.2	1
701140	PM	Hybrid	2044	10	20	1	2.6	0.2	3.2	6.0	5.8	6.2	12.0	823	85877	Looped	-0.3	8.4	0
701141	PM	Hybrid	1333	17	4	0	2.7	0.7	7.6	0.4	10.3	1.1	11.4	431	108739	Looped	-0.2	7.0	0
701161	PM	UG	1281	0	8	0	0.0	4.9	0.0	0.7	0.0	5.6	5.6	1	134	Looped	1.8	7.3	0
701162	PM	UG	3401	0	15	0	0.0	7.3	0.0	0.9	0.0	8.2	8.2	0	0	Looped	0.7	9.8	0
701163	PM	UG	1868	0	10	0	0.0	6.4	0.0	1.1	0.0	7.5	7.5	1	95	Looped	-0.1	6.5	0
701164	PM	Hybrid	1429	9	16	1	1.3	3.1	1.4	0.8	2.7	3.9	6.6	148	48730	Looped	-1.8	6.3	0
701165	PM	UG	1238	0	9	0	0.0	2.9	0.0	0.9	0.0	3.8	3.8	0	0	Looped	-0.1	3.5	0
701231	WG	Hybrid	412	5	12	4	2.8	0.2	1.1	1.2	3.9	1.4	5.3	102	23436	Looped	-2.1	1.9	0
701232	WG	Hybrid	872	9	13	1	2.4	0.9	3.2	0.8	5.6	1.7	7.3	628	72612	Looped	2.0	7.7	0
701233	WG	Hybrid	2404	38	15	4	5.5	0.2	9.7	2.8	15.2	3.0	18.2	6599	408982	Looped	0.0	8.6	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
701234	WG	Hybrid	1467	6	22	3	2.2	0.2	3.5	9.9	5.7	10.1	15.8	2087	192485	Looped	-0.2	7.9	0
701235	WG	Hybrid	1544	6	21	8	2.0	0.2	2.7	7.2	4.7	7.4	12.1	636	155664	Looped	-2.3	7.7	1
701236	WG	Hybrid	169	3	5	1	1.3	1.1	0.5	0.2	1.8	1.3	3.1	17	1602	Looped	-0.3	2.6	0
701431	WG	Hybrid	148	8	18	1	2.2	1.2	0.9	1.1	3.1	2.3	5.4	21	9370	Looped	0.5	6.8	0
701432	WG	Hybrid	249	2	9	4	2.8	1.7	1.9	1.9	4.7	3.6	8.3	251	32549	Looped	-0.6	5.7	0
701433	WG	Hybrid	106	7	20	1	2.6	0.1	0.4	0.7	3.0	0.8	3.8	11	4788	Looped	0.8	5.8	0
701434	WG	Hybrid	89	1	9	2	2.1	4.6	0.4	1.8	2.5	6.4	8.9	94	6016	Looped	1.2	6.3	0
701435	WG	UG	20	0	6	1	0.0	4.4	0.1	1.6	0.1	6.0	6.1	27	27	Looped	0.0	5.6	0
701436	WG	Hybrid	374	5	14	4	3.4	0.8	1.9	1.2	5.3	2.0	7.3	60	20815	Looped	-0.2	3.8	0
701437	WG	Hybrid	83	1	22	2	0.9	2.3	0.6	2.7	1.5	5.0	6.5	50	3210	Looped	-0.4	6.8	0
701531	GS	Hybrid	1397	21	12	4	2.7	0.1	3.4	2.6	6.1	2.7	8.8	1715	81523	Looped	-0.1	5.0	0
701532	GS	Hybrid	1811	16	21	8	4.6	0.5	3.5	4.2	8.1	4.7	12.8	2053	164417	Looped	0.0	7.2	0
701533	GS	Hybrid	1681	17	25	2	4.6	0.9	3.4	3.6	8.0	4.5	12.5	141	37783	Looped	-0.9	8.5	0
701534	GS	Hybrid	1848	28	12	6	3.7	0.5	7.0	1.7	10.7	2.2	12.9	198	30972	Looped	0.5	8.4	0
701535	GS	Hybrid	1515	30	6	5	4.4	0.2	5.3	0.9	9.7	1.1	10.8	173	39653	Looped	-0.3	6.9	0
701536	GS	Hybrid	2756	11	33	5	3.1	0.3	2.8	6.5	5.9	6.8	12.7	642	95618	Looped	0.3	8.4	0
701537	GS	Hybrid	872	11	14	2	4.7	1.8	3.3	1.7	8.0	3.5	11.5	993	55805	Looped	0.2	5.4	0
701538	GS	Hybrid	1677	14	17	2	3.5	0.3	3.2	2.1	6.7	2.4	9.1	3741	163648	Looped	-1.7	5.6	0
701631	WG	Hybrid	415	7	11	3	2.4	0.1	2.0	1.0	4.4	1.1	5.5	34	6407	Looped	-0.1	4.5	0
701632	WG	OH	1201	37	7	2	4.6	0.3	12.4	0.5	17.0	0.8	17.8	759	124200	Looped	0.0	8.4	0
701633	WG	Hybrid	1296	16	10	3	5.2	0.1	7.7	4.6	12.9	4.7	17.6	2303	180979	Looped	-0.7	8.9	0
701634	WG	Hybrid	1000	19	9	4	4.5	0.2	6.9	2.9	11.4	3.1	14.5	1405	109447	Looped	3.5	8.4	0
701635	WG	OH	2037	28	2	3	4.1	0.1	13.5	0.2	17.6	0.3	17.9	3385	299975	Looped	0.4	9.9	0
701636	WG	Hybrid	1597	23	9	4	4.2	0.1	8.0	2.2	12.2	2.3	14.5	2226	125663	Looped	0.0	6.8	0
701637	WG	Hybrid	1172	9	7	4	5.1	0.2	6.1	1.0	11.2	1.2	12.4	1541	114384	Looped	0.0	5.1	0
701638	WG	Hybrid	1705	11	26	2	4.4	0.3	2.2	4.6	6.6	4.9	11.5	238	28371	Looped	-0.4	7.7	0
701639	WG	Hybrid	1556	32	10	3	3.7	0.7	9.2	2.3	12.9	3.0	15.9	532	75319	Looped	-0.2	8.6	0
701731	GS	Hybrid	443	9	3	1	1.6	0.6	3.4	0.5	5.0	1.1	6.1	18	3286	Looped	-0.3	3.5	0
701732	GS	Hybrid	1082	19	18	1	3.7	0.2	4.5	3.2	8.2	3.4	11.6	406	84660	Looped	0.1	8.8	0
701733	GS	Hybrid	1029	27	3	6	4.0	0.3	4.3	0.8	8.3	1.1	9.4	1199	70705	Looped	-0.3	5.3	0
701734	GS	Hybrid	1355	0	24	1	1.8	0.1	0.2	10.4	2.0	10.5	12.5	3371	326365	Looped	-0.3	8.0	0
701735	GS	Hybrid	986	25	6	3	4.5	0.6	5.7	0.5	10.2	1.1	11.3	256	42029	Looped	0.4	8.6	0
701736	GS	Hybrid	2216	22	16	2	3.8	0.1	8.6	2.4	12.4	2.5	14.9	566	86417	Looped	-0.2	9.6	0
701737	GS	Hybrid	1854	1	31	1	2.1	0.7	0.5	9.0	2.6	9.7	12.3	815	116311	Looped	-0.5	7.4	0
701738	GS	Hybrid	1200	3	25	0	2.0	0.4	0.7	8.1	2.7	8.5	11.2	2869	124323	Looped	-0.3	7.3	0
701739	GS	Hybrid	546	5	42	1	3.5	0.1	0.7	3.7	4.2	3.8	8.0	760	49420	Looped	0.0	5.5	0
701740	GS	UG	0	0	0	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	-0.2	8.0	0
701831	WG	Hybrid	2136	21	19	2	4.0	0.3	9.5	5.1	13.5	5.4	18.9	2559	211931	Looped	0.6	9.9	1
701832	WG	Hybrid	2416	9	30	3	3.8	1.5	3.2	6.1	7.0	7.6	14.6	505	109963	Looped	0.2	9.0	1

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
701833	WG	Hybrid	2031	8	12	5	3.0	0.0	6.6	1.8	9.6	1.8	11.4	578	86332	Looped	0.1	8.3	0
701834	WG	Hybrid	248	6	14	1	1.9	0.3	0.9	1.2	2.8	1.5	4.3	16	2315	Looped	0.2	5.0	0
701835	WG	Hybrid	1207	3	16	1	1.9	0.6	2.5	2.0	4.4	2.6	7.0	1531	100038	Looped	-0.2	4.1	0
701836	WG	Hybrid	1866	8	34	0	2.1	0.7	1.3	5.4	3.4	6.1	9.5	334	28849	Looped	-0.4	5.5	0
701837	WG	Hybrid	1651	19	10	2	3.7	0.0	9.5	1.4	13.2	1.4	14.6	2152	159618	Looped	-3.3	4.6	0
701838	WG	Hybrid	1408	11	13	3	3.0	0.7	4.4	1.8	7.4	2.5	9.9	1292	149166	Looped	0.3	7.5	0
701839	WG	Hybrid	1745	24	21	5	5.2	0.2	7.2	2.3	12.4	2.5	14.9	4046	267598	Looped	-0.2	7.2	0
701931	WG	Hybrid	1410	9	23	8	5.7	0.4	4.1	1.0	9.8	1.4	11.2	676	71832	Looped	-0.5	9.0	0
701932	WG	Hybrid	654	2	18	2	2.6	0.5	1.3	0.8	3.9	1.3	5.2	21	4410	Looped	-0.3	3.1	0
701933	WG	Hybrid	1994	10	25	2	2.4	1.1	3.1	1.2	5.5	2.3	7.8	2469	311229	Looped	-0.2	7.9	0
701934	WG	Hybrid	824	9	6	2	2.3	0.3	4.7	0.3	7.0	0.6	7.6	440	78609	Looped	-0.1	8.6	1
701935	WG	Hybrid	1871	10	22	3	2.6	1.1	2.8	3.0	5.4	4.1	9.5	5010	223098	Looped	1.3	8.2	0
701936	WG	Hybrid	1364	11	17	2	1.9	1.2	3.1	0.7	5.0	1.9	6.9	484	59334	Looped	-0.4	5.4	0
701937	WG	Hybrid	1077	16	4	6	2.7	1.0	4.5	0.6	7.2	1.6	8.8	196	54252	Looped	-0.2	5.0	0
701938	WG	OH	1459	12	2	4	2.6	0.2	6.9	0.1	9.5	0.3	9.8	2216	163799	Looped	0.0	5.8	0
701939	WG	Hybrid	2131	14	20	4	4.1	0.4	3.9	1.0	8.0	1.4	9.4	460	70438	Looped	-0.3	7.4	1
701940	WG	Hybrid	1020	8	15	2	1.6	0.3	4.2	0.8	5.8	1.1	6.9	1575	181527	Looped	-0.6	5.3	1
702031	GS	Hybrid	853	3	23	2	2.5	1.2	1.5	4.9	4.0	6.1	10.1	1219	77863	Looped	0.0	7.9	0
702032	GS	Hybrid	1673	23	13	4	3.4	0.2	4.9	3.0	8.3	3.2	11.5	2330	162386	Looped	-0.1	6.2	1
702033	GS	Hybrid	1640	1	35	2	1.7	1.3	1.0	9.7	2.7	11.0	13.7	105	22005	Looped	-0.3	8.5	0
702034	GS	Hybrid	1822	27	8	2	3.9	0.7	8.0	2.8	11.9	3.5	15.4	1118	282680	Looped	0.6	8.7	0
702035	GS	Hybrid	1297	11	22	7	3.2	0.3	2.3	5.5	5.5	5.8	11.3	323	70118	Looped	-0.5	7.0	0
702036	GS	Hybrid	1431	4	6	7	2.2	0.8	3.2	6.8	5.4	7.6	13.0	2101	87747	Looped	-0.3	7.1	1
702037	GS	Hybrid	1637	33	4	6	3.9	0.5	9.6	1.3	13.5	1.8	15.3	2177	117566	Looped	-0.4	8.7	0
702038	GS	Hybrid	657	5	31	0	2.6	2.3	1.2	7.3	3.8	9.6	13.4	735	107375	Looped	-0.2	2.6	0
702131	PM	Hybrid	2053	3	22	0	3.1	0.1	0.2	3.6	3.3	3.7	7.0	573	61222	Looped	-0.3	8.5	0
702132	PM	Hybrid	304	0	16	1	2.0	0.6	0.1	1.8	2.1	2.4	4.5	468	19598	Looped	-0.2	5.0	0
702133	PM	Hybrid	234	1	56	2	2.6	0.0	0.4	1.2	3.0	1.2	4.2	20	6914	Looped	-0.6	6.4	0
702134	PM	Hybrid	193	1	30	2	1.7	0.9	0.2	1.3	1.9	2.2	4.1	26	7882	Looped	-2.5	8.7	0
702135	PM	Hybrid	200	0	25	0	2.6	0.3	0.2	1.0	2.8	1.3	4.1	31	4311	Looped	0.2	5.3	0
702136	PM	Hybrid	232	0	22	1	1.7	1.5	0.2	1.8	1.9	3.3	5.2	2	387	Looped	0.0	6.0	0
702137	PM	Hybrid	320	5	28	0	3.3	0.9	0.7	0.9	4.0	1.8	5.8	27	8920	Looped	0.2	5.7	0
702138	PM	Hybrid	257	5	12	0	1.6	0.8	1.4	1.6	3.0	2.4	5.4	15	2264	Looped	0.9	9.3	0
702139	PM	Hybrid	162	1	43	0	2.2	0.0	0.0	2.4	2.2	2.4	4.6	19	2036	Looped	-0.1	7.8	0
702140	PM	Hybrid	1426	0	11	0	1.3	1.4	0.0	7.1	1.3	8.5	9.8	175	23397	Looped	0.0	3.9	0
702231	PM	Hybrid	1728	37	8	2	4.3	0.1	10.9	1.3	15.2	1.4	16.6	492	97498	Looped	0.1	8.1	0
702232	PM	Hybrid	1504	0	23	0	2.1	0.5	0.0	11.8	2.1	12.3	14.4	1927	134278	Looped	-0.1	7.0	0
702233	PM	Hybrid	1924	13	18	4	2.6	0.1	4.5	5.8	7.1	5.9	13.0	737	126108	Looped	0.0	9.1	0
702234	PM	Hybrid	1479	6	38	0	4.0	0.2	2.0	9.4	6.0	9.6	15.6	2932	212254	Looped	-0.1	7.9	1

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
702235	PM	Hybrid	999	5	18	6	2.8	1.0	2.9	3.5	5.7	4.5	10.2	1599	156606	Looped	0.0	7.1	0
702236	PM	Hybrid	1003	0	22	1	2.0	1.2	0.4	6.0	2.4	7.2	9.6	1365	41431	Looped	0.0	6.6	0
702237	PM	Hybrid	2271	1	36	0	3.0	0.2	0.1	14.2	3.1	14.4	17.5	566	99266	Looped	-0.1	8.3	0
702238	PM	Hybrid	1732	0	35	0	3.2	1.6	0.0	10.7	3.2	12.3	15.5	1790	95974	Looped	-0.3	8.6	0
702239	PM	Hybrid	788	0	13	0	0.8	0.9	0.0	6.7	0.8	7.6	8.4	1680	36411	Looped	-0.2	3.6	0
702240	PM	Hybrid	2119	0	29	0	1.4	2.7	0.0	11.2	1.4	13.9	15.3	169	78538	Looped	0.7	9.3	0
702261	PM	Hybrid	1514	0	42	0	2.2	3.3	0.0	9.3	2.2	12.6	14.8	4742	284782	Looped	-0.2	9.5	0
702262	PM	Hybrid	1682	0	43	0	2.3	2.7	0.0	12.2	2.3	14.9	17.2	1167	81433	Looped	0.5	11.1	0
702263	PM	UG	1674	0	21	0	0.5	3.4	0.0	14.2	0.5	17.6	18.1	763	136369	Looped	0.0	8.7	0
702431	GS	Hybrid	1871	30	8	4	3.2	0.0	7.9	2.0	11.1	2.0	13.1	422	63063	Looped	-0.3	7.3	0
702432	GS	Hybrid	2108	4	18	2	2.4	1.4	0.9	8.2	3.3	9.6	12.9	673	40505	Looped	-1.2	6.8	0
702433	GS	Hybrid	1099	11	10	2	3.6	0.2	5.6	1.4	9.2	1.6	10.8	392	80687	Looped	-0.2	6.0	0
702434	GS	Hybrid	2423	12	46	6	6.4	0.1	4.0	5.3	10.4	5.4	15.8	1133	230956	Looped	-0.4	8.1	0
702435	GS	Hybrid	2186	5	26	5	3.5	0.6	3.2	4.7	6.7	5.3	12.0	3455	207772	Looped	0.3	9.0	0
702436	GS	UG	999	0	7	0	0.0	2.4	0.0	1.0	0.0	3.4	3.4	503	38101	Looped	-0.2	7.2	0
702437	GS	Hybrid	1858	23	3	4	4.2	0.0	12.1	0.9	16.3	0.9	17.2	999	214472	Looped	0.3	7.7	1
702438	GS	Hybrid	724	0	13	0	0.9	1.7	0.0	1.4	0.9	3.1	4.0	41	6456	Looped	-0.5	3.7	0
702531	GS	Hybrid	1104	5	25	1	3.1	1.4	0.8	8.1	3.9	9.5	13.4	335	67930	Looped	-3.3	5.6	0
702532	GS	Hybrid	57	0	17	1	1.4	0.9	0.9	2.1	2.3	3.0	5.3	3	498	Looped	0.2	10.0	0
702533	GS	Hybrid	578	1	15	0	2.4	0.0	0.1	5.1	2.5	5.1	7.6	3	931	Looped	0.1	8.6	0
702534	GS	Hybrid	953	2	38	1	3.4	0.1	0.4	10.3	3.8	10.4	14.2	1953	157728	Looped	0.1	7.0	0
702535	GS	Hybrid	2336	5	38	2	2.2	3.0	1.2	7.6	3.4	10.6	14.0	477	78090	Looped	0.2	10.9	0
702536	GS	Hybrid	1124	1	32	0	2.9	0.2	0.1	3.0	3.0	3.2	6.2	2275	18261	Looped	-1.5	5.3	0
702537	GS	Hybrid	1036	2	23	0	1.9	0.8	0.1	1.7	2.0	2.5	4.5	19	9518	Looped	-0.1	6.3	0
702538	GS	UG	1	0	0	0	0.0	2.6	0.0	0.0	0.0	2.6	2.6	0	0	Looped	0.6	6.1	0
702631	PM	Hybrid	2410	12	19	2	3.7	2.4	3.6	1.1	7.3	3.5	10.8	508	65845	Looped	0.2	6.9	0
702632	PM	Hybrid	1004	26	10	4	4.2	0.2	5.9	1.3	10.1	1.5	11.6	380	57589	Looped	-0.3	7.1	0
702633	PM	Hybrid	1380	13	17	3	2.1	1.0	2.8	4.0	4.9	5.0	9.9	3033	119401	Looped	0.1	6.9	1
702634	PM	Hybrid	1545	13	22	3	4.3	1.4	3.6	0.8	7.9	2.2	10.1	1940	177436	Looped	0.7	7.6	0
702635	PM	Hybrid	1237	17	15	1	3.3	0.1	7.5	1.9	10.8	2.0	12.8	2081	87598	Looped	0.4	8.0	0
702636	PM	Hybrid	1475	8	20	2	4.7	0.1	2.9	2.1	7.6	2.2	9.8	3544	121322	Looped	-0.4	5.7	0
702637	PM	Hybrid	1260	20	8	8	3.1	0.2	5.5	0.7	8.6	0.9	9.5	290	37486	Looped	-1.7	6.6	0
702638	PM	Hybrid	829	14	21	5	3.3	1.1	3.8	1.4	7.1	2.5	9.6	332	34788	Looped	-0.4	5.9	0
702639	PM	Hybrid	1012	16	13	3	3.2	0.1	3.7	0.7	6.9	0.8	7.7	350	52223	Looped	-2.3	5.6	0
702731	WG	Hybrid	1467	1	31	1	2.7	0.9	0.4	2.8	3.1	3.7	6.8	266	58293	Looped	-0.3	5.9	0
702732	WG	Hybrid	2034	14	16	2	2.7	0.0	6.2	3.6	8.9	3.6	12.5	3878	242337	Looped	-0.8	7.5	0
702733	WG	Hybrid	1623	19	6	1	3.4	0.1	6.8	1.0	10.2	1.1	11.3	2389	194241	Looped	0.0	7.0	0
702734	WG	Hybrid	2196	3	22	0	1.9	0.4	0.5	5.0	2.4	5.4	7.8	383	71396	Looped	-2.3	4.6	0
702735	WG	Hybrid	2698	1	23	4	1.9	0.1	1.6	5.3	3.5	5.4	8.9	3291	112621	Looped	2.4	7.7	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
702736	WG	Hybrid	2050	17	22	1	3.7	0.5	7.9	2.6	11.6	3.1	14.7	1025	97839	Looped	-2.0	7.9	0
702737	WG	Hybrid	1164	2	25	1	3.2	0.5	1.7	3.1	4.9	3.6	8.5	610	71114	Looped	3.3	8.1	0
702738	WG	Hybrid	602	10	6	2	1.8	1.2	3.8	0.1	5.6	1.3	6.9	2063	171909	Looped	1.0	5.0	0
702739	WG	Hybrid	1404	0	25	2	1.7	0.2	0.4	2.9	2.1	3.1	5.2	1240	99533	Looped	0.3	4.9	0
702740	WG	Hybrid	2035	3	21	2	1.8	0.7	2.1	6.0	3.9	6.7	10.6	332	53524	Looped	-0.3	6.3	0
702741	WG	Hybrid	3264	6	38	0	2.6	0.2	2.1	10.2	4.7	10.4	15.1	4130	364778	Looped	-3.3	5.6	0
702831	GS	Hybrid	1780	7	23	2	3.2	0.8	2.3	7.3	5.5	8.1	13.6	223	67417	Looped	0.0	7.1	0
702832	GS	Hybrid	2302	0	21	0	1.7	0.0	0.0	10.1	1.7	10.1	11.8	9	10440	Looped	-0.2	6.0	0
702833	GS	Hybrid	1353	0	41	0	4.3	0.3	0.0	7.1	4.3	7.4	11.7	1487	99744	Looped	-0.9	7.7	0
702834	GS	Hybrid	1862	4	30	1	2.6	0.0	1.3	8.9	3.9	8.9	12.8	664	108052	Looped	0.2	8.9	1
702835	GS	Hybrid	2153	1	33	1	2.8	0.8	0.3	8.0	3.1	8.8	11.9	87	21433	Looped	-0.5	7.7	0
702836	GS	Hybrid	2129	12	18	0	2.6	0.7	5.1	6.4	7.7	7.1	14.8	740	107183	Looped	-0.4	7.6	0
702837	GS	Hybrid	1319	14	26	2	5.4	1.0	5.6	5.6	11.0	6.6	17.6	769	101823	Looped	-0.4	7.7	0
702931	PM	Hybrid	1769	7	15	0	1.6	0.1	2.3	2.4	3.9	2.5	6.4	2267	544885	Looped	0.1	4.6	0
702932	PM	Hybrid	1379	0	20	4	1.8	0.3	1.1	4.4	2.9	4.7	7.6	178	22421	Looped	-0.3	6.3	0
702933	PM	Hybrid	1194	11	24	5	3.9	0.7	3.9	3.3	7.8	4.0	11.8	501	81621	Looped	0.0	9.9	0
702934	PM	Hybrid	2148	6	23	3	4.2	0.1	2.4	14.7	6.6	14.8	21.4	2498	99447	Looped	-0.2	7.0	0
702935	PM	Hybrid	1609	6	31	0	3.1	0.1	1.8	7.3	4.9	7.4	12.3	551	93534	Looped	0.2	7.5	0
702936	PM	Hybrid	800	0	20	0	1.7	0.2	0.0	4.7	1.7	4.9	6.6	536	75497	Looped	-0.4	4.8	2
702937	PM	Hybrid	1173	12	17	4	2.2	0.6	3.4	3.0	5.6	3.6	9.2	2069	131909	Looped	-0.1	5.8	0
702938	PM	Hybrid	1625	12	30	1	4.3	0.8	2.3	11.3	6.6	12.1	18.7	3597	214872	Looped	0.0	7.5	0
702939	PM	Hybrid	2180	1	26	0	2.0	0.2	0.3	5.6	2.3	5.8	8.1	2713	135200	Looped	0.2	6.1	0
703031	WG	Hybrid	1378	26	9	0	3.6	0.2	6.1	1.0	9.7	1.2	10.9	1713	338433	Looped	-0.1	5.1	0
703032	WG	OH	1234	22	7	4	5.4	0.0	8.6	0.6	14.0	0.6	14.6	701	105419	Looped	-0.4	7.5	0
703033	WG	OH	852	17	3	3	3.4	0.1	5.2	0.3	8.6	0.4	9.0	724	121167	Looped	0.0	5.7	0
703034	WG	OH	1168	32	2	1	3.3	0.1	8.2	0.5	11.5	0.6	12.1	1588	74114	Looped	-0.4	5.9	0
703035	WG	Hybrid	896	37	5	1	2.9	0.2	6.3	0.3	9.2	0.5	9.7	1366	89013	Looped	-0.3	4.9	0
703036	WG	Hybrid	1809	27	8	3	4.4	0.7	8.9	0.8	13.3	1.5	14.8	2858	257549	Looped	-0.1	6.2	0
703037	WG	Hybrid	267	6	18	3	2.5	0.3	1.9	1.7	4.4	2.0	6.4	59	8602	Looped	-0.6	5.2	0
703131	GS	Hybrid	744	5	12	1	1.0	0.1	0.5	7.2	1.5	7.3	8.8	159	17477	Looped	-0.5	4.3	0
703132	GS	Hybrid	1241	3	18	6	1.6	0.1	1.8	9.7	3.4	9.8	13.2	262	44003	Looped	-2.6	8.0	1
703133	GS	Hybrid	1981	4	31	0	2.9	0.1	0.3	13.0	3.2	13.1	16.3	491	47668	Looped	-0.6	5.6	0
703134	GS	Hybrid	533	3	30	1	2.3	1.9	1.1	4.1	3.4	6.0	9.4	231	30521	Looped	-0.2	5.3	0
703135	GS	Hybrid	280	2	5	1	1.3	1.9	0.5	0.2	1.8	2.1	3.9	284	6433	Looped	0.2	7.9	0
703136	GS	Hybrid	317	2	28	4	1.7	0.3	0.9	2.6	2.6	2.9	5.5	33	8615	Looped	0.5	7.4	0
703137	GS	Hybrid	142	5	10	2	2.1	0.6	0.8	1.4	2.9	2.0	4.9	163	4037	Looped	0.1	6.0	0
703231	WG	Hybrid	1589	2	35	1	1.8	1.8	0.2	16.7	2.0	18.5	20.5	2066	148873	Looped	-0.2	7.3	0
703232	WG	Hybrid	1586	10	12	3	3.4	0.7	5.4	3.1	8.8	3.8	12.6	244	52339	Looped	0.8	7.1	1
703233	WG	Hybrid	1760	0	19	0	1.2	0.4	0.0	7.2	1.2	7.6	8.8	379	53274	Looped	-0.2	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
703234	WG	UG	2815	0	16	0	0.0	1.7	0.0	7.6	0.0	9.3	9.3	300	71613	Looped	-0.6	5.9	0
703235	WG	Hybrid	2183	1	35	0	2.8	1.4	0.1	13.9	2.9	15.3	18.2	492	64902	Looped	-0.1	7.1	0
703236	WG	Hybrid	1866	1	27	0	1.5	2.1	0.0	10.3	1.5	12.4	13.9	4062	218904	Looped	-2.7	7.2	0
703237	WG	Hybrid	2687	1	54	2	4.8	0.7	0.1	14.9	4.9	15.6	20.5	2982	124851	Looped	-0.3	7.7	0
703238	WG	Hybrid	1953	4	23	0	1.9	0.5	1.3	7.3	3.2	7.8	11.0	169	17033	Looped	0.3	6.1	0
703431	GS	Hybrid	1765	28	12	8	4.0	0.1	9.0	1.8	13.0	1.9	14.9	1000	149441	Looped	-0.3	8.3	0
703432	GS	Hybrid	1892	27	10	2	4.0	0.1	7.8	4.0	11.8	4.1	15.9	2749	269989	Looped	-0.6	8.5	0
703433	GS	Hybrid	933	11	15	1	3.2	0.1	3.9	1.1	7.1	1.2	8.3	223	23405	Looped	-0.3	6.7	0
703434	GS	Hybrid	732	6	13	2	2.3	1.1	3.4	2.9	5.7	4.0	9.7	297	55245	Looped	-0.3	3.8	0
703435	GS	Hybrid	1373	28	23	6	4.5	0.1	7.0	4.3	11.5	4.4	15.9	620	102283	Looped	-0.4	7.4	0
703436	GS	Hybrid	1738	12	17	0	3.0	0.9	3.7	8.1	6.7	9.0	15.7	591	131676	Looped	2.9	8.8	0
703437	GS	UG	1	0	4	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	-0.2	1.3	0
703531	PM	Hybrid	1761	10	29	8	3.1	0.0	5.5	1.5	8.6	1.5	10.1	796	135530	Looped	0.6	7.4	0
703532	PM	Hybrid	540	8	3	0	1.7	0.1	2.6	0.3	4.3	0.4	4.7	785	78734	Looped	-0.2	3.2	1
703533	PM	Hybrid	1722	11	25	6	2.3	0.1	4.4	2.3	6.7	2.4	9.1	356	60429	Looped	-0.2	5.7	0
703534	PM	Hybrid	2600	10	21	0	2.2	1.1	2.1	4.8	4.3	5.9	10.2	550	45347	Looped	-0.1	6.7	0
703535	PM	Hybrid	1732	7	19	4	1.1	1.6	2.3	1.5	3.4	3.1	6.5	244	35334	Looped	-0.2	5.0	0
703536	PM	Hybrid	2437	19	20	9	3.3	2.1	6.7	2.8	10.0	4.9	14.9	561	80397	Looped	-0.1	8.8	0
703537	PM	Hybrid	1893	15	14	4	4.0	0.1	8.6	1.7	12.6	1.8	14.4	2758	225669	Looped	-0.2	9.7	0
703538	PM	Hybrid	155	1	10	0	1.7	1.6	0.6	1.3	2.3	2.9	5.2	177	14468	Looped	-2.8	3.3	0
703539	PM	Hybrid	44	0	7	0	1.3	0.7	0.0	0.3	1.3	1.0	2.3	2	224	Looped	-0.2	1.4	0
703540	PM	Hybrid	2014	20	22	4	2.3	1.0	6.7	1.1	9.0	2.1	11.1	3661	117312	Looped	-0.7	6.7	0
703541	PM	Hybrid	1012	10	18	1	2.8	0.6	2.6	2.2	5.4	2.8	8.2	171	43485	Looped	0.2	5.6	0
703542	PM	Hybrid	2342	13	32	6	3.7	0.4	5.8	5.9	9.5	6.3	15.8	2927	77900	Looped	0.2	6.8	0
703543	PM	Hybrid	1513	6	23	4	3.3	1.6	1.9	4.8	5.2	6.4	11.6	1834	202834	Looped	-0.3	7.1	0
703631	PM	Hybrid	1059	8	22	1	3.0	0.5	1.2	4.3	4.2	4.8	9.0	120	14020	Looped	-0.7	6.0	0
703632	PM	Hybrid	2769	0	21	0	1.1	1.0	0.0	14.0	1.1	15.0	16.1	6154	314710	Looped	0.7	8.8	0
703633	PM	Hybrid	331	0	32	1	2.1	0.3	0.8	3.3	2.9	3.6	6.5	176	108113	Looped	-0.4	6.8	0
703634	PM	Hybrid	2572	1	22	0	4.2	3.0	0.1	9.1	4.3	12.1	16.4	123	24134	Looped	-1.3	7.4	1
703635	PM	Hybrid	708	9	19	0	2.7	0.7	2.9	2.0	5.6	2.7	8.3	1521	14237	Looped	-0.2	3.7	0
703636	PM	Hybrid	1986	1	28	0	2.3	1.8	0.2	10.3	2.5	12.1	14.6	2324	212962	Looped	-0.1	7.8	0
703637	PM	Hybrid	201	1	24	0	2.0	0.1	0.0	1.9	2.0	2.0	4.0	65	6295	Looped	-2.0	4.4	0
703638	PM	Hybrid	657	3	33	3	3.5	0.6	2.1	4.2	5.6	4.8	10.4	546	130206	Looped	-0.2	9.2	0
703639	PM	Hybrid	407	6	30	1	2.8	0.9	1.2	2.2	4.0	3.1	7.1	32	5630	Looped	0.2	7.0	0
703640	PM	Hybrid	1343	0	22	0	2.6	0.6	0.0	7.7	2.6	8.3	10.9	168	27398	Looped	0.2	5.2	0
703731	PM	Hybrid	1048	7	19	3	2.7	1.5	3.0	1.9	5.7	3.4	9.1	170	52449	Looped	0.1	6.9	0
703732	PM	Hybrid	346	6	21	3	3.0	0.0	1.1	0.6	4.1	0.6	4.7	136	27658	Looped	-1.3	5.3	0
703733	PM	Hybrid	2026	2	48	0	2.8	1.3	0.4	5.6	3.2	6.9	10.1	341	45063	Looped	-1.0	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
703734	PM	Hybrid	1178	1	35	0	4.1	0.2	0.2	6.3	4.3	6.5	10.8	189	224182	Looped	-0.3	7.4	0
703735	PM	Hybrid	270	3	19	0	2.7	1.6	0.8	0.9	3.5	2.5	6.0	611	75129	Looped	-0.1	3.3	0
703736	PM	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Radial	-0.4	3.3	0
703737	PM	UG	0	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Radial	0.2	7.1	0
703738	PM	Hybrid	235	5	14	3	3.3	0.2	1.1	0.8	4.4	1.0	5.4	16	2503	Looped	-0.1	5.0	0
703739	PM	Hybrid	1190	3	30	0	2.1	0.9	0.2	5.1	2.3	6.0	8.3	1377	78397	Looped	-0.2	5.2	0
703831	GS	Hybrid	2209	22	25	13	3.6	0.2	6.0	2.9	9.6	3.1	12.7	2944	169563	Looped	-0.2	9.1	0
703832	GS	Hybrid	1401	25	11	6	2.8	0.0	7.0	0.6	9.8	0.6	10.4	286	51734	Looped	0.0	6.7	0
703833	GS	Hybrid	1208	10	18	1	2.4	0.0	1.8	5.0	4.2	5.0	9.2	455	82627	Looped	0.0	5.0	0
703834	GS	Hybrid	546	5	6	2	1.7	1.1	2.1	3.3	3.8	4.4	8.2	855	76311	Looped	0.1	4.9	0
703835	GS	Hybrid	593	6	17	2	2.2	0.3	4.3	1.3	6.5	1.6	8.1	386	48826	Looped	0.1	9.9	0
703931	PM	Hybrid	818	6	31	2	3.6	0.1	1.0	10.3	4.6	10.4	15.0	347	48802	Looped	-0.4	5.9	0
703932	PM	Hybrid	1667	0	29	0	2.5	0.1	0.0	9.3	2.5	9.4	11.9	374	48108	Looped	-0.3	8.7	0
703933	PM	Hybrid	1702	0	23	0	1.6	1.0	0.0	10.6	1.6	11.6	13.2	650	320289	Looped	0.0	7.2	1
703934	PM	Hybrid	272	0	21	0	3.8	3.6	0.0	2.7	3.8	6.3	10.1	59	6320	Looped	-0.6	5.3	0
703935	PM	Hybrid	1841	0	36	0	3.3	0.5	0.0	11.2	3.3	11.7	15.0	2432	207750	Looped	0.3	9.1	0
703936	PM	Hybrid	1056	1	48	0	3.7	1.5	0.1	8.7	3.8	10.2	14.0	35	7653	Looped	0.2	10.7	0
703937	PM	Hybrid	1469	0	61	1	4.3	0.2	0.4	6.1	4.7	6.3	11.0	179	54537	Looped	0.2	9.7	0
703961	PM	UG	3020	0	60	0	0.2	7.5	0.0	37.9	0.2	45.4	45.6	14001	1136555	Looped	0.5	18.7	1
703962	PM	Hybrid	2061	0	29	0	1.1	3.0	0.0	17.0	1.1	20.0	21.1	462	414512	Looped	0.4	12.5	2
704032	WG	Hybrid	2751	23	29	0	4.5	1.7	8.8	3.8	13.3	5.5	18.8	3536	232771	Looped	3.2	13.2	0
704033	WG	Hybrid	495	1	17	0	1.6	0.1	0.3	1.6	1.9	1.7	3.6	519	4274	Looped	-0.1	4.5	0
704061	WG	Hybrid	2906	1	42	1	3.1	1.8	0.3	9.0	3.4	10.8	14.2	1159	73501	Looped	3.0	15.9	0
704062	WG	Hybrid	2702	14	12	10	3.8	0.2	8.8	2.3	12.6	2.5	15.1	3904	154085	Looped	-0.1	11.3	0
704063	WG	Hybrid	4675	11	35	4	4.3	0.5	6.7	7.8	11.0	8.3	19.3	1196	232647	Looped	-1.0	12.7	0
704064	WG	Hybrid	1688	0	26	1	1.1	3.0	0.2	13.4	1.3	16.4	17.7	3327	120169	Looped	1.1	12.3	1
704065	WG	UG	0	0	0	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	-0.4	2.4	0
704066	WG	Hybrid	2887	0	25	1	1.3	2.4	0.3	7.8	1.6	10.2	11.8	4078	305147	Looped	0.4	11.3	0
704067	WG	Hybrid	2275	25	41	3	5.7	0.9	7.0	3.4	12.7	4.3	17.0	3238	238797	Looped	-0.5	12.2	0
704068	WG	UG	0	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.7	3.1	0
704131	GS	Hybrid	2549	21	20	11	4.4	0.5	7.4	1.7	11.8	2.2	14.0	5198	154830	Looped	-0.3	9.2	0
704132	GS	OH	2225	15	6	7	3.1	0.0	4.9	0.3	8.0	0.3	8.3	596	128968	Looped	-0.7	6.3	0
704133	GS	Hybrid	1497	21	11	5	4.1	0.5	7.7	2.0	11.8	2.5	14.3	4172	293761	Looped	0.2	8.5	0
704134	GS	Hybrid	2037	13	9	4	3.8	1.0	3.5	0.7	7.3	1.7	9.0	8565	642756	Looped	3.2	7.8	3
704135	GS	Hybrid	2410	14	26	3	3.8	0.8	4.1	1.2	7.9	2.0	9.9	2947	189838	Looped	-1.9	7.8	0
704136	GS	Hybrid	1000	13	4	2	2.5	1.5	4.9	0.3	7.4	1.8	9.2	328	35002	Looped	-0.5	5.2	0
704161	GS	UG	850	0	4	0	0.0	4.5	0.0	0.4	0.0	4.9	4.9	123	46865	Looped	0.5	5.9	0
704162	GS	UG	2216	0	8	0	0.0	5.2	0.0	1.7	0.0	6.9	6.9	798	109972	Looped	-8.9	6.7	0
704261	GS	Hybrid	2206	38	55	4	9.2	1.6	11.4	17.1	20.6	18.7	39.3	1598	182250	Looped	0.0	14.0	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
704262	GS	Hybrid	1272	26	38	2	6.0	4.7	12.7	22.8	18.7	27.5	46.2	1056	136245	Looped	0.1	12.8	0
704263	GS	Hybrid	754	0	39	1	0.8	4.8	0.2	13.7	1.0	18.5	19.5	84	21924	Looped	-0.5	15.9	0
704264	GS	Hybrid	1768	43	21	2	8.7	0.3	23.2	13.4	31.9	13.7	45.6	1211	95274	Looped	0.0	12.1	0
704265	GS	UG	1869	0	29	0	0.0	5.2	0.0	19.5	0.0	24.7	24.7	258	63459	Looped	0.5	10.7	0
704266	GS	UG	321	0	52	0	0.0	7.6	0.0	4.5	0.0	12.1	12.1	3	1695	Looped	-0.2	13.2	0
704461	PM	UG	9	0	0	0	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Looped	-0.1	0.3	0
704462	PM	UG	64	0	4	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	0	0	Radial	-0.1	3.7	0
704463	PM	Hybrid	2660	34	33	3	6.8	0.6	11.5	5.3	18.3	5.9	24.2	3409	164437	Looped	-1.4	14.0	2
704464	PM	Hybrid	3018	11	30	6	2.3	3.8	2.5	1.4	4.8	5.2	10.0	2209	14596	Looped	-0.4	6.6	0
704465	PM	Hybrid	1672	20	13	2	2.7	1.8	5.0	1.9	7.7	3.7	11.4	187	32352	Looped	-1.2	6.2	0
704561	PM	Hybrid	3703	0	40	0	2.0	1.7	0.0	21.8	2.0	23.5	25.5	280	29110	Looped	-0.4	11.8	0
704562	PM	UG	1108	0	16	0	0.8	3.9	0.0	14.0	0.8	17.9	18.7	1224	73208	Looped	2.3	12.9	0
704563	PM	Hybrid	2039	0	47	0	3.4	0.4	0.0	15.5	3.4	15.9	19.3	1173	82939	Looped	0.0	10.2	3
704564	PM	Hybrid	2299	0	86	0	6.0	1.3	0.2	17.9	6.2	19.2	25.4	3083	171392	Looped	-0.2	16.9	0
704565	PM	Hybrid	3260	0	44	0	3.1	0.1	0.0	22.2	3.1	22.3	25.4	964	104429	Looped	-0.3	13.5	0
704566	PM	Hybrid	3920	1	47	1	3.7	0.3	0.1	20.6	3.8	20.9	24.7	872	246440	Looped	0.5	14.3	0
704567	PM	UG	1848	0	14	0	0.0	3.9	0.0	14.0	0.0	17.9	17.9	104	38396	Looped	-0.8	8.2	0
704568	PM	Hybrid	1267	0	23	0	1.8	2.7	0.0	14.3	1.8	17.0	18.8	845	80753	Looped	-0.7	9.5	0
704569	PM	Hybrid	2760	0	34	0	3.9	0.4	0.0	12.3	3.9	12.7	16.6	5420	243289	Looped	-0.3	8.5	2
704570	PM	Hybrid	3415	0	55	1	6.9	0.6	0.2	12.4	7.1	13.0	20.1	646	97999	Looped	-0.6	9.5	1
704661	WG	Hybrid	2424	1	41	0	3.2	0.2	0.1	8.8	3.3	9.0	12.3	3715	227460	Looped	-0.4	11.2	0
704662	WG	Hybrid	3005	3	43	2	2.4	1.7	0.5	18.2	2.9	19.9	22.8	493	50088	Looped	-0.7	13.5	0
704663	WG	Hybrid	2200	0	27	1	1.6	0.5	0.6	11.7	2.2	12.2	14.4	402	35634	Looped	-0.3	7.8	0
704664	WG	Hybrid	2279	3	32	3	4.3	0.6	1.2	17.2	5.5	17.8	23.3	3151	183396	Looped	0.1	12.7	0
704665	WG	Hybrid	3807	1	67	0	4.5	0.6	0.3	22.8	4.8	23.4	28.2	993	119980	Looped	0.1	15.5	1
704666	WG	Hybrid	1734	3	55	0	4.1	0.2	0.2	9.1	4.3	9.3	13.6	121	10685	Looped	-1.0	10.8	0
704667	WG	Hybrid	2893	3	47	1	2.6	0.7	0.5	16.0	3.1	16.7	19.8	3077	60950	Looped	-0.5	11.8	2
704668	WG	Hybrid	1910	0	48	3	4.0	0.5	0.8	10.7	4.8	11.2	16.0	3175	56899	Looped	-0.6	10.8	0
704761	GS	Hybrid	2654	53	42	7	8.2	1.1	11.7	17.0	19.9	18.1	38.0	409	108093	Looped	-0.2	14.9	2
704762	GS	Hybrid	1800	0	22	1	2.0	2.7	0.3	17.6	2.3	20.3	22.6	2276	135612	Looped	2.2	11.5	0
704763	GS	Hybrid	2482	14	48	4	5.5	0.4	6.4	36.3	11.9	36.7	48.6	668	181665	Looped	0.4	17.5	0
704764	GS	Hybrid	1723	1	29	0	2.1	0.3	0.1	15.7	2.2	16.0	18.2	773	154134	Looped	-0.2	10.5	0
704765	GS	UG	2334	0	18	0	0.9	2.9	0.0	15.3	0.9	18.2	19.1	443	65369	Looped	0.1	9.4	0
704766	GS	Hybrid	1743	11	39	6	6.2	0.4	6.0	15.9	12.2	16.3	28.5	1870	196826	Looped	0.1	12.6	1
704767	GS	Hybrid	2695	13	47	3	5.5	0.3	5.6	19.5	11.1	19.8	30.9	1242	104770	Looped	0.4	15.9	1
704768	GS	UG	3158	0	48	0	0.9	5.2	0.0	19.0	0.9	24.2	25.1	202	50604	Looped	-0.5	13.8	0
704931	PM	Hybrid	1709	3	34	1	2.9	0.8	1.5	6.1	4.4	6.9	11.3	160	48561	Looped	0.0	8.8	0
704932	PM	Hybrid	2905	0	25	0	1.5	2.3	0.1	10.5	1.6	12.8	14.4	889	74994	Looped	0.0	5.6	0
704933	PM	UG	3807	0	18	0	0.5	2.4	0.0	14.0	0.5	16.4	16.9	1254	300268	Looped	-1.0	4.5	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
704934	PM	Hybrid	2093	0	23	0	1.2	2.1	0.0	6.4	1.2	8.5	9.7	107	30233	Looped	-0.4	6.4	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	0.0	1.3	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	-0.2	2.7	0
704937	PM	Hybrid	1917	0	34	1	2.6	0.7	0.2	9.4	2.8	10.1	12.9	173	39852	Looped	-0.2	9.5	0
704938	PM	Hybrid	2068	1	31	0	2.9	1.2	0.0	13.4	2.9	14.6	17.5	763	196498	Looped	-0.4	8.7	0
704939	PM	Hybrid	2431	4	29	0	2.4	1.7	2.0	8.3	4.4	10.0	14.4	5297	238378	Looped	0.3	8.2	0
704940	PM	Hybrid	1660	5	39	1	3.9	0.9	1.4	6.2	5.3	7.1	12.4	331	63036	Looped	0.2	8.6	0
704941	PM	Hybrid	1231	2	23	0	2.7	0.2	0.1	6.6	2.8	6.8	9.6	1804	133509	Looped	0.6	7.6	0
705161	WG	Hybrid	1638	12	35	0	3.5	1.5	1.9	7.6	5.4	9.1	14.5	1609	143910	Looped	0.0	12.3	0
705162	WG	UG	147	0	16	0	0.0	3.8	0.0	0.9	0.0	4.7	4.7	150	152	Looped	0.2	12.7	0
705163	WG	Hybrid	1407	0	39	0	3.6	0.6	0.0	9.9	3.6	10.5	14.1	1869	164775	Looped	-0.3	8.8	3
705164	WG	Hybrid	675	4	15	1	1.3	0.9	1.6	2.2	2.9	3.1	6.0	423	58258	Looped	-0.4	4.8	0
705165	WG	Hybrid	1714	1	26	3	3.6	1.3	0.9	13.4	4.5	14.7	19.2	4591	513312	Looped	1.4	10.6	0
705166	WG	Hybrid	1319	0	35	0	1.8	2.9	0.0	12.5	1.8	15.4	17.2	2577	340369	Looped	0.9	13.2	4
705231	GS	Hybrid	1285	15	24	3	3.7	0.0	4.3	7.9	8.0	7.9	15.9	1947	222443	Looped	-0.1	8.1	0
705232	GS	Hybrid	820	4	31	3	3.0	0.3	2.0	6.9	5.0	7.2	12.2	394	139542	Looped	-0.7	8.4	0
705233	GS	Hybrid	568	13	26	7	3.9	1.1	3.3	4.4	7.2	5.5	12.7	215	30322	Looped	-0.8	3.8	1
705234	GS	Hybrid	1498	2	44	2	4.5	0.9	0.4	8.1	4.9	9.0	13.9	1485	112432	Looped	1.8	9.9	0
705235	GS	Hybrid	1660	16	30	5	4.3	0.3	5.0	6.0	9.3	6.3	15.6	1116	83220	Looped	-1.0	6.8	1
705236	GS	Hybrid	1916	4	44	2	4.5	1.2	0.4	9.3	4.9	10.5	15.4	3967	287583	Looped	0.0	10.6	0
705237	GS	Hybrid	2102	11	32	7	4.9	0.5	5.2	8.2	10.1	8.7	18.8	7296	419094	Looped	-0.2	9.4	0
705461	PM	Hybrid	2677	1	30	0	2.3	2.6	0.4	22.2	2.7	24.8	27.5	216	38612	Looped	-0.1	13.5	0
705462	PM	Hybrid	167	0	12	0	0.7	3.0	0.0	1.3	0.7	4.3	5.0	34	1768	Looped	1.9	7.2	0
705463	PM	UG	2371	0	21	0	0.0	4.9	0.0	19.9	0.0	24.8	24.8	7227	468931	Looped	0.4	12.2	1
705464	PM	Hybrid	3361	0	47	0	3.2	0.7	0.0	15.1	3.2	15.8	19.0	3039	288658	Looped	-0.3	10.6	1
705465	PM	Hybrid	5529	0	60	0	5.3	1.6	0.1	19.7	5.4	21.3	26.7	11900	903891	Looped	0.9	14.3	0
705466	PM	UG	2414	0	26	0	0.6	3.7	0.0	24.6	0.6	28.3	28.9	2859	242946	Looped	1.0	15.0	2
705467	PM	UG	2202	0	17	0	0.0	5.9	0.0	26.6	0.0	32.5	32.5	414	153808	Looped	0.4	14.7	1
705468	PM	Hybrid	1676	0	22	0	1.6	4.4	0.0	17.3	1.6	21.7	23.3	159	31060	Looped	-0.1	10.5	0
705531	WG	Hybrid	754	12	10	3	2.1	0.3	3.0	0.7	5.1	1.0	6.1	1711	91260	Looped	1.0	5.6	0
705532	WG	Hybrid	958	15	3	7	2.1	0.5	5.3	1.0	7.4	1.5	8.9	691	136995	Looped	-0.3	5.4	0
705533	WG	UG	21	0	4	0	0.0	1.0	0.0	0.1	0.0	1.1	1.1	0	0	Looped	-0.5	7.0	0
705534	WG	UG	175	0	4	0	0.0	2.1	0.0	0.2	0.0	2.3	2.3	1	11	Looped	-0.2	5.2	0
705535	WG	UG	322	0	5	0	0.0	2.7	0.0	0.6	0.0	3.3	3.3	0	0	Looped	0.5	2.0	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	-2.2	1.4	0
705537	WG	UG	97	0	12	0	0.0	1.8	0.0	0.5	0.0	2.3	2.3	19	9234	Looped	0.1	6.3	0
705538	WG	Hybrid	1769	20	18	10	3.3	1.0	3.1	1.1	6.4	2.1	8.5	288	57728	Looped	-1.2	7.0	0
705561	WG	UG	1492	0	12	0	0.0	5.7	0.0	1.0	0.0	6.7	6.7	152	20976	Looped	0.5	7.5	0
705562	WG	UG	318	0	1	0	0.0	7.7	0.0	0.0	0.0	7.7	7.7	0	0	Looped	3.1	6.5	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
705563	WG	UG	111	0	5	0	0.0	5.7	0.0	0.6	0.0	6.3	6.3	48	4760	Looped	-1.1	2.9	0
705564	WG	Hybrid	1684	28	6	4	3.1	0.4	6.8	0.9	9.9	1.3	11.2	1764	271731	Looped	1.3	7.8	0
705565	WG	UG	197	0	6	0	0.0	3.6	0.0	0.5	0.0	4.1	4.1	0	0	Looped	0.0	5.7	0
705566	WG	Hybrid	733	0	2	5	0.0	4.2	2.4	5.3	2.4	9.5	11.9	486	115102	Looped	-3.0	5.1	0
705631	PM	Hybrid	2982	6	17	0	1.9	1.7	1.3	8.6	3.2	10.3	13.5	422	54265	Looped	0.4	6.5	0
705632	PM	UG	3483	0	15	0	0.0	2.2	0.0	8.1	0.0	10.3	10.3	218	26068	Looped	0.2	6.4	0
705633	PM	Hybrid	1592	1	19	0	1.0	0.9	0.1	11.9	1.1	12.8	13.9	334	67990	Looped	-0.4	6.0	0
705634	PM	Hybrid	3713	0	26	1	2.1	2.0	0.1	16.2	2.2	18.2	20.4	4276	239334	Looped	0.2	9.9	0
705635	PM	Hybrid	858	6	15	1	2.2	1.2	2.3	6.1	4.5	7.3	11.8	1184	80178	Looped	-0.2	6.1	0
705636	PM	Hybrid	2325	2	30	0	1.9	1.1	0.7	9.4	2.6	10.5	13.1	350	55572	Looped	-0.1	7.7	0
705637	PM	Hybrid	767	5	21	5	1.7	0.7	1.1	1.3	2.8	2.0	4.8	874	21064	Looped	1.7	7.4	0
705638	PM	Hybrid	827	1	24	2	1.5	0.9	0.3	5.2	1.8	6.1	7.9	932	147762	Looped	2.4	8.5	2
705761	GS	Hybrid	2600	0	36	3	2.8	3.4	0.8	19.3	3.6	22.7	26.3	230	102062	Looped	-0.7	12.9	0
705762	GS	Hybrid	3481	1	62	0	4.5	0.6	0.0	22.6	4.5	23.2	27.7	1378	239269	Looped	-0.4	13.5	0
705763	GS	UG	1507	0	30	0	0.0	6.7	0.0	28.6	0.0	35.3	35.3	508	221345	Looped	-4.9	12.4	2
705764	GS	Hybrid	3011	2	63	2	5.2	5.4	3.1	20.1	8.3	25.5	33.8	3509	154643	Looped	0.8	16.6	0
705765	GS	UG	2310	0	32	0	0.0	5.2	0.0	24.4	0.0	29.6	29.6	429	252066	Looped	-0.4	13.4	1
705766	GS	UG	2971	0	47	0	0.0	8.8	0.0	34.8	0.0	43.6	43.6	222	103500	Looped	-2.2	16.1	0
705767	GS	Hybrid	1771	8	53	1	3.5	9.5	3.5	26.4	7.0	35.9	42.9	1806	130238	Looped	1.4	14.7	0
705861	PM	UG	1131	0	14	0	0.7	2.5	0.0	18.6	0.7	21.1	21.8	291	89023	Looped	0.1	8.4	1
705862	PM	Hybrid	2761	6	40	1	3.0	0.2	2.9	7.9	5.9	8.1	14.0	959	125085	Looped	-1.2	9.3	0
705863	PM	Hybrid	1241	0	15	1	0.7	3.9	2.1	14.0	2.8	17.9	20.7	629	103616	Looped	-5.1	8.4	0
705864	PM	Hybrid	3437	3	51	0	2.9	4.5	1.7	14.5	4.6	19.0	23.6	1094	231276	Looped	1.4	18.5	0
705865	PM	Hybrid	1530	1	27	0	3.6	1.1	0.9	13.7	4.5	14.8	19.3	4876	194353	Looped	-0.3	10.6	1
705866	PM	UG	2141	0	56	0	0.2	8.5	0.0	35.6	0.2	44.1	44.3	209	61822	Looped	1.0	18.8	2
705867	PM	Hybrid	1719	0	33	0	3.0	0.6	0.0	7.8	3.0	8.4	11.4	344	90853	Looped	-0.5	5.5	0
705868	PM	Hybrid	1596	5	30	1	2.9	0.5	1.4	6.5	4.3	7.0	11.3	419	68240	Looped	0.5	8.6	0
706061	WG	UG	142	0	7	0	0.0	4.1	0.0	1.3	0.0	5.4	5.4	2	326	Looped	-0.1	7.8	0
706062	WG	Hybrid	2602	13	36	8	4.7	2.8	14.6	13.7	19.3	16.5	35.8	1014	152933	Looped	0.8	15.2	2
706063	WG	Hybrid	1354	6	45	0	3.1	3.4	1.5	13.7	4.6	17.1	21.7	380	36481	Looped	0.8	14.0	0
706064	WG	Hybrid	2105	0	35	0	2.2	0.4	0.0	20.6	2.2	21.0	23.2	2442	195620	Looped	-0.1	12.9	1
706065	WG	UG	154	0	7	0	0.0	4.6	0.0	0.3	0.0	4.9	4.9	0	0	Looped	0.0	9.7	0
706066	WG	Hybrid	1490	5	23	4	3.0	0.1	2.3	11.1	5.3	11.2	16.5	2706	236038	Looped	0.1	8.2	0
706067	WG	Hybrid	3693	0	31	1	2.2	1.2	0.0	10.9	2.2	12.1	14.3	490	59294	Looped	4.9	13.2	0
706068	WG	UG	51	0	4	0	0.0	4.0	0.0	2.1	0.0	6.1	6.1	0	0	Looped	0.0	5.0	0
706161	GS	Hybrid	2676	0	49	0	3.9	1.5	0.0	13.9	3.9	15.4	19.3	5385	372178	Looped	-0.3	7.5	0
706162	GS	Hybrid	3128	1	43	1	4.0	0.1	0.2	8.1	4.2	8.2	12.4	7042	367204	Looped	-0.7	8.7	0
706163	GS	Hybrid	3483	1	58	0	3.5	0.2	0.1	12.3	3.6	12.5	16.1	5354	121869	Looped	-0.9	12.1	0
706164	GS	Hybrid	1973	2	52	0	5.0	0.3	0.1	11.4	5.1	11.7	16.8	4363	222933	Looped	0.1	12.6	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
706165	GS	Hybrid	2762	0	39	0	3.1	2.4	0.1	8.4	3.2	10.8	14.0	506	65950	Looped	-0.1	12.7	0
706166	GS	Hybrid	1117	0	25	0	2.5	1.8	0.2	5.6	2.7	7.4	10.1	1123	23245	Looped	-2.0	14.8	0
706167	GS	Hybrid	2924	6	33	0	1.9	2.1	2.6	13.6	4.5	15.7	20.2	3365	835155	Looped	0.5	15.1	0
706168	GS	Hybrid	1146	2	28	0	3.6	1.8	0.4	5.8	4.0	7.6	11.6	45	4982	Looped	0.2	8.5	0
706261	GS	Hybrid	2201	4	42	2	6.4	2.0	1.9	14.2	8.3	16.2	24.5	4665	190888	Looped	0.4	9.9	0
706262	GS	Hybrid	2991	16	48	8	6.5	0.1	10.6	22.7	17.1	22.8	39.9	8468	373480	Looped	-0.2	16.2	0
706263	GS	Hybrid	1946	5	37	1	3.6	0.5	0.7	13.5	4.3	14.0	18.3	647	67922	Looped	-0.4	9.2	0
706264	GS	Hybrid	1565	30	48	6	9.2	2.5	12.0	21.6	21.2	24.1	45.3	393	181714	Looped	0.7	16.0	3
706265	GS	Hybrid	2678	4	45	3	4.7	2.8	3.3	26.1	8.0	28.9	36.9	4732	133434	Looped	-0.1	16.0	2
706266	GS	Hybrid	1713	19	47	8	8.3	3.5	13.4	52.9	21.7	56.4	78.1	610	194786	Looped	0.5	15.9	0
706361	GS	Hybrid	1740	1	41	0	3.3	3.3	0.0	6.7	3.3	10.0	13.3	511	145831	Looped	0.2	14.1	0
706362	GS	Hybrid	1741	2	33	0	3.0	2.4	0.2	12.7	3.2	15.1	18.3	4061	290443	Looped	0.0	11.8	0
706363	GS	Hybrid	1320	1	24	1	1.7	5.1	1.8	15.0	3.5	20.1	23.6	1639	216685	Looped	-1.7	10.1	0
706364	GS	Hybrid	1353	0	22	0	2.8	1.1	0.0	13.5	2.8	14.6	17.4	49	24350	Looped	0.4	9.5	0
706365	GS	Hybrid	1290	0	26	0	1.1	3.3	0.0	9.1	1.1	12.4	13.5	201	103965	Looped	-0.9	8.5	0
706366	GS	Hybrid	4	0	5	0	5.9	1.5	0.0	1.3	5.9	2.8	8.7	3	1501	Radial	-0.2	10.5	0
706367	GS	Hybrid	1465	0	32	0	1.2	5.3	0.0	14.8	1.2	20.1	21.3	48	42391	Looped	2.6	14.6	0
706461	PM	Hybrid	953	0	16	0	1.6	1.6	0.0	11.3	1.6	12.9	14.5	1021	101213	Looped	-0.3	6.2	0
706462	PM	Hybrid	1103	14	35	0	9.8	0.3	5.4	13.2	15.2	13.5	28.7	3623	242108	Looped	-4.9	7.1	1
706463	PM	Hybrid	1513	8	28	3	2.7	0.4	6.6	12.1	9.3	12.5	21.8	683	91947	Looped	0.4	11.3	0
706464	PM	Hybrid	880	3	28	3	2.9	2.2	1.4	8.2	4.3	10.4	14.7	256	57608	Looped	0.5	9.3	0
706465	PM	Hybrid	1160	7	20	5	4.6	1.0	12.6	18.4	17.2	19.4	36.6	406	132575	Looped	0.3	10.8	0
706531	PM	Hybrid	763	10	18	2	3.2	1.3	2.7	1.8	5.9	3.1	9.0	1015	53991	Looped	0.0	6.4	0
706532	PM	Hybrid	1047	8	30	5	3.6	0.2	3.9	2.2	7.5	2.4	9.9	731	80405	Looped	0.3	9.8	0
706533	PM	Hybrid	411	6	15	2	3.1	0.2	1.4	0.6	4.5	0.8	5.3	23	2462	Looped	0.6	7.7	0
706534	PM	Hybrid	1151	7	9	0	1.7	0.4	2.7	1.2	4.4	1.6	6.0	174	31592	Looped	-1.2	3.6	0
706535	PM	OH	724	8	3	0	1.7	0.1	4.0	0.2	5.7	0.3	6.0	276	46639	Looped	-0.1	3.2	1
706661	WG	Hybrid	2124	19	47	6	6.8	0.4	14.5	10.0	21.3	10.4	31.7	2662	197622	Looped	3.3	13.7	0
706662	WG	Hybrid	2808	0	37	1	1.6	2.0	0.4	10.7	2.0	12.7	14.7	2391	263863	Looped	0.8	13.7	3
706663	WG	Hybrid	2680	11	50	2	5.4	1.7	2.8	5.9	8.2	7.6	15.8	4240	148639	Looped	-0.1	13.9	1
706664	WG	Hybrid	1426	0	40	0	2.0	4.5	0.0	20.7	2.0	25.2	27.2	2061	181876	Looped	-0.2	12.7	0
706665	WG	Hybrid	3799	1	50	1	4.9	3.7	0.2	8.9	5.1	12.6	17.7	543	67505	Looped	-1.3	15.1	0
706666	WG	Hybrid	2094	0	36	0	2.4	1.5	0.0	10.0	2.4	11.5	13.9	2545	211978	Looped	-0.1	8.2	2
706861	PM	Hybrid	1221	1	49	0	3.9	2.4	0.2	13.7	4.1	16.1	20.2	1126	96776	Looped	1.5	16.4	0
706862	PM	Hybrid	865	0	41	1	3.4	0.8	0.3	3.1	3.7	3.9	7.6	75	14242	Looped	-0.1	5.2	0
706863	PM	Hybrid	2962	8	62	7	5.7	1.7	4.3	18.6	10.0	20.3	30.3	3412	297220	Looped	-1.1	14.7	0
706961	GS	Hybrid	1916	7	42	1	6.4	1.7	3.6	16.6	10.0	18.3	28.3	111	48371	Looped	0.1	14.8	0
706962	GS	Hybrid	1015	0	18	0	2.3	3.4	0.1	5.2	2.4	8.6	11.0	2129	64799	Looped	0.3	7.3	1
706963	GS	UG	1845	0	25	0	0.5	2.3	0.0	11.4	0.5	13.7	14.2	2431	234389	Looped	1.9	10.8	2

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
706964	GS	Hybrid	2387	5	47	5	11.1	2.4	4.2	11.5	15.3	13.9	29.2	8161	552450	Looped	1.1	15.8	0
707031	GS	Hybrid	1860	0	12	0	2.3	1.3	0.0	14.3	2.3	15.6	17.9	613	113024	Looped	-0.7	7.6	0
707032	GS	Hybrid	1505	3	37	5	4.8	0.6	3.1	10.8	7.9	11.4	19.3	3194	84720	Looped	-0.1	9.0	0
707033	GS	Hybrid	1095	7	24	2	3.7	0.6	1.4	6.2	5.1	6.8	11.9	3928	272140	Looped	0.0	7.4	0
707034	GS	Hybrid	1549	0	24	0	2.2	0.9	0.0	12.6	2.2	13.5	15.7	452	61695	Looped	0.4	8.2	0
707131	PM	Hybrid	1886	0	34	0	3.1	2.6	0.1	12.0	3.2	14.6	17.8	2022	142494	Looped	1.1	9.6	0
707132	PM	Hybrid	1196	1	22	0	2.7	0.5	0.5	4.3	3.2	4.8	8.0	207	21649	Looped	0.6	6.3	0
707133	PM	Hybrid	758	0	9	0	1.3	1.7	0.0	6.4	1.3	8.1	9.4	11	14375	Looped	-0.2	4.5	0
707134	PM	Hybrid	1449	2	26	0	2.8	1.3	0.2	7.1	3.0	8.4	11.4	37	14832	Looped	0.9	8.3	0
707135	PM	Hybrid	1891	7	31	3	1.7	4.9	3.4	17.4	5.1	22.3	27.4	776	114921	Looped	-0.6	10.1	0
707261	GS	Hybrid	2022	0	24	0	3.1	2.5	0.0	17.8	3.1	20.3	23.4	2258	185068	Looped	-0.7	10.5	0
707262	GS	Hybrid	2463	0	27	0	1.8	4.0	0.0	23.6	1.8	27.6	29.4	187	57646	Looped	-0.1	11.4	0
707263	GS	Hybrid	3119	19	56	1	5.3	4.8	4.6	26.8	9.9	31.6	41.5	454	117656	Looped	0.5	16.5	0
707264	GS	Hybrid	438	0	59	1	6.0	1.3	0.1	6.7	6.1	8.0	14.1	12	2518	Looped	0.6	16.4	0
707265	GS	Hybrid	3292	0	34	0	3.0	2.2	0.1	13.7	3.1	15.9	19.0	824	99563	Looped	0.4	12.2	1
707266	GS	Hybrid	1552	0	15	0	3.2	0.4	0.2	8.9	3.4	9.3	12.7	203	31822	Looped	-2.1	6.0	0
707267	GS	Hybrid	4157	9	48	0	3.6	2.0	6.3	18.2	9.9	20.2	30.1	4778	149973	Looped	-0.4	14.8	2
707461	WG	UG	1	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	1	4	Looped	-1.9	3.6	0
707462	WG	Hybrid	1050	0	49	0	2.9	1.7	0.0	11.0	2.9	12.7	15.6	109	16099	Looped	0.3	18.4	0
707463	WG	Hybrid	54	2	25	0	1.1	2.9	0.1	3.9	1.2	6.8	8.0	14	3096	Looped	-0.5	6.4	0
707464	WG	Hybrid	425	2	37	1	2.8	2.8	0.4	8.8	3.2	11.6	14.8	1331	58474	Looped	0.5	13.5	0
707531	WG	UG	170	0	17	0	0.1	2.6	0.0	3.5	0.1	6.1	6.2	3	488	Looped	-0.3	5.5	0
707532	WG	Hybrid	1341	15	31	2	3.2	0.7	2.2	5.3	5.4	6.0	11.4	200	30493	Looped	0.1	5.6	0
707533	WG	Hybrid	1955	27	25	9	5.9	0.8	8.9	6.0	14.8	6.8	21.6	8759	661869	Looped	0.2	9.5	0
707661	GS	Hybrid	681	16	13	2	4.7	0.2	5.9	7.9	10.6	8.1	18.7	287	33241	Looped	0.3	6.1	0
707662	GS	Hybrid	1922	0	25	0	1.7	2.3	0.0	14.9	1.7	17.2	18.9	2165	303896	Looped	0.1	13.5	1
707663	GS	Hybrid	2085	0	34	0	1.4	2.3	0.0	19.4	1.4	21.7	23.1	234	66079	Looped	-0.1	13.2	1
707664	GS	UG	1565	2	42	1	0.6	5.5	0.3	14.0	0.9	19.5	20.4	193	20425	Looped	0.2	13.6	0
707665	GS	Hybrid	1412	2	26	1	0.5	3.4	0.3	6.6	0.8	10.0	10.8	979	87290	Looped	0.8	8.9	1
707731	PM	Hybrid	1664	2	44	1	2.7	0.1	0.6	3.8	3.3	3.9	7.2	565	74654	Looped	-0.4	7.2	0
707732	PM	Hybrid	1673	4	35	0	2.5	0.3	0.4	5.1	2.9	5.4	8.3	465	53408	Looped	-0.4	8.6	0
707733	PM	UG	0	0	0	0	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	1	294	Radial	-0.2	2.9	0
707735	PM	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	-0.1	9.2	0
707736	PM	Hybrid	120	0	17	1	1.1	0.8	0.1	2.5	1.2	3.3	4.5	18	2549	Looped	-0.7	8.0	0
707861	PM	UG	1726	0	41	0	0.0	6.6	0.0	22.5	0.0	29.1	29.1	3433	116050	Looped	-0.2	16.0	5
707862	PM	UG	1494	0	44	0	0.4	9.3	0.0	28.9	0.4	38.2	38.6	5686	602715	Looped	-0.5	13.9	5
707931	WG	Hybrid	514	13	25	4	4.8	0.3	2.4	2.3	7.2	2.6	9.8	103	9649	Looped	-0.4	7.9	0
707932	WG	Hybrid	1231	13	11	2	3.7	0.0	1.9	1.0	5.6	1.0	6.6	296	54788	Looped	-0.3	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
707933	WG	Hybrid	337	3	1	0	0.8	0.3	0.9	0.0	1.7	0.3	2.0	38	3011	Looped	-0.1	3.3	0
707934	WG	Hybrid	931	11	13	1	2.1	0.1	5.2	1.6	7.3	1.7	9.0	654	119810	Looped	-0.1	8.5	0
708061	GS	Hybrid	641	8	2	5	4.9	0.2	13.4	3.2	18.3	3.4	21.7	282	28954	Looped	0.2	5.5	0
708062	GS	UG	1729	0	26	0	0.0	5.9	0.0	22.9	0.0	28.8	28.8	642	358337	Looped	4.5	14.7	5
708063	GS	UG	1610	0	37	0	0.0	6.9	0.0	14.9	0.0	21.8	21.8	79	26022	Looped	0.0	12.8	0
708064	GS	Hybrid	2223	4	37	1	0.9	4.7	1.7	21.4	2.6	26.1	28.7	27	7351	Looped	-0.3	13.4	0
708161	GS	Hybrid	1595	0	22	0	2.0	0.7	0.0	7.8	2.0	8.5	10.5	1	217	Looped	-0.2	8.2	0
708162	GS	Hybrid	700	0	53	0	2.9	4.2	0.0	10.9	2.9	15.1	18.0	72	48038	Looped	0.2	15.9	0
708163	GS	Hybrid	2040	3	50	0	5.2	2.6	0.6	17.6	5.8	20.2	26.0	2197	204302	Looped	-0.1	16.0	0
708431	PM	Hybrid	1583	2	29	0	1.6	2.4	0.3	12.8	1.9	15.2	17.1	1671	149700	Looped	0.8	8.5	0
708432	PM	Hybrid	1589	14	32	1	5.3	1.6	3.2	10.9	8.5	12.5	21.0	2093	134929	Looped	0.0	10.1	0
708561	GS	Hybrid	1119	4	28	0	3.6	1.6	0.6	14.4	4.2	16.0	20.2	1993	123923	Looped	0.1	8.4	0
708562	GS	UG	1316	0	23	0	0.8	4.7	0.0	15.0	0.8	19.7	20.5	264	108259	Looped	0.1	8.7	0
708931	WG	UG	0	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	-0.3	3.8	0
708932	WG	Hybrid	1254	25	21	3	4.6	0.9	5.1	1.0	9.7	1.9	11.6	416	88439	Looped	-0.2	7.6	1
709031	WG	UG	11	0	2	0	0.0	3.7	0.0	0.3	0.0	4.0	4.0	0	0	Looped	-0.3	3.4	0
709161	WG	Hybrid	12	3	3	0	0.3	2.9	0.6	0.1	0.9	3.0	3.9	1	394	Looped	0.5	6.5	0
709162	WG	Hybrid	22	1	10	1	1.4	0.8	0.5	1.2	1.9	2.0	3.9	3	930	Looped	0.1	2.0	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	5.8	0
709261	WG	Hybrid	749	4	16	0	1.3	9.2	0.2	2.8	1.5	12.0	13.5	897	4418	Looped	1.1	9.9	0
709262	WG	Hybrid	2271	29	6	5	4.2	0.5	8.9	0.2	13.1	0.7	13.8	1678	179962	Looped	-0.4	9.7	0
709263	WG	Hybrid	1425	13	5	8	1.2	1.9	4.1	1.7	5.3	3.6	8.9	759	124158	Looped	-0.4	5.5	0
709264	WG	UG	634	0	2	0	0.0	9.3	0.0	0.2	0.0	9.5	9.5	0	0	Looped	-0.8	3.2	0
709265	WG	UG	739	0	3	0	0.0	5.2	0.0	0.2	0.0	5.4	5.4	0	0	Looped	-0.2	5.2	0
709361	WG	UG	867	0	0	0	0.0	7.4	0.0	0.5	0.0	7.9	7.9	0	0	Looped	-1.5	8.5	0
709362	WG	Hybrid	1572	10	18	4	3.3	5.4	3.7	1.0	7.0	6.4	13.4	3243	268292	Looped	0.6	8.1	0
709431	PM	Hybrid	267	5	27	2	2.8	0.2	0.7	2.9	3.5	3.1	6.6	12	2397	Looped	-0.2	8.0	0
709432	PM	Hybrid	331	6	19	2	2.6	0.6	0.8	2.7	3.4	3.3	6.7	39	10309	Looped	1.5	8.8	0
709433	PM	Hybrid	193	0	18	0	1.6	1.4	0.0	1.9	1.6	3.3	4.9	18	4859	Looped	0.4	7.0	0
800131	CE	UG	8	0	5	0	0.0	2.6	0.0	0.3	0.0	2.9	2.9	3	180	Looped	-2.3	6.0	0
800132	CE	Hybrid	403	1	9	1	0.6	6.0	0.2	0.5	0.8	6.5	7.3	865	28884	Looped	-0.4	2.8	0
800133	CE	UG	36	0	4	0	0.0	3.1	0.0	0.4	0.0	3.5	3.5	7	3101	Looped	-0.1	5.2	0
800134	CE	UG	328	1	4	1	0.0	3.9	0.1	0.4	0.1	4.3	4.4	0	0	Looped	0.1	2.2	0
800135	CE	UG	35	0	6	0	0.0	3.4	0.0	0.7	0.0	4.1	4.1	0	0	Looped	-0.2	5.1	0
800136	CE	UG	493	0	5	0	0.0	3.2	0.0	0.7	0.0	3.9	3.9	495	750	Looped	-0.2	3.7	0
800137	CE	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.2	1.2	0
800138	CE	hybrid	0	0	0	0	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	2064	12	18	2	2.2	0.6	1.2	0.6	3.4	1.2	4.6	130	18368	Looped	0.6	6.4	0
800140	CE	Hybrid	1910	17	11	3	3.6	2.2	2.6	0.3	6.2	2.5	8.7	3960	160517	Looped	0.0	5.8	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
800141	CE	UG	238	0	2	0	0.0	2.8	0.0	0.1	0.0	2.9	2.9	0	0	Looped	-0.2	4.7	0
800142	CE	UG	414	0	4	0	0.0	1.5	0.0	0.3	0.0	1.8	1.8	0	0	Looped	-1.2	4.2	0
800143	CE	UG	1080	0	5	0	0.0	3.3	0.0	0.7	0.0	4.0	4.0	0	0	Looped	-1.1	5.0	0
800144	CE	UG	1077	0	5	1	0.0	3.8	0.0	0.9	0.0	4.7	4.7	129	5228	Looped	-0.4	2.1	0
800145	CE	Hybrid	1818	10	16	5	3.9	1.7	1.5	0.7	5.4	2.4	7.8	2089	107416	Looped	0.0	6.5	0
800146	CE	UG	0	0	0	0	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Radial	0.1	6.1	0
800147	CE	UG	0	0	0	0	0.0	3.4	0.0	0.0	0.0	3.4	3.4	0	0	Radial	0.5	8.4	0
800231	CE	Hybrid	2445	2	12	0	2.3	1.5	0.1	0.7	2.4	2.2	4.6	2541	147720	Looped	0.0	5.6	0
800232	CE	Hybrid	1956	1	13	2	1.6	1.7	0.4	1.4	2.0	3.1	5.1	1905	176676	Looped	0.5	6.6	0
800233	CE	UG	909	1	10	1	0.1	3.4	0.0	0.9	0.1	4.3	4.4	89	3912	Looped	-0.9	5.4	0
800234	CE	UG	1044	0	11	0	0.0	4.7	0.0	0.6	0.0	5.3	5.3	100	15590	Looped	-0.5	3.6	0
800237	CE	UG	673	0	2	0	0.0	2.8	0.0	0.3	0.0	3.1	3.1	0	0	Looped	-0.9	3.3	0
800238	CE	Hybrid	668	0	11	1	1.0	3.0	0.1	0.4	1.1	3.4	4.5	598	84811	Looped	-0.3	3.6	0
800239	CE	UG	171	0	8	0	0.0	3.3	0.0	0.6	0.0	3.9	3.9	0	0	Looped	0.6	3.8	0
800240	CE	UG	59	0	7	1	0.1	2.3	0.2	3.6	0.3	5.9	6.2	1	41	Looped	-0.3	2.1	0
800241	CE	UG	1664	0	9	1	0.0	2.7	0.1	1.6	0.1	4.3	4.4	3	744	Looped	0.4	6.4	0
800242	CE	UG	292	0	6	0	0.0	3.2	0.0	0.8	0.0	4.0	4.0	1	306	Looped	0.3	4.5	0
800243	CE	UG	983	0	12	1	0.0	5.8	0.1	1.5	0.1	7.3	7.4	1	256	Looped	-0.1	4.7	0
800244	CE	UG	778	0	10	3	0.0	4.7	0.1	2.9	0.1	7.6	7.7	43	7827	Looped	0.4	6.8	0
800245	CE	UG	1799	0	13	0	0.0	3.7	0.0	1.2	0.0	4.9	4.9	496	48119	Looped	-0.5	8.2	0
800246	CE	Hybrid	534	5	11	1	1.6	3.0	1.2	1.6	2.8	4.6	7.4	156	44641	Looped	0.0	3.5	0
800247	CE	Hybrid	809	0	1	1	0.0	2.8	0.2	0.6	0.2	3.4	3.6	17	2620	Looped	-0.4	5.3	0
800248	CE	Hybrid	882	5	7	1	0.7	3.6	3.6	2.8	4.3	6.4	10.7	2504	318114	Looped	-0.2	6.2	4
800331	CE	Hybrid	1867	37	3	0	4.1	0.2	9.2	0.8	13.3	1.0	14.3	2155	143486	Looped	0.0	7.7	0
800332	CE	Hybrid	1229	17	19	6	3.9	0.5	3.7	3.8	7.6	4.3	11.9	1705	215487	Looped	0.1	10.0	0
800333	CE	Hybrid	1825	29	9	2	4.6	0.4	7.4	0.5	12.0	0.9	12.9	768	190085	Looped	0.3	8.9	0
800334	CE	Hybrid	1522	7	16	5	2.6	1.2	1.2	3.1	3.8	4.3	8.1	89	32692	Looped	0.0	7.1	0
800335	CE	Hybrid	1295	17	10	2	4.1	0.7	3.0	0.4	7.1	1.1	8.2	47	6507	Looped	-0.1	4.6	0
800336	CE	OH	67	1	0	0	0.3	0.0	0.2	0.0	0.5	0.0	0.5	2	686	Looped	-0.2	0.3	0
800431	CE	Hybrid	1285	26	6	4	3.3	0.6	5.9	0.2	9.2	0.8	10.0	2859	224229	Looped	0.1	8.0	0
800432	CE	Hybrid	1470	13	18	4	2.3	0.2	2.4	0.3	4.7	0.5	5.2	364	54567	Looped	-0.2	7.4	0
800433	CE	Hybrid	1164	6	5	3	2.7	0.5	2.1	0.8	4.8	1.3	6.1	850	48833	Looped	-0.2	5.8	0
800434	CE	Hybrid	178	5	8	0	1.4	1.1	0.5	0.4	1.9	1.5	3.4	23	10008	Looped	-0.2	3.2	0
800435	CE	Hybrid	1224	25	6	1	2.1	0.3	4.2	0.2	6.3	0.5	6.8	1293	200722	Looped	-0.1	5.6	0
800436	CE	Hybrid	1228	25	8	12	3.8	0.4	6.8	1.8	10.6	2.2	12.8	4407	308995	Looped	-0.2	8.2	0
800437	CE	Hybrid	536	13	2	0	1.5	0.3	1.3	0.1	2.8	0.4	3.2	106	21423	Looped	-0.2	2.8	0
800438	CE	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.2	4.8	0
800439	CE	UG	0	0	0	0	0.0	3.2	0.0	0.0	0.0	3.2	3.2	0	0	Radial	-0.2	4.8	0
800440	CE	Hybrid	1010	23	5	4	2.1	2.0	6.3	0.8	8.4	2.8	11.2	1541	103320	Looped	-0.7	7.5	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
800441	CE	UG	452	0	2	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	348	10092	Looped	-0.2	2.2	0
800442	CE	Hybrid	1181	33	2	3	3.1	0.7	8.1	0.3	11.2	1.0	12.2	3056	210610	Looped	0.3	8.4	1
800443	CE	Hybrid	802	6	5	2	1.3	2.0	1.0	0.4	2.3	2.4	4.7	27	8088	Looped	1.3	6.9	0
800444	CE	Hybrid	863	5	20	2	1.5	3.1	0.5	2.4	2.0	5.5	7.5	683	65838	Looped	-0.6	9.1	0
800445	CE	Hybrid	931	7	13	2	1.0	2.8	1.3	0.8	2.3	3.6	5.9	166	52566	Looped	-0.7	5.4	0
800446	CE	UG	141	0	4	0	0.0	1.7	0.0	0.2	0.0	1.9	1.9	0	0	Looped	-0.4	6.4	0
800447	CE	UG	122	0	2	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	1.0	6.7	0
800448	CE	Hybrid	675	16	3	1	3.5	1.7	3.1	0.4	6.6	2.1	8.7	174	40457	Looped	0.0	4.3	0
800531	WD	Hybrid	893	9	8	0	1.5	0.2	1.0	0.6	2.5	0.8	3.3	854	64513	Looped	-0.1	5.8	0
800532	WD	Hybrid	1945	0	13	1	0.4	1.1	0.4	1.8	0.8	2.9	3.7	3820	91120	Looped	-0.2	4.3	0
800533	WD	Hybrid	1121	5	19	0	3.4	0.8	1.2	2.5	4.6	3.3	7.9	472	83152	Looped	-0.3	7.5	0
800534	WD	OH	1493	16	0	2	2.3	0.1	5.5	0.1	7.8	0.2	8.0	652	100582	Looped	-0.3	6.4	0
800535	WD	Hybrid	2065	31	14	2	3.9	0.1	5.6	0.8	9.5	0.9	10.4	2433	124300	Looped	-0.4	8.8	0
800536	WD	Hybrid	1118	14	17	3	2.5	0.0	2.8	1.3	5.3	1.3	6.6	1222	60532	Looped	1.2	7.6	0
800537	WD	Hybrid	939	3	14	1	1.1	2.7	0.3	2.2	1.4	4.9	6.3	943	48848	Looped	-1.4	7.6	0
800538	WD	Hybrid	1551	25	19	1	3.4	1.1	5.3	1.3	8.7	2.4	11.1	329	72830	Looped	-0.7	6.6	0
800539	WD	Hybrid	1270	3	18	5	2.2	0.1	2.0	1.8	4.2	1.9	6.1	171	50700	Looped	0.3	7.3	0
800631	CE	OH	1536	27	5	0	5.0	0.2	6.9	0.2	11.9	0.4	12.3	1877	208149	Looped	-0.5	5.9	0
800632	CE	OH	3327	50	9	4	6.5	0.0	9.7	0.4	16.2	0.4	16.6	10806	361433	Looped	0.0	9.1	0
800633	CE	Hybrid	1745	40	19	1	5.3	0.1	4.9	1.2	10.2	1.3	11.5	1548	153551	Looped	-0.7	8.0	0
800634	CE	Hybrid	1170	21	5	1	3.3	0.1	4.3	0.4	7.6	0.5	8.1	458	93468	Looped	0.3	5.6	0
800635	CE	Hybrid	1129	16	13	2	5.0	0.0	2.3	0.8	7.3	0.8	8.1	2200	169091	Looped	-0.2	6.6	0
800636	CE	Hybrid	1199	20	10	3	3.5	0.4	2.6	0.3	6.1	0.7	6.8	102	20634	Looped	-0.3	4.2	0
800637	CE	Hybrid	2229	24	14	4	3.9	2.0	3.9	1.3	7.8	3.3	11.1	888	105236	Looped	2.2	7.8	1
800638	CE	Hybrid	1677	34	11	2	5.7	0.2	8.8	0.8	14.5	1.0	15.5	2598	332798	Looped	-0.3	7.8	0
800731	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	3.2	0
800732	WD	OH	1194	18	7	0	3.4	0.0	5.8	0.1	9.2	0.1	9.3	806	88641	Looped	-0.7	6.1	1
800733	WD	Hybrid	1505	5	6	1	2.3	0.1	1.1	0.3	3.4	0.4	3.8	115	28411	Looped	-0.2	4.9	0
800734	WD	Hybrid	1162	13	8	3	3.6	0.4	2.8	1.4	6.4	1.8	8.2	359	43441	Looped	-0.2	4.2	0
800735	WD	UG	1	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	-1.1	4.3	0
800736	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	-0.3	6.4	0
800737	WD	Hybrid	2013	3	25	4	1.8	0.5	7.7	1.7	9.5	2.2	11.7	732	153177	Looped	0.3	7.1	0
800738	WD	Hybrid	1333	13	11	1	3.4	0.4	4.4	0.9	7.8	1.3	9.1	2451	259842	Looped	0.0	6.6	1
800739	WD	Hybrid	2578	20	5	3	3.2	0.3	4.7	0.4	7.9	0.7	8.6	5961	566798	Looped	-0.7	9.0	0
800740	WD	Hybrid	1911	18	1	1	3.3	0.5	4.3	0.3	7.6	0.8	8.4	736	133010	Looped	-0.6	6.6	0
800741	WD	OH	1820	14	2	2	2.1	0.2	5.8	0.1	7.9	0.3	8.2	718	147371	Looped	-0.3	7.8	0
800742	WD	UG	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	-0.2	4.0	0
800831	CE	UG	71	0	5	0	0.0	2.6	0.0	0.4	0.0	3.0	3.0	0	0	Looped	-0.1	2.4	0
800832	CE	Hybrid	2264	17	27	4	3.5	1.1	2.9	2.6	6.4	3.7	10.1	2580	191966	Looped	-0.1	5.4	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
800833	CE	UG	312	1	9	1	0.0	4.8	0.1	0.9	0.1	5.7	5.8	202	8303	Looped	-0.2	3.2	0
800834	CE	UG	26	1	1	1	0.0	2.7	0.1	0.5	0.1	3.2	3.3	27	4502	Looped	-0.1	0.7	0
800835	CE	Hybrid	1114	18	12	0	3.8	1.3	2.5	0.9	6.3	2.2	8.5	344	58317	Looped	-0.4	3.8	0
800836	CE	UG	5	0	2	0	0.0	2.1	0.0	0.8	0.0	2.9	2.9	1	130	Looped	1.1	8.2	0
800841	CE	UG	122	0	8	1	0.0	4.7	0.0	0.7	0.0	5.4	5.4	0	0	Looped	0.6	7.3	0
800842	CE	UG	1359	0	8	0	0.0	3.5	0.0	1.1	0.0	4.6	4.6	1	29	Looped	0.1	8.6	0
800843	CE	UG	113	4	8	0	0.0	5.1	0.3	0.9	0.3	6.0	6.3	1	337	Looped	-1.0	6.5	0
800844	CE	UG	11	0	2	0	0.0	7.1	0.0	0.2	0.0	7.3	7.3	0	0	Looped	-0.1	5.8	0
800845	CE	UG	192	0	7	2	0.0	5.9	0.1	1.3	0.1	7.2	7.3	120	11717	Looped	0.0	7.0	0
800846	CE	UG	20	0	7	1	0.0	4.0	0.0	0.4	0.0	4.4	4.4	16	1233	Looped	-0.2	5.6	0
800847	CE	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.2	4.8	0
800848	CE	UG	0	0	0	0	0.0	3.3	0.0	0.0	0.0	3.3	3.3	0	0	Radial	3.1	5.6	0
800849	CE	UG	625	0	7	0	0.0	5.1	0.0	0.8	0.0	5.9	5.9	0	0	Looped	1.3	8.9	0
800850	CE	UG	327	0	3	0	0.0	3.4	0.0	0.3	0.0	3.7	3.7	1	175	Looped	-0.6	3.0	0
800851	CE	Hybrid	25	0	6	0	0.7	1.1	0.0	0.5	0.7	1.6	2.3	0	0	Looped	0.1	6.7	0
800852	CE	UG	243	0	4	1	0.0	4.5	0.0	0.4	0.0	4.9	4.9	0	0	Looped	-0.2	6.9	0
800853	CE	UG	1	0	0	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	0.4	10.0	0
800931	CE	UG	197	0	5	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	1	303	Looped	0.4	2.7	0
800932	CE	Hybrid	618	0	5	1	0.0	1.7	0.2	0.9	0.2	2.6	2.8	25	5568	Looped	-0.2	2.9	0
800933	CE	Hybrid	679	15	4	1	2.8	0.3	2.5	0.1	5.3	0.4	5.7	984	106426	Looped	-0.2	5.8	3
800934	CE	UG	144	0	2	0	0.0	2.6	0.0	0.3	0.0	2.9	2.9	0	0	Looped	-5.3	3.9	0
800935	CE	UG	136	0	7	1	0.0	3.0	0.0	0.8	0.0	3.8	3.8	8	32	Looped	0.1	4.1	0
800936	CE	UG	481	0	6	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	596	7362	Looped	0.1	3.6	0
800937	CE	UG	737	0	8	0	0.0	2.6	0.0	1.5	0.0	4.1	4.1	249	221839	Looped	0.0	7.2	0
800938	CE	Hybrid	702	14	7	1	3.2	0.5	1.8	0.3	5.0	0.8	5.8	216	49928	Looped	0.3	6.3	2
800939	CE	UG	16	0	3	0	0.1	2.8	0.0	0.3	0.1	3.1	3.2	25	4571	Looped	-0.1	3.5	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	-0.6	5.7	0
800941	CE	Hybrid	836	15	3	2	2.7	0.7	3.5	0.5	6.2	1.2	7.4	1721	190298	Looped	0.0	6.0	1
800942	CE	UG	1	0	0	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Looped	7.2	7.4	0
801031	CE	Hybrid	1814	0	26	0	0.9	2.5	0.0	5.9	0.9	8.4	9.3	1301	81713	Looped	0.4	5.8	0
801032	CE	UG	557	0	6	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	82	15170	Looped	0.9	4.2	0
801033	CE	Hybrid	1291	4	11	2	2.0	1.0	1.2	0.6	3.2	1.6	4.8	201	59941	Looped	0.5	6.5	0
801034	CE	Hybrid	1920	14	6	0	2.7	0.2	3.6	0.2	6.3	0.4	6.7	1165	191973	Looped	-0.2	5.9	1
801035	CE	Hybrid	1246	13	8	2	3.1	0.8	2.7	1.6	5.8	2.4	8.2	1388	184522	Looped	0.4	6.5	0
801036	CE	Hybrid	1632	4	14	2	1.2	0.2	0.9	1.1	2.1	1.3	3.4	183	38179	Looped	-0.2	4.0	0
801037	CE	Hybrid	678	15	1	0	2.1	0.2	3.1	1.3	5.2	1.5	6.7	145	21646	Looped	0.7	5.1	0
801038	CE	Hybrid	1417	2	22	1	1.4	2.0	0.4	0.7	1.8	2.7	4.5	219	36472	Looped	-0.2	7.7	0
801039	CE	Hybrid	1897	5	12	4	1.8	0.6	0.9	0.4	2.7	1.0	3.7	200	39614	Looped	-0.2	4.3	0
801131	WD	Hybrid	214	2	17	3	3.2	1.0	1.1	1.4	4.3	2.4	6.7	6	1856	Looped	0.9	6.4	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
801132	WD	Hybrid	198	3	2	1	1.6	0.2	0.4	0.1	2.0	0.3	2.3	1	3	Looped	0.0	10.8	0
801133	WD	OH	1157	20	9	2	4.3	0.1	3.9	0.2	8.2	0.3	8.5	2446	93562	Looped	-0.4	7.2	0
801134	WD	Hybrid	1728	39	16	3	6.0	0.2	5.7	1.1	11.7	1.3	13.0	2046	60159	Looped	0.5	7.7	0
801135	WD	Hybrid	483	16	16	0	3.1	0.1	2.6	0.4	5.7	0.5	6.2	887	80098	Looped	0.8	4.8	0
801136	WD	Hybrid	1645	13	12	4	4.4	0.4	2.8	0.7	7.2	1.1	8.3	142	28320	Looped	0.0	7.0	0
801137	WD	UG	0	0	0	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Radial	-0.2	3.0	0
801138	WD	UG	0	0	0	0	0.0	5.7	0.0	0.0	0.0	5.7	5.7	0	0	Radial	-0.2	2.9	0
801139	WD	Hybrid	514	8	8	0	3.7	0.2	1.5	0.3	5.2	0.5	5.7	1038	49439	Looped	-0.4	4.9	0
801140	WD	Hybrid	1397	19	8	3	5.1	0.4	3.2	0.5	8.3	0.9	9.2	119	24374	Looped	-0.1	7.8	0
801231	ND	Hybrid	1621	7	25	7	4.2	0.0	3.6	3.3	7.8	3.3	11.1	480	96185	Looped	-0.1	5.5	0
801232	ND	Hybrid	1113	18	26	0	6.9	1.0	2.5	3.0	9.4	4.0	13.4	98	19573	Looped	-0.1	4.9	0
801233	ND	Hybrid	1697	21	23	1	5.1	0.0	8.9	1.2	14.0	1.2	15.2	900	209540	Looped	0.0	8.1	0
801234	ND	Hybrid	1376	12	17	2	3.4	0.4	6.8	3.0	10.2	3.4	13.6	685	171307	Looped	0.1	8.9	0
801235	ND	Hybrid	1093	24	16	4	4.4	0.2	5.1	0.8	9.5	1.0	10.5	348	52076	Looped	-1.1	5.7	0
801236	ND	Hybrid	286	3	7	1	1.7	1.8	2.2	2.8	3.9	4.6	8.5	1348	212109	Looped	0.2	8.0	0
801237	ND	OH	7	0	0	0	1.4	0.0	0.0	0.0	1.4	0.0	1.4	13	2728	Radial	-1.4	7.2	0
801431	ND	Hybrid	1900	11	24	7	2.9	0.4	9.7	2.7	12.6	3.1	15.7	157	28975	Looped	-0.3	8.6	0
801432	ND	Hybrid	90	4	10	2	1.7	0.2	0.5	0.7	2.2	0.9	3.1	117	1201	Looped	-0.2	7.2	0
801433	ND	Hybrid	911	11	14	2	3.0	0.0	2.9	0.4	5.9	0.4	6.3	383	46701	Looped	0.3	6.1	0
801434	ND	Hybrid	863	21	8	3	2.4	0.1	4.8	0.3	7.2	0.4	7.6	285	42425	Looped	-0.1	5.3	0
801435	ND	Hybrid	2626	39	22	3	4.0	0.1	11.8	2.7	15.8	2.8	18.6	1128	204272	Looped	-0.3	9.0	1
801436	ND	Hybrid	2050	30	21	1	5.1	1.0	10.1	1.5	15.2	2.5	17.7	2660	141221	Looped	0.5	9.8	0
801631	SD	Hybrid	614	64	15	5	13.0	0.0	16.5	2.7	29.5	2.7	32.2	1117	57264	Looped	0.7	5.9	0
801632	SD	Hybrid	1075	3	16	3	3.4	0.8	1.2	11.5	4.6	12.3	16.9	1103	85540	Looped	-0.2	6.1	0
801633	SD	Hybrid	2416	19	47	1	4.2	1.5	6.0	19.1	10.2	20.6	30.8	100	18771	Looped	0.1	9.3	0
801634	SD	Hybrid	2191	42	49	10	11.7	1.3	15.7	14.7	27.4	16.0	43.4	8990	302770	Looped	2.4	9.4	0
801635	SD	Hybrid	1902	8	30	0	8.9	2.4	8.7	23.0	17.6	25.4	43.0	706	75872	Looped	0.4	9.2	0
801636	SD	Hybrid	755	31	15	2	6.8	0.3	11.2	3.5	18.0	3.8	21.8	1580	79596	Looped	0.5	3.8	0
801637	SD	Hybrid	2018	13	31	3	4.1	0.9	5.3	26.4	9.4	27.3	36.7	2084	242107	Looped	0.5	10.1	0
801731	WD	OH	1319	13	4	2	2.2	0.1	5.7	0.3	7.9	0.4	8.3	1702	76860	Looped	-0.1	5.1	0
801732	WD	OH	1355	32	2	3	3.9	0.2	6.5	0.3	10.4	0.5	10.9	303	66996	Looped	-0.9	7.8	0
801733	WD	Hybrid	1698	31	18	3	4.3	0.1	7.8	0.8	12.1	0.9	13.0	417	111190	Looped	0.3	10.7	0
801734	WD	Hybrid	1828	20	6	5	4.9	0.1	6.2	0.6	11.1	0.7	11.8	269	52157	Looped	0.2	9.3	0
801735	WD	OH	1086	19	2	1	3.4	0.0	5.3	0.1	8.7	0.1	8.8	1653	157653	Looped	0.2	6.3	0
801736	WD	OH	995	32	2	3	4.9	0.2	5.7	0.2	10.6	0.4	11.0	521	100899	Looped	-0.2	4.6	0
801737	WD	Hybrid	1491	28	8	3	4.8	0.2	7.6	0.6	12.4	0.8	13.2	3093	200554	Looped	0.2	8.1	0
801738	WD	Hybrid	735	16	1	0	2.0	0.8	5.6	0.0	7.6	0.8	8.4	119	24136	Looped	-0.5	3.4	0
801831	ND	Hybrid	646	19	6	0	2.2	0.0	4.4	1.0	6.6	1.0	7.6	417	71857	Looped	-0.2	6.3	0
801832	ND	Hybrid	2227	26	19	8	4.7	0.4	5.9	0.9	10.6	1.3	11.9	435	81950	Looped	-0.2	8.1	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
801833	ND	OH	1479	22	2	3	2.1	0.0	11.7	0.1	13.8	0.1	13.9	2940	303156	Looped	0.0	6.9	0
801834	ND	Hybrid	1741	16	16	2	3.3	0.0	9.4	0.7	12.7	0.7	13.4	846	180348	Looped	-0.2	7.8	0
801835	ND	OH	1348	13	1	1	1.5	0.1	8.8	0.1	10.3	0.2	10.5	461	64680	Looped	-0.3	5.4	0
801836	ND	Hybrid	1332	23	7	6	3.4	0.2	6.5	1.5	9.9	1.7	11.6	594	70798	Looped	-0.4	7.6	0
801837	ND	OH	1062	11	6	2	3.2	0.3	6.7	0.2	9.9	0.5	10.4	546	96112	Looped	-0.3	5.3	0
801838	ND	Hybrid	1641	25	8	1	3.6	0.3	10.8	0.7	14.4	1.0	15.4	2460	246216	Looped	-3.1	7.5	0
801839	ND	Hybrid	1870	25	27	5	3.9	0.1	5.6	2.9	9.5	3.0	12.5	605	102923	Looped	0.0	6.8	0
801931	CE	UG	399	0	6	0	0.0	1.7	0.0	1.9	0.0	3.6	3.6	3	1334	Looped	0.1	3.7	0
801932	CE	UG	720	0	4	0	0.0	1.2	0.0	0.2	0.0	1.4	1.4	1	467	Looped	0.1	1.8	0
801933	CE	Hybrid	1033	2	6	1	1.2	0.1	0.5	0.1	1.7	0.2	1.9	233	37231	Looped	-0.6	3.0	0
801934	CE	UG	791	0	2	0	0.0	1.1	0.0	0.3	0.0	1.4	1.4	35	7385	Looped	-0.5	5.8	0
801935	CE	Hybrid	1830	3	7	2	1.7	1.1	1.1	0.2	2.8	1.3	4.1	377	98024	Looped	-0.3	4.7	0
801936	CE	UG	231	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	713	4	9	0	3.0	1.0	0.4	0.4	3.4	1.4	4.8	803	126827	Looped	-0.3	4.6	0
801938	CE	Hybrid	1799	7	20	1	2.1	2.3	1.3	1.5	3.4	3.8	7.2	1586	99307	Looped	-1.1	6.0	0
801939	CE	Hybrid	905	1	14	2	1.2	3.8	0.8	2.7	2.0	6.5	8.5	860	84547	Looped	-0.6	4.2	0
801940	CE	Hybrid	1930	4	25	0	2.2	4.4	0.9	2.2	3.1	6.6	9.7	15	6319	Looped	-0.1	6.8	0
801941	CE	Hybrid	1634	11	12	2	2.2	1.1	1.9	0.6	4.1	1.7	5.8	310	40036	Looped	0.1	6.8	0
801942	CE	Hybrid	1602	6	6	2	1.8	0.5	0.7	0.1	2.5	0.6	3.1	351	87011	Looped	-0.1	4.5	0
802031	SD	Hybrid	727	15	22	2	2.0	1.8	3.6	3.7	5.6	5.5	11.1	931	136339	Looped	1.4	4.8	0
802032	SD	Hybrid	973	22	18	4	3.4	0.3	8.4	5.2	11.8	5.5	17.3	1104	192190	Looped	-0.1	7.3	3
802033	SD	Hybrid	887	15	15	4	4.8	0.3	4.9	5.0	9.7	5.3	15.0	1902	129071	Looped	0.0	6.5	1
802034	SD	Hybrid	324	7	5	2	2.1	1.0	2.5	2.7	4.6	3.7	8.3	266	67851	Looped	-2.1	3.0	0
802035	SD	Hybrid	1137	8	36	6	3.8	1.4	3.2	18.1	7.0	19.5	26.5	336	75141	Looped	-0.4	8.3	0
802036	SD	Hybrid	916	22	16	5	5.0	3.4	5.7	6.2	10.7	9.6	20.3	449	77154	Looped	0.0	6.7	0
802037	SD	Hybrid	748	26	2	3	2.8	0.5	13.4	0.9	16.2	1.4	17.6	261	49227	Looped	-0.5	6.9	1
802038	SD	Hybrid	838	5	28	2	2.0	2.1	1.5	12.3	3.5	14.4	17.9	514	132027	Looped	-0.8	6.8	2
802131	CE	Hybrid	1823	24	13	2	6.8	0.1	4.6	0.6	11.4	0.7	12.1	1185	196831	Looped	1.5	9.5	0
802132	CE	Hybrid	644	12	12	0	4.3	0.5	0.9	1.3	5.2	1.8	7.0	78	17284	Looped	-0.1	4.4	0
802133	CE	Hybrid	1153	10	20	0	3.7	0.3	1.0	3.7	4.7	4.0	8.7	244	44843	Looped	-0.6	5.6	0
802134	CE	Hybrid	1886	11	17	8	2.9	0.3	2.9	1.7	5.8	2.0	7.8	1662	90417	Looped	-0.3	6.8	0
802135	CE	Hybrid	2048	10	19	2	4.0	1.0	2.1	1.0	6.1	2.0	8.1	2197	111713	Looped	-0.1	5.2	0
802136	CE	UG	246	0	4	0	0.0	5.6	0.0	0.2	0.0	5.8	5.8	0	0	Looped	0.9	4.6	0
802137	CE	UG	210	0	9	0	0.0	4.5	0.0	1.0	0.0	5.5	5.5	0	0	Looped	-0.6	5.2	0
802138	CE	UG	595	0	2	1	0.0	2.2	0.1	1.9	0.1	4.1	4.2	1	149	Looped	0.9	6.7	0
802139	CE	UG	0	0	1	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Radial	0.1	5.8	0
802231	CE	OH	1000	27	3	3	3.5	0.0	4.8	0.3	8.3	0.3	8.6	1189	219990	Looped	-0.1	4.5	0
802232	CE	OH	2213	49	9	2	5.1	0.0	14.1	0.9	19.2	0.9	20.1	2628	176685	Looped	0.1	8.7	1
802233	CE	Hybrid	466	11	16	1	4.2	0.5	2.0	1.5	6.2	2.0	8.2	1882	58054	Looped	0.1	5.3	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
802234	CE	Hybrid	809	35	13	0	4.7	0.1	5.8	0.7	10.5	0.8	11.3	274	80676	Looped	0.1	5.5	0
802235	CE	OH	2507	49	10	1	5.1	0.0	11.4	0.7	16.5	0.7	17.2	1068	200798	Looped	0.1	10.1	0
802236	CE	Hybrid	2642	67	9	2	5.9	0.3	9.8	0.7	15.7	1.0	16.7	3122	477864	Looped	1.2	8.9	0
802237	CE	Hybrid	1298	28	12	4	6.0	0.5	5.6	0.3	11.6	0.8	12.4	4126	293829	Looped	0.1	6.6	0
802238	CE	UG	0	0	0	0	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	0	0.0	3.8	0.0	0.0	0.0	3.8	3.8	0	0	Radial	-0.2	5.0	0
802240	CE	Hybrid	1004	17	7	3	2.9	0.8	4.1	0.4	7.0	1.2	8.2	1258	50638	Looped	0.5	5.3	0
802431	SD	Hybrid	1023	9	15	6	1.4	1.2	2.3	1.1	3.7	2.3	6.0	205	43379	Looped	-0.2	7.7	0
802432	SD	Hybrid	582	8	12	0	1.7	0.4	1.9	1.1	3.6	1.5	5.1	573	128548	Looped	0.2	8.9	0
802433	SD	Hybrid	1443	31	13	5	4.1	0.0	11.6	1.9	15.7	1.9	17.6	1007	293713	Looped	0.2	7.8	1
802434	SD	Hybrid	882	15	13	3	2.4	0.7	5.2	0.6	7.6	1.3	8.9	436	79391	Looped	0.0	5.4	0
802435	SD	Hybrid	1057	28	20	1	4.6	2.3	4.0	10.5	8.6	12.8	21.4	2243	159661	Looped	0.2	9.8	0
802436	SD	Hybrid	1017	11	24	3	2.5	1.5	2.5	1.9	5.0	3.4	8.4	168	40436	Looped	0.1	6.9	0
802437	SD	Hybrid	1194	21	11	7	3.1	0.8	8.7	1.7	11.8	2.5	14.3	5618	344135	Looped	0.5	9.1	1
802438	SD	UG	1	0	0	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Radial	2.9	3.1	0
802439	SD	UG	0	0	0	0	0.0	3.1	0.0	0.0	0.0	3.1	3.1	0	0	Radial	3.0	3.2	0
802440	SD	UG	92	0	1	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	0	0	Looped	-0.1	6.2	0
802531	ND	Hybrid	976	8	13	7	3.4	0.1	1.5	0.5	4.9	0.6	5.5	375	92479	Looped	0.3	5.2	0
802532	ND	Hybrid	1340	5	22	2	2.7	0.5	0.8	0.9	3.5	1.4	4.9	201	17091	Looped	0.1	5.3	0
802533	ND	Hybrid	1029	8	34	0	5.4	0.6	0.6	4.3	6.0	4.9	10.9	28	7145	Looped	0.6	5.5	0
802534	ND	Hybrid	1449	2	15	5	3.0	0.0	1.8	1.3	4.8	1.3	6.1	1832	147896	Looped	0.1	5.1	0
802535	ND	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	-2.6	3.2	0
802536	ND	UG	15	0	5	0	0.0	3.0	0.0	1.7	0.0	4.7	4.7	1	1049	Looped	-0.4	4.4	0
802537	ND	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	1	197	Radial	2.2	5.8	0
802538	ND	UG	0	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Radial	-0.1	0.2	0
802631	WD	Hybrid	1563	10	31	2	5.1	0.0	1.8	1.2	6.9	1.2	8.1	3303	120579	Looped	0.1	7.8	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	0.5	5.4	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	-0.6	3.7	0
802634	WD	UG	3	0	1	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	3	279	Looped	-0.4	1.9	0
802635	WD	Hybrid	741	15	13	0	4.4	1.1	3.4	0.3	7.8	1.4	9.2	2613	137712	Looped	0.6	7.0	1
802636	WD	Hybrid	370	7	11	0	3.0	0.5	0.8	1.3	3.8	1.8	5.6	183	29504	Looped	0.1	3.4	0
802637	WD	UG	27	0	5	0	0.0	4.9	0.0	0.8	0.0	5.7	5.7	0	0	Looped	1.1	6.2	0
802638	WD	UG	34	0	6	0	0.0	4.9	0.0	0.1	0.0	5.0	5.0	0	0	Looped	1.4	5.1	0
802731	SD	Hybrid	425	1	30	1	2.2	0.2	0.7	6.1	2.9	6.3	9.2	461	34729	Looped	0.2	5.8	0
802732	SD	Hybrid	1429	1	24	0	1.5	1.5	0.6	6.0	2.1	7.5	9.6	606	100640	Looped	0.0	9.0	0
802733	SD	Hybrid	460	4	27	1	1.2	0.8	0.5	4.2	1.7	5.0	6.7	9	1256	Looped	-0.7	7.1	0
802734	SD	Hybrid	2189	1	35	0	2.1	0.0	0.0	8.8	2.1	8.8	10.9	2258	55397	Looped	-0.2	7.8	0
802735	SD	Hybrid	837	7	27	0	1.6	2.1	1.5	7.6	3.1	9.7	12.8	77	10687	Looped	1.4	8.0	0
802736	SD	Hybrid	1832	0	29	0	1.2	2.0	0.0	12.4	1.2	14.4	15.6	510	66479	Looped	-0.3	6.6	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
802737	SD	Hybrid	1255	0	12	0	0.8	2.0	0.0	5.4	0.8	7.4	8.2	1346	84187	Looped	-0.6	3.8	0
802738	SD	Hybrid	1057	1	19	1	1.3	2.1	0.3	4.5	1.6	6.6	8.2	2796	175592	Looped	-0.9	6.1	0
802739	SD	Hybrid	1495	3	19	1	0.9	1.8	1.2	5.9	2.1	7.7	9.8	25	6525	Looped	0.0	4.8	0
802831	ND	Hybrid	940	13	18	1	2.7	0.1	3.0	0.8	5.7	0.9	6.6	283	38985	Looped	-0.3	6.7	0
802832	ND	Hybrid	560	4	12	2	2.1	0.1	1.4	0.5	3.5	0.6	4.1	79	18170	Looped	-0.4	3.7	0
802833	ND	Hybrid	1982	31	12	11	3.8	0.0	10.1	0.9	13.9	0.9	14.8	2814	283761	Looped	-0.3	8.8	0
802834	ND	Hybrid	1239	6	15	4	2.4	0.5	1.7	1.8	4.1	2.3	6.4	107	12893	Looped	-0.5	6.0	0
802835	ND	Hybrid	2530	9	33	5	3.7	0.1	4.9	1.7	8.6	1.8	10.4	497	85792	Looped	-0.1	7.1	0
802836	ND	Hybrid	2179	21	20	3	3.8	0.9	4.6	1.7	8.4	2.6	11.0	3276	381344	Looped	0.5	10.2	1
802837	ND	Hybrid	1369	18	11	10	3.7	0.1	4.0	0.6	7.7	0.7	8.4	283	60986	Looped	0.5	5.7	0
802931	CE	Hybrid	1925	16	12	1	3.4	0.0	3.0	0.8	6.4	0.8	7.2	2215	132308	Looped	-0.1	7.1	0
802932	CE	Hybrid	1379	14	8	2	2.0	0.0	3.0	0.5	5.0	0.5	5.5	1826	96999	Looped	-0.2	7.6	0
802933	CE	Hybrid	2429	21	11	6	3.2	0.1	5.1	0.9	8.3	1.0	9.3	2580	36058	Looped	-0.2	9.3	0
802934	CE	OH	1258	19	3	2	2.0	0.1	4.8	0.0	6.8	0.1	6.9	154	50883	Looped	-0.3	6.5	0
802935	CE	Hybrid	1251	13	7	0	2.2	0.3	3.9	0.1	6.1	0.4	6.5	1543	117016	Looped	-0.1	6.3	0
802936	CE	Hybrid	2042	17	7	7	3.5	0.9	6.0	0.6	9.5	1.5	11.0	2351	62651	Looped	0.3	8.5	0
802937	CE	Hybrid	1848	13	10	7	5.0	0.8	4.5	0.8	9.5	1.6	11.1	500	57360	Looped	0.0	9.2	0
803031	WD	Hybrid	1491	10	30	3	3.5	0.2	3.8	5.1	7.3	5.3	12.6	3281	159001	Looped	-0.1	8.6	1
803032	WD	Hybrid	713	9	22	2	3.4	0.3	2.5	1.5	5.9	1.8	7.7	2231	144808	Looped	-0.1	8.5	0
803033	WD	Hybrid	2221	8	22	2	1.4	1.4	4.2	9.4	5.6	10.8	16.4	6951	391320	Looped	1.2	10.6	5
803034	WD	Hybrid	1392	24	19	2	3.0	0.1	4.9	3.5	7.9	3.6	11.5	3195	351802	Looped	0.0	7.3	2
803035	WD	Hybrid	1433	21	2	1	1.9	0.2	10.2	0.6	12.1	0.8	12.9	1119	188274	Looped	-0.1	8.3	0
803036	WD	Hybrid	1258	8	33	1	2.7	0.2	2.1	5.9	4.8	6.1	10.9	1416	140602	Looped	0.3	6.6	0
803037	WD	Hybrid	954	21	12	1	3.3	0.6	4.2	1.8	7.5	2.4	9.9	3275	186020	Looped	-0.5	6.8	0
803038	WD	Hybrid	1610	5	20	2	3.2	0.1	1.9	7.4	5.1	7.5	12.6	476	87296	Looped	-0.4	6.7	0
803131	SD	Hybrid	941	5	13	0	28.6	0.1	7.3	5.6	35.9	5.7	41.6	970	38181	Looped	0.0	4.0	0
803132	SD	Hybrid	1183	22	23	3	13.2	0.5	10.7	12.3	23.9	12.8	36.7	208	59635	Looped	-0.6	7.6	0
803133	SD	Hybrid	1309	7	36	2	5.3	0.2	1.7	10.0	7.0	10.2	17.2	244	30688	Looped	0.5	7.4	0
803134	SD	Hybrid	1097	1	16	0	1.1	2.7	0.5	11.8	1.6	14.5	16.1	235	27756	Looped	0.0	3.2	0
803135	SD	Hybrid	127	2	6	1	14.2	0.2	5.2	2.7	19.4	2.9	22.3	39	11174	Looped	-0.1	1.3	0
803136	SD	Hybrid	1104	13	19	6	3.9	1.8	4.9	5.1	8.8	6.9	15.7	1307	148841	Looped	-0.8	6.4	0
803137	SD	Hybrid	1932	20	23	5	5.5	1.5	8.0	8.1	13.5	9.6	23.1	527	129329	Looped	0.4	10.1	0
803138	SD	Hybrid	2372	2	37	2	5.9	2.0	2.7	20.8	8.6	22.8	31.4	6352	369086	Looped	0.4	12.9	1
803231	SD	OH	12	1	5	1	3.5	0.0	1.0	0.2	4.5	0.2	4.7	0	0	Looped	-0.2	1.2	0
803232	SD	Hybrid	1333	13	43	1	5.9	0.2	2.8	17.0	8.7	17.2	25.9	1520	35751	Looped	2.2	9.3	1
803233	SD	Hybrid	2396	7	38	2	4.5	3.3	1.3	22.6	5.8	25.9	31.7	229	51227	Looped	0.2	9.9	0
803234	SD	Hybrid	59	3	12	0	4.2	0.8	0.2	5.8	4.4	6.6	11.0	60	2950	Looped	0.0	3.5	0
803235	SD	Hybrid	37	0	8	0	1.9	0.8	0.1	3.2	2.0	4.0	6.0	56	11143	Looped	-1.5	1.2	0
803236	SD	Hybrid	1799	16	24	3	5.2	1.4	8.2	9.5	13.4	10.9	24.3	2367	266250	Looped	0.5	10.6	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
803431	ND	OH	1366	27	3	3	3.7	0.0	8.8	0.2	12.5	0.2	12.7	840	131149	Looped	2.8	6.7	0
803432	ND	OH	1205	17	2	1	2.2	0.0	5.0	0.1	7.2	0.1	7.3	449	84759	Looped	0.6	3.9	1
803433	ND	OH	1443	37	2	4	5.1	0.1	9.4	0.1	14.5	0.2	14.7	1117	188638	Looped	0.0	8.2	1
803434	ND	Hybrid	1410	19	11	2	4.4	0.1	4.8	1.2	9.2	1.3	10.5	3478	272693	Looped	-0.2	5.8	0
803435	ND	OH	1438	23	5	2	3.2	0.1	6.8	0.3	10.0	0.4	10.4	1388	180722	Looped	-0.3	5.3	0
803436	ND	Hybrid	1163	21	5	2	2.3	0.2	6.0	0.3	8.3	0.5	8.8	605	93710	Looped	0.5	4.7	0
803437	ND	Hybrid	1343	20	17	3	4.8	0.6	7.2	0.9	12.0	1.5	13.5	6077	380633	Looped	-0.2	6.7	0
803438	ND	Hybrid	1035	25	6	4	3.5	0.6	6.8	0.3	10.3	0.9	11.2	531	142862	Looped	-0.1	7.1	0
803439	ND	Hybrid	1614	34	4	2	2.7	1.0	9.9	0.3	12.6	1.3	13.9	2597	296254	Looped	0.1	6.8	1
803440	ND	Hybrid	1288	14	16	3	2.2	1.4	6.3	1.0	8.5	2.4	10.9	4935	565500	Looped	-0.3	6.1	0
803531	CE	Hybrid	2181	14	19	7	3.2	0.1	3.6	0.7	6.8	0.8	7.6	240	50891	Looped	0.1	9.0	0
803532	CE	Hybrid	2636	17	26	8	3.7	0.1	3.7	0.7	7.4	0.8	8.2	2668	127817	Looped	0.0	8.5	0
803533	CE	UG	4	0	4	0	0.0	1.9	0.0	0.1	0.0	2.0	2.0	0	0	Looped	-0.2	3.5	0
803534	CE	UG	2	0	5	0	0.0	2.2	0.0	0.4	0.0	2.6	2.6	0	0	Looped	-1.5	3.0	0
803535	CE	UG	12	0	4	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	-0.1	4.7	0
803536	CE	Hybrid	9	0	6	0	0.2	1.6	0.0	0.2	0.2	1.8	2.0	11	22	Looped	-0.2	4.0	0
803537	CE	UG	154	0	3	0	0.0	2.7	0.0	0.3	0.0	3.0	3.0	0	0	Looped	0.1	4.2	0
803538	CE	Hybrid	1958	12	13	8	3.7	0.1	2.7	1.6	6.4	1.7	8.1	171	31582	Looped	0.2	8.8	0
803539	CE	OH	1880	21	7	3	2.9	0.1	5.2	0.1	8.1	0.2	8.3	1891	158154	Looped	-0.1	7.0	0
803540	CE	Hybrid	901	7	7	1	2.6	0.1	1.7	0.7	4.3	0.8	5.1	3254	359295	Looped	0.0	4.9	0
803541	CE	UG	0	0	0	0	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	0	0.0	4.5	0.0	0.0	0.0	4.5	4.5	0	0	Radial	-0.2	1.2	0
803543	CE	UG	1	0	0	0	0.0	1.2	0.0	0.1	0.0	1.3	1.3	0	0	Looped	-0.2	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	-0.2	3.2	0
803545	CE	Hybrid	208	3	16	0	1.5	1.1	0.2	0.5	1.7	1.6	3.3	9	1212	Looped	-0.1	2.6	0
803546	CE	UG	2	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	2	231	Radial	-0.2	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	-0.2	3.5	0
803631	WD	OH	1508	23	1	1	3.2	0.2	5.7	0.1	8.9	0.3	9.2	5186	356209	Looped	-0.8	7.7	0
803632	WD	Hybrid	481	8	13	0	4.1	0.1	0.9	0.5	5.0	0.6	5.6	110	24494	Looped	-0.5	7.2	0
803633	WD	Hybrid	477	9	16	1	3.3	0.2	1.6	1.0	4.9	1.2	6.1	233	49952	Looped	0.3	5.2	0
803634	WD	Hybrid	1021	14	9	0	3.4	0.2	2.7	0.7	6.1	0.9	7.0	1507	82799	Looped	0.1	7.6	0
803635	WD	Hybrid	84	0	3	0	1.2	0.3	0.0	0.1	1.2	0.4	1.6	3	1228	Looped	0.1	3.3	0
803636	WD	Hybrid	1143	11	5	2	3.9	0.2	1.8	0.4	5.7	0.6	6.3	115	12496	Looped	-0.2	4.2	0
803637	WD	Hybrid	1874	32	6	2	4.8	0.3	13.0	0.7	17.8	1.0	18.8	4952	279760	Looped	-0.4	8.7	1
803638	WD	OH	2127	34	5	0	4.0	0.3	14.1	0.1	18.1	0.4	18.5	9552	699598	Looped	-0.3	7.4	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	4	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Radial	-0.2	2.8	0
803641	WD	Hybrid	248	6	0	0	1.3	0.4	1.0	0.0	2.3	0.4	2.7	36	10989	Looped	-1.1	5.5	0
803931	ND	Hybrid	827	1	10	0	0.6	2.3	0.0	0.4	0.6	2.7	3.3	1651	56893	Looped	0.3	4.2	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
803932	ND	Hybrid	0	0	0	0	0.4	0.6	0.0	0.2	0.4	0.8	1.2	0	0	Looped	-1.0	3.3	0
803933	ND	Hybrid	2360	8	40	3	2.1	0.0	2.4	6.4	4.5	6.4	10.9	316	53328	Looped	-0.2	9.2	0
803934	ND	UG	1041	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	1643	0	10	0	0.0	4.4	0.0	1.4	0.0	5.8	5.8	1042	60796	Looped	0.1	4.8	0
803936	ND	UG	792	0	5	0	0.0	3.2	0.0	0.6	0.0	3.8	3.8	0	0	Looped	0.0	4.4	0
803937	ND	UG	1999	0	7	0	0.0	3.3	0.0	1.9	0.0	5.2	5.2	0	0	Looped	0.1	5.5	0
803938	ND	Hybrid	377	0	17	2	0.9	2.6	0.3	0.6	1.2	3.2	4.4	4	1448	Looped	0.0	5.3	0
803939	ND	UG	2518	0	7	0	0.0	2.3	0.0	1.7	0.0	4.0	4.0	2	274	Looped	0.0	6.8	0
803940	ND	UG	630	0	0	0	0.0	3.1	0.0	0.0	0.0	3.1	3.1	0	0	Looped	0.3	4.4	0
803941	ND	UG	1469	0	6	0	0.0	3.5	0.0	1.8	0.0	5.3	5.3	93	11905	Looped	-0.6	4.4	0
804031	WD	UG	23	0	3	0	0.0	5.4	0.0	0.8	0.0	6.2	6.2	0	0	Looped	0.2	3.9	0
804032	WD	UG	17	0	4	0	0.0	3.7	0.0	0.1	0.0	3.8	3.8	17	17	Looped	0.1	6.3	0
804033	WD	UG	9	0	6	0	0.0	6.4	0.0	1.3	0.0	7.7	7.7	0	0	Looped	-0.4	4.8	0
804034	WD	UG	21	0	2	0	0.0	3.7	0.0	0.0	0.0	3.7	3.7	21	3591	Looped	-0.3	5.2	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	0.7	9.0	0
804036	WD	Hybrid	390	2	24	2	3.6	1.6	0.4	2.2	4.0	3.8	7.8	793	56208	Looped	1.3	9.4	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	-0.1	4.4	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	0.0	5.6	0
804039	WD	UG	16	0	3	0	0.0	2.5	0.0	0.7	0.0	3.2	3.2	0	0	Looped	1.1	4.6	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	0.6	8.7	0
804131	ND	Hybrid	1228	35	7	1	3.9	0.2	8.7	0.9	12.6	1.1	13.7	5285	451437	Looped	-0.2	7.4	0
804132	ND	Hybrid	685	11	16	0	2.1	0.1	3.4	2.7	5.5	2.8	8.3	106	23463	Looped	0.9	6.3	0
804133	ND	Hybrid	1458	16	21	11	5.6	0.2	7.1	3.5	12.7	3.7	16.4	2346	198578	Looped	-1.1	7.6	0
804134	ND	Hybrid	1087	14	1	2	2.3	0.1	6.4	0.6	8.7	0.7	9.4	533	146663	Looped	-1.2	5.8	0
804135	ND	Hybrid	804	13	4	0	1.5	0.8	6.3	0.5	7.8	1.3	9.1	1383	150649	Looped	-0.5	4.8	0
804136	ND	Hybrid	292	5	6	0	2.2	0.6	1.5	1.7	3.7	2.3	6.0	120	17030	Looped	-0.4	3.7	0
804137	ND	Hybrid	760	4	6	2	1.1	0.7	3.0	2.3	4.1	3.0	7.1	463	72488	Looped	-0.3	3.5	0
804138	ND	Hybrid	691	6	23	3	3.5	0.2	2.0	6.2	5.5	6.4	11.9	934	152026	Looped	0.2	5.1	0
804139	ND	Hybrid	769	8	17	4	4.1	0.1	2.5	1.8	6.6	1.9	8.5	1137	90344	Looped	0.1	6.8	0
804140	ND	Hybrid	104	0	14	0	0.5	3.5	0.0	5.3	0.5	8.8	9.3	9	2517	Looped	-0.5	4.9	0
804141	ND	Hybrid	802	2	24	1	2.6	1.0	0.8	3.9	3.4	4.9	8.3	94	22793	Looped	-0.7	6.7	0
804231	SD	Hybrid	429	4	21	2	1.9	0.0	1.4	3.0	3.3	3.0	6.3	532	36377	Looped	0.1	6.0	0
804232	SD	Hybrid	2025	23	32	4	5.6	0.0	5.8	7.2	11.4	7.2	18.6	2590	249021	Looped	0.0	9.1	0
804233	SD	Hybrid	1227	5	27	1	3.6	0.1	2.4	9.5	6.0	9.6	15.6	1437	51913	Looped	0.4	9.3	0
804234	SD	Hybrid	1409	2	28	1	2.0	0.5	0.6	5.1	2.6	5.6	8.2	267	49119	Looped	-0.1	7.1	0
804235	SD	Hybrid	913	10	26	4	3.4	0.1	3.9	3.5	7.3	3.6	10.9	2079	86123	Looped	0.1	7.3	0
804236	SD	Hybrid	1895	31	44	10	7.9	0.2	9.3	6.2	17.2	6.4	23.6	2435	295396	Looped	-0.2	9.9	1
804237	SD	Hybrid	1283	13	21	3	2.7	0.7	5.5	5.3	8.2	6.0	14.2	3050	212724	Looped	0.6	8.2	0
804238	SD	Hybrid	1074	3	30	1	3.0	0.4	3.5	3.5	6.5	3.9	10.4	182	28920	Looped	0.0	8.1	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
804239	SD	Hybrid	1785	18	14	3	2.9	0.7	9.1	5.8	12.0	6.5	18.5	713	131534	Looped	-0.1	8.2	0
804331	SD	Hybrid	739	18	21	2	2.9	0.1	4.6	2.7	7.5	2.8	10.3	978	76819	Looped	0.0	6.1	0
804332	SD	Hybrid	841	17	20	2	3.4	0.4	6.3	2.7	9.7	3.1	12.8	1328	118059	Looped	-2.6	7.0	0
804333	SD	Hybrid	425	9	14	5	2.7	0.1	3.5	1.1	6.2	1.2	7.4	183	32637	Looped	-0.1	3.9	0
804334	SD	Hybrid	836	33	14	7	4.3	0.5	11.5	5.8	15.8	6.3	22.1	550	97811	Looped	-0.2	6.5	1
804335	SD	Hybrid	1636	7	27	4	1.6	0.2	3.1	4.9	4.7	5.1	9.8	473	73790	Looped	0.0	6.6	0
804336	SD	Hybrid	1375	13	38	6	2.9	0.7	3.8	4.9	6.7	5.6	12.3	1799	114468	Looped	-0.1	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	0.5	0.7	0
804338	SD	Hybrid	513	6	22	2	2.0	0.3	4.4	1.6	6.4	1.9	8.3	107	21067	Looped	-5.1	5.3	0
804339	SD	Hybrid	28	2	0	0	0.9	1.4	0.0	0.0	0.9	1.4	2.3	14	2733	Looped	-0.2	6.0	0
804340	SD	Hybrid	243	8	8	0	1.0	0.8	1.2	0.4	2.2	1.2	3.4	16	4020	Looped	-0.1	5.2	0
804431	CE	Hybrid	472	4	11	1	1.8	1.1	1.0	2.3	2.8	3.4	6.2	614	118266	Looped	-0.3	4.7	1
804432	CE	Hybrid	1533	6	12	2	2.4	0.4	0.7	1.2	3.1	1.6	4.7	1558	138529	Looped	-0.3	6.0	1
804433	CE	UG	38	0	3	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	0	0	Looped	0.9	4.7	0
804434	CE	UG	235	0	1	0	0.0	1.9	0.0	0.2	0.0	2.1	2.1	0	0	Looped	-0.3	3.3	0
804435	CE	UG	139	0	2	0	0.0	2.7	0.0	0.3	0.0	3.0	3.0	1	356	Looped	0.0	2.6	0
804436	CE	UG	703	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	7	2940	Looped	-0.2	4.2	0
804437	CE	Hybrid	798	7	7	1	0.8	2.0	0.8	0.7	1.6	2.7	4.3	1013	54183	Looped	0.0	3.7	0
804438	CE	UG	169	0	5	0	0.1	1.7	0.0	0.6	0.1	2.3	2.4	22	2046	Looped	-0.2	1.0	0
804439	CE	Hybrid	1467	3	9	0	1.6	1.6	0.1	0.2	1.7	1.8	3.5	54	14630	Looped	-0.2	2.4	0
804440	CE	Hybrid	101	2	4	0	0.3	2.4	0.1	0.0	0.4	2.4	2.8	237	14453	Looped	-0.1	2.6	1
804441	CE	UG	881	0	10	0	0.0	2.9	0.0	1.1	0.0	4.0	4.0	23	2117	Looped	-0.2	6.0	0
804442	CE	UG	2399	0	9	0	0.0	3.2	0.0	1.5	0.0	4.7	4.7	321	2568	Looped	-0.8	6.9	0
804443	CE	UG	672	0	10	0	0.0	1.9	0.0	0.5	0.0	2.4	2.4	301	26573	Looped	0.1	4.3	0
804531	WD	Hybrid	1318	13	9	1	3.9	0.2	5.2	1.0	9.1	1.2	10.3	401	74630	Looped	-0.5	6.6	0
804532	WD	Hybrid	1585	6	21	0	1.9	1.2	1.1	4.3	3.0	5.5	8.5	174	17178	Looped	0.2	8.6	0
804533	WD	Hybrid	2281	0	25	0	2.0	0.3	0.0	6.5	2.0	6.8	8.8	580	160242	Looped	-0.9	5.3	0
804534	WD	Hybrid	1912	13	26	1	2.3	0.0	3.4	3.1	5.7	3.1	8.8	645	50426	Looped	-0.6	7.2	0
804535	WD	Hybrid	11	0	1	0	0.1	1.2	0.0	0.0	0.1	1.2	1.3	11	33	Looped	-0.1	4.7	0
804536	WD	Hybrid	1674	4	18	5	2.4	0.2	2.9	2.7	5.3	2.9	8.2	1018	233681	Looped	-0.9	6.2	0
804537	WD	Hybrid	838	0	7	0	0.4	0.9	0.0	2.5	0.4	3.4	3.8	492	88086	Looped	-0.4	2.5	0
804538	WD	Hybrid	1153	1	18	1	1.3	0.9	0.4	2.7	1.7	3.6	5.3	1424	107528	Looped	-0.2	5.2	0
804539	WD	Hybrid	817	4	15	1	2.0	0.1	1.9	2.7	3.9	2.8	6.7	34	5988	Looped	0.1	4.7	0
804631	WD	Hybrid	297	6	15	1	3.4	0.0	1.3	0.5	4.7	0.5	5.2	158	39221	Looped	0.0	5.0	1
804632	WD	Hybrid	723	11	23	0	4.9	0.0	3.3	0.5	8.2	0.5	8.7	1160	56990	Looped	1.8	7.6	0
804633	WD	Hybrid	119	4	10	2	2.8	0.1	0.6	0.4	3.4	0.5	3.9	256	30315	Looped	-1.1	4.0	0
804634	WD	OH	1277	30	9	1	3.1	0.1	6.5	0.4	9.6	0.5	10.1	4613	331435	Looped	-0.1	7.6	0
804635	WD	Hybrid	104	5	8	0	1.5	0.2	0.4	0.2	1.9	0.4	2.3	108	1268	Looped	-0.1	3.3	0
804636	WD	Hybrid	979	11	14	2	2.6	0.3	5.4	0.5	8.0	0.8	8.8	2334	189058	Looped	-0.4	7.6	1

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
804731	ND	UG	246	0	7	0	0.0	2.2	0.0	2.4	0.0	4.6	4.6	26	13099	Looped	-1.1	4.9	0
804732	ND	UG	829	0	4	0	0.0	1.2	0.0	1.4	0.0	2.6	2.6	1	492	Looped	0.1	4.7	0
804733	ND	Hybrid	1038	2	8	0	1.9	2.6	0.2	1.6	2.1	4.2	6.3	1	162	Looped	-0.6	3.6	0
804734	ND	UG	1038	0	7	0	0.0	2.6	0.0	1.9	0.0	4.5	4.5	68	15745	Looped	1.4	6.9	0
804735	ND	Hybrid	1336	1	9	0	0.4	3.1	0.6	2.7	1.0	5.8	6.8	1511	188948	Looped	-0.8	4.3	0
804736	ND	UG	1152	0	3	0	0.0	2.1	0.0	2.6	0.0	4.7	4.7	119	49540	Looped	-0.5	4.3	0
804831	ND	Hybrid	2181	3	22	0	3.7	1.7	1.0	9.7	4.7	11.4	16.1	189	32667	Looped	-0.1	7.3	0
804832	ND	Hybrid	1679	30	8	2	3.5	0.4	10.8	1.6	14.3	2.0	16.3	1284	176943	Looped	0.2	9.7	0
804833	ND	Hybrid	1087	6	11	2	2.1	0.7	4.5	3.2	6.6	3.9	10.5	1128	243729	Looped	-0.2	5.9	0
804834	ND	Hybrid	716	3	16	0	1.8	3.1	0.4	3.8	2.2	6.9	9.1	112	58016	Looped	2.2	7.2	0
804835	ND	Hybrid	1503	6	4	4	2.3	0.1	6.7	3.3	9.0	3.4	12.4	995	121641	Looped	0.3	8.4	0
804836	ND	Hybrid	1843	26	10	5	4.6	0.5	8.9	1.5	13.5	2.0	15.5	2872	105850	Looped	0.1	6.9	0
804837	ND	Hybrid	567	11	2	0	2.0	2.8	4.5	0.1	6.5	2.9	9.4	1084	75537	Looped	-5.0	2.9	0
804838	ND	Hybrid	848	1	8	0	0.2	1.3	0.3	3.4	0.5	4.7	5.2	22	4541	Looped	0.0	2.8	0
804931	ND	Hybrid	1465	17	20	6	3.4	0.6	7.2	1.3	10.6	1.9	12.5	720	103252	Looped	0.2	9.6	0
804932	ND	Hybrid	834	20	12	5	2.8	0.4	7.1	2.0	9.9	2.4	12.3	205	40600	Looped	-0.1	6.9	1
804933	ND	UG	142	0	3	0	0.0	2.5	0.0	2.0	0.0	4.5	4.5	0	0	Looped	0.9	5.4	0
804934	ND	UG	1074	0	4	0	0.0	2.3	0.0	1.2	0.0	3.5	3.5	558	37457	Looped	-0.3	4.3	0
804935	ND	UG	67	0	3	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	0	0	Looped	-0.3	6.3	0
804936	ND	UG	755	0	6	0	0.0	2.2	0.0	1.9	0.0	4.1	4.1	215	36241	Looped	-0.1	3.8	0
804937	ND	UG	1396	0	13	0	0.0	2.4	0.0	3.9	0.0	6.3	6.3	24	16394	Looped	-0.5	6.4	0
804938	ND	UG	74	0	3	0	0.0	3.1	0.0	0.6	0.0	3.7	3.7	1	63	Looped	-0.5	6.5	0
805031	CE	Hybrid	109	0	23	0	1.4	2.9	0.0	0.9	1.4	3.8	5.2	84	6748	Looped	1.7	11.6	0
805032	CE	UG	16	0	9	1	0.0	3.0	0.1	0.4	0.1	3.4	3.5	1	149	Looped	-3.7	3.4	0
805033	CE	Hybrid	899	13	7	3	3.2	1.6	4.1	4.6	7.3	6.2	13.5	119	36610	Looped	1.4	6.2	0
805034	CE	Hybrid	696	28	5	2	3.1	1.6	6.4	0.3	9.5	1.9	11.4	310	60558	Looped	0.3	6.4	0
805035	CE	Hybrid	96	5	5	1	1.4	0.3	1.0	0.5	2.4	0.8	3.2	201	35653	Looped	-0.2	2.8	1
805036	CE	Hybrid	1417	30	10	4	3.3	0.1	7.7	0.7	11.0	0.8	11.8	1834	330178	Looped	0.1	9.4	0
805131	CE	Hybrid	2631	31	13	7	3.7	0.2	7.5	0.7	11.2	0.9	12.1	10246	826642	Looped	-0.4	8.1	0
805132	CE	Hybrid	1075	14	8	1	2.3	0.2	1.9	0.4	4.2	0.6	4.8	151	26359	Looped	-0.1	5.0	0
805133	CE	Hybrid	2537	13	12	3	2.8	0.2	0.8	0.6	3.6	0.8	4.4	186	33217	Looped	0.2	7.5	0
805134	CE	Hybrid	1986	16	13	4	2.8	0.1	5.0	0.5	7.8	0.6	8.4	3308	319210	Looped	0.7	7.5	1
805135	CE	Hybrid	882	4	12	5	2.1	0.5	1.9	0.6	4.0	1.1	5.1	42	19938	Looped	0.0	4.7	0
805136	CE	Hybrid	2413	18	12	6	3.3	0.3	3.6	0.7	6.9	1.0	7.9	307	43800	Looped	-0.2	6.8	0
805137	CE	Hybrid	1716	15	8	7	3.0	0.6	4.0	0.1	7.0	0.7	7.7	579	106505	Looped	-0.4	6.8	0
805138	CE	Hybrid	2329	12	12	2	3.2	0.9	1.9	0.4	5.1	1.3	6.4	4770	28777	Looped	0.1	6.3	0
805231	CE	Hybrid	1248	13	15	6	3.5	0.8	2.6	1.4	6.1	2.2	8.3	249	102455	Looped	0.0	10.9	0
805232	CE	Hybrid	1729	24	3	2	2.9	0.1	6.2	0.4	9.1	0.5	9.6	3999	145665	Looped	0.0	8.2	1
805233	CE	Hybrid	2183	24	16	4	4.0	0.5	4.1	1.5	8.1	2.0	10.1	1064	265567	Looped	1.1	8.5	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
805234	CE	Hybrid	48	0	2	0	0.4	1.1	0.0	0.2	0.4	1.3	1.7	24	2031	Looped	-0.2	0.3	0
805235	CE	Hybrid	931	15	17	2	2.6	2.6	1.7	0.5	4.3	3.1	7.4	394	124136	Looped	0.1	7.4	0
805236	CE	Hybrid	1651	18	20	4	2.9	0.9	3.7	1.6	6.6	2.5	9.1	3403	132658	Looped	0.7	9.3	0
805237	CE	Hybrid	857	9	10	1	1.3	2.3	1.4	2.4	2.7	4.7	7.4	92	32092	Looped	-1.6	5.8	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	1267	3	8	0	0.8	2.6	0.8	1.1	1.6	3.7	5.3	41	10923	Looped	-0.2	7.2	0
805331	CE	Hybrid	1181	2	15	2	2.0	2.9	1.4	2.4	3.4	5.3	8.7	1279	19512	Looped	0.3	5.1	0
805332	CE	Hybrid	1441	3	34	2	2.8	1.5	3.3	3.3	6.1	4.8	10.9	1498	103135	Looped	0.1	7.3	0
805333	CE	UG	751	0	12	0	0.3	2.3	0.0	4.3	0.3	6.6	6.9	941	36443	Looped	-1.1	4.3	0
805334	CE	Hybrid	687	5	9	1	0.6	1.7	0.6	0.9	1.2	2.6	3.8	44	14060	Looped	-1.3	3.4	0
805335	CE	Hybrid	971	25	13	2	3.9	0.4	6.4	2.2	10.3	2.6	12.9	2208	190494	Looped	0.4	8.7	1
805336	CE	Hybrid	1448	0	10	0	0.3	3.9	0.0	0.8	0.3	4.7	5.0	1446	540614	Looped	-0.2	7.7	0
805337	CE	UG	870	0	7	0	0.0	3.6	0.0	1.3	0.0	4.9	4.9	100	4925	Looped	-0.1	5.5	0
805431	WD	Hybrid	495	4	33	1	2.9	0.4	1.2	2.7	4.1	3.1	7.2	533	29146	Looped	-0.2	5.8	0
805432	WD	Hybrid	495	2	40	4	4.3	0.6	1.3	3.9	5.6	4.5	10.1	288	32795	Looped	-0.2	7.9	0
805433	WD	Hybrid	1881	36	6	3	5.3	0.4	13.2	0.8	18.5	1.2	19.7	1778	292273	Looped	-0.2	8.4	2
805434	WD	Hybrid	524	3	26	3	3.0	0.2	0.5	2.7	3.5	2.9	6.4	28	13404	Looped	-0.2	6.0	0
805435	WD	Hybrid	157	3	18	1	1.2	0.1	0.4	0.6	1.6	0.7	2.3	3	888	Looped	-0.2	3.0	0
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	705	5	46	3	3.1	0.0	1.4	4.6	4.5	4.6	9.1	130	24026	Looped	-0.2	9.0	0
805439	WD	Hybrid	153	2	9	1	1.1	0.2	0.4	0.8	1.5	1.0	2.5	1	348	Looped	-0.2	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	-0.2	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	0.6	0
805531	WD	Hybrid	49	0	19	0	1.9	2.2	0.0	3.1	1.9	5.3	7.2	4	369	Looped	-0.5	8.5	0
805532	WD	Hybrid	1157	25	18	0	2.5	0.1	7.4	0.9	9.9	1.0	10.9	3350	317216	Looped	0.3	9.2	0
805533	WD	Hybrid	297	6	17	0	2.4	0.4	2.4	0.7	4.8	1.1	5.9	434	53850	Looped	0.3	4.7	0
805534	WD	Hybrid	53	0	11	0	1.0	0.1	0.0	2.7	1.0	2.8	3.8	18	10185	Looped	-0.4	4.0	0
805535	WD	Hybrid	915	11	7	1	4.0	0.5	4.2	0.5	8.2	1.0	9.2	576	95056	Looped	0.2	6.9	0
805536	WD	Hybrid	156	1	49	0	2.8	0.7	0.0	2.2	2.8	2.9	5.7	13	4573	Looped	-1.0	5.7	0
805537	WD	Hybrid	302	2	19	0	3.4	0.3	0.2	1.2	3.6	1.5	5.1	359	52368	Looped	-0.7	7.4	0
805538	WD	OH	1446	25	1	5	4.6	0.1	6.4	0.1	11.0	0.2	11.2	459	72081	Looped	-0.6	7.9	0
805631	SD	Hybrid	1512	26	9	2	4.1	0.1	10.1	0.8	14.2	0.9	15.1	2114	161354	Looped	-0.1	8.2	0
805632	SD	Hybrid	1841	31	17	6	4.7	0.1	12.3	1.5	17.0	1.6	18.6	431	89336	Looped	0.3	10.7	0
805633	SD	Hybrid	949	18	6	2	3.8	0.0	7.2	1.1	11.0	1.1	12.1	196	36162	Looped	0.3	6.5	0
805634	SD	Hybrid	906	2	22	0	2.3	0.6	0.6	5.7	2.9	6.3	9.2	119	24942	Looped	-0.1	5.0	0
805635	SD	Hybrid	1417	6	36	5	3.9	0.3	4.9	7.8	8.8	8.1	16.9	567	80345	Looped	0.5	9.4	0
805636	SD	Hybrid	1776	19	7	1	2.8	0.5	12.5	1.3	15.3	1.8	17.1	2306	181702	Looped	-1.4	8.0	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
805731	SD	Hybrid	1799	13	22	3	2.6	1.1	6.0	7.7	8.6	8.8	17.4	2382	217214	Looped	0.9	9.1	0
805732	SD	Hybrid	787	29	8	6	4.9	0.3	11.2	1.4	16.1	1.7	17.8	370	69088	Looped	-0.5	6.2	1
805733	SD	Hybrid	659	11	14	3	3.5	0.1	4.2	2.7	7.7	2.8	10.5	551	88289	Looped	0.1	6.6	0
805734	SD	UG	1	0	0	0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	0	0	Looped	3.4	3.5	0
805735	SD	Hybrid	1216	22	11	4	2.8	0.2	9.4	1.2	12.2	1.4	13.6	941	143945	Looped	-0.9	8.3	1
805736	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-0.3	3.5	0
805737	SD	Hybrid	1309	20	19	3	4.1	0.2	8.7	3.3	12.8	3.5	16.3	986	168857	Looped	0.1	9.8	0
805738	SD	Hybrid	1571	9	42	5	2.3	0.2	4.1	8.5	6.4	8.7	15.1	780	133111	Looped	-0.2	8.8	0
805739	SD	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	0.2	2.7	0
805740	SD	Hybrid	1028	31	15	5	5.0	0.6	9.7	3.3	14.7	3.9	18.6	2559	277837	Looped	0.1	6.6	1
805831	SD	Hybrid	1152	7	27	0	3.6	0.0	3.9	6.8	7.5	6.8	14.3	1830	48246	Looped	-0.2	7.3	0
805832	SD	Hybrid	372	2	11	0	1.9	0.2	1.1	2.9	3.0	3.1	6.1	400	38099	Looped	0.5	5.1	0
805833	SD	Hybrid	1298	16	23	2	2.3	0.0	4.3	9.6	6.6	9.6	16.2	615	100011	Looped	-0.1	7.7	0
805834	SD	Hybrid	1294	4	31	0	2.6	0.4	0.7	12.4	3.3	12.8	16.1	715	115552	Looped	0.0	6.8	0
805835	SD	Hybrid	1628	22	7	2	3.0	0.5	9.4	4.4	12.4	4.9	17.3	701	105341	Looped	-0.2	8.6	0
805836	SD	Hybrid	1734	14	28	1	5.8	0.6	4.8	10.3	10.6	10.9	21.5	2314	142841	Looped	0.6	9.0	0
805931	ND	Hybrid	2237	1	28	0	1.3	0.5	0.0	6.0	1.3	6.5	7.8	305	33678	Looped	1.0	7.3	0
805932	ND	Hybrid	1567	1	27	0	1.1	1.7	0.3	9.5	1.4	11.2	12.6	2169	101833	Looped	0.0	8.7	0
805933	ND	Hybrid	1597	10	31	4	4.3	0.9	2.8	4.1	7.1	5.0	12.1	435	78403	Looped	0.1	7.4	0
805934	ND	Hybrid	1366	0	15	0	1.7	3.1	0.0	9.1	1.7	12.2	13.9	1680	165946	Looped	0.0	6.1	0
805935	ND	UG	3627	0	32	0	0.4	3.2	0.0	7.5	0.4	10.7	11.1	1166	54210	Looped	0.3	9.9	0
805936	ND	Hybrid	1458	4	21	0	1.5	1.6	1.8	9.5	3.3	11.1	14.4	517	142553	Looped	-0.2	7.3	0
805937	ND	UG	2049	0	22	0	0.1	2.7	0.0	8.4	0.1	11.1	11.2	141	45123	Looped	-0.9	7.0	0
805938	ND	Hybrid	2031	8	21	0	1.1	2.8	3.9	9.0	5.0	11.8	16.8	446	61090	Looped	0.0	11.0	0
805939	ND	UG	2812	0	29	0	0.6	4.1	0.0	10.2	0.6	14.3	14.9	1771	169075	Looped	-0.5	7.9	0
806031	ND	Hybrid	1266	26	13	3	3.7	1.7	7.3	3.0	11.0	4.7	15.7	1818	103225	Looped	-0.7	6.4	0
806032	ND	Hybrid	382	5	20	1	2.3	0.1	1.8	1.2	4.1	1.3	5.4	430	90659	Looped	0.2	6.0	0
806033	ND	Hybrid	1016	18	3	0	4.2	0.6	5.8	0.6	10.0	1.2	11.2	523	136795	Looped	-0.3	4.8	1
806034	ND	OH	1631	17	5	3	4.2	0.1	11.6	0.3	15.8	0.4	16.2	2390	173883	Looped	0.0	7.3	0
806035	ND	Hybrid	184	2	24	0	1.7	0.2	0.5	0.8	2.2	1.0	3.2	231	12093	Looped	-0.1	5.6	0
806036	ND	Hybrid	116	0	22	0	1.8	0.7	0.0	1.0	1.8	1.7	3.5	135	2121	Looped	-0.1	6.7	0
806037	ND	Hybrid	912	14	6	2	2.4	0.2	6.6	0.4	9.0	0.6	9.6	910	182020	Looped	0.0	5.5	1
806038	ND	Hybrid	1493	34	14	1	4.4	0.3	11.0	1.0	15.4	1.3	16.7	4090	456203	Looped	-0.6	9.0	1
806039	ND	Hybrid	525	13	4	3	1.4	2.9	4.0	0.4	5.4	3.3	8.7	316	52984	Looped	-0.5	4.1	0
806131	CE	UG	18	0	4	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	0	0	Looped	-0.7	6.2	0
806132	CE	Hybrid	534	0	12	3	0.3	2.3	0.5	1.2	0.8	3.5	4.3	531	46317	Looped	-0.8	8.2	0
806133	CE	Hybrid	516	0	5	2	0.5	2.1	0.1	0.2	0.6	2.3	2.9	10	3350	Looped	-5.2	4.1	0
806134	CE	Hybrid	2107	28	15	5	3.1	0.4	4.0	0.5	7.1	0.9	8.0	507	112566	Looped	0.7	8.6	0
806135	CE	Hybrid	269	2	12	1	1.5	1.1	0.5	0.3	2.0	1.4	3.4	437	19712	Looped	0.7	6.3	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
806136	CE	Hybrid	1268	5	20	4	2.2	1.0	1.3	1.0	3.5	2.0	5.5	146	26839	Looped	-0.2	8.7	0
806137	CE	Hybrid	1317	8	12	2	3.0	0.4	1.2	0.2	4.2	0.6	4.8	99	15801	Looped	-0.2	6.3	0
806138	CE	Hybrid	1497	15	8	4	3.0	1.5	4.1	0.4	7.1	1.9	9.0	390	64605	Looped	0.1	6.2	0
806139	CE	Hybrid	209	0	7	0	0.1	1.6	0.0	0.2	0.1	1.8	1.9	180	21699	Looped	-1.3	6.9	0
806140	CE	Hybrid	1806	9	18	6	2.4	0.3	2.2	0.6	4.6	0.9	5.5	2308	201201	Looped	-0.1	7.8	0
806141	CE	Hybrid	1151	2	10	1	1.4	0.3	1.9	0.3	3.3	0.6	3.9	37	6501	Looped	0.3	7.5	0
806142	CE	Hybrid	36	1	4	1	0.1	1.8	0.2	0.4	0.3	2.2	2.5	0	0	Looped	-0.2	4.1	0
806143	CE	Hybrid	608	7	9	2	1.6	0.9	0.6	0.5	2.2	1.4	3.6	102	32797	Looped	8.1	8.3	1
806231	CE	UG	1355	0	7	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	0	0	Looped	-0.1	5.2	0
806232	CE	UG	329	0	4	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	0.5	4.4	0
806233	CE	UG	1050	0	9	0	0.0	2.3	0.0	0.9	0.0	3.2	3.2	1	662	Looped	0.5	7.0	0
806234	CE	UG	1284	0	9	0	0.0	2.0	0.0	0.4	0.0	2.4	2.4	0	0	Looped	-0.7	4.7	1
806235	CE	UG	909	0	12	0	0.0	2.7	0.0	0.9	0.0	3.6	3.6	105	16012	Looped	-1.2	1.9	0
806236	CE	UG	1412	0	9	0	0.0	2.4	0.0	1.5	0.0	3.9	3.9	0	0	Looped	-0.5	6.1	0
806237	CE	Hybrid	459	5	5	0	3.2	0.7	0.2	1.8	3.4	2.5	5.9	1018	17577	Looped	-0.3	5.0	0
806331	ND	Hybrid	2083	13	23	3	4.0	0.2	4.4	1.2	8.4	1.4	9.8	4452	265412	Looped	0.0	8.5	0
806332	ND	Hybrid	264	4	8	1	1.0	0.5	0.4	0.4	1.4	0.9	2.3	320	19945	Looped	-1.6	4.6	0
806333	ND	Hybrid	1928	25	8	3	3.4	0.1	9.1	0.8	12.5	0.9	13.4	1198	224748	Looped	-1.5	6.2	0
806334	ND	OH	1572	31	3	2	3.7	0.1	10.0	0.2	13.7	0.3	14.0	1132	263544	Looped	-0.6	6.4	0
806335	ND	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-0.1	0.2	0
806336	ND	Hybrid	2031	11	10	0	1.7	2.5	2.8	2.4	4.5	4.9	9.4	483	120790	Looped	-0.7	6.2	0
806337	ND	Hybrid	1167	22	17	1	3.1	1.1	4.6	0.8	7.7	1.9	9.6	2724	179352	Looped	-0.2	7.6	0
806338	ND	Hybrid	1104	16	9	1	2.9	0.9	5.2	0.4	8.1	1.3	9.4	1458	223558	Looped	3.1	7.9	0
806339	ND	Hybrid	1206	11	25	6	4.1	0.2	2.9	2.0	7.0	2.2	9.2	3137	194945	Looped	0.0	8.4	0
806340	ND	Hybrid	1898	17	17	4	4.2	0.3	3.0	2.5	7.2	2.8	10.0	4128	156674	Looped	-0.1	6.2	0
806431	SD	Hybrid	1702	32	31	5	8.1	0.1	10.7	17.5	18.8	17.6	36.4	468	80201	Looped	1.3	9.9	0
806432	SD	Hybrid	508	46	6	2	6.8	0.1	14.0	1.5	20.8	1.6	22.4	273	41403	Looped	-0.2	3.3	0
806433	SD	OH	561	54	1	2	6.7	0.0	17.1	0.5	23.8	0.5	24.3	3190	155603	Looped	-3.5	2.4	0
806434	SD	Hybrid	1860	28	36	2	5.3	0.8	4.0	27.6	9.3	28.4	37.7	67	17871	Looped	-0.3	10.6	0
806435	SD	Hybrid	1324	7	16	0	2.0	2.8	1.9	8.8	3.9	11.6	15.5	1383	16663	Looped	0.1	5.8	0
806436	SD	Hybrid	163	26	4	1	4.8	1.7	7.2	0.8	12.0	2.5	14.5	274	29967	Looped	-0.2	1.1	0
806531	SD	OH	787	29	7	1	2.9	0.1	11.5	0.3	14.4	0.4	14.8	485	130640	Looped	-3.4	6.4	0
806532	SD	Hybrid	865	16	12	5	3.8	0.4	7.0	3.0	10.8	3.4	14.2	1162	100718	Looped	-5.1	5.6	0
806533	SD	OH	761	31	6	0	4.2	0.4	8.6	0.2	12.8	0.6	13.4	1352	165882	Looped	-0.1	7.3	3
806534	SD	Hybrid	829	18	11	2	2.0	0.2	7.0	1.9	9.0	2.1	11.1	4721	226424	Looped	-0.3	6.6	0
806535	SD	Hybrid	705	30	4	1	3.1	0.6	13.4	0.9	16.5	1.5	18.0	521	128180	Looped	0.2	7.3	0
806731	ND	Hybrid	1068	4	8	0	1.8	0.2	1.8	3.0	3.6	3.2	6.8	205	46632	Looped	-0.5	4.9	0
806732	ND	Hybrid	1417	6	16	0	1.4	0.4	0.6	4.9	2.0	5.3	7.3	401	49289	Looped	-0.2	6.0	0
806733	ND	Hybrid	1648	8	27	0	2.0	2.1	4.2	8.5	6.2	10.6	16.8	4096	201302	Looped	-0.1	9.7	1

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
806734	ND	UG	1503	0	11	0	0.4	1.2	0.0	6.5	0.4	7.7	8.1	8	633	Looped	-0.4	4.4	0
806735	ND	Hybrid	2512	1	27	0	2.0	1.4	0.1	6.2	2.1	7.6	9.7	1541	41098	Looped	-0.4	4.8	0
806736	ND	Hybrid	1848	1	21	0	2.0	1.7	0.2	9.6	2.2	11.3	13.5	2193	82176	Looped	0.2	5.6	0
806737	ND	Hybrid	928	15	15	3	2.8	0.4	4.2	1.5	7.0	1.9	8.9	2326	131183	Looped	0.5	4.2	0
806738	ND	Hybrid	2051	2	31	2	1.1	1.7	0.2	8.5	1.3	10.2	11.5	8490	518274	Looped	0.8	7.5	0
806739	ND	Hybrid	700	12	5	0	1.2	1.1	4.5	2.1	5.7	3.2	8.9	514	87196	Looped	-0.1	6.3	0
806831	WD	Hybrid	1130	13	18	0	3.2	0.3	5.4	0.3	8.6	0.6	9.2	565	94535	Looped	-0.2	8.7	0
806832	WD	Hybrid	2519	15	25	2	2.9	0.1	4.1	4.3	7.0	4.4	11.4	461	73129	Looped	-0.7	9.5	0
806833	WD	Hybrid	1586	25	9	3	3.9	0.0	7.1	0.6	11.0	0.6	11.6	2643	316774	Looped	-0.8	9.1	0
806834	WD	Hybrid	658	2	17	3	1.4	3.5	0.8	6.6	2.2	10.1	12.3	654	4674	Looped	-1.3	5.3	0
806835	WD	Hybrid	1414	22	5	1	3.0	0.6	8.1	0.8	11.1	1.4	12.5	582	129405	Looped	-0.7	8.5	0
806836	WD	Hybrid	1113	2	34	0	1.5	0.2	0.1	2.7	1.6	2.9	4.5	265	46150	Looped	-0.3	5.5	0
806837	WD	Hybrid	886	23	5	1	2.7	0.6	5.7	0.3	8.4	0.9	9.3	347	78809	Looped	-0.4	7.2	0
806838	WD	Hybrid	549	2	18	0	2.2	1.0	0.3	1.4	2.5	2.4	4.9	1151	81047	Looped	0.7	5.4	0
806839	WD	Hybrid	263	3	21	0	2.5	1.2	0.2	4.1	2.7	5.3	8.0	65	13617	Looped	-1.7	4.8	2
806840	WD	Hybrid	20	0	8	0	0.6	1.7	0.0	0.3	0.6	2.0	2.6	22	1067	Looped	-0.2	7.7	0
806841	WD	Hybrid	1195	10	2	0	1.6	0.5	9.2	0.1	10.8	0.6	11.4	839	149669	Looped	-0.3	7.8	0
806842	WD	Hybrid	611	7	28	0	3.9	1.0	1.8	4.1	5.7	5.1	10.8	894	61769	Looped	-0.1	6.0	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	-1.9	1.4	0
806931	SD	OH	955	21	4	0	3.0	0.0	5.3	0.2	8.3	0.2	8.5	426	73623	Looped	-2.3	5.6	0
806932	SD	OH	1218	17	3	4	3.8	0.1	9.2	0.4	13.0	0.5	13.5	1129	242255	Looped	-0.1	7.7	0
806933	SD	Hybrid	1339	13	37	5	3.8	0.3	2.2	2.6	6.0	2.9	8.9	555	91541	Looped	-0.4	9.3	0
806934	SD	Hybrid	1987	17	33	3	2.5	0.2	3.6	2.8	6.1	3.0	9.1	384	76367	Looped	-0.1	7.2	2
806935	SD	Hybrid	1472	44	5	3	4.7	0.6	12.3	0.8	17.0	1.4	18.4	889	183814	Looped	-0.2	9.1	0
806936	SD	Hybrid	1571	13	20	2	3.2	0.5	4.9	4.5	8.1	5.0	13.1	2010	224074	Looped	0.3	9.0	0
806937	SD	Hybrid	1136	19	11	0	4.7	0.4	6.6	0.5	11.3	0.9	12.2	1607	119335	Looped	-0.1	6.4	1
807031	WD	Hybrid	1786	0	21	0	0.9	1.7	0.0	4.2	0.9	5.9	6.8	402	70557	Looped	0.6	9.6	0
807032	WD	Hybrid	1089	3	43	0	2.7	0.9	0.1	5.4	2.8	6.3	9.1	86	22980	Looped	0.8	9.7	0
807033	WD	Hybrid	1329	5	17	3	1.8	0.3	1.8	2.4	3.6	2.7	6.3	773	47861	Looped	0.3	6.6	0
807034	WD	Hybrid	1053	0	29	0	0.7	3.2	0.0	3.0	0.7	6.2	6.9	3001	46459	Looped	-2.0	6.0	0
807035	WD	Hybrid	1570	10	19	1	3.2	0.8	2.8	3.7	6.0	4.5	10.5	363	54388	Looped	2.5	8.6	0
807036	WD	Hybrid	1494	8	27	3	4.7	0.4	2.6	2.6	7.3	3.0	10.3	2040	103986	Looped	2.4	8.5	0
807037	WD	Hybrid	1016	2	32	1	2.8	1.5	0.2	2.7	3.0	4.2	7.2	2013	46132	Looped	-0.1	5.8	0
807038	WD	UG	1330	0	14	0	0.4	1.4	0.0	7.3	0.4	8.7	9.1	383	60873	Looped	-0.3	5.6	0
807039	WD	Hybrid	1621	1	32	1	2.7	0.2	0.7	3.1	3.4	3.3	6.7	5050	423208	Looped	0.0	7.5	0
807161	WD	Hybrid	502	24	33	0	19.5	1.3	12.7	4.1	32.2	5.4	37.6	1472	165377	Looped	0.5	8.9	0
807162	WD	Hybrid	540	4	43	0	4.6	0.5	0.5	6.7	5.1	7.2	12.3	48	12347	Looped	-2.0	9.0	0
807163	WD	Hybrid	355	3	43	0	6.0	2.0	0.1	8.5	6.1	10.5	16.6	630	53107	Looped	0.4	9.6	0
807164	WD	Hybrid	1417	2	56	2	7.7	0.7	0.3	9.7	8.0	10.4	18.4	1695	102653	Looped	0.3	10.7	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
807165	WD	Hybrid	2967	2	46	3	4.8	1.6	1.1	16.8	5.9	18.4	24.3	3155	143788	Looped	-0.2	14.9	0
807166	WD	Hybrid	23	5	8	0	4.7	1.9	0.1	1.1	4.8	3.0	7.8	6	1298	Looped	-1.9	12.9	0
807231	WD	Hybrid	1127	20	8	2	2.1	1.4	5.6	1.2	7.7	2.6	10.3	4135	227818	Looped	0.3	6.4	0
807232	WD	Hybrid	146	0	20	0	1.7	1.7	0.0	1.9	1.7	3.6	5.3	271	21603	Looped	-0.1	3.7	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	-0.5	2.4	0
807234	WD	Hybrid	1842	13	27	1	2.5	0.2	5.2	2.0	7.7	2.2	9.9	2197	68536	Looped	-0.3	6.3	0
807235	WD	Hybrid	310	0	9	0	0.4	1.5	0.0	0.3	0.4	1.8	2.2	335	41262	Looped	-0.2	2.5	0
807236	WD	UG	35	0	11	0	0.0	3.2	0.0	2.2	0.0	5.4	5.4	17	6800	Looped	-2.9	5.8	0
807237	WD	Hybrid	106	0	2	0	0.5	0.8	0.0	0.3	0.5	1.1	1.6	1562	117698	Looped	-1.8	1.2	0
807331	SD	Hybrid	1722	12	17	1	2.1	3.1	3.4	11.5	5.5	14.6	20.1	1859	122551	Looped	0.0	5.4	1
807332	SD	Hybrid	77	1	10	0	0.8	2.3	0.0	0.6	0.8	2.9	3.7	36	11196	Looped	-0.2	3.7	0
807333	SD	Hybrid	1960	14	21	2	3.2	1.8	7.1	5.1	10.3	6.9	17.2	2819	181128	Looped	-0.2	9.2	0
807334	SD	UG	51	0	10	0	0.0	4.2	0.0	1.4	0.0	5.6	5.6	10	2075	Looped	0.0	3.7	0
807335	SD	Hybrid	1820	3	38	1	2.6	0.4	1.6	15.1	4.2	15.5	19.7	417	65310	Looped	6.4	8.5	0
807336	SD	Hybrid	1827	4	19	2	2.4	0.6	1.0	4.6	3.4	5.2	8.6	423	53466	Looped	-0.3	5.2	0
807337	SD	Hybrid	1423	18	23	6	3.8	0.4	8.2	9.7	12.0	10.1	22.1	156	28606	Looped	-0.1	6.8	0
807339	SD	Hybrid	1476	2	19	1	2.6	0.7	2.2	9.7	4.8	10.4	15.2	617	160127	Looped	-0.3	7.4	0
807340	SD	Hybrid	1406	17	26	1	3.4	1.4	6.1	11.2	9.5	12.6	22.1	1480	33963	Looped	0.7	6.8	0
807431	SD	Hybrid	502	0	21	0	1.5	0.2	0.0	3.6	1.5	3.8	5.3	142	23521	Looped	-0.2	9.1	0
807432	SD	Hybrid	1446	15	12	0	2.8	0.2	10.1	1.6	12.9	1.8	14.7	2073	154285	Looped	-0.2	7.7	0
807433	SD	Hybrid	1405	21	15	0	3.9	0.4	7.4	1.1	11.3	1.5	12.8	2279	235177	Looped	-0.3	7.4	1
807434	SD	Hybrid	1083	12	21	2	2.7	0.2	5.8	1.8	8.5	2.0	10.5	515	85607	Looped	0.2	7.9	1
807435	SD	Hybrid	1885	5	21	0	2.5	1.8	0.9	11.0	3.4	12.8	16.2	3864	130754	Looped	-0.2	8.5	0
807436	SD	Hybrid	425	31	18	1	5.2	0.7	7.6	1.5	12.8	2.2	15.0	723	43182	Looped	-0.4	4.9	0
807437	SD	UG	0	0	2	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	-0.1	0.7	0
807438	SD	Hybrid	2	0	3	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	1	246	Looped	-0.2	0.0	0
807531	SD	Hybrid	551	21	15	5	3.7	0.0	4.8	2.9	8.5	2.9	11.4	104	25768	Looped	0.2	3.8	0
807532	SD	Hybrid	1223	0	18	1	0.3	2.6	0.2	2.9	0.5	5.5	6.0	905	76654	Looped	-0.9	2.6	0
807533	SD	UG	122	0	9	0	0.0	1.8	0.0	0.2	0.0	2.0	2.0	0	0	Looped	-0.1	6.9	0
807534	SD	UG	488	0	5	0	0.2	2.6	0.0	1.7	0.2	4.3	4.5	18	450	Looped	0.7	5.0	0
807535	SD	Hybrid	649	2	10	2	0.6	1.7	0.6	1.5	1.2	3.2	4.4	737	74228	Looped	-0.6	5.7	0
807536	SD	Hybrid	713	21	12	3	2.7	0.1	5.3	1.1	8.0	1.2	9.2	343	70550	Looped	0.0	4.5	0
807537	SD	UG	398	0	2	0	0.0	3.0	0.0	0.3	0.0	3.3	3.3	1	499	Looped	-0.1	2.6	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	-0.1	0.1	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	2.2	2.4	0
807540	SD	UG	8	0	4	0	0.0	2.1	0.0	0.3	0.0	2.4	2.4	0	0	Looped	0.0	1.9	0
807541	SD	UG	398	0	4	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	2	684	Looped	0.0	2.3	0
807542	SD	Hybrid	2203	0	27	1	1.2	1.6	0.1	5.7	1.3	7.3	8.6	152	27569	Looped	-0.1	5.0	0
807631	SD	Hybrid	1018	4	26	0	2.8	0.2	0.4	7.5	3.2	7.7	10.9	213	103894	Looped	-0.6	5.5	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
807632	SD	Hybrid	1246	5	27	4	3.4	0.2	3.1	13.4	6.5	13.6	20.1	1821	170507	Looped	0.0	8.6	1
807633	SD	Hybrid	491	2	23	0	1.8	2.0	0.3	6.3	2.1	8.3	10.4	390	59364	Looped	-0.2	3.8	0
807634	SD	Hybrid	1052	13	30	8	3.0	0.6	6.8	7.9	9.8	8.5	18.3	1268	119098	Looped	0.0	7.0	0
807635	SD	Hybrid	1948	1	37	1	2.2	1.9	0.7	10.6	2.9	12.5	15.4	4381	296808	Looped	0.3	8.6	0
807731	CE	OH	1313	38	2	1	2.4	0.3	9.6	0.1	12.0	0.4	12.4	3306	517937	Looped	-0.1	7.1	0
807732	CE	Hybrid	1099	7	9	4	1.6	1.2	3.0	0.6	4.6	1.8	6.4	1348	136666	Looped	0.6	3.7	0
807733	CE	Hybrid	1156	9	11	4	2.7	0.9	2.0	0.6	4.7	1.5	6.2	1093	77028	Looped	-0.2	4.5	0
807734	CE	Hybrid	1384	23	4	3	3.2	0.2	6.5	0.8	9.7	1.0	10.7	1279	279621	Looped	1.2	6.8	1
807735	CE	Hybrid	1105	10	7	1	1.1	0.2	1.3	0.5	2.4	0.7	3.1	36	5405	Looped	-0.2	3.9	0
807831	ND	OH	1462	27	4	2	3.0	0.1	11.4	0.2	14.4	0.3	14.7	1440	231845	Looped	1.0	9.1	0
807832	ND	Hybrid	1621	14	22	2	3.4	0.8	3.8	2.1	7.2	2.9	10.1	3590	242390	Looped	3.7	8.9	0
807833	ND	Hybrid	1640	6	43	2	3.8	0.1	2.1	3.9	5.9	4.0	9.9	402	43126	Looped	0.2	7.3	0
807834	ND	Hybrid	78	1	13	2	1.4	0.1	0.5	0.7	1.9	0.8	2.7	63	4628	Looped	3.5	9.2	0
807835	ND	Hybrid	1142	16	20	4	3.3	0.3	5.5	1.9	8.8	2.2	11.0	3102	278908	Looped	1.3	7.2	0
807836	ND	Hybrid	212	1	15	1	1.8	0.4	0.3	0.6	2.1	1.0	3.1	3	995	Looped	0.9	8.3	0
807837	ND	Hybrid	103	1	5	1	0.6	0.4	0.9	0.3	1.5	0.7	2.2	126	10280	Looped	-0.7	3.1	0
807931	WD	Hybrid	876	3	27	0	2.2	2.5	0.6	9.5	2.8	12.0	14.8	421	96816	Looped	0.0	8.0	0
807932	WD	Hybrid	1635	3	20	1	0.9	1.9	1.0	13.2	1.9	15.1	17.0	761	166438	Looped	-1.0	6.3	2
807933	WD	UG	1718	0	16	0	0.0	2.5	0.0	9.9	0.0	12.4	12.4	404	57234	Looped	0.0	6.7	0
807934	WD	UG	429	0	15	0	0.0	2.9	0.0	8.1	0.0	11.0	11.0	57	12961	Looped	0.1	7.4	0
807935	WD	Hybrid	1719	0	25	0	1.0	1.9	0.0	11.3	1.0	13.2	14.2	360	70951	Looped	0.1	9.5	0
807936	WD	Hybrid	1158	13	14	3	3.2	0.4	6.5	3.1	9.7	3.5	13.2	1705	118352	Looped	-0.3	7.1	0
807937	WD	Hybrid	614	0	22	1	2.2	1.0	0.2	0.9	2.4	1.9	4.3	623	78973	Looped	-0.3	3.4	0
807961	WD	UG	764	0	17	0	0.3	1.9	0.0	10.7	0.3	12.6	12.9	445	107997	Looped	0.1	6.7	0
807962	WD	Hybrid	2506	2	58	1	2.2	5.1	0.3	21.0	2.5	26.1	28.6	10436	698253	Looped	1.1	17.4	1
807963	WD	UG	1621	0	37	0	1.3	3.0	0.0	21.8	1.3	24.8	26.1	4530	523615	Looped	-1.0	15.8	0
808061	WD	Hybrid	3119	1	50	0	2.3	3.4	0.0	15.2	2.3	18.6	20.9	3678	185828	Looped	-0.5	14.5	0
808062	WD	Hybrid	2920	0	19	0	1.8	3.5	0.0	11.5	1.8	15.0	16.8	3362	159630	Looped	-4.6	9.5	0
808063	WD	UG	3530	0	20	0	0.0	2.8	0.0	12.6	0.0	15.4	15.4	505	87876	Looped	-1.1	9.2	0
808064	WD	Hybrid	910	1	17	4	1.5	1.7	0.9	5.4	2.4	7.1	9.5	342	42233	Looped	0.7	8.1	0
808065	WD	Hybrid	1095	2	25	2	2.1	0.7	0.7	3.8	2.8	4.5	7.3	104	33698	Looped	-0.3	5.2	0
808066	WD	Hybrid	1317	7	22	4	2.7	1.0	2.5	3.7	5.2	4.7	9.9	253	29821	Looped	-0.4	6.2	0
808067	WD	Hybrid	2860	4	26	0	1.4	2.1	1.1	13.5	2.5	15.6	18.1	6321	293974	Looped	2.2	9.7	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	-0.3	3.7	0
808161	WD	Hybrid	1105	0	28	0	1.0	3.2	0.0	3.6	1.0	6.8	7.8	6	843	Looped	-0.3	8.7	0
808162	WD	Hybrid	550	0	47	0	3.0	1.3	0.0	4.8	3.0	6.1	9.1	972	140099	Looped	-0.1	14.9	0
808163	WD	Hybrid	82	0	21	0	1.9	1.5	0.0	3.6	1.9	5.1	7.0	7	2601	Looped	-1.3	16.0	0
808164	WD	Hybrid	502	7	39	2	4.1	0.4	1.0	2.1	5.1	2.5	7.6	56	17113	Looped	0.1	10.1	0
808165	WD	Hybrid	327	0	41	0	2.2	3.2	0.0	7.5	2.2	10.7	12.9	341	8040	Looped	-1.4	14.9	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
808166	WD	Hybrid	357	1	63	2	3.2	2.6	1.0	1.8	4.2	4.4	8.6	427	36957	Looped	-0.1	10.6	0
808167	WD	Hybrid	1752	2	44	2	3.6	1.9	0.9	5.3	4.5	7.2	11.7	2818	60425	Looped	0.2	10.3	0
808168	WD	Hybrid	574	0	58	0	3.8	2.1	0.0	7.6	3.8	9.7	13.5	611	50785	Looped	-0.3	17.5	0
808169	WD	Hybrid	513	2	37	2	3.4	1.2	0.6	5.8	4.0	7.0	11.0	783	70213	Looped	-1.1	13.3	0
808170	WD	UG	14	0	5	0	0.0	2.3	0.0	0.6	0.0	2.9	2.9	0	0	Looped	5.0	5.2	0
808261	SD	UG	3428	0	28	0	0.6	4.1	0.0	22.7	0.6	26.8	27.4	4280	242717	Looped	-0.5	12.3	0
808262	SD	UG	2077	0	21	0	0.0	4.3	0.0	18.0	0.0	22.3	22.3	2504	158570	Looped	-0.1	13.1	0
808263	SD	Hybrid	3124	0	35	0	1.9	2.3	0.0	16.8	1.9	19.1	21.0	550	115241	Looped	0.8	12.3	0
808264	SD	Hybrid	3285	0	35	0	1.9	1.9	0.0	17.0	1.9	18.9	20.8	6877	497281	Looped	0.1	13.1	1
808265	SD	UG	2485	0	20	0	0.0	6.1	0.0	18.3	0.0	24.4	24.4	350	80431	Looped	0.6	11.8	1
808266	SD	Hybrid	3459	1	38	0	3.0	4.3	0.9	30.3	3.9	34.6	38.5	7378	437944	Looped	0.7	17.5	1
808267	SD	Hybrid	4204	0	36	0	2.1	3.7	0.0	14.4	2.1	18.1	20.2	212	40598	Looped	-0.3	13.2	0
808268	SD	UG	2693	0	28	0	1.0	3.7	0.0	24.2	1.0	27.9	28.9	4877	466089	Looped	-0.4	12.8	0
808269	SD	Hybrid	3595	0	34	0	1.1	2.4	0.0	17.9	1.1	20.3	21.4	5516	538387	Looped	-1.7	11.1	1
808270	SD	Hybrid	3123	2	45	2	2.8	4.0	0.5	28.8	3.3	32.8	36.1	7429	916103	Looped	0.4	15.5	2
808331	SD	Hybrid	1378	18	11	1	3.5	0.1	7.8	3.5	11.3	3.6	14.9	688	139808	Looped	0.0	7.2	0
808332	SD	Hybrid	1116	10	7	0	2.1	0.6	6.1	1.9	8.2	2.5	10.7	419	75344	Looped	-0.3	3.5	0
808333	SD	Hybrid	827	5	34	4	3.3	1.1	2.3	12.3	5.6	13.4	19.0	324	48968	Looped	0.3	8.2	0
808334	SD	UG	1879	0	19	0	0.3	4.2	0.0	15.5	0.3	19.7	20.0	47	13089	Looped	-0.8	7.0	0
808335	SD	Hybrid	854	11	23	2	2.7	0.9	6.5	7.2	9.2	8.1	17.3	395	59435	Looped	-0.4	6.8	0
808336	SD	Hybrid	1448	13	13	4	2.7	1.4	6.2	9.2	8.9	10.6	19.5	505	102866	Looped	-0.2	7.8	0
808337	SD	Hybrid	1590	8	33	3	4.0	0.7	2.8	14.7	6.8	15.4	22.2	48	9899	Looped	0.4	9.9	0
808431	ND	Hybrid	1399	2	22	2	2.7	0.3	1.1	10.7	3.8	11.0	14.8	2133	156335	Looped	-0.6	6.8	0
808432	ND	Hybrid	1290	2	16	2	0.6	2.1	0.9	6.9	1.5	9.0	10.5	1369	64744	Looped	0.2	4.3	0
808433	ND	Hybrid	1616	15	13	3	4.4	0.6	6.2	10.1	10.6	10.7	21.3	779	206270	Looped	-0.3	7.6	0
808434	ND	Hybrid	1304	11	17	2	2.9	0.6	5.6	4.1	8.5	4.7	13.2	312	64960	Looped	-0.2	5.2	0
808435	ND	Hybrid	1110	0	20	0	2.7	1.2	0.0	8.7	2.7	9.9	12.6	461	69637	Looped	0.0	6.3	0
808436	ND	UG	777	0	14	0	0.1	4.4	0.0	10.1	0.1	14.5	14.6	107	47117	Looped	-2.7	6.2	0
808437	ND	Hybrid	2122	13	19	5	2.7	2.7	8.7	12.0	11.4	14.7	26.1	821	245587	Looped	0.3	9.9	0
808438	ND	UG	6	0	0	0	0.0	3.0	0.0	0.0	0.0	3.0	3.0	0	0	Looped	7.1	7.3	0
808531	WD	OH	1563	21	3	3	2.2	0.2	10.3	0.4	12.5	0.6	13.1	3064	270964	Looped	-0.4	8.0	0
808532	WD	Hybrid	2320	18	17	8	3.5	0.1	3.5	1.3	7.0	1.4	8.4	2598	125670	Looped	-0.2	6.8	0
808533	WD	Hybrid	1062	8	13	5	3.7	0.3	6.4	0.6	10.1	0.9	11.0	916	207794	Looped	0.1	6.5	0
808534	WD	Hybrid	807	14	17	0	2.2	0.5	1.6	1.6	3.8	2.1	5.9	935	67157	Looped	-0.4	6.2	0
808535	WD	UG	0	0	0	0	0.0	3.3	0.0	0.0	0.0	3.3	3.3	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	1780	18	7	6	3.3	0.1	7.9	0.7	11.2	0.8	12.0	2925	200163	Looped	-0.4	9.3	0
808631	ND	Hybrid	1277	3	16	4	2.3	0.7	3.9	3.7	6.2	4.4	10.6	1411	70971	Looped	0.0	5.1	0
808632	ND	Hybrid	1957	33	14	2	5.7	0.0	13.4	2.2	19.1	2.2	21.3	5071	674529	Looped	0.1	8.3	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
808731	ND	Hybrid	2090	16	24	0	3.1	1.3	3.4	2.3	6.5	3.6	10.1	4477	426126	Looped	-0.5	9.1	0
808732	ND	Hybrid	792	6	8	1	1.6	1.2	1.3	0.8	2.9	2.0	4.9	3568	137936	Looped	0.9	3.5	1
808733	ND	OH	1686	31	12	3	5.3	0.1	9.4	0.2	14.7	0.3	15.0	1084	196690	Looped	0.1	5.4	0
808734	ND	Hybrid	2049	23	14	0	3.7	0.7	6.7	1.7	10.4	2.4	12.8	610	117202	Looped	0.1	8.5	0
808831	SD	Hybrid	889	24	11	9	4.7	0.4	9.8	5.6	14.5	6.0	20.5	846	151189	Looped	0.2	9.0	0
808832	SD	Hybrid	613	20	8	6	3.2	0.6	8.6	9.9	11.8	10.5	22.3	1557	173308	Looped	0.5	8.2	3
808833	SD	Hybrid	386	39	10	4	3.4	0.3	6.4	1.1	9.8	1.4	11.2	290	62177	Looped	0.0	3.4	0
808834	SD	Hybrid	913	31	19	7	4.8	0.6	11.3	3.1	16.1	3.7	19.8	377	123365	Looped	0.4	9.5	0
808835	SD	UG	308	0	4	0	0.0	5.4	0.0	0.3	0.0	5.7	5.7	0	0	Looped	-0.2	4.3	0
808836	SD	UG	144	0	4	0	0.0	4.8	0.0	0.5	0.0	5.3	5.3	0	0	Looped	-0.1	5.3	0
808837	SD	Hybrid	585	38	10	1	2.9	1.6	6.3	5.5	9.2	7.1	16.3	250	53118	Looped	-0.2	6.8	0
808931	SD	Hybrid	1394	36	8	2	6.8	0.3	8.2	1.2	15.0	1.5	16.5	518	93442	Looped	-0.1	10.0	0
808932	SD	OH	1300	22	0	2	1.8	0.2	7.4	0.1	9.2	0.3	9.5	351	41702	Looped	-0.4	6.1	0
808933	SD	Hybrid	1306	24	6	2	3.2	0.1	6.8	0.5	10.0	0.6	10.6	283	58935	Looped	0.2	7.5	0
808934	SD	Hybrid	1500	8	24	3	2.3	0.1	5.4	1.4	7.7	1.5	9.2	3143	306475	Looped	-0.1	7.5	1
808935	SD	Hybrid	1148	17	37	2	3.8	0.5	3.1	5.5	6.9	6.0	12.9	513	138046	Looped	-0.2	7.1	0
808936	SD	Hybrid	1273	11	20	4	4.9	0.4	2.3	2.2	7.2	2.6	9.8	1361	80886	Looped	0.4	7.8	0
809031	ND	Hybrid	722	5	21	0	0.9	1.2	0.5	6.2	1.4	7.4	8.8	639	77457	Looped	-0.5	8.3	0
809032	ND	UG	1217	0	13	0	0.0	4.3	0.0	4.5	0.0	8.8	8.8	42	12054	Looped	-1.1	5.8	0
809033	ND	UG	617	0	9	0	0.0	3.5	0.0	3.7	0.0	7.2	7.2	451	72227	Looped	-0.2	3.0	0
809034	ND	UG	761	0	3	0	0.0	2.5	0.0	1.7	0.0	4.2	4.2	0	0	Looped	-0.3	3.2	0
809035	ND	UG	274	0	5	0	0.0	5.2	0.0	1.4	0.0	6.6	6.6	544	4481	Looped	0.4	4.3	0
809036	ND	Hybrid	743	6	13	2	1.4	0.6	0.8	2.9	2.2	3.5	5.7	918	27820	Looped	-0.1	3.7	0
809037	ND	UG	1765	0	11	0	0.0	4.5	0.0	2.7	0.0	7.2	7.2	727	88220	Looped	-0.4	5.5	0
809038	ND	UG	2068	0	4	0	0.0	3.0	0.0	2.3	0.0	5.3	5.3	0	0	Looped	-0.3	5.8	0
809039	ND	UG	1095	0	5	0	0.0	3.1	0.0	0.9	0.0	4.0	4.0	0	0	Looped	-0.4	3.3	0
809131	CE	Hybrid	489	12	8	2	1.5	0.0	1.2	0.5	2.7	0.5	3.2	46	15066	Looped	-0.1	4.2	0
809132	CE	Hybrid	316	2	5	2	0.6	0.1	0.8	0.2	1.4	0.3	1.7	2	1029	Looped	-0.2	1.5	0
809133	CE	OH	1282	22	5	1	2.7	0.2	4.5	0.1	7.2	0.3	7.5	463	99667	Looped	1.2	6.4	0
809134	CE	Hybrid	842	17	6	1	2.2	0.2	2.8	0.3	5.0	0.5	5.5	1089	124149	Looped	-0.1	6.5	0
809135	CE	Hybrid	1620	24	10	3	3.0	1.2	4.8	0.5	7.8	1.7	9.5	251	73945	Looped	0.2	7.1	0
809136	CE	Hybrid	2781	14	21	9	1.8	0.6	2.1	2.5	3.9	3.1	7.0	473	119992	Looped	0.0	8.9	0
809137	CE	Hybrid	1575	25	12	1	3.0	0.8	5.0	0.6	8.0	1.4	9.4	222	50254	Looped	-0.8	7.6	0
809231	SD	Hybrid	1297	3	20	1	1.6	1.0	2.0	8.3	3.6	9.3	12.9	101	10275	Looped	-0.4	4.7	0
809232	SD	Hybrid	579	3	18	0	2.2	0.7	0.3	2.8	2.5	3.5	6.0	123	15324	Looped	-0.5	8.9	0
809233	SD	Hybrid	134	1	10	0	0.8	0.7	0.0	2.6	0.8	3.3	4.1	177	5707	Looped	0.7	2.8	0
809234	SD	Hybrid	1362	15	12	1	1.6	1.9	3.4	13.6	5.0	15.5	20.5	3561	139051	Looped	-0.1	6.9	0
809235	SD	Hybrid	991	13	40	0	4.8	0.4	3.0	3.4	7.8	3.8	11.6	3367	219198	Looped	-1.0	8.9	0
809331	CE	UG	1060	0	16	1	0.0	2.5	0.0	1.0	0.0	3.5	3.5	25	2175	Looped	-0.4	4.3	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
809332	CE	UG	582	0	10	0	0.1	3.9	0.0	0.6	0.1	4.5	4.6	1241	24818	Looped	1.2	5.0	0
809333	CE	UG	894	0	7	0	0.0	1.8	0.0	2.1	0.0	3.9	3.9	585	17571	Looped	-0.1	4.5	0
809334	CE	UG	1265	0	7	0	0.0	2.3	0.0	0.9	0.0	3.2	3.2	0	0	Looped	-0.2	3.7	0
809335	CE	Hybrid	346	3	5	1	0.4	1.3	0.2	0.3	0.6	1.6	2.2	254	7238	Looped	-0.2	1.6	0
809336	CE	UG	1007	0	5	0	0.0	1.4	0.0	0.6	0.0	2.0	2.0	0	0	Looped	0.2	3.8	0
809337	CE	Hybrid	605	0	5	2	0.0	3.6	0.3	1.1	0.3	4.7	5.0	336	66366	Looped	-4.1	6.4	0
809338	CE	UG	45	1	4	0	0.0	2.5	0.1	1.1	0.1	3.6	3.7	0	0	Looped	0.0	8.1	0
809339	CE	Hybrid	1211	11	12	5	2.3	0.2	1.4	1.5	3.7	1.7	5.4	3626	289165	Looped	0.5	6.3	0
809340	CE	Hybrid	685	1	6	2	0.1	2.5	0.2	0.7	0.3	3.2	3.5	1	255	Looped	-0.2	5.5	0
809341	CE	Hybrid	777	3	0	0	0.4	2.2	0.3	0.0	0.7	2.2	2.9	191	69934	Looped	0.5	2.8	0
809342	CE	UG	416	0	6	2	0.0	4.0	0.0	1.5	0.0	5.5	5.5	5	1145	Looped	-0.7	3.0	0
809343	CE	Hybrid	3630	4	5	5	1.0	1.5	1.2	0.2	2.2	1.7	3.9	8048	635319	Looped	-0.8	6.1	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	-0.1	6.5	0
809432	SD	hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.8	5.2	0
809433	SD	Hybrid	2210	8	24	1	3.4	1.6	3.7	12.4	7.1	14.0	21.1	121	17540	Looped	-0.7	7.8	0
809434	SD	Hybrid	2763	0	36	0	2.4	3.5	0.1	21.4	2.5	24.9	27.4	2709	24785	Looped	5.1	10.1	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	-0.6	6.7	0
809532	CE	Hybrid	21	1	3	0	2.6	2.2	0.3	1.6	2.9	3.8	6.7	5	2770	Looped	0.8	5.0	0
809533	CE	Hybrid	314	2	6	0	1.2	2.3	0.1	2.7	1.3	5.0	6.3	13	3495	Looped	0.2	2.2	0
809534	CE	UG	20	0	4	1	0.0	2.9	0.1	1.7	0.1	4.6	4.7	23	69	Looped	-0.2	3.1	0
809661	SD	Hybrid	1715	0	32	1	2.4	2.4	0.1	11.8	2.5	14.2	16.7	2335	163965	Looped	-0.6	8.3	0
809662	SD	Hybrid	2641	0	60	1	5.2	2.8	0.4	23.3	5.6	26.1	31.7	372	65130	Looped	0.8	12.9	2
809663	SD	Hybrid	1654	1	35	1	2.0	0.3	0.3	11.0	2.3	11.3	13.6	2797	116300	Looped	-0.6	7.1	0
809664	SD	Hybrid	3037	3	64	1	4.5	5.0	0.8	29.4	5.3	34.4	39.7	7595	288374	Looped	-0.1	17.1	10
809665	SD	Hybrid	2783	0	51	3	2.5	2.6	0.8	20.0	3.3	22.6	25.9	4007	342896	Looped	1.1	16.8	0
809666	SD	Hybrid	1098	5	29	2	4.2	3.0	1.0	11.5	5.2	14.5	19.7	3354	363660	Looped	0.0	7.3	1
809667	SD	Hybrid	899	4	63	1	4.9	1.8	1.1	3.9	6.0	5.7	11.7	316	46536	Looped	-0.4	4.9	0
809668	SD	UG	1772	0	34	0	0.5	5.3	0.0	16.8	0.5	22.1	22.6	75	17225	Looped	0.1	8.8	0
809669	SD	Hybrid	1673	2	36	1	1.4	3.1	0.7	8.8	2.1	11.9	14.0	22	4981	Looped	0.2	8.9	0
809670	SD	Hybrid	2858	2	46	0	2.1	2.8	0.2	24.3	2.3	27.1	29.4	119	31405	Looped	0.3	14.1	0
809761	WD	Hybrid	1116	8	26	2	3.5	0.2	2.8	10.6	6.3	10.8	17.1	2182	225136	Looped	-0.4	9.8	0
809762	WD	Hybrid	2561	2	33	0	3.5	1.4	0.4	17.3	3.9	18.7	22.6	5455	181994	Looped	-2.0	13.5	0
809763	WD	Hybrid	2042	6	41	15	5.7	0.5	6.0	17.1	11.7	17.6	29.3	939	89948	Looped	0.1	14.6	0
809764	WD	Hybrid	1655	3	30	0	9.4	5.9	0.7	8.3	10.1	14.2	24.3	3503	166677	Looped	1.4	15.0	0
809765	WD	Hybrid	2845	6	71	7	5.7	1.7	3.3	28.9	9.0	30.6	39.6	580	110481	Looped	4.3	18.2	0
809766	WD	Hybrid	3702	0	38	0	2.1	3.2	0.0	20.3	2.1	23.5	25.6	1626	414825	Looped	0.0	14.4	0
809767	WD	Hybrid	2467	0	25	0	1.4	1.9	0.0	19.1	1.4	21.0	22.4	2140	165087	Looped	-0.3	13.4	0
809831	ND	UG	623	0	4	0	0.0	1.9	0.0	1.3	0.0	3.2	3.2	0	0	Looped	-0.2	2.6	0
809832	ND	UG	776	0	4	0	0.0	2.1	0.0	2.3	0.0	4.4	4.4	1	472	Looped	0.2	3.2	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
809833	ND	Hybrid	1641	2	23	0	1.1	0.7	0.0	2.8	1.1	3.5	4.6	136	37423	Looped	0.3	8.3	0
809834	ND	Hybrid	997	7	14	1	1.1	1.4	2.2	1.4	3.3	2.8	6.1	2656	191429	Looped	-0.7	7.2	0
809835	ND	UG	1781	0	5	0	0.0	1.5	0.0	2.4	0.0	3.9	3.9	1	198	Looped	-1.2	5.1	0
809836	ND	UG	531	0	2	0	0.0	3.5	0.0	1.5	0.0	5.0	5.0	698	56851	Looped	0.9	3.8	0
809837	ND	Hybrid	1580	0	28	0	1.9	1.9	0.0	2.9	1.9	4.8	6.7	2456	185862	Looped	0.2	5.8	0
809838	ND	UG	1338	0	8	0	0.0	1.2	0.0	0.6	0.0	1.8	1.8	0	0	Looped	-0.2	4.8	0
809839	ND	UG	588	0	3	0	0.0	1.6	0.0	0.4	0.0	2.0	2.0	1	240	Looped	0.9	6.4	0
809840	ND	UG	1052	0	3	0	0.0	2.7	0.0	0.8	0.0	3.5	3.5	127	635	Looped	-0.3	3.9	0
809841	ND	UG	2334	0	6	0	0.0	1.8	0.0	4.5	0.0	6.3	6.3	0	0	Looped	-1.7	7.5	0
809931	CE	UG	1607	0	12	0	0.0	3.3	0.0	0.6	0.0	3.9	3.9	1	78	Looped	0.1	7.4	0
809932	CE	UG	317	0	3	1	0.0	2.3	0.0	1.2	0.0	3.5	3.5	9	2032	Looped	0.7	4.1	0

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	1/1/10	1143	2134	1143	n/a	n/a
Transmission / Substation	1/1/10	6743	7979	6743	n/a	n/a
Transmission / Substation	1/1/10	11017	24421	11017	n/a	n/a
Transmission / Substation	1/1/10	7437	8181	7437	n/a	n/a
Transmission / Substation	1/1/10	7695	751032	7695	n/a	n/a
Transmission / Substation	1/5/10	7942	44475	7942	n/a	n/a
Transmission / Substation	1/7/10	3273	8019	3273	n/a	n/a
Transmission / Substation	1/7/10	867	1344	867	n/a	n/a
Transmission / Substation	1/7/10	167	5494	167	n/a	n/a
Transmission / Substation	1/7/10	381	12738	381	n/a	n/a
Transmission / Substation	1/8/10	58	270	58	n/a	n/a
Transmission / Substation	1/9/10	41240	687142	41240	n/a	n/a
Transmission / Substation	1/10/10	827	9001	827	n/a	n/a
Transmission / Substation	1/10/10	3182	24907	3182	n/a	n/a
Transmission / Substation	1/10/10	3009	140871	3009	n/a	n/a
Transmission / Substation	1/10/10	3130	238506	3130	n/a	n/a
Transmission / Substation	1/10/10	3009	11534	3009	n/a	n/a
Transmission / Substation	1/10/10	3009	172917	3009	n/a	n/a
Transmission / Substation	1/13/10	1600	8027	1600	n/a	n/a
Transmission / Substation	1/13/10	1123	40840	1123	n/a	n/a
Transmission / Substation	1/13/10	7947	18013	7947	n/a	n/a
Transmission / Substation	1/14/10	1988	60236	1988	n/a	n/a
Transmission / Substation	1/19/10	592	2980	592	n/a	n/a
Transmission / Substation	1/20/10	1	5	1	n/a	n/a
Transmission / Substation	1/21/10	3829	8041	3829	n/a	n/a
Transmission / Substation	1/25/10	1270	100006	1270	n/a	n/a
Transmission / Substation	1/25/10	127	6888	127	n/a	n/a
Transmission / Substation	1/28/10	3909	4104	3909	n/a	n/a
Transmission / Substation	1/31/10	2175	197925	2175	n/a	n/a
Transmission / Substation	2/1/10	26158	50136	26158	n/a	n/a
Transmission / Substation	2/4/10	47198	77877	47198	n/a	n/a
Transmission / Substation	2/4/10	28988	31404	28988	n/a	n/a
Transmission / Substation	2/4/10	47198	58211	47198	n/a	n/a
Transmission / Substation	2/4/10	25745	103816	25745	n/a	n/a
Transmission / Substation	2/4/10	12912	16140	12912	n/a	n/a
Transmission / Substation	2/4/10	12912	20229	12912	n/a	n/a
Transmission / Substation	2/4/10	12912	40027	12912	n/a	n/a
Transmission / Substation	2/4/10	25745	1944413	25745	n/a	n/a
Transmission / Substation	2/4/10	5222	138316	5222	n/a	n/a
Transmission / Substation	2/4/10	1746	56890	1746	n/a	n/a
Transmission / Substation	2/9/10	47209	65306	47209	n/a	n/a
Transmission / Substation	2/11/10	1586	91565	1586	n/a	n/a
Transmission / Substation	2/12/10	11710	17617	11710	n/a	n/a
Transmission / Substation	2/12/10	1225	1674	1225	n/a	n/a
Transmission / Substation	2/12/10	1937	104275	1937	n/a	n/a
Transmission / Substation	2/15/10	303	343	303	n/a	n/a
Transmission / Substation	2/15/10	1035	1501	1035	n/a	n/a
Transmission / Substation	2/15/10	477	1105	477	n/a	n/a
Transmission / Substation	2/15/10	2056	5346	2056	n/a	n/a
Transmission / Substation	2/15/10	2056	2125	2056	n/a	n/a
Transmission / Substation	2/15/10	1310	57138	1310	n/a	n/a
Transmission / Substation	2/21/10	205	5860	205	n/a	n/a
Transmission / Substation	2/22/10	1145	1985	1145	n/a	n/a
Transmission / Substation	2/25/10	537	841	537	n/a	n/a

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	2/26/10	21349	39038	21349	n/a	n/a
Transmission / Substation	2/27/10	1452	11543	1452	n/a	n/a
Transmission / Substation	3/4/10	13474	388725	13474	n/a	n/a
Transmission / Substation	3/4/10	368	12512	368	n/a	n/a
Transmission / Substation	3/8/10	4148	168271	4148	n/a	n/a
Transmission / Substation	3/11/10	1389	1528	1389	n/a	n/a
Transmission / Substation	3/12/10	476	1666	476	n/a	n/a
Transmission / Substation	3/12/10	476	2753	476	n/a	n/a
Transmission / Substation	3/12/10	1404	47432	1404	n/a	n/a
Transmission / Substation	3/15/10	991	2956	991	n/a	n/a
Transmission / Substation	3/15/10	1343	23973	1343	n/a	n/a
Transmission / Substation	3/17/10	1250	47438	1250	n/a	n/a
Transmission / Substation	3/18/10	12704	19479	12704	n/a	n/a
Transmission / Substation	3/21/10	2093	48592	2093	n/a	n/a
Transmission / Substation	3/21/10	1109	49905	1109	n/a	n/a
Transmission / Substation	3/22/10	9609	572618	9609	n/a	n/a
Transmission / Substation	3/23/10	31609	33189	31609	n/a	n/a
Transmission / Substation	3/28/10	2871	3158	2871	n/a	n/a
Transmission / Substation	3/28/10	1812	115350	1812	n/a	n/a
Transmission / Substation	3/28/10	2901	4158	2901	n/a	n/a
Transmission / Substation	3/28/10	794	3679	794	n/a	n/a
Transmission / Substation	3/29/10	3720	5952	3720	n/a	n/a
Transmission / Substation	3/29/10	810	17105	810	n/a	n/a
Transmission / Substation	3/30/10	7541	217432	7541	n/a	n/a
Transmission / Substation	3/30/10	1480	59693	1480	n/a	n/a
Transmission / Substation	3/30/10	1480	25935	1480	n/a	n/a
Transmission / Substation	3/30/10	844	5160	844	n/a	n/a
Transmission / Substation	3/30/10	844	7452	844	n/a	n/a
Transmission / Substation	3/30/10	844	26673	844	n/a	n/a
Transmission / Substation	3/30/10	326	1541	326	n/a	n/a
Transmission / Substation	4/2/10	1882	2290	1882	n/a	n/a
Transmission / Substation	4/5/10	2354	153559	2354	n/a	n/a
Transmission / Substation	4/5/10	17689	292296	17689	n/a	n/a
Transmission / Substation	4/5/10	11323	25665	11323	n/a	n/a
Transmission / Substation	4/8/10	9049	29071	9049	n/a	n/a
Transmission / Substation	4/8/10	1092	2766	1092	n/a	n/a
Transmission / Substation	4/8/10	13731	75292	13731	n/a	n/a
Transmission / Substation	4/15/10	929	26368	929	n/a	n/a
Transmission / Substation	4/20/10	33678	82148	33678	n/a	n/a
Transmission / Substation	4/20/10	774	893	774	n/a	n/a
Transmission / Substation	4/25/10	2596	118909	2596	n/a	n/a
Transmission / Substation	4/26/10	2492	57532	2492	n/a	n/a
Transmission / Substation	4/28/10	308	585	308	n/a	n/a
Transmission / Substation	4/30/10	2588	90192	2588	n/a	n/a
Transmission / Substation	4/30/10	6100	31822	6100	n/a	n/a
Transmission / Substation	4/30/10	9044	27886	9044	n/a	n/a
Transmission / Substation	5/4/10	1627	79289	1627	n/a	n/a
Transmission / Substation	5/4/10	1381	16618	1381	n/a	n/a
Transmission / Substation	5/5/10	1096	5517	1096	n/a	n/a
Transmission / Substation	5/5/10	15490	48019	15490	n/a	n/a
Transmission / Substation	5/6/10	11993	25185	11993	n/a	n/a
Transmission / Substation	5/6/10	9289	43813	9289	n/a	n/a
Transmission / Substation	5/7/10	1441	68520	1441	n/a	n/a
Transmission / Substation	5/8/10	4565	406859	4565	n/a	n/a

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	5/9/10	460	1357	460	n/a	n/a
Transmission / Substation	5/12/10	1975	24227	1975	n/a	n/a
Transmission / Substation	5/13/10	169	369	169	n/a	n/a
Transmission / Substation	5/13/10	1551	40972	1551	n/a	n/a
Transmission / Substation	5/17/10	652	27297	652	n/a	n/a
Transmission / Substation	5/18/10	1698	51874	1698	n/a	n/a
Transmission / Substation	5/18/10	1227	23313	1227	n/a	n/a
Transmission / Substation	5/18/10	1554	66095	1554	n/a	n/a
Transmission / Substation	5/19/10	2055	110182	2055	n/a	n/a
Transmission / Substation	5/20/10	3308	123499	3308	n/a	n/a
Transmission / Substation	5/21/10	412	742	412	n/a	n/a
Transmission / Substation	5/21/10	412	25864	412	n/a	n/a
Transmission / Substation	5/22/10	1450	64960	1450	n/a	n/a
Transmission / Substation	5/25/10	3353	19112	3353	n/a	n/a
Transmission / Substation	5/30/10	187	18688	187	n/a	n/a
Transmission / Substation	5/31/10	5234	8549	5234	n/a	n/a
Transmission / Substation	5/31/10	5236	18584	5236	n/a	n/a
Transmission / Substation	6/3/10	1492	75694	1492	n/a	n/a
Transmission / Substation	6/3/10	404	14113	404	n/a	n/a
Transmission / Substation	6/4/10	475	808	475	n/a	n/a
Transmission / Substation	6/4/10	502	761	502	n/a	n/a
Transmission / Substation	6/5/10	932	27230	932	n/a	n/a
Transmission / Substation	6/6/10	1944	2106	1944	n/a	n/a
Transmission / Substation	6/6/10	1295	93823	1295	n/a	n/a
Transmission / Substation	6/9/10	1561	2654	1561	n/a	n/a
Transmission / Substation	6/9/10	8980	248341	8980	n/a	n/a
Transmission / Substation	6/10/10	36563	231535	36563	n/a	n/a
Transmission / Substation	6/10/10	26855	309292	26855	n/a	n/a
Transmission / Substation	6/12/10	565	866	565	n/a	n/a
Transmission / Substation	6/12/10	565	3145	565	n/a	n/a
Transmission / Substation	6/13/10	1459	49290	1459	n/a	n/a
Transmission / Substation	6/17/10	4	232	4	n/a	n/a
Transmission / Substation	6/17/10	1658	4375	1658	n/a	n/a
Transmission / Substation	6/22/10	2065	60436	2065	n/a	n/a
Transmission / Substation	6/22/10	7162	151617	7162	n/a	n/a
Transmission / Substation	6/24/10	60	110	60	n/a	n/a
Transmission / Substation	6/27/10	4066	393542	4066	n/a	n/a
Transmission / Substation	6/27/10	5059	5836	5059	n/a	n/a
Transmission / Substation	6/28/10	1005	1742	1005	n/a	n/a
Transmission / Substation	7/1/10	1252	17716	1252	n/a	n/a
Transmission / Substation	7/3/10	322	1712	322	n/a	n/a
Transmission / Substation	7/4/10	1020	1190	1020	n/a	n/a
Transmission / Substation	7/4/10	111	131	111	n/a	n/a
Transmission / Substation	7/5/10	1464	3880	1464	n/a	n/a
Transmission / Substation	7/5/10	2423	68852	2423	n/a	n/a
Transmission / Substation	7/8/10	1310	5371	1310	n/a	n/a
Transmission / Substation	7/9/10	1902	48121	1902	n/a	n/a
Transmission / Substation	7/10/10	4936	285998	4936	n/a	n/a
Transmission / Substation	7/10/10	4936	231416	4936	n/a	n/a
Transmission / Substation	7/12/10	2554	2639	2554	n/a	n/a
Transmission / Substation	7/13/10	3989	188214	3989	n/a	n/a
Transmission / Substation	7/13/10	1733	32407	1733	n/a	n/a
Transmission / Substation	7/14/10	2014	23732	2014	n/a	n/a
Transmission / Substation	7/14/10	5043	23870	5043	n/a	n/a

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	7/18/10	2371	9248	2371	n/a	n/a
Transmission / Substation	7/19/10	1241	1324	1241	n/a	n/a
Transmission / Substation	7/19/10	3704	15433	3704	n/a	n/a
Transmission / Substation	7/23/10	4450	192428	4450	n/a	n/a
Transmission / Substation	7/26/10	1235	75253	1235	n/a	n/a
Transmission / Substation	7/28/10	2566	54057	2566	n/a	n/a
Transmission / Substation	7/29/10	1	29	1	n/a	n/a
Transmission / Substation	7/30/10	1953	112916	1953	n/a	n/a
Transmission / Substation	7/31/10	2918	241208	2918	n/a	n/a
Transmission / Substation	7/31/10	385	20283	385	n/a	n/a
Transmission / Substation	8/1/10	2157	98556	2157	n/a	n/a
Transmission / Substation	8/5/10	2555	20327	2555	n/a	n/a
Transmission / Substation	8/7/10	32726	103303	32726	n/a	n/a
Transmission / Substation	8/9/10	1367	5058	1367	n/a	n/a
Transmission / Substation	8/14/10	23116	44691	23116	n/a	n/a
Transmission / Substation	8/14/10	23116	40068	23116	n/a	n/a
Transmission / Substation	8/21/10	1821	3005	1821	n/a	n/a
Transmission / Substation	8/22/10	4548	161606	4548	n/a	n/a
Transmission / Substation	8/23/10	1816	3965	1816	n/a	n/a
Transmission / Substation	8/23/10	1247	2245	1247	n/a	n/a
Transmission / Substation	8/25/10	1677	1789	1677	n/a	n/a
Transmission / Substation	8/25/10	1816	5418	1816	n/a	n/a
Transmission / Substation	8/27/10	1115	38040	1115	n/a	n/a
Transmission / Substation	8/27/10	1115	25345	1115	n/a	n/a
Transmission / Substation	8/27/10	948	10696	948	n/a	n/a
Transmission / Substation	8/28/10	8	22	8	n/a	n/a
Transmission / Substation	8/30/10	218	4135	218	n/a	n/a
Transmission / Substation	8/31/10	2217	47983	2217	n/a	n/a
Transmission / Substation	9/4/10	6	19	6	n/a	n/a
Transmission / Substation	9/4/10	6	14	6	n/a	n/a
Transmission / Substation	9/4/10	6	78	6	n/a	n/a
Transmission / Substation	9/4/10	6	93	6	n/a	n/a
Transmission / Substation	9/6/10	3985	225214	3985	n/a	n/a
Transmission / Substation	9/6/10	2195	63582	2195	n/a	n/a
Transmission / Substation	9/8/10	1740	91089	1740	n/a	n/a
Transmission / Substation	9/8/10	8709	175486	8709	n/a	n/a
Transmission / Substation	9/8/10	765	2665	765	n/a	n/a
Transmission / Substation	9/10/10	1865	76589	1865	n/a	n/a
Transmission / Substation	9/10/10	18700	87890	18700	n/a	n/a
Transmission / Substation	9/11/10	1353	26834	1353	n/a	n/a
Transmission / Substation	9/24/10	12348	39410	12348	n/a	n/a
Transmission / Substation	9/27/10	22354	132634	22354	n/a	n/a
Transmission / Substation	9/27/10	8293	121694	8293	n/a	n/a
Transmission / Substation	9/29/10	1740	66323	1740	n/a	n/a
Transmission / Substation	9/29/10	1740	33002	1740	n/a	n/a
Transmission / Substation	10/1/10	1481	20339	1481	n/a	n/a
Transmission / Substation	10/11/10	1697	2659	1697	n/a	n/a
Transmission / Substation	10/12/10	8223	246284	8223	n/a	n/a
Transmission / Substation	10/14/10	2644	9986	2644	n/a	n/a
Transmission / Substation	10/15/10	5585	345339	5585	n/a	n/a
Transmission / Substation	10/15/10	1613	64305	1613	n/a	n/a
Transmission / Substation	10/15/10	4125	155220	4125	n/a	n/a
Transmission / Substation	10/16/10	5115	369777	5115	n/a	n/a
Transmission / Substation	10/17/10	1688	16908	1688	n/a	n/a

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	10/18/10	1688	15530	1688	n/a	n/a
Transmission / Substation	10/18/10	386	11290	386	n/a	n/a
Transmission / Substation	10/18/10	1540	54003	1540	n/a	n/a
Transmission / Substation	10/28/10	10477	12398	10477	n/a	n/a
Transmission / Substation	10/31/10	1165	42600	1165	n/a	n/a
Transmission / Substation	11/4/10	5196	10998	5196	n/a	n/a
Transmission / Substation	11/4/10	5196	78979	5196	n/a	n/a
Transmission / Substation	11/5/10	23	2196	23	n/a	n/a
Transmission / Substation	11/5/10	4802	332315	4802	n/a	n/a
Transmission / Substation	11/5/10	1705	50468	1705	n/a	n/a
Transmission / Substation	11/10/10	771	2005	771	n/a	n/a
Transmission / Substation	11/12/10	1366	97851	1366	n/a	n/a
Transmission / Substation	11/13/10	2552	114542	2552	n/a	n/a
Transmission / Substation	11/17/10	2623	4984	2623	n/a	n/a
Transmission / Substation	11/18/10	1067	1298	1067	n/a	n/a
Transmission / Substation	11/21/10	1359	50895	1359	n/a	n/a
Transmission / Substation	11/21/10	439	44339	439	n/a	n/a
Transmission / Substation	11/24/10	1816	12258	1816	n/a	n/a
Transmission / Substation	11/25/10	2919	7395	2919	n/a	n/a
Transmission / Substation	11/26/10	128	147	128	n/a	n/a
Transmission / Substation	11/28/10	476	34123	476	n/a	n/a
Transmission / Substation	12/1/10	972	2414	972	n/a	n/a
Transmission / Substation	12/6/10	1177	1785	1177	n/a	n/a
Transmission / Substation	12/6/10	1409	117548	1409	n/a	n/a
Transmission / Substation	12/7/10	773	1945	773	n/a	n/a
Transmission / Substation	12/7/10	2401	5162	2401	n/a	n/a
Transmission / Substation	12/8/10	672	1579	672	n/a	n/a
Transmission / Substation	12/8/10	2267	77078	2267	n/a	n/a
Transmission / Substation	12/9/10	1	101	1	n/a	n/a
Transmission / Substation	12/10/10	1	6	1	n/a	n/a
Transmission / Substation	12/12/10	13603	32647	13603	n/a	n/a
Transmission / Substation	12/13/10	7472	213077	7472	n/a	n/a
Transmission / Substation	12/14/10	4912	132520	4912	n/a	n/a
Transmission / Substation	12/15/10	5628	17822	5628	n/a	n/a
Transmission / Substation	12/15/10	2232	61901	2232	n/a	n/a
Transmission / Substation	12/15/10	1663	2495	1663	n/a	n/a
Transmission / Substation	12/15/10	1662	4353	1662	n/a	n/a
Transmission / Substation	12/16/10	16569	20711	16569	n/a	n/a
Transmission / Substation	12/17/10	1	16	1	n/a	n/a
Transmission / Substation	12/22/10	8493	23973	8493	n/a	n/a
Transmission / Substation	12/23/10	16237	24609	16237	n/a	n/a
Transmission / Substation	12/26/10	1367	71403	1367	n/a	n/a
			17,912,274	1,292,447		

Emergency Plan

Emergency Management Plan
Severe Storms Brief

TABLE OF CONTENTS

OVERVIEW and INTRODUCTION 3
SEVERE STORM 3
CRITERIA FOR ACTION 5
STORM ORGANIZATION 5
Key Responsibilities 6
DAMAGE ASSESSMENT 6
RESOURCE MANAGEMENT 6
COMMUNICATION 7
TRAINING, EXERCISES, AND DRILLS 7

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 that is continuously lower than 5 ft above mean sea level may experience inland flooding 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

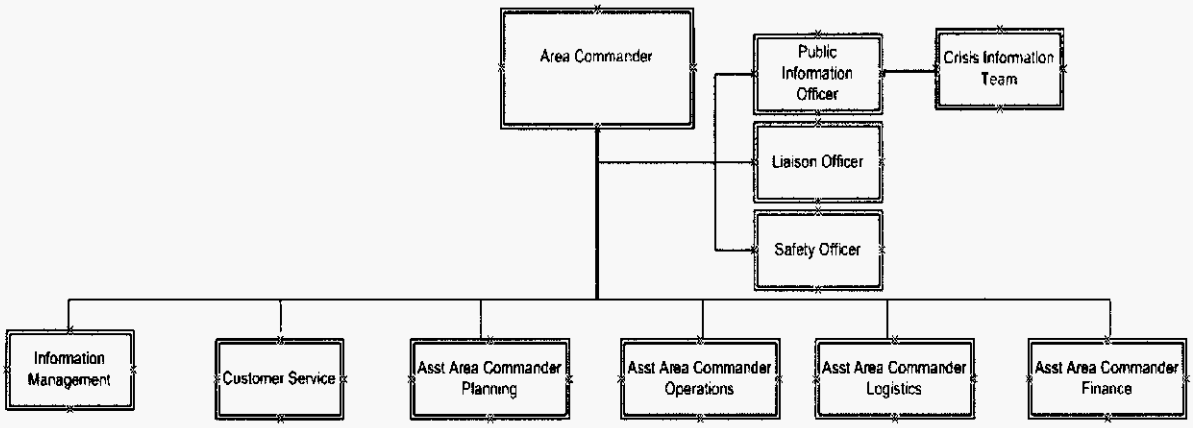
Hurricane Warning – Issued when winds of 74mph or higher are expected in a specified coastal area within 24 hours

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 FPL Area Command Center is responsible for continuous updated information to internal stake holders, general public, media, and state and federal agencies. The Area Command Center 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 FPL Area Command Center

The FPL Area 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 FPL Area 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 FPL Area Command Center 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), Ticket Ticker, (near-real time outage updates) 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.

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.