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March 1, 2012

- VIA HAND DELIVERY -

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

120000-07

COMMISSION
CLERK

12 MAR - 1 AM 10:18

RECEIVED--FPSC

Re: Florida Power & Light Company's 2012 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 the original and seven copies of 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 2011 results and 2012 projected activities for storm hardening facilities; and
- (4) A draft presentation on storm readiness for the 2012 storm season.

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

Sincerely,


Scott A. Goorland

Enclosures

cc: Marshall Willis, Director, Division of Economic Regulation

Florida Power & Light Company

700 Universe Boulevard, Juno Beach, FL 33408

DOCUMENT NUMBER-DATE

01157 MAR-1 2012

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**STATUS REPORT/UPDATE
MARCH 1, 2012**

**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 2011 Results & 2012 Projected Activities
For
Storm Hardened Facilities**

**Revision/Update
FPL's May 9, 2012 FPSC Workshop Presentation
On
FPL's 2012 Storm Preparedness Plan**

DOCUMENT NO. DATE
01157-12 3/1/12
FPSC - COMMISSION CLERK

**Florida Power & Light Company
Annual Filing to the FPSC
March 1, 2012**

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EXECUTIVE SUMMARY – FPL’s MARCH 1, 2012 FILING

In 2011, FPL continued to take significant steps to strengthen its electrical infrastructure and to enhance its emergency response capabilities. Included in this ongoing work were pole inspections, system infrastructure hardening, vegetation management as well as other storm preparedness initiatives. FPL continued its trend of delivering excellent overall reliable service for its customers.

In 2012, FPL is continuing to invest in efforts to strengthen the infrastructure against severe weather and maintain its strong everyday reliability for customers.

This filing provides details about these efforts and is organized into two major sections: 1) Storm Preparedness/Infrastructure Hardening and 2) Reliability. The first section 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) 2012 Storm Season Readiness. The second section of this report includes information about FPL’s service reliability, including results and plans at the distribution and transmission levels, as well as at a company-wide level.

Following are brief overviews of each of these two sections:

Section 1: 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 2011, FPL inspected approximately one-eighth of its pole population, or about 137,000 poles, including approximately 127,000 wood poles.
- In total, since May 2006, FPL has inspected approximately 74 percent of its pole population, or 800,000 poles, including approximately 732,000 wood poles or 73 percent of its eligible wood pole population.
- In 2012, FPL plans to again complete inspections on approximately one-eighth of its pole population and complete any and all remaining follow-up work identified during the 2011 inspections.

Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected.

Transmission – In 2011, FPL completed the approved plan for the first six-year inspection cycle of its transmission structures.

- In 2011, FPL performed climbing inspections on more than 11,000 wood, concrete and steel structures.
- FPL executed all necessary follow-up work identified during the 2010 inspections.
- In 2012, FPL plans to begin a new six-year cycle of inspections and complete any and all remaining follow-up work identified during the 2011 inspections.

System Hardening

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 2011 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 2011, FPL applied EWL on 33 feeder projects, serving two acute care facilities (both of which were new to the service territory – FPL previously completed strengthening all existing acute care facilities in its territory), four emergency dispatch (911) centers, 17 emergency operation centers (EOC), three FPL facilities, as well as upgrades to seven partially hardened feeders from the 2006 pilot program serving various CIF. An additional 43 CIFs served by these same feeders also benefited from the EWL hardening improvements. This hardens essentially all existing originally identified emergency dispatch centers and emergency operating centers in FPL's 35-county service territory.
- FPL also applied EWL to eight highway crossings and 13 "01" switches.
- Additionally, FPL applied incremental hardening to seven 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 17,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL also continued to promote overhead-to-underground conversions in 2011, completing three projects that qualified under its Governmental Adjustment Factor (GAF) tariff.

In 2012, FPL plans to apply EWL on 27 feeder projects, three highway crossings and 12 "01" switches. Additionally, 14 community project feeders will be

incrementally hardened. FPL's Design Guidelines will again be used for all new construction activities.

10 Storm Preparedness Initiatives

(1) Vegetation Trim Cycles – In 2011, FPL continued its three-year cycle for feeders and completed the fifth year of its approved schedule to implement a six-year cycle for laterals. For 2012, FPL plans to continue its three-year average feeder trim cycle and its approved plan to achieve a six-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 2011 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 – In 2011, FPL performed climbing inspections on more than 11,000 wood, concrete and steel structures, completing the approved plan for the first six-year inspection cycle of its transmission structures. In 2012, FPL plans to begin a new six-year cycle of inspections on transmission structures.

(4) Hardening the Transmission System – In 2011, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,550 wood transmission structures, including 198 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on over 570 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) – FPL completed its five approved key Distribution GIS improvement initiatives in 2010. These initiatives included 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 2011; 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 2011; therefore, no forensic collection or analysis was required.

(8) Increased Coordination with Local Governments – In 2011, 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 rapid distribution of important information to governmental entities; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual company-wide storm preparedness drill. Additionally, FPL's Community Outreach Teams and Customer Service Field Organization conducted more than 50 community presentations in 2011, 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 toward 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.

2012 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 2012 storm season and continues to train and hone its storm preparedness and response capabilities.

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:

- extensive storm restoration training based on employees' storm roles;
- annual company-wide hurricane drill in May;
- plan for and review of mutual assistance agreements to ensure they are adequate and ready; and

- continued focus on improving outage communications and estimated restoration times to customers.
- Additionally, FPL will clear vegetation from all feeder circuits serving top critical infrastructure (e.g. top CIF hospitals, 911 centers, special needs shelters, police and fire stations, etc.) prior to the peak of hurricane season.

In 2011, FPL continued its commitment to the Incident Command System and effective, efficient emergency response with the testing of a Category-5 rated command center. This new facility will provide a secure location in which the Company will conduct uninterrupted command and control operations from pre-landfall to post-restoration. In 2011, in addition to its May storm drill, FPL held a second company-wide storm drill in July, based at this facility for the first time.

Section 2: RELIABILITY

Overall (Distribution and Transmission) – Overall reliability is gauged by SAIDI (System Average Interruption Duration Index), considered 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). In 2011, FPL continued to provide strong overall reliability for its customers, as demonstrated by an overall SAIDI of 82.9 minutes (2010 - 81.3 minutes). FPL notes that its 2011 SAIDI results were significantly impacted by a single major weather event that primarily affected its Brevard and Central Florida management areas in October 2011. This event contributed nearly seven minutes to FPL's 2011 final adjusted SAIDI results. During the two-day period, October 9-10, 2011, these areas of FPL territory experienced unpredicted wind gusts between 70 mph and 80 mph and rainfall of up to 16 inches. The National Hurricane Center initially considered adding this weather event to the historical record of named tropical storms or subtropical storms (which would have excluded the event's impact from FPL's 2011 adjusted reliability results), but ultimately concluded that the event did not precisely fit the definitions of a tropical or subtropical cyclone. Without this event, FPL's overall SAIDI would have been approximately 76 minutes.

Distribution – In 2011, FPL's Distribution SAIDI performance was 79.7 minutes (2010 – 77.3 minutes). As mentioned above, FPL's 2011 SAIDI results were significantly impacted by a single major weather event that primarily affected its Brevard and Central Florida management areas in October 2011. This event contributed nearly seven minutes to FPL's 2011 final adjusted Distribution SAIDI results. Had the event been excluded, the 2011 Distribution SAIDI would have been approximately 73 minutes. FPL's 2011 Distribution SAIFI and CAIDI results were also negatively impacted by the October 2011 weather event discussed above. FPL's 2011 Distribution MAIFI (Momentary Average Interruption Frequency Index) performance was 10.1, continuing its consistent year-over-year performance. Finally, in 2011, for the second consecutive year, FPL achieved best-ever recorded performance for CEMI-5.

Transmission – In 2011, FPL's Transmission/Substation system reliability indicators all showed improvement over 2010 results. SAIDI improved to 3.17 minutes (2010 – 3.99 minutes), SAIFI improved to 0.251 customers interrupted (2010 – 0.288 customers interrupted) and MAIFI remained the same at 0.56 momentaries (2010 – 0.53 momentaries).

POLE INSPECTIONS

Summary – Pole Inspections

Distribution

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 2011, FPL inspected approximately one-eighth of its pole population, or about 137,000 poles, including approximately 127,000 wood poles.
- In total, since May 2006, FPL has inspected approximately 74 percent of its pole population, or 800,000 poles, including approximately 732,000 wood poles or 73 percent of its eligible wood pole population.
- In 2012, FPL plans to again complete inspections on approximately one-eighth of its pole population and complete any and all remaining follow-up work identified during the 2011 inspections.

Additionally, FPL continues to work together with its joint pole owners to ensure that all joint use poles are inspected.

Transmission

Transmission – In 2011, FPL completed the approved plan for the first six-year inspection cycle of its transmission structures.

- In 2011, FPL performed climbing inspections on more than 11,000 wood, concrete and steel structures.
- FPL executed all necessary follow-up work identified during the 2010 inspections.
- In 2012, FPL plans to begin a new six-year cycle of inspections and complete any and all remaining follow-up work identified during the 2011 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. 2011 Accomplishments

Approximately one-eighth of FPL's pole population (137,315 in total, including 127,205 wood poles) was inspected throughout its service territory in the fifth 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, one pole (0.23% of the sample taken) failed the excavation portion of the inspection - it was identified as a reinforcement candidate, and is currently under investigation to verify the cause of failure. For 2011, FPL's pole inspection program costs were approximately \$67M, including costs for wood as well as concrete pole inspections/remediation.

3. Proposed 2012 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 \$65M - \$75M, 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 2011 pole inspections

Florida Power and Light Annual Wood Pole Inspection Report (Reporting Year 2011)												
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)	125,725	127,205	Grade C 1,649 Grade B & C 16,519	1.3 13.0	Grade C 1,158 Grade B & C 9,279	n/a 8,839	491 7,240	67 6,341	V, E, S, B V, E, S, B	125,725	731,804	72.6 (1)
If b - c > 0, provide explanation		N/A										
If d - g > 0, provide explanation		Grade B & C poles failing > poles replaced due to: - 7,240 poles failing inspection in the 2011 cycle (= 16,519 - 9,279) are reinforcement (not replacement) candidates. 6,803 poles were reinforced in 2011, including 2,532 poles from the 2010 inspection cycle and 4,271 poles from the 2011 inspection cycle. Remaining reinforcement candidates from the 2011 inspection cycle will be reinforced during 2012. - 8,839 poles, including concrete, were replaced from the 2010 inspection cycle with any remaining to be replaced pending permitting. Replacement candidates identified during the 2011 inspection cycle will be replaced during 2012.										
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 2011, 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	89	n/a	89	Decayed/Split Top	Pole to be replaced with new pole.
Strength	Restorable	489	3073	3582	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	982	5543	6525	Decayed/Split Top, Woodpecker Holes	Pole to be replaced with new pole.
Loading	Restorable	0	3676	3676	Overloaded	Pole to be strengthened by installing ET Truss
	Non-Restorable	87	2578	2665	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.

2011 Accomplishments

Over one-sixth of FPL's transmission structures (11,027 transmission structures, including 2,720 wood structures and 8,307 concrete or steel structures) were inspected throughout its service territory in the sixth full year of the program. FPL has completed its first 6-year inspection cycle for all transmission structures. At year-end, \$1.7M was invested in the 2011 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 2012 Plan

In 2012, FPL is estimating \$1.7M to inspect approximately one-sixth of its system and approximately \$23.5M in follow-up work identified from the 2011 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 2011 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 2011, FPL replaced 1,559 wood transmission structures through scheduled maintenance, relocations, reliability, and system expansion.

Florida Power & Light Company Annual Wood Pole Inspection Report (Reporting Year 2011)												
a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of Wooden Poles in the Company Inventory as of 01-2011	# 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 (2006-2011)	% of Wood Poles Inspected (Cumulative) in the 6-Year Cycle To Date (2006-2011)
17,101	2,850	2,720	1,002	36.8%	1,002	1,559	n/a	0	V / P / S / B	2,590	17,101	100.0%
If b - c > 0, provide explanation		Inspections are performed on circuits from substation-to-substation for efficiency. The pole materials on the scheduled circuits was only 16% of the total wood pole population.										
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 2011 thru December 2011			
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 1/1/2011	48,535	
		Planned	Completed
No. of Inspections Planned & No. completed:		8,089	8,307
Reason for Variance/Plan to Address Backlog:			
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:		0	0.0%
No. of structures identified for a change inspection cycle::		0	0.0%
No. of structures that required no change in inspection cycle or remediation		8,307	100.0%
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 2011, FPL inspected 17.1% 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	1	386	38	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	5	610	189	Wood-Pecker Holes, Decay, Insects	
Overload (3 rd Party)	0	0	0	3rd Party Attachments	
Total	6	996	227	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	0	8	Corrosion	Level 1 - Reinforce, Remediate, or Replace in year found
Base of Pole (Identified for Repair)	0	0	125	Cracks	Level 2 - Reinforce, Remediate, or Replace the following year
Total	0	0	133	Refer to the Above	Non-Priority – No action required

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

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 2011 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 2011, FPL applied EWL on 33 feeder projects, serving two new acute care facilities, four emergency dispatch (911) centers, 17 emergency operating centers (EOC), three FPL facilities, as well as upgrades to seven partially hardened feeders from the 2006 pilot program serving various CIF. An additional 43 CIFs served by these same feeders also benefited from the EWL hardening improvements. This hardens essentially all existing originally identified emergency dispatch centers and emergency operating centers in FPL's 35-county service territory.
- FPL also applied EWL to eight highway crossings and 13 "01" switches.
- Additionally, FPL applied incremental hardening to seven 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 17,000 poles under this three-prong approach including replacements resulting from pole inspections.

FPL also continued to promote overhead-to-underground conversions in 2011, completing three projects that qualified under its Governmental Adjustment Factor (GAF) tariff.

In 2012, FPL plans to apply EWL on 27 feeder projects, three highway crossings and 12 "01" switches. Additionally, 14 community project feeders will be incrementally hardened. FPL's Design Guidelines will again be used for all new construction activities.

1. Describe each Storm Hardening activity undertaken in the field during 2011

2011 CIF Projects

	Region	County	Feeder #	Primary Facility	Additional Facility	Complete
1	Dade	Miami-Dade	802532	EOC	2 - Police	Complete
2	Dade	Miami-Dade	805932	911 Facility	Fire Station	Complete
3	Dade	Miami-Dade	806834	Southeast Control Center (FPL)		Complete
4	Dade	Miami-Dade	808733	EOC		Complete
5	Dade	Miami-Dade	809131	Lejune Flagler Office (FPL)		Complete
6	Dade	Miami-Dade	810063	911 Facility	Water Treatment Plant	Complete*
7	Dade	Miami-Dade	812162	911 Facility		Complete
8	East	Broward	701431	Seaport (Pilot Upgrade)	10 - Seaport	Complete
9	East	Broward	701437	Seaport (Pilot Upgrade)	3 - Seaport	Complete
10	East	Broward	702235	EOC		**
11	East	Broward	702632	EOC	Non Special Needs Shelter	Complete
12	East	Broward	703543	EOC		Complete
13	East	Broward	704662	EOC		**
14	East	Broward	705633	EOC		Complete
15	East	Palm Beach	400334	St Mary's Hospital (Pilot Upgrade)	Dialysis Center	**
16	East	Palm Beach	400335	St Mary's Hospital (Pilot Upgrade)	2 - St Mary's Hospital Hospice	Complete*
17	East	Palm Beach	400834	EOC	Water Treatment Plant	**
18	East	Palm Beach	400934	EOC		Complete
19	East	Palm Beach	403736	EOC	Police Fire Station	Complete
20	East	Palm Beach	405269	EOC	Fire Station	**
21	East	Palm Beach	407331	EOC		Complete
22	East	Palm Beach	409432	911 Facility (Pilot Upgrade)	Water Treatment Plant	Complete
23	East	Palm Beach	409433	Seaport (Pilot Upgrade)	2 - Seaport	Complete
24	East	Palm Beach	409434	Seaport (Pilot Upgrade)	2 - Seaport	Complete
25	East	Palm Beach	410232	911 Facility	2 - EOC 2 - Air Transportation Facilities Correctional Facilities Air Traffic Facilities	Complete
26	East	Palm Beach	413231	Lakeside Medical Center (Acute)	2 - Correctional Facilities PBCC Court House	Complete
27	North	Clay	301331	EOC	Water Treatment Plant	Complete
28	North	St Lucie	410163	EOC		Complete*
29	North	St Lucie	411662	EOC		Complete
30	North	Volusia	109032	Memorial Health Systems (Acute)	Police	Complete
31	West	Lee	501134	City of Ft Myers SNS	Police	***
32	West	Lee	504761	EOC	Fire Station	Complete
33	West	Lee	505064	EOC		Complete*
34	West	Sarasota	504531	Northeast Control Center (FPL)		Complete

*Completed in 2012

**Construction delayed into 2012 due to permitting issues

***Project cancelled due to permitting issues

As of March 2012, FPL has hardened 238 feeder projects through its initiative to apply EWL to CIF.

2011 Critical Poles

# of Highway Crossings	Region	County	Interstate	Status
1	Dade	Miami-Dade	I-95	Complete
3	East	Palm Beach	I-95	Complete
1	East	Palm Beach	I-95 & Turnpike	Complete
1	East	Palm Beach	Turnpike	Complete
1	North	St Johns	I-95	Complete
1	North	St Lucie	Turnpike	Complete
8	Total			

As of March 2012, FPL has hardened 112 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 does not track those highway crossings completed through these initiatives.

# of "01" Switches	Region	County	Substation	Status
7	Dade	Miami-Dade	Various	Complete
1	East	Broward	Sample Road	Complete
1	North	Columbia	Columbia	Complete
4	West	Various	Various	Complete
13	Total			

As of March 2012, FPL has hardened 213 "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 does not track those "01" switches completed through these initiatives.

2011 Community Projects

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

*Completed in 2012

**Construction delayed into 2012 due to permitting issues

As of March 2012, FPL has hardened 80 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 2011 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 2011 were \$44.1 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 2012 projected activities and budget levels

Consistent with its FPSC approved plan, FPL's 2012 projected activities target 27 feeder projects, serving one acute care facility, one smaller hospital, two emergency dispatch centers (911), two special needs shelter, 16 water treatment plants, one police station, one sewage treatment plant and three FPL facilities (acute care, hospital and 911 facilities are new to the service territory). These 27 feeder projects will be built to meet extreme wind criteria. Additionally, 14 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 2012 targeted hardening plan also continues to include retrofitting certain critical poles at three overhead highway crossings and 12 "01" switches. FPL expects 2012 hardening costs associated with the following CIF projects, community projects, highway crossings and "01" switches to be between \$45M - \$55M.

2012 CIF Projects

	Region	County	Feeder	Type of Project	Project Address
1	Dade	Miami-Dade	800535	FPL	4200 W FLAGLER ST
2	Dade	Miami-Dade	807837	WTP	19150 NW 8TH AVE #HIGH SVC1
3	Dade	Miami-Dade	810265	Police	500 SW 109TH AVE
4	Dade	Miami-Dade	810366	911	405 SW 174 AVE
5	East	Broward	700432	WTP	4301 NW 9TH AVE #FIVEASH WTR PLT
6	East	Broward	701733	WTP	3441 HOLLYWOOD BLVD # CL PLANT
7	East	Palm Beach	404132	WTP	124 E WOOLBRIGHT RD # E WTR PLNT
8	East	Palm Beach	405032	WTP	700 SW 65TH AVE #WTP9
9	East	Palm Beach	405262	WTP	10062 OKEECHOBEE BLVD # WTP10
10	East	Palm Beach	405264	SNS (Section)	9067 SOUTHERN BLVD #EXPO HALL
11	East	Palm Beach	405634	WTP	2956 PINEHURST DR #WTP2
12	East	Palm Beach	408166	WTP	4170 HOOD RD # HRWTP
13	North	Bradford	307561	WTP	14750 WEEKS ST #WATER PLANT
14	North	Brevard	203432	WTP	734 EGRET CIR # EGRET_CIR_WTP
15	North	Brevard	203540	Smaller Hospital	765 OLD NASA BLVD # HOSPITAL
16	North	Columbia	305232	WTP	144 SE OZONE LOOP # WTP
17	North	Flagler	102366	WTP	4 CORPORATE DR # WATER
18	North	Flagler	110362	WTP	1 WELLFIELD GRADE
19	North	St Johns	100233	WTP	254 W KING ST #WATERPLANT
20	North	St Johns	100334	SNS	6195 S MAIN ST # A
21	North	Volusia	101931	WTP	2605 W PARK AVE
22	North	Volusia	102031	Sewage Treatmet Plant	4000 OLD DIXIE HWY # WWTP
23	North	Volusia	107161	WTP (Section)	3651 LPGA BLVD # RALPH BRENNAN W
24	West	Hendry	502464	911	101 S BRIDGE ST #JAIL
25	West	Manatee	505863	FPL	REEDER RD
26	West	Manatee	507561	FPL	19050 STATE ROAD 62
27	West	Sarasota	500438	Acute Care	1860 WALDEMERE ST # CEP NEW

2012 Community Projects

	Region	County	Feeder	Type of Project	Project Address
1	Dade	Miami-Dade	803432	Community	N MIAMI AVE
2	Dade	Miami-Dade	805133	Community	W FLAGLER ST
3	Dade	Miami-Dade	806533	Community	S FEDERAL HWY
4	East	Broward	700439	Community	ANDREWS AVE
5	East	Broward	706863	Community	N HIATUS RD
6	East	Broward	708562	Community	MIRAMAR PKWY
7	East	Palm Beach	403934	Community	NORTHLAKE BLVD
8	East	Palm Beach	408861	Community	JOG RD
9	North	Brevard	207062	Community	KING ST
10	North	St Johns	107633	Community	PONTE VEDRA BLVD
11	North	St Lucie	410465	Community	PORT ST LUCIE BLVD
12	West	De Soto	505962	Community	E OAK ST/SE HWY 70
13	West	Lee	501761	Community	SAN CARLOS BLVD
14	West	Sarasota	508162	Community	BEE RIDGE RD

2012 Critical Poles

Highway Crossings

	Region	County	Feeder	Highway	Crossing
1	DADE	Dade	LAT 808631	I-95	S/O GOLDEN GLADES
2	EAST	Broward	703538 / 703539	I-95	SW 10TH ST
3	NORTH	Brevard	LAT 206932	I-95	KILMARNOCH RD

'01 Switches

	Region	County	Substation	Feeder
1	DADE	Miami-Dade	MARION	802732
2	EAST	Broward	PINEHURST	700331
3	EAST	Broward	OAKLAND PARK	700433
4	EAST	Broward	VERENA	700632
5	EAST	Palm Beach	BOCA RATON	400731
6	EAST	Palm Beach	JUPITER	401831
7	EAST	Palm Beach	PAHOKEE	400832
8	NORTH	St Lucie	FT PIERCE	401531
9	NORTH	Putnam	MCMEEKIN	100531
10	NORTH	Putnam	MCMEEKIN	100532
11	NORTH	St Johns	ST AUGUSTINE	100231
12	WEST	Sarasota	HYDE PARK	500431

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. 2011 Accomplishments

Please refer to FPL's response to item 4 – 2011 Accomplishments, in Initiative 4 of the Storm Preparedness filing for a summary of the 2011 accomplishments for each of the transmission hardening programs. FPL's 2011 accomplishments are also included in appendix 1 (FPSC Table: Transmission Hardening) of initiative 4.

4. Proposed 2012 Plans

Please refer to FPL's response to Item 5 – Proposed 2012 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 2012 proposed plans are also included in Appendix 1 (FPSC Table: Transmission Hardening) of Initiative 4.

10 STORM PREPAREDNESS INITIATIVES

Summary – 10 Storm Preparation Initiatives

1. Establish a three-year distribution vegetation management cycle

In 2011, FPL continued its three-year cycle for feeders and completed the fifth year of its approved schedule to implement a six-year cycle for laterals. For 2012, FPL plans to continue its three-year average feeder trim cycle and its approved plan to achieve a six-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 2011 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

In 2011, FPL performed climbing inspections on more than 11,000 wood, concrete and steel structures, completing the approved plan for the first six-year inspection cycle of its transmission structures. In 2012, FPL plans to begin a new six-year cycle of inspections on transmission structures.

4. Develop a program for hardening the existing Transmission system

In 2011, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,550 wood transmission structures, including 198 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on over 570 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)

FPL completed its five approved key Distribution GIS improvement initiatives in 2010. 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 2011; 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 2011; therefore, no forensic collection or analysis was required.

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

In 2011, 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 rapid distribution of important information to governmental entities; and (3) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual company-wide storm preparedness drill. Additionally, FPL's Community Outreach Teams and Customer Service Field Organization conducted more than 50 community presentations in 2011, 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 toward 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 preparedness and response 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 PREPAREDNESS INITIATIVE No. 1

Storm Preparedness Initiative No. 1

1. A complete description of the Company's vegetation management program (policies, guidelines, practices) for 2010 and 2011 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 2011 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		
		<u>Laterals</u>	<u>Feeders</u>	<u>Mid-Cycle</u>
2010	\$57.6	2,741	5,222	5,418
2011	\$60.6	3,367	4,337	7,136

Note: FPL achieved its approved feeder cycle trimming schedules for the 3-year period 2009-2011. For the three-year period ending December 2011*, FPL trimmed 13,710 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, 2008 was 13,513. Unless actual vegetation conditions deem it necessary, new system miles added after 2008 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 RTRP 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. 2012 projected activities and budget levels

In 2012, FPL's vegetation management plan includes trimming approximately 4,300 feeder miles, 3,700 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 \$59.5 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.

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

2010	Feeders			Laterals			Total
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.01		N/A	0.71		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	15.5		N/A	10.4		
(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			Total
DADE	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.01		N/A	1.75		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	19.6		N/A	30.4		
(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			Total
BROWARD	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.01		N/A	1.43		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	12.4		N/A	21.3		
(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			Total
EAST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.00		N/A	0.16		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	3.0		N/A	1.8		
(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			Total
NORTH	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.02		N/A	0.49		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	21.7		N/A	7.9		
(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			Total
WEST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(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	0.01		N/A	0.54		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	17.5		N/A	9.1		
(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 $[A \div (C + D)]$							
(F) Vegetation CI per Mile $[B \div (C + D)]$							
(G) Number of Hotspottrims							
(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 $[A \div (C + D)]$							
(F) Vegetation CI per Mile $[B \div (C + D)]$							
(G) Number of Hotspottrims							
(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

2011	Feeders			Laterals			Total
	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages	N/A	194		N/A	18,185		
(B) Customer Interruptions	N/A	277,683		N/A	281,318		
(C) Miles Cleared	N/A	4,337		N/A	3,367		
(D) Remaining Miles	N/A	9,176		N/A	19,119		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.01		N/A	0.81		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	20.5		N/A	12.5		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		22,181
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		\$60.6 M
(I) Customer Minutes of Interruption	N/A	17,686,733		N/A	55,792,413		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		\$6.9 M
(K) Vegetation Budget (current year) 2011	N/A	N/A		N/A	N/A		\$60.1 M
(L) Vegetation Goal (current year) 2011	N/A	4,300		N/A	3,225		
(M) Vegetation Budget (next year) 2012	N/A	N/A		N/A	N/A		\$59.5M
(N) Vegetation Goal (next year) 2012	N/A	4,376		N/A	3,700		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		7,136					

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

2011	Feeders			Laterals			Total
DADE	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages	N/A	26		N/A	4,147		
(B) Customer Interruptions	N/A	21,886		N/A	47,148		
(C) Miles Cleared	N/A	709		N/A	346		
(D) Remaining Miles	N/A	1,399		N/A	2,129		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.01		N/A	1.68		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	10.4		N/A	19.0		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		5,519
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		\$8.4 M
(I) Customer Minutes of Interruption	N/A	1,451,520		N/A	9,240,383		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		\$1.1 M
(K) Vegetation Budget (current year) 2011	N/A	N/A		N/A	N/A		\$8.2 M
(L) Vegetation Goal (current year) 2011	N/A	674		N/A	327		
(M) Vegetation Budget (next year) 2012	N/A	N/A		N/A	N/A		\$9.1M
(N) Vegetation Goal (next year) 2012	N/A	844		N/A	432		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		539					

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

2011	Feeders			Laterals			Total
EAST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages	N/A	30		4,587	4,234		
(B) Customer Interruptions	N/A	52,216		60,558	55,521		
(C) Miles Cleared	N/A	1,034		414	414		
(D) Remaining Miles	N/A	2,579		22,295	3,253		
(E) Outages per Mile [A + (C + D)]	N/A	0.01		N/A	1.15		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	14.4		N/A	15.1		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		5,494
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		\$12.9 M
(I) Customer Minutes of Interruption	N/A	2,367,696		10,145,937	9,223,762		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		\$1.7 M
(K) Vegetation Budget (current year) 2011	N/A	N/A		N/A	N/A		\$14 M
(L) Vegetation Goal (current year) 2011	N/A	1,033		N/A	425		
(M) Vegetation Budget (next year) 2012	N/A	N/A		N/A	N/A		\$15.4M
(N) Vegetation Goal (next year) 2012	N/A	1,227		658	657		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		1,617					

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

2011	Feeders			Laterals			Total
NORTH	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages	N/A	103		N/A	5,554		
(B) Customer Interruptions	N/A	134,823		N/A	101,340		
(C) Miles Cleared	N/A	1,658		N/A	1,662		
(D) Remaining Miles	N/A	3,134		N/A	7,935		
(E) Outages per Mile [A + (C + D)]	N/A	0.02		N/A	0.58		
(F) Vegetation CI per Mile [B + (C + D)]	N/A	28.1		N/A	10.6		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		7,373
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		\$25.8 M
(I) Customer Minutes of Interruption	N/A	8,780,828		N/A	24,650,827		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		\$2.9M
(K) Vegetation Budget (current year) 2011	N/A	N/A		N/A	N/A		\$25.1 M
(L) Vegetation Goal (current year) 2011	N/A	1,658		N/A	1,513		
(M) Vegetation Budget (next year) 2012	N/A	N/A		N/A	N/A		\$21.2M
(N) Vegetation Goal (next year) 2012	N/A	1,202		N/A	1,394		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		2,956					

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

2011	Feeders			Laterals			Total
WEST	Unadjusted	Adjusted	Diff.	Unadjusted	Adjusted	Diff.	
(A) Number of Outages	N/A	35		N/A	4,250		
(B) Customer Interruptions	N/A	68,758		N/A	77,309		
(C) Miles Cleared	N/A	935		N/A	944		
(D) Remaining Miles	N/A	2,064		N/A	5,802		
(E) Outages per Mile [A ÷ (C + D)]	N/A	0.01		N/A	0.63		
(F) Vegetation CI per Mile [B ÷ (C + D)]	N/A	22.9		N/A	11.5		
(G) Number of Hotspot Trims	N/A	N/A		N/A	N/A		3,795
(H) All Vegetation Management Costs	N/A	N/A		N/A	N/A		\$13.5 M
(I) Customer Minutes of Interruption	N/A	5,086,689		N/A	12,677,441		
(J) Outage restoration costs	N/A	N/A		N/A	N/A		\$1.2 M
(K) Vegetation Budget (current year) 2011	N/A	N/A		N/A	N/A		\$12.8 M
(L) Vegetation Goal (current year) 2011	N/A	936		N/A	960		
(M) Vegetation Budget (next year) 2012	N/A	N/A		N/A	N/A		\$13.8M
(N) Vegetation Goal (next year) 2012	N/A	1,103		N/A	1,217		
(O) Trim-Back Distance	N/A	N/A		N/A	N/A		N/A
Mid Cycle Miles		2,024					

Definitions:

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

(J) Vegetation Restoration - day to day, call out (SAP-BW)

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

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

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 previously approved 3-year feeder/6-year lateral average line clearing cycles. No new information is available (i.e. No major storms have impacted FPL's service territory) that would change the initial analysis/results provided by FPL in Docket No. 060198-EI..

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 RTRP 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 12,000 tree removals in 2011, 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

FLORIDA POWER & LIGHT COMPANY

Sixth Revised Sheet No. 9.770
Cancels Fifth Revised Sheet No. 9.770

	EASEMENT (INDIVIDUAL) This Instrument Prepared By
Sec.____, Twp.____, 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 ("FPL"), a non-exclusive 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 described as follows:

[Reserved for Circuit Court]

See Exhibit "A" ("Easement Area")

Together with the right to permit FPL to attach wires to any facilities hereunder and lay cable and conduit within the easement and to operate the same for FPL's communications purposes; the right of ingress and egress to the Easement Area 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 Easement Area heretofore described, over, along, under and across the roads, streets or highways adjoining or through said Easement Area.

(Continued on Sheet No. 9.771)

Issued by: S. E. Romig, Director, Rates and Tariffs
Effective: June 14, 2011

(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: _____

Print Name: _____

Print Address: _____

By: _____

Print Name: _____

Print Address: _____

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: May 24, 2011

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)

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

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

<u>JOINT USE AUDITS</u>	
(A) Number of company owned distribution poles. (FPL owned poles at 12/31/11)	1,158,906
(B) Number of company distribution poles leased. (Non-FPL owned poles)	235,234
(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)	235,234
(E) Number of authorized attachments.	1,232,734
(F) Number of unauthorized attachments.	0
<u>POLE INSPECTIONS – JOINT USE POLES</u>	
(G) Number of distribution poles strength tested.	62,809
(H) Number of distribution poles passing strength test. (2)	Grade C – 56,392 Grade B – 50,711
(I) Number of distribution poles failing strength test (overloaded). (2)	Grade C - 82 (0.13%) Grade B – 5,763 (9.17%)
(J) Number of distribution poles failing strength-test (other reasons). (2)	Grade C – 6,335 Grade B – 6,335
(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
<u>FPSC SAFETY AUDITS</u>	
(N) Number of apparent NESC violations involving electric infrastructure.	435
(O) Number of apparent NESC violations involving third-party facilities.	172
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 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. 2011 Accomplishments

Transmission Line Inspections

Please refer to FPL response to Item 7 – 2011 Accomplishments, in the Transmission section of the Pole Inspection Report. FPL's response includes 2011 accomplishments for wood, concrete, and steel transmission structure inspections.

Substation Inspections

In 2011, FPL completed inspections in accordance with its procedures at 100% of its 489 distribution substations and 100% of its 98 transmission substations. A total of 579 inspections were completed at distribution substations and 136 inspections at transmission substations. The frequency of these substation inspections exceeded FPL's annual target.

3. Proposed 2012 Plans

Transmission Line Inspections

Please refer to FPL response to Item 8 – Proposed 2012 Plan, in the Transmission section of the Pole Inspection Report.

Substation Inspections

In 2012, 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

	2011		2011		2012	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total transmission circuits.	n/a	1,202	n/a	n/a	n/a	n/a
(B) Planned transmission circuit inspections.	200*	282	\$1.7M*	\$1.7M*	200	\$1.7M*
(C) Completed transmission circuit inspections.	200*	282	\$1.7M*	\$1.7M*	n/a	n/a
(D) Percent of transmission circuit inspections completed.	16.7%	23.5%	100%	100%	16.7%	100%
(E) Planned transmission substation inspections**	684	715	\$0.33M	\$0.33M	775	\$0.33M
(F) Completed transmission substation inspections**	n/a	715	\$0.33M	\$0.33M	n/a	n/a
(G) Percent trans. substation inspections completed**	100%	104%	n/a	100%	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

	2011		2011		2012	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total non-wood transmission tower structures.	n/a	48,535	n/a	n/a	49,677	n/a
(B) Planned transmission tower structure inspections	8,089	8,307	\$1.3M*	\$1.3M*	8,280	\$1.3M*
(C) Completed transmission tower structure inspections.	8,089	8,307	\$1.3M*	\$1.3M*	n/a	n/a
(D) Percent of transmission tower structure inspections completed.	16.7%	17.1%	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

	2011		2011		2012	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Total number of wood transmission poles.	n/a	17,101	n/a	n/a	15,542	n/a
(B) Number of transmission poles strength tested. (CI)	2,850	2,720	\$0.4M*	\$0.4M*	2,590	\$0.4M*
(C) Number of transmission poles passing strength test.	n/a	1,718	n/a	n/a	n/a	n/a
(D) Number of transmission poles failing strength test (overloaded).	n/a	0	n/a	n/a	n/a	n/a
(E) Number of transmission poles failing strength test (other reasons).	n/a	1,002	n/a	n/a	n/a	n/a
(F) Number of transmission poles corrected (strength failure).	9	9	\$0.0M	n/a	0	n/a
(G) Number of transmission poles corrected (other reasons).	692	750	\$0.0M	n/a	996	\$23.5M
(H) Total transmission poles replaced.	701	1,559 **	\$22.8M ***	\$21.7M ***	996	\$23.5M ***

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

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

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

STORM PREPAREDNESS INITIATIVE No. 4

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. 2011 Accomplishments

Wood Structure Replacement Program

FPL replaced a total of 1,559 wood transmission structures during the 2011 year. These structures were replaced with FPL's current design standards of round spun concrete poles.

Ceramic Post Transmission Line Insulators

In 2011, FPL targeted the replacement of ceramic post insulators on 72 transmission structures. FPL replaced CPOC insulators on 574 transmission structures within the system. These insulators were replaced with FPL's current design standards of polymer posts.

5. Proposed 2012 Plans

Replacement of All Wood Transmission Structures

In 2012, FPL plans on replacing 996 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 282 concrete structures in 2012.

Appendix

Appendix 1: FPSC Table: Transmission Hardening

Replace All Wood Transmission Structures

	2011		2011		2012	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	692	n/a	n/a	n/a	996**	n/a**
(B) Transmission structures hardening completed.	n/a	1,559	n/a	n/a	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	225%	n/a	n/a	n/a	n/a

Ceramic Post Transmission Line Insulators

	2011		2011		2012	
	Goal	Actual	Budget	Actual	Goal	Budget
(A) Transmission structures scheduled for hardening.	248	n/a	\$0.56M	n/a	282	\$1.5M*
(B) Transmission structures hardening completed.	n/a	574	n/a	\$0.89M	n/a	n/a
(C) Percent transmission structures hardening completed.	n/a	231%	n/a	159%	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 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 second quarter of 2006, FPL has added inspection records for approximately 798,000 poles in its GIS, including approximately 137,000 poles during 2011.

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 2011, 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		2011	
	Goal	Actual	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	3,563,000	3,529,000
(B) Number of OH assets currently on system.	N/A	2,005,800	2,780,300 [^]	2,729,000	3,625,000	3,438,000	3,507,000	3,510,400	3,563,000	3,529,000
(C) Percent of OH assets already on system.	75%	74%	100%	100%	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%	100%	100%
(E) Annual OH assets input to system (actual).	100%	100%	775,000 [^]	723,000	896,000	709,000	69,000	72,000	52,600	18,700
(F) Annual percent of OH assets input.	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Distribution UG Data Input

	Activity (2007)		2008		2009		2010		2011	
	Goal	Actual	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 ^{<}	1,384,000	1,395,000
(B) Number of UG assets currently on system.	N/A	1,155,000	1,236,000	1,175,000	1,210,400	1,290,000	1,329,000	1,352,600	1,384,000	1,395,000
(C) Percent of UG assets already on system.	100%	100%	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%	100%	100%
(E) Annual UG assets input to system (actual).	100%	100%	81,000	20,100	142,000	115,000	82,300	61,800	32,400	43,670
(F) Annual percent of UG assets input.	100%	100%	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 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:
 - o Pole specific information
 - o Wire specific information
 - o Framing and loading information
 - o Tree conditions
 - o Foreign attachments
 - o Surrounding area characteristics
 - o Debris conditions
 - o Soil conditions
 - o 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.

Hardened Forensic Process – Overhead Hardened Distribution Feeders

- Obtain information on the storm path and responding wind bands.
- Assigned teams cover 100% of Hardened Overhead Distribution that experience an interruption within the storm path
- 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 for the General Forensic Process. Observations will be made at all damage locations along the routes, including poles, wires, and distribution equipment.

The Hardened Forensic Process will also rely on the FPL mobile mapping system. However, it will be used to cover 100% of the pole locations of Overhead Hardened Distribution facilities. Observations will be made at all damage locations including poles, wires, and other 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 2011

Since no major storms affected FPL's service territory in 2011, forensic collection/analysis was not required and no costs were incurred.

9. 2012 projected activities and costs

In 2012, the forensic team will participate in the annual storm dry run. Costs associated with the storm dry run are not tracked. Costs will be dependent on storm events and the subsequent deployment of the forensic teams.

STORM PREPAREDNESS INITIATIVE No. 7

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 2011, no analysis was conducted.

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 70 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 Governmental Adjustment Factor (GAF) tariff in February 2006 to promote overhead to underground government-sponsored conversions. The GAF was initially approved by the FPSC as a pilot in May 2007 and permanently approved on April 6, 2010. In 2011, two municipalities and one county 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 2011. FPL completed three GAF qualified projects in 2011.

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. At the beginning of every storm season, FPL invites EOC representatives to attend a storm season briefing at the company's command center. 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 2011.

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 59 community presentations in 2011.

Government/Community Communications

FPL's email network to local elected officials 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 2011, local, state and federal emergency responders attended our annual storm dry run exercise in Palm Beach County where FPL emergency restoration plans were reviewed.

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 2011.

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. The 2011 efforts 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 2012

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 provides an update on the activities of the Steering Committee since the previous report dated February 2011.

II. Undergrounding

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 collaborative has refined the computer model developed by Quanta Technologies and there has been a collective effort to learn more about the function and functionality of the computer code. PURC and the Project Sponsors have worked to fill information gaps for model inputs and significant efforts have been invested in the area of forensics data collection. Since the state has not been affected by any hurricanes since the database software was completed, there is currently no data. Therefore, future efforts to refine the undergrounding model will occur when such data becomes available.

In addition, PURC has worked with a doctoral candidate in the University of Florida Department of Civil and Coastal Engineering to assess some of the inter-relationships between wind speed and rainfall on utility equipment damage. The research is currently under review by the engineering press, but it is believed that the results of this research can be used to further refine the model.

III. Wind Data Collection

The Project Sponsors entered into a wind monitoring agreement with WeatherFlow, Inc. Currently, WeatherFlow's Florida wind monitoring network includes 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.

There have been no significant impacts from hurricanes to the state since the wind monitoring network was established. Once a hurricane occurs and wind data is captured, it is expected that forensic investigations of utilities' infrastructure failure will be conducted and overlaid with wind observations to correlate failure modes to wind speed and turbulence characteristics. Project Sponsors and PURC will analyze such data at that time.

As of the date of this report, WeatherFlow has informed the Project Sponsors that its major source of funding for the wind monitoring network is expected to be ending in May 2012. As a result, the project sponsors are uncertain as to the future viability of the wind monitoring network and the wind monitoring agreement, which is scheduled to expire on March 1, 2012. The project sponsors will be working with WeatherFlow to ascertain whether the wind monitoring agreement can be continued.

IV. Public Outreach

The impact of Hurricane Irene on the northeastern United States in 2011 led to greater interest in storm preparedness. PURC researchers discussed the collaborative effort in Florida with the engineering departments of the state regulators in Pennsylvania and Maryland. In addition, PURC researchers testified on the collaborative effort in a special session before the office of the Governor of Connecticut. The regulators and policymakers showed great interest in the genesis of the collaborative effort, and the results of that effort to date. They also expressed their admiration for the initiative and cooperation among all of the parties in the state of Florida, for addressing the problem of storm preparedness in this manner.

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. The steering committee has taken steps to extend the research collaboration MOU so that the industry will be in a position to focus its research efforts on undergrounding research, granular wind research and vegetation management when significant storm activity affects the state.

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 filing.

2012 STORM SEASON READINESS

2012 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 2012 storm season and continues to train and hone its storm preparedness and response capabilities.

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:

- extensive storm restoration training based on employees' storm roles;
- annual company-wide hurricane drill in May;
- plan for and review of mutual assistance agreements to ensure they are adequate and ready; and
- continued focus on improving outage communications and estimated restoration times to customers.
- Additionally, FPL will clear vegetation from all feeder circuits serving top critical infrastructure (e.g. top CIF hospitals, 911 centers, special needs shelters, police and fire stations, etc.) prior to the peak of hurricane season.

In 2011, FPL continued its commitment to Incident Command System and effective, efficient emergency response with the testing of a Category-5 rated command center. This new facility will provide a secure location in which the Company will conduct uninterrupted command and control operations from pre-landfall to post-restoration. In 2011, in addition to its May storm drill, FPL held a second company-wide storm drill in July, based at this facility for the first time.



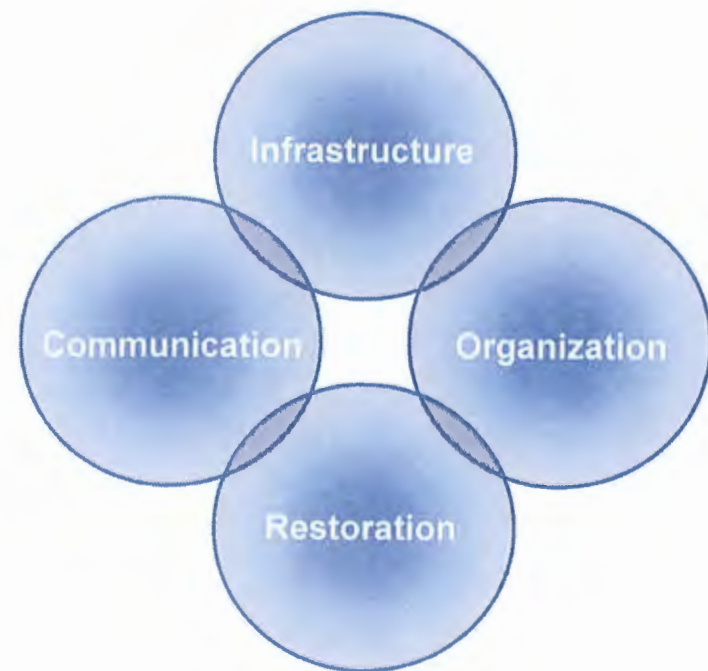
2012 Hurricane Preparedness

May 9, 2012 DRAFT

2012 Preparations

FPL's Hurricane Preparedness Plan

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



Continue to Strengthen the Infrastructure

Distribution Hardening



- **Continue three-prong approach**

- EWL projects
- Community projects
- New design guidelines



Continue to Strengthen the Infrastructure

Transmission Hardening



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



Continue to Strengthen the Infrastructure

Distribution Pole Inspections



- FPL owns over 1.1 million poles
- Inspect at least one-eighth of its distribution poles
- On-schedule



Continue to Strengthen the Infrastructure

Transmission Pole Inspections



- 66,000 structures system-wide
- On-going six-year cycle
- Ahead-of-schedule
- Inspect all critical 500kV lines and facilities serving CIF

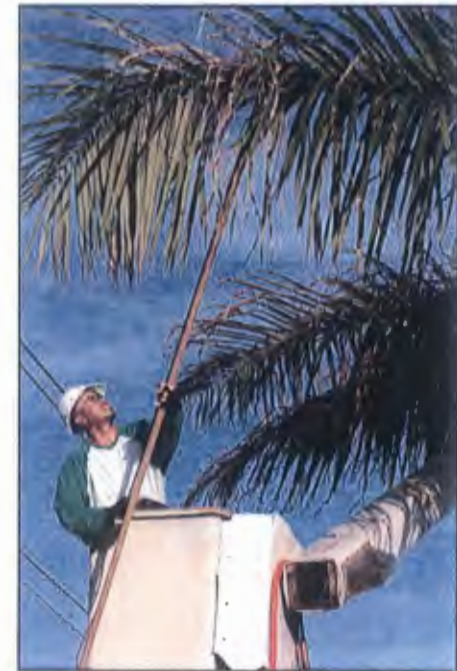


Continue to Strengthen the Infrastructure

Distribution Vegetation Management



- Feeders - three-year average trim cycle
- Laterals - six-year average trim cycle
- Clear vegetation on all feeders serving critical infrastructure facilities
- Encourage “Right Tree - Right Place”



Continue to Strengthen the Infrastructure

Transmission Vegetation Management



- Clear 100 percent of transmission right-of-way each year



Prepare the Storm Organization



Annual Preparations

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



Refine the Restoration Plan

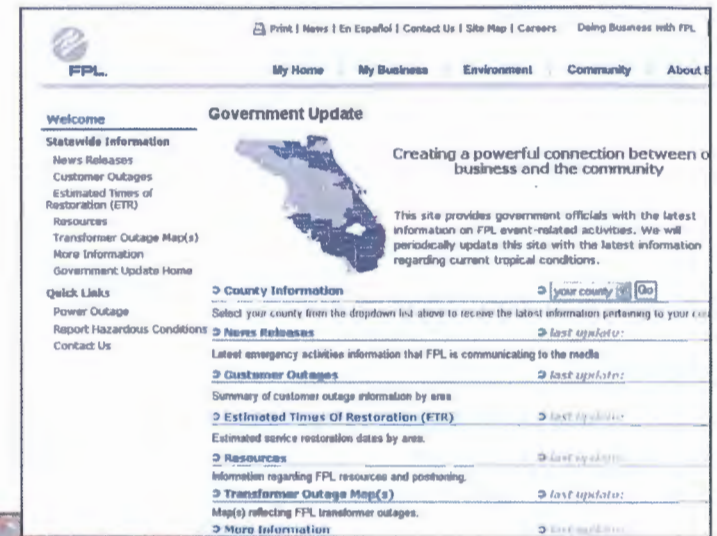
- **Safely restore in shortest time**
- **Resource plans in place**
 - Logistics
 - Foreign utilities & contract crews
 - Inventories
- **Continue ICS integration**



Enhance Communications

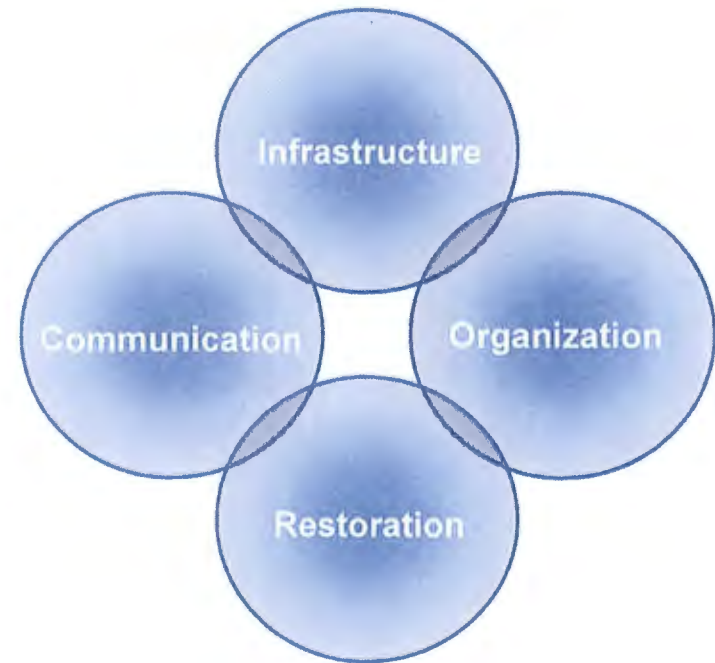


- FPL / County EOC meetings
- Governmental & community communications



Areas of Concern or Vulnerability

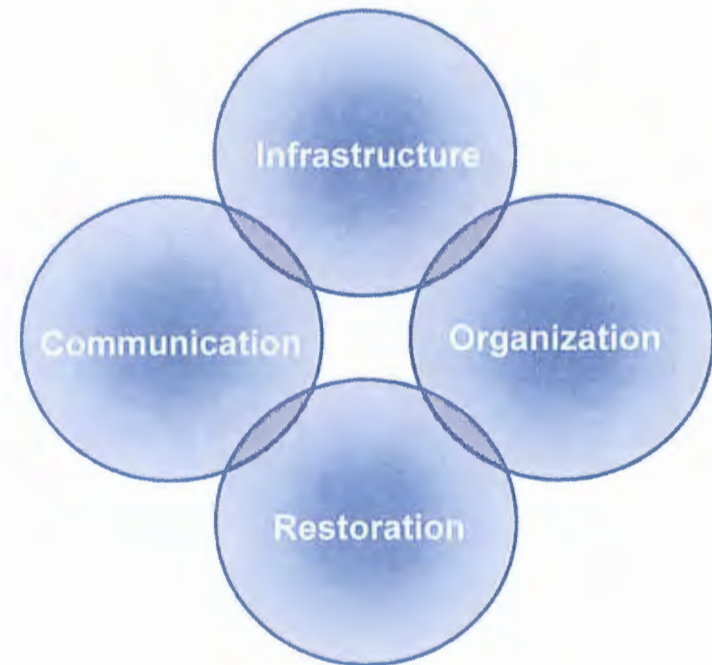
- **Hardening - multi-year effort**
- **Multiple storms**
- **Catastrophic storms**
- **Resource availability**



Hurricane Preparedness Plan 2012

Summary

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



RELIABILITY

Summary – Reliability

Overall (Distribution and Transmission) – Overall reliability is gauged by SAIDI (System Average Interruption Duration Index), considered 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). In 2011, FPL continued to provide strong overall reliability for its customers, as demonstrated by overall SAIDI of 82.9 minutes (2010 - 81.3 minutes). FPL's 2011 SAIFI, which measures the average frequency or number of outages a customer experiences, remained essentially the same at 1.22 outages (2010 – 1.21 outages). In 2011, FPL's overall CAIDI performance, which measures the average time to restore service to a customer once an interruption occurs, was 67.8 minutes (2010 – 67.4 minutes). FPL's 2011 reliability results were significantly impacted by a single major weather event that primarily affected its Brevard and Central Florida management areas in October 2011. This event contributed nearly seven minutes to FPL's 2011 final adjusted SAIDI results. During the two-day period, October 9-10, 2011, these areas of FPL territory experienced unpredicted wind gusts between 70 mph and 80 mph and rainfall of up to 16 inches. The National Hurricane Center initially considered adding this weather event to the historical record of named tropical storms or subtropical storms (which would have excluded the event's impact from FPL's 2011 adjusted reliability results), but ultimately concluded that the event did not precisely fit the definitions of a tropical or subtropical cyclone. Excluding this event, FPL's 2011 overall SAIDI would have been approximately 76 minutes. CAIDI and SAIFI results were also negatively impacted by this event.

Distribution – In 2011, FPL's Distribution SAIDI performance was 79.7 minutes (2010 – 77.3 minutes). As mentioned above, FPL's 2011 SAIDI results were significantly impacted by a single major weather event that primarily affected its Brevard and Central Florida management areas in October 2011. This event contributed nearly seven minutes to FPL's 2011 final adjusted Distribution SAIDI results. Had the event been excluded, the 2011 Distribution SAIDI would have been approximately 73 minutes.

FPL's 2011 Distribution SAIFI and CAIDI results were 0.97 outages (2010 – 0.92 outages) and 82.1 minutes (2010 – 83.9 minutes), respectively. FPL's 2011 Distribution SAIFI and CAIDI results were also negatively impacted by the October 2011 weather event discussed above. FPL's 2011 Distribution MAIFIE (Momentary Average Interruption Frequency Index) performance, which measures interruptions less than one minute, was 10.1 (2010 – 9.1), continuing its consistent year-over-year performance. Finally, in 2011, for the second consecutive year, FPL achieved best-ever recorded performance for CEMI-5.

Transmission – In 2011, FPL's Transmission/Substation system reliability indicators all showed improvement over 2010 results. SAIDI improved to 3.17 minutes (2010 – 3.99 minutes), SAIFI improved to 0.251 customers interrupted (2010 – 0.288 customers interrupted) and MAIFI remained the same at 0.56 momentaries (2010 – 0.53 momentaries).

GENERAL

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

FPL's overall unadjusted distribution reliability, as measured by SAIDI, was 85.1 minutes. This unadjusted performance includes approximately 5.4 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, MAIFle, Lbar, CEMI-3, CEMI-5, CEMI-8, CEMM-35 and CEMM-50.

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 and Six Sigma analysis, 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 2011 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
1 Tomado in Manatee, and Palm Beach	N/A	Highway 64 and Wingate, near the intersection of MI, Jan 25	Affected: Fort Myers, Manasota and Boca Raton
2 Wild Fires in Brevard	N/A	Feb 28	Affected: Brevard
3 Tomado in Broward and Miami-Dade	N/A	Hollywood Int'l Airport, I/O Rickenbacker Cswy and US1, Mar 10	Affected: Wingate and Central Supported: South Dade, Gulfstream, Pompano and Boca Raton
4 Tomado In Broward	N/A	Portion of Tamarac and North Lauderdale, Aug 2	Affected: Wingate Supported: Gulfstream, Pompano and Wingate
5 Hurricane Irene	N/A	Through State, Aug 25-26	Affected: South Dade, West Dade, Central Dade, North Dade, Gulfstream, Pompano, Wingate, Boca Raton, West Palm Beach, Treasure Coast, Brevard, Central Florida and North Florida
6 Tomado in Broward, Glades, Indian River, and Martin	N/A	Near Sawgrass Mills Mall, 22nd Place SE in Vero Beach East of US1, Oct 18-19	Affected: Wingate, Boca Raton, Treasure Coast, Brevard and West Palm Beach Supported: Gulfstream and Pompano
7 Tomado in Martin	N/A	Hobe Sound, Oct 29	Affected: Treasure Coast

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

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

FPL notes that its 2011 Distribution SAIDI results were significantly impacted by a single major weather event that primarily affected its Brevard and Central Florida management areas in October 2011. This event contributed nearly seven minutes to FPL's 2011 final adjusted SAIDI results. During the two-day period, October 9-10, 2011, these areas of FPL territory experienced unpredicted wind gusts between 70 mph and 80 mph and rainfall of up to 16 inches. The National Hurricane Center initially considered adding this weather event to the historical record of named tropical storms or subtropical storms (which would have excluded the event's impact from FPL's 2011 adjusted reliability results), but ultimately concluded that the event did not precisely fit the definitions of a tropical or subtropical cyclone.

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, after each storm, relevant information to critique its processes and performance. During 2011, FPL experienced a mild hurricane season with relatively no major storm events. However, we continue to implement process improvements that will enable us to continue to improve our response in future events. Several new technological improvements and/or proof of concepts were implemented as follows:

- Additional customer outage information available to restoration crew to expedite outage analysis and improve our interactions with our customers.
- Added audiovisual alerts to the restoration application (implemented Restoration Spatial View tool in 2010) which allows for a quicker response by the Restorations Specialist when a priority ticket has been assigned,
- Implemented pilot utilizing smart meter last-gasp and restoration messages to proactively create trouble tickets in our Outage Management System. The project enables real-time outage visibility and decreased dependence on customer calls.

9. If the method of deriving the weather exclusion is different from the method used for 2010, please explain the changes and provide the CMI and CI for 2010 using the prior method.

No changes were made to FPL's exclusion methodology.

10. Provide the 2011 service reliability data for each extreme weather 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) 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	LEBAR
Planned Interruptions	9,014	160,018	14,714,266	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 2011 service reliability data for each distribution outage event that is excluded from your Company's 2011 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)

2011 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.

Rank	PSC Cause Group	System Avg. Interruption (SAIDI)					Frequency (SAIFI)					Duration (CAIDI)				
		2007	2008	2009	2010	2011	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
1	Equipment Failure	26.1	26.2	35.3	36.7	29.8	0.44	0.44	0.50	0.42	0.40	59.8	59.9	69.9	87.6	75.0
2	Vegetation	9.7	11.4	11.7	11.4	16.2	0.11	0.13	0.12	0.10	0.12	90.2	87.9	95.0	114.4	131.4
3	Remaining Causes	4.3	3.8	4.3	6.8	9.1	0.07	0.06	0.06	0.06	0.10	58.8	64.0	73.4	112.7	93.9
4	Other Weather	6.0	4.0	4.8	3.4	6.2	0.09	0.05	0.06	0.04	0.06	70.3	74.0	84.3	80.0	100.6
5	Vehicle	5.8	5.1	4.4	4.9	4.4	0.13	0.09	0.07	0.06	0.07	45.4	56.0	60.1	76.0	65.0
6	Unknown	5.1	4.3	4.6	4.0	4.4	0.13	0.10	0.11	0.08	0.08	39.2	42.4	41.2	51.3	51.7
7	Animal	3.1	3.1	3.0	3.3	3.4	0.05	0.05	0.05	0.05	0.06	59.8	63.3	63.0	66.1	61.7
8	Lightning	9.5	6.2	6.6	3.7	3.0	0.12	0.08	0.07	0.04	0.03	76.2	79.0	90.4	85.8	88.1
9	Other	3.0	2.4	2.7	2.3	2.4	0.07	0.06	0.06	0.06	0.04	40.6	38.9	46.1	39.8	54.3
10	Equipment Connection	0.7	0.6	0.7	0.8	0.8	0.01	0.01	0.01	0.01	0.01	111.0	122.0	132.6	136.6	127.8
	System Total	73.2	67.2	78.0	77.3	79.7	1.21	1.07	1.11	0.92	0.97	60.3	62.9	70.2	83.9	82.1

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 its 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. 2012 activities and budget levels addressing each of the 10 causes of service outage.

In 2012, FPL has reliability programs aimed at reducing customer interruptions. These include:

Program*	Program Description	2012 Budget (\$M)	Impact on which Cause Codes
Vegetation Mgmt**	Integrated program designed to minimize tree and vine related interruptions.	\$59.5	Vegetation, Unknown
Cable Lateral	Reduce the number of direct buried lateral cable failures.	\$25.5	Equipment Failure
Cable Feeder	Reduce the number of direct buried feeder cable failures and reduce customer interruptions.	\$23.1	Equipment Failure
Priority Feeders (including inspections)	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.	\$10.9	All
LF Switch Cabinets inspections & replacements (not including Auto Transformers)	This program inspects and proactively replaces LF Switch Cabinets in order to enhance system operations and reliability.	\$6.5	Equipment Failure
System Expansion	Provide the necessary feeder capacity to serve all customers during normal and emergency periods, and install the infrastructure necessary to meet new loads.	\$6.2	Remaining Causes
Overhead Line Inspection & repairs (not including 85F Disc Switch SD Pilot)	Conduct a visual and infrared inspection of the OH feeder infrastructure and thus reduce overhead interruptions.	\$5.8	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.	\$4.9	Equipment Failure
Vault Inspections and repairs (not including RA Switches)	Inspect vaults and Powell-Esco Switches. Program will mitigate vault interruptions and will help to identify any issues that need to be addressed before an interruption occurs.	\$3.6	Equipment Failure
AFS (installations and maintenance)	Install and 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.	\$3.2	All
Handhole Inspections / Pad-mounted Transformers	Inspection/Remediation of non-compliant conditions. The purpose of this program is to maintain pad-mount transformer security.	\$3.0	Equipment Failure
VAR Management (installations and maintenance)	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.	\$2.8	Remaining Causes
Submarine Cable	Reduce the number of Submarine feeder cable failures and reduce customer interruptions.	\$2.8	Equipment Failure

* Programs ≥ \$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.

Nine 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. 2012 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: Ft. Myers (FM) was split into Naples (NA) and Toledo Blade (TB) in 2011)

Annual SAIDI performance for the Distribution unit and its regions

Data	Region	2007	2008	2009	2010	2011
SAIDI	Boca Raton (BR)	68.3	53.8	66.9	73.1	58.1
	Brevard (BV)	69.8	75.7	75.4	71.2	115.0
	Central Dade (CE)	63.9	50.4	74.9	69.4	48.8
	Central Florida (CF)	84.2	79.6	70.9	69.3	149.1
	Fort Myers (FM)	75.3	78.9	72.8	79.0	*
	Gulfstream (GS)	55.1	53.9	76.4	77.0	54.8
	Manasota (MS)	67.9	72.5	82.6	77.6	66.8
	Naples (NA)	59.4	64.5	72.7	91.7	85.5
	North Dade (ND)	72.3	62.3	84.3	84.4	66.8
	North Florida (NF)	94.3	129.3	103.2	81.7	130.9
	Pompano (PM)	61.4	48.9	57.3	70.8	60.9
	South Dade (SD)	95.7	88.8	122.2	87.6	92.5
	Toledo Blade (TB)	74.3	60.0	79.2	77.6	98.0
	Treasure Coast (TC)	94.5	67.1	70.0	79.2	77.8
	West Palm (WB)	70.5	55.5	62.4	66.7	63.1
	West Dade (WD)	77.8	66.4	85.8	88.6	69.5
	Wingate (WG)	76.3	71.0	88.0	80.6	78.0
	All FPL	73.2	67.2	78.0	77.3	79.7

Annual SAIFI performance for the Distribution unit and its regions

Data	Region	2007	2008	2009	2010	2011
SAIFI	BR	1.23	1.04	1.29	0.93	0.92
	BV	1.16	1.07	1.18	1.01	1.15
	CE	1.20	0.94	1.16	0.78	0.68
	CF	1.49	1.24	1.05	0.91	1.19
	FM	1.26	1.24	1.11	1.09	*
	GS	1.13	1.03	1.03	0.82	0.81
	MS	0.87	1.01	0.94	0.91	0.84
	NA	1.12	0.93	0.98	0.86	0.90
	ND	1.13	0.83	0.89	0.82	0.78
	NF	1.38	1.58	1.30	1.02	1.34
	PM	1.03	0.91	0.82	0.79	0.92
	SD	1.42	1.35	1.52	1.04	1.14
	TB	0.96	0.77	1.02	0.96	1.28
	TC	1.31	1.05	1.10	1.01	0.98
	WB	1.21	0.88	0.98	0.78	0.87
	WD	1.40	1.17	1.19	1.15	0.96
	WG	1.50	1.35	1.42	0.97	1.10
	All FPL	1.21	1.07	1.11	0.92	0.97

Annual CAIDI performance for the Distribution unit and its regions

Data	Region	2007	2008	2009	2010	2011
CAIDI	BR	55.7	51.8	52.0	78.6	63.4
	BV	60.0	70.7	63.9	70.5	99.9
	CE	53.4	53.8	64.5	89.4	71.5
	CF	56.4	64.2	67.8	76.3	125.5
	FM	60.0	63.4	65.8	72.7	*
	GS	48.7	52.1	74.4	94.2	67.5
	MS	77.8	71.7	87.8	85.5	79.5
	NA	53.2	69.3	74.1	107.1	95.5
	ND	63.8	75.2	94.8	103.2	86.2
	NF	68.5	81.6	79.4	80.0	97.7
	PM	59.3	53.8	69.7	89.7	66.4
	SD	67.2	65.7	80.4	84.1	81.0
	TB	77.1	77.6	77.6	80.5	76.4
	TC	72.0	63.7	63.4	78.6	79.7
	WB	58.4	62.9	63.6	85.3	72.6
	WD	55.6	56.7	71.9	77.3	72.7
	WG	51.0	52.6	62.2	82.8	71.1
	All FPL	60.3	62.9	70.2	83.9	82.1

Annual MAIFle performance for the Distribution unit and its regions

Data	Region	2007	2008	2009	2010	2011
MAIFle	BR	9.6	8.9	10.6	7.0	8.3
	BV	16.6	14.1	13.6	11.1	15.1
	CE	10.3	8.5	9.5	7.1	6.7
	CF	14.1	13.3	12.3	10.7	13.9
	FM	11.2	9.4	8.5	8.1	*
	GS	9.0	8.5	9.3	7.7	7.7
	MS	9.5	9.2	8.5	8.1	8.8
	NA	8.3	7.5	7.7	7.2	7.3
	ND	10.0	7.8	8.8	7.2	7.0
	NF	12.9	15.9	15.3	13.0	16.4
	PM	7.6	7.2	7.3	5.7	6.9
	SD	10.2	8.9	11.0	8.2	8.9
	TB	17.1	16.5	18.2	16.4	15.4
	TC	17.6	17.5	15.2	13.4	15.1
	WB	10.8	10.0	10.9	9.0	10.2
	WD	10.0	9.0	9.7	9.1	8.7
	WG	13.1	11.0	14.0	10.2	10.9
	All FPL	11.4	10.5	10.9	9.1	10.1

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

Data	Region	2007	2008	2009	2010	2011
# Cust >5	BR	2.3%	0.7%	1.6%	0.4%	0.4%
	BV	0.9%	0.8%	1.1%	0.9%	0.7%
	CE	1.1%	1.2%	1.3%	0.4%	0.2%
	CF	1.8%	2.6%	1.2%	1.0%	0.9%
	FM	1.1%	2.3%	0.8%	0.8%	*
	GS	1.0%	0.5%	1.7%	1.0%	0.4%
	MS	1.1%	1.1%	0.6%	0.7%	0.5%
	NA	4.3%	1.2%	1.0%	0.5%	0.5%
	ND	2.8%	1.2%	1.1%	0.7%	0.9%
	NF	2.4%	5.5%	2.8%	1.8%	1.7%
	PM	1.6%	0.9%	0.5%	0.2%	0.5%
	SD	3.3%	2.3%	3.9%	0.7%	1.6%
	TB	3.0%	0.7%	1.1%	0.6%	1.3%
	TC	3.2%	2.2%	1.1%	1.5%	1.3%
	WB	1.9%	0.7%	0.8%	0.8%	0.5%
	WD	2.9%	1.4%	1.3%	0.8%	0.5%
	WG	3.0%	2.0%	1.1%	0.5%	0.7%
	All FPL	2.1%	1.4%	1.3%	0.7%	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 2012 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 systems. 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 181 overhead feeders, 413 underground feeders and the remaining 2,548 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	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	77.9	105.2	44.1	77.3
	2011	81.0	121.2	26.8	79.7
SAIFI	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
	2011	1.00	1.20	0.36	0.97
CAIDI	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	82.6	92.4	103.3	83.9
	2011	80.9	100.7	75.1	82.1
L BAR	2007	212	198	275	211
	2008	200	186	250	199
	2009	215	199	284	214
	2010	219	196	380	219
	2011	197	188	221	196

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.

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 2011, two municipalities and one county 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 2011. FPL completed three government-sponsored conversion projects in 2011.

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).

2011 OVERHEAD:

Number of miles = 6,911
Number of customers = 242,051
Number of Customer Minutes Interrupted (CMI) = 29,341,683
Number of Customers Interruptions (CI) = 291,284
L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{2,135,398}{11,363} = 188$

2011 HYBRID:

Number of miles = 53,278
Number of customers = 3,995,840
Number of Customer Minutes Interrupted (CMI) = 323,535,079
Number of Customers Interruptions (CI) = 3,999,237
L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{16,992,444}{86,299} = 197$

2011 UNDERGROUND:

Number of miles = 2,880
Number of customers = 286,229
Number of Customer Minutes Interrupted (CMI) = 7,675,550
Number of Customers Interruptions (CI) = 102,159
L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{247,022}{1,118} = 221$

Data	Year	Hybrid	OH	UG	ALL
Number of Customers	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
	2011	3,995,840	242,051	286,229	4,524,120
CMI	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	308,345,990	26,507,481	12,441,748	347,295,219
	2011	323,535,079	29,341,683	7,675,550	360,552,312
CI	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	3,731,589	286,763	120,489	4,138,841
	2011	3,999,237	291,284	102,159	4,392,680
MAIFle	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
	2011	10.2	18.7	1.3	10.1

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

2007 - 0.89

2008 - 0.82

2009 - 1.13

2010 - 0.96

2011- 0.72

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 2011.

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

2011 reliability performance of FPL's transmission/substation system was better than 2010 for SAIDI and SAIFI and the same for MAIFI. SAIDI was 21% better than 2010 performance (3.17 vs. 3.99). SAIFI was 13% better (0.251 vs. 0.288) and MAIFI was 6% worse (0.56 vs. 0.53). SAIDI and SAIFI reliability metrics showed slight variability around an essentially consistent performance over the 5

year period of January 2007 – December 2011). MAIFI has shown a steady improvement since 2007.

Transmission / Substation 12-month ending December 31					
	2007	2008	2009	2010	2011
SAIDI	3.01	13.80*/ 4.86	4.53	3.99	3.17
SAIFI	0.230	0.516*/ 0.368	0.317	0.288	0.251
MAIFI	0.80	0.83	0.78	0.53	0.56

* 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 (2007 – 2011)

The following table summarizes the inspections completed at FPL's substations from 2007-2011.

Year	Substation Type*	System Population	Inspections Completed
2011	Transmission	98	136
	Distribution	489	579
	All	587	715
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

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

APPENDIX



ANNUAL DISTRIBUTION RELIABILITY REPORT 2011

SAIDI	= System Average Interruption Duration Index			
	= <u>Sum of All Customer Minutes Interrupted (CMI)</u>	360,552,312	=	79.7
	Total number of Customers Served (C)	4,524,120		
CAIDI	= Customer Average Interruption Duration Index			
	= <u>Sum of All Customer Minutes Interrupted (CMI)</u>	360,552,312	=	82.1
	Total number of Customer Interruptions (CI)	4,392,680		
SAIFI	= System Average Interruption Frequency Index			
	= <u>Total number of Customer Interruptions (CI)</u>	4,392,680	=	0.97
	Total number of Customers Served (C)	4,524,120		
MAIFle	= Momentary Average Interruption Event			
	= <u>Sum of All Customer Momentary Interruption Events (CME)</u>	45,813,820	=	10.1
	Total number of Customers Served (C)	4,524,120		
L BAR	= <u>Minutes of Interruption (AO)</u>	19,374,864	=	196
	Total Number of Outages (# of Outages)	98,780		
%CEMI-5	= <u>Sum of CEMI-5 Customers (# Cust>5)</u>	33,438	=	0.7%
	Total number of Customers Served (C)	4,524,120		

Service Reliability Indices Data					
Utility Name: FPL				Year: 2011	
District or Service Area	Customer Served (C)	CMI	CI	CME	# Cust >5
Boca Raton	352,382	20,489,716	323,344	2,930,313	1,558
Brevard	286,035	32,897,620	329,443	4,305,927	1,963
Central Dade	267,582	13,069,214	182,898	1,804,766	658
Central Florida	267,930	39,952,119	318,455	3,737,522	2,451
Gulfstream	319,478	17,504,526	259,224	2,475,941	1,194
Manasota	363,324	24,260,879	305,056	3,204,979	1,915
Naples	360,786	30,854,612	323,167	2,638,413	1,782
North Dade	225,457	15,065,337	174,787	1,575,027	2,116
North Florida	141,303	18,496,594	189,332	2,317,275	2,360
Pompano	300,115	18,268,991	275,067	2,076,427	1,467
South Dade	286,068	26,453,273	326,538	2,551,964	4,697
Toledo Blade	241,111	23,639,949	309,276	3,717,016	3,218
Treasure Coast	272,383	21,204,480	266,197	4,100,721	3,414
West Palm	340,898	21,502,306	296,347	3,467,331	1,731
West Dade	242,334	16,842,677	231,579	2,106,543	1,192
Wingate	256,934	20,050,019	281,970	2,803,655	1,722
All FPL	4,524,120	360,552,312	4,392,680	45,813,820	33,438

PSC/ECR 102-1(a)

Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Actual			
Utility Name: FPL		Year: 2011	
Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	29,177	231	75.2
Unknown	12,519	137	51.8
Other	7,234	178	53.9
Animal	11,989	105	61.8
Request	9,091	136	92.1
Vegetation	19,075	228	131.9
Other Weather	7,316	176	100.8
Remaining Causes	6,301	259	94.9
Lightning	1,878	270	88.0
Equipment Connection	4,223	174	123.1
Vehicle	1,026	235	65.1
System Total	109,829	191	82.8

PSC/ECR 102-1(b)

Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Adjusted			
Utility Name: FPL		Year: 2011	
Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Equipment Failure	28,825	231	75.0
Unknown	12,404	137	51.7
Other	7,104	178	54.3
Animal	11,916	105	61.7
Vegetation	18,379	229	131.4
Other Weather	7,033	177	100.6
Remaining Causes	6,072	259	93.9
Lightning	1,855	270	88.1
Equipment Connection	4,176	174	127.8
Vehicle	1,016	236	65.0
System Total	98,780	196	82.1

THREE PERCENT FEEDER LIST - ACTUAL												
FPL Primary Circuit Id. No. or Name (a)	Substation Origin (b)	Location (c)	Year 2011 Number of Customers					Number of Outage Events (N) (i)	Average Duration (L-Bar) (j)	Average Restoration Time (CAIDI) (k)	Listed Last Year? (l)	No. of Years in the Last 5 (m)
			Residential (d)	Commercial (e)	Industrial (f)	Other (g)	Total (h)					
810063	AVOCADO	Miami-Dade	1474	244	0	86	1718	9	5	5.1	N	0
401764	OLYMPIA	Martin	279	83	28	7	390	8	140	62.3	N	1
802232	GLADEVIEW	Miami-Dade	2034	169	1	50	2204	7	20	12.5	N	1
702632	ELY	Broward	640	199	8	25	847	7	95	15.9	N	0
808931	OLYMPIA HEIGHTS	Miami-Dade	1327	54	1	17	1382	6	59	29.3	N	2
802435	SOUTH MIAMI	Miami-Dade	1015	48	13	13	1076	6	231	75.0	N	1
412161	ALLAPATTAH	St Lucie	232	94	3	10	329	6	204	52.1	Y	1
503961	ESTERO	Lee	4183	240	1	27	4424	5	97	39.8	N	0
506962	WOODS	Manatee	2314	199	9	23	2522	5	116	42.0	N	0
404532	NORTON	Palm Beach	2135	150	3	9	2288	5	108	46.2	Y	2
504761	ALVA	Lee	1626	229	25	109	1880	5	4	4.4	N	1
401835	JUPITER	Palm Beach	1492	347	1	28	1840	5	132	47.9	N	0
700331	PINEHURST	Broward	1895	34	2	11	1931	5	357	91.4	N	0
800636	LITTLE RIVER	Miami-Dade	1071	151	0	17	1222	5	51	35.9	N	0
403433	JENSEN	Martin	1150	104	1	9	1255	5	45	38.3	N	0
403632	SOUTH BAY	Palm Beach	920	142	2	27	1064	5	145	35.7	N	0
806937	BIRD	Miami-Dade	983	165	0	32	1148	5	143	34.4	N	0
201136	PATRICK	Brevard	1268	61	3	8	1332	5	295	63.6	N	1
502463	LABELLE	Hendry	1053	179	14	70	1248	5	154	71.2	N	0
101863	ORANGEDALE	St Johns	1356	175	6	92	1537	5	49	40.1	Y	5
407562	GLENDAL	Indian River	1227	395	3	35	1625	5	180	73.6	N	0
811561	KOGER	Miami-Dade	0	880	2	12	882	5	30	9.6	N	1
704766	STONEBRIDGE	Broward	1627	117	2	24	1746	5	200	56.8	N	0
800442	COCONUT GROVE	Miami-Dade	1043	123	4	23	1170	5	168	55.9	N	1
811564	KOGER	Miami-Dade	1	563	5	19	569	5	87	11.0	N	0
411662	PEACOCK	St Lucie	272	71	0	8	343	5	110	22.6	N	0
508461	GATEWAY	Lee	3809	459	30	11	4298	4	230	81.2	N	0
405134	HUTCHINSON ISL	St Lucie	3416	117	2	7	3535	4	96	30.5	Y	2
706665	NOBHILL	Broward	3596	213	9	13	3818	4	23	21.0	N	0
500161	SARASOTA	Sarasota	3012	150	4	3	3166	4	59	46.1	N	0
705764	TRACE	Broward	2911	266	3	10	3180	4	309	62.6	N	0
809664	COURT	Miami-Dade	2650	455	1	7	3106	4	139	36.5	Y	2
406963	PINEWOOD	Palm Beach	2237	269	3	18	2509	4	102	59.0	N	0
701832	ROCK ISLAND	Broward	2291	124	5	13	2420	4	98	36.7	N	0
209862	YORKE	Brevard	2720	258	3	25	2981	4	31	17.8	N	0
703831	HIGHLANDS	Broward	1906	363	1	26	2270	4	96	48.3	N	1
404836	GERMANTOWN	Palm Beach	2042	303	4	10	2349	4	64	49.3	N	0
409763	CATCHMENT	Palm Beach	1561	430	2	15	1963	4	149	76.6	Y	1
700239	HOLLYWOOD	Broward	2114	417	2	34	2533	4	163	37.0	N	0
108432	SAN MATEO	Putnam	1718	136	5	128	1859	4	69	67.0	N	0
805731	GALLOWAY	Miami-Dade	1660	183	0	24	1843	4	65	40.9	N	0
408664	HOMELAND	Palm Beach	1549	417	20	33	1986	4	223	30.6	Y	2
408862	HAMLET	Palm Beach	2743	200	3	9	2946	4	174	53.6	N	0
810364	NEWTON	Miami-Dade	3219	118	0	8	3337	4	169	90.3	N	1
101861	ORANGEDALE	St Johns	2509	122	21	13	2652	4	87	71.2	N	0
404531	NORTON	Palm Beach	1360	306	1	57	1667	4	89	47.1	N	0
708063	WINDMILL	Broward	1348	264	3	6	1615	4	58	49.8	N	0
708661	NOBHILL	Broward	1897	220	3	28	2120	4	145	62.5	N	0
703435	RESERVATION	Broward	920	462	4	20	1386	4	3	2.5	N	0
801838	BISCAYNE	Miami-Dade	1541	87	1	25	1629	4	229	45.6	N	0
801031	NORMANDY BEACH	Miami-Dade	1756	83	0	3	1839	4	71	18.2	N	1
803440	MIAMI SHORES	Miami-Dade	1328	42	2	36	1372	4	63	34.6	N	0
700134	SISTRUNK	Broward	1170	121	9	6	1300	4	210	39.7	N	1
102366	ST JOE	Flagler	681	554	0	45	1235	4	98	67.7	N	1
203538	HIBISCUS	Brevard	884	310	4	32	1198	4	36	28.4	N	0
706264	VALENCIA	Broward	1192	363	4	38	1559	4	146	62.1	N	0
407332	HILLS	Martin	1273	222	4	17	1499	4	137	48.3	N	1
407561	GLENDAL	Indian River	2086	191	3	32	2280	4	117	86.1	N	1
400833	PAHOKEE	Palm Beach	1376	110	2	43	1488	4	124	28.0	N	0
102435	FLEMING	Volusia	717	359	2	40	1078	4	282	136.0	N	0
407162	CRANE	Martin	984	283	3	49	1270	4	134	14.0	N	1
201031	EAU GALLEE	Brevard	901	313	9	23	1223	4	110	46.8	N	0
504964	GOLDEN GATE	Collier	1512	42	5	64	1559	4	109	133.5	N	0
200533	MELBOURNE	Brevard	761	211	3	27	975	4	62	40.4	N	0
701033	SAMPLE ROAD	Broward	971	156	5	18	1132	4	203	69.1	N	0
100839	PORT ORANGE	Volusia	637	182	1	24	820	4	141	26.5	N	0
502631	COLONIAL	Lee	650	22	3	18	675	4	86	64.1	N	0
811261	EUREKA	Miami-Dade	1258	32	1	8	1291	4	102	30.1	N	0
707482	SAWGRASS	Broward	800	263	4	5	1067	4	191	53.1	N	0
508532	HANSON	Lee	546	279	1	31	826	4	108	70.7	N	0
108362	GATOR	St Johns	622	149	10	46	781	4	219	79.6	N	1
407563	GLENDAL	Indian River	184	154	5	26	343	4	163	48.2	N	2
400832	PAHOKEE	Palm Beach	210	75	23	12	306	4	156	65.2	N	2
807235	MERCHANDISE	Miami-Dade	322	168	0	2	490	4	7	7.5	N	0
410232	CONGRESS	Palm Beach	57	68	1	11	126	4	15	14.5	N	0
413231	WHEELER	Palm Beach	77	20	3	5	100	4	76	65.9	N	0
800843	RAILWAY	Miami-Dade	61	50	0	6	111	4	69	73.8	N	0
810431	BLUE LAGOON	Miami-Dade	110	70	0	2	180	4	23	17.1	N	0
106462	SPRUCE	Volusia	3805	258	5	39	4088	3	110	74.2	N	3
501767	IONA	Lee	3607	320	0	35	3927	3	200	63.0	N	0
705864	REMSBURG	Broward	2987	481	1	8	3469	3	466	72.3	N	0
405461	CLINTMOORE	Palm Beach	3074	149	6	13	3229	3	91	39.3	N	2
501761	IONA	Lee	2866	439	0	39	3305	3	114	29.7	N	0
504061	CAPRI	Collier	3737	416	18	53	4171	3	19	13.9	N	0
503764	HARBOR	Charlotte	3260	237	6	29	3503	3	94	29.8	N	0

THREE PERCENT FEEDER LIST - ADJUSTED												
FPL Primary Circuit Id. No. or Name (a)	Substation Origin (b)	Location (c)	Year 2011 Number of Customers					Number of Outage Events (N) (i)	Average Duration (L-Bar) (j)	Average Restoration Time (CAID) (k)	Listed Last Year? (l)	No. of Years in the Last 5 (m)
			Residential (d)	Commercial (e)	Industrial (f)	Other (g)	Total (h)					
810063	AVOCADO	Miami-Dade	1474	244	0	86	1718	8	5	4.5	N	0
802232	GLADEVIEW	Miami-Dade	2034	189	1	50	2204	6	8	6.4	N	1
808931	OLYMPIA HEIGHTS	Miami-Dade	1327	54	1	17	1382	6	59	29.3	N	2
702632	ELY	Broward	640	199	8	25	847	6	77	13.2	N	0
503961	ESTERO	Lee	4183	240	1	27	4424	5	97	39.8	N	0
506962	WOODS	Manatee	2314	199	9	23	2522	5	116	42.0	N	0
401835	JUPITER	Palm Beach	1492	347	1	28	1840	5	132	47.9	N	0
700331	PINEHURST	Broward	1895	34	2	11	1931	5	357	91.4	N	0
800636	LITTLE RIVER	Miami-Dade	1071	151	0	17	1222	5	51	35.9	N	0
403433	JENSEN	Martin	1150	104	1	9	1255	5	45	38.3	N	0
802435	SOUTH MIAMI	Miami-Dade	1015	48	13	13	1076	5	273	86.6	N	1
502463	LABELLE	Hendry	1053	179	14	70	1246	5	154	71.2	N	0
101863	ORANGEDALE	St Johns	1356	175	6	92	1537	5	49	40.1	Y	3
407562	GLENDALE	Indian River	1227	395	3	35	1625	5	180	73.6	N	0
811561	KOGER	Miami-Dade	0	880	2	12	882	5	30	9.6	N	2
704766	STONEBRIDGE	Broward	1627	117	2	24	1746	5	200	56.8	N	0
800442	COCONUT GROVE	Miami-Dade	1043	123	4	23	1170	5	168	55.9	N	1
811584	KOGER	Miami-Dade	1	563	5	19	569	5	87	11.0	N	0
411662	PEACOCK	St Lucie	272	71	0	8	343	5	110	22.6	N	0
401764	OLYMPIA	Martin	279	83	28	7	390	5	179	80.0	N	1
412161	ALLA PATTAH	St Lucie	232	94	3	10	329	5	156	50.1	Y	1
508461	GATEWAY	Lee	3809	459	30	11	4298	4	230	81.2	N	0
405134	HUTCHINSON ISL	St Lucie	3416	117	2	7	3535	4	96	30.5	Y	2
706965	NOBHILL	Broward	3596	213	9	13	3818	4	23	21.0	N	0
500161	SARASOTA	Sarasota	3012	150	4	3	3166	4	59	46.1	N	0
705764	TRACE	Broward	2911	266	3	10	3180	4	309	62.6	N	0
809664	COURT	Miami-Dade	2650	455	1	7	3106	4	139	36.5	Y	2
409963	PINEWOOD	Palm Beach	2237	269	3	18	2509	4	102	59.0	N	0
701832	ROCK ISLAND	Broward	2291	124	5	13	2420	4	98	36.7	N	0
404836	GERMANTOWN	Palm Beach	2042	303	4	10	2349	4	64	49.3	N	0
409763	CATCHMENT	Palm Beach	1561	430	2	15	1993	4	149	76.6	Y	1
700239	HOLLYWOOD	Broward	2114	417	2	34	2533	4	163	37.0	N	0
504761	ALVA	Lee	1626	229	25	109	1880	4	5	5.2	N	1
108432	SAN MATEO	Putnam	1718	136	5	128	1859	4	69	67.0	N	0
404532	NORTON	Palm Beach	2135	150	3	9	2288	4	86	36.6	Y	2
805731	GALLOWAY	Miami-Dade	1660	183	0	24	1843	4	65	40.9	N	0
408664	HOMELAND	Palm Beach	1549	417	20	33	1986	4	223	30.6	Y	2
408862	HAMLET	Palm Beach	2743	200	3	9	2946	4	174	53.6	N	0
810364	NEWTON	Miami-Dade	3219	118	0	8	3337	4	169	90.3	N	1
101861	ORANGEDALE	St Johns	2509	122	21	13	2652	4	87	71.2	N	0
404531	NORTON	Palm Beach	1360	306	1	57	1667	4	89	47.1	N	0
708063	WINDMILL	Broward	1348	264	3	6	1615	4	58	49.8	N	0
706661	NOBHILL	Broward	1897	220	3	28	2120	4	145	62.5	N	0
703435	RESERVATION	Broward	920	462	4	20	1386	4	3	2.5	N	0
801838	BISCAYNE	Miami-Dade	1541	87	1	25	1629	4	229	45.6	N	0
801031	NORMANDY BEACH	Miami-Dade	1756	83	0	3	1839	4	71	18.2	N	1
803440	MIAMI SHORES	Miami-Dade	1328	42	2	36	1372	4	63	34.6	N	0
201136	PATRICK	Brevard	1268	61	3	8	1332	4	143	56.2	N	1
102366	ST JOE	Flagler	681	554	0	45	1235	4	98	67.7	N	0
203538	HIBISCUS	Brevard	884	310	4	32	1198	4	36	28.4	N	0
706264	VALENCIA	Broward	1192	363	4	38	1559	4	148	62.1	N	0
407332	HILLS	Martin	1273	222	4	17	1499	4	137	48.3	N	1
407561	GLENDALE	Indian River	2086	191	3	32	2280	4	117	86.1	N	1
102435	FLEMING	Volusia	717	359	2	40	1078	4	282	136.0	N	0
806937	BIRD	Miami-Dade	983	165	0	32	1148	4	178	43.7	N	0
403632	SOUTH BAY	Palm Beach	920	142	2	27	1064	4	78	42.0	N	0
201031	EAU GALIE	Brevard	901	313	9	23	1223	4	110	46.8	N	0
504964	GOLDEN GATE	Collier	1512	42	5	64	1559	4	109	133.5	N	0
200533	MELBOURNE	Brevard	761	211	3	27	975	4	62	40.4	N	0
701033	SAMPLE ROAD	Broward	971	156	5	18	1132	4	203	69.1	N	0
100839	PORT ORANGE	Volusia	637	182	1	24	820	4	141	26.5	N	0
502631	COLONIAL	Lee	650	22	3	18	675	4	86	64.1	N	0
508532	HANSON	Lee	546	279	1	31	826	4	108	70.7	N	0
108362	GATOR	St Johns	622	149	10	46	781	4	219	79.6	N	1
407563	GLENDALE	Indian River	184	154	5	26	343	4	163	48.2	N	2
807235	MERCHANDISE	Miami-Dade	322	168	0	2	490	4	7	7.5	N	0
410232	CONGRESS	Palm Beach	57	68	11	11	126	4	15	14.5	N	0
413231	WHEELER	Palm Beach	77	20	3	5	100	4	78	65.9	N	0
800843	RAILWAY	Miami-Dade	61	50	0	6	111	4	69	73.8	N	0
810431	BLUE LAGOON	Miami-Dade	110	70	0	2	180	4	23	17.1	N	1
106462	SPRUCE	Volusia	3805	258	5	39	4068	3	110	74.2	N	1
501767	IONA	Lee	3607	320	0	35	3927	3	200	63.0	N	0
705864	REMSBURG	Broward	2987	481	1	8	3469	3	466	72.3	N	0
405461	CLINTMOORE	Palm Beach	3074	149	6	13	3229	3	91	39.3	N	2
501761	IONA	Lee	2866	439	0	39	3305	3	114	29.7	N	0
503764	HARBOR	Charlotte	3260	237	6	29	3503	3	94	29.8	N	0
102362	ST JOE	Flagler	2922	101	3	136	3026	3	42	41.4	N	0
706863	CONSERVATION	Broward	2729	306	11	11	3046	3	107	51.8	N	0
807165	PENNSUCO	Miami-Dade	2689	240	1	20	2930	3	215	62.8	N	0
208863	WINDOVER	Brevard	2282	180	8	45	2470	3	102	67.3	Y	1
504363	PINE RIDGE	Collier	2718	665	18	29	3401	3	57	17.6	N	1
504361	PINE RIDGE	Collier	2779	254	9	12	3042	3	132	70.6	N	0
405634	FOUNTAIN	Palm Beach	2576	233	1	38	2810	3	119	38.8	N	0
503862	ORTIZ	Lee	2316	376	0	58	2692	3	253	71.0	N	0
706062	HIATUS	Broward	2643	70	7	14	2720	3	41	28.8	N	0

PSC/ECR 102-3(a)

System Reliability Indices - Actual					
Utility Name: FPL			Year: 2011		
District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFle (e)	CEMI5 (f)
Boca Raton	66.2	65.2	1.02	8.4	1,722
Brevard	122.9	97.4	1.26	16.1	2,599
Central Dade	57.0	77.0	0.74	6.9	805
Central Florida	155.1	121.3	1.28	14.6	2,785
Gulfstream	58.4	68.3	0.86	8.6	1,252
Manasota	69.7	79.4	0.88	8.7	2,030
Naples	87.0	95.8	0.91	7.6	1,820
North Dade	73.0	88.7	0.82	7.8	2,581
North Florida	135.5	96.2	1.41	17.1	2,538
Pompano	67.3	70.0	0.96	7.5	1,499
South Dade	95.3	81.8	1.16	9.4	4,882
Toledo Blade	100.3	75.4	1.33	15.5	3,357
Treasure Coast	87.8	82.5	1.06	15.7	3,460
West Palm	67.4	73.6	0.92	11.2	1,998
West Dade	74.0	75.0	0.99	8.6	1,304
Wingate	87.2	74.1	1.18	11.0	1,857
All FPL	85.1	82.8	1.03	10.6	36,489

PSC/ECR 102-3(b)

System Reliability Indices - Adjusted					
Utility Name: FPL			Year: 2011		
District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFle (e)	CEMI5 (f)
Boca Raton	58.1	63.4	0.92	8.0	1,558
Brevard	115.0	99.9	1.15	15.2	1,963
Central Dade	48.8	71.5	0.68	6.6	658
Central Florida	149.1	125.5	1.19	13.9	2,451
Gulfstream	54.8	67.5	0.81	8.0	1,194
Manasota	66.8	79.5	0.84	8.6	1,915
Naples	85.5	95.5	0.90	7.6	1,782
North Dade	66.8	86.2	0.78	7.5	2,116
North Florida	130.9	97.7	1.34	16.4	2,360
Pompano	60.9	66.4	0.92	7.1	1,467
South Dade	92.5	81.0	1.14	9.0	4,697
Toledo Blade	98.0	76.4	1.28	15.5	3,218
Treasure Coast	77.8	79.7	0.98	15.0	3,414
West Palm	63.1	72.6	0.87	10.6	1,731
West Dade	69.5	72.7	0.96	8.3	1,192
Wingate	78.0	71.1	1.10	10.3	1,722
All FPL	79.7	82.1	0.97	10.1	33,438



Emergency Management Plan Severe Storms Brief

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OVERVIEW and INTRODUCTION

FPL's Emergency Preparedness Plan provides guidance in the response to emergency situations associated with natural disasters, such as named tropical storms and hurricanes, cold weather, tornadoes 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 common day-to-day emergencies and the established departmental procedures used to cope with such incidents.

The plan provides information on several key features, such as, organizations responsible for developing damage forecast, conducting damage assessment, restoration response, and supporting organizations for external agency support (such as regulatory bodies, EOC's, local municipalities, etc) and major commercial and industrial customers. In addition, general information relative to our communications (internal and external) is provided

In the case of an emergency, FPL would activate its Emergency Response Command & Control structure, including the activation of its newly commissioned Command Center (7/15/2011). FPL has incorporated key tenets and concepts according to NIMS (National Incident Management System) and ICS (Incident Command System). When a hurricane or severe tropical storm threatens, or a situation such as a wild fire or extreme cold weather event occurs, an appraisal of the situation is made by designated personnel (Planning Chiefs) and action is taken in accordance with this plan. FPL's Emergency Response Organization is then notified and mobilized to manage operations, logistics, and associated command staff, such as Public Information to coordinate all communications with the public sector and private enterprise, as well as appropriate governmental agencies.

Once the emergency is over, FPL's goal is to restore service 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) and cause 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

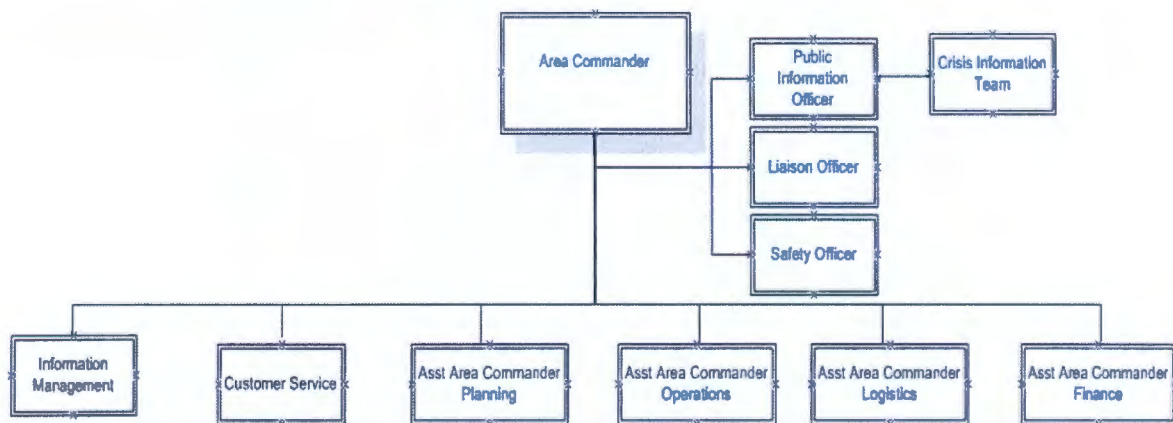
Hurricane Warning – Issued when winds of 74mph or higher are expected in a specified coastal area within 24 hours

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 moderate impact. Depending on the nature of the storm and the extent of the forecasted damage, this structure would be expanded with 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 is responsible for continuous updated information to internal stake holders, general public, media, and state and federal agencies. The FPL Command Center will be appropriately staffed by business units and will be operational throughout the restoration process, including the demobilization phase. 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 units (such as Distribution or Transmission) to direct 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, and coordination between the staging areas/workbases and FPL's Command Center.

The FPL Command and Control organization 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 business units and reported to the FPL Command Center. This initial report is not a detailed or quantitative survey but rather a qualitative review based on observations by managers and pre-identified spotters 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 Command Center - specifically the Planning Section - is responsible for providing key outage information back to the areas and organization as follows:

- 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 planning 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 other 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 / workbases. 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 Information 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.

For 2011, with the commissioning of a newly built, category 5 rated command center, FPL conducted a 2nd dry run. This dry run, was intended to test this new facility and ensure that all of the associated IT infrastructure, communication equipment, and overall logistics supported an efficient and timely restoration.

During both dry runs, 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 respective storm processes
- Test any new process improvements
- Test existing and 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. In addition, 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.

Reconciliation of Adjusted with Exclusions to Actual Reliability Indices

FPL March, 2012 Filing

Index	CMI	CI	CME	CEMI5	Minutes	N	C	SAIDI	SAIFI	MAIFle	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	385,164,532	4,650,693	45,813,820	33,438	20,981,692	109,829	4,524,120	85.1	1.03	10.1	0.7%	82.8
Filed Adjusted (a)	360,552,312	4,392,680	45,813,820	33,438	19,374,864	98,780	4,524,120	79.7	0.97	10.1	0.7%	82.1
Sum of Exclusions	24,612,220	258,013	0	0	1,606,828	11,049	4,524,120					
Calc Actual	385,164,532	4,650,693	45,813,820	33,438	20,981,692	109,829	4,524,120					

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

Difference - see notes (a) & (b) below	OK	OK	OK b	OK b	OK	OK
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Exclusions Details

Generation						
Cust Req.	3,889,849	73,886	n/r	n/r	243,613	1,414
Planned	10,824,417	86,132	n/r	n/r	980,682	7,600
Transmission (a)	7,532,746	340,973				230
Other	n/r	n/r	n/r	n/r	n/r	n/r
Substation Events	n/r	n/r	n/r	n/r	n/r	n/r
Weather Total	9,897,954	97,995	0	0	382,533	2,035
List Events:						
Wildfire	52,176	287			3,702	19
Verified Tornadoes	6,139,632	54,738			213,870	1,071
Hurricane Irene	3,706,146	42,970			164,961	945

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
Tornado Activity	1/25/2011	1	68	68	N	Not Applicable
Tornado Activity	1/25/2011	25	2,350	103	N	Not Applicable
Tornado Activity	1/25/2011	49	5,951	125	N	Not Applicable
Tornado Activity	1/25/2011	1	261	261	N	Not Applicable
Tornado Activity	1/25/2011	183	32,391	177	N	Not Applicable
Tornado Activity	1/25/2011	7	1,904	272	N	Not Applicable
Tornado Activity	1/25/2011	1	236	236	N	Not Applicable
Tornado Activity	1/25/2011	1	103	103	N	Not Applicable
Tornado Activity	1/25/2011	6	768	128	N	Not Applicable
Tornado Activity	1/25/2011	1	88	88	N	Not Applicable
Tornado Activity	1/25/2011	93	26,412	284	N	Not Applicable
Tornado Activity	1/25/2011	2	116	58	N	Not Applicable
Tornado Activity	1/25/2011	7	567	81	N	Not Applicable
Tornado Activity	1/25/2011	5	170	34	N	Not Applicable
Tornado Activity	1/25/2011	1	74	74	N	Not Applicable
Tornado Activity	1/25/2011	33	4,719	143	N	Not Applicable
Tornado Activity	1/25/2011	20	4,020	201	N	Not Applicable
Tornado Activity	1/25/2011	5	160	32	N	Not Applicable
Tornado Activity	1/25/2011	1	133	133	N	Not Applicable
Tornado Activity	1/25/2011	3	438	146	N	Not Applicable
Tornado Activity	1/25/2011	8	1,440	180	N	Not Applicable
Tornado Activity	1/25/2011	3	384	128	N	Not Applicable
Tornado Activity	1/25/2011	34	3,060	90	N	Not Applicable
Tornado Activity	1/25/2011	175	13,475	77	N	Not Applicable
Tornado Activity	1/25/2011	47	3,901	83	N	Not Applicable
Tornado Activity	1/25/2011	1	282	282	N	Not Applicable
Tornado Activity	1/25/2011	116	32,596	281	N	Not Applicable
Tornado Activity	1/25/2011	8	1,632	204	N	Not Applicable
Tornado Activity	1/25/2011	167	15,531	93	N	Not Applicable
Tornado Activity	1/25/2011	57	4,104	72	N	Not Applicable
Tornado Activity	1/25/2011	1	509	509	N	Not Applicable
Tornado Activity	1/25/2011	93	11,439	123	N	Not Applicable
Tornado Activity	1/25/2011	1,885	1,885	1	N	Not Applicable
Tornado Activity	1/25/2011	2,689	181,424	157	N	Not Applicable
Tornado Activity	1/25/2011	9	1,206	134	N	Not Applicable
Tornado Activity	1/25/2011	13	3,926	302	N	Not Applicable
Tornado Activity	1/25/2011	1	322	322	N	Not Applicable
Tornado Activity	1/25/2011	1	110	110	N	Not Applicable
Tornado Activity	1/25/2011	40	5,880	147	N	Not Applicable
Tornado Activity	1/25/2011	44	11,440	260	N	Not Applicable
Tornado Activity	1/25/2011	3	762	254	N	Not Applicable
Tornado Activity	1/25/2011	39	8,307	213	N	Not Applicable
Tornado Activity	1/25/2011	1	225	225	N	Not Applicable
Tornado Activity	1/25/2011	75	6,000	80	N	Not Applicable
Tornado Activity	1/25/2011	859	50,706	126	N	Not Applicable
Tornado Activity	1/25/2011	8	2,488	311	N	Not Applicable
Tornado Activity	1/25/2011	61	10,484	194	N	Not Applicable
Tornado Activity	1/25/2011	70	12,810	183	N	Not Applicable
Tornado Activity	1/25/2011	8	1,968	246	N	Not Applicable
Tornado Activity	1/25/2011	17	2,040	120	N	Not Applicable
Tornado Activity	1/25/2011	5	1,185	237	N	Not Applicable
Tornado Activity	1/25/2011	1	383	383	N	Not Applicable
Tornado Activity	1/25/2011	1	442	442	N	Not Applicable
Tornado Activity	1/25/2011	8	1,856	232	N	Not Applicable
Tornado Activity	1/25/2011	63	10,836	172	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	1/25/2011	66	15,246	231	N	Not Applicable
Tornado Activity	1/25/2011	1	140	140	N	Not Applicable
Tornado Activity	1/25/2011	1	66	79	N	Not Applicable
Tornado Activity	1/25/2011	6	1,194	199	N	Not Applicable
Tornado Activity	1/25/2011	53	18,391	347	N	Not Applicable
Tornado Activity	1/25/2011	1	289	289	N	Not Applicable
Tornado Activity	1/25/2011	7	1,393	199	N	Not Applicable
Tornado Activity	1/25/2011	1	298	298	N	Not Applicable
Tornado Activity	1/25/2011	1	319	319	N	Not Applicable
Tornado Activity	1/25/2011	10	4,040	413	N	Not Applicable
Tornado Activity	1/25/2011	59	11,033	187	N	Not Applicable
Tornado Activity	1/25/2011	1	295	295	N	Not Applicable
Tornado Activity	1/25/2011	1	242	242	N	Not Applicable
Wildfires	2/28/2011	1	58	58	N	Not Applicable
Wildfires	2/28/2011	15	1,770	118	N	Not Applicable
Wildfires	2/28/2011	7	1,512	216	N	Not Applicable
Wildfires	2/28/2011	10	1,220	122	N	Not Applicable
Wildfires	2/28/2011	7	847	121	N	Not Applicable
Wildfires	2/28/2011	1	24	24	N	Not Applicable
Wildfires	2/28/2011	11	2,090	190	N	Not Applicable
Wildfires	2/28/2011	63	2,961	47	N	Not Applicable
Wildfires	2/28/2011	2	160	80	N	Not Applicable
Wildfires	2/28/2011	8	1,040	130	N	Not Applicable
Wildfires	2/28/2011	61	7,076	116	N	Not Applicable
Wildfires	2/28/2011	2	360	180	N	Not Applicable
Wildfires	2/28/2011	69	9,729	141	N	Not Applicable
Wildfires	2/28/2011	1	84	84	N	Not Applicable
Wildfires	2/28/2011	1	82	82	N	Not Applicable
Wildfires	2/28/2011	1	82	82	N	Not Applicable
Wildfires	2/28/2011	2	516	258	N	Not Applicable
Wildfires	2/28/2011	10	4,460	446	N	Not Applicable
Wildfires	2/28/2011	15	18,105	1,207	N	Not Applicable
Tornado Activity	3/10/2011	1	218	218	N	Not Applicable
Tornado Activity	3/10/2011	10	1,160	116	N	Not Applicable
Tornado Activity	3/10/2011	14	1,218	87	N	Not Applicable
Tornado Activity	3/10/2011	1	81	81	N	Not Applicable
Tornado Activity	3/10/2011	1	259	259	N	Not Applicable
Tornado Activity	3/10/2011	10	2,396	846	N	Not Applicable
Tornado Activity	3/10/2011	1	43	43	N	Not Applicable
Tornado Activity	3/10/2011	1	127	127	N	Not Applicable
Tornado Activity	3/10/2011	4	360	90	N	Not Applicable
Tornado Activity	3/10/2011	1	148	148	N	Not Applicable
Tornado Activity	3/10/2011	1	46	46	N	Not Applicable
Tornado Activity	3/10/2011	18	3,510	195	N	Not Applicable
Tornado Activity	3/10/2011	14	1,428	102	N	Not Applicable
Tornado Activity	3/10/2011	1	145	145	N	Not Applicable
Tornado Activity	3/10/2011	18	324	18	N	Not Applicable
Tornado Activity	3/10/2011	11	946	86	N	Not Applicable
Tornado Activity	3/10/2011	3	357	119	N	Not Applicable
Tornado Activity	3/10/2011	1	252	252	N	Not Applicable
Tornado Activity	3/10/2011	30	12,330	411	N	Not Applicable
Tornado Activity	3/10/2011	6	354	59	N	Not Applicable
Tornado Activity	3/10/2011	1	169	169	N	Not Applicable
Tornado Activity	3/10/2011	4	332	83	N	Not Applicable
Tornado Activity	3/10/2011	345	1,035	3	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	47	10,246	218	N	Not Applicable
Tornado Activity	3/10/2011	1	326	326	N	Not Applicable
Tornado Activity	3/10/2011	1	217	217	N	Not Applicable
Tornado Activity	3/10/2011	1	140	140	N	Not Applicable
Tornado Activity	3/10/2011	20	4,280	214	N	Not Applicable
Tornado Activity	3/10/2011	1	85	85	N	Not Applicable
Tornado Activity	3/10/2011	6	1,788	298	N	Not Applicable
Tornado Activity	3/10/2011	1,922	55,765	166	N	Not Applicable
Tornado Activity	3/10/2011	14	840	60	N	Not Applicable
Tornado Activity	3/10/2011	65	34,125	525	N	Not Applicable
Tornado Activity	3/10/2011	18	4,476	447	N	Not Applicable
Tornado Activity	3/10/2011	4	1,092	273	N	Not Applicable
Tornado Activity	3/10/2011	66	6,468	98	N	Not Applicable
Tornado Activity	3/10/2011	33	8,679	263	N	Not Applicable
Tornado Activity	3/10/2011	85	7,225	85	N	Not Applicable
Tornado Activity	3/10/2011	1	255	255	N	Not Applicable
Tornado Activity	3/10/2011	84	15,540	185	N	Not Applicable
Tornado Activity	3/10/2011	25	1,375	55	N	Not Applicable
Tornado Activity	3/10/2011	31	8,525	275	N	Not Applicable
Tornado Activity	3/10/2011	1	259	259	N	Not Applicable
Tornado Activity	3/10/2011	14	1,358	97	N	Not Applicable
Tornado Activity	3/10/2011	998	158,756	237	N	Not Applicable
Tornado Activity	3/10/2011	1	269	269	N	Not Applicable
Tornado Activity	3/10/2011	33	10,362	314	N	Not Applicable
Tornado Activity	3/10/2011	4	1,216	304	N	Not Applicable
Tornado Activity	3/10/2011	738	23,913	52	N	Not Applicable
Tornado Activity	3/10/2011	2	702	351	N	Not Applicable
Tornado Activity	3/10/2011	11	3,102	282	N	Not Applicable
Tornado Activity	3/10/2011	5	2,045	409	N	Not Applicable
Tornado Activity	3/10/2011	89	13,528	152	N	Not Applicable
Tornado Activity	3/10/2011	137	29,729	217	N	Not Applicable
Tornado Activity	3/10/2011	20	1,660	83	N	Not Applicable
Tornado Activity	3/10/2011	53	4,717	89	N	Not Applicable
Tornado Activity	3/10/2011	126	44,982	357	N	Not Applicable
Tornado Activity	3/10/2011	3	321	107	N	Not Applicable
Tornado Activity	3/10/2011	76	46,664	614	N	Not Applicable
Tornado Activity	3/10/2011	6	1,932	322	N	Not Applicable
Tornado Activity	3/10/2011	36	9,000	250	N	Not Applicable
Tornado Activity	3/10/2011	17	4,505	265	N	Not Applicable
Tornado Activity	3/10/2011	5	1,525	305	N	Not Applicable
Tornado Activity	3/10/2011	50	13,450	269	N	Not Applicable
Tornado Activity	3/10/2011	8	1,072	134	N	Not Applicable
Tornado Activity	3/10/2011	9	1,908	212	N	Not Applicable
Tornado Activity	3/10/2011	668	155,770	344	N	Not Applicable
Tornado Activity	3/10/2011	96	28,800	300	N	Not Applicable
Tornado Activity	3/10/2011	552	39,192	71	N	Not Applicable
Tornado Activity	3/10/2011	77	11,704	152	N	Not Applicable
Tornado Activity	3/10/2011	18	2,322	129	N	Not Applicable
Tornado Activity	3/10/2011	14	4,858	347	N	Not Applicable
Tornado Activity	3/10/2011	1	198	198	N	Not Applicable
Tornado Activity	3/10/2011	9	3,114	346	N	Not Applicable
Tornado Activity	3/10/2011	14	4,010	420	N	Not Applicable
Tornado Activity	3/10/2011	14	3,570	255	N	Not Applicable
Tornado Activity	3/10/2011	1	142	142	N	Not Applicable
Tornado Activity	3/10/2011	1,829	221,297	193	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	5	820	258	N	Not Applicable
Tornado Activity	3/10/2011	1	367	367	N	Not Applicable
Tornado Activity	3/10/2011	1	562	562	N	Not Applicable
Tornado Activity	3/10/2011	9	1,746	194	N	Not Applicable
Tornado Activity	3/10/2011	13	4,472	344	N	Not Applicable
Tornado Activity	3/10/2011	12	1,788	149	N	Not Applicable
Tornado Activity	3/10/2011	7	1,246	178	N	Not Applicable
Tornado Activity	3/10/2011	1	297	297	N	Not Applicable
Tornado Activity	3/10/2011	1	323	323	N	Not Applicable
Tornado Activity	3/10/2011	14	3,458	247	N	Not Applicable
Tornado Activity	3/10/2011	2	862	431	N	Not Applicable
Tornado Activity	3/10/2011	16	5,328	333	N	Not Applicable
Tornado Activity	3/10/2011	106	10,812	102	N	Not Applicable
Tornado Activity	3/10/2011	141	19,035	135	N	Not Applicable
Tornado Activity	3/10/2011	14	6,762	483	N	Not Applicable
Tornado Activity	3/10/2011	17	2,805	165	N	Not Applicable
Tornado Activity	3/10/2011	72	26,712	371	N	Not Applicable
Tornado Activity	3/10/2011	14	3,458	247	N	Not Applicable
Tornado Activity	3/10/2011	45	11,070	246	N	Not Applicable
Tornado Activity	3/10/2011	13	6,890	530	N	Not Applicable
Tornado Activity	3/10/2011	1	168	168	N	Not Applicable
Tornado Activity	3/10/2011	32	5,248	164	N	Not Applicable
Tornado Activity	3/10/2011	1	235	235	N	Not Applicable
Tornado Activity	3/10/2011	9	2,196	244	N	Not Applicable
Tornado Activity	3/10/2011	103	17,407	169	N	Not Applicable
Tornado Activity	3/10/2011	7	2,478	354	N	Not Applicable
Tornado Activity	3/10/2011	5	1,160	232	N	Not Applicable
Tornado Activity	3/10/2011	3	1,149	383	N	Not Applicable
Tornado Activity	3/10/2011	49	9,212	188	N	Not Applicable
Tornado Activity	3/10/2011	16	2,752	172	N	Not Applicable
Tornado Activity	3/10/2011	14	2,198	157	N	Not Applicable
Tornado Activity	3/10/2011	6	1,668	278	N	Not Applicable
Tornado Activity	3/10/2011	5	1,330	266	N	Not Applicable
Tornado Activity	3/10/2011	29	10,266	354	N	Not Applicable
Tornado Activity	3/10/2011	2	316	158	N	Not Applicable
Tornado Activity	3/10/2011	6	1,596	266	N	Not Applicable
Tornado Activity	3/10/2011	6	966	161	N	Not Applicable
Tornado Activity	3/10/2011	35	4,655	133	N	Not Applicable
Tornado Activity	3/10/2011	3	411	137	N	Not Applicable
Tornado Activity	3/10/2011	7	2,324	332	N	Not Applicable
Tornado Activity	3/10/2011	10	2,790	279	N	Not Applicable
Tornado Activity	3/10/2011	2	232	116	N	Not Applicable
Tornado Activity	3/10/2011	8	2,728	341	N	Not Applicable
Tornado Activity	3/10/2011	12	2,004	167	N	Not Applicable
Tornado Activity	3/10/2011	49	7,399	151	N	Not Applicable
Tornado Activity	3/10/2011	109	31,610	290	N	Not Applicable
Tornado Activity	3/10/2011	71	10,579	149	N	Not Applicable
Tornado Activity	3/10/2011	18	4,824	268	N	Not Applicable
Tornado Activity	3/10/2011	43	9,116	212	N	Not Applicable
Tornado Activity	3/10/2011	61	23,729	389	N	Not Applicable
Tornado Activity	3/10/2011	1	354	354	N	Not Applicable
Tornado Activity	3/10/2011	1,293	7,182	454	N	Not Applicable
Tornado Activity	3/10/2011	20	3,660	183	N	Not Applicable
Tornado Activity	3/10/2011	3	786	262	N	Not Applicable
Tornado Activity	3/10/2011	11	6,677	607	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	7	1,897	271	N	Not Applicable
Tornado Activity	3/10/2011	1	79	79	N	Not Applicable
Tornado Activity	3/10/2011	1,749	291,806	258	N	Not Applicable
Tornado Activity	3/10/2011	124	24,552	198	N	Not Applicable
Tornado Activity	3/10/2011	18	1,638	91	N	Not Applicable
Tornado Activity	3/10/2011	1	45	45	N	Not Applicable
Tornado Activity	3/10/2011	15	2,955	197	N	Not Applicable
Tornado Activity	3/10/2011	7	1,330	190	N	Not Applicable
Tornado Activity	3/10/2011	10	2,640	264	N	Not Applicable
Tornado Activity	3/10/2011	1	38	38	N	Not Applicable
Tornado Activity	3/10/2011	1	487	487	N	Not Applicable
Tornado Activity	3/10/2011	12	3,360	280	N	Not Applicable
Tornado Activity	3/10/2011	2	766	383	N	Not Applicable
Tornado Activity	3/10/2011	5	1,475	295	N	Not Applicable
Tornado Activity	3/10/2011	1	354	354	N	Not Applicable
Tornado Activity	3/10/2011	1	354	354	N	Not Applicable
Tornado Activity	3/10/2011	9	2,070	230	N	Not Applicable
Tornado Activity	3/10/2011	2	544	272	N	Not Applicable
Tornado Activity	3/10/2011	99	25,641	259	N	Not Applicable
Tornado Activity	3/10/2011	6	474	79	N	Not Applicable
Tornado Activity	3/10/2011	153	6,885	45	N	Not Applicable
Tornado Activity	3/10/2011	4	796	199	N	Not Applicable
Tornado Activity	3/10/2011	8	1,904	238	N	Not Applicable
Tornado Activity	3/10/2011	2,141	287,195	456	N	Not Applicable
Tornado Activity	3/10/2011	6	612	115	N	Not Applicable
Tornado Activity	3/10/2011	1	346	346	N	Not Applicable
Tornado Activity	3/10/2011	17	8,942	526	N	Not Applicable
Tornado Activity	3/10/2011	15	5,625	375	N	Not Applicable
Tornado Activity	3/10/2011	17	5,474	322	N	Not Applicable
Tornado Activity	3/10/2011	4,152	4,152	1	N	Not Applicable
Tornado Activity	3/10/2011	1	244	244	N	Not Applicable
Tornado Activity	3/10/2011	7	2,009	287	N	Not Applicable
Tornado Activity	3/10/2011	3	312	104	N	Not Applicable
Tornado Activity	3/10/2011	1	200	200	N	Not Applicable
Tornado Activity	3/10/2011	1	261	261	N	Not Applicable
Tornado Activity	3/10/2011	1	304	304	N	Not Applicable
Tornado Activity	3/10/2011	1	153	153	N	Not Applicable
Tornado Activity	3/10/2011	1	246	246	N	Not Applicable
Tornado Activity	3/10/2011	1	362	362	N	Not Applicable
Tornado Activity	3/10/2011	5	1,440	288	N	Not Applicable
Tornado Activity	3/10/2011	100	12,400	124	N	Not Applicable
Tornado Activity	3/10/2011	17	5,610	330	N	Not Applicable
Tornado Activity	3/10/2011	33	11,583	351	N	Not Applicable
Tornado Activity	3/10/2011	4	1,348	337	N	Not Applicable
Tornado Activity	3/10/2011	2	510	255	N	Not Applicable
Tornado Activity	3/10/2011	15	1,050	70	N	Not Applicable
Tornado Activity	3/10/2011	4	1,556	389	N	Not Applicable
Tornado Activity	3/10/2011	26	5,590	215	N	Not Applicable
Tornado Activity	3/10/2011	4	964	241	N	Not Applicable
Tornado Activity	3/10/2011	32	5,952	186	N	Not Applicable
Tornado Activity	3/10/2011	1	496	496	N	Not Applicable
Tornado Activity	3/10/2011	1	326	326	N	Not Applicable
Tornado Activity	3/10/2011	6	1,380	230	N	Not Applicable
Tornado Activity	3/10/2011	2	224	112	N	Not Applicable
Tornado Activity	3/10/2011	4	1,116	279	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	8	2,296	287	N	Not Applicable
Tornado Activity	3/10/2011	16	1,728	108	N	Not Applicable
Tornado Activity	3/10/2011	1	312	312	N	Not Applicable
Tornado Activity	3/10/2011	1	347	347	N	Not Applicable
Tornado Activity	3/10/2011	9	1,404	156	N	Not Applicable
Tornado Activity	3/10/2011	2	382	191	N	Not Applicable
Tornado Activity	3/10/2011	24	4,032	168	N	Not Applicable
Tornado Activity	3/10/2011	3	366	122	N	Not Applicable
Tornado Activity	3/10/2011	31	4,805	155	N	Not Applicable
Tornado Activity	3/10/2011	1	411	411	N	Not Applicable
Tornado Activity	3/10/2011	30	8,190	273	N	Not Applicable
Tornado Activity	3/10/2011	48	9,408	196	N	Not Applicable
Tornado Activity	3/10/2011	4	1,060	265	N	Not Applicable
Tornado Activity	3/10/2011	1	441	441	N	Not Applicable
Tornado Activity	3/10/2011	1	410	410	N	Not Applicable
Tornado Activity	3/10/2011	3	546	182	N	Not Applicable
Tornado Activity	3/10/2011	39	9,750	250	N	Not Applicable
Tornado Activity	3/10/2011	1	317	317	N	Not Applicable
Tornado Activity	3/10/2011	8	2,264	283	N	Not Applicable
Tornado Activity	3/10/2011	2	472	236	N	Not Applicable
Tornado Activity	3/10/2011	1	172	172	N	Not Applicable
Tornado Activity	3/10/2011	1	172	172	N	Not Applicable
Tornado Activity	3/10/2011	1	219	219	N	Not Applicable
Tornado Activity	3/10/2011	1	132	132	N	Not Applicable
Tornado Activity	3/10/2011	1	503	503	N	Not Applicable
Tornado Activity	3/10/2011	5	310	62	N	Not Applicable
Tornado Activity	3/10/2011	1	199	199	N	Not Applicable
Tornado Activity	3/10/2011	1	116	116	N	Not Applicable
Tornado Activity	3/10/2011	153	14,937	225	N	Not Applicable
Tornado Activity	3/10/2011	42	6,468	154	N	Not Applicable
Tornado Activity	3/10/2011	3	741	247	N	Not Applicable
Tornado Activity	3/10/2011	1	261	261	N	Not Applicable
Tornado Activity	3/10/2011	1	499	499	N	Not Applicable
Tornado Activity	3/10/2011	3	1,263	421	N	Not Applicable
Tornado Activity	3/10/2011	4	8	113	N	Not Applicable
Tornado Activity	3/10/2011	1	339	339	N	Not Applicable
Tornado Activity	3/10/2011	9	1,332	148	N	Not Applicable
Tornado Activity	3/10/2011	1	95	95	N	Not Applicable
Tornado Activity	3/10/2011	1	367	367	N	Not Applicable
Tornado Activity	3/10/2011	7	1,302	186	N	Not Applicable
Tornado Activity	3/10/2011	9	2,673	297	N	Not Applicable
Tornado Activity	3/10/2011	1	127	127	N	Not Applicable
Tornado Activity	3/10/2011	1	181	181	N	Not Applicable
Tornado Activity	3/10/2011	105	10,708	204	N	Not Applicable
Tornado Activity	3/10/2011	72	7,232	203	N	Not Applicable
Tornado Activity	3/10/2011	7	140	20	N	Not Applicable
Tornado Activity	3/10/2011	1	204	204	N	Not Applicable
Tornado Activity	3/10/2011	455	11,830	26	N	Not Applicable
Tornado Activity	3/10/2011	13	2,327	179	N	Not Applicable
Tornado Activity	3/10/2011	1	282	282	N	Not Applicable
Tornado Activity	3/10/2011	1	80	80	N	Not Applicable
Tornado Activity	3/10/2011	1	197	197	N	Not Applicable
Tornado Activity	3/10/2011	4	1,452	363	N	Not Applicable
Tornado Activity	3/10/2011	6	150	25	N	Not Applicable
Tornado Activity	3/10/2011	13	4,342	334	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	1	177	177	N	Not Applicable
Tornado Activity	3/10/2011	7	1,050	150	N	Not Applicable
Tornado Activity	3/10/2011	1	98	98	N	Not Applicable
Tornado Activity	3/10/2011	15	3,165	211	N	Not Applicable
Tornado Activity	3/10/2011	60	7,560	126	N	Not Applicable
Tornado Activity	3/10/2011	2	226	113	N	Not Applicable
Tornado Activity	3/10/2011	1	171	171	N	Not Applicable
Tornado Activity	3/10/2011	32	10,112	316	N	Not Applicable
Tornado Activity	3/10/2011	1	158	158	N	Not Applicable
Tornado Activity	3/10/2011	2	152	76	N	Not Applicable
Tornado Activity	3/10/2011	2	276	138	N	Not Applicable
Tornado Activity	3/10/2011	2	320	160	N	Not Applicable
Tornado Activity	3/10/2011	1	124	124	N	Not Applicable
Tornado Activity	3/10/2011	8	4,512	564	N	Not Applicable
Tornado Activity	3/10/2011	1	138	138	N	Not Applicable
Tornado Activity	3/10/2011	3	717	239	N	Not Applicable
Tornado Activity	3/10/2011	5	1,370	274	N	Not Applicable
Tornado Activity	3/10/2011	5	460	92	N	Not Applicable
Tornado Activity	3/10/2011	14	2,506	179	N	Not Applicable
Tornado Activity	3/10/2011	15	4,440	296	N	Not Applicable
Tornado Activity	3/10/2011	7	630	90	N	Not Applicable
Tornado Activity	3/10/2011	1	106	106	N	Not Applicable
Tornado Activity	3/10/2011	59	11,092	188	N	Not Applicable
Tornado Activity	3/10/2011	12	2,820	235	N	Not Applicable
Tornado Activity	3/10/2011	1	10	10	N	Not Applicable
Tornado Activity	3/10/2011	1	272	272	N	Not Applicable
Tornado Activity	3/10/2011	1	66	66	N	Not Applicable
Tornado Activity	3/10/2011	1	188	188	N	Not Applicable
Tornado Activity	3/10/2011	2	230	115	N	Not Applicable
Tornado Activity	3/10/2011	2	144	72	N	Not Applicable
Tornado Activity	3/10/2011	5	1,040	208	N	Not Applicable
Tornado Activity	3/10/2011	40	2,240	56	N	Not Applicable
Tornado Activity	3/10/2011	110	24,860	226	N	Not Applicable
Tornado Activity	3/10/2011	1	248	248	N	Not Applicable
Tornado Activity	3/10/2011	1	93	93	N	Not Applicable
Tornado Activity	3/10/2011	1	107	107	N	Not Applicable
Tornado Activity	3/10/2011	46	7,636	166	N	Not Applicable
Tornado Activity	3/10/2011	1	198	198	N	Not Applicable
Tornado Activity	3/10/2011	1	319	319	N	Not Applicable
Tornado Activity	3/10/2011	3	753	251	N	Not Applicable
Tornado Activity	3/10/2011	3	345	115	N	Not Applicable
Tornado Activity	3/10/2011	1	54	54	N	Not Applicable
Tornado Activity	3/10/2011	1	371	371	N	Not Applicable
Tornado Activity	3/10/2011	1	139	139	N	Not Applicable
Tornado Activity	3/10/2011	11	2,596	236	N	Not Applicable
Tornado Activity	3/10/2011	4	140	35	N	Not Applicable
Tornado Activity	3/10/2011	1	116	116	N	Not Applicable
Tornado Activity	3/10/2011	1	306	306	N	Not Applicable
Tornado Activity	3/10/2011	3	822	274	N	Not Applicable
Tornado Activity	3/10/2011	9	216	24	N	Not Applicable
Tornado Activity	3/10/2011	3	246	82	N	Not Applicable
Tornado Activity	3/10/2011	1	150	150	N	Not Applicable
Tornado Activity	3/10/2011	9	4,167	463	N	Not Applicable
Tornado Activity	3/10/2011	43	3,354	78	N	Not Applicable
Tornado Activity	3/10/2011	1	228	228	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	3/10/2011	1	321	321	N	Not Applicable
Tornado Activity	3/10/2011	1	288	288	N	Not Applicable
Tornado Activity	3/10/2011	3	1,041	347	N	Not Applicable
Tornado Activity	3/10/2011	1	253	253	N	Not Applicable
Tornado Activity	3/10/2011	1	332	332	N	Not Applicable
Tornado Activity	3/10/2011	29	8,385	295	N	Not Applicable
Tornado Activity	3/10/2011	98	17,264	181	N	Not Applicable
Tornado Activity	3/10/2011	49	2,107	43	N	Not Applicable
Tornado Activity	3/10/2011	120	36,120	301	N	Not Applicable
Tornado Activity	3/10/2011	1	200	200	N	Not Applicable
Tornado Activity	8/2/2011	30	5,550	185	N	Not Applicable
Tornado Activity	8/2/2011	4	1,556	389	N	Not Applicable
Tornado Activity	8/2/2011	1	82	82	N	Not Applicable
Tornado Activity	8/2/2011	93	5,411	342	N	Not Applicable
Tornado Activity	8/2/2011	1	507	507	N	Not Applicable
Tornado Activity	8/2/2011	9	1,404	156	N	Not Applicable
Tornado Activity	8/2/2011	16	2,880	180	N	Not Applicable
Tornado Activity	8/2/2011	25	7,775	311	N	Not Applicable
Tornado Activity	8/2/2011	4	628	157	N	Not Applicable
Tornado Activity	8/2/2011	60	1,860	31	N	Not Applicable
Tornado Activity	8/2/2011	1	425	425	N	Not Applicable
Tornado Activity	8/2/2011	2	530	265	N	Not Applicable
Tornado Activity	8/2/2011	12	1,716	143	N	Not Applicable
Tornado Activity	8/2/2011	7	931	133	N	Not Applicable
Tornado Activity	8/2/2011	27	2,133	79	N	Not Applicable
Tornado Activity	8/2/2011	1	70	70	N	Not Applicable
Tornado Activity	8/2/2011	12	2,880	240	N	Not Applicable
Tornado Activity	8/2/2011	1	113	113	N	Not Applicable
Tornado Activity	8/2/2011	7	350	50	N	Not Applicable
Tornado Activity	8/2/2011	23	4,186	182	N	Not Applicable
Tornado Activity	8/2/2011	1	376	376	N	Not Applicable
Tornado Activity	8/2/2011	13	1,599	123	N	Not Applicable
Tornado Activity	8/2/2011	1	208	208	N	Not Applicable
Tornado Activity	8/2/2011	1	37	37	N	Not Applicable
Tornado Activity	8/2/2011	6	1,128	188	N	Not Applicable
Tornado Activity	8/2/2011	7	1,575	225	N	Not Applicable
Tornado Activity	8/2/2011	1	110	110	N	Not Applicable
Tornado Activity	8/2/2011	10	350	35	N	Not Applicable
Tornado Activity	8/2/2011	105	9,660	92	N	Not Applicable
Tornado Activity	8/2/2011	43	2,150	50	N	Not Applicable
Tornado Activity	8/2/2011	8	120	15	N	Not Applicable
Tornado Activity	8/2/2011	1	312	312	N	Not Applicable
Tornado Activity	8/2/2011	1	68	68	N	Not Applicable
Tornado Activity	8/2/2011	14	3,514	251	N	Not Applicable
Tornado Activity	8/2/2011	2	476	238	N	Not Applicable
Tornado Activity	8/2/2011	1	23	23	N	Not Applicable
Tornado Activity	8/2/2011	85	15,215	179	N	Not Applicable
Tornado Activity	8/2/2011	1	504	504	N	Not Applicable
Tornado Activity	8/2/2011	1	427	427	N	Not Applicable
Tornado Activity	8/2/2011	7	322	46	N	Not Applicable
Tornado Activity	8/2/2011	6	216	36	N	Not Applicable
Tornado Activity	8/2/2011	1	102	102	N	Not Applicable
Tornado Activity	8/2/2011	54	3,348	62	N	Not Applicable
Tornado Activity	8/2/2011	1	317	317	N	Not Applicable
Tornado Activity	8/2/2011	31	1,240	40	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	8/2/2011	1	301	301	N	Not Applicable
Tornado Activity	8/2/2011	7	147	21	N	Not Applicable
Tornado Activity	8/2/2011	12	2,220	185	N	Not Applicable
Tornado Activity	8/2/2011	1	239	239	N	Not Applicable
Tornado Activity	8/2/2011	18	2,016	112	N	Not Applicable
Tornado Activity	8/2/2011	5	380	76	N	Not Applicable
Tornado Activity	8/2/2011	28	1,344	48	N	Not Applicable
Tornado Activity	8/2/2011	34	3,566	233	N	Not Applicable
Tornado Activity	8/2/2011	40	10,320	258	N	Not Applicable
Tornado Activity	8/2/2011	11	5,247	477	N	Not Applicable
Tornado Activity	8/2/2011	1,075	32,724	243	N	Not Applicable
Tornado Activity	8/2/2011	12	1,740	145	N	Not Applicable
Tornado Activity	8/2/2011	1	320	320	N	Not Applicable
Tornado Activity	8/2/2011	4	892	223	N	Not Applicable
Tornado Activity	8/2/2011	1	79	79	N	Not Applicable
Tornado Activity	8/2/2011	61	9,760	160	N	Not Applicable
Tornado Activity	8/2/2011	1	329	333	N	Not Applicable
Tornado Activity	8/2/2011	8	672	84	N	Not Applicable
Tornado Activity	8/2/2011	18	4,140	230	N	Not Applicable
Tornado Activity	8/2/2011	85	5,660	80	N	Not Applicable
Tornado Activity	8/2/2011	26	1,248	48	N	Not Applicable
Tornado Activity	8/2/2011	10	5,040	504	N	Not Applicable
Tornado Activity	8/2/2011	28	7,728	276	N	Not Applicable
Tornado Activity	8/2/2011	12	6,288	524	N	Not Applicable
Tornado Activity	8/2/2011	46	2,944	64	N	Not Applicable
Tornado Activity	8/2/2011	4	784	196	N	Not Applicable
Tornado Activity	8/2/2011	5	2,225	445	N	Not Applicable
Tornado Activity	8/2/2011	6	804	134	N	Not Applicable
Tornado Activity	8/2/2011	9	5,499	611	N	Not Applicable
Tornado Activity	8/2/2011	6	2,130	355	N	Not Applicable
Tornado Activity	8/2/2011	7	1,834	262	N	Not Applicable
Tornado Activity	8/2/2011	10	1,060	106	N	Not Applicable
Tornado Activity	8/2/2011	24	4,536	309	N	Not Applicable
Tornado Activity	8/2/2011	5	650	130	N	Not Applicable
Tornado Activity	8/2/2011	18	2,844	158	N	Not Applicable
Tornado Activity	8/2/2011	13	1,430	110	N	Not Applicable
Tornado Activity	8/2/2011	110	18,810	171	N	Not Applicable
Tornado Activity	8/2/2011	85	10,367	344	N	Not Applicable
Tornado Activity	8/2/2011	11	3,542	322	N	Not Applicable
Tornado Activity	8/2/2011	14	1,610	115	N	Not Applicable
Tornado Activity	8/2/2011	81	1,241	117	N	Not Applicable
Tornado Activity	8/2/2011	12	552	46	N	Not Applicable
Tornado Activity	8/2/2011	1	178	178	N	Not Applicable
Tornado Activity	8/2/2011	10	4,810	481	N	Not Applicable
Tornado Activity	8/2/2011	10	1,900	190	N	Not Applicable
Tornado Activity	8/2/2011	5	1,895	379	N	Not Applicable
Tornado Activity	8/2/2011	1	115	115	N	Not Applicable
Tornado Activity	8/2/2011	1	70	70	N	Not Applicable
Tornado Activity	8/2/2011	5	1,635	327	N	Not Applicable
Tornado Activity	8/2/2011	1	447	447	N	Not Applicable
Tornado Activity	8/2/2011	9	3,789	481	N	Not Applicable
Tornado Activity	8/2/2011	140	13,044	105	N	Not Applicable
Tornado Activity	8/2/2011	5	1,885	377	N	Not Applicable
Tornado Activity	8/2/2011	4	1,356	339	N	Not Applicable
Tornado Activity	8/2/2011	1	225	225	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado Activity	8/2/2011	1	284	284	N	Not Applicable
Tornado Activity	8/2/2011	8	4,600	575	N	Not Applicable
Tornado Activity	8/2/2011	1	106	106	N	Not Applicable
Tornado Activity	8/2/2011	1	58	58	N	Not Applicable
Tornado Activity	8/2/2011	1	9	9	N	Not Applicable
Tornado Activity	8/2/2011	1	86	86	N	Not Applicable
Tornado Activity	8/2/2011	1	87	87	N	Not Applicable
Tornado Activity	8/2/2011	13	5,655	435	N	Not Applicable
Tornado Activity	8/2/2011	3	585	195	N	Not Applicable
Tornado Activity	8/2/2011	11	4,345	395	N	Not Applicable
Tornado Activity	8/2/2011	1	93	93	N	Not Applicable
Tornado Activity	8/2/2011	1	63	63	N	Not Applicable
Tornado Activity	8/2/2011	1	186	186	N	Not Applicable
Tornado Activity	8/2/2011	51	8,364	164	N	Not Applicable
Tornado Activity	8/2/2011	16	1,152	72	N	Not Applicable
Irene	8/25/2011	1	243	243	N	Not Applicable
Irene	8/25/2011	1,893	119,359	259	N	Not Applicable
Irene	8/25/2011	3	570	190	N	Not Applicable
Irene	8/25/2011	1	65	65	N	Not Applicable
Irene	8/25/2011	4	1,140	285	N	Not Applicable
Irene	8/25/2011	11	671	61	N	Not Applicable
Irene	8/25/2011	84	5,460	65	N	Not Applicable
Irene	8/25/2011	1	150	150	N	Not Applicable
Irene	8/25/2011	33	2,673	81	N	Not Applicable
Irene	8/25/2011	25	1,125	45	N	Not Applicable
Irene	8/25/2011	19	10,811	569	N	Not Applicable
Irene	8/25/2011	30	2,580	86	N	Not Applicable
Irene	8/25/2011	1	69	69	N	Not Applicable
Irene	8/25/2011	5	730	146	N	Not Applicable
Irene	8/25/2011	33	14,685	445	N	Not Applicable
Irene	8/25/2011	1	34	34	N	Not Applicable
Irene	8/25/2011	35	4,095	117	N	Not Applicable
Irene	8/25/2011	25	2,575	103	N	Not Applicable
Irene	8/25/2011	7	287	41	N	Not Applicable
Irene	8/25/2011	1	46	46	N	Not Applicable
Irene	8/25/2011	1	129	129	N	Not Applicable
Irene	8/25/2011	132	8,184	62	N	Not Applicable
Irene	8/25/2011	25	1,575	63	N	Not Applicable
Irene	8/25/2011	1	74	74	N	Not Applicable
Irene	8/25/2011	1	63	63	N	Not Applicable
Irene	8/25/2011	14	1,064	76	N	Not Applicable
Irene	8/25/2011	5	370	74	N	Not Applicable
Irene	8/25/2011	11	583	53	N	Not Applicable
Irene	8/25/2011	1	113	113	N	Not Applicable
Irene	8/25/2011	23	12,489	543	N	Not Applicable
Irene	8/25/2011	6	3,438	573	N	Not Applicable
Irene	8/25/2011	2	194	97	N	Not Applicable
Irene	8/25/2011	50	11,575	284	N	Not Applicable
Irene	8/25/2011	10	640	64	N	Not Applicable
Irene	8/25/2011	5	1,735	347	N	Not Applicable
Irene	8/25/2011	8	472	59	N	Not Applicable
Irene	8/25/2011	17	629	37	N	Not Applicable
Irene	8/25/2011	1	266	266	N	Not Applicable
Irene	8/25/2011	1	233	233	N	Not Applicable
Irene	8/25/2011	5	500	100	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	42	4,872	116	N	Not Applicable
Irene	8/25/2011	13	1,417	109	N	Not Applicable
Irene	8/25/2011	12	936	78	N	Not Applicable
Irene	8/25/2011	1	79	79	N	Not Applicable
Irene	8/25/2011	7	140	20	N	Not Applicable
Irene	8/25/2011	12	4,308	359	N	Not Applicable
Irene	8/25/2011	4	1,728	432	N	Not Applicable
Irene	8/25/2011	1	303	303	N	Not Applicable
Irene	8/25/2011	82	4,359	390	N	Not Applicable
Irene	8/25/2011	46	11,362	247	N	Not Applicable
Irene	8/25/2011	1	178	178	N	Not Applicable
Irene	8/25/2011	5	1,310	262	N	Not Applicable
Irene	8/25/2011	6	408	68	N	Not Applicable
Irene	8/25/2011	14	2,310	165	N	Not Applicable
Irene	8/25/2011	32	4,768	149	N	Not Applicable
Irene	8/25/2011	9	1,134	126	N	Not Applicable
Irene	8/25/2011	7	35	215	N	Not Applicable
Irene	8/25/2011	1	272	272	N	Not Applicable
Irene	8/25/2011	10	5,660	566	N	Not Applicable
Irene	8/25/2011	7	1,708	244	N	Not Applicable
Irene	8/25/2011	6	414	69	N	Not Applicable
Irene	8/25/2011	10	1,830	183	N	Not Applicable
Irene	8/25/2011	1	188	188	N	Not Applicable
Irene	8/25/2011	1	214	214	N	Not Applicable
Irene	8/25/2011	15	3,045	203	N	Not Applicable
Irene	8/25/2011	1	122	122	N	Not Applicable
Irene	8/25/2011	1	222	222	N	Not Applicable
Irene	8/25/2011	12	1,272	106	N	Not Applicable
Irene	8/25/2011	1	228	228	N	Not Applicable
Irene	8/25/2011	1	151	151	N	Not Applicable
Irene	8/25/2011	1	254	254	N	Not Applicable
Irene	8/25/2011	22	1,760	80	N	Not Applicable
Irene	8/25/2011	8	752	94	N	Not Applicable
Irene	8/25/2011	2	110	55	N	Not Applicable
Irene	8/25/2011	1	32	32	N	Not Applicable
Irene	8/25/2011	27	6,841	673	N	Not Applicable
Irene	8/25/2011	1	89	89	N	Not Applicable
Irene	8/25/2011	1	51	51	N	Not Applicable
Irene	8/25/2011	1	187	187	N	Not Applicable
Irene	8/25/2011	57	16,530	290	N	Not Applicable
Irene	8/25/2011	1	353	353	N	Not Applicable
Irene	8/25/2011	11	2,662	242	N	Not Applicable
Irene	8/25/2011	1	47	47	N	Not Applicable
Irene	8/25/2011	33	8,052	244	N	Not Applicable
Irene	8/25/2011	17	3,043	179	N	Not Applicable
Irene	8/25/2011	1	235	235	N	Not Applicable
Irene	8/25/2011	14	2,772	198	N	Not Applicable
Irene	8/25/2011	7	1,505	215	N	Not Applicable
Irene	8/25/2011	1	76	76	N	Not Applicable
Irene	8/25/2011	5	1,920	384	N	Not Applicable
Irene	8/25/2011	1	209	209	N	Not Applicable
Irene	8/25/2011	9	2,268	252	N	Not Applicable
Irene	8/25/2011	7	1,267	181	N	Not Applicable
Irene	8/25/2011	5	2,530	506	N	Not Applicable
Irene	8/25/2011	6	330	55	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1	151	151	N	Not Applicable
Irene	8/25/2011	1	91	91	N	Not Applicable
Irene	8/25/2011	7	896	128	N	Not Applicable
Irene	8/25/2011	9	1,080	120	N	Not Applicable
Irene	8/25/2011	1	121	121	N	Not Applicable
Irene	8/25/2011	1	111	111	N	Not Applicable
Irene	8/25/2011	9	495	55	N	Not Applicable
Irene	8/25/2011	41	4,592	112	N	Not Applicable
Irene	8/25/2011	6	720	120	N	Not Applicable
Irene	8/25/2011	13	1,040	80	N	Not Applicable
Irene	8/25/2011	14	2,940	210	N	Not Applicable
Irene	8/25/2011	12	4,092	341	N	Not Applicable
Irene	8/25/2011	1	367	367	N	Not Applicable
Irene	8/25/2011	1	170	170	N	Not Applicable
Irene	8/25/2011	1	88	88	N	Not Applicable
Irene	8/25/2011	1	618	618	N	Not Applicable
Irene	8/25/2011	7	1,967	281	N	Not Applicable
Irene	8/25/2011	1	31	31	N	Not Applicable
Irene	8/25/2011	2,287	177,235	198	N	Not Applicable
Irene	8/25/2011	1	308	308	N	Not Applicable
Irene	8/25/2011	1	281	281	N	Not Applicable
Irene	8/25/2011	1	245	245	N	Not Applicable
Irene	8/25/2011	1	88	88	N	Not Applicable
Irene	8/25/2011	59	25,547	433	N	Not Applicable
Irene	8/25/2011	1	170	170	N	Not Applicable
Irene	8/25/2011	3	174	58	N	Not Applicable
Irene	8/25/2011	13	3,328	256	N	Not Applicable
Irene	8/25/2011	1	151	151	N	Not Applicable
Irene	8/25/2011	7	287	41	N	Not Applicable
Irene	8/25/2011	119	8,330	70	N	Not Applicable
Irene	8/25/2011	4	548	137	N	Not Applicable
Irene	8/25/2011	1	5	5	N	Not Applicable
Irene	8/25/2011	2	998	499	N	Not Applicable
Irene	8/25/2011	4	872	218	N	Not Applicable
Irene	8/25/2011	7	609	87	N	Not Applicable
Irene	8/25/2011	16	1,888	118	N	Not Applicable
Irene	8/25/2011	11	154	14	N	Not Applicable
Irene	8/25/2011	1	134	134	N	Not Applicable
Irene	8/25/2011	1	173	173	N	Not Applicable
Irene	8/25/2011	1	144	144	N	Not Applicable
Irene	8/25/2011	12	4,656	388	N	Not Applicable
Irene	8/25/2011	1	160	160	N	Not Applicable
Irene	8/25/2011	1	90	90	N	Not Applicable
Irene	8/25/2011	12	1,488	124	N	Not Applicable
Irene	8/25/2011	12	5,628	469	N	Not Applicable
Irene	8/25/2011	116	44,080	380	N	Not Applicable
Irene	8/25/2011	33	17,754	538	N	Not Applicable
Irene	8/25/2011	8	1,064	133	N	Not Applicable
Irene	8/25/2011	7	1,883	269	N	Not Applicable
Irene	8/25/2011	1	43	43	N	Not Applicable
Irene	8/25/2011	28	5,236	187	N	Not Applicable
Irene	8/25/2011	9	4,149	461	N	Not Applicable
Irene	8/25/2011	9	576	64	N	Not Applicable
Irene	8/25/2011	30	3,810	127	N	Not Applicable
Irene	8/25/2011	6	546	91	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	5	215	43	N	Not Applicable
Irene	8/25/2011	4	404	101	N	Not Applicable
Irene	8/25/2011	51	7,140	140	N	Not Applicable
Irene	8/25/2011	3	525	175	N	Not Applicable
Irene	8/25/2011	1	93	93	N	Not Applicable
Irene	8/25/2011	4	904	226	N	Not Applicable
Irene	8/25/2011	51	2,958	58	N	Not Applicable
Irene	8/25/2011	6	372	62	N	Not Applicable
Irene	8/25/2011	14	7,490	535	N	Not Applicable
Irene	8/25/2011	7	1,925	275	N	Not Applicable
Irene	8/25/2011	5	755	151	N	Not Applicable
Irene	8/25/2011	3	549	183	N	Not Applicable
Irene	8/25/2011	1	520	520	N	Not Applicable
Irene	8/25/2011	34	10,914	321	N	Not Applicable
Irene	8/25/2011	24	720	30	N	Not Applicable
Irene	8/25/2011	1	191	191	N	Not Applicable
Irene	8/25/2011	17	1,496	88	N	Not Applicable
Irene	8/25/2011	6	888	148	N	Not Applicable
Irene	8/25/2011	6	942	157	N	Not Applicable
Irene	8/25/2011	3	906	302	N	Not Applicable
Irene	8/25/2011	1	174	174	N	Not Applicable
Irene	8/25/2011	83	7,802	94	N	Not Applicable
Irene	8/25/2011	1	218	218	N	Not Applicable
Irene	8/25/2011	1	108	108	N	Not Applicable
Irene	8/25/2011	21	3,654	174	N	Not Applicable
Irene	8/25/2011	2	366	183	N	Not Applicable
Irene	8/25/2011	1	19	19	N	Not Applicable
Irene	8/25/2011	1	199	199	N	Not Applicable
Irene	8/25/2011	4	724	181	N	Not Applicable
Irene	8/25/2011	11	1,166	106	N	Not Applicable
Irene	8/25/2011	7	1,092	156	N	Not Applicable
Irene	8/25/2011	7	1,855	265	N	Not Applicable
Irene	8/25/2011	1	163	163	N	Not Applicable
Irene	8/25/2011	3	456	152	N	Not Applicable
Irene	8/25/2011	113	13,179	123	N	Not Applicable
Irene	8/25/2011	1	210	210	N	Not Applicable
Irene	8/25/2011	5	1,945	389	N	Not Applicable
Irene	8/25/2011	1	78	78	N	Not Applicable
Irene	8/25/2011	38	1,558	41	N	Not Applicable
Irene	8/25/2011	11	3,696	336	N	Not Applicable
Irene	8/25/2011	3	240	80	N	Not Applicable
Irene	8/25/2011	50	6,100	122	N	Not Applicable
Irene	8/25/2011	38	10,070	265	N	Not Applicable
Irene	8/25/2011	6	1,764	294	N	Not Applicable
Irene	8/25/2011	6	1,128	188	N	Not Applicable
Irene	8/25/2011	8	1,088	137	N	Not Applicable
Irene	8/25/2011	6	1,296	216	N	Not Applicable
Irene	8/25/2011	1	256	256	N	Not Applicable
Irene	8/25/2011	1	414	414	N	Not Applicable
Irene	8/25/2011	12	1,584	132	N	Not Applicable
Irene	8/25/2011	9	3,060	340	N	Not Applicable
Irene	8/25/2011	36	900	25	N	Not Applicable
Irene	8/25/2011	3	444	148	N	Not Applicable
Irene	8/25/2011	1	461	461	N	Not Applicable
Irene	8/25/2011	3	387	129	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1	253	253	N	Not Applicable
Irene	8/25/2011	9	1,260	140	N	Not Applicable
Irene	8/25/2011	38	15,618	411	N	Not Applicable
Irene	8/25/2011	1	152	152	N	Not Applicable
Irene	8/25/2011	1	55	55	N	Not Applicable
Irene	8/25/2011	4	456	114	N	Not Applicable
Irene	8/25/2011	50	5,400	108	N	Not Applicable
Irene	8/25/2011	1,209	7,254	6	N	Not Applicable
Irene	8/25/2011	1	90	90	N	Not Applicable
Irene	8/25/2011	4	444	111	N	Not Applicable
Irene	8/25/2011	13	1,170	90	N	Not Applicable
Irene	8/25/2011	1	170	170	N	Not Applicable
Irene	8/25/2011	1	148	148	N	Not Applicable
Irene	8/25/2011	5	255	51	N	Not Applicable
Irene	8/25/2011	7	2,401	343	N	Not Applicable
Irene	8/25/2011	10	1,230	123	N	Not Applicable
Irene	8/25/2011	2	90	45	N	Not Applicable
Irene	8/25/2011	1	317	317	N	Not Applicable
Irene	8/25/2011	5	315	63	N	Not Applicable
Irene	8/25/2011	5	350	70	N	Not Applicable
Irene	8/25/2011	1	148	148	N	Not Applicable
Irene	8/25/2011	1	97	97	N	Not Applicable
Irene	8/25/2011	1	59	59	N	Not Applicable
Irene	8/25/2011	1	239	239	N	Not Applicable
Irene	8/25/2011	1	99	99	N	Not Applicable
Irene	8/25/2011	1	88	88	N	Not Applicable
Irene	8/25/2011	11	803	73	N	Not Applicable
Irene	8/25/2011	1	190	190	N	Not Applicable
Irene	8/25/2011	7	378	54	N	Not Applicable
Irene	8/25/2011	5	1,745	349	N	Not Applicable
Irene	8/25/2011	6	1,266	211	N	Not Applicable
Irene	8/25/2011	8	920	115	N	Not Applicable
Irene	8/25/2011	1	83	83	N	Not Applicable
Irene	8/25/2011	1	307	307	N	Not Applicable
Irene	8/25/2011	2	150	75	N	Not Applicable
Irene	8/25/2011	7	581	83	N	Not Applicable
Irene	8/25/2011	3	195	65	N	Not Applicable
Irene	8/25/2011	1	446	446	N	Not Applicable
Irene	8/25/2011	2	240	120	N	Not Applicable
Irene	8/25/2011	10	2,110	211	N	Not Applicable
Irene	8/25/2011	17	816	48	N	Not Applicable
Irene	8/25/2011	1	226	226	N	Not Applicable
Irene	8/25/2011	1	169	169	N	Not Applicable
Irene	8/25/2011	4	324	81	N	Not Applicable
Irene	8/25/2011	7	308	44	N	Not Applicable
Irene	8/25/2011	70	25,095	570	N	Not Applicable
Irene	8/25/2011	30	9,120	304	N	Not Applicable
Irene	8/25/2011	1	39	39	N	Not Applicable
Irene	8/25/2011	1	259	259	N	Not Applicable
Irene	8/25/2011	1	107	107	N	Not Applicable
Irene	8/25/2011	1	91	91	N	Not Applicable
Irene	8/25/2011	116	22,156	191	N	Not Applicable
Irene	8/25/2011	8	368	46	N	Not Applicable
Irene	8/25/2011	1	79	79	N	Not Applicable
Irene	8/25/2011	7	1,274	182	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	2	292	146	N	Not Applicable
Irene	8/25/2011	82	10,414	127	N	Not Applicable
Irene	8/25/2011	2	384	192	N	Not Applicable
Irene	8/25/2011	1	177	177	N	Not Applicable
Irene	8/25/2011	4	1,276	319	N	Not Applicable
Irene	8/25/2011	1	159	159	N	Not Applicable
Irene	8/25/2011	5	575	115	N	Not Applicable
Irene	8/25/2011	1	14	14	N	Not Applicable
Irene	8/25/2011	6	2,412	402	N	Not Applicable
Irene	8/25/2011	1	82	82	N	Not Applicable
Irene	8/25/2011	16	2,528	158	N	Not Applicable
Irene	8/25/2011	1	116	116	N	Not Applicable
Irene	8/25/2011	4	1,616	404	N	Not Applicable
Irene	8/25/2011	6	426	71	N	Not Applicable
Irene	8/25/2011	1	301	301	N	Not Applicable
Irene	8/25/2011	11	3,487	317	N	Not Applicable
Irene	8/25/2011	13	2,379	183	N	Not Applicable
Irene	8/25/2011	10	770	77	N	Not Applicable
Irene	8/25/2011	3	195	65	N	Not Applicable
Irene	8/25/2011	1	344	344	N	Not Applicable
Irene	8/25/2011	5	2,100	420	N	Not Applicable
Irene	8/25/2011	1	204	204	N	Not Applicable
Irene	8/25/2011	1	214	214	N	Not Applicable
Irene	8/25/2011	18	6,444	358	N	Not Applicable
Irene	8/25/2011	1	100	100	N	Not Applicable
Irene	8/25/2011	10	730	73	N	Not Applicable
Irene	8/25/2011	9	2,340	260	N	Not Applicable
Irene	8/25/2011	2	164	82	N	Not Applicable
Irene	8/25/2011	8	292	194	N	Not Applicable
Irene	8/25/2011	53	5,688	396	N	Not Applicable
Irene	8/25/2011	23	1,541	67	N	Not Applicable
Irene	8/25/2011	4	300	75	N	Not Applicable
Irene	8/25/2011	1	312	312	N	Not Applicable
Irene	8/25/2011	6	498	83	N	Not Applicable
Irene	8/25/2011	1	255	255	N	Not Applicable
Irene	8/25/2011	1	333	333	N	Not Applicable
Irene	8/25/2011	1	210	210	N	Not Applicable
Irene	8/25/2011	179	5,191	29	N	Not Applicable
Irene	8/25/2011	1	112	112	N	Not Applicable
Irene	8/25/2011	32	6,880	215	N	Not Applicable
Irene	8/25/2011	1	209	209	N	Not Applicable
Irene	8/25/2011	103	14,420	140	N	Not Applicable
Irene	8/25/2011	1	327	327	N	Not Applicable
Irene	8/25/2011	5	310	62	N	Not Applicable
Irene	8/25/2011	11	4,554	414	N	Not Applicable
Irene	8/25/2011	4	1,484	371	N	Not Applicable
Irene	8/25/2011	5	500	100	N	Not Applicable
Irene	8/25/2011	1	81	81	N	Not Applicable
Irene	8/25/2011	1	286	286	N	Not Applicable
Irene	8/25/2011	1	203	203	N	Not Applicable
Irene	8/25/2011	6	552	92	N	Not Applicable
Irene	8/25/2011	4	1,232	308	N	Not Applicable
Irene	8/25/2011	1	451	451	N	Not Applicable
Irene	8/25/2011	2	798	399	N	Not Applicable
Irene	8/25/2011	61	12,505	205	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	2	814	407	N	Not Applicable
Irene	8/25/2011	6	294	49	N	Not Applicable
Irene	8/25/2011	1	275	275	N	Not Applicable
Irene	8/25/2011	11	1,507	137	N	Not Applicable
Irene	8/25/2011	9	729	81	N	Not Applicable
Irene	8/25/2011	14	224	211	N	Not Applicable
Irene	8/25/2011	22	5,368	244	N	Not Applicable
Irene	8/25/2011	55	3,190	58	N	Not Applicable
Irene	8/25/2011	4	1,816	454	N	Not Applicable
Irene	8/25/2011	53	15,211	287	N	Not Applicable
Irene	8/25/2011	12	2,568	214	N	Not Applicable
Irene	8/25/2011	10	5,110	511	N	Not Applicable
Irene	8/25/2011	1	155	155	N	Not Applicable
Irene	8/25/2011	1	156	156	N	Not Applicable
Irene	8/25/2011	99	22,968	232	N	Not Applicable
Irene	8/25/2011	10	2,710	271	N	Not Applicable
Irene	8/25/2011	24	5,184	216	N	Not Applicable
Irene	8/25/2011	1	88	88	N	Not Applicable
Irene	8/25/2011	1	219	219	N	Not Applicable
Irene	8/25/2011	1	162	162	N	Not Applicable
Irene	8/25/2011	4	776	194	N	Not Applicable
Irene	8/25/2011	1	179	179	N	Not Applicable
Irene	8/25/2011	15	1,110	74	N	Not Applicable
Irene	8/25/2011	6	432	72	N	Not Applicable
Irene	8/25/2011	1	185	185	N	Not Applicable
Irene	8/25/2011	19	5,168	272	N	Not Applicable
Irene	8/25/2011	1	108	108	N	Not Applicable
Irene	8/25/2011	7	798	114	N	Not Applicable
Irene	8/25/2011	1	106	106	N	Not Applicable
Irene	8/25/2011	1	65	65	N	Not Applicable
Irene	8/25/2011	7	574	82	N	Not Applicable
Irene	8/25/2011	10	610	61	N	Not Applicable
Irene	8/25/2011	7	861	123	N	Not Applicable
Irene	8/25/2011	1	84	84	N	Not Applicable
Irene	8/25/2011	1	117	117	N	Not Applicable
Irene	8/25/2011	1	110	110	N	Not Applicable
Irene	8/25/2011	33	8,943	271	N	Not Applicable
Irene	8/25/2011	1	210	210	N	Not Applicable
Irene	8/25/2011	17	6,766	398	N	Not Applicable
Irene	8/25/2011	3	552	184	N	Not Applicable
Irene	8/25/2011	166	15,106	91	N	Not Applicable
Irene	8/25/2011	4	1,556	389	N	Not Applicable
Irene	8/25/2011	1	161	161	N	Not Applicable
Irene	8/25/2011	1,288	30,912	24	N	Not Applicable
Irene	8/25/2011	7	1,134	162	N	Not Applicable
Irene	8/25/2011	20	4,280	214	N	Not Applicable
Irene	8/25/2011	4	124	31	N	Not Applicable
Irene	8/25/2011	1	161	161	N	Not Applicable
Irene	8/25/2011	7	3,304	472	N	Not Applicable
Irene	8/25/2011	33	6,435	195	N	Not Applicable
Irene	8/25/2011	4	672	168	N	Not Applicable
Irene	8/25/2011	1	303	303	N	Not Applicable
Irene	8/25/2011	1	348	348	N	Not Applicable
Irene	8/25/2011	8	1,648	206	N	Not Applicable
Irene	8/25/2011	1	259	259	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	4	568	142	N	Not Applicable
Irene	8/25/2011	1	61	61	N	Not Applicable
Irene	8/25/2011	10	2,230	223	N	Not Applicable
Irene	8/25/2011	1	304	304	N	Not Applicable
Irene	8/25/2011	1	228	228	N	Not Applicable
Irene	8/25/2011	8	808	101	N	Not Applicable
Irene	8/25/2011	4	996	249	N	Not Applicable
Irene	8/25/2011	8	864	108	N	Not Applicable
Irene	8/25/2011	6	1,122	187	N	Not Applicable
Irene	8/25/2011	53	24,751	467	N	Not Applicable
Irene	8/25/2011	1	108	108	N	Not Applicable
Irene	8/25/2011	12	1,824	152	N	Not Applicable
Irene	8/25/2011	8	1,392	174	N	Not Applicable
Irene	8/25/2011	316	151,594	592	N	Not Applicable
Irene	8/25/2011	2,917	121,459	119	N	Not Applicable
Irene	8/25/2011	37	2,886	78	N	Not Applicable
Irene	8/25/2011	38	2,774	73	N	Not Applicable
Irene	8/25/2011	1	68	68	N	Not Applicable
Irene	8/25/2011	1	339	339	N	Not Applicable
Irene	8/25/2011	11	4,081	371	N	Not Applicable
Irene	8/25/2011	11	1,573	143	N	Not Applicable
Irene	8/25/2011	7	1,883	269	N	Not Applicable
Irene	8/25/2011	1	161	161	N	Not Applicable
Irene	8/25/2011	11	638	58	N	Not Applicable
Irene	8/25/2011	1	276	276	N	Not Applicable
Irene	8/25/2011	7	322	46	N	Not Applicable
Irene	8/25/2011	4	648	162	N	Not Applicable
Irene	8/25/2011	12	3,984	332	N	Not Applicable
Irene	8/25/2011	4	444	111	N	Not Applicable
Irene	8/25/2011	1	114	114	N	Not Applicable
Irene	8/25/2011	2	626	313	N	Not Applicable
Irene	8/25/2011	1	360	360	N	Not Applicable
Irene	8/25/2011	8	584	73	N	Not Applicable
Irene	8/25/2011	1	242	242	N	Not Applicable
Irene	8/25/2011	3	159	53	N	Not Applicable
Irene	8/25/2011	2	178	89	N	Not Applicable
Irene	8/25/2011	7	1,141	163	N	Not Applicable
Irene	8/25/2011	1	196	196	N	Not Applicable
Irene	8/25/2011	32	13,408	419	N	Not Applicable
Irene	8/25/2011	23	1,196	52	N	Not Applicable
Irene	8/25/2011	66	4,752	72	N	Not Applicable
Irene	8/25/2011	9	774	86	N	Not Applicable
Irene	8/25/2011	2	548	274	N	Not Applicable
Irene	8/25/2011	2	224	112	N	Not Applicable
Irene	8/25/2011	1	156	156	N	Not Applicable
Irene	8/25/2011	10	950	95	N	Not Applicable
Irene	8/25/2011	4	364	91	N	Not Applicable
Irene	8/25/2011	1	385	385	N	Not Applicable
Irene	8/25/2011	1	128	128	N	Not Applicable
Irene	8/25/2011	1	326	326	N	Not Applicable
Irene	8/25/2011	2	664	332	N	Not Applicable
Irene	8/25/2011	7	567	81	N	Not Applicable
Irene	8/25/2011	7	602	86	N	Not Applicable
Irene	8/25/2011	53	2,491	47	N	Not Applicable
Irene	8/25/2011	2	814	407	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1	114	114	N	Not Applicable
Irene	8/25/2011	87	4,872	56	N	Not Applicable
Irene	8/25/2011	4	356	89	N	Not Applicable
Irene	8/25/2011	20	3,180	159	N	Not Applicable
Irene	8/25/2011	9	2,331	259	N	Not Applicable
Irene	8/25/2011	1	139	139	N	Not Applicable
Irene	8/25/2011	4	860	215	N	Not Applicable
Irene	8/25/2011	1	84	84	N	Not Applicable
Irene	8/25/2011	9	1,872	208	N	Not Applicable
Irene	8/25/2011	8	1,136	142	N	Not Applicable
Irene	8/25/2011	1	159	159	N	Not Applicable
Irene	8/25/2011	28	420	15	N	Not Applicable
Irene	8/25/2011	16	1,584	99	N	Not Applicable
Irene	8/25/2011	10	3,040	304	N	Not Applicable
Irene	8/25/2011	3	279	93	N	Not Applicable
Irene	8/25/2011	13	637	49	N	Not Applicable
Irene	8/25/2011	6	558	93	N	Not Applicable
Irene	8/25/2011	1	273	273	N	Not Applicable
Irene	8/25/2011	126	4,158	33	N	Not Applicable
Irene	8/25/2011	7	63	9	N	Not Applicable
Irene	8/25/2011	7	1,057	151	N	Not Applicable
Irene	8/25/2011	2	356	178	N	Not Applicable
Irene	8/25/2011	9	594	66	N	Not Applicable
Irene	8/25/2011	45	12,960	288	N	Not Applicable
Irene	8/25/2011	1	233	233	N	Not Applicable
Irene	8/25/2011	2	138	69	N	Not Applicable
Irene	8/25/2011	8	120	15	N	Not Applicable
Irene	8/25/2011	54	16,524	306	N	Not Applicable
Irene	8/25/2011	1	265	265	N	Not Applicable
Irene	8/25/2011	58	4,988	86	N	Not Applicable
Irene	8/25/2011	7	1,036	148	N	Not Applicable
Irene	8/25/2011	99	7,524	76	N	Not Applicable
Irene	8/25/2011	7	1,127	161	N	Not Applicable
Irene	8/25/2011	1	620	620	N	Not Applicable
Irene	8/25/2011	2	774	387	N	Not Applicable
Irene	8/25/2011	90	10,350	115	N	Not Applicable
Irene	8/25/2011	1	72	72	N	Not Applicable
Irene	8/25/2011	10	2,880	288	N	Not Applicable
Irene	8/25/2011	1	161	161	N	Not Applicable
Irene	8/25/2011	5	945	189	N	Not Applicable
Irene	8/25/2011	6	108	18	N	Not Applicable
Irene	8/25/2011	36	3,024	84	N	Not Applicable
Irene	8/25/2011	12	336	28	N	Not Applicable
Irene	8/25/2011	1	226	226	N	Not Applicable
Irene	8/25/2011	3	135	45	N	Not Applicable
Irene	8/25/2011	8	784	98	N	Not Applicable
Irene	8/25/2011	9	3,006	334	N	Not Applicable
Irene	8/25/2011	1	23	23	N	Not Applicable
Irene	8/25/2011	14	3,654	261	N	Not Applicable
Irene	8/25/2011	1	97	97	N	Not Applicable
Irene	8/25/2011	6	228	38	N	Not Applicable
Irene	8/25/2011	20	780	39	N	Not Applicable
Irene	8/25/2011	1	245	245	N	Not Applicable
Irene	8/25/2011	2	728	364	N	Not Applicable
Irene	8/25/2011	145	31,465	217	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1,443	62,591	170	N	Not Applicable
Irene	8/25/2011	7	1,554	222	N	Not Applicable
Irene	8/25/2011	106	14,080	475	N	Not Applicable
Irene	8/25/2011	104	11,088	338	N	Not Applicable
Irene	8/25/2011	9	5,139	571	N	Not Applicable
Irene	8/25/2011	63	14,238	226	N	Not Applicable
Irene	8/25/2011	17	4,063	239	N	Not Applicable
Irene	8/25/2011	13	5,694	438	N	Not Applicable
Irene	8/25/2011	4	1,076	269	N	Not Applicable
Irene	8/25/2011	4	504	126	N	Not Applicable
Irene	8/25/2011	22	8,800	400	N	Not Applicable
Irene	8/25/2011	6	516	86	N	Not Applicable
Irene	8/25/2011	15	2,550	170	N	Not Applicable
Irene	8/25/2011	13	3,653	281	N	Not Applicable
Irene	8/25/2011	35	2,625	75	N	Not Applicable
Irene	8/25/2011	1	176	176	N	Not Applicable
Irene	8/25/2011	51	7,548	148	N	Not Applicable
Irene	8/25/2011	127	4,445	35	N	Not Applicable
Irene	8/25/2011	8	3,888	486	N	Not Applicable
Irene	8/25/2011	46	7,774	169	N	Not Applicable
Irene	8/25/2011	3	114	38	N	Not Applicable
Irene	8/25/2011	9	4,149	461	N	Not Applicable
Irene	8/25/2011	1	163	163	N	Not Applicable
Irene	8/25/2011	11	836	76	N	Not Applicable
Irene	8/25/2011	35	3,885	111	N	Not Applicable
Irene	8/25/2011	122	49,410	405	N	Not Applicable
Irene	8/25/2011	1	310	310	N	Not Applicable
Irene	8/25/2011	2,087	234,497	136	N	Not Applicable
Irene	8/25/2011	1	231	231	N	Not Applicable
Irene	8/25/2011	1	160	160	N	Not Applicable
Irene	8/25/2011	63	22,851	455	N	Not Applicable
Irene	8/25/2011	19	2,717	143	N	Not Applicable
Irene	8/25/2011	9	3,582	398	N	Not Applicable
Irene	8/25/2011	10	2,260	226	N	Not Applicable
Irene	8/25/2011	2	358	179	N	Not Applicable
Irene	8/25/2011	9	3,699	411	N	Not Applicable
Irene	8/25/2011	32	2,208	69	N	Not Applicable
Irene	8/25/2011	17	2,754	162	N	Not Applicable
Irene	8/25/2011	36	3,631	271	N	Not Applicable
Irene	8/25/2011	2,890	185,449	129	N	Not Applicable
Irene	8/25/2011	17	3,230	190	N	Not Applicable
Irene	8/25/2011	12	2,868	239	N	Not Applicable
Irene	8/25/2011	4	220	55	N	Not Applicable
Irene	8/25/2011	118	14,515	124	N	Not Applicable
Irene	8/25/2011	3,289	405,977	313	N	Not Applicable
Irene	8/25/2011	8	2,600	325	N	Not Applicable
Irene	8/25/2011	4	848	212	N	Not Applicable
Irene	8/25/2011	1	312	312	N	Not Applicable
Irene	8/25/2011	2	180	90	N	Not Applicable
Irene	8/25/2011	1	71	71	N	Not Applicable
Irene	8/25/2011	5	595	119	N	Not Applicable
Irene	8/25/2011	16	3,424	214	N	Not Applicable
Irene	8/25/2011	3	36	12	N	Not Applicable
Irene	8/25/2011	1	258	258	N	Not Applicable
Irene	8/25/2011	4	212	53	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1	69	69	N	Not Applicable
Irene	8/25/2011	8	1,096	137	N	Not Applicable
Irene	8/25/2011	3	183	61	N	Not Applicable
Irene	8/25/2011	1	138	138	N	Not Applicable
Irene	8/25/2011	20	6,100	305	N	Not Applicable
Irene	8/25/2011	9	3,960	440	N	Not Applicable
Irene	8/25/2011	1	187	187	N	Not Applicable
Irene	8/25/2011	4	980	245	N	Not Applicable
Irene	8/25/2011	22	5,016	228	N	Not Applicable
Irene	8/25/2011	7	1,484	212	N	Not Applicable
Irene	8/25/2011	1	149	149	N	Not Applicable
Irene	8/25/2011	8	2,112	264	N	Not Applicable
Irene	8/25/2011	1	433	433	N	Not Applicable
Irene	8/25/2011	31	5,053	163	N	Not Applicable
Irene	8/25/2011	4	764	191	N	Not Applicable
Irene	8/25/2011	5	875	175	N	Not Applicable
Irene	8/25/2011	3	936	312	N	Not Applicable
Irene	8/25/2011	4	252	63	N	Not Applicable
Irene	8/25/2011	13	2,249	173	N	Not Applicable
Irene	8/25/2011	13	2,665	205	N	Not Applicable
Irene	8/25/2011	61	11,224	184	N	Not Applicable
Irene	8/25/2011	1	174	174	N	Not Applicable
Irene	8/25/2011	6	792	132	N	Not Applicable
Irene	8/25/2011	18	1,296	72	N	Not Applicable
Irene	8/25/2011	1	154	154	N	Not Applicable
Irene	8/25/2011	1	146	146	N	Not Applicable
Irene	8/25/2011	12	2,088	174	N	Not Applicable
Irene	8/25/2011	1	275	275	N	Not Applicable
Irene	8/25/2011	4	520	130	N	Not Applicable
Irene	8/25/2011	41	8,200	200	N	Not Applicable
Irene	8/25/2011	109	14,061	129	N	Not Applicable
Irene	8/25/2011	30	1,590	53	N	Not Applicable
Irene	8/25/2011	836	27,264	201	N	Not Applicable
Irene	8/25/2011	25	3,550	142	N	Not Applicable
Irene	8/25/2011	4	428	167	N	Not Applicable
Irene	8/25/2011	3	234	78	N	Not Applicable
Irene	8/25/2011	11	220	20	N	Not Applicable
Irene	8/25/2011	1	141	141	N	Not Applicable
Irene	8/25/2011	1	22	22	N	Not Applicable
Irene	8/25/2011	38	1,900	50	N	Not Applicable
Irene	8/25/2011	3	1,233	411	N	Not Applicable
Irene	8/25/2011	6	1,674	279	N	Not Applicable
Irene	8/25/2011	1	297	297	N	Not Applicable
Irene	8/25/2011	16	3,232	202	N	Not Applicable
Irene	8/25/2011	7	581	83	N	Not Applicable
Irene	8/25/2011	7	1,638	234	N	Not Applicable
Irene	8/25/2011	4	324	81	N	Not Applicable
Irene	8/25/2011	79	13,746	174	N	Not Applicable
Irene	8/25/2011	8	888	111	N	Not Applicable
Irene	8/25/2011	1	332	332	N	Not Applicable
Irene	8/25/2011	2	154	77	N	Not Applicable
Irene	8/25/2011	35	3,500	100	N	Not Applicable
Irene	8/25/2011	4	628	159	N	Not Applicable
Irene	8/25/2011	3	1,065	355	N	Not Applicable
Irene	8/25/2011	23	2,093	91	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	13	390	30	N	Not Applicable
Irene	8/25/2011	7	826	118	N	Not Applicable
Irene	8/25/2011	26	1,456	56	N	Not Applicable
Irene	8/25/2011	10	2,460	246	N	Not Applicable
Irene	8/25/2011	9	1,854	206	N	Not Applicable
Irene	8/25/2011	5	305	61	N	Not Applicable
Irene	8/25/2011	31	3,286	106	N	Not Applicable
Irene	8/25/2011	3	213	71	N	Not Applicable
Irene	8/25/2011	5	495	99	N	Not Applicable
Irene	8/25/2011	47	3,948	84	N	Not Applicable
Irene	8/25/2011	6	1,824	304	N	Not Applicable
Irene	8/25/2011	4	388	97	N	Not Applicable
Irene	8/25/2011	1	90	90	N	Not Applicable
Irene	8/25/2011	11	1,232	112	N	Not Applicable
Irene	8/25/2011	8	688	86	N	Not Applicable
Irene	8/25/2011	7	861	123	N	Not Applicable
Irene	8/25/2011	1	196	196	N	Not Applicable
Irene	8/25/2011	70	8,417	166	N	Not Applicable
Irene	8/25/2011	5	1,100	220	N	Not Applicable
Irene	8/25/2011	12	2,820	235	N	Not Applicable
Irene	8/25/2011	4	636	159	N	Not Applicable
Irene	8/25/2011	21	2,793	133	N	Not Applicable
Irene	8/25/2011	9	3,051	339	N	Not Applicable
Irene	8/25/2011	12	828	69	N	Not Applicable
Irene	8/25/2011	81	16,767	207	N	Not Applicable
Irene	8/25/2011	4	528	132	N	Not Applicable
Irene	8/25/2011	64	15,488	415	N	Not Applicable
Irene	8/25/2011	1	91	91	N	Not Applicable
Irene	8/25/2011	6	593	128	N	Not Applicable
Irene	8/25/2011	4	592	148	N	Not Applicable
Irene	8/25/2011	10	1,880	188	N	Not Applicable
Irene	8/25/2011	1	121	121	N	Not Applicable
Irene	8/25/2011	53	9,805	185	N	Not Applicable
Irene	8/25/2011	12	1,320	110	N	Not Applicable
Irene	8/25/2011	56	2,408	43	N	Not Applicable
Irene	8/25/2011	4	332	83	N	Not Applicable
Irene	8/25/2011	23	8,050	350	N	Not Applicable
Irene	8/25/2011	7	2,744	392	N	Not Applicable
Irene	8/25/2011	1	168	196	N	Not Applicable
Irene	8/25/2011	7	1,246	178	N	Not Applicable
Irene	8/25/2011	1	44	44	N	Not Applicable
Irene	8/25/2011	1	167	167	N	Not Applicable
Irene	8/25/2011	3	222	74	N	Not Applicable
Irene	8/25/2011	7	1,554	222	N	Not Applicable
Irene	8/25/2011	11	517	47	N	Not Applicable
Irene	8/25/2011	25	4,625	185	N	Not Applicable
Irene	8/25/2011	1	116	116	N	Not Applicable
Irene	8/25/2011	3	1,065	355	N	Not Applicable
Irene	8/25/2011	23	667	29	N	Not Applicable
Irene	8/25/2011	13	1,872	144	N	Not Applicable
Irene	8/25/2011	16	1,520	95	N	Not Applicable
Irene	8/25/2011	10	170	17	N	Not Applicable
Irene	8/25/2011	36	2,268	63	N	Not Applicable
Irene	8/25/2011	3	396	132	N	Not Applicable
Irene	8/25/2011	62	5,642	91	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	1	135	135	N	Not Applicable
Irene	8/25/2011	44	7,160	190	N	Not Applicable
Irene	8/25/2011	7	259	37	N	Not Applicable
Irene	8/25/2011	7	1,050	150	N	Not Applicable
Irene	8/25/2011	17	646	38	N	Not Applicable
Irene	8/25/2011	24	3,024	126	N	Not Applicable
Irene	8/25/2011	4	1,484	371	N	Not Applicable
Irene	8/25/2011	12	2,832	236	N	Not Applicable
Irene	8/25/2011	1	78	78	N	Not Applicable
Irene	8/25/2011	3	234	78	N	Not Applicable
Irene	8/25/2011	20	3,020	151	N	Not Applicable
Irene	8/25/2011	19	2,014	106	N	Not Applicable
Irene	8/25/2011	35	2,485	71	N	Not Applicable
Irene	8/25/2011	1	153	153	N	Not Applicable
Irene	8/25/2011	12	4,200	350	N	Not Applicable
Irene	8/25/2011	16	2,048	128	N	Not Applicable
Irene	8/25/2011	1	183	183	N	Not Applicable
Irene	8/25/2011	2	426	213	N	Not Applicable
Irene	8/25/2011	2	592	296	N	Not Applicable
Irene	8/25/2011	1	184	185	N	Not Applicable
Irene	8/25/2011	1	110	110	N	Not Applicable
Irene	8/25/2011	1	169	169	N	Not Applicable
Irene	8/25/2011	7	2,784	456	N	Not Applicable
Irene	8/25/2011	6	882	147	N	Not Applicable
Irene	8/25/2011	6	1,404	234	N	Not Applicable
Irene	8/25/2011	166	7,968	48	N	Not Applicable
Irene	8/25/2011	11	6,391	581	N	Not Applicable
Irene	8/25/2011	15	4,725	315	N	Not Applicable
Irene	8/25/2011	1	72	72	N	Not Applicable
Irene	8/25/2011	3	285	95	N	Not Applicable
Irene	8/25/2011	4	2,084	521	N	Not Applicable
Irene	8/25/2011	12	3,792	316	N	Not Applicable
Irene	8/25/2011	14	1,904	136	N	Not Applicable
Irene	8/25/2011	48	1,152	24	N	Not Applicable
Irene	8/25/2011	1	154	154	N	Not Applicable
Irene	8/25/2011	1	99	99	N	Not Applicable
Irene	8/25/2011	24	3,528	147	N	Not Applicable
Irene	8/25/2011	6	576	96	N	Not Applicable
Irene	8/25/2011	1	10	10	N	Not Applicable
Irene	8/25/2011	6	564	94	N	Not Applicable
Irene	8/25/2011	3	360	120	N	Not Applicable
Irene	8/25/2011	5	465	93	N	Not Applicable
Irene	8/25/2011	8	600	75	N	Not Applicable
Irene	8/25/2011	12	564	47	N	Not Applicable
Irene	8/25/2011	5	855	171	N	Not Applicable
Irene	8/25/2011	4	24	6	N	Not Applicable
Irene	8/25/2011	4	1,060	265	N	Not Applicable
Irene	8/25/2011	3	705	235	N	Not Applicable
Irene	8/25/2011	50	4,050	81	N	Not Applicable
Irene	8/25/2011	24	4,728	197	N	Not Applicable
Irene	8/25/2011	11	495	45	N	Not Applicable
Irene	8/25/2011	1	40	40	N	Not Applicable
Irene	8/25/2011	4	316	79	N	Not Applicable
Irene	8/25/2011	32	2,912	91	N	Not Applicable
Irene	8/25/2011	86	4,128	48	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	45	2,790	62	N	Not Applicable
Irene	8/25/2011	8	2,336	292	N	Not Applicable
Irene	8/25/2011	1	137	137	N	Not Applicable
Irene	8/25/2011	1	107	107	N	Not Applicable
Irene	8/25/2011	1	108	108	N	Not Applicable
Irene	8/25/2011	3	195	65	N	Not Applicable
Irene	8/25/2011	9	171	19	N	Not Applicable
Irene	8/25/2011	5	215	43	N	Not Applicable
Irene	8/25/2011	1	291	291	N	Not Applicable
Irene	8/25/2011	1	195	195	N	Not Applicable
Irene	8/25/2011	34	1,904	56	N	Not Applicable
Irene	8/25/2011	4	546	144	N	Not Applicable
Irene	8/25/2011	4	180	45	N	Not Applicable
Irene	8/25/2011	1	197	197	N	Not Applicable
Irene	8/25/2011	2	212	106	N	Not Applicable
Irene	8/25/2011	1	67	67	N	Not Applicable
Irene	8/25/2011	31	4,836	156	N	Not Applicable
Irene	8/25/2011	1	305	305	N	Not Applicable
Irene	8/25/2011	9	1,575	175	N	Not Applicable
Irene	8/25/2011	2	1,082	541	N	Not Applicable
Irene	8/25/2011	1	47	47	N	Not Applicable
Irene	8/25/2011	31	6,815	405	N	Not Applicable
Irene	8/25/2011	3	204	68	N	Not Applicable
Irene	8/25/2011	7	434	62	N	Not Applicable
Irene	8/25/2011	1	41	41	N	Not Applicable
Irene	8/25/2011	1	81	81	N	Not Applicable
Irene	8/25/2011	1	244	244	N	Not Applicable
Irene	8/25/2011	5	1,515	303	N	Not Applicable
Irene	8/25/2011	1	73	73	N	Not Applicable
Irene	8/25/2011	12	5,040	420	N	Not Applicable
Irene	8/25/2011	1	107	107	N	Not Applicable
Irene	8/25/2011	5	335	67	N	Not Applicable
Irene	8/25/2011	3	210	70	N	Not Applicable
Irene	8/25/2011	6	378	63	N	Not Applicable
Irene	8/25/2011	1	158	158	N	Not Applicable
Irene	8/25/2011	1	98	98	N	Not Applicable
Irene	8/25/2011	1,144	57,553	90	N	Not Applicable
Irene	8/25/2011	8	608	76	N	Not Applicable
Irene	8/25/2011	2	768	384	N	Not Applicable
Irene	8/25/2011	1	96	96	N	Not Applicable
Irene	8/25/2011	2	232	116	N	Not Applicable
Irene	8/25/2011	86	5,504	64	N	Not Applicable
Irene	8/25/2011	1	119	119	N	Not Applicable
Irene	8/25/2011	25	7,305	373	N	Not Applicable
Irene	8/25/2011	1	136	136	N	Not Applicable
Irene	8/25/2011	3	432	144	N	Not Applicable
Irene	8/25/2011	13	2,691	207	N	Not Applicable
Irene	8/25/2011	1	262	262	N	Not Applicable
Irene	8/25/2011	4	288	72	N	Not Applicable
Irene	8/25/2011	1	356	356	N	Not Applicable
Irene	8/25/2011	2	312	156	N	Not Applicable
Irene	8/25/2011	4	1,204	301	N	Not Applicable
Irene	8/25/2011	12	1,188	99	N	Not Applicable
Irene	8/25/2011	1	185	185	N	Not Applicable
Irene	8/25/2011	1	236	236	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	11	1,045	95	N	Not Applicable
Irene	8/25/2011	3	279	93	N	Not Applicable
Irene	8/25/2011	972	46,833	118	N	Not Applicable
Irene	8/25/2011	1	59	59	N	Not Applicable
Irene	8/25/2011	1	62	62	N	Not Applicable
Irene	8/25/2011	3	1,731	577	N	Not Applicable
Irene	8/25/2011	1	389	389	N	Not Applicable
Irene	8/25/2011	21	12,831	611	N	Not Applicable
Irene	8/25/2011	8	1,008	126	N	Not Applicable
Irene	8/25/2011	8	3,384	423	N	Not Applicable
Irene	8/25/2011	13	4,199	323	N	Not Applicable
Irene	8/25/2011	23	506	22	N	Not Applicable
Irene	8/25/2011	1	60	60	N	Not Applicable
Irene	8/25/2011	1	38	38	N	Not Applicable
Irene	8/25/2011	6	702	117	N	Not Applicable
Irene	8/25/2011	8	1,080	135	N	Not Applicable
Irene	8/25/2011	10	2,160	216	N	Not Applicable
Irene	8/25/2011	10	2,180	218	N	Not Applicable
Irene	8/25/2011	1	336	337	N	Not Applicable
Irene	8/25/2011	1	84	84	N	Not Applicable
Irene	8/25/2011	1,625	79,730	238	N	Not Applicable
Irene	8/25/2011	1	14	14	N	Not Applicable
Irene	8/25/2011	3	549	183	N	Not Applicable
Irene	8/25/2011	5	500	100	N	Not Applicable
Irene	8/25/2011	1	135	135	N	Not Applicable
Irene	8/25/2011	1	88	88	N	Not Applicable
Irene	8/25/2011	73	16,571	227	N	Not Applicable
Irene	8/25/2011	1	77	77	N	Not Applicable
Irene	8/25/2011	11	1,144	104	N	Not Applicable
Irene	8/25/2011	49	3,479	71	N	Not Applicable
Irene	8/25/2011	1	53	53	N	Not Applicable
Irene	8/25/2011	1	54	54	N	Not Applicable
Irene	8/25/2011	18	1,404	78	N	Not Applicable
Irene	8/25/2011	1	124	124	N	Not Applicable
Irene	8/25/2011	1	57	57	N	Not Applicable
Irene	8/25/2011	32	2,528	79	N	Not Applicable
Irene	8/25/2011	1	221	221	N	Not Applicable
Irene	8/25/2011	1	37	37	N	Not Applicable
Irene	8/25/2011	6	900	150	N	Not Applicable
Irene	8/25/2011	14	3,206	229	N	Not Applicable
Irene	8/25/2011	31	9,858	318	N	Not Applicable
Irene	8/25/2011	16	3,584	224	N	Not Applicable
Irene	8/25/2011	4	120	30	N	Not Applicable
Irene	8/25/2011	1	71	71	N	Not Applicable
Irene	8/25/2011	4	340	85	N	Not Applicable
Irene	8/25/2011	1	301	301	N	Not Applicable
Irene	8/25/2011	3	165	55	N	Not Applicable
Irene	8/25/2011	1	73	73	N	Not Applicable
Irene	8/25/2011	23	7,774	338	N	Not Applicable
Irene	8/25/2011	7	686	98	N	Not Applicable
Irene	8/25/2011	1	442	442	N	Not Applicable
Irene	8/25/2011	7	448	64	N	Not Applicable
Irene	8/25/2011	1	75	75	N	Not Applicable
Irene	8/25/2011	10	710	71	N	Not Applicable
Irene	8/25/2011	3	498	166	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/25/2011	9	1,143	127	N	Not Applicable
Irene	8/25/2011	11	2,607	237	N	Not Applicable
Irene	8/25/2011	1	258	258	N	Not Applicable
Irene	8/25/2011	128	17,024	133	N	Not Applicable
Irene	8/25/2011	69	8,970	130	N	Not Applicable
Irene	8/26/2011	1	68	68	N	Not Applicable
Irene	8/26/2011	101	11,110	110	N	Not Applicable
Irene	8/26/2011	48	14,208	296	N	Not Applicable
Irene	8/26/2011	34	2,720	80	N	Not Applicable
Irene	8/26/2011	35	4,480	128	N	Not Applicable
Irene	8/26/2011	1	157	157	N	Not Applicable
Irene	8/26/2011	13	4,082	314	N	Not Applicable
Irene	8/26/2011	1	102	102	N	Not Applicable
Irene	8/26/2011	16	1,008	63	N	Not Applicable
Irene	8/26/2011	32	1,952	61	N	Not Applicable
Irene	8/26/2011	25	1,975	79	N	Not Applicable
Irene	8/26/2011	22	44	2	N	Not Applicable
Irene	8/26/2011	56	9,688	173	N	Not Applicable
Irene	8/26/2011	6	474	79	N	Not Applicable
Irene	8/26/2011	37	2,220	60	N	Not Applicable
Irene	8/26/2011	15	3,700	537	N	Not Applicable
Irene	8/26/2011	2	108	54	N	Not Applicable
Irene	8/26/2011	1	63	63	N	Not Applicable
Irene	8/26/2011	1	114	114	N	Not Applicable
Irene	8/26/2011	1	102	102	N	Not Applicable
Irene	8/26/2011	1	185	185	N	Not Applicable
Irene	8/26/2011	20	3,180	159	N	Not Applicable
Irene	8/26/2011	1	95	95	N	Not Applicable
Irene	8/26/2011	5	1,470	294	N	Not Applicable
Irene	8/26/2011	1	279	279	N	Not Applicable
Irene	8/26/2011	1	96	96	N	Not Applicable
Irene	8/26/2011	96	15,360	160	N	Not Applicable
Irene	8/26/2011	8	3,760	470	N	Not Applicable
Irene	8/26/2011	3	222	74	N	Not Applicable
Irene	8/26/2011	1	108	108	N	Not Applicable
Irene	8/26/2011	17	2,839	167	N	Not Applicable
Irene	8/26/2011	62	2,170	35	N	Not Applicable
Irene	8/26/2011	129	11,997	93	N	Not Applicable
Irene	8/26/2011	45	9,585	213	N	Not Applicable
Irene	8/26/2011	5	920	184	N	Not Applicable
Irene	8/26/2011	4	212	53	N	Not Applicable
Irene	8/26/2011	2	736	368	N	Not Applicable
Irene	8/26/2011	3	204	68	N	Not Applicable
Irene	8/26/2011	1	105	105	N	Not Applicable
Irene	8/26/2011	1	116	116	N	Not Applicable
Irene	8/26/2011	44	6,512	148	N	Not Applicable
Irene	8/26/2011	22	2,442	111	N	Not Applicable
Irene	8/26/2011	5	730	146	N	Not Applicable
Irene	8/26/2011	1	213	213	N	Not Applicable
Irene	8/26/2011	65	1,235	19	N	Not Applicable
Irene	8/26/2011	25	2,250	90	N	Not Applicable
Irene	8/26/2011	1	63	63	N	Not Applicable
Irene	8/26/2011	1	218	218	N	Not Applicable
Irene	8/26/2011	3	123	41	N	Not Applicable
Irene	8/26/2011	17	850	50	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/26/2011	7	371	53	N	Not Applicable
Irene	8/26/2011	1	173	473	N	Not Applicable
Irene	8/26/2011	166	8,964	54	N	Not Applicable
Irene	8/26/2011	2	292	146	N	Not Applicable
Irene	8/26/2011	9	315	35	N	Not Applicable
Irene	8/26/2011	17	2,890	170	N	Not Applicable
Irene	8/26/2011	12	660	55	N	Not Applicable
Irene	8/26/2011	62	4,960	80	N	Not Applicable
Irene	8/26/2011	1	10	10	N	Not Applicable
Irene	8/26/2011	3	363	121	N	Not Applicable
Irene	8/26/2011	1	412	412	N	Not Applicable
Irene	8/26/2011	12	3,576	298	N	Not Applicable
Irene	8/26/2011	1	101	101	N	Not Applicable
Irene	8/26/2011	4	576	144	N	Not Applicable
Irene	8/26/2011	1	328	328	N	Not Applicable
Irene	8/26/2011	1	391	391	N	Not Applicable
Irene	8/26/2011	1	79	79	N	Not Applicable
Irene	8/26/2011	1	240	240	N	Not Applicable
Irene	8/26/2011	5	950	190	N	Not Applicable
Irene	8/26/2011	7	371	53	N	Not Applicable
Irene	8/26/2011	33	1,772	76	N	Not Applicable
Irene	8/26/2011	1	193	193	N	Not Applicable
Irene	8/26/2011	1	212	212	N	Not Applicable
Irene	8/26/2011	3	789	263	N	Not Applicable
Irene	8/26/2011	1	93	93	N	Not Applicable
Irene	8/26/2011	1	157	157	N	Not Applicable
Irene	8/26/2011	9	936	104	N	Not Applicable
Irene	8/26/2011	1	28	28	N	Not Applicable
Irene	8/26/2011	71	2,343	33	N	Not Applicable
Irene	8/26/2011	62	6,200	100	N	Not Applicable
Irene	8/26/2011	1	102	102	N	Not Applicable
Irene	8/26/2011	1	391	391	N	Not Applicable
Irene	8/26/2011	16	1,696	106	N	Not Applicable
Irene	8/26/2011	1	120	120	N	Not Applicable
Irene	8/26/2011	12	2,136	178	N	Not Applicable
Irene	8/26/2011	1	42	42	N	Not Applicable
Irene	8/26/2011	1	66	66	N	Not Applicable
Irene	8/26/2011	1	111	111	N	Not Applicable
Irene	8/26/2011	9	954	106	N	Not Applicable
Irene	8/26/2011	1	407	407	N	Not Applicable
Irene	8/26/2011	1	286	286	N	Not Applicable
Irene	8/26/2011	5	42	38	N	Not Applicable
Irene	8/26/2011	89	4,984	56	N	Not Applicable
Irene	8/26/2011	1	117	117	N	Not Applicable
Irene	8/26/2011	1	325	325	N	Not Applicable
Irene	8/26/2011	1	45	45	N	Not Applicable
Irene	8/26/2011	13	5,213	401	N	Not Applicable
Irene	8/26/2011	15	1,005	67	N	Not Applicable
Irene	8/26/2011	1	101	101	N	Not Applicable
Irene	8/26/2011	10	570	57	N	Not Applicable
Irene	8/26/2011	320	25,280	79	N	Not Applicable
Irene	8/26/2011	1	80	80	N	Not Applicable
Irene	8/26/2011	2	196	98	N	Not Applicable
Irene	8/26/2011	1	278	278	N	Not Applicable
Irene	8/26/2011	1	154	154	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Irene	8/26/2011	1	164	164	N	Not Applicable
Irene	8/26/2011	7	532	76	N	Not Applicable
Irene	8/26/2011	1	70	70	N	Not Applicable
Irene	8/26/2011	3	600	200	N	Not Applicable
Irene	8/26/2011	2	338	169	N	Not Applicable
Irene	8/26/2011	11	2,816	256	N	Not Applicable
Irene	8/26/2011	1	108	108	N	Not Applicable
Irene	8/26/2011	10	700	70	N	Not Applicable
Irene	8/26/2011	1	243	243	N	Not Applicable
Irene	8/26/2011	1	342	342	N	Not Applicable
Irene	8/26/2011	1	130	130	N	Not Applicable
Irene	8/26/2011	1	151	151	N	Not Applicable
Irene	8/26/2011	1	446	446	N	Not Applicable
Irene	8/26/2011	10	1,660	166	N	Not Applicable
Irene	8/26/2011	7	2,107	301	N	Not Applicable
Irene	8/26/2011	110	16,620	195	N	Not Applicable
Irene	8/26/2011	21	2,457	117	N	Not Applicable
Irene	8/26/2011	1	150	150	N	Not Applicable
Irene	8/26/2011	1	38	38	N	Not Applicable
Irene	8/26/2011	1	35	35	N	Not Applicable
Irene	8/26/2011	38	5,586	147	N	Not Applicable
Irene	8/26/2011	8	464	58	N	Not Applicable
Irene	8/26/2011	8	560	70	N	Not Applicable
Irene	8/26/2011	1	126	126	N	Not Applicable
Irene	8/26/2011	3	252	84	N	Not Applicable
Weather Event	10/18/2011	1	281	281	N	Not Applicable
Weather Event	10/18/2011	1	55	55	N	Not Applicable
Weather Event	10/18/2011	1	54	54	N	Not Applicable
Weather Event	10/18/2011	9	963	107	N	Not Applicable
Weather Event	10/18/2011	1	87	87	N	Not Applicable
Weather Event	10/18/2011	1	158	158	N	Not Applicable
Weather Event	10/18/2011	1	34	34	N	Not Applicable
Weather Event	10/18/2011	20	2,860	143	N	Not Applicable
Weather Event	10/18/2011	1	142	142	N	Not Applicable
Weather Event	10/18/2011	2	124	62	N	Not Applicable
Weather Event	10/18/2011	1	134	134	N	Not Applicable
Weather Event	10/18/2011	2	212	106	N	Not Applicable
Weather Event	10/18/2011	8	328	41	N	Not Applicable
Weather Event	10/18/2011	4	768	192	N	Not Applicable
Weather Event	10/18/2011	1	425	425	N	Not Applicable
Weather Event	10/18/2011	1	86	86	N	Not Applicable
Weather Event	10/18/2011	1	54	54	N	Not Applicable
Weather Event	10/18/2011	1	126	126	N	Not Applicable
Weather Event	10/18/2011	11	957	87	N	Not Applicable
Weather Event	10/18/2011	1	138	138	N	Not Applicable
Weather Event	10/18/2011	27	6,021	223	N	Not Applicable
Weather Event	10/18/2011	1	59	59	N	Not Applicable
Weather Event	10/18/2011	3	786	262	N	Not Applicable
Weather Event	10/18/2011	10	5,200	520	N	Not Applicable
Weather Event	10/18/2011	1	198	198	N	Not Applicable
Weather Event	10/18/2011	1	265	265	N	Not Applicable
Weather Event	10/18/2011	17	3,049	202	N	Not Applicable
Weather Event	10/18/2011	1	85	85	N	Not Applicable
Weather Event	10/18/2011	1	236	236	N	Not Applicable
Weather Event	10/18/2011	1	139	139	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/18/2011	21	2,163	103	N	Not Applicable
Weather Event	10/18/2011	1	176	176	N	Not Applicable
Weather Event	10/18/2011	1	179	179	N	Not Applicable
Weather Event	10/18/2011	3	144	48	N	Not Applicable
Weather Event	10/18/2011	1	284	284	N	Not Applicable
Weather Event	10/18/2011	1	74	74	N	Not Applicable
Weather Event	10/18/2011	17	1,734	102	N	Not Applicable
Weather Event	10/18/2011	1	336	336	N	Not Applicable
Weather Event	10/18/2011	4	1,860	465	N	Not Applicable
Weather Event	10/18/2011	1	76	76	N	Not Applicable
Weather Event	10/18/2011	55	3,300	60	N	Not Applicable
Weather Event	10/18/2011	49	2,891	59	N	Not Applicable
Weather Event	10/18/2011	1	51	51	N	Not Applicable
Weather Event	10/18/2011	1	222	222	N	Not Applicable
Weather Event	10/18/2011	4	716	179	N	Not Applicable
Weather Event	10/18/2011	6	426	71	N	Not Applicable
Weather Event	10/18/2011	1	60	60	N	Not Applicable
Weather Event	10/18/2011	1	139	139	N	Not Applicable
Weather Event	10/18/2011	89	27,679	311	N	Not Applicable
Weather Event	10/18/2011	6	966	161	N	Not Applicable
Weather Event	10/18/2011	1	85	85	N	Not Applicable
Weather Event	10/18/2011	3	345	115	N	Not Applicable
Weather Event	10/18/2011	12	4,992	416	N	Not Applicable
Weather Event	10/18/2011	5	425	85	N	Not Applicable
Weather Event	10/18/2011	1	40	40	N	Not Applicable
Weather Event	10/18/2011	1	326	326	N	Not Applicable
Weather Event	10/18/2011	1	113	113	N	Not Applicable
Weather Event	10/18/2011	40	10,880	272	N	Not Applicable
Weather Event	10/18/2011	13	1,261	97	N	Not Applicable
Weather Event	10/18/2011	6	768	128	N	Not Applicable
Weather Event	10/18/2011	44	3,564	81	N	Not Applicable
Weather Event	10/18/2011	4	1,132	283	N	Not Applicable
Weather Event	10/18/2011	1	375	375	N	Not Applicable
Weather Event	10/18/2011	23	6,141	267	N	Not Applicable
Weather Event	10/18/2011	1	56	56	N	Not Applicable
Weather Event	10/18/2011	395	11,963	107	N	Not Applicable
Weather Event	10/18/2011	1,524	85,134	61	N	Not Applicable
Weather Event	10/18/2011	1	122	122	N	Not Applicable
Weather Event	10/18/2011	1	45	45	N	Not Applicable
Weather Event	10/18/2011	4	376	94	N	Not Applicable
Weather Event	10/18/2011	1,708	54,656	32	N	Not Applicable
Weather Event	10/18/2011	4	676	169	N	Not Applicable
Weather Event	10/18/2011	1	295	295	N	Not Applicable
Weather Event	10/18/2011	421	42,634	152	N	Not Applicable
Weather Event	10/18/2011	1	480	480	N	Not Applicable
Weather Event	10/18/2011	1	114	114	N	Not Applicable
Weather Event	10/18/2011	69	8,280	120	N	Not Applicable
Weather Event	10/18/2011	9	1,827	203	N	Not Applicable
Weather Event	10/18/2011	1	94	94	N	Not Applicable
Weather Event	10/18/2011	64	6,016	94	N	Not Applicable
Weather Event	10/18/2011	2	160	80	N	Not Applicable
Weather Event	10/18/2011	11	1,243	113	N	Not Applicable
Weather Event	10/18/2011	8	896	112	N	Not Applicable
Weather Event	10/18/2011	4	1,604	401	N	Not Applicable
Weather Event	10/18/2011	5	535	107	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/18/2011	1	168	168	N	Not Applicable
Weather Event	10/18/2011	1	432	432	N	Not Applicable
Weather Event	10/18/2011	2	96	48	N	Not Applicable
Weather Event	10/18/2011	1	309	309	N	Not Applicable
Weather Event	10/18/2011	5	150	30	N	Not Applicable
Weather Event	10/18/2011	6	3,174	529	N	Not Applicable
Weather Event	10/18/2011	32	7,872	246	N	Not Applicable
Weather Event	10/18/2011	13	819	63	N	Not Applicable
Weather Event	10/18/2011	67	2,881	43	N	Not Applicable
Weather Event	10/18/2011	1	211	211	N	Not Applicable
Weather Event	10/18/2011	12	2,532	211	N	Not Applicable
Weather Event	10/18/2011	1	38	38	N	Not Applicable
Weather Event	10/18/2011	1	135	135	N	Not Applicable
Weather Event	10/18/2011	1	214	214	N	Not Applicable
Weather Event	10/18/2011	245	11,346	84	N	Not Applicable
Weather Event	10/18/2011	1	36	36	N	Not Applicable
Weather Event	10/18/2011	9	153	17	N	Not Applicable
Weather Event	10/18/2011	62	3,224	52	N	Not Applicable
Weather Event	10/18/2011	27	5,805	215	N	Not Applicable
Weather Event	10/18/2011	30	2,700	90	N	Not Applicable
Weather Event	10/18/2011	23	1,449	63	N	Not Applicable
Weather Event	10/18/2011	1	110	110	N	Not Applicable
Weather Event	10/18/2011	10	590	59	N	Not Applicable
Weather Event	10/18/2011	9	1,989	221	N	Not Applicable
Weather Event	10/18/2011	1	15	15	N	Not Applicable
Weather Event	10/18/2011	1,511	63,401	330	N	Not Applicable
Weather Event	10/18/2011	15	1,485	99	N	Not Applicable
Weather Event	10/18/2011	1	122	122	N	Not Applicable
Weather Event	10/18/2011	14	112	8	N	Not Applicable
Weather Event	10/18/2011	30	2,670	89	N	Not Applicable
Weather Event	10/18/2011	1	76	76	N	Not Applicable
Weather Event	10/18/2011	1	239	239	N	Not Applicable
Weather Event	10/18/2011	5	215	43	N	Not Applicable
Weather Event	10/18/2011	1	371	371	N	Not Applicable
Weather Event	10/18/2011	1	335	335	N	Not Applicable
Weather Event	10/18/2011	1	79	79	N	Not Applicable
Weather Event	10/18/2011	1	226	226	N	Not Applicable
Weather Event	10/18/2011	1	47	47	N	Not Applicable
Weather Event	10/18/2011	2	268	134	N	Not Applicable
Weather Event	10/18/2011	1	199	199	N	Not Applicable
Weather Event	10/18/2011	1	69	69	N	Not Applicable
Weather Event	10/18/2011	312	22,554	205	N	Not Applicable
Weather Event	10/18/2011	43	1,892	44	N	Not Applicable
Weather Event	10/18/2011	4	184	46	N	Not Applicable
Weather Event	10/18/2011	1	117	117	N	Not Applicable
Weather Event	10/18/2011	914	7,312	8	N	Not Applicable
Weather Event	10/18/2011	1	52	52	N	Not Applicable
Weather Event	10/18/2011	214	36,594	171	N	Not Applicable
Weather Event	10/18/2011	1	183	183	N	Not Applicable
Weather Event	10/18/2011	92	32,108	349	N	Not Applicable
Weather Event	10/18/2011	1	153	153	N	Not Applicable
Weather Event	10/18/2011	332	20,070	439	N	Not Applicable
Weather Event	10/18/2011	1	82	82	N	Not Applicable
Weather Event	10/18/2011	43	2,795	65	N	Not Applicable
Weather Event	10/18/2011	467	26,152	56	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/18/2011	16	224	14	N	Not Applicable
Weather Event	10/18/2011	10	1,920	192	N	Not Applicable
Weather Event	10/18/2011	1	89	89	N	Not Applicable
Weather Event	10/18/2011	1	197	197	N	Not Applicable
Weather Event	10/18/2011	4	480	120	N	Not Applicable
Weather Event	10/18/2011	1	201	201	N	Not Applicable
Weather Event	10/18/2011	1	149	149	N	Not Applicable
Weather Event	10/18/2011	1	205	205	N	Not Applicable
Weather Event	10/18/2011	8	520	65	N	Not Applicable
Weather Event	10/18/2011	1	261	261	N	Not Applicable
Weather Event	10/18/2011	1	202	202	N	Not Applicable
Weather Event	10/18/2011	5	350	70	N	Not Applicable
Weather Event	10/18/2011	1	296	296	N	Not Applicable
Weather Event	10/18/2011	3	687	229	N	Not Applicable
Weather Event	10/18/2011	5	950	190	N	Not Applicable
Weather Event	10/18/2011	15	5,625	375	N	Not Applicable
Weather Event	10/18/2011	1	95	95	N	Not Applicable
Weather Event	10/18/2011	1	143	143	N	Not Applicable
Weather Event	10/18/2011	6	840	140	N	Not Applicable
Weather Event	10/18/2011	1	85	85	N	Not Applicable
Weather Event	10/18/2011	1	185	185	N	Not Applicable
Weather Event	10/18/2011	10	2,290	229	N	Not Applicable
Weather Event	10/18/2011	1	176	176	N	Not Applicable
Weather Event	10/18/2011	7	1,491	213	N	Not Applicable
Weather Event	10/18/2011	1	637	637	N	Not Applicable
Weather Event	10/18/2011	45	2,205	49	N	Not Applicable
Weather Event	10/18/2011	2,011	102,506	87	N	Not Applicable
Weather Event	10/18/2011	9	1,872	208	N	Not Applicable
Weather Event	10/18/2011	1	373	373	N	Not Applicable
Weather Event	10/18/2011	423	27,756	154	N	Not Applicable
Weather Event	10/18/2011	2	130	65	N	Not Applicable
Weather Event	10/18/2011	10	890	89	N	Not Applicable
Weather Event	10/18/2011	1	373	373	N	Not Applicable
Weather Event	10/18/2011	4	1,184	296	N	Not Applicable
Weather Event	10/18/2011	1	3	3	N	Not Applicable
Weather Event	10/18/2011	12	1,836	153	N	Not Applicable
Weather Event	10/18/2011	4	172	43	N	Not Applicable
Weather Event	10/18/2011	4	268	67	N	Not Applicable
Weather Event	10/18/2011	16	3,968	248	N	Not Applicable
Weather Event	10/18/2011	1	509	509	N	Not Applicable
Weather Event	10/18/2011	84	7,392	88	N	Not Applicable
Weather Event	10/18/2011	8	944	118	N	Not Applicable
Weather Event	10/18/2011	11	15,015	1,365	N	Not Applicable
Weather Event	10/18/2011	1	100	100	N	Not Applicable
Weather Event	10/18/2011	1	99	99	N	Not Applicable
Weather Event	10/18/2011	1	141	141	N	Not Applicable
Weather Event	10/18/2011	3	183	61	N	Not Applicable
Weather Event	10/18/2011	771	1,542	2	N	Not Applicable
Weather Event	10/18/2011	2,162	825,202	1,121	N	Not Applicable
Weather Event	10/18/2011	77	7,238	94	N	Not Applicable
Weather Event	10/18/2011	4	824	206	N	Not Applicable
Weather Event	10/18/2011	1	72	72	N	Not Applicable
Weather Event	10/18/2011	70	11,962	413	N	Not Applicable
Weather Event	10/18/2011	95	27,930	294	N	Not Applicable
Weather Event	10/18/2011	9	1,827	203	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/18/2011	1	237	237	N	Not Applicable
Weather Event	10/18/2011	8	1,288	161	N	Not Applicable
Weather Event	10/18/2011	199	71,043	357	N	Not Applicable
Weather Event	10/18/2011	1	92	92	N	Not Applicable
Weather Event	10/18/2011	13	1,417	109	N	Not Applicable
Weather Event	10/18/2011	4	144	36	N	Not Applicable
Weather Event	10/18/2011	40	6,916	496	N	Not Applicable
Weather Event	10/18/2011	5	405	81	N	Not Applicable
Weather Event	10/18/2011	1	141	141	N	Not Applicable
Weather Event	10/18/2011	4	1,524	381	N	Not Applicable
Weather Event	10/18/2011	14	5,880	420	N	Not Applicable
Weather Event	10/18/2011	28	16,688	596	N	Not Applicable
Weather Event	10/18/2011	1,066	50,102	47	N	Not Applicable
Weather Event	10/18/2011	2	586	293	N	Not Applicable
Weather Event	10/18/2011	8	2,848	356	N	Not Applicable
Weather Event	10/18/2011	19	5,510	290	N	Not Applicable
Weather Event	10/18/2011	1	134	134	N	Not Applicable
Weather Event	10/18/2011	1	893	893	N	Not Applicable
Weather Event	10/18/2011	1	278	278	N	Not Applicable
Weather Event	10/18/2011	4	884	221	N	Not Applicable
Weather Event	10/18/2011	1	598	598	N	Not Applicable
Weather Event	10/18/2011	1	333	333	N	Not Applicable
Weather Event	10/18/2011	521	30,128	94	N	Not Applicable
Weather Event	10/18/2011	1	206	206	N	Not Applicable
Weather Event	10/18/2011	1,321	32,656	32	N	Not Applicable
Weather Event	10/18/2011	93	41,664	448	N	Not Applicable
Weather Event	10/18/2011	13	2,041	157	N	Not Applicable
Weather Event	10/18/2011	19	10,545	555	N	Not Applicable
Weather Event	10/18/2011	27	5,211	193	N	Not Applicable
Weather Event	10/18/2011	4	412	103	N	Not Applicable
Weather Event	10/18/2011	1	60	60	N	Not Applicable
Weather Event	10/18/2011	6	1,590	265	N	Not Applicable
Weather Event	10/18/2011	8	1,352	169	N	Not Applicable
Weather Event	10/18/2011	1	311	311	N	Not Applicable
Weather Event	10/18/2011	3	564	188	N	Not Applicable
Weather Event	10/18/2011	1	74	74	N	Not Applicable
Weather Event	10/18/2011	1	144	144	N	Not Applicable
Weather Event	10/18/2011	1	485	485	N	Not Applicable
Weather Event	10/18/2011	10	3,290	329	N	Not Applicable
Weather Event	10/18/2011	13	2,626	202	N	Not Applicable
Weather Event	10/18/2011	1	215	215	N	Not Applicable
Weather Event	10/18/2011	20	3,391	256	N	Not Applicable
Weather Event	10/18/2011	11	3,784	344	N	Not Applicable
Weather Event	10/18/2011	47	10,246	218	N	Not Applicable
Weather Event	10/18/2011	2	434	217	N	Not Applicable
Weather Event	10/18/2011	5	1,040	208	N	Not Applicable
Weather Event	10/18/2011	1	126	126	N	Not Applicable
Weather Event	10/18/2011	11	3,894	354	N	Not Applicable
Weather Event	10/18/2011	3	414	138	N	Not Applicable
Weather Event	10/18/2011	4	884	221	N	Not Applicable
Weather Event	10/18/2011	5	1,990	398	N	Not Applicable
Weather Event	10/18/2011	4	240	60	N	Not Applicable
Weather Event	10/18/2011	51	12,750	250	N	Not Applicable
Weather Event	10/18/2011	14	4,606	329	N	Not Applicable
Weather Event	10/18/2011	1	457	457	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/18/2011	1	150	150	N	Not Applicable
Weather Event	10/18/2011	36	3,740	120	N	Not Applicable
Weather Event	10/18/2011	8	1,656	207	N	Not Applicable
Weather Event	10/18/2011	5	1,355	271	N	Not Applicable
Weather Event	10/18/2011	4	488	122	N	Not Applicable
Weather Event	10/19/2011	87	10,092	116	N	Not Applicable
Weather Event	10/19/2011	67	4,422	66	N	Not Applicable
Weather Event	10/19/2011	8	2,192	274	N	Not Applicable
Weather Event	10/19/2011	2,402	168,113	160	N	Not Applicable
Weather Event	10/19/2011	9	1,737	193	N	Not Applicable
Weather Event	10/19/2011	5	1,875	375	N	Not Applicable
Weather Event	10/19/2011	14	5,292	378	N	Not Applicable
Weather Event	10/19/2011	8	96	12	N	Not Applicable
Weather Event	10/19/2011	64	7,284	131	N	Not Applicable
Weather Event	10/19/2011	20	3,760	188	N	Not Applicable
Weather Event	10/19/2011	1	148	148	N	Not Applicable
Weather Event	10/19/2011	1	229	229	N	Not Applicable
Weather Event	10/19/2011	112	7,392	66	N	Not Applicable
Weather Event	10/19/2011	12	1,272	106	N	Not Applicable
Weather Event	10/19/2011	46	5,980	130	N	Not Applicable
Weather Event	10/19/2011	1	81	81	N	Not Applicable
Weather Event	10/19/2011	2	496	248	N	Not Applicable
Weather Event	10/19/2011	1	121	121	N	Not Applicable
Weather Event	10/19/2011	36	2,700	75	N	Not Applicable
Weather Event	10/19/2011	111	8,547	77	N	Not Applicable
Weather Event	10/19/2011	1	196	196	N	Not Applicable
Weather Event	10/19/2011	1	70	70	N	Not Applicable
Weather Event	10/19/2011	4	716	179	N	Not Applicable
Weather Event	10/19/2011	2	1,070	535	N	Not Applicable
Weather Event	10/19/2011	1	511	511	N	Not Applicable
Weather Event	10/19/2011	1	188	188	N	Not Applicable
Weather Event	10/19/2011	13	1,651	127	N	Not Applicable
Weather Event	10/19/2011	45	25,695	571	N	Not Applicable
Weather Event	10/19/2011	1	405	405	N	Not Applicable
Weather Event	10/19/2011	19	3,610	190	N	Not Applicable
Weather Event	10/19/2011	1	225	225	N	Not Applicable
Weather Event	10/19/2011	3	507	169	N	Not Applicable
Weather Event	10/19/2011	115	9,660	84	N	Not Applicable
Weather Event	10/19/2011	15	2,190	146	N	Not Applicable
Weather Event	10/19/2011	1,091	66,421	111	N	Not Applicable
Weather Event	10/19/2011	2	188	94	N	Not Applicable
Weather Event	10/19/2011	53	5,618	106	N	Not Applicable
Weather Event	10/19/2011	11	671	61	N	Not Applicable
Weather Event	10/19/2011	13	2,080	160	N	Not Applicable
Weather Event	10/19/2011	1	91	91	N	Not Applicable
Weather Event	10/19/2011	56	12,492	304	N	Not Applicable
Weather Event	10/19/2011	10	1,022	183	N	Not Applicable
Weather Event	10/19/2011	75	13,725	183	N	Not Applicable
Weather Event	10/19/2011	10	5,620	562	N	Not Applicable
Weather Event	10/19/2011	114	18,222	355	N	Not Applicable
Weather Event	10/19/2011	14	7,280	520	N	Not Applicable
Weather Event	10/19/2011	1	84	84	N	Not Applicable
Weather Event	10/19/2011	33	4,389	133	N	Not Applicable
Weather Event	10/19/2011	1	47	47	N	Not Applicable
Weather Event	10/19/2011	2	500	250	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/19/2011	3	1,371	457	N	Not Applicable
Weather Event	10/19/2011	3	558	186	N	Not Applicable
Weather Event	10/19/2011	1	62	62	N	Not Applicable
Weather Event	10/19/2011	10	2,250	225	N	Not Applicable
Weather Event	10/19/2011	1	35	35	N	Not Applicable
Weather Event	10/19/2011	12	2,952	246	N	Not Applicable
Weather Event	10/19/2011	1	212	212	N	Not Applicable
Weather Event	10/19/2011	1	282	282	N	Not Applicable
Weather Event	10/19/2011	11	1,683	153	N	Not Applicable
Weather Event	10/19/2011	28	766	370	N	Not Applicable
Weather Event	10/19/2011	4	404	101	N	Not Applicable
Weather Event	10/19/2011	1	412	412	N	Not Applicable
Weather Event	10/19/2011	1	261	261	N	Not Applicable
Weather Event	10/19/2011	1	229	229	N	Not Applicable
Weather Event	10/19/2011	1	469	469	N	Not Applicable
Weather Event	10/19/2011	1	92	92	N	Not Applicable
Weather Event	10/19/2011	1	70	70	N	Not Applicable
Weather Event	10/19/2011	1	445	445	N	Not Applicable
Weather Event	10/19/2011	43	5,117	119	N	Not Applicable
Weather Event	10/19/2011	1	188	188	N	Not Applicable
Weather Event	10/19/2011	10	3,820	382	N	Not Applicable
Weather Event	10/19/2011	1	290	290	N	Not Applicable
Weather Event	10/19/2011	5	195	39	N	Not Applicable
Weather Event	10/19/2011	43	5,289	123	N	Not Applicable
Weather Event	10/19/2011	1	124	124	N	Not Applicable
Weather Event	10/19/2011	1	288	288	N	Not Applicable
Weather Event	10/19/2011	1	228	228	N	Not Applicable
Weather Event	10/19/2011	2	920	460	N	Not Applicable
Weather Event	10/19/2011	52	14,300	275	N	Not Applicable
Weather Event	10/19/2011	14	938	67	N	Not Applicable
Weather Event	10/19/2011	1	431	431	N	Not Applicable
Weather Event	10/19/2011	6	2,322	387	N	Not Applicable
Weather Event	10/19/2011	3	651	217	N	Not Applicable
Weather Event	10/19/2011	1	64	64	N	Not Applicable
Weather Event	10/19/2011	1	308	308	N	Not Applicable
Weather Event	10/19/2011	1	120	120	N	Not Applicable
Weather Event	10/19/2011	128	24,576	192	N	Not Applicable
Weather Event	10/19/2011	85	18,445	217	N	Not Applicable
Weather Event	10/19/2011	54	13,878	257	N	Not Applicable
Weather Event	10/19/2011	1	98	98	N	Not Applicable
Weather Event	10/19/2011	3	813	271	N	Not Applicable
Weather Event	10/19/2011	23	4,598	206	N	Not Applicable
Weather Event	10/19/2011	13	13	191	N	Not Applicable
Weather Event	10/19/2011	3	177	59	N	Not Applicable
Weather Event	10/19/2011	1	136	136	N	Not Applicable
Weather Event	10/19/2011	15	3,375	225	N	Not Applicable
Weather Event	10/19/2011	4	132	33	N	Not Applicable
Weather Event	10/19/2011	12	3,336	278	N	Not Applicable
Weather Event	10/19/2011	1	521	521	N	Not Applicable
Weather Event	10/19/2011	1	148	148	N	Not Applicable
Weather Event	10/19/2011	7	812	116	N	Not Applicable
Weather Event	10/19/2011	10	3,710	371	N	Not Applicable
Weather Event	10/19/2011	2	428	214	N	Not Applicable
Weather Event	10/19/2011	10	1,350	135	N	Not Applicable
Weather Event	10/19/2011	8	1,912	239	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/19/2011	1	81	81	N	Not Applicable
Weather Event	10/19/2011	21	5,271	251	N	Not Applicable
Weather Event	10/19/2011	9	3,528	392	N	Not Applicable
Weather Event	10/19/2011	6	1,722	287	N	Not Applicable
Weather Event	10/19/2011	6	804	134	N	Not Applicable
Weather Event	10/19/2011	1	22	22	N	Not Applicable
Weather Event	10/19/2011	1	314	314	N	Not Applicable
Weather Event	10/19/2011	15	2,985	199	N	Not Applicable
Weather Event	10/19/2011	8	2,200	275	N	Not Applicable
Weather Event	10/19/2011	9	351	39	N	Not Applicable
Weather Event	10/19/2011	193	21,423	111	N	Not Applicable
Weather Event	10/19/2011	1	64	64	N	Not Applicable
Weather Event	10/19/2011	1	14	14	N	Not Applicable
Weather Event	10/19/2011	1	125	125	N	Not Applicable
Weather Event	10/19/2011	1	234	234	N	Not Applicable
Weather Event	10/19/2011	116	26,758	260	N	Not Applicable
Weather Event	10/19/2011	1	87	87	N	Not Applicable
Weather Event	10/19/2011	4	356	89	N	Not Applicable
Weather Event	10/19/2011	42	714	17	N	Not Applicable
Weather Event	10/19/2011	1	90	90	N	Not Applicable
Weather Event	10/19/2011	1	238	238	N	Not Applicable
Weather Event	10/19/2011	1	450	450	N	Not Applicable
Weather Event	10/19/2011	1	63	63	N	Not Applicable
Weather Event	10/19/2011	9	4,644	516	N	Not Applicable
Weather Event	10/19/2011	2	12	6	N	Not Applicable
Weather Event	10/19/2011	14	168	12	N	Not Applicable
Weather Event	10/19/2011	2	222	111	N	Not Applicable
Weather Event	10/19/2011	1	91	91	N	Not Applicable
Weather Event	10/19/2011	60	14,160	236	N	Not Applicable
Weather Event	10/19/2011	3	120	40	N	Not Applicable
Weather Event	10/19/2011	10	550	55	N	Not Applicable
Weather Event	10/19/2011	2	314	157	N	Not Applicable
Weather Event	10/19/2011	5	1,320	264	N	Not Applicable
Weather Event	10/19/2011	1	312	312	N	Not Applicable
Weather Event	10/19/2011	1	224	224	N	Not Applicable
Weather Event	10/19/2011	1	33	33	N	Not Applicable
Weather Event	10/19/2011	1	205	205	N	Not Applicable
Weather Event	10/19/2011	1	12	12	N	Not Applicable
Weather Event	10/19/2011	1	128	128	N	Not Applicable
Weather Event	10/19/2011	1	101	101	N	Not Applicable
Weather Event	10/19/2011	298	32,184	108	N	Not Applicable
Weather Event	10/19/2011	171	16,416	96	N	Not Applicable
Weather Event	10/19/2011	2	200	100	N	Not Applicable
Weather Event	10/19/2011	1	45	45	N	Not Applicable
Weather Event	10/19/2011	1	413	413	N	Not Applicable
Weather Event	10/19/2011	1	168	168	N	Not Applicable
Weather Event	10/19/2011	1	245	245	N	Not Applicable
Weather Event	10/19/2011	1	530	530	N	Not Applicable
Weather Event	10/19/2011	1	113	113	N	Not Applicable
Weather Event	10/19/2011	1	138	138	N	Not Applicable
Weather Event	10/19/2011	1	64	64	N	Not Applicable
Weather Event	10/19/2011	2	20	10	N	Not Applicable
Weather Event	10/19/2011	1	62	62	N	Not Applicable
Weather Event	10/19/2011	1	19	19	N	Not Applicable
Weather Event	10/19/2011	1	232	232	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/19/2011	17	1,734	102	N	Not Applicable
Weather Event	10/19/2011	1	72	72	N	Not Applicable
Weather Event	10/19/2011	1	160	160	N	Not Applicable
Weather Event	10/19/2011	1	54	54	N	Not Applicable
Weather Event	10/19/2011	1	392	392	N	Not Applicable
Weather Event	10/19/2011	1	235	235	N	Not Applicable
Weather Event	10/19/2011	1	171	171	N	Not Applicable
Weather Event	10/19/2011	1	48	48	N	Not Applicable
Weather Event	10/19/2011	1	539	539	N	Not Applicable
Weather Event	10/19/2011	1	362	362	N	Not Applicable
Weather Event	10/19/2011	11	3,135	285	N	Not Applicable
Weather Event	10/19/2011	5	175	35	N	Not Applicable
Weather Event	10/19/2011	3	219	73	N	Not Applicable
Weather Event	10/19/2011	1	87	87	N	Not Applicable
Weather Event	10/19/2011	47	5,546	118	N	Not Applicable
Weather Event	10/19/2011	1	234	234	N	Not Applicable
Weather Event	10/19/2011	68	3,604	53	N	Not Applicable
Weather Event	10/19/2011	7	525	75	N	Not Applicable
Weather Event	10/19/2011	1	121	121	N	Not Applicable
Weather Event	10/19/2011	14	2,086	149	N	Not Applicable
Weather Event	10/19/2011	1	324	324	N	Not Applicable
Weather Event	10/19/2011	3	60	20	N	Not Applicable
Weather Event	10/19/2011	1	287	287	N	Not Applicable
Weather Event	10/19/2011	4	348	87	N	Not Applicable
Weather Event	10/19/2011	1	120	120	N	Not Applicable
Weather Event	10/19/2011	41	12,833	313	N	Not Applicable
Weather Event	10/19/2011	23	1,541	67	N	Not Applicable
Weather Event	10/19/2011	10	1,290	129	N	Not Applicable
Weather Event	10/19/2011	1	58	58	N	Not Applicable
Weather Event	10/19/2011	1	262	262	N	Not Applicable
Weather Event	10/19/2011	10	3,210	321	N	Not Applicable
Weather Event	10/19/2011	3	231	77	N	Not Applicable
Weather Event	10/19/2011	23	2,047	89	N	Not Applicable
Weather Event	10/19/2011	53	1,431	27	N	Not Applicable
Weather Event	10/19/2011	1	434	434	N	Not Applicable
Weather Event	10/19/2011	1	68	68	N	Not Applicable
Weather Event	10/19/2011	1	105	105	N	Not Applicable
Weather Event	10/19/2011	1	296	296	N	Not Applicable
Weather Event	10/19/2011	1	57	57	N	Not Applicable
Weather Event	10/19/2011	51	2,346	46	N	Not Applicable
Weather Event	10/19/2011	10	180	18	N	Not Applicable
Weather Event	10/19/2011	51	1,989	39	N	Not Applicable
Weather Event	10/19/2011	34	2,210	65	N	Not Applicable
Weather Event	10/19/2011	1	98	98	N	Not Applicable
Weather Event	10/19/2011	10	3,110	311	N	Not Applicable
Weather Event	10/19/2011	10	220	22	N	Not Applicable
Weather Event	10/19/2011	1	421	421	N	Not Applicable
Weather Event	10/19/2011	7	1,092	156	N	Not Applicable
Weather Event	10/19/2011	1	41	41	N	Not Applicable
Weather Event	10/19/2011	1	77	77	N	Not Applicable
Weather Event	10/19/2011	5	175	35	N	Not Applicable
Weather Event	10/19/2011	1	43	43	N	Not Applicable
Weather Event	10/19/2011	6	1,278	213	N	Not Applicable
Weather Event	10/19/2011	75	13,350	178	N	Not Applicable
Weather Event	10/19/2011	1	73	73	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/19/2011	4	1,484	371	N	Not Applicable
Weather Event	10/19/2011	1	251	251	N	Not Applicable
Weather Event	10/19/2011	69	7,904	332	N	Not Applicable
Weather Event	10/19/2011	11	1,892	172	N	Not Applicable
Weather Event	10/19/2011	1	398	398	N	Not Applicable
Weather Event	10/19/2011	69	4,071	59	N	Not Applicable
Weather Event	10/19/2011	2	402	201	N	Not Applicable
Weather Event	10/19/2011	16	2,464	154	N	Not Applicable
Weather Event	10/19/2011	1	117	117	N	Not Applicable
Weather Event	10/19/2011	1	188	188	N	Not Applicable
Weather Event	10/19/2011	1	138	138	N	Not Applicable
Weather Event	10/19/2011	9	4,671	519	N	Not Applicable
Weather Event	10/19/2011	5	1,300	260	N	Not Applicable
Weather Event	10/19/2011	1	169	169	N	Not Applicable
Weather Event	10/19/2011	10	3,150	315	N	Not Applicable
Weather Event	10/19/2011	57	6,555	115	N	Not Applicable
Weather Event	10/19/2011	1	167	167	N	Not Applicable
Weather Event	10/19/2011	1	353	353	N	Not Applicable
Weather Event	10/19/2011	1	146	146	N	Not Applicable
Weather Event	10/19/2011	1	529	529	N	Not Applicable
Weather Event	10/19/2011	6	1,398	233	N	Not Applicable
Weather Event	10/19/2011	37	3,885	105	N	Not Applicable
Weather Event	10/19/2011	5	70	14	N	Not Applicable
Weather Event	10/19/2011	1	374	374	N	Not Applicable
Weather Event	10/19/2011	7	833	119	N	Not Applicable
Weather Event	10/19/2011	1	50	50	N	Not Applicable
Weather Event	10/19/2011	1	365	365	N	Not Applicable
Weather Event	10/19/2011	12	4,068	339	N	Not Applicable
Weather Event	10/19/2011	3	402	134	N	Not Applicable
Weather Event	10/19/2011	10	2,070	207	N	Not Applicable
Weather Event	10/19/2011	1	74	74	N	Not Applicable
Weather Event	10/19/2011	2	286	143	N	Not Applicable
Weather Event	10/19/2011	1	69	69	N	Not Applicable
Weather Event	10/19/2011	1	360	360	N	Not Applicable
Weather Event	10/19/2011	18	846	47	N	Not Applicable
Weather Event	10/19/2011	7	721	103	N	Not Applicable
Weather Event	10/19/2011	1	271	271	N	Not Applicable
Weather Event	10/19/2011	1	224	224	N	Not Applicable
Weather Event	10/19/2011	1	429	429	N	Not Applicable
Weather Event	10/19/2011	37	1,628	44	N	Not Applicable
Weather Event	10/19/2011	42	2,898	69	N	Not Applicable
Weather Event	10/19/2011	1	119	119	N	Not Applicable
Weather Event	10/19/2011	1	270	270	N	Not Applicable
Weather Event	10/19/2011	7	777	111	N	Not Applicable
Weather Event	10/19/2011	1	129	129	N	Not Applicable
Weather Event	10/19/2011	5	1,675	335	N	Not Applicable
Weather Event	10/19/2011	1	78	78	N	Not Applicable
Weather Event	10/19/2011	15	3,915	261	N	Not Applicable
Weather Event	10/19/2011	16	704	44	N	Not Applicable
Weather Event	10/19/2011	10	2,480	248	N	Not Applicable
Weather Event	10/19/2011	6	1,170	195	N	Not Applicable
Weather Event	10/19/2011	1	239	239	N	Not Applicable
Weather Event	10/19/2011	50	17,100	342	N	Not Applicable
Weather Event	10/19/2011	1	54	54	N	Not Applicable
Weather Event	10/19/2011	1	260	260	N	Not Applicable

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Weather Event	10/19/2011	6	948	158	N	Not Applicable
Weather Event	10/19/2011	1	97	97	N	Not Applicable
Weather Event	10/19/2011	1	115	115	N	Not Applicable
Weather Event	10/19/2011	1	152	152	N	Not Applicable
Weather Event	10/19/2011	6	348	58	N	Not Applicable
Weather Event	10/19/2011	1	78	78	N	Not Applicable
Weather Event	10/19/2011	1	419	419	N	Not Applicable
Weather Event	10/19/2011	1	191	191	N	Not Applicable
Weather Event	10/19/2011	1	93	93	N	Not Applicable
Weather Event	10/19/2011	1	53	53	N	Not Applicable
Weather Event	10/19/2011	2	302	151	N	Not Applicable
Weather Event	10/19/2011	802	802	1	N	Not Applicable
Weather Event	10/19/2011	10	500	50	N	Not Applicable
Weather Event	10/19/2011	8	448	56	N	Not Applicable
Weather Event	10/19/2011	1	97	97	N	Not Applicable
Tornado Activity	10/29/2011	34	3,638	107	N	Not Applicable
Tornado Activity	10/29/2011	1	271	271	N	Not Applicable
Tornado Activity	10/29/2011	8	3,504	438	N	Not Applicable
Tornado Activity	10/29/2011	73	20,148	276	N	Not Applicable
Tornado Activity	10/29/2011	1	67	67	N	Not Applicable
Tornado Activity	10/29/2011	5	1,090	218	N	Not Applicable
Tornado Activity	10/29/2011	36	6,156	171	N	Not Applicable
Tornado Activity	10/29/2011	7	427	61	N	Not Applicable
Tornado Activity	10/29/2011	1	128	128	N	Not Applicable
Tornado Activity	10/29/2011	34	4,012	118	N	Not Applicable
Tornado Activity	10/29/2011	1	164	164	N	Not Applicable
Tornado Activity	10/29/2011	1	385	385	N	Not Applicable
Tornado Activity	10/29/2011	1	52	52	N	Not Applicable
Tornado Activity	10/29/2011	1	227	227	N	Not Applicable
Tornado Activity	10/29/2011	99	21,087	213	N	Not Applicable
Tornado Activity	10/29/2011	15	1,905	127	N	Not Applicable
Tornado Activity	10/29/2011	1	73	73	N	Not Applicable
Tornado Activity	10/29/2011	43	7,353	171	N	Not Applicable
Tornado Activity	10/29/2011	4	660	165	N	Not Applicable
Tornado Activity	10/29/2011	1	186	186	N	Not Applicable
Tornado Activity	10/29/2011	4	484	121	N	Not Applicable
Tornado Activity	10/29/2011	1	313	313	N	Not Applicable
Tornado Activity	10/29/2011	1	123	123	N	Not Applicable
Tornado Activity	10/29/2011	4	508	127	N	Not Applicable
Tornado Activity	10/29/2011	1	87	87	N	Not Applicable
Tornado Activity	10/29/2011	2	350	175	N	Not Applicable
Tornado Activity	10/29/2011	5	655	131	N	Not Applicable
Tornado Activity	10/29/2011	1	35	35	N	Not Applicable
Tornado Activity	10/29/2011	1	122	122	N	Not Applicable
Tornado Activity	10/29/2011	1	78	78	N	Not Applicable
Tornado Activity	10/29/2011	35	4,970	142	N	Not Applicable
Tornado Activity	10/29/2011	3	219	73	N	Not Applicable
Tornado Activity	10/29/2011	1	54	54	N	Not Applicable
Tornado Activity	10/29/2011	1	159	159	N	Not Applicable
Tornado Activity	10/29/2011	2	132	66	N	Not Applicable
Tornado Activity	10/29/2011	38	5,092	134	N	Not Applicable
Tornado Activity	10/29/2011	3	327	109	N	Not Applicable
Tornado Activity	10/29/2011	1	133	133	N	Not Applicable
Tornado Activity	10/29/2011	2	194	97	N	Not Applicable
Tornado Activity	10/29/2011	25	1,750	70	N	Not Applicable

FPL Feeder Specific Data and attached Laterals

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
100131	CF	Hybrid	2014	40	20	2	4.3	0.4	7.4	1.5	11.7	1.9	13.6	2010	91464	Looped	-0.8	8.4	1
100132	CF	Hybrid	1295	14	26	4	2.8	0.9	1.6	1.4	4.4	2.3	6.7	0	0	Looped	-0.5	6.0	0
100133	CF	Hybrid	723	13	8	1	2.4	1.0	2.2	2.1	4.6	3.1	7.7	721	1442	Looped	-0.5	4.8	1
100134	CF	Hybrid	391	6	4	0	0.9	2.9	1.1	0.1	2.0	3.0	5.0	0	0	Looped	0.0	1.9	0
100135	CF	Hybrid	1374	16	23	11	3.7	0.2	4.2	4.5	7.9	4.7	12.6	25	7800	Looped	-0.7	9.0	1
100136	CF	Hybrid	166	2	9	2	0.8	0.3	0.4	0.8	1.2	1.1	2.3	0	0	Looped	-0.2	2.7	0
100137	CF	Hybrid	1603	41	13	7	4.9	0.1	12.2	1.4	17.1	1.5	18.6	1625	60125	Looped	0.3	7.8	1
100138	CF	Hybrid	345	2	4	1	0.6	3.5	0.7	1.6	1.3	5.1	6.4	0	0	Looped	-0.1	5.9	0
100139	CF	Hybrid	675	9	6	0	0.8	2.3	1.5	0.4	2.3	2.7	5.0	0	0	Looped	-0.4	5.2	0
100231	NF	Hybrid	1250	22	15	4	4.4	1.2	9.8	4.2	14.2	5.4	19.6	0	0	Looped	-0.6	6.5	0
100232	NF	Hybrid	789	10	19	1	2.1	0.2	1.2	3.4	3.3	3.6	6.9	0	0	Looped	-0.1	3.5	0
100233	NF	Hybrid	743	32	4	2	3.5	0.2	4.8	0.5	8.3	0.7	9.0	0	0	Looped	-0.5	3.4	0
100234	NF	Hybrid	350	9	19	2	3.5	0.2	2.3	1.3	5.8	1.5	7.3	0	0	Looped	-0.3	5.8	0
100235	NF	Hybrid	1704	34	11	5	4.7	2.5	10.2	1.6	14.9	4.1	19.0	0	0	Looped	-0.5	7.2	0
100236	NF	Hybrid	1321	17	17	7	3.6	0.1	4.1	2.3	7.7	2.4	10.1	0	0	Looped	-0.8	8.5	0
100331	NF	OH	872	84	7	6	15.5	0.0	43.3	1.9	58.8	1.9	60.7	872	49640	Looped	-0.6	4.2	1
100332	NF	OH	493	45	0	4	9.3	0.0	27.1	0.2	36.4	0.2	36.6	0	0	Looped	-0.3	1.7	0
100333	NF	OH	721	105	1	7	17.2	0.1	59.9	3.3	77.1	3.4	80.5	0	0	Looped	-0.4	2.9	0
100334	NF	OH	1047	100	5	6	17.2	0.2	80.0	0.8	97.2	1.0	98.2	1043	46413	Looped	-0.5	5.0	1
100431	NF	OH	917	32	3	3	5.0	0.0	10.3	0.1	15.3	0.1	15.4	0	0	Looped	-1.0	3.9	0
100432	NF	OH	486	25	3	1	3.5	0.0	3.5	0.1	7.0	0.1	7.1	0	0	Looped	-0.2	2.4	0
100433	NF	OH	1727	52	15	7	7.3	0.0	19.3	1.4	26.6	1.4	28.0	1740	163406	Looped	-0.4	7.0	1
100434	NF	OH	886	34	9	3	5.3	0.0	8.2	0.2	13.5	0.2	13.7	0	0	Looped	0.2	4.2	0
100435	NF	OH	1030	37	10	5	8.6	0.0	6.0	0.3	14.6	0.3	14.9	1052	54236	Looped	-0.4	5.8	1
100531	NF	OH	1088	74	3	3	9.4	0.0	50.1	0.6	59.5	0.6	60.1	0	0	Looped	0.2	4.0	0
100532	NF	OH	180	12	0	2	3.1	0.0	6.5	0.1	9.6	0.1	9.7	185	25605	Looped	-0.1	0.7	1
100533	NF	OH	252	17	0	4	6.2	0.0	12.7	0.2	18.9	0.2	19.1	253	27488	Looped	-0.1	4.9	1
100631	NF	OH	485	54	8	1	8.6	0.0	15.6	0.4	24.2	0.4	24.6	484	9680	Looped	-0.5	2.2	1
100632	NF	OH	1437	94	17	3	20.9	0.0	34.2	0.9	55.1	0.9	56.0	2907	118184	Looped	-0.5	4.8	2
100831	CF	Hybrid	1910	23	12	2	3.6	0.4	8.8	5.2	12.4	5.6	18.0	5701	148906	Looped	-0.5	5.8	3
100832	CF	Hybrid	1046	32	4	6	4.0	1.4	4.5	1.3	8.5	2.7	11.2	1043	37534	Looped	-0.2	4.4	1
100833	CF	Hybrid	1868	14	43	8	4.6	0.0	4.8	13.3	9.4	13.3	22.7	1573	93855	Looped	-0.2	8.2	1
100834	CF	Hybrid	1966	17	39	5	3.2	0.8	5.2	13.9	8.4	14.7	23.1	1971	43362	Looped	-0.3	7.1	1
100835	CF	Hybrid	2875	21	47	2	5.6	1.5	4.2	2.0	9.8	3.5	13.3	2099	27287	Looped	-0.6	8.1	1
100836	CF	Hybrid	1232	5	31	3	2.7	0.3	1.2	9.2	3.9	9.5	13.4	0	0	Looped	-0.6	6.6	0
100837	CF	Hybrid	1927	29	19	6	4.5	0.5	8.3	6.3	12.8	6.8	19.6	1928	119536	Looped	0.0	6.4	1
100838	CF	Hybrid	1545	0	48	0	3.5	0.5	0.0	14.9	3.5	15.4	18.9	3116	147758	Looped	-0.2	10.1	2
100839	CF	Hybrid	820	20	5	3	2.6	0.1	4.8	0.5	7.4	0.6	8.0	3317	87830	Looped	-0.2	2.8	4
100931	CF	Hybrid	2084	28	21	11	4.3	0.1	9.0	6.2	13.3	6.3	19.6	2072	257691	Looped	-0.7	8.5	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
100932	CF	Hybrid	1207	1	18	2	0.6	3.1	0.4	6.2	1.0	9.3	10.3	0	0	Looped	-1.0	6.5	0
100933	CF	Hybrid	1301	11	22	3	2.1	0.1	1.9	4.0	4.0	4.1	8.1	0	0	Looped	-0.7	3.8	0
100934	CF	Hybrid	1205	44	24	7	2.3	1.3	5.2	2.2	7.5	3.5	11.0	1200	91008	Looped	1.4	3.8	1
100935	CF	Hybrid	1145	40	9	5	3.0	1.2	7.3	1.5	10.3	2.7	13.0	1468	50658	Looped	-2.0	5.8	1
100936	CF	Hybrid	183	1	9	1	1.1	0.7	0.4	1.5	1.5	2.2	3.7	0	0	Looped	-0.6	0.4	0
100937	CF	Hybrid	1502	23	13	4	3.5	0.1	7.6	2.8	11.1	2.9	14.0	0	0	Looped	-0.7	6.0	0
100938	CF	Hybrid	2407	17	16	2	1.8	3.1	2.7	4.0	4.5	7.1	11.6	1072	88014	Looped	-1.3	6.7	1
101031	CF	Hybrid	1340	15	17	3	2.4	1.4	5.6	1.9	8.0	3.3	11.3	0	0	Looped	-0.3	6.5	0
101032	CF	Hybrid	1225	25	6	3	2.6	2.0	5.7	0.9	8.3	2.9	11.2	0	0	Looped	-0.3	4.4	0
101033	CF	Hybrid	858	20	11	1	4.4	1.4	3.9	1.0	8.3	2.4	10.7	0	0	Looped	-0.5	4.2	0
101034	CF	Hybrid	1599	35	21	5	4.3	0.0	6.7	4.7	11.0	4.7	15.7	0	0	Looped	-0.5	6.3	0
101035	CF	Hybrid	754	5	8	1	1.3	2.7	1.3	1.6	2.6	4.3	6.9	0	0	Looped	-0.1	4.3	0
101036	CF	Hybrid	1866	43	12	7	5.6	0.3	9.7	0.9	15.3	1.2	16.5	0	0	Looped	-0.1	8.3	0
101037	CF	Hybrid	1709	35	12	4	3.4	0.3	12.0	1.8	15.4	2.1	17.5	0	0	Looped	0.7	5.7	0
101038	CF	Hybrid	1289	25	5	5	4.1	0.3	8.6	0.5	12.7	0.8	13.5	0	0	Looped	-1.0	6.6	0
101131	CF	Hybrid	1190	41	2	3	3.6	0.5	11.0	0.3	14.6	0.8	15.4	867	62192	Looped	-0.3	6.1	1
101132	CF	Hybrid	798	9	18	4	2.9	2.3	3.4	1.7	6.3	4.0	10.3	193	66971	Looped	-0.4	5.9	1
101133	CF	Hybrid	1420	8	30	8	3.8	0.0	4.6	5.6	8.4	5.6	14.0	0	0	Looped	-0.7	7.2	0
101134	CF	Hybrid	1998	20	26	3	5.1	1.1	8.2	5.1	13.3	6.2	19.5	2002	74476	Looped	-0.4	6.9	1
101135	CF	Hybrid	1153	2	28	1	2.5	0.1	1.2	6.5	3.7	6.6	10.3	1152	129184	Looped	-0.7	5.6	1
101136	CF	Hybrid	1410	8	37	2	3.4	0.0	2.3	5.8	5.7	5.8	11.5	0	0	Looped	-0.1	7.6	0
101137	CF	Hybrid	2272	42	23	4	5.6	1.0	10.2	4.3	15.8	5.3	21.1	4528	162980	Looped	-0.4	5.8	2
101138	CF	Hybrid	1367	25	17	8	6.4	1.2	6.4	4.1	12.8	5.3	18.1	4101	264712	Looped	-0.5	7.2	3
101461	CF	Hybrid	1787	30	26	4	8.9	2.5	26.9	7.5	35.8	10.0	45.8	0	0	Looped	-0.4	10.0	0
101462	CF	Hybrid	1469	31	33	6	8.8	1.9	8.1	9.3	16.9	11.2	28.1	1549	108585	Looped	0.1	9.8	1
101463	CF	Hybrid	2603	31	69	3	22.4	11.2	6.3	37.2	28.7	48.4	77.1	5194	5194	Looped	0.5	10.0	2
101464	CF	Hybrid	2556	126	17	9	33.2	1.2	87.0	10.5	120.2	11.7	131.9	2565	230890	Looped	0.2	9.9	2
101465	CF	Hybrid	3771	53	26	0	9.8	4.5	52.6	9.7	62.4	14.2	76.6	7468	97084	Looped	-1.2	16.3	2
101466	CF	Hybrid	1697	47	23	13	10.8	3.4	19.6	5.7	30.4	9.1	39.5	860	20640	Looped	-0.7	9.6	1
101531	CF	Hybrid	209	3	19	6	2.6	0.1	1.7	2.4	4.3	2.5	6.8	0	0	Looped	-3.8	6.9	0
101532	CF	Hybrid	4	0	2	0	0.0	2.6	0.2	0.2	0.2	2.8	3.0	0	0	Looped	-1.0	0.4	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	-0.3	0.7	0
101534	CF	Hybrid	439	4	33	9	5.1	0.2	1.6	4.0	6.7	4.2	10.9	872	123446	Looped	-0.6	7.9	2
101535	CF	Hybrid	350	0	39	1	2.7	3.2	0.0	5.4	2.7	8.6	11.3	699	53185	Looped	0.1	5.5	3
101536	CF	UG	80	0	4	0	0.0	1.8	0.0	0.7	0.0	2.5	2.5	0	0	Looped	0.3	5.0	0
101537	CF	Hybrid	890	1	28	1	3.4	0.0	0.5	4.7	3.9	4.7	8.6	895	73390	Looped	3.5	7.1	1
101538	CF	Hybrid	403	1	14	1	2.9	1.2	0.5	7.3	3.4	8.5	11.9	402	20100	Looped	1.1	4.4	1
101539	CF	Hybrid	51	0	11	0	1.2	3.0	0.2	0.4	1.4	3.4	4.8	0	0	Looped	-0.4	7.4	0
101540	CF	Hybrid	2027	10	33	1	4.4	0.0	4.0	5.3	8.4	5.3	13.7	0	0	Looped	-0.9	6.9	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
101541	CF	Hybrid	62	1	12	1	1.6	2.2	1.1	2.6	2.7	4.8	7.5	62	1240	Looped	-4.5	3.6	1
101631	NF	OH	0	0	0	0	0.6	0.0	0.0	0.0	0.6	0.0	0.6	0	0	Radial	-1.0	20.6	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	-0.2	7.7	0
101634	NF	Hybrid	633	36	31	7	8.2	0.1	9.0	2.7	17.2	2.8	20.0	615	32613	Looped	-1.1	7.6	1
101635	NF	Hybrid	124	13	16	4	5.4	0.1	2.7	2.2	8.1	2.3	10.4	0	0	Looped	-1.7	3.1	0
101861	NF	Hybrid	2660	7	37	0	9.5	4.1	0.8	40.2	10.3	44.3	54.6	6745	480395	Looped	-0.1	15.4	4
101862	NF	Hybrid	1698	23	60	1	6.0	8.5	12.4	24.1	18.4	32.6	51.0	0	0	Looped	-1.4	11.9	0
101863	NF	Hybrid	1545	149	34	16	23.6	1.6	35.7	14.4	59.3	16.0	75.3	4834	193797	Looped	-0.3	7.6	5
101864	NF	Hybrid	2963	34	51	4	10.4	7.6	11.8	44.0	22.2	51.6	73.8	6340	390423	Looped	-0.5	14.4	3
101865	NF	Hybrid	164	15	4	1	5.0	0.1	5.7	2.1	10.7	2.2	12.9	0	0	Looped	-0.1	0.7	0
101931	CF	Hybrid	1656	39	5	6	5.0	0.1	14.8	3.1	19.8	3.2	23.0	0	0	Looped	-0.4	6.1	0
101932	CF	OH	2350	52	0	0	3.4	0.1	22.9	0.0	26.3	0.1	26.4	4699	351123	Looped	-0.5	9.3	2
101933	CF	Hybrid	1770	21	13	9	3.9	0.1	10.1	5.7	14.0	5.8	19.8	0	0	Looped	-0.7	7.1	0
101934	CF	Hybrid	1441	26	19	6	6.8	0.0	9.9	2.0	16.7	2.0	18.7	0	0	Looped	-0.4	5.5	0
101935	CF	Hybrid	886	32	6	4	11.2	0.1	20.0	5.2	31.2	5.3	36.5	1758	249788	Looped	-0.3	3.6	2
101936	CF	Hybrid	1903	20	25	8	9.7	0.7	20.2	11.5	29.9	12.2	42.1	3817	469481	Looped	-0.6	7.4	2
101937	CF	Hybrid	1845	32	6	1	2.4	1.2	17.5	1.4	19.9	2.6	22.5	0	0	Looped	-0.6	8.4	0
101938	CF	Hybrid	1535	18	8	7	2.8	1.2	11.7	7.3	14.5	8.5	23.0	1529	32727	Looped	-0.6	5.2	1
102031	CF	Hybrid	1219	2	25	2	4.1	1.2	0.6	26.4	4.7	27.6	32.3	0	0	Looped	-1.2	5.8	0
102032	CF	Hybrid	1565	21	7	8	7.6	0.1	9.6	3.1	17.2	3.2	20.4	0	0	Looped	-0.7	3.0	0
102033	CF	Hybrid	2296	16	27	14	7.7	1.1	10.5	3.2	18.2	4.3	22.5	2289	487557	Looped	-0.5	7.1	1
102034	CF	Hybrid	1713	43	28	9	8.4	0.9	11.7	6.3	20.1	7.2	27.3	4561	216607	Looped	-0.2	3.6	3
102035	CF	Hybrid	1011	2	27	1	2.1	6.0	1.5	26.5	3.6	32.5	36.1	1003	121363	Looped	-0.3	4.9	1
102131	CF	Hybrid	369	41	18	10	25.9	0.4	25.4	3.8	51.3	4.2	55.5	369	60654	Looped	-0.1	2.1	1
102231	CF	Hybrid	1244	16	8	4	3.8	0.0	7.8	2.0	11.6	2.0	13.6	0	0	Looped	-0.7	6.0	0
102232	CF	Hybrid	263	6	3	1	1.6	0.7	1.7	0.1	3.3	0.8	4.1	0	0	Looped	-0.5	2.4	0
102233	CF	Hybrid	1405	31	13	9	4.7	0.1	10.6	2.2	15.3	2.3	17.6	4548	445400	Looped	-3.4	7.7	3
102234	CF	Hybrid	1153	23	6	5	3.2	1.9	5.6	1.6	8.8	3.5	12.3	0	0	Looped	-0.4	5.9	0
102235	CF	Hybrid	2495	52	10	5	4.8	0.2	17.2	1.6	22.0	1.8	23.8	0	0	Looped	0.7	6.4	0
102236	CF	Hybrid	1080	27	16	3	3.2	0.9	9.1	2.7	12.3	3.6	15.9	0	0	Looped	-0.3	4.4	0
102361	CF	Hybrid	2959	14	75	3	7.9	2.9	6.3	36.2	14.2	39.1	53.3	0	0	Looped	-0.4	18.0	0
102362	CF	Hybrid	3027	39	20	0	8.4	1.5	32.2	3.2	40.6	4.7	45.3	9049	374827	Looped	0.0	14.5	3
102363	CF	Hybrid	1653	12	18	0	3.0	0.1	11.6	5.7	14.6	5.8	20.4	0	0	Looped	-0.3	7.6	0
102364	CF	Hybrid	3353	30	58	3	6.2	4.7	17.6	30.1	23.8	34.8	58.6	0	0	Looped	-2.0	12.7	0
102365	CF	Hybrid	1601	12	34	2	2.9	10.6	1.6	14.3	4.5	24.9	29.4	0	0	Looped	3.3	10.3	0
102366	CF	Hybrid	1232	8	52	5	3.6	1.9	9.2	10.5	12.8	12.4	25.2	4893	331068	Looped	-0.2	12.8	4
102431	CF	Hybrid	1015	27	7	5	2.7	2.4	7.2	1.3	9.9	3.7	13.6	0	0	Looped	0.3	5.8	0
102432	CF	Hybrid	1130	15	16	7	4.3	0.1	6.4	4.6	10.7	4.7	15.4	0	0	Looped	-0.1	5.0	0
102433	CF	Hybrid	1515	24	20	0	3.3	0.1	7.4	2.5	10.7	2.6	13.3	0	0	Looped	-0.1	5.6	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
102434	CF	Hybrid	1467	16	22	6	3.2	0.5	5.6	2.6	8.8	3.1	11.9	410	79950	Looped	-0.6	5.7	1
102435	CF	Hybrid	1080	31	14	6	4.8	0.3	7.0	1.7	11.8	2.0	13.8	4407	599370	Looped	-0.2	7.0	4
102436	CF	Hybrid	1099	13	4	2	2.2	2.1	3.5	1.6	5.7	3.7	9.4	1096	57382	Looped	-0.4	3.9	1
102531	NF	Hybrid	1516	48	44	9	17.9	0.0	26.1	20.4	44.0	20.4	64.4	3015	293973	Looped	-0.6	8.0	2
102532	NF	Hybrid	1470	15	18	4	3.8	0.6	7.1	5.6	10.9	6.2	17.1	2825	72518	Looped	-0.5	4.3	2
102533	NF	Hybrid	2575	17	27	4	6.3	1.5	8.0	15.9	14.3	17.4	31.7	0	0	Looped	-0.6	5.8	0
102534	NF	Hybrid	62	1	14	0	4.0	0.4	0.1	1.5	4.1	1.9	6.0	416	16640	Looped	-1.8	5.1	1
102535	NF	Hybrid	2120	63	36	8	10.1	2.3	13.5	5.9	23.6	8.2	31.8	4248	130917	Looped	-0.4	7.2	2
102631	NF	Hybrid	2174	39	22	5	7.6	0.6	23.9	13.7	31.5	14.3	45.8	0	0	Looped	-0.6	9.6	0
102632	NF	Hybrid	1031	14	8	9	3.8	1.1	6.9	4.4	10.7	5.5	16.2	0	0	Looped	-0.5	4.7	0
102633	NF	Hybrid	505	12	5	2	1.8	3.3	4.4	1.9	6.2	5.2	11.4	0	0	Looped	1.5	4.4	0
102634	NF	Hybrid	2197	32	14	2	3.9	0.3	15.5	4.2	19.4	4.5	23.9	2671	157884	Looped	0.5	7.1	1
102635	NF	Hybrid	1169	34	22	5	7.0	1.2	14.2	7.9	21.2	9.1	30.3	1159	121726	Looped	-1.1	8.0	1
102636	NF	Hybrid	850	24	12	5	4.3	0.3	4.6	0.8	8.9	1.1	10.0	849	7641	Looped	-0.4	5.6	1
102637	NF	Hybrid	1631	26	23	5	5.3	2.2	10.4	6.6	15.7	8.8	24.5	0	0	Looped	-0.2	9.1	0
102731	NF	OH	553	36	3	2	5.2	0.0	26.0	0.5	31.2	0.5	31.7	552	24840	Looped	-0.4	2.1	1
102732	NF	OH	1429	95	8	5	11.2	0.0	50.8	0.6	62.0	0.6	62.6	1453	298175	Looped	-0.7	5.7	1
102961	CF	Hybrid	864	6	13	5	3.7	2.2	6.6	12.7	10.3	14.9	25.2	824	1648	Looped	-0.6	5.2	1
102962	CF	Hybrid	1432	24	29	5	14.3	0.4	12.4	15.1	26.7	15.5	42.2	2533	229371	Looped	-0.5	5.5	3
103731	NF	hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-4.2	5.1	0
103732	NF	OH	590	29	3	4	6.0	0.0	11.3	0.6	17.3	0.6	17.9	0	0	Looped	-0.3	3.0	0
103831	CF	Hybrid	1846	6	50	1	5.1	0.1	1.9	14.8	7.0	14.9	21.9	0	0	Looped	-1.0	7.9	0
103832	CF	Hybrid	2170	1	41	0	6.6	0.0	0.1	22.3	6.7	22.3	29.0	0	0	Looped	-0.3	5.8	0
103833	CF	Hybrid	1395	0	38	1	3.1	0.4	0.1	16.2	3.2	16.6	19.8	1393	134191	Looped	-0.5	6.5	1
103834	CF	Hybrid	1116	63	24	5	25.0	0.4	29.8	23.3	54.8	23.7	78.5	0	0	Looped	-1.8	3.9	0
103835	CF	Hybrid	2957	7	59	1	4.0	0.7	2.8	16.5	6.8	17.2	24.0	5905	41371	Looped	-0.5	9.5	2
103836	CF	Hybrid	1909	0	24	0	3.0	1.9	0.0	12.7	3.0	14.6	17.6	0	0	Looped	-0.5	4.6	0
104431	CF	Hybrid	1512	22	19	4	3.1	0.0	6.6	5.0	9.7	5.0	14.7	0	0	Looped	-0.2	4.9	0
104432	CF	Hybrid	90	6	11	1	1.7	1.3	1.0	3.4	2.7	4.7	7.4	220	12008	Looped	-0.1	6.0	3
104433	CF	Hybrid	1077	5	16	3	2.1	1.0	1.2	4.4	3.3	5.4	8.7	0	0	Looped	-0.1	3.2	0
104731	NF	Hybrid	1589	47	15	11	10.8	0.5	37.0	8.3	47.8	8.8	56.6	2001	106053	Looped	-0.1	9.3	1
104732	NF	Hybrid	1513	40	38	6	9.1	0.4	16.2	14.4	25.3	14.8	40.1	3220	142473	Looped	-2.4	6.8	3
104733	NF	Hybrid	1362	15	35	5	6.4	0.3	5.0	8.0	11.4	8.3	19.7	0	0	Looped	-0.9	8.2	0
104831	CF	Hybrid	1055	9	12	2	2.1	0.0	6.7	4.6	8.8	4.6	13.4	0	0	Looped	-0.2	3.1	0
104832	CF	Hybrid	1268	19	5	3	2.9	0.0	10.1	0.9	13.0	0.9	13.9	0	0	Looped	-0.2	2.3	0
104833	CF	Hybrid	1023	4	14	3	1.4	1.2	4.2	12.4	5.6	13.6	19.2	0	0	Looped	-1.6	3.9	0
104834	CF	Hybrid	1303	15	18	2	2.6	3.2	4.6	6.0	7.2	9.2	16.4	1299	62037	Looped	-0.1	4.5	1
104835	CF	Hybrid	1653	12	39	10	3.3	4.7	4.9	7.3	8.2	12.0	20.2	1655	77259	Looped	-0.6	5.9	1
104836	CF	Hybrid	1294	4	27	4	6.0	1.4	3.7	17.7	9.7	19.1	28.8	0	0	Looped	-0.3	5.8	0

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Feeder ID#	Sub Region	FDR Type	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
104837	CF	Hybrid	848	1	20	0	1.0	0.3	0.0	8.6	1.0	8.9	9.9	0	0	Looped	-2.3	1.1	0
104931	NF	Hybrid	2247	12	50	2	6.0	0.0	3.8	21.9	9.8	21.9	31.7	4508	375324	Looped	-0.6	8.3	2
104932	NF	Hybrid	1291	7	23	0	3.0	2.5	3.0	12.0	6.0	14.5	20.5	0	0	Looped	-0.3	6.6	0
104933	NF	Hybrid	2470	5	36	3	2.6	2.6	3.2	10.2	5.8	12.8	18.6	4840	200382	Looped	-0.2	6.8	2
104934	NF	Hybrid	1831	15	34	6	5.6	1.5	11.2	13.6	16.8	15.1	31.9	1826	176148	Looped	-0.1	8.1	1
105061	CF	OH	2033	78	5	17	12.7	0.0	96.6	4.6	109.3	4.6	113.9	4068	439109	Looped	-1.1	8.4	2
105062	CF	Hybrid	1509	55	5	11	12.3	0.0	45.0	8.2	57.3	8.2	65.5	2888	210010	Looped	-0.3	5.0	2
105131	NF	OH	788	51	0	3	7.0	0.0	21.7	0.1	28.7	0.1	28.8	788	76825	Looped	-0.3	2.3	1
105132	NF	Hybrid	1442	92	15	8	14.0	0.0	44.6	3.9	58.6	3.9	62.5	0	0	Looped	-0.2	4.6	0
105133	NF	OH	980	107	1	4	13.2	0.2	42.8	0.9	56.0	1.1	57.1	989	104011	Looped	-0.3	3.2	1
105761	NF	Hybrid	1098	29	45	4	12.1	3.8	8.7	26.4	20.8	30.2	51.0	2983	202622	Looped	-0.1	7.7	3
105762	NF	Hybrid	2302	36	51	13	14.6	0.5	16.4	42.1	31.0	42.6	73.6	4598	270852	Looped	-1.1	16.7	3
105831	NF	Hybrid	1415	25	21	0	8.9	3.0	11.1	17.4	20.0	20.4	40.4	1387	186992	Looped	-2.7	5.7	1
105832	NF	OH	1098	99	6	16	22.7	0.2	74.5	3.0	97.2	3.2	100.4	2227	132337	Looped	-0.9	3.7	2
106061	CF	Hybrid	1617	19	37	12	4.9	0.5	10.3	15.4	15.2	15.9	31.1	1614	210564	Looped	-1.2	15.5	1
106062	CF	Hybrid	784	45	4	11	11.4	0.0	30.5	4.3	41.9	4.3	46.2	787	158187	Looped	-0.6	4.1	1
106063	CF	Hybrid	2440	32	52	6	7.5	1.9	14.4	40.6	21.9	42.5	64.4	7235	443168	Looped	-1.0	12.1	3
106231	NF	Hybrid	655	3	21	1	1.9	0.6	1.2	5.7	3.1	6.3	9.4	0	0	Looped	-0.5	6.2	0
106232	NF	Hybrid	1317	29	7	2	3.1	1.2	13.0	1.0	16.1	2.2	18.3	0	0	Looped	-1.8	7.0	0
106233	NF	Hybrid	2615	31	26	1	3.8	2.4	11.3	9.6	15.1	12.0	27.1	0	0	Looped	-1.8	5.8	0
106234	NF	Hybrid	1185	5	32	1	4.4	1.5	1.7	6.7	6.1	8.2	14.3	1182	55554	Looped	-0.6	6.1	1
106235	NF	Hybrid	1754	49	27	5	6.8	1.0	16.9	12.1	23.7	13.1	36.8	1749	112576	Looped	-0.6	8.3	1
106236	NF	Hybrid	2106	31	21	7	4.3	2.5	9.3	12.6	13.6	15.1	28.7	0	0	Looped	-0.8	9.2	0
106361	CF	Hybrid	1281	122	20	6	22.0	0.6	72.1	5.9	94.1	6.5	100.6	1288	154560	Looped	-0.4	5.0	1
106362	CF	OH	2850	48	4	0	11.4	0.4	42.6	0.8	54.0	1.2	55.2	497	33796	Looped	-0.4	12.0	1
106363	CF	OH	972	102	11	5	28.5	0.0	59.6	1.9	88.1	1.9	90.0	0	0	Looped	-0.2	3.7	0
106364	CF	Hybrid	3026	37	10	3	9.8	0.4	43.9	3.7	53.7	4.1	57.8	2280	294120	Looped	1.7	13.3	1
106365	CF	Hybrid	2601	25	17	3	8.4	0.3	26.7	5.9	35.1	6.2	41.3	0	0	Looped	3.0	14.9	0
106461	CF	Hybrid	2014	1	57	0	7.7	0.4	1.0	24.5	8.7	24.9	33.6	2026	2026	Looped	0.8	14.1	1
106462	CF	Hybrid	4071	50	60	6	14.0	2.3	30.9	46.9	44.9	49.2	94.1	12192	905134	Looped	-1.8	18.4	3
106463	CF	Hybrid	2590	20	41	2	2.7	8.8	4.4	34.9	7.1	43.7	50.8	5189	116697	Looped	0.2	12.7	2
106464	CF	Hybrid	1196	9	24	5	3.0	0.2	4.4	13.5	7.4	13.7	21.1	1195	53840	Looped	-1.3	6.2	1
106531	CF	Hybrid	1105	20	15	5	2.8	0.1	4.8	2.1	7.6	2.2	9.8	1101	101073	Looped	-0.5	3.9	1
106532	CF	Hybrid	1440	29	10	6	3.0	0.6	9.6	3.4	12.6	4.0	16.6	0	0	Looped	-0.4	5.3	0
106533	CF	Hybrid	1165	15	16	5	3.1	0.7	6.4	4.5	9.5	5.2	14.7	0	0	Looped	-2.1	4.0	0
106534	CF	Hybrid	863	7	16	1	0.4	4.5	0.8	4.0	1.2	8.5	9.7	0	0	Looped	-1.0	4.3	0
106661	CF	Hybrid	1389	20	22	4	4.8	1.0	8.3	9.5	13.1	10.5	23.6	0	0	Looped	-0.4	8.4	0
106662	CF	Hybrid	561	30	34	6	8.9	1.2	16.2	6.7	25.1	7.9	33.0	1680	109323	Looped	-0.9	8.5	3
106663	CF	Hybrid	950	8	19	0	1.9	3.3	3.6	11.9	5.5	15.2	20.7	0	0	Looped	-0.4	4.5	0

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Feeder ID#	Sub Region	FDR Type	Cuete	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
106861	CF	Hybrid	1908	28	15	0	6.2	4.1	25.9	12.0	32.1	16.1	48.2	1899	237860	Looped	-0.3	9.0	1
106862	CF	Hybrid	1620	27	15	1	3.2	5.2	10.7	7.1	13.9	12.3	26.2	0	0	Looped	0.1	6.1	0
106863	CF	Hybrid	2120	20	34	7	3.0	5.2	10.6	15.4	13.6	20.6	34.2	0	0	Looped	-0.7	9.5	0
107161	CF	Hybrid	490	28	24	6	17.6	0.5	12.4	2.8	30.0	3.3	33.3	491	20622	Looped	-0.3	6.5	1
107162	CF	Hybrid	254	3	6	7	3.1	1.1	4.3	5.9	7.4	7.0	14.4	0	0	Looped	-0.5	3.7	0
107631	NF	Hybrid	2002	27	38	8	6.6	5.7	20.3	33.6	26.9	39.3	66.2	0	0	Looped	-0.8	10.3	0
107632	NF	Hybrid	265	9	13	3	2.3	0.6	4.6	4.6	6.9	5.2	12.1	0	0	Looped	-0.1	4.6	0
107633	NF	Hybrid	1576	5	24	1	8.2	3.4	0.6	10.1	8.8	13.5	22.3	0	0	Looped	-2.0	4.5	0
108261	CF	Hybrid	684	0	31	0	4.4	5.0	0.0	12.2	4.4	17.2	21.6	0	0	Looped	1.1	6.5	0
108262	CF	Hybrid	456	2	15	1	4.9	1.4	1.1	11.3	6.0	12.7	18.7	1266	69432	Looped	-0.4	3.3	3
108361	NF	Hybrid	1250	33	44	3	8.3	4.0	10.3	27.1	18.6	31.1	49.7	0	0	Looped	-0.2	10.3	0
108362	NF	Hybrid	789	62	17	11	14.9	0.1	28.8	10.0	43.7	10.1	53.8	1923	153146	Looped	1.7	5.6	4
108363	NF	Hybrid	2011	32	36	8	5.8	2.3	14.0	11.2	19.8	13.5	33.3	1967	57043	Looped	-1.5	13.1	1
108431	NF	OH	1231	140	13	10	38.3	0.1	55.9	4.0	94.2	4.1	98.3	1235	57304	Looped	-0.2	4.8	1
108432	NF	Hybrid	1867	53	8	5	7.1	0.1	33.5	2.8	40.6	2.9	43.5	7551	505622	Looped	-0.4	6.9	4
108433	NF	OH	1266	65	9	11	10.3	0.0	29.0	1.4	39.3	1.4	40.7	1289	34285	Looped	-2.4	3.2	1
108961	NF	Hybrid	1681	6	53	2	8.1	14.3	5.1	40.1	13.2	54.4	67.6	1595	118838	Looped	-0.1	9.2	1
108962	NF	Hybrid	804	8	20	7	9.5	2.8	8.8	16.0	18.3	18.8	37.1	851	28538	Looped	-0.2	4.2	1
109031	CF	Hybrid	2074	42	6	4	3.4	0.1	14.6	2.6	18.0	2.7	20.7	1414	24038	Looped	-0.4	8.0	1
109032	CF	Hybrid	636	3	35	0	6.9	2.3	0.5	10.7	7.4	13.0	20.4	627	39414	Looped	-0.2	5.9	1
109033	CF	UG	0	0	0	0	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	-0.5	4.0	0
109034	CF	Hybrid	2040	4	50	1	5.4	1.0	1.0	16.7	6.4	17.7	24.1	0	0	Looped	-1.1	9.4	0
110361	CF	Hybrid	1723	26	19	6	6.4	2.6	20.6	3.9	27.0	6.5	33.5	2211	137250	Looped	-0.9	8.3	2
110362	CF	Hybrid	2425	34	8	4	10.0	4.3	37.2	5.0	47.2	9.3	56.5	0	0	Looped	-0.9	11.1	0
111131	CF	UG	1	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	0.0	1.8	0
111132	CF	Hybrid	543	14	16	1	2.4	0.2	2.1	2.2	4.5	2.4	6.9	0	0	Looped	0.0	3.0	0
200131	CF	Hybrid	1211	13	21	7	5.2	0.1	3.4	5.0	8.6	5.1	13.7	0	0	Looped	0.0	4.8	0
200132	CF	Hybrid	1001	20	22	9	5.5	0.0	9.2	4.4	14.7	4.4	19.1	0	0	Looped	-1.3	7.9	0
200133	CF	Hybrid	1291	19	33	0	7.3	1.4	4.6	6.5	11.9	7.9	19.8	1395	373860	Looped	-0.1	6.8	1
200134	CF	Hybrid	1136	19	27	5	4.5	0.7	3.9	7.2	8.4	7.9	16.3	1123	75241	Looped	-0.3	6.8	1
200135	CF	Hybrid	42	5	15	0	2.5	1.1	0.7	0.6	3.2	1.7	4.9	0	0	Looped	-2.6	7.8	0
200261	CF	Hybrid	799	56	4	9	12.2	0.1	30.4	3.4	42.6	3.5	46.1	0	0	Looped	-0.5	2.0	0
200262	CF	OH	1560	85	9	14	30.6	0.9	89.8	3.4	120.4	4.3	124.7	1562	120695	Looped	-1.3	5.5	1
200263	CF	Hybrid	638	38	25	2	8.3	3.6	18.4	5.4	26.7	9.0	35.7	0	0	Looped	5.7	5.7	0
200331	BV	Hybrid	1042	33	20	7	5.5	0.8	6.1	1.9	11.6	2.7	14.3	0	0	Looped	-0.2	6.1	0
200332	BV	Hybrid	2142	25	23	3	4.2	0.0	12.0	5.2	16.2	5.2	21.4	0	0	Looped	-0.1	7.8	0
200333	BV	Hybrid	1925	63	22	7	6.7	0.3	15.4	4.6	22.1	4.9	27.0	0	0	Looped	-0.4	8.1	0
200334	BV	Hybrid	1819	16	23	5	3.8	0.1	8.3	6.7	12.1	6.8	18.9	0	0	Looped	-0.2	6.3	0
200335	BV	Hybrid	512	14	12	3	2.5	0.3	4.3	0.6	6.8	0.9	7.7	508	23504	Looped	-0.8	6.1	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
200336	BV	Hybrid	1659	33	12	7	5.1	0.2	16.2	1.6	21.3	1.8	23.1	1675	52363	Looped	-0.3	7.7	1
200431	BV	Hybrid	969	18	7	5	2.4	0.1	6.3	1.1	8.7	1.2	9.9	0	0	Looped	-0.8	7.0	0
200432	BV	OH	980	29	5	3	4.0	0.1	8.5	0.5	12.5	0.6	13.1	0	0	Looped	-0.5	4.7	0
200433	BV	Hybrid	1843	37	9	4	4.4	0.0	15.6	1.7	20.0	1.7	21.7	1831	484560	Looped	-0.7	6.9	1
200434	BV	Hybrid	1338	40	24	9	5.3	0.2	7.3	0.7	12.6	0.9	13.5	4026	182382	Looped	-1.2	6.4	3
200531	BV	Hybrid	561	12	12	3	2.5	0.5	4.4	3.2	6.9	3.7	10.6	1721	112858	Looped	-0.8	7.1	2
200532	BV	Hybrid	649	7	27	4	3.6	0.6	1.3	2.7	4.9	3.3	8.2	796	34396	Looped	2.2	6.2	1
200533	BV	Hybrid	975	16	27	5	4.0	0.1	6.1	1.4	10.1	1.5	11.6	3751	151404	Looped	-0.3	5.5	4
200534	BV	Hybrid	2049	34	24	6	5.5	0.1	9.4	4.7	14.9	4.8	19.7	0	0	Looped	0.2	7.4	0
200535	BV	Hybrid	63	1	12	2	1.3	0.6	0.5	1.2	1.8	1.8	3.6	0	0	Looped	-0.1	7.9	0
200536	BV	Hybrid	1351	35	10	11	4.2	0.0	8.8	0.8	13.0	0.8	13.8	1361	27538	Looped	-0.7	8.6	1
200537	BV	Hybrid	124	6	12	3	2.2	0.2	0.9	1.0	3.1	1.2	4.3	123	246	Looped	0.0	6.2	1
200538	BV	Hybrid	886	17	7	1	3.2	0.6	4.4	4.7	7.6	5.3	12.9	0	0	Looped	-0.1	5.6	0
200731	BV	Hybrid	1372	21	6	10	2.2	0.0	4.5	0.6	6.7	0.6	7.3	0	0	Looped	-0.3	5.2	0
200732	BV	Hybrid	1215	10	29	3	2.5	0.1	3.0	2.8	5.5	2.9	8.4	0	0	Looped	-0.4	6.1	0
200733	BV	Hybrid	2192	22	26	8	2.9	0.0	6.7	2.2	9.6	2.2	11.8	0	0	Looped	-0.3	6.7	0
200734	BV	Hybrid	748	4	17	2	1.9	0.3	0.6	2.1	2.5	2.4	4.9	752	2256	Looped	-0.3	4.5	1
200735	BV	Hybrid	2312	6	35	8	2.6	0.2	1.7	2.8	4.3	3.0	7.3	1683	48028	Looped	-0.5	6.5	1
200831	CF	Hybrid	1131	30	21	4	4.9	0.0	6.6	3.4	11.5	3.4	14.9	0	0	Looped	-0.4	7.3	0
200832	CF	OH	1213	35	3	3	4.1	0.0	9.0	0.4	13.1	0.4	13.5	1540	123219	Looped	-5.0	5.3	1
200833	CF	OH	579	17	5	1	3.4	0.0	5.0	0.1	8.4	0.1	8.5	0	0	Looped	-0.5	2.7	0
201031	BV	Hybrid	1223	27	9	12	4.7	0.0	8.6	1.3	13.3	1.3	14.6	4005	187322	Looped	-0.9	5.3	4
201032	BV	Hybrid	1439	30	8	6	3.4	0.0	6.6	3.1	10.0	3.1	13.1	0	0	Looped	-0.2	4.0	0
201033	BV	Hybrid	1649	33	10	4	2.9	0.0	12.0	3.5	14.9	3.5	18.4	3307	162494	Looped	-0.7	5.7	2
201034	BV	Hybrid	2037	12	36	4	4.3	0.2	2.4	15.2	6.7	15.4	22.1	0	0	Looped	-0.5	8.0	0
201035	BV	Hybrid	766	8	12	4	3.5	0.1	2.5	2.6	6.0	2.7	8.7	0	0	Looped	-0.8	3.0	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	-0.5	7.7	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	-0.6	5.6	0
201133	BV	Hybrid	1685	19	16	5	2.7	0.4	7.9	2.0	10.6	2.4	13.0	782	94622	Looped	-0.4	7.3	1
201134	BV	Hybrid	1196	69	48	4	9.8	3.5	9.6	10.4	19.4	13.9	33.3	0	0	Looped	0.2	7.6	0
201135	BV	Hybrid	1008	12	16	5	2.4	2.2	6.7	1.3	9.1	3.5	12.6	1011	55237	Looped	1.4	5.2	1
201136	BV	Hybrid	1330	10	11	5	2.8	0.9	7.7	6.1	10.5	7.0	17.5	5080	285634	Looped	-0.6	5.0	4
201231	BV	Hybrid	3361	20	22	8	2.8	1.0	5.3	4.7	8.1	5.7	13.8	6738	6738	Looped	-0.3	7.7	2
201232	BV	Hybrid	997	7	22	8	3.0	0.5	2.8	5.3	5.8	5.8	11.6	999	118151	Looped	-0.5	5.6	1
201233	BV	Hybrid	186	4	18	5	3.8	1.5	0.9	2.1	4.7	3.6	8.3	186	372	Looped	-0.3	5.2	1
201234	BV	Hybrid	2359	17	29	7	3.5	0.6	3.3	2.7	6.8	3.3	10.1	2377	2377	Looped	-0.3	5.9	1
201431	CF	Hybrid	1618	21	38	3	4.9	0.6	5.2	5.3	10.1	5.9	16.0	0	0	Looped	-0.6	7.5	0
201432	CF	Hybrid	1504	26	12	8	4.3	0.1	11.4	1.4	15.7	1.5	17.2	0	0	Looped	1.1	7.5	0
201433	CF	Hybrid	1027	14	21	7	3.8	0.8	5.1	5.3	8.9	6.1	15.0	878	67957	Looped	0.0	5.9	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
201434	CF	Hybrid	1653	26	29	2	5.6	0.1	7.4	3.6	13.0	3.7	16.7	2201	122878	Looped	-0.1	7.5	2
201435	CF	Hybrid	2337	41	22	3	5.1	0.0	15.1	9.8	20.2	9.8	30.0	0	0	Looped	-0.5	9.3	0
201436	CF	Hybrid	1116	23	34	6	6.7	1.0	14.8	9.4	21.5	10.4	31.9	0	0	Looped	0.0	10.2	0
201437	CF	Hybrid	819	26	6	3	2.5	0.4	7.1	3.3	9.6	3.7	13.3	819	39443	Looped	-0.1	3.5	1
201531	BV	OH	975	43	1	4	8.2	0.1	19.6	0.3	27.8	0.4	28.2	0	0	Looped	-2.4	3.4	0
201532	BV	OH	1257	31	13	4	4.8	0.0	14.4	0.3	19.2	0.3	19.5	1268	56426	Looped	-0.6	5.6	1
201533	BV	Hybrid	1791	46	19	3	8.1	0.1	13.8	4.0	21.9	4.1	26.0	0	0	Looped	-0.3	7.9	0
201534	BV	Hybrid	1339	13	29	2	5.1	0.0	5.6	1.8	10.7	1.8	12.5	2111	67682	Looped	-0.5	7.2	2
201631	BV	Hybrid	1859	8	22	8	2.6	0.0	3.3	5.5	5.9	5.5	11.4	0	0	Looped	-0.6	6.4	0
201632	BV	Hybrid	1229	26	5	3	3.9	0.2	13.0	0.9	16.9	1.1	18.0	0	0	Looped	-0.2	7.0	0
201633	BV	Hybrid	1782	33	14	8	5.2	0.2	13.5	3.4	18.7	3.6	22.3	0	0	Looped	-0.4	6.7	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	4.3	0
201635	BV	Hybrid	2024	7	27	4	4.8	2.1	6.8	16.3	11.6	18.4	30.0	0	0	Looped	-0.5	7.3	0
201636	BV	Hybrid	1	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Radial	3.5	4.9	0
201637	BV	Hybrid	2023	31	19	5	5.2	0.3	17.0	5.7	22.2	6.0	28.2	0	0	Looped	-0.6	8.4	0
201638	BV	Hybrid	1656	15	30	1	4.3	0.4	2.8	17.6	7.1	18.0	25.1	0	0	Looped	-0.2	5.9	0
201639	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	4.6	0
201731	BV	Hybrid	1305	49	17	4	7.0	0.9	9.3	6.9	16.3	7.8	24.1	2606	240181	Looped	-0.3	7.4	2
201732	BV	Hybrid	1007	20	14	1	3.6	0.4	4.1	0.4	7.7	0.8	8.5	0	0	Looped	-0.3	4.8	0
201733	BV	Hybrid	1733	32	7	6	3.6	0.4	11.8	3.0	15.4	3.4	18.8	0	0	Looped	-0.8	7.8	0
201734	BV	Hybrid	1482	22	12	7	4.3	0.7	8.0	2.3	12.3	3.0	15.3	2958	752274	Looped	-0.6	7.9	2
201735	BV	Hybrid	720	15	10	1	3.8	0.5	4.5	1.1	8.3	1.6	9.9	0	0	Looped	-0.9	4.8	0
201736	BV	Hybrid	1569	72	15	9	7.9	2.0	11.2	4.1	19.1	6.1	25.2	1566	41556	Looped	-0.4	7.0	1
201831	BV	Hybrid	2462	26	19	11	4.0	0.0	7.6	4.0	11.6	4.0	15.6	0	0	Looped	-0.1	7.4	0
201832	BV	Hybrid	903	13	19	3	2.4	0.0	4.1	2.7	6.5	2.7	9.2	1795	158945	Looped	-0.4	5.3	2
201833	BV	Hybrid	1574	10	20	3	3.3	0.0	1.6	1.6	4.9	1.6	6.5	0	0	Looped	1.0	4.1	0
201834	BV	Hybrid	1001	13	10	5	2.1	0.0	5.7	1.2	7.8	1.2	9.0	0	0	Looped	-0.2	6.3	0
201931	BV	Hybrid	1197	37	12	7	5.2	0.3	15.5	5.9	20.7	6.2	26.9	2869	421074	Looped	-3.6	5.5	2
201932	BV	Hybrid	1703	25	23	7	5.0	0.5	9.3	8.7	14.3	9.2	23.5	1701	3402	Looped	-0.6	8.4	1
201933	BV	Hybrid	1134	7	16	7	3.5	0.4	3.5	8.3	7.0	8.7	15.7	0	0	Looped	-2.3	4.0	0
201934	BV	Hybrid	877	5	26	1	5.1	0.1	4.0	7.7	9.1	7.8	16.9	0	0	Looped	-2.1	6.5	0
201935	BV	Hybrid	1143	12	27	8	3.2	0.2	8.0	13.8	11.2	14.0	25.2	0	0	Looped	-0.5	6.7	0
201936	BV	Hybrid	1156	64	25	9	16.5	1.1	21.3	14.0	37.8	15.1	52.9	0	0	Looped	-0.5	6.3	0
202031	BV	Hybrid	1431	22	22	4	3.0	0.1	5.6	3.6	8.6	3.7	12.3	152	248	Looped	-0.4	6.0	1
202032	BV	Hybrid	1408	14	41	4	2.6	0.5	2.9	9.4	5.5	9.9	15.4	1795	119472	Looped	-0.3	7.3	2
202033	BV	Hybrid	2157	22	25	7	3.1	0.0	7.1	3.2	10.2	3.2	13.4	176	1232	Looped	-0.2	7.2	1
202034	BV	Hybrid	1418	16	16	7	4.3	0.6	7.4	4.0	11.7	4.6	16.3	1417	2834	Looped	-0.7	5.6	1
202035	BV	Hybrid	1265	15	31	4	2.6	0.3	4.4	5.3	7.0	5.6	12.6	0	0	Looped	-0.2	8.4	0
202036	BV	Hybrid	1409	10	20	5	1.8	1.8	4.9	4.0	6.7	5.8	12.5	434	40497	Looped	-0.2	4.9	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
202131	BV	Hybrid	1689	27	32	5	5.0	0.0	6.9	2.8	11.9	2.8	14.7	1680	82995	Looped	-0.6	6.0	1
202132	BV	Hybrid	2000	6	25	8	3.9	0.0	9.7	8.9	13.6	8.9	22.5	2003	42063	Looped	0.2	9.0	1
202133	BV	Hybrid	2556	14	54	6	5.8	1.2	7.0	14.0	12.8	15.2	28.0	0	0	Looped	2.4	9.2	0
202134	BV	Hybrid	1404	29	18	1	4.9	0.1	9.1	1.1	14.0	1.2	15.2	0	0	Looped	-0.4	7.6	0
202135	BV	Hybrid	1082	23	15	5	3.7	0.3	6.0	1.2	9.7	1.5	11.2	1079	48193	Looped	-0.1	4.1	1
202231	BV	Hybrid	1369	25	16	5	7.4	0.3	9.7	7.5	17.1	7.8	24.9	2745	92167	Looped	0.0	6.4	2
202232	BV	OH	1445	29	9	4	4.7	0.3	25.5	0.9	30.2	1.2	31.4	0	0	Looped	-0.7	4.5	0
202233	BV	Hybrid	1098	30	13	5	5.9	0.6	8.8	2.9	14.7	3.5	18.2	1094	145502	Looped	-0.1	5.6	1
202234	BV	Hybrid	1484	32	8	7	6.5	0.3	23.5	3.0	30.0	3.3	33.3	0	0	Looped	-0.3	6.6	0
202235	BV	Hybrid	2048	62	36	10	15.3	0.1	40.1	10.3	55.4	10.4	65.8	4166	360530	Looped	-0.4	8.8	2
202531	BV	Hybrid	1694	13	37	7	3.1	0.3	6.0	7.7	9.1	8.0	17.1	1693	122855	Looped	-0.9	8.4	1
202532	BV	Hybrid	1994	7	29	6	3.1	0.0	3.9	9.0	7.0	9.0	16.0	1986	115261	Looped	-0.6	6.5	1
202533	BV	OH	1651	33	4	4	3.3	0.0	13.6	0.8	16.9	0.8	17.7	1661	3322	Looped	-1.1	7.0	1
202534	BV	Hybrid	1654	2	32	2	2.0	0.6	1.0	3.6	3.0	4.2	7.2	0	0	Looped	-0.4	5.8	0
202535	BV	Hybrid	1575	56	28	10	5.9	0.0	18.3	5.6	24.2	5.6	29.8	3157	51361	Looped	-0.9	7.9	2
202536	BV	Hybrid	1434	21	14	1	4.8	1.1	8.7	3.7	13.5	4.8	18.3	4278	110813	Looped	-0.2	5.5	3
202537	BV	Hybrid	2291	2	48	2	3.8	0.2	0.7	14.6	4.5	14.8	19.3	700	18200	Looped	-0.7	7.3	1
202631	BV	Hybrid	2636	37	33	6	5.0	0.0	6.0	10.8	11.0	10.8	21.8	3736	453704	Looped	-0.1	8.1	2
202632	BV	Hybrid	1277	23	22	5	3.7	0.1	5.7	6.5	9.4	6.6	16.0	2226	96462	Looped	-2.9	6.0	2
202633	BV	Hybrid	1423	30	12	6	3.7	4.6	8.7	4.6	12.4	9.2	21.6	3535	233388	Looped	-0.4	5.5	2
202831	BV	Hybrid	1750	31	7	5	3.5	0.1	14.5	2.4	18.0	2.5	20.5	0	0	Looped	-0.9	8.8	0
202832	BV	OH	1786	45	5	3	4.6	0.1	14.4	0.3	19.0	0.4	19.4	5330	159862	Looped	-0.8	6.3	3
202833	BV	Hybrid	1643	68	13	7	8.6	0.3	18.5	5.4	27.1	5.7	32.8	1656	57960	Looped	-0.3	9.1	1
203031	BV	Hybrid	1679	60	14	8	6.3	0.2	24.1	1.8	30.4	2.0	32.4	1688	3376	Looped	-0.5	7.0	1
203032	BV	Hybrid	1161	17	18	0	3.9	0.8	7.8	1.9	11.7	2.7	14.4	0	0	Looped	-1.6	4.6	0
203033	BV	OH	1446	32	1	1	4.6	0.1	14.7	0.0	19.3	0.1	19.4	0	0	Looped	-0.7	6.0	0
203034	BV	Hybrid	851	31	8	2	8.1	0.2	9.9	2.6	18.0	2.8	20.8	0	0	Looped	-0.9	6.6	0
203035	BV	OH	1561	26	3	1	3.6	0.0	16.5	0.2	20.1	0.2	20.3	0	0	Looped	-0.8	7.7	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	11.8	11.8	0
203131	BV	Hybrid	1712	32	21	10	4.6	0.3	9.7	3.4	14.3	3.7	18.0	0	0	Looped	-2.7	7.3	0
203132	BV	Hybrid	1185	7	45	3	3.9	0.2	1.0	10.6	4.9	10.8	15.7	1194	43304	Looped	2.5	8.4	1
203133	BV	Hybrid	1461	22	4	5	2.4	0.0	16.2	4.4	18.6	4.4	23.0	1639	94520	Looped	-1.9	7.7	1
203134	BV	Hybrid	1289	15	25	2	3.5	0.0	4.4	7.2	7.9	7.2	15.1	0	0	Looped	-0.9	6.0	0
203135	BV	Hybrid	642	14	21	2	4.6	0.3	6.0	2.9	10.6	3.2	13.8	644	1288	Looped	-0.1	4.5	1
203231	BV	Hybrid	1437	12	16	8	1.7	0.1	6.0	2.5	7.7	2.6	10.3	2878	12951	Looped	-0.2	5.4	2
203232	BV	Hybrid	1109	23	20	7	2.7	0.1	6.3	6.7	9.0	6.8	15.8	0	0	Looped	-0.3	6.6	0
203233	BV	Hybrid	1438	38	7	5	3.3	0.1	9.4	0.9	12.7	1.0	13.7	2871	179164	Looped	-0.6	5.5	2
203234	BV	OH	925	27	4	2	3.7	0.1	7.5	0.1	11.2	0.2	11.4	936	7488	Looped	2.1	4.7	1
203331	BV	Hybrid	80	5	11	2	4.6	0.4	2.3	2.2	6.9	2.6	9.5	155	15597	Looped	-0.3	3.5	2

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
203431	BV	Hybrid	1472	1	33	2	2.3	0.7	0.7	12.2	3.0	12.9	15.9	2945	265145	Looped	-0.7	4.1	2
203432	BV	Hybrid	1962	6	19	3	1.9	0.1	10.1	12.1	12.0	12.2	24.2	0	0	Looped	-0.7	6.1	0
203433	BV	Hybrid	1683	43	22	10	7.4	0.5	15.9	6.9	23.3	7.4	30.7	3357	186292	Looped	0.1	6.5	2
203531	BV	Hybrid	1082	9	23	7	3.6	1.5	3.0	7.9	6.6	9.4	16.0	2694	26513	Looped	-0.5	6.1	2
203532	BV	Hybrid	1216	26	7	2	3.7	0.2	9.5	2.4	13.2	2.6	15.8	0	0	Looped	-0.3	5.5	0
203533	BV	Hybrid	148	3	15	2	2.8	0.4	1.2	0.9	4.0	1.3	5.3	147	18158	Looped	-0.1	5.9	1
203534	BV	Hybrid	803	13	14	6	2.7	0.1	8.1	2.5	10.8	2.6	13.4	804	804	Looped	0.2	6.7	1
203535	BV	Hybrid	286	13	10	3	3.2	0.4	2.7	1.0	5.9	1.4	7.3	0	0	Looped	-0.6	6.8	0
203536	BV	Hybrid	1525	26	24	2	3.7	0.7	6.8	8.6	10.5	9.3	19.8	1801	72143	Looped	-0.3	6.9	1
203537	BV	Hybrid	423	3	17	1	1.8	2.8	1.1	2.9	2.9	5.7	8.6	0	0	Looped	2.2	5.2	0
203538	BV	Hybrid	1203	31	17	4	3.6	2.6	11.1	2.7	14.7	5.3	20.0	4802	136475	Looped	-0.4	7.9	4
203539	BV	Hybrid	638	15	18	0	4.3	0.9	6.0	3.5	10.3	4.4	14.7	0	0	Looped	-1.5	7.5	0
203540	BV	Hybrid	43	4	14	3	2.6	2.7	1.0	1.2	3.6	3.9	7.5	42	1932	Looped	-0.1	8.5	1
203541	BV	Hybrid	1986	25	36	8	3.9	0.1	5.1	16.2	9.0	16.3	25.3	1974	61907	Looped	-1.0	8.7	1
203631	BV	Hybrid	1061	14	28	0	4.8	0.5	4.9	6.7	9.7	7.2	16.9	0	0	Looped	-0.4	7.1	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	-0.2	1.3	0
203635	BV	Hybrid	2102	10	36	4	3.4	0.2	3.5	7.3	6.9	7.5	14.4	0	0	Looped	-0.8	7.0	0
203637	BV	Hybrid	1243	20	23	1	4.0	0.2	5.1	5.1	9.1	5.3	14.4	0	0	Looped	-1.7	4.4	0
203638	BV	Hybrid	469	22	11	2	3.0	0.6	3.8	0.5	6.8	1.1	7.9	728	49472	Looped	-1.1	4.4	2
203931	BV	Hybrid	1667	57	19	7	13.1	0.1	14.9	5.1	28.0	5.2	33.2	3460	287002	Looped	2.2	6.9	3
203932	BV	OH	1	0	0	0	0.5	0.0	0.0	0.0	0.5	0.0	0.5	0	0	Looped	0.0	1.9	0
203933	BV	Hybrid	691	24	20	9	8.3	0.1	6.9	1.8	15.2	1.9	17.1	0	0	Looped	-0.7	4.2	0
203934	BV	Hybrid	95	4	29	1	4.3	0.4	0.3	1.0	4.6	1.4	6.0	1156	191702	Looped	0.6	4.4	2
203935	BV	Hybrid	1971	8	30	5	4.5	0.1	6.6	12.1	11.1	12.2	23.3	0	0	Looped	-0.7	7.4	0
204061	CF	Hybrid	2594	25	23	8	5.3	0.0	32.7	5.9	38.0	5.9	43.9	2566	146262	Looped	-6.0	7.4	1
204062	CF	OH	1912	47	3	0	4.4	0.0	19.0	0.2	23.4	0.2	23.6	0	0	Looped	-1.2	12.2	0
204063	CF	Hybrid	3074	63	2	4	7.8	0.0	30.8	2.1	38.6	2.1	40.7	5439	132405	Looped	3.5	14.1	2
204064	CF	Hybrid	1139	29	4	5	5.6	0.0	15.9	1.7	21.5	1.7	23.2	1125	5510	Looped	-0.4	7.1	1
204065	CF	Hybrid	2389	45	21	1	6.1	0.7	22.0	8.8	28.1	9.5	37.6	2376	4752	Looped	-0.3	11.0	1
204131	BV	Hybrid	1291	10	10	9	2.0	0.6	8.3	7.3	10.3	7.9	18.2	0	0	Looped	-1.1	4.3	0
204132	BV	Hybrid	1106	26	2	5	1.7	0.8	8.0	1.6	9.7	2.4	12.1	0	0	Looped	-0.9	6.5	0
204133	BV	Hybrid	1678	16	33	5	3.0	0.9	4.1	7.9	7.1	8.8	15.9	0	0	Looped	-0.2	7.2	0
204261	BV	OH	2839	142	18	3	13.2	0.3	56.1	2.9	69.3	3.2	72.5	0	0	Looped	-3.0	12.0	0
204262	BV	Hybrid	3125	65	28	11	9.2	0.3	39.7	6.7	48.9	7.0	55.9	0	0	Looped	-0.7	16.9	0
204263	BV	Hybrid	3363	88	15	3	11.9	0.6	55.2	3.8	67.1	4.4	71.5	6700	20080	Looped	-1.6	16.7	2
204264	BV	OH	3468	90	12	5	10.6	0.0	48.2	2.5	58.8	2.5	61.3	3464	156288	Looped	-1.5	15.7	1
204265	BV	Hybrid	2118	126	19	12	16.6	0.2	52.6	10.5	69.2	10.7	79.9	1551	519984	Looped	-1.5	8.7	1
204361	BV	Hybrid	1734	5	40	4	4.7	2.0	1.3	16.8	6.0	18.8	24.8	5026	86711	Looped	0.8	11.0	3
204362	BV	UG	2868	1	39	0	1.2	4.6	0.0	35.2	1.2	39.8	41.0	0	0	Looped	-1.2	14.5	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
204363	BV	Hybrid	2330	0	39	3	3.8	2.6	1.0	23.0	4.8	25.6	30.4	0	0	Looped	-0.7	10.5	0
204364	BV	Hybrid	2325	0	37	1	2.3	2.8	0.0	21.6	2.3	24.4	26.7	0	0	Looped	0.6	12.1	0
204531	CF	Hybrid	1855	33	39	4	8.9	0.9	15.8	15.9	24.7	16.8	41.5	2502	132412	Looped	-0.2	10.4	1
204532	CF	Hybrid	250	1	7	0	1.2	0.4	0.1	1.1	1.3	1.5	2.8	0	0	Looped	-0.1	1.0	0
204631	CF	Hybrid	1626	9	40	1	3.6	1.6	2.1	15.0	5.7	16.6	22.3	0	0	Looped	5.0	8.1	0
204632	CF	Hybrid	1913	10	50	1	6.1	0.6	1.8	13.8	7.9	14.4	22.3	0	0	Looped	-0.6	6.9	0
204633	CF	Hybrid	1113	8	31	3	3.9	0.3	2.2	5.9	6.1	6.2	12.3	0	0	Looped	-0.2	6.7	0
204634	CF	Hybrid	44	4	11	0	3.1	1.1	0.5	1.4	3.6	2.5	6.1	0	0	Looped	-0.4	6.1	0
204635	CF	Hybrid	1431	11	18	1	1.9	1.6	2.9	11.0	4.8	12.6	17.4	0	0	Looped	3.9	7.4	0
204636	CF	Hybrid	1766	13	29	3	3.7	1.0	6.5	6.7	10.2	7.7	17.9	0	0	Looped	-0.5	7.9	0
205361	CF	OH	887	110	11	13	14.1	0.0	45.8	3.0	59.9	3.0	62.9	2156	119364	Looped	-2.2	5.2	3
205362	CF	OH	525	71	3	4	10.6	0.0	34.1	1.8	44.7	1.8	46.5	526	44718	Looped	-0.6	4.2	1
205363	CF	Hybrid	807	39	6	8	9.2	2.4	39.2	2.1	48.4	4.5	52.9	543	17919	Looped	-0.3	3.8	1
205431	BV	Hybrid	1749	67	25	9	6.3	0.1	15.2	7.4	21.5	7.5	29.0	3676	470956	Looped	-0.4	8.3	3
205432	BV	Hybrid	1736	43	33	8	4.7	0.1	11.5	4.8	16.2	4.9	21.1	1716	133970	Looped	-0.8	7.4	1
205433	BV	Hybrid	914	20	11	7	2.6	0.0	5.7	0.7	8.3	0.7	9.0	0	0	Looped	-0.7	6.6	0
205434	BV	Hybrid	1182	21	10	6	3.1	0.6	8.7	0.7	11.8	1.3	13.1	1204	49364	Looped	-0.4	7.2	1
205531	BV	Hybrid	1584	1	26	1	1.8	3.4	0.3	18.1	2.1	21.5	23.6	0	0	Looped	-0.4	6.1	0
205532	BV	Hybrid	1993	22	37	6	6.2	0.0	6.2	16.2	12.4	16.2	28.6	0	0	Looped	-0.6	8.3	0
205533	BV	Hybrid	1897	14	29	3	4.6	2.0	9.0	8.6	13.6	10.6	24.2	0	0	Looped	-0.4	10.0	0
205534	BV	Hybrid	2114	3	37	0	5.5	0.1	0.3	22.8	5.8	22.9	28.7	0	0	Looped	-0.7	8.6	0
205535	BV	Hybrid	2211	1	34	3	3.4	0.4	0.7	12.6	4.1	13.0	17.1	0	0	Looped	-1.2	7.6	0
205631	BV	Hybrid	1436	73	12	11	10.3	0.4	26.4	13.6	36.7	14.0	50.7	0	0	Looped	-1.2	9.5	0
205632	BV	Hybrid	1219	14	30	2	5.4	0.3	5.9	7.7	11.3	8.0	19.3	2410	90511	Looped	-0.2	7.3	2
205633	BV	Hybrid	999	4	29	4	3.5	0.1	2.4	7.7	5.9	7.8	13.7	0	0	Looped	-0.9	6.2	0
205931	CF	Hybrid	739	14	30	4	4.9	4.7	7.3	17.7	12.2	22.4	34.6	0	0	Looped	-0.3	5.4	0
205932	CF	Hybrid	692	5	19	2	2.0	3.6	1.1	15.0	3.1	18.6	21.7	695	100775	Looped	-0.8	5.9	1
205933	CF	Hybrid	718	2	27	1	2.1	2.7	1.0	6.6	3.1	9.3	12.4	0	0	Looped	-0.1	7.6	0
205934	CF	UG	553	0	11	0	0.2	4.6	0.0	2.7	0.2	7.3	7.5	0	0	Looped	-0.5	6.6	0
205935	CF	UG	1072	0	15	0	0.0	3.7	0.0	13.9	0.0	17.6	17.6	0	0	Looped	-0.5	7.5	0
205936	CF	Hybrid	676	4	10	0	0.4	2.7	0.0	2.9	0.4	5.6	6.0	676	53328	Looped	-0.1	3.3	1
205937	CF	Hybrid	757	23	18	4	3.9	0.9	10.8	11.3	14.7	12.2	26.9	0	0	Looped	0.5	5.7	0
206931	BV	Hybrid	1620	9	58	2	6.9	0.9	3.7	14.0	10.6	14.9	25.5	0	0	Looped	-0.7	8.4	0
206932	BV	Hybrid	1284	32	22	11	7.1	0.1	15.0	9.8	22.1	9.9	32.0	2565	324252	Looped	-0.6	6.9	2
207061	BV	Hybrid	2233	113	19	7	15.5	0.4	47.0	7.6	62.5	8.0	70.5	0	0	Looped	-0.4	10.6	0
207062	BV	Hybrid	2653	97	23	13	15.1	0.5	39.1	8.7	54.2	9.2	63.4	2621	68201	Looped	-1.4	11.4	1
207063	BV	Hybrid	0	0	0	0	0.8	1.2	0.0	0.0	0.8	1.2	2.0	0	0	Radial	-0.8	8.7	0
207261	CF	Hybrid	1105	43	23	7	9.8	0.1	29.8	18.1	39.6	18.2	57.8	0	0	Looped	1.7	7.4	0
207262	CF	Hybrid	2153	45	25	13	8.3	3.6	20.0	20.5	28.3	24.1	52.4	0	0	Looped	0.0	12.1	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
207263	CF	Hybrid	2065	17	39	0	4.5	3.2	2.3	28.1	6.8	31.3	38.1	0	0	Looped	-0.4	13.6	0
207361	BV	OH	2163	300	6	5	32.5	0.1	104.3	2.4	136.8	2.5	139.3	6512	542017	Looped	-0.5	10.0	3
207362	BV	Hybrid	3007	170	12	3	20.3	1.0	71.7	8.9	92.0	9.9	101.9	0	0	Looped	-1.1	12.0	0
207363	BV	Hybrid	2957	122	28	1	14.1	2.5	52.8	23.3	66.9	25.8	92.7	5912	358129	Looped	-0.7	13.1	2
207861	CF	Hybrid	1370	75	14	13	6.2	0.6	15.7	5.8	21.9	6.4	28.3	0	0	Looped	1.4	8.7	0
207862	CF	Hybrid	2244	68	8	7	10.0	0.4	33.0	4.8	43.0	5.2	48.2	4478	114176	Looped	-0.3	11.5	2
207931	CF	Hybrid	1059	18	45	6	5.3	0.8	6.4	13.6	11.7	14.4	26.1	1058	53480	Looped	-0.5	9.1	1
207932	CF	Hybrid	162	0	28	0	0.4	1.7	0.0	4.0	0.4	5.7	6.1	0	0	Looped	-1.3	8.3	0
207933	CF	Hybrid	494	0	30	0	1.9	1.7	0.0	6.4	1.9	8.1	10.0	0	0	Looped	0.0	6.9	0
207934	CF	Hybrid	1104	6	37	3	3.6	2.0	2.0	11.6	5.6	13.6	19.2	0	0	Looped	0.0	9.1	0
207935	CF	Hybrid	174	0	12	1	1.0	6.3	0.5	2.7	1.5	9.0	10.5	0	0	Looped	-0.2	4.8	0
207936	CF	Hybrid	1064	2	17	1	1.2	1.7	0.9	5.0	2.1	6.7	8.8	0	0	Looped	-0.3	4.9	0
208161	BV	OH	2661	69	3	0	8.4	0.1	42.6	0.4	51.0	0.5	51.5	0	0	Looped	-0.1	10.7	0
208162	BV	Hybrid	1993	63	22	10	16.0	0.2	34.8	7.8	50.8	8.0	58.8	0	0	Looped	-0.8	11.2	0
208163	BV	Hybrid	3908	110	12	4	17.0	0.4	64.6	8.4	81.6	8.8	90.4	7853	216342	Looped	-0.5	16.6	2
208164	BV	Hybrid	2178	49	53	7	9.9	0.2	11.0	20.0	20.9	20.2	41.1	0	0	Looped	-0.9	11.6	0
208165	BV	OH	3048	81	6	4	9.3	0.9	39.8	1.1	49.1	2.0	51.1	3079	96684	Looped	-1.3	12.9	1
208631	BV	Hybrid	1709	38	6	0	5.3	0.2	15.2	1.6	20.5	1.8	22.3	0	0	Looped	-0.5	7.3	0
208632	BV	Hybrid	1444	37	6	2	5.7	1.0	15.3	4.7	21.0	5.7	26.7	1445	131495	Looped	-0.1	7.0	1
208633	BV	Hybrid	1377	32	2	2	3.8	0.9	12.3	2.0	16.1	2.9	19.0	0	0	Looped	-0.6	6.2	0
208634	BV	Hybrid	160	5	8	0	3.3	0.3	1.5	1.1	4.8	1.4	6.2	0	0	Looped	1.2	1.3	0
208761	BV	Hybrid	1468	63	30	5	7.0	6.4	11.0	8.8	18.0	15.2	33.2	2937	487629	Looped	-0.2	6.3	2
208762	BV	Hybrid	1013	76	24	5	17.0	0.5	21.7	12.5	38.7	13.0	51.7	2024	74115	Looped	-0.8	5.9	2
208763	BV	Hybrid	2025	25	25	4	10.3	0.9	16.9	19.0	27.2	19.9	47.1	0	0	Looped	-0.6	6.4	0
208861	BV	Hybrid	2454	31	36	5	7.1	0.9	9.7	14.3	16.8	15.2	32.0	0	0	Looped	-0.9	14.2	0
208862	BV	Hybrid	2422	12	35	9	4.0	2.5	3.0	25.5	7.0	28.0	35.0	2411	96257	Looped	-2.8	14.2	1
208863	BV	Hybrid	2479	60	15	10	5.9	1.1	13.8	8.8	19.7	9.9	29.6	8866	596843	Looped	-0.4	8.7	3
209761	BV	Hybrid	1569	4	53	2	5.4	5.7	0.7	30.0	6.1	35.7	41.8	0	0	Looped	-3.3	12.9	0
209762	BV	Hybrid	1522	0	38	0	1.8	5.7	0.0	18.8	1.8	24.5	26.3	1472	76030	Looped	-1.6	14.9	1
209763	BV	UG	1743	0	42	2	1.4	6.7	0.4	40.0	1.8	46.7	48.5	0	0	Looped	-4.6	10.8	0
209764	BV	Hybrid	2635	12	64	4	7.3	1.5	8.3	18.1	15.6	19.6	35.2	0	0	Looped	11.1	11.2	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	-0.2	4.8	0
209861	BV	Hybrid	511	22	26	6	4.8	0.1	6.3	4.6	11.1	4.7	15.8	0	0	Looped	2.3	14.0	0
209862	BV	Hybrid	2994	15	50	4	5.6	4.2	4.0	29.9	9.6	34.1	43.7	6811	111608	Looped	-1.1	11.8	3
209863	BV	Hybrid	2885	3	35	2	2.2	6.0	0.8	33.9	3.0	39.9	42.9	0	0	Looped	-1.1	14.1	0
210131	CF	Hybrid	2139	6	33	0	2.1	0.1	0.7	13.7	2.8	13.8	16.6	0	0	Looped	-0.5	8.3	0
210132	CF	Hybrid	709	1	27	1	2.4	2.2	0.2	7.2	2.6	9.4	12.0	0	0	Looped	-4.6	7.0	0
210133	CF	Hybrid	772	10	14	3	2.1	1.0	5.2	5.3	7.3	6.3	13.6	0	0	Looped	-3.4	6.1	0
210531	BV	Hybrid	1249	11	9	6	1.9	1.5	1.9	1.2	3.8	2.7	6.5	1250	7500	Looped	0.0	6.5	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
210532	BV	Hybrid	719	13	10	2	2.0	0.1	1.9	2.1	3.9	2.2	6.1	0	0	Looped	-0.1	6.8	0
300431	NF	OH	938	69	8	8	12.6	0.0	36.5	2.0	49.1	2.0	51.1	0	0	Looped	-0.7	6.2	0
300432	NF	OH	623	19	2	6	3.3	0.0	14.5	0.4	17.8	0.4	18.2	0	0	Looped	-0.2	3.5	0
300631	NF	OH	1218	81	9	5	13.8	0.0	37.3	0.6	51.1	0.6	51.7	2464	181825	Looped	0.0	5.7	2
300632	NF	OH	652	29	4	6	8.3	0.1	16.6	1.2	24.9	1.3	26.2	0	0	Looped	-0.2	4.5	0
300633	NF	OH	1236	66	9	4	14.5	0.0	29.7	0.7	44.2	0.7	44.9	1229	2458	Looped	-0.1	6.9	1
300634	NF	Hybrid	832	32	26	6	6.9	0.0	8.9	2.2	15.8	2.2	18.0	834	83678	Looped	0.2	7.9	1
300731	NF	hybrid	2	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.7	1.1	0
300732	NF	OH	1644	136	5	7	22.1	0.1	84.2	2.0	106.3	2.1	108.4	1643	90237	Looped	-4.5	4.3	1
300961	NF	OH	1131	45	16	6	7.7	0.2	27.6	1.1	35.3	1.3	36.6	1132	10049	Looped	0.8	10.5	1
300962	NF	Hybrid	304	14	9	2	4.8	0.7	15.3	0.7	20.1	1.4	21.5	0	0	Looped	-0.2	5.2	0
300963	NF	Hybrid	2098	71	17	11	11.2	0.1	47.1	4.2	58.3	4.3	62.6	0	0	Looped	0.2	10.9	0
300964	NF	Hybrid	1065	29	16	5	11.0	0.2	18.4	4.2	29.4	4.4	33.8	478	72178	Looped	-0.4	6.4	1
301131	NF	Hybrid	694	20	16	3	6.4	0.0	5.1	2.2	11.5	2.2	13.7	691	93714	Looped	-0.2	6.7	1
301132	NF	Hybrid	762	27	11	3	5.4	0.3	7.9	1.1	13.3	1.4	14.7	0	0	Looped	-2.2	5.7	0
301133	NF	Hybrid	1019	43	4	4	7.3	0.1	14.4	1.1	21.7	1.2	22.9	16	2336	Looped	-0.3	3.8	1
301134	NF	Hybrid	772	46	9	4	8.2	0.1	9.3	1.5	17.5	1.6	19.1	0	0	Looped	-0.1	3.0	0
301135	NF	OH	650	44	13	1	16.4	0.5	16.8	1.1	33.2	1.6	34.8	653	1306	Looped	-0.2	3.8	1
301136	NF	Hybrid	1653	55	24	7	8.3	0.1	12.3	4.5	20.6	4.6	25.2	0	0	Looped	0.5	6.7	0
301137	NF	OH	872	30	6	6	4.8	0.3	7.7	0.3	12.5	0.6	13.1	0	0	Looped	-0.3	7.3	0
301138	NF	Hybrid	409	11	14	3	8.2	0.7	4.5	7.5	12.7	8.2	20.9	411	16440	Looped	-0.3	2.7	1
301139	NF	Hybrid	834	56	6	5	11.9	0.6	30.8	2.9	42.7	3.5	46.2	1664	97068	Looped	-0.9	4.5	2
301331	NF	OH	824	55	3	4	20.3	0.2	26.1	1.2	46.4	1.4	47.8	835	43524	Looped	-0.5	7.7	1
301332	NF	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Radial	-0.2	3.5	0
301461	NF	Hybrid	1987	23	64	6	9.8	6.1	10.1	27.5	19.9	33.6	53.5	4638	266191	Looped	-0.5	12.3	2
301462	NF	Hybrid	2373	85	36	8	20.7	0.4	42.9	22.5	63.6	22.9	86.5	0	0	Looped	0.0	11.3	0
301463	NF	Hybrid	2132	52	13	6	8.4	0.8	36.1	7.2	44.5	8.0	52.5	0	0	Looped	-0.1	11.8	0
301464	NF	Hybrid	1201	34	32	6	16.2	2.2	18.6	15.5	34.8	17.7	52.5	1185	203759	Looped	-0.3	7.4	1
301561	NF	Hybrid	1	0	0	0	0.3	0.1	0.0	0.1	0.3	0.2	0.5	1	218	Radial	-0.5	6.1	1
301562	NF	OH	403	25	4	2	9.6	0.2	14.8	0.4	24.4	0.6	25.0	0	0	Looped	-0.1	2.4	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	-0.4	2.7	0
303161	NF	OH	667	66	4	0	15.1	0.0	21.1	0.2	36.2	0.2	36.4	1860	167920	Looped	-0.5	2.8	3
303162	NF	OH	827	90	1	4	15.0	0.0	35.8	0.8	50.8	0.8	51.6	729	40237	Looped	-0.4	3.2	1
303163	NF	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-1.1	18.9	0
305231	NF	Hybrid	1197	38	9	6	9.1	0.3	21.1	1.5	30.2	1.8	32.0	0	0	Looped	-0.6	7.0	0
305232	NF	Hybrid	482	41	7	11	17.2	0.9	24.2	5.1	41.4	6.0	47.4	0	0	Looped	-0.4	6.9	0
306131	NF	Hybrid	457	49	11	2	9.6	0.6	13.0	3.3	22.6	3.9	26.5	456	144400	Looped	-0.5	4.7	1
306132	NF	Hybrid	1072	48	40	5	8.7	0.9	16.7	13.0	25.4	13.9	39.3	0	0	Looped	-0.2	5.8	0
306133	NF	Hybrid	761	40	20	11	5.3	0.9	11.7	4.0	17.0	4.9	21.9	768	21504	Looped	-0.2	7.8	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
306134	NF	Hybrid	1069	84	17	9	16.3	0.4	59.0	11.7	75.3	12.1	87.4	1077	316144	Looped	0.0	5.0	1
307561	NF	OH	1203	90	5	5	12.3	0.5	35.6	1.1	47.9	1.6	49.5	0	0	Looped	-0.4	4.7	0
307562	NF	Hybrid	210	32	2	2	5.5	0.4	7.0	0.4	12.5	0.8	13.3	0	0	Looped	0.0	2.2	0
307761	NF	Hybrid	2797	66	80	15	12.1	1.1	24.5	39.9	36.6	41.0	77.6	0	0	Looped	-0.2	15.4	0
307762	NF	Hybrid	1751	88	37	9	13.3	3.4	33.6	18.8	46.9	22.2	69.1	1740	126016	Looped	-0.3	8.0	1
307763	NF	UG	259	0	4	0	0.0	0.8	0.0	1.7	0.0	2.5	2.5	0	0	Looped	0.0	0.7	0
308061	NF	Hybrid	1164	70	24	13	19.2	0.0	40.7	3.8	59.9	3.8	63.7	1168	42048	Looped	-0.9	6.6	1
308062	NF	OH	411	46	4	8	22.3	0.1	24.7	0.9	47.0	1.0	48.0	0	0	Looped	-0.1	2.8	0
308063	NF	Hybrid	2053	72	18	15	16.8	0.0	49.5	11.6	66.3	11.6	77.9	1284	50076	Looped	-0.2	11.8	1
308064	NF	Hybrid	1780	52	16	13	9.9	0.4	36.7	7.0	46.6	7.4	54.0	0	0	Looped	-0.2	9.2	0
309331	NF	Hybrid	902	82	2	9	15.8	1.7	56.2	2.8	72.0	4.5	76.5	1825	189402	Looped	0.0	3.8	2
309332	NF	Hybrid	250	28	8	5	11.1	1.7	16.5	2.9	27.6	4.6	32.2	735	106410	Looped	0.5	3.0	3
309461	NF	UG	0	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.3	2.3	0
309462	NF	OH	469	42	6	1	6.1	0.1	15.9	0.3	22.0	0.4	22.4	472	8024	Looped	-0.2	2.3	1
400131	WB	Hybrid	595	13	6	0	3.0	0.1	1.8	0.4	4.8	0.5	5.3	1194	28672	Looped	-0.5	2.6	2
400132	WB	Hybrid	539	1	12	0	0.8	0.8	0.0	1.7	0.8	2.5	3.3	0	0	Looped	-0.9	7.2	0
400133	WB	Hybrid	1134	0	25	3	1.9	2.0	0.4	2.0	2.3	4.0	6.3	701	6316	Looped	-0.7	6.3	1
400134	WB	Hybrid	602	3	24	4	1.6	1.7	0.9	2.0	2.5	3.7	6.2	179	35979	Looped	-1.0	5.7	1
400135	WB	Hybrid	138	0	9	0	0.2	1.3	0.0	0.8	0.2	2.1	2.3	0	0	Looped	-1.2	2.9	0
400136	WB	Hybrid	766	1	9	1	0.1	2.3	0.4	1.5	0.5	3.8	4.3	0	0	Looped	-1.2	5.1	0
400137	WB	Hybrid	627	9	2	0	1.1	2.0	0.5	0.2	1.6	2.2	3.8	205	615	Looped	-0.7	5.1	1
400138	WB	Hybrid	370	0	6	1	0.1	1.0	0.1	1.7	0.2	2.7	2.9	0	0	Looped	-0.5	4.9	0
400139	WB	Hybrid	1109	0	4	0	0.2	1.7	0.0	0.0	0.2	1.7	1.9	0	0	Looped	-2.6	3.9	0
400231	WB	Hybrid	380	0	6	2	1.2	1.0	0.2	0.8	1.4	1.8	3.2	0	0	Looped	-2.9	3.8	0
400232	WB	Hybrid	447	4	8	2	1.5	1.6	0.7	0.9	2.2	2.5	4.7	0	0	Looped	-0.8	4.0	0
400233	WB	Hybrid	262	7	9	5	1.4	1.8	1.3	1.5	2.7	3.3	6.0	518	10082	Looped	-0.5	7.0	2
400234	WB	Hybrid	676	6	12	2	0.7	2.0	0.7	0.8	1.4	2.8	4.2	858	42163	Looped	-0.4	4.6	2
400235	WB	Hybrid	267	8	11	1	0.9	1.8	0.7	1.2	1.6	3.0	4.6	0	0	Looped	-1.5	2.9	0
400236	WB	UG	162	0	5	2	0.1	1.5	0.0	1.2	0.1	2.7	2.8	16	80	Looped	-0.7	6.1	1
400237	WB	Hybrid	457	0	0	0	0.4	1.4	0.0	0.0	0.4	1.4	1.8	0	0	Looped	-2.9	2.3	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	-1.1	2.7	0
400239	WB	Hybrid	93	0	8	1	0.2	1.3	0.0	1.3	0.2	2.6	2.8	0	0	Looped	-0.3	3.8	0
400240	WB	Hybrid	511	1	12	0	0.1	0.4	0.0	0.3	0.1	0.7	0.8	0	0	Looped	-0.3	3.6	0
400331	WB	Hybrid	1867	3	25	5	3.5	1.7	4.2	7.9	7.7	9.6	17.3	0	0	Looped	-1.0	6.4	0
400332	WB	Hybrid	667	26	20	6	3.6	1.1	6.4	1.6	10.0	2.7	12.7	1341	60380	Looped	-2.7	7.1	2
400333	WB	Hybrid	419	10	10	3	2.7	0.2	2.3	0.9	5.0	1.1	6.1	0	0	Looped	-0.5	3.3	0
400334	WB	Hybrid	728	16	5	0	3.1	0.1	2.8	0.3	5.9	0.4	6.3	0	0	Looped	-0.2	2.3	0
400335	WB	Hybrid	135	2	14	1	3.1	0.8	0.7	0.7	3.8	1.5	5.3	0	0	Looped	-0.2	6.1	0
400336	WB	Hybrid	1838	41	9	1	6.8	0.2	5.3	1.0	12.1	1.2	13.3	5452	71268	Looped	-1.7	7.0	3

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
400337	WB	Hybrid	1055	20	11	2	6.5	0.4	6.1	0.6	12.6	1.0	13.6	2139	57187	Looped	0.4	6.7	2
400338	WB	Hybrid	786	11	26	2	3.8	0.4	4.9	2.1	8.7	2.5	11.2	1587	28549	Looped	-1.2	7.1	2
400431	WB	Hybrid	1487	40	9	6	3.5	0.1	12.7	4.1	16.2	4.2	20.4	0	0	Looped	-0.2	8.5	0
400432	WB	Hybrid	2544	28	20	2	4.7	1.2	10.9	5.9	15.6	7.1	22.7	2539	2539	Looped	-0.3	9.1	1
400433	WB	Hybrid	1294	31	3	0	4.9	1.0	6.1	0.3	11.0	1.3	12.3	1320	58888	Looped	-0.1	5.8	1
400434	WB	Hybrid	798	18	37	2	3.6	4.0	2.5	4.3	6.1	8.3	14.4	797	65387	Looped	-0.8	6.9	1
400435	WB	Hybrid	998	18	8	2	2.7	0.4	6.2	1.8	8.9	2.2	11.1	999	999	Looped	-0.2	4.8	1
400436	WB	Hybrid	1171	23	8	1	2.8	0.6	4.7	0.4	7.5	1.0	8.5	625	24375	Looped	-0.5	4.9	1
400531	BR	Hybrid	1167	6	22	1	2.7	0.1	3.2	5.6	5.9	5.7	11.6	0	0	Looped	-1.8	4.8	0
400532	BR	Hybrid	1052	4	32	1	3.8	1.5	0.4	8.6	4.2	10.1	14.3	0	0	Looped	-0.7	7.6	0
400533	BR	Hybrid	1424	17	24	4	3.5	1.1	3.8	3.2	7.3	4.3	11.6	0	0	Looped	0.0	7.8	0
400534	BR	Hybrid	355	5	1	2	0.9	0.0	2.5	0.6	3.4	0.6	4.0	0	0	Looped	-0.1	1.8	0
400535	BR	Hybrid	2007	22	22	2	3.8	0.4	5.5	4.3	9.3	4.7	14.0	0	0	Looped	-0.2	7.0	0
400536	BR	Hybrid	1772	26	14	2	4.8	0.2	6.5	1.2	11.3	1.4	12.7	1765	250851	Looped	-1.1	5.0	1
400537	BR	Hybrid	445	2	22	0	2.1	0.2	0.5	1.8	2.6	2.0	4.6	0	0	Looped	-0.7	3.1	0
400538	BR	Hybrid	2114	0	40	1	2.9	0.8	0.2	8.6	3.1	9.4	12.5	0	0	Looped	-1.5	7.5	0
400539	BR	Hybrid	346	1	23	1	1.2	1.8	1.3	2.0	2.5	3.8	6.3	0	0	Looped	-2.9	6.5	0
400661	TC	Hybrid	2584	145	12	6	18.7	2.5	79.0	10.2	97.7	12.7	110.4	2596	5192	Looped	-0.1	12.8	1
400662	TC	Hybrid	1240	51	49	9	11.4	3.2	18.7	21.2	30.1	24.4	54.5	2470	353007	Looped	-3.5	5.4	2
400663	TC	Hybrid	1004	59	43	13	12.8	0.7	30.4	20.2	43.2	20.9	64.1	2998	194219	Looped	-0.2	6.2	3
400664	TC	Hybrid	3133	21	104	4	8.9	9.8	8.6	45.9	17.5	55.7	73.2	3091	61820	Looped	2.2	15.2	1
400731	BR	Hybrid	1323	9	25	1	1.8	2.2	1.1	2.1	2.9	4.3	7.2	0	0	Looped	-1.7	6.6	0
400732	BR	Hybrid	1204	3	27	2	1.3	2.4	1.2	2.1	2.5	4.5	7.0	2405	76127	Looped	-0.6	6.4	2
400733	BR	Hybrid	703	8	16	4	3.2	0.9	3.0	1.4	6.2	2.3	8.5	0	0	Looped	-1.8	6.5	0
400734	BR	Hybrid	945	0	17	0	0.6	0.8	0.0	0.5	0.6	1.3	1.9	0	0	Looped	-0.3	4.7	0
400735	BR	Hybrid	1610	14	24	4	3.4	0.1	2.8	2.7	6.2	2.8	9.0	0	0	Looped	-0.1	6.2	0
400736	BR	Hybrid	1047	23	7	3	2.3	0.2	6.0	0.8	8.3	1.0	9.3	0	0	Looped	-0.8	6.3	0
400737	BR	Hybrid	2028	5	36	4	4.9	2.7	1.3	3.8	6.2	6.5	12.7	1875	121184	Looped	-0.2	8.9	1
400738	BR	Hybrid	737	1	22	0	0.8	2.6	0.1	2.2	0.9	4.8	5.7	0	0	Looped	0.4	9.1	0
400739	BR	Hybrid	1890	18	20	5	2.9	2.3	4.9	2.5	7.8	4.8	12.6	135	5130	Looped	-0.2	8.1	1
400740	BR	Hybrid	784	5	18	5	2.3	1.4	1.9	2.4	4.2	3.8	8.0	0	0	Looped	-0.6	6.2	0
400831	BR	Hybrid	315	10	3	0	6.7	0.0	3.1	0.9	9.8	0.9	10.7	1457	166550	Looped	0.1	1.2	2
400832	BR	OH	314	12	1	1	45.9	0.0	5.4	0.2	51.3	0.2	51.5	975	85007	Looped	-1.6	1.1	3
400833	BR	Hybrid	1485	55	9	3	8.3	0.0	11.5	1.1	19.8	1.1	20.9	4284	109704	Looped	-0.2	5.3	3
400834	BR	OH	924	37	12	3	17.7	0.2	13.9	1.3	31.6	1.5	33.1	1877	3729	Looped	0.3	6.2	2
400931	BR	Hybrid	265	6	2	3	4.9	0.1	2.4	0.4	7.3	0.5	7.8	0	0	Looped	-0.8	3.3	0
400932	BR	Hybrid	1639	45	25	2	9.9	0.2	13.6	2.5	23.5	2.7	26.2	1651	44169	Looped	-0.2	7.6	1
400933	BR	Hybrid	2040	39	10	5	6.1	0.0	8.7	2.6	14.8	2.6	17.4	4526	179147	Looped	2.0	12.5	2
400934	BR	OH	1644	67	15	4	37.0	0.3	25.9	1.2	62.9	1.5	64.4	3078	211980	Looped	-1.7	7.2	2

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
400935	BR	Hybrid	114	13	10	2	5.5	0.1	2.8	0.5	8.3	0.6	8.9	0	0	Looped	-0.1	1.6	0
401031	BR	OH	1757	39	6	5	4.7	0.0	12.7	0.7	17.4	0.7	18.1	0	0	Looped	-0.4	7.8	0
401032	BR	Hybrid	2213	32	27	3	3.9	0.0	8.8	4.0	12.7	4.0	16.7	2197	65539	Looped	-0.6	5.3	1
401033	BR	Hybrid	1579	25	18	11	4.3	0.5	8.1	10.4	12.4	10.9	23.3	1583	1583	Looped	0.9	8.9	1
401034	BR	Hybrid	862	12	21	2	3.3	0.1	2.3	5.5	5.6	5.6	11.2	0	0	Looped	-0.4	3.5	0
401035	BR	Hybrid	2911	7	32	2	3.4	0.2	1.4	14.5	4.8	14.7	19.5	0	0	Looped	-0.4	8.3	0
401036	BR	Hybrid	2312	21	36	3	5.1	0.1	5.5	8.9	10.6	9.0	19.6	0	0	Looped	-0.4	9.1	0
401131	TC	Hybrid	1871	38	19	8	6.2	0.0	9.7	2.9	15.9	2.9	18.8	0	0	Looped	0.1	8.3	0
401132	TC	Hybrid	1503	28	30	2	5.5	0.8	7.0	14.3	12.5	15.1	27.6	0	0	Looped	-0.7	6.7	0
401133	TC	Hybrid	1114	20	16	7	3.2	0.1	4.5	2.1	7.7	2.2	9.9	0	0	Looped	-0.7	5.7	0
401134	TC	Hybrid	1361	26	22	6	4.0	0.4	8.1	2.5	12.1	2.9	15.0	0	0	Looped	-0.8	6.8	0
401135	TC	Hybrid	1062	21	26	5	5.0	3.1	5.5	2.6	10.5	5.7	16.2	0	0	Looped	-0.3	4.5	0
401136	TC	Hybrid	1828	15	37	2	3.3	0.8	2.8	7.3	6.1	8.1	14.2	0	0	Looped	-0.2	4.6	0
401137	TC	Hybrid	1084	22	26	5	4.4	0.6	4.0	3.3	8.4	3.9	12.3	0	0	Looped	-0.5	8.2	0
401138	TC	Hybrid	351	10	21	1	3.1	0.4	0.4	0.9	3.5	1.3	4.8	0	0	Looped	-0.3	6.2	0
401231	TC	OH	613	32	1	3	21.6	0.0	29.9	1.0	51.5	1.0	52.5	0	0	Looped	-0.1	1.2	0
401232	TC	OH	173	31	1	2	31.9	0.0	30.0	1.3	61.9	1.3	63.2	0	0	Looped	0.0	0.8	0
401431	TC	Hybrid	1470	37	17	8	6.8	0.0	22.6	2.2	29.4	2.2	31.6	1472	1472	Looped	-0.4	7.8	1
401432	TC	Hybrid	1243	26	25	5	5.5	0.7	13.7	9.3	19.2	10.0	29.2	0	0	Looped	-1.1	6.9	0
401433	TC	Hybrid	1825	31	17	2	7.1	1.0	13.3	5.8	20.4	6.8	27.2	0	0	Looped	-0.7	7.3	0
401434	TC	Hybrid	762	49	39	2	13.1	1.2	7.1	9.6	20.2	10.8	31.0	0	0	Looped	0.3	6.3	0
401435	TC	Hybrid	836	29	8	1	3.3	0.5	6.3	0.7	9.6	1.2	10.8	0	0	Looped	0.0	4.1	0
401531	TC	Hybrid	1594	22	24	3	7.6	1.0	11.1	4.3	18.7	5.3	24.0	0	0	Looped	-0.3	5.8	0
401532	TC	Hybrid	1837	16	35	2	9.8	2.9	8.0	7.7	17.8	10.6	28.4	1841	46025	Looped	0.0	5.9	1
401533	TC	Hybrid	560	47	19	3	9.9	1.5	13.1	10.0	23.0	11.5	34.5	562	5058	Looped	-0.4	4.0	1
401534	TC	OH	1021	60	1	5	11.8	0.1	16.0	0.9	27.8	1.0	28.8	0	0	Looped	-0.2	3.9	0
401631	TC	Hybrid	1687	33	14	6	9.2	0.1	9.2	7.9	18.4	8.0	26.4	1631	97350	Looped	-0.3	4.2	1
401632	TC	Hybrid	1795	71	25	10	21.4	0.1	29.8	2.7	51.2	2.8	54.0	1798	131507	Looped	0.9	9.7	1
401633	TC	Hybrid	809	19	22	7	7.1	0.2	10.6	2.9	17.7	3.1	20.8	1494	184130	Looped	-1.3	7.7	1
401634	TC	Hybrid	1668	55	9	7	15.8	0.2	39.9	6.1	55.7	6.3	62.0	0	0	Looped	-0.4	6.9	0
401635	TC	Hybrid	1494	35	10	3	6.0	0.2	16.2	4.1	22.2	4.3	26.5	1511	40797	Looped	-0.4	5.7	1
401636	TC	Hybrid	1059	51	17	2	8.5	0.2	18.8	3.6	27.3	3.8	31.1	0	0	Looped	-0.7	5.2	0
401637	TC	Hybrid	1672	26	32	9	6.8	0.8	9.5	9.4	16.3	10.2	26.5	1653	3306	Looped	-0.9	8.3	1
401761	TC	Hybrid	1031	9	35	2	10.7	4.6	9.0	30.7	19.7	35.3	55.0	611	60074	Looped	-2.2	7.2	1
401762	TC	Hybrid	2362	35	32	5	8.5	0.3	18.8	13.8	27.3	14.1	41.4	2362	108652	Looped	-0.4	11.7	1
401763	TC	Hybrid	2277	26	57	8	11.7	1.7	12.8	31.3	24.5	33.0	57.5	0	0	Looped	0.3	10.7	0
401764	TC	Hybrid	389	34	8	4	21.1	2.5	28.8	16.3	49.9	18.8	68.7	1589	127064	Looped	-4.3	2.3	5
401831	WB	Hybrid	1891	31	35	7	5.8	0.9	8.2	7.1	14.0	8.0	22.0	3781	111458	Looped	-0.9	7.9	2
401832	WB	Hybrid	1832	27	22	5	6.9	0.6	7.0	2.8	13.9	3.4	17.3	0	0	Looped	1.2	9.2	0

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Feeder ID#	Sub Region	FDR Type	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
401833	WB	Hybrid	1045	21	30	5	4.8	0.7	6.6	9.6	11.4	10.3	21.7	1047	55944	Looped	-0.6	7.2	2
401834	WB	Hybrid	1613	22	34	1	5.8	3.6	4.7	16.9	10.5	20.5	31.0	0	0	Looped	-0.4	8.3	0
401835	WB	Hybrid	1852	46	8	7	4.6	0.8	10.6	2.0	15.2	2.8	18.0	9428	451971	Looped	-0.8	7.9	5
401836	WB	Hybrid	1041	5	27	1	3.0	0.1	1.3	13.4	4.3	13.5	17.8	0	0	Looped	-0.3	6.1	0
401837	WB	Hybrid	994	11	14	2	2.5	0.8	3.7	1.5	6.2	2.3	8.5	0	0	Looped	-0.6	7.6	0
401838	WB	Hybrid	1442	1	30	2	2.7	0.5	1.8	6.3	4.5	6.8	11.3	0	0	Looped	0.5	9.2	0
401931	BR	Hybrid	1688	31	33	14	4.9	0.5	8.4	2.9	13.3	3.4	16.7	2029	84553	Looped	-0.1	8.6	2
401932	BR	Hybrid	1447	4	13	4	1.6	0.7	3.2	0.8	4.8	1.5	6.3	1473	26117	Looped	-0.3	6.6	1
401933	BR	Hybrid	1887	31	33	7	6.5	0.3	7.4	2.8	13.9	3.1	17.0	3801	176483	Looped	1.7	11.1	2
401934	BR	Hybrid	1207	20	27	1	3.5	0.3	3.6	2.1	7.1	2.4	9.5	1206	58146	Looped	-0.2	6.7	1
401935	BR	Hybrid	1416	32	16	2	3.6	0.2	8.7	1.6	12.3	1.8	14.1	1396	16263	Looped	-0.4	6.1	1
401936	BR	Hybrid	555	18	22	2	5.1	0.5	2.6	1.4	7.7	1.9	9.6	0	0	Looped	-0.4	6.7	0
401937	BR	Hybrid	1587	7	31	5	3.9	0.4	3.0	2.0	6.9	2.4	9.3	1583	19838	Looped	-0.1	7.6	1
401938	BR	Hybrid	820	22	10	1	3.3	0.4	5.8	2.7	9.1	3.1	12.2	0	0	Looped	-0.2	4.9	0
402031	BR	OH	108	21	6	0	58.4	0.1	15.6	0.2	74.0	0.3	74.3	139	2753	Looped	-1.8	0.5	2
402032	BR	Hybrid	1349	48	23	5	25.9	0.1	14.2	6.4	40.1	6.5	46.6	2659	112710	Looped	0.3	7.6	2
402131	WB	Hybrid	1596	30	24	9	5.7	1.3	5.2	3.4	10.9	4.7	15.6	1629	109754	Looped	0.7	8.5	1
402132	WB	Hybrid	1377	9	26	1	2.3	2.6	2.4	6.3	4.7	8.9	13.6	0	0	Looped	-3.2	4.9	0
402133	WB	OH	1129	36	7	1	5.7	0.0	4.6	0.4	10.3	0.4	10.7	3437	86617	Looped	-0.3	4.2	3
402134	WB	Hybrid	1302	21	8	3	4.0	0.6	4.2	0.6	8.2	1.2	9.4	0	0	Looped	-0.4	5.6	0
402135	WB	Hybrid	1111	17	15	1	2.4	0.7	1.9	2.0	4.3	2.7	7.0	0	0	Looped	-4.0	3.0	0
402136	WB	Hybrid	642	0	19	0	0.5	4.0	0.0	3.9	0.5	7.9	8.4	637	35861	Looped	-0.9	4.0	1
402137	WB	Hybrid	2153	15	30	1	3.8	1.3	6.7	6.7	10.5	8.0	18.5	3838	247679	Looped	-1.0	9.0	2
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	2.7	0
402234	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	2.7	0
402235	WB	OH	1	0	0	0	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Looped	-0.1	2.7	0
402236	WB	OH	0	0	0	0	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Looped	-0.1	2.7	0
402262	WB	Hybrid	35	3	6	1	10.7	0.4	1.5	1.6	12.2	2.0	14.2	34	2346	Looped	1.7	4.1	1
402531	WB	Hybrid	787	19	25	3	4.1	0.2	2.4	4.0	6.5	4.2	10.7	791	19775	Looped	-1.0	5.0	1
402532	WB	Hybrid	856	22	10	6	2.8	1.5	7.6	2.4	10.4	3.9	14.3	1438	85716	Looped	-0.6	5.6	2
402533	WB	Hybrid	753	12	21	7	3.1	1.5	3.0	2.6	6.1	4.1	10.2	0	0	Looped	-0.7	7.7	0
402534	WB	Hybrid	1295	23	14	2	3.6	0.7	3.6	0.5	7.2	1.2	8.4	3299	166407	Looped	0.0	6.2	3
402535	WB	UG	1	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	-0.5	5.3	0
402536	WB	Hybrid	1202	37	14	0	4.9	0.5	4.9	0.8	9.8	1.3	11.1	0	0	Looped	-0.4	6.8	0
402537	WB	Hybrid	682	21	20	4	3.0	0.7	3.0	0.9	6.0	1.6	7.6	0	0	Looped	-0.2	5.3	0
402538	WB	Hybrid	1303	28	6	1	3.1	0.4	4.2	0.9	7.3	1.3	8.6	0	0	Looped	-0.2	4.7	0
402539	WB	Hybrid	176	2	19	0	1.2	1.7	0.3	2.0	1.5	3.7	5.2	0	0	Looped	-0.4	5.3	0
402631	WB	Hybrid	1101	1	14	0	0.5	1.6	0.1	3.8	0.6	5.4	6.0	0	0	Looped	-0.2	3.2	0
402632	WB	Hybrid	1496	6	36	1	2.4	2.8	1.6	2.3	4.0	5.1	9.1	0	0	Looped	-0.5	6.9	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
402633	WB	Hybrid	1329	7	30	2	2.2	2.0	2.2	9.5	4.4	11.5	15.9	0	0	Looped	-0.8	7.7	0
402634	WB	Hybrid	1707	5	34	4	2.5	0.8	0.8	11.3	3.3	12.1	15.4	0	0	Looped	1.0	10.7	0
402635	WB	Hybrid	964	7	40	1	2.7	2.8	0.7	14.9	3.4	17.7	21.1	0	0	Looped	-1.0	7.8	0
402636	WB	Hybrid	1359	2	27	2	1.4	2.1	0.7	5.7	2.1	7.8	9.9	0	0	Looped	-0.6	6.3	0
402637	WB	Hybrid	451	1	12	3	1.1	1.1	1.2	3.0	2.3	4.1	6.4	0	0	Looped	-0.5	4.3	0
402638	WB	Hybrid	1671	30	21	3	4.3	0.7	11.9	3.1	16.2	3.8	20.0	3366	251928	Looped	-0.3	8.8	2
402731	TC	Hybrid	523	51	9	7	32.9	1.0	52.8	10.8	85.7	11.8	97.5	0	0	Looped	-0.9	1.8	0
402761	TC	Hybrid	439	41	13	5	43.7	0.4	61.9	11.0	105.6	11.4	117.0	0	0	Looped	0.4	2.9	0
402762	TC	OH	7	1	2	0	5.9	0.3	6.9	0.3	12.8	0.6	13.4	0	0	Looped	1.1	1.4	0
402831	BR	Hybrid	1520	25	25	5	5.3	0.2	10.2	4.0	15.5	4.2	19.7	3162	12124	Looped	-0.3	9.4	3
402832	BR	Hybrid	1123	29	8	4	7.7	0.0	6.4	0.9	14.1	0.9	15.0	0	0	Looped	-0.4	7.0	0
402833	BR	Hybrid	1966	12	25	4	4.5	1.7	5.5	4.1	10.0	5.8	15.8	1944	3888	Looped	-0.3	8.9	1
402834	BR	Hybrid	1615	4	24	3	3.0	1.1	1.3	2.4	4.3	3.5	7.8	0	0	Looped	-0.2	6.6	0
402835	BR	Hybrid	2574	10	67	4	4.4	2.4	3.7	7.2	8.1	9.6	17.7	0	0	Looped	-0.4	8.2	0
402836	BR	Hybrid	1061	10	22	2	3.4	0.7	4.1	2.7	7.5	3.4	10.9	0	0	Looped	0.5	6.1	0
402837	BR	Hybrid	2183	13	10	3	3.7	0.0	6.5	3.6	10.2	3.6	13.8	2175	100933	Looped	-0.2	6.0	1
402838	BR	Hybrid	2950	21	37	5	3.7	0.6	7.1	8.0	10.8	8.6	19.4	5866	149604	Looped	-0.1	7.7	2
402839	BR	Hybrid	2699	27	13	6	3.6	0.6	9.7	2.5	13.3	3.1	16.4	0	0	Looped	-0.2	8.9	0
402931	TC	Hybrid	1289	29	21	2	4.3	0.0	10.1	5.4	14.4	5.4	19.8	1299	1299	Looped	-0.5	6.2	1
402932	TC	Hybrid	2302	39	21	2	6.9	0.2	18.7	8.9	25.6	9.1	34.7	0	0	Looped	-0.4	9.9	0
402933	TC	Hybrid	1338	28	17	1	5.2	1.7	11.0	10.8	16.2	12.5	28.7	0	0	Looped	0.2	6.1	0
402934	TC	Hybrid	1289	25	35	5	6.0	0.2	8.1	13.3	14.1	13.5	27.6	2568	54586	Looped	-0.5	7.5	2
402935	TC	Hybrid	1655	24	21	2	6.4	0.3	12.2	7.9	18.6	8.2	26.8	1650	8250	Looped	-0.5	6.8	1
402936	TC	Hybrid	1406	24	45	5	10.3	1.8	16.3	26.4	26.6	28.2	54.8	1400	1400	Looped	-0.1	6.5	1
402937	TC	Hybrid	2113	32	12	5	6.8	0.7	13.8	6.1	20.6	6.8	27.4	2126	286960	Looped	-0.5	6.3	1
402938	TC	Hybrid	2482	24	37	2	6.9	1.3	9.6	10.6	16.5	11.9	28.4	1	251	Looped	-0.2	6.8	1
403031	WB	Hybrid	637	15	19	2	4.8	0.0	5.0	2.1	9.8	2.1	11.9	626	26126	Looped	-0.6	5.8	1
403032	WB	Hybrid	1495	32	10	1	3.3	0.0	9.9	2.1	13.2	2.1	15.3	0	0	Looped	-0.4	6.2	0
403033	WB	Hybrid	2546	4	33	1	3.1	0.1	1.3	13.6	4.4	13.7	18.1	0	0	Looped	0.2	8.2	0
403034	WB	Hybrid	1626	47	23	5	4.5	0.7	9.2	7.5	13.7	8.2	21.9	0	0	Looped	-0.1	9.0	0
403035	WB	Hybrid	1725	17	28	0	4.4	0.0	7.0	4.8	11.4	4.8	16.2	0	0	Looped	-0.5	6.6	0
403036	WB	Hybrid	827	18	16	2	2.0	0.4	5.1	3.7	7.1	4.1	11.2	0	0	Looped	-1.7	2.5	0
403037	WB	Hybrid	660	16	12	3	3.4	0.1	5.9	1.1	9.3	1.2	10.5	0	0	Looped	-0.9	3.4	0
403038	WB	Hybrid	1940	13	30	2	3.6	0.6	7.9	9.1	11.5	9.7	21.2	3868	289126	Looped	-5.6	1.4	2
403231	BR	Hybrid	1719	12	29	4	4.7	0.5	7.4	4.0	12.1	4.5	16.6	0	0	Looped	-1.2	9.3	0
403232	BR	Hybrid	1576	8	32	6	4.3	0.0	2.2	2.9	6.5	2.9	9.4	0	0	Looped	-0.2	8.2	0
403233	BR	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	-2.3	12.3	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	1.4	4.6	0
403235	BR	Hybrid	613	1	27	0	2.7	0.7	0.8	1.8	3.5	2.5	6.0	0	0	Looped	0.5	5.0	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
403236	BR	Hybrid	582	0	22	0	1.2	1.8	0.0	5.8	1.2	7.6	8.8	0	0	Looped	-1.2	7.3	0
403237	BR	Hybrid	870	8	27	2	3.3	0.8	2.1	4.9	5.4	5.7	11.1	884	11492	Looped	-0.5	6.9	1
403238	BR	UG	0	0	0	0	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	-0.2	3.8	0
403239	BR	Hybrid	25	0	6	0	0.6	2.9	0.0	0.2	0.6	3.1	3.7	0	0	Looped	-3.0	6.4	0
403240	BR	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	-0.4	0.1	0
403431	TC	Hybrid	1550	17	20	2	3.3	2.1	11.9	9.4	15.2	11.5	26.7	0	0	Looped	-0.7	6.4	0
403432	TC	Hybrid	638	1	23	0	3.4	0.0	0.3	12.9	3.7	12.9	16.6	0	0	Looped	-0.4	5.9	0
403433	TC	Hybrid	1256	11	32	1	4.7	2.1	4.0	14.5	8.7	16.6	25.3	5773	221129	Looped	-0.4	7.3	5
403434	TC	Hybrid	1637	24	25	6	5.7	0.2	10.7	3.2	16.4	3.4	19.8	0	0	Looped	-0.6	7.7	0
403435	TC	Hybrid	1660	20	47	2	4.3	4.4	2.3	9.9	6.6	14.3	20.9	0	0	Looped	0.3	5.5	0
403436	TC	Hybrid	1350	8	23	7	4.7	4.6	8.5	7.8	13.2	12.4	25.6	0	0	Looped	-0.9	8.6	0
403437	TC	Hybrid	236	1	25	0	1.6	0.4	1.3	4.3	2.9	4.7	7.6	0	0	Looped	-0.6	6.6	0
403438	TC	Hybrid	1410	3	35	3	3.4	1.8	3.0	16.2	6.4	18.0	24.4	1415	2830	Looped	-0.3	6.4	1
403439	TC	Hybrid	2099	8	33	4	8.1	4.1	7.0	22.5	15.1	26.6	41.7	0	0	Looped	-0.7	7.8	0
403631	BR	Hybrid	27	12	8	1	21.4	0.2	1.2	1.8	22.6	2.0	24.6	0	0	Looped	0.3	3.9	0
403632	BR	Hybrid	1085	26	19	0	56.4	0.8	6.8	2.7	63.2	3.5	66.7	4070	170974	Looped	-0.6	5.9	4
403633	BR	Hybrid	778	39	16	3	12.4	0.5	15.3	1.3	27.7	1.8	29.5	0	0	Looped	0.2	6.3	0
403634	BR	OH	156	13	10	3	66.4	0.6	19.7	1.7	86.1	2.3	88.4	157	13843	Looped	-1.1	1.1	1
403731	WB	Hybrid	625	0	30	0	1.8	0.9	0.2	5.2	2.0	6.1	8.1	0	0	Looped	-1.0	6.8	0
403732	WB	Hybrid	970	0	28	0	0.7	3.0	0.2	13.0	0.9	16.0	16.9	0	0	Looped	1.5	9.1	0
403733	WB	Hybrid	1450	0	40	1	2.9	2.0	0.2	6.8	3.1	8.8	11.9	1459	59800	Looped	-0.5	9.2	1
403734	WB	UG	258	0	9	0	0.0	4.5	0.0	1.4	0.0	5.9	5.9	0	0	Looped	-0.6	3.0	0
403735	WB	Hybrid	1052	0	31	0	2.2	2.7	0.0	16.6	2.2	19.3	21.5	1049	1049	Looped	-1.8	4.3	1
403736	WB	Hybrid	1400	15	28	5	4.0	1.7	3.1	7.3	7.1	9.0	16.1	1387	43235	Looped	0.5	7.8	1
403737	WB	Hybrid	458	1	30	0	1.4	4.0	0.0	6.2	1.4	10.2	11.6	458	24728	Looped	-0.5	6.4	1
403738	WB	Hybrid	1970	5	21	1	2.0	3.1	4.5	9.1	6.5	12.2	18.7	0	0	Looped	-0.3	8.8	0
403801	BR	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	1.2	6.9	0
403931	WB	Hybrid	2332	30	31	3	5.5	0.1	8.0	1.8	13.5	1.9	15.4	144	1296	Looped	-2.1	7.5	1
403932	WB	OH	1612	41	5	1	4.4	0.2	10.5	0.4	14.9	0.6	15.5	1628	69363	Looped	-0.8	6.2	1
403933	WB	Hybrid	1619	8	26	3	2.6	1.5	2.3	3.5	4.9	5.0	9.9	1532	62042	Looped	-4.3	5.2	1
403934	WB	Hybrid	1658	19	16	10	4.4	0.5	5.0	2.4	9.4	2.9	12.3	0	0	Looped	-0.7	7.4	0
403935	WB	Hybrid	2175	22	20	4	5.3	0.3	8.3	4.2	13.6	4.5	18.1	17	1356	Looped	-0.4	8.4	1
403936	WB	Hybrid	1423	8	27	1	2.6	0.6	5.4	6.9	8.0	7.5	15.5	0	0	Looped	-1.1	6.9	0
403937	WB	Hybrid	2151	4	30	0	2.1	1.5	1.1	3.6	3.2	5.1	8.3	3603	537453	Looped	-2.6	6.6	2
404031	WB	Hybrid	730	17	19	3	3.8	0.1	5.0	0.7	8.8	0.8	9.6	0	0	Looped	-0.7	5.9	0
404032	WB	Hybrid	1665	33	15	6	4.8	0.2	8.4	2.6	13.2	2.8	16.0	0	0	Looped	-2.6	6.8	0
404033	WB	Hybrid	1391	0	37	0	2.6	0.2	0.0	6.8	2.6	7.0	9.6	2771	87691	Looped	0.5	7.1	2
404034	WB	Hybrid	4612	4	46	0	4.4	1.0	1.0	15.9	5.4	16.9	22.3	0	0	Looped	-1.6	6.8	0
404035	WB	Hybrid	1892	22	28	6	4.9	0.1	6.3	4.2	11.2	4.3	15.5	0	0	Looped	-1.3	8.9	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
404036	WB	Hybrid	1435	12	14	0	2.8	0.2	3.1	4.2	5.9	4.4	10.3	0	0	Looped	-0.3	3.9	0
404037	WB	Hybrid	2918	8	23	0	3.2	1.6	1.6	9.2	4.8	10.8	15.6	2963	162965	Looped	-0.3	6.9	1
404038	WB	Hybrid	1857	8	46	2	3.1	0.8	4.1	5.4	7.2	6.2	13.4	1827	67779	Looped	-0.3	7.7	1
404039	WB	Hybrid	791	0	31	0	1.6	2.8	0.0	2.9	1.6	5.7	7.3	0	0	Looped	-0.6	4.6	0
404040	WB	Hybrid	499	8	24	5	2.8	0.3	2.1	2.4	4.9	2.7	7.6	503	16096	Looped	-0.1	5.6	1
404131	BR	Hybrid	2075	12	40	2	5.0	0.1	4.1	21.2	9.1	21.3	30.4	0	0	Looped	-0.5	8.5	0
404132	BR	Hybrid	2544	16	38	3	3.9	0.9	3.3	5.3	7.2	6.2	13.4	2569	2569	Looped	-0.2	8.1	1
404133	BR	Hybrid	610	4	7	1	1.2	0.1	4.2	0.7	5.4	0.8	6.2	0	0	Looped	-0.1	3.0	0
404134	BR	Hybrid	1710	6	41	4	4.1	1.7	2.1	15.8	6.2	17.5	23.7	3428	268011	Looped	-0.6	9.6	2
404135	BR	Hybrid	1543	30	15	10	6.4	0.2	9.0	5.0	15.4	5.2	20.6	2013	104286	Looped	-0.2	7.6	2
404136	BR	Hybrid	4186	24	36	13	4.4	0.3	6.6	9.3	11.0	9.6	20.6	0	0	Looped	-0.5	8.4	0
404137	BR	Hybrid	1875	1	48	1	6.0	0.9	0.3	16.3	6.3	17.2	23.5	0	0	Looped	-0.6	7.6	0
404138	BR	Hybrid	1621	1	31	2	2.3	2.7	0.4	8.9	2.7	11.6	14.3	0	0	Looped	-0.7	8.1	0
404139	BR	Hybrid	2442	1	70	0	4.3	0.4	0.1	13.7	4.4	14.1	18.5	2448	99466	Looped	-3.2	5.4	1
404140	BR	UG	1	0	2	0	0.0	0.6	0.0	0.3	0.0	0.9	0.9	0	0	Looped	-0.5	5.3	0
404231	BR	Hybrid	1651	6	33	7	2.5	0.4	3.3	10.7	5.8	11.1	16.9	0	0	Looped	-0.6	7.5	0
404232	BR	Hybrid	2097	11	32	3	2.7	1.1	3.0	6.9	5.7	8.0	13.7	0	0	Looped	-0.5	6.4	0
404233	BR	Hybrid	1655	1	26	0	2.1	0.4	0.3	2.2	2.4	2.6	5.0	0	0	Looped	-0.5	5.4	0
404234	BR	Hybrid	2549	5	25	2	1.5	2.7	1.1	5.0	2.6	7.7	10.3	3000	384233	Looped	-0.3	8.2	2
404235	BR	Hybrid	228	0	17	0	1.6	0.6	0.0	1.8	1.6	2.4	4.0	0	0	Looped	-0.2	3.7	0
404236	BR	Hybrid	537	9	12	1	1.9	1.8	2.2	2.3	4.1	4.1	8.2	0	0	Looped	-0.6	4.1	0
404237	BR	Hybrid	450	0	25	0	1.5	2.0	0.0	6.3	1.5	8.3	9.8	0	0	Looped	-0.6	6.2	0
404238	BR	UG	49	0	17	0	0.2	2.4	0.0	3.5	0.2	5.9	6.1	0	0	Looped	0.3	8.3	0
404239	BR	Hybrid	1391	7	25	2	4.9	0.4	3.5	6.2	8.4	6.6	15.0	0	0	Looped	-0.1	5.5	0
404240	BR	UG	1385	0	28	0	0.8	3.5	0.0	13.0	0.8	16.5	17.3	0	0	Looped	-0.8	8.0	0
404241	BR	Hybrid	1131	1	32	1	2.0	1.6	0.4	6.0	2.4	7.6	10.0	885	7965	Looped	-0.1	6.3	1
404242	BR	Hybrid	475	6	27	4	2.3	1.0	0.9	2.0	3.2	3.0	6.2	0	0	Looped	-0.9	7.8	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	1.7	3.3	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	2.0	4.6	0
404333	BR	Hybrid	647	6	20	4	2.9	0.5	0.8	7.8	3.7	8.3	12.0	650	31150	Looped	-1.0	9.4	1
404334	BR	Hybrid	107	0	22	1	2.7	0.5	0.2	3.5	2.9	4.0	6.9	0	0	Looped	0.5	8.7	0
404335	BR	Hybrid	901	2	27	1	2.3	1.9	0.2	11.4	2.5	13.3	15.8	0	0	Looped	-0.9	9.9	0
404336	BR	Hybrid	994	7	40	3	4.2	1.6	3.2	7.9	7.4	9.5	16.9	996	38778	Looped	0.2	9.8	1
404337	BR	Hybrid	275	2	31	0	1.8	3.1	0.8	2.2	2.6	5.3	7.9	0	0	Looped	0.0	9.4	0
404338	BR	Hybrid	958	1	28	1	3.3	2.3	0.4	7.6	3.7	9.9	13.6	0	0	Looped	-0.4	7.7	0
404339	BR	UG	2	0	1	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	-0.4	7.3	0
404431	WB	Hybrid	1111	11	10	6	1.7	0.0	3.6	3.5	5.3	3.5	8.8	0	0	Looped	-0.4	5.5	0
404432	WB	Hybrid	2221	17	36	3	4.3	0.0	3.6	7.7	7.9	7.7	15.6	0	0	Looped	-1.3	5.4	0
404433	WB	Hybrid	2275	15	30	4	4.8	0.2	6.3	3.3	11.1	3.5	14.6	0	0	Looped	-0.4	8.0	0

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404434	WB	Hybrid	2190	24	20	4	2.9	0.1	7.6	6.8	10.5	6.9	17.4	2218	15526	Looped	-1.7	7.4	1
404435	WB	Hybrid	2062	9	26	4	3.1	0.0	1.9	5.7	5.0	5.7	10.7	0	0	Looped	-0.3	6.6	0
404436	WB	Hybrid	2772	13	33	3	4.6	0.4	2.5	11.2	7.1	11.6	18.7	0	0	Looped	-0.4	7.3	0
404437	WB	Hybrid	2071	22	23	4	3.7	0.6	7.7	3.5	11.4	4.1	15.5	0	0	Looped	-0.3	7.5	0
404438	WB	Hybrid	1899	13	30	4	4.1	0.1	3.7	7.5	7.8	7.6	15.4	3784	41664	Looped	-0.6	8.0	2
404531	WB	Hybrid	1670	38	3	6	4.1	0.1	8.0	0.7	12.1	0.8	12.9	6637	312446	Looped	-0.3	7.5	4
404532	WB	Hybrid	2289	6	45	4	4.6	2.7	2.2	5.4	6.8	8.1	14.9	7460	272788	Looped	-1.2	8.6	4
404533	WB	Hybrid	1178	30	6	1	3.0	0.1	8.2	0.6	11.2	0.7	11.9	3533	56958	Looped	-0.9	6.8	3
404631	TC	Hybrid	2169	33	31	16	15.0	0.1	49.8	11.1	64.8	11.2	76.0	0	0	Looped	-0.1	9.5	0
404632	TC	Hybrid	157	15	10	4	17.9	0.4	7.2	2.2	25.1	2.6	27.7	317	12736	Looped	7.2	12.7	2
404731	BR	Hybrid	935	6	21	3	4.2	0.4	3.5	3.9	7.7	4.3	12.0	0	0	Looped	-1.1	7.3	0
404732	BR	Hybrid	1625	26	9	3	3.9	0.1	11.8	2.2	15.7	2.3	18.0	1620	48994	Looped	-0.3	8.8	1
404733	BR	Hybrid	1136	1	18	0	2.0	0.1	0.6	9.7	2.6	9.8	12.4	0	0	Looped	-1.7	5.8	0
404734	BR	Hybrid	1763	0	20	0	3.8	2.6	0.1	9.8	3.9	12.4	16.3	0	0	Looped	1.1	8.3	0
404735	BR	Hybrid	1877	6	24	1	3.6	1.4	3.1	12.7	6.7	14.1	20.8	0	0	Looped	-1.8	7.8	0
404736	BR	Hybrid	1421	3	21	1	1.3	1.9	0.2	4.3	1.5	6.2	7.7	821	47688	Looped	-0.2	6.2	1
404737	BR	Hybrid	757	4	5	5	1.4	0.2	4.3	1.1	5.7	1.3	7.0	1500	57017	Looped	-0.4	3.6	2
404738	BR	Hybrid	595	5	19	2	1.9	1.0	0.5	0.6	2.4	1.6	4.0	594	594	Looped	-0.1	4.6	1
404739	BR	Hybrid	2078	11	35	8	3.0	1.6	4.7	4.1	7.7	5.7	13.4	2090	96558	Looped	-0.2	8.2	1
404740	BR	UG	785	1	18	0	0.3	3.0	0.1	14.9	0.4	17.9	18.3	0	0	Looped	-1.6	7.0	0
404831	BR	Hybrid	2116	17	33	4	5.8	0.3	5.8	9.2	11.6	9.5	21.1	86	6364	Looped	-0.5	8.5	1
404832	BR	Hybrid	2062	6	50	3	5.0	2.4	1.6	15.3	6.6	17.7	24.3	1580	75581	Looped	0.6	9.4	2
404833	BR	Hybrid	2747	12	40	1	4.1	0.6	3.7	14.2	7.8	14.8	22.6	0	0	Looped	-0.8	8.5	0
404834	BR	Hybrid	1627	1	35	3	2.8	0.2	0.6	10.2	3.4	10.4	13.8	0	0	Looped	-0.6	6.4	0
404835	BR	Hybrid	1150	16	13	7	4.1	0.0	5.8	2.0	9.9	2.0	11.9	0	0	Looped	-0.1	4.2	0
404836	BR	Hybrid	2339	12	76	3	4.2	0.8	1.4	4.2	5.6	5.0	10.6	9130	449783	Looped	-0.4	9.9	4
404837	BR	Hybrid	1374	12	23	7	4.7	0.3	5.2	3.8	9.9	4.1	14.0	1342	20512	Looped	-0.3	7.5	1
404838	BR	Hybrid	2364	10	51	10	4.5	0.5	2.7	8.6	7.2	9.1	16.3	5866	73612	Looped	-0.6	8.5	3
404839	BR	Hybrid	1663	29	24	8	4.1	0.8	7.0	1.6	11.1	2.4	13.5	0	0	Looped	0.1	7.7	0
404840	BR	Hybrid	1968	9	20	0	2.7	0.6	3.1	7.7	5.8	8.3	14.1	0	0	Looped	0.2	6.6	0
404931	TC	Hybrid	1760	21	34	2	7.0	0.4	6.4	6.1	13.4	6.5	19.9	1760	105826	Looped	-0.9	6.7	1
404932	TC	Hybrid	1131	14	19	4	4.6	0.4	2.9	14.0	7.5	14.4	21.9	0	0	Looped	-0.3	6.2	0
404933	TC	Hybrid	1681	13	37	4	5.8	3.7	3.2	18.0	9.0	21.7	30.7	5056	200138	Looped	-0.5	9.6	3
404934	TC	Hybrid	705	10	23	4	5.0	0.2	3.6	1.7	8.6	1.9	10.5	0	0	Looped	-0.7	9.8	0
404935	TC	Hybrid	1568	12	22	2	4.4	0.1	3.5	6.3	7.9	6.4	14.3	0	0	Looped	-0.5	4.6	0
404936	TC	Hybrid	1614	45	25	5	6.1	0.1	10.5	3.8	16.6	3.9	20.5	0	0	Looped	0.0	7.3	0
404937	TC	Hybrid	2045	32	28	4	7.5	1.4	7.0	20.3	14.5	21.7	36.2	2043	142507	Looped	-0.3	9.2	1
404938	TC	Hybrid	938	37	32	6	7.8	2.8	9.9	18.2	17.7	21.0	38.7	0	0	Looped	-0.1	6.2	0
404939	TC	Hybrid	1613	21	24	3	5.6	1.3	6.1	14.2	11.7	15.5	27.2	0	0	Looped	-0.2	8.6	0

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405031	BR	Hybrid	1684	0	39	0	2.5	0.5	0.0	10.1	2.5	10.6	13.1	3332	3332	Looped	-0.3	6.8	2
405032	BR	Hybrid	1983	5	33	0	2.9	0.9	0.3	11.7	3.2	12.6	15.8	0	0	Looped	-0.6	9.1	0
405033	BR	Hybrid	748	0	19	0	3.0	0.2	0.0	9.7	3.0	9.9	12.9	1515	52546	Looped	0.3	4.7	3
405034	BR	Hybrid	1078	0	22	1	2.5	0.7	0.8	12.7	3.3	13.4	16.7	0	0	Looped	-1.9	6.5	0
405035	BR	Hybrid	1883	3	25	0	3.4	0.9	1.7	10.1	5.1	11.0	16.1	1890	118314	Looped	-0.4	7.0	1
405036	BR	Hybrid	2246	0	34	0	3.7	0.1	0.0	11.3	3.7	11.4	15.1	0	0	Looped	-0.6	7.1	0
405037	BR	UG	1316	0	15	0	0.1	3.4	0.0	16.1	0.1	19.5	19.6	1317	59681	Looped	-0.4	6.9	1
405038	BR	Hybrid	881	2	21	0	1.6	2.9	0.1	13.2	1.7	16.1	17.8	0	0	Looped	0.0	6.5	0
405039	BR	Hybrid	1529	2	30	1	2.7	1.7	0.8	14.1	3.5	15.8	19.3	355	173595	Looped	-0.4	7.2	1
405131	TC	Hybrid	2164	0	23	0	1.0	5.7	0.0	9.6	1.0	15.3	16.3	0	0	Looped	-0.1	3.0	0
405132	TC	Hybrid	21	6	8	1	4.5	1.7	1.6	6.0	6.1	7.7	13.8	0	0	Looped	0.1	3.6	0
405133	TC	Hybrid	10	2	1	0	0.9	1.0	0.5	0.7	1.4	1.7	3.1	0	0	Looped	-0.1	0.1	0
405134	TC	Hybrid	3545	0	61	2	4.4	3.1	0.3	10.5	4.7	13.6	18.3	14124	430140	Looped	-0.1	7.2	4
405261	WB	Hybrid	3902	11	74	0	8.6	5.3	10.3	41.3	18.9	46.6	65.5	7822	82112	Looped	2.2	18.5	2
405262	WB	Hybrid	2048	2	36	1	4.8	2.2	0.8	23.9	5.6	26.1	31.7	0	0	Looped	-4.2	11.9	0
405263	WB	Hybrid	3008	2	64	0	6.2	0.3	1.0	29.3	7.2	29.6	36.8	0	0	Looped	-1.8	12.6	0
405264	WB	Hybrid	1156	4	37	3	5.6	0.7	2.2	13.4	7.8	14.1	21.9	0	0	Looped	-5.3	11.8	0
405265	WB	Hybrid	2845	3	48	1	4.0	0.7	2.4	21.8	6.4	22.5	28.9	0	0	Looped	-3.4	13.6	0
405266	WB	Hybrid	1727	13	53	1	6.8	2.6	5.8	18.6	12.6	21.2	33.8	0	0	Looped	-1.1	12.7	0
405267	WB	Hybrid	190	0	4	0	1.1	4.4	0.0	1.0	1.1	5.4	6.5	0	0	Looped	-0.6	10.2	0
405268	WB	UG	1581	1	45	0	0.9	4.9	0.1	28.0	1.0	32.9	33.9	0	0	Looped	-0.2	13.0	0
405269	WB	Hybrid	2545	4	55	6	5.6	1.2	4.1	19.4	9.7	20.6	30.3	7667	148872	Looped	-1.8	10.8	3
405331	WB	Hybrid	1521	5	27	1	7.7	3.3	1.5	20.5	9.2	23.8	33.0	1502	64626	Looped	-0.7	7.5	1
405332	WB	Hybrid	1188	3	24	3	4.2	0.7	0.9	5.5	5.1	6.2	11.3	0	0	Looped	-1.0	7.5	0
405333	WB	Hybrid	1204	0	45	2	6.6	0.3	0.6	11.5	7.2	11.8	19.0	2476	54937	Looped	-0.4	7.8	2
405334	WB	Hybrid	1229	5	16	5	3.7	1.9	4.8	7.9	8.5	9.8	18.3	1220	56324	Looped	-1.6	4.2	1
405335	WB	Hybrid	952	1	25	3	3.5	1.0	1.2	7.0	4.7	8.0	12.7	0	0	Looped	-0.1	4.7	0
405336	WB	Hybrid	2249	7	38	3	3.0	1.9	4.7	11.8	7.7	13.7	21.4	0	0	Looped	-0.3	9.7	0
405337	WB	Hybrid	137	0	17	0	3.8	0.6	0.0	2.4	3.8	3.0	6.8	142	11688	Looped	-1.4	4.1	1
405338	WB	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	-1.1	4.8	0
405339	WB	Hybrid	15	1	2	0	0.3	0.5	0.2	0.1	0.5	0.6	1.1	0	0	Looped	-0.3	2.1	0
405340	WB	Hybrid	1153	5	23	1	2.1	1.5	0.4	6.4	2.5	7.9	10.4	0	0	Looped	-0.2	5.5	0
405461	BR	Hybrid	3242	5	70	2	4.7	2.5	1.1	25.1	5.8	27.6	33.4	9708	381596	Looped	-1.8	12.8	3
405462	BR	Hybrid	2972	1	38	2	3.7	3.0	0.5	30.4	4.2	33.4	37.6	5932	309884	Looped	0.1	13.2	2
405463	BR	Hybrid	1596	1	39	0	3.8	2.1	0.1	26.4	3.9	28.5	32.4	1590	34934	Looped	-4.9	11.4	1
405464	BR	Hybrid	2211	1	39	2	2.4	4.9	0.8	30.6	3.2	35.5	38.7	0	0	Looped	-0.7	13.1	0
405465	BR	Hybrid	2118	0	35	0	2.2	5.2	0.0	29.5	2.2	34.7	36.9	0	0	Looped	-1.2	12.7	0
405466	BR	Hybrid	1398	1	29	2	4.5	1.4	1.8	17.4	6.3	18.8	25.1	2471	420102	Looped	-0.9	7.5	2
405467	BR	Hybrid	1501	0	40	0	2.4	3.4	0.0	24.3	2.4	27.7	30.1	0	0	Looped	-1.4	12.0	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
405468	BR	UG	1376	0	24	1	0.1	5.0	0.1	18.5	0.2	23.5	23.7	1378	2756	Looped	-1.2	8.7	1
405469	BR	UG	1407	0	28	0	0.0	4.4	0.0	22.0	0.0	26.4	26.4	0	0	Looped	-1.3	12.8	0
405531	TC	Hybrid	2164	25	12	3	5.3	0.8	21.3	7.6	26.6	8.4	35.0	12	624	Looped	-0.4	8.6	1
405532	TC	Hybrid	1749	21	20	1	7.1	0.3	11.1	7.4	18.2	7.7	25.9	3362	109017	Looped	-0.7	3.7	2
405533	TC	Hybrid	1387	30	9	1	5.5	1.2	19.7	3.3	25.2	4.5	29.7	0	0	Looped	-0.4	6.1	0
405534	TC	Hybrid	1689	10	23	3	4.0	0.2	3.8	5.8	7.8	6.0	13.8	0	0	Looped	-0.2	5.5	0
405535	TC	Hybrid	935	4	20	3	3.6	0.1	2.7	6.6	6.3	6.7	13.0	0	0	Looped	-0.3	1.9	0
405536	TC	Hybrid	1761	28	30	2	5.3	0.6	9.7	10.4	15.0	11.0	26.0	0	0	Looped	-0.5	7.1	0
405631	BR	Hybrid	2658	8	40	1	4.8	1.3	1.2	15.3	6.0	16.6	22.6	0	0	Looped	-1.2	8.5	0
405632	BR	Hybrid	2121	2	44	2	2.7	0.1	0.7	12.0	3.4	12.1	15.5	0	0	Looped	-1.9	7.3	0
405633	BR	Hybrid	2542	17	33	1	3.8	0.3	5.7	10.6	9.5	10.9	20.4	2561	149654	Looped	-1.2	8.5	1
405634	BR	Hybrid	2813	14	39	2	7.3	0.7	6.7	6.8	14.0	7.5	21.5	8451	327656	Looped	-0.6	9.5	3
405635	BR	Hybrid	1707	6	27	0	3.2	0.1	0.5	8.2	3.7	8.3	12.0	0	0	Looped	-0.7	4.2	0
405636	BR	Hybrid	3110	3	46	0	5.5	0.4	0.2	23.7	5.7	24.1	29.8	0	0	Looped	-0.7	9.3	0
405637	BR	Hybrid	2414	28	25	2	5.1	0.8	10.1	10.6	15.2	11.4	26.6	2408	104584	Looped	-0.7	8.9	1
405638	BR	Hybrid	2100	0	36	0	3.5	0.5	0.1	16.2	3.6	16.7	20.3	0	0	Looped	0.1	8.4	0
405761	TC	Hybrid	2159	78	30	5	9.6	1.4	27.0	10.8	36.6	12.2	48.8	2122	2122	Looped	-1.1	8.4	1
405762	TC	Hybrid	2958	58	14	17	9.7	0.1	25.9	6.8	35.6	6.9	42.5	0	0	Looped	-0.4	8.1	0
405763	TC	Hybrid	1324	29	32	10	6.0	1.5	10.6	4.7	16.6	6.2	22.8	1505	180211	Looped	-0.3	8.1	2
405764	TC	Hybrid	2663	52	30	4	10.1	0.3	27.1	9.6	37.2	9.9	47.1	0	0	Looped	-0.3	10.2	0
405765	TC	Hybrid	3105	59	22	1	9.0	0.7	36.2	6.0	45.2	6.7	51.9	0	0	Looped	-1.4	12.8	0
405861	BR	Hybrid	3282	6	63	2	4.5	2.0	1.5	23.5	6.0	25.5	31.5	3279	156741	Looped	-0.4	9.6	1
405862	BR	Hybrid	4935	1	70	1	6.4	1.9	0.5	28.9	6.9	30.8	37.7	9862	779151	Looped	-2.9	12.2	2
405863	BR	Hybrid	3284	0	44	0	3.9	4.0	0.0	32.1	3.9	36.1	40.0	0	0	Looped	-1.4	11.3	0
405864	BR	Hybrid	1933	1	33	1	4.6	4.7	2.4	21.6	7.0	26.3	33.3	1934	69624	Looped	-0.9	12.6	1
405865	BR	Hybrid	5269	25	77	4	10.5	3.1	4.9	39.5	15.4	42.6	58.0	3131	9393	Looped	-1.4	16.2	1
405866	BR	Hybrid	4044	5	56	0	5.3	0.9	0.7	24.0	6.0	24.9	30.9	0	0	Looped	-1.5	10.6	0
405867	BR	Hybrid	4195	5	51	9	4.8	0.7	2.3	19.0	7.1	19.7	26.8	4204	12612	Looped	-1.2	12.0	1
405868	BR	Hybrid	5194	1	92	0	6.7	6.3	0.2	36.9	6.9	43.2	50.1	0	0	Looped	-0.9	13.9	0
405931	BR	Hybrid	1031	0	26	0	1.6	1.6	0.0	13.6	1.6	15.2	16.8	0	0	Looped	0.0	8.0	0
405932	BR	Hybrid	1104	0	26	0	2.4	0.5	0.0	11.9	2.4	12.4	14.8	1102	7714	Looped	-0.7	6.1	1
405933	BR	Hybrid	1014	0	14	0	1.3	0.2	0.0	3.4	1.3	3.6	4.9	0	0	Looped	-2.2	1.1	0
405934	BR	Hybrid	1326	1	26	0	2.2	2.0	0.1	12.4	2.3	14.4	16.7	0	0	Looped	-1.4	5.2	0
405935	BR	Hybrid	1145	0	22	0	0.8	1.5	0.0	9.7	0.8	11.2	12.0	0	0	Looped	0.0	9.1	0
405936	BR	UG	1517	0	24	0	0.7	3.0	0.0	11.8	0.7	14.8	15.5	0	0	Looped	-0.9	5.9	0
405937	BR	UG	757	0	19	0	0.0	2.2	0.0	9.7	0.0	11.9	11.9	0	0	Looped	-1.5	6.1	0
405938	BR	Hybrid	506	2	11	0	0.9	2.9	0.2	5.2	1.1	8.1	9.2	0	0	Looped	-0.4	6.6	0
405939	BR	Hybrid	1781	1	24	0	1.3	3.0	0.0	15.0	1.3	18.0	19.3	1819	69532	Looped	0.4	8.1	1
405940	BR	Hybrid	1967	5	31	2	3.4	3.3	0.9	14.1	4.3	17.4	21.7	1967	66878	Looped	-0.5	7.9	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
406061	TC	OH	1505	69	14	3	30.7	0.2	49.8	3.9	80.5	4.1	84.6	2982	16391	Looped	1.2	7.8	2
406062	TC	Hybrid	3744	64	14	13	14.7	3.8	41.5	11.9	56.2	15.7	71.9	0	0	Looped	-1.0	10.7	0
406063	TC	Hybrid	2845	107	33	7	38.7	0.4	66.5	23.2	105.2	23.6	128.8	423	82908	Looped	-1.4	8.0	1
406064	TC	OH	652	64	7	2	30.3	1.2	63.3	3.1	93.6	4.3	97.9	1309	18697	Looped	0.1	3.5	2
406161	TC	OH	3306	65	7	2	7.6	0.2	49.2	0.3	56.8	0.5	57.3	5916	148272	Looped	0.0	16.3	2
406162	TC	OH	1707	39	11	2	6.1	0.3	21.9	0.9	28.0	1.2	29.2	0	0	Looped	-1.6	8.6	0
406163	TC	Hybrid	3610	53	12	2	7.6	1.4	38.6	6.8	46.2	8.2	54.4	0	0	Looped	-0.5	11.8	0
406164	TC	OH	2737	48	10	0	6.6	0.2	37.1	1.9	43.7	2.1	45.8	0	0	Looped	-0.7	13.1	0
406165	TC	OH	2865	60	4	0	11.5	0.6	34.3	0.2	45.8	0.8	46.6	2863	195013	Looped	-1.6	10.7	1
406166	TC	Hybrid	3638	47	55	1	12.0	0.2	34.9	19.5	46.9	19.7	66.6	0	0	Looped	-0.1	18.4	0
406167	TC	OH	1951	58	0	0	5.5	0.8	23.7	0.0	29.2	0.8	30.0	0	0	Looped	-0.3	13.4	0
406231	WB	Hybrid	3111	0	46	0	3.6	0.3	0.0	17.5	3.6	17.8	21.4	0	0	Looped	-0.4	8.6	0
406232	WB	Hybrid	3143	4	46	6	3.8	1.7	1.8	11.3	5.6	13.0	18.6	0	0	Looped	-0.4	8.9	0
406233	WB	Hybrid	2050	0	30	4	2.5	1.1	0.9	12.6	3.4	13.7	17.1	4108	106784	Looped	-0.3	3.8	2
406234	WB	Hybrid	1744	0	35	2	3.0	4.1	0.5	21.7	3.5	25.8	29.3	463	25002	Looped	-0.2	8.1	1
406235	WB	Hybrid	2233	15	51	4	4.6	1.8	2.9	6.8	7.5	8.6	16.1	0	0	Looped	-0.7	6.6	0
406236	WB	Hybrid	1355	17	33	0	4.5	1.6	4.6	10.3	9.1	11.9	21.0	1625	106663	Looped	-0.8	6.0	1
406237	WB	Hybrid	756	8	22	4	3.3	2.1	1.9	7.9	5.2	10.0	15.2	0	0	Looped	-2.2	5.1	0
406331	WB	Hybrid	1820	8	44	3	6.7	0.1	2.8	12.0	9.5	12.1	21.6	0	0	Looped	-1.1	8.6	0
406332	WB	Hybrid	2485	0	33	2	3.1	0.1	0.1	21.4	3.2	21.5	24.7	2483	74490	Looped	-0.6	6.6	1
406333	WB	Hybrid	1930	0	29	0	2.8	1.1	0.0	9.2	2.8	10.3	13.1	0	0	Looped	-0.4	5.7	0
406334	WB	Hybrid	1397	2	30	3	4.3	0.5	0.9	9.9	5.2	10.4	15.6	0	0	Looped	-0.5	8.2	0
406335	WB	Hybrid	864	0	20	0	2.7	1.0	0.0	9.4	2.7	10.4	13.1	0	0	Looped	-2.0	8.6	0
406336	WB	Hybrid	1836	5	24	0	1.9	1.1	1.0	9.6	2.9	10.7	13.6	0	0	Looped	-0.5	6.9	0
406337	WB	Hybrid	1900	9	21	2	2.2	1.3	2.2	10.9	4.4	12.2	16.6	0	0	Looped	-0.3	5.0	0
406431	TC	Hybrid	1758	7	23	3	3.6	0.6	1.2	16.3	4.8	16.9	21.7	0	0	Looped	-1.8	6.8	0
406432	TC	Hybrid	432	1	16	1	1.6	0.2	0.2	1.5	1.8	1.7	3.5	0	0	Looped	-0.4	3.7	0
406433	TC	Hybrid	1830	10	41	2	4.9	0.8	5.5	10.4	10.4	11.2	21.6	0	0	Looped	-0.2	5.7	0
406434	TC	Hybrid	1626	7	27	3	4.0	0.1	6.9	11.6	10.9	11.7	22.6	1632	56928	Looped	0.0	6.3	1
406435	TC	Hybrid	1671	30	24	2	5.0	0.8	13.0	8.2	18.0	9.0	27.0	0	0	Looped	-0.1	6.9	0
406531	BR	Hybrid	1542	6	28	0	2.3	0.9	0.3	13.1	2.6	14.0	16.6	1539	42769	Looped	-0.8	7.9	1
406532	BR	Hybrid	1601	13	36	1	4.6	0.6	5.4	13.4	10.0	14.0	24.0	1586	4758	Looped	-0.5	5.8	1
406533	BR	Hybrid	1497	27	26	1	4.6	2.5	7.6	11.3	12.2	13.8	26.0	1490	89400	Looped	-0.2	7.1	1
406534	BR	Hybrid	1198	0	26	3	3.0	0.1	0.9	13.8	3.9	13.9	17.8	1196	56366	Looped	-0.8	3.6	1
406535	BR	Hybrid	2249	13	32	1	4.0	0.7	8.6	7.0	12.6	7.7	20.3	0	0	Looped	-0.8	9.3	0
406536	BR	Hybrid	2033	23	36	4	4.7	0.3	3.9	15.4	8.6	15.7	24.3	0	0	Looped	-0.7	8.0	0
406537	BR	Hybrid	214	0	11	1	0.7	1.7	0.1	1.5	0.8	3.2	4.0	215	7118	Looped	-1.2	5.3	1
406761	WB	Hybrid	1368	21	5	1	9.1	0.0	29.8	9.4	38.9	9.4	48.3	1370	28258	Looped	-0.6	8.3	1
406762	WB	Hybrid	2150	57	7	0	8.2	0.2	41.1	2.9	49.3	3.1	52.4	0	0	Looped	-0.3	12.3	0

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406763	WB	OH	1934	68	2	0	7.7	0.2	49.8	2.0	57.5	2.2	59.7	0	0	Looped	-1.0	11.1	0
406764	WB	OH	2080	71	9	1	18.6	0.1	58.5	0.6	77.1	0.7	77.8	0	0	Looped	-1.5	12.5	0
406765	WB	Hybrid	2728	5	51	0	6.6	7.7	3.9	44.5	10.5	52.2	62.7	0	0	Looped	-0.3	15.4	0
406766	WB	Hybrid	2698	37	45	1	10.6	3.0	11.9	29.4	22.5	32.4	54.9	0	0	Looped	-1.2	15.3	0
406767	WB	OH	2298	62	2	0	10.0	0.2	57.2	1.0	67.2	1.2	68.4	4574	337792	Looped	-0.5	12.7	2
406768	WB	Hybrid	2861	26	25	1	7.1	0.8	25.7	15.9	32.8	16.7	49.5	5624	293008	Looped	-0.3	14.2	2
406861	BR	Hybrid	2014	0	40	1	1.7	2.9	0.2	24.7	1.9	27.6	29.5	0	0	Looped	-1.2	9.5	0
406862	BR	Hybrid	1495	3	27	1	3.5	2.6	1.7	18.0	5.2	20.6	25.8	1195	21262	Looped	-2.0	8.9	1
406863	BR	Hybrid	2090	0	40	0	3.2	4.3	0.0	31.6	3.2	35.9	39.1	2090	133359	Looped	-0.3	13.4	1
406864	BR	Hybrid	2117	1	35	0	5.3	1.3	0.1	22.0	5.4	23.3	28.7	2118	34419	Looped	-0.2	9.5	1
406865	BR	Hybrid	1969	0	42	0	4.3	6.7	0.0	27.5	4.3	34.2	38.5	1967	96383	Looped	-1.3	15.9	1
406866	BR	Hybrid	3474	0	49	0	2.9	2.6	0.1	22.8	3.0	25.4	28.4	0	0	Looped	-0.1	9.1	0
406867	BR	Hybrid	3313	1	33	1	3.3	1.8	0.3	22.2	3.6	24.0	27.6	4093	168532	Looped	-1.0	7.1	3
406931	BR	Hybrid	1481	0	23	0	2.2	0.3	0.0	11.1	2.2	11.4	13.6	2955	296136	Looped	-0.4	6.0	2
406932	BR	UG	1329	0	18	0	0.6	1.8	0.0	9.8	0.6	11.6	12.2	0	0	Looped	-0.4	5.8	0
406933	BR	Hybrid	915	0	24	0	1.0	0.7	0.0	8.6	1.0	9.3	10.3	0	0	Looped	-0.8	6.4	0
406934	BR	UG	1641	0	25	0	0.4	2.4	0.0	9.9	0.4	12.3	12.7	0	0	Looped	0.1	6.8	0
406935	BR	Hybrid	2358	0	24	0	1.0	1.7	0.0	10.6	1.0	12.3	13.3	4703	229868	Looped	-1.9	6.1	2
406936	BR	Hybrid	1821	0	27	1	3.3	2.0	0.2	13.2	3.5	15.2	18.7	0	0	Looped	-2.8	4.7	0
406937	BR	UG	1791	0	29	0	0.5	2.7	0.0	13.2	0.5	15.9	16.4	0	0	Looped	-0.2	7.9	0
407031	TC	Hybrid	2001	39	19	9	4.8	0.1	12.2	3.1	17.0	3.2	20.2	0	0	Looped	-0.3	5.6	0
407032	TC	Hybrid	2184	16	56	5	6.6	2.9	4.8	15.3	11.4	18.2	29.6	2185	23795	Looped	-0.2	8.5	1
407033	TC	Hybrid	1462	17	18	5	4.8	0.1	7.8	5.0	12.6	5.1	17.7	0	0	Looped	-0.5	5.9	0
407034	TC	Hybrid	771	6	27	2	4.1	0.3	1.0	7.3	5.1	7.6	12.7	0	0	Looped	0.0	7.6	0
407035	TC	Hybrid	1321	32	21	8	3.8	1.2	7.5	2.7	11.3	3.9	15.2	1327	85330	Looped	-0.6	6.1	1
407036	TC	Hybrid	1537	22	30	3	4.0	4.3	5.0	3.8	9.0	8.1	17.1	0	0	Looped	-0.4	4.3	0
407037	TC	Hybrid	898	26	21	4	3.1	1.7	6.1	4.7	9.2	6.4	15.6	894	23244	Looped	-0.2	3.6	1
407161	TC	Hybrid	2842	9	44	1	3.5	3.2	5.4	30.3	8.9	33.5	42.4	0	0	Looped	0.4	13.0	0
407162	TC	Hybrid	1273	30	29	7	22.2	1.1	52.4	11.4	74.6	12.5	87.1	3859	34334	Looped	-0.5	8.8	3
407163	TC	Hybrid	2498	7	53	5	6.3	3.1	4.6	39.5	10.9	42.6	53.5	906	25368	Looped	-0.1	11.5	1
407164	TC	Hybrid	2427	10	61	3	4.7	4.3	3.0	32.3	7.7	36.6	44.3	0	0	Looped	-0.8	12.2	0
407165	TC	Hybrid	544	0	42	0	6.0	4.3	0.7	19.4	6.7	23.7	30.4	0	0	Looped	-0.1	3.8	0
407166	TC	Hybrid	1701	28	31	2	3.0	1.9	6.9	11.2	9.9	13.1	23.0	0	0	Looped	-1.3	8.4	0
407167	TC	Hybrid	959	57	11	14	11.0	1.3	49.6	13.8	60.6	15.1	75.7	951	5706	Looped	-0.1	5.8	1
407231	WB	Hybrid	1054	24	30	2	6.6	1.3	7.5	18.6	14.1	19.9	34.0	996	82735	Looped	-1.2	6.3	1
407232	WB	Hybrid	1175	13	11	3	4.4	0.6	6.8	7.2	11.2	7.8	19.0	0	0	Looped	-0.9	4.3	0
407233	WB	Hybrid	1732	7	26	1	2.5	1.0	1.2	13.2	3.7	14.2	17.9	0	0	Looped	-0.6	6.7	0
407234	WB	Hybrid	1016	12	13	3	3.5	0.7	3.7	8.4	7.2	9.1	16.3	0	0	Looped	-2.4	5.5	0
407235	WB	Hybrid	1750	21	21	4	7.9	0.4	12.8	5.3	20.7	5.7	26.4	0	0	Looped	-0.2	8.8	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
407236	WB	Hybrid	1311	2	25	5	4.6	1.4	4.6	8.4	9.2	9.8	19.0	0	0	Looped	-2.6	6.6	0
407331	WB	Hybrid	1598	15	33	2	3.3	0.8	2.6	9.3	5.9	10.1	16.0	1606	1606	Looped	-1.3	5.8	1
407332	WB	Hybrid	1498	12	40	5	9.7	4.9	5.1	23.1	14.8	28.0	42.8	4625	223502	Looped	0.8	8.1	4
407333	WB	Hybrid	1728	34	20	4	5.7	0.3	9.5	9.2	15.2	9.5	24.7	0	0	Looped	-0.6	9.0	0
407461	TC	Hybrid	2123	69	14	0	6.2	0.1	22.0	4.8	28.2	4.9	33.1	0	0	Looped	-0.8	8.1	0
407462	TC	Hybrid	2619	73	45	8	32.6	1.4	45.3	22.9	77.9	24.3	102.2	5354	202963	Looped	-1.2	8.5	3
407463	TC	Hybrid	1313	59	41	3	21.3	0.7	13.1	9.6	34.4	10.3	44.7	0	0	Looped	-0.3	4.5	0
407464	TC	Hybrid	2529	42	37	4	15.7	2.8	15.9	13.5	31.6	16.3	47.9	2513	2513	Looped	-0.4	9.7	1
407561	TC	Hybrid	2277	52	72	12	24.8	1.1	24.2	34.5	49.0	35.6	84.6	4579	394038	Looped	-0.9	9.2	4
407562	TC	Hybrid	1630	36	63	13	15.5	1.8	30.1	12.2	45.6	14.0	59.6	3309	243470	Looped	-0.5	10.5	5
407563	TC	Hybrid	342	69	15	4	65.9	1.1	46.6	4.9	112.5	6.0	118.5	1453	69999	Looped	-0.4	3.5	4
407661	WB	OH	350	41	14	3	32.1	0.8	25.9	1.8	58.0	2.6	60.6	351	702	Looped	-0.5	2.9	1
407662	WB	Hybrid	2444	7	42	0	6.3	0.2	2.0	28.9	8.3	29.1	37.4	0	0	Looped	-0.6	15.0	0
407663	WB	Hybrid	1907	15	41	1	10.6	3.8	9.2	18.2	19.8	22.0	41.8	3431	185111	Looped	-1.1	12.4	2
407664	WB	Hybrid	1788	16	24	3	6.9	2.0	27.3	22.1	34.2	24.1	58.3	1782	11282	Looped	-1.5	8.5	1
407665	WB	OH	2582	103	12	5	28.7	0.9	97.2	4.8	125.9	5.7	131.6	0	0	Looped	-0.4	15.2	0
407666	WB	OH	1250	128	4	0	15.9	0.3	67.9	0.3	83.8	0.6	84.4	113	4520	Looped	-1.1	6.0	1
407667	WB	Hybrid	2462	5	45	0	4.7	0.8	2.8	25.2	7.5	26.0	33.5	0	0	Looped	-1.3	16.0	0
407731	WB	Hybrid	2575	0	39	1	2.6	3.7	0.5	22.9	3.1	26.6	29.7	0	0	Looped	-0.4	10.2	0
407732	WB	Hybrid	1753	14	38	5	3.0	0.5	4.7	8.6	7.7	9.1	16.8	0	0	Looped	-2.6	4.2	0
407733	WB	UG	661	0	14	0	0.1	2.2	0.0	9.3	0.1	11.5	11.6	0	0	Looped	-0.5	4.3	0
407734	WB	Hybrid	971	3	16	0	3.4	3.2	0.2	11.8	3.6	15.0	18.6	0	0	Looped	-0.7	6.0	0
407735	WB	Hybrid	1697	12	15	1	3.0	1.0	5.4	7.0	8.4	8.0	16.4	3396	159517	Looped	-0.4	8.6	2
407736	WB	Hybrid	1001	9	13	4	1.9	0.7	4.1	4.3	6.0	5.0	11.0	0	0	Looped	-0.5	5.3	0
407737	WB	Hybrid	868	1	25	4	2.7	2.5	1.0	6.1	3.7	8.6	12.3	0	0	Looped	-1.0	8.6	0
407861	BR	Hybrid	3299	5	61	4	10.5	1.7	1.2	24.8	11.7	26.5	38.2	0	0	Looped	-3.1	11.5	0
407862	BR	Hybrid	2679	12	48	0	6.2	2.3	2.4	26.6	8.6	28.9	37.5	0	0	Looped	-1.5	14.6	0
407863	BR	Hybrid	3845	5	53	4	3.7	1.5	1.5	26.7	5.2	28.2	33.4	3840	3840	Looped	-2.1	14.7	1
407864	BR	Hybrid	3948	16	52	5	6.5	0.4	7.0	23.6	13.5	24.0	37.5	4204	181876	Looped	-0.4	12.4	2
407865	BR	Hybrid	3707	1	56	1	5.4	0.8	0.1	24.0	5.5	24.8	30.3	0	0	Looped	-0.2	10.3	0
407866	BR	Hybrid	3431	7	75	0	6.0	5.6	2.4	39.6	8.4	45.2	53.6	0	0	Looped	-1.8	16.0	0
407931	BR	Hybrid	2929	26	38	10	5.7	0.2	8.6	6.7	14.3	6.9	21.2	5863	67364	Looped	-0.1	9.2	2
407932	BR	Hybrid	2659	0	62	0	2.2	5.0	0.0	13.2	2.2	18.2	20.4	2657	135507	Looped	-0.4	6.9	1
407933	BR	Hybrid	2049	11	46	3	4.4	2.0	1.9	13.0	6.3	15.0	21.3	1588	60380	Looped	-0.9	9.4	1
407934	BR	UG	581	0	14	0	0.0	2.0	0.0	2.6	0.0	4.6	4.6	0	0	Looped	-0.1	3.4	0
407935	BR	Hybrid	1943	1	49	0	3.8	1.4	0.2	15.8	4.0	17.2	21.2	1937	36803	Looped	-0.6	8.0	1
407936	BR	Hybrid	1909	32	12	7	5.6	0.2	9.6	1.4	15.2	1.6	16.8	0	0	Looped	-1.1	6.4	0
408031	BR	Hybrid	859	8	23	3	2.3	0.1	1.7	2.4	4.0	2.5	6.5	0	0	Looped	0.0	4.5	0
408032	BR	Hybrid	1712	12	20	6	3.7	0.1	4.7	2.1	8.4	2.2	10.6	348	26796	Looped	-2.4	8.0	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
408033	BR	Hybrid	973	11	19	5	3.7	0.2	3.1	1.2	6.8	1.4	8.2	0	0	Looped	9.2	18.3	0
408034	BR	Hybrid	1332	12	17	1	3.3	0.0	5.6	0.5	8.9	0.5	9.4	0	0	Looped	-1.4	5.8	0
408035	BR	Hybrid	1537	12	24	3	4.0	1.0	2.6	2.8	6.6	3.8	10.4	503	138325	Looped	-2.2	6.7	1
408161	WB	Hybrid	1779	8	52	1	4.0	4.2	1.8	30.0	5.8	34.2	40.0	528	10032	Looped	-0.7	13.0	1
408162	WB	Hybrid	1171	0	20	0	2.0	2.2	0.2	7.2	2.2	9.4	11.6	0	0	Looped	-0.2	4.8	0
408163	WB	Hybrid	2484	4	50	0	3.7	5.7	0.4	30.3	4.1	36.0	40.1	0	0	Looped	-0.2	11.5	0
408164	WB	Hybrid	2370	60	15	5	8.9	1.1	44.3	11.4	53.2	12.5	65.7	0	0	Looped	-2.2	10.7	0
408165	WB	Hybrid	1787	10	43	6	3.8	4.2	2.9	20.3	6.7	24.5	31.2	0	0	Looped	1.1	11.1	0
408166	WB	Hybrid	2282	1	66	0	3.5	6.9	0.2	25.3	3.7	32.2	35.9	2218	287361	Looped	0.1	12.8	1
408167	WB	UG	6	0	0	0	0.0	1.3	0.0	3.8	0.0	5.1	5.1	0	0	Looped	-0.8	4.8	0
408168	WB	Hybrid	2453	5	50	2	4.6	4.4	1.3	21.9	5.9	26.3	32.2	0	0	Looped	0.2	12.1	0
408169	WB	Hybrid	2645	38	26	1	4.7	2.4	7.8	11.5	12.5	13.9	26.4	5275	162680	Looped	0.2	14.1	2
408261	TC	Hybrid	1123	2	24	0	3.7	1.2	0.3	19.2	4.0	20.4	24.4	0	0	Looped	-0.3	4.8	0
408262	TC	Hybrid	2651	31	21	8	5.6	0.8	17.2	11.7	22.8	12.5	35.3	5736	175376	Looped	-0.4	8.2	3
408263	TC	Hybrid	3191	5	56	0	5.7	3.7	1.6	33.6	7.3	37.3	44.6	1249	33723	Looped	3.7	10.2	1
408264	TC	Hybrid	3519	22	58	5	7.1	0.2	7.8	24.5	14.9	24.7	39.6	0	0	Looped	-0.6	10.8	0
408265	TC	Hybrid	2145	33	29	2	6.1	2.8	7.3	11.0	13.4	13.8	27.2	2126	27638	Looped	-0.7	8.6	1
408331	TC	Hybrid	3062	9	42	4	5.0	1.4	2.5	20.9	7.5	22.3	29.8	0	0	Looped	-0.3	8.9	0
408332	TC	Hybrid	2443	9	44	5	5.8	0.6	2.3	10.5	8.1	11.1	19.2	0	0	Looped	-0.2	7.0	0
408333	TC	Hybrid	1328	5	46	5	5.0	1.8	2.5	5.9	7.5	7.7	15.2	0	0	Looped	-0.2	8.7	0
408334	TC	Hybrid	1611	51	26	14	5.9	2.2	11.4	7.3	17.3	9.5	26.8	0	0	Looped	-0.3	9.0	0
408335	TC	Hybrid	576	2	20	1	1.7	1.5	0.7	2.6	2.4	4.1	6.5	575	7573	Looped	-0.5	3.2	1
408461	TC	Hybrid	1048	80	24	4	18.6	1.3	51.7	8.5	70.3	9.8	80.1	1179	50202	Looped	-0.3	8.4	2
408462	TC	Hybrid	547	61	2	13	41.3	0.0	99.9	8.0	141.2	8.0	149.2	1658	39162	Looped	-0.3	2.3	3
408561	WB	OH	2079	81	3	4	19.1	0.2	71.5	0.7	90.6	0.9	91.5	2075	111211	Looped	-0.6	12.7	1
408562	WB	Hybrid	1358	38	31	12	23.9	2.5	47.2	16.5	71.1	19.0	90.1	0	0	Looped	-0.3	9.4	0
408563	WB	UG	5	0	0	0	0.0	3.5	0.0	1.6	0.0	5.1	5.1	0	0	Looped	-1.4	4.4	0
408564	WB	Hybrid	1442	51	25	1	9.8	1.1	31.2	2.9	41.0	4.0	45.0	0	0	Looped	-0.3	9.6	0
408661	WB	Hybrid	2531	1	47	1	4.3	4.9	1.0	37.8	5.3	42.7	48.0	0	0	Looped	-1.3	14.0	0
408662	WB	Hybrid	2299	14	49	3	7.1	0.6	6.3	30.9	13.4	31.5	44.9	3485	26324	Looped	-1.9	14.8	3
408663	WB	Hybrid	2229	18	53	2	8.9	1.8	13.5	33.9	22.4	35.7	58.1	2210	86938	Looped	-0.8	13.5	1
408664	WB	Hybrid	1990	18	54	16	16.1	0.9	32.0	39.6	48.1	40.5	88.6	7066	216137	Looped	1.0	12.1	4
408665	WB	Hybrid	1565	3	33	2	5.6	6.6	3.0	26.2	8.6	32.8	41.4	0	0	Looped	-0.9	12.9	0
408666	WB	Hybrid	2053	18	33	0	8.0	4.3	19.4	23.3	27.4	27.6	55.0	2051	80797	Looped	-0.7	11.5	1
408667	WB	Hybrid	1083	10	35	4	4.4	3.5	2.9	17.6	7.3	21.1	28.4	431	31753	Looped	-0.5	8.6	1
408761	TC	Hybrid	2850	22	27	3	8.0	1.2	29.6	15.7	37.6	16.9	54.5	2833	209991	Looped	0.4	13.3	1
408762	TC	Hybrid	2962	19	59	1	6.7	1.8	18.0	26.5	24.7	28.3	53.0	2885	98534	Looped	-0.5	16.3	1
408763	TC	Hybrid	2480	1	69	0	2.9	8.2	0.0	38.2	2.9	46.4	49.3	2442	240532	Looped	0.1	9.5	1
408764	TC	Hybrid	1892	0	66	0	5.4	1.0	0.0	19.2	5.4	20.2	25.6	0	0	Looped	-1.3	11.4	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
408765	TC	Hybrid	426	10	21	4	16.1	3.1	17.0	12.5	33.1	15.6	48.7	0	0	Looped	-0.1	3.8	0
408766	TC	Hybrid	254	1	31	1	1.8	1.3	0.1	2.4	1.9	3.7	5.6	246	22385	Looped	-0.1	2.5	1
408861	BR	Hybrid	2342	4	50	2	4.6	3.9	1.9	24.0	6.5	27.9	34.4	0	0	Looped	-1.0	13.9	0
408862	BR	Hybrid	2893	1	49	1	4.6	2.8	0.3	27.5	4.9	30.3	35.2	0	0	Looped	-0.7	12.9	0
408863	BR	UG	3077	2	56	1	1.4	7.2	0.2	33.3	1.6	40.5	42.1	0	0	Looped	-1.0	14.0	0
408864	BR	Hybrid	2576	1	44	0	2.3	4.8	0.1	27.2	2.4	32.0	34.4	0	0	Looped	-0.6	13.4	0
408865	BR	Hybrid	2598	1	46	1	4.5	3.4	0.9	31.9	5.4	35.3	40.7	0	0	Looped	-0.6	15.3	0
408961	WB	Hybrid	1223	2	41	1	3.5	0.6	0.5	12.9	4.0	13.5	17.5	0	0	Looped	-2.7	7.5	0
408962	WB	Hybrid	3502	0	66	0	4.9	5.9	0.0	29.1	4.9	35.0	39.9	0	0	Looped	-1.5	13.6	0
408963	WB	Hybrid	2591	20	67	1	8.6	4.5	9.4	19.4	18.0	23.9	41.9	5129	100068	Looped	-0.6	13.5	2
409231	BR	Hybrid	17	0	0	0	2.3	0.1	1.6	0.9	3.9	1.0	4.9	17	1241	Looped	-1.6	0.5	1
409361	TC	Hybrid	1159	104	27	14	60.0	0.1	143.7	11.3	203.7	11.4	215.1	2355	143163	Looped	-0.5	9.6	2
409362	TC	Hybrid	313	52	5	5	46.2	0.1	45.5	11.2	91.7	11.3	103.0	0	0	Looped	-0.5	1.7	0
409431	WB	Hybrid	550	7	14	2	1.4	1.2	2.0	1.5	3.4	2.7	6.1	0	0	Looped	3.3	3.3	0
409432	WB	Hybrid	719	19	12	1	4.3	0.3	4.9	0.5	9.2	0.8	10.0	691	1382	Looped	7.4	7.4	1
409433	WB	Hybrid	421	14	7	0	2.6	0.4	3.5	0.6	6.1	1.0	7.1	0	0	Looped	1.7	1.7	0
409434	WB	Hybrid	769	32	15	5	5.1	2.2	5.3	0.8	10.4	3.0	13.4	1968	41336	Looped	9.0	9.0	2
409435	WB	Hybrid	0	0	1	0	0.3	0.0	0.0	0.2	0.3	0.2	0.5	0	0	Looped	0.0	0.0	0
409436	WB	UG	0	0	0	0	0.0	0.3	0.0	0.2	0.0	0.5	0.5	0	0	Looped	0.0	0.0	0
409531	BR	Hybrid	1277	11	23	4	3.7	0.0	1.6	7.5	5.3	7.5	12.8	0	0	Looped	-1.2	4.9	0
409532	BR	Hybrid	1741	2	28	2	3.1	0.3	1.5	17.5	4.6	17.8	22.4	3479	16209	Looped	-0.4	6.2	2
409533	BR	Hybrid	3340	12	20	4	2.8	1.1	6.4	13.5	9.2	14.6	23.8	0	0	Looped	-2.9	5.2	0
409534	BR	Hybrid	2625	6	45	0	2.8	3.1	0.9	17.7	3.7	20.8	24.5	3224	28120	Looped	-0.1	6.7	1
409631	BR	Hybrid	181	1	27	0	2.4	0.3	0.1	2.6	2.5	2.9	5.4	0	0	Looped	0.1	6.2	0
409632	BR	Hybrid	172	0	7	0	0.3	0.7	0.1	0.9	0.4	1.6	2.0	0	0	Looped	-0.1	0.9	0
409633	BR	Hybrid	2284	0	41	4	3.8	0.3	1.3	14.9	5.1	15.2	20.3	2082	255006	Looped	-1.9	9.5	1
409634	BR	Hybrid	1019	0	17	1	1.1	2.3	0.9	6.1	2.0	8.4	10.4	0	0	Looped	-0.3	7.8	0
409761	WB	Hybrid	3026	1	68	1	3.6	4.8	0.3	30.4	3.9	35.2	39.1	2983	121826	Looped	-2.5	12.1	1
409762	WB	Hybrid	2438	1	54	0	4.3	2.0	0.0	19.6	4.3	21.6	25.9	2438	81410	Looped	0.2	11.5	1
409763	WB	Hybrid	1997	6	71	4	6.4	5.2	2.4	26.8	8.8	32.0	40.8	8748	670289	Looped	-3.3	13.6	4
409764	WB	Hybrid	4297	13	58	1	6.5	2.3	4.9	20.2	11.4	22.5	33.9	0	0	Looped	-0.5	13.0	0
409765	WB	Hybrid	3332	4	68	3	4.7	2.8	1.8	20.7	6.5	23.5	30.0	566	9056	Looped	-1.1	10.5	1
409766	WB	Hybrid	2372	37	62	8	10.0	3.4	6.9	17.3	16.9	20.7	37.6	768	20892	Looped	0.0	0.0	1
409861	BR	Hybrid	3669	2	44	1	4.2	2.2	0.7	16.2	4.9	18.4	23.3	0	0	Looped	-0.2	9.5	0
409862	BR	Hybrid	2954	2	37	2	3.2	1.1	0.6	10.5	3.8	11.6	15.4	6811	365250	Looped	-0.7	10.1	4
409961	BR	Hybrid	1203	11	31	1	8.5	5.3	4.6	21.0	13.1	26.3	39.4	1	179	Looped	-1.3	9.2	1
409962	BR	Hybrid	1664	4	33	2	7.8	1.0	1.6	16.5	9.4	17.5	26.9	1240	7440	Looped	-0.4	10.1	1
409963	BR	Hybrid	2512	35	59	6	19.3	1.3	15.0	21.1	34.3	22.4	56.7	9914	584957	Looped	-0.7	10.3	4
410031	BR	UG	47	0	15	0	0.0	1.8	0.0	4.1	0.0	5.9	5.9	0	0	Looped	-0.9	7.9	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
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	2.9	0
410161	TC	Hybrid	2022	26	7	2	6.5	0.0	19.0	2.9	25.5	2.9	28.4	4188	171708	Looped	-0.4	10.2	1
410162	TC	Hybrid	1601	0	27	0	4.1	0.7	0.0	16.5	4.1	17.2	21.3	0	0	Looped	-0.8	5.0	0
410163	TC	Hybrid	1670	25	14	4	4.8	0.5	17.7	4.2	22.5	4.7	27.2	4978	188502	Looped	-0.4	8.5	3
410164	TC	OH	1659	46	1	0	4.6	0.3	21.0	0.1	25.6	0.4	26.0	0	0	Looped	-0.3	7.7	0
410165	TC	Hybrid	2118	2	56	0	5.0	0.1	0.1	20.2	5.1	20.3	25.4	0	0	Looped	-0.8	11.0	0
410231	WB	Hybrid	1351	22	21	5	4.4	0.4	7.5	4.1	11.9	4.5	16.4	0	0	Looped	-0.5	5.4	0
410232	WB	Hybrid	115	4	29	1	3.9	0.6	1.2	3.5	5.1	4.1	9.2	511	7388	Looped	-0.6	6.6	4
410361	BR	Hybrid	2606	19	41	8	4.6	6.8	11.0	31.9	15.6	38.7	54.3	0	0	Looped	-0.2	13.7	0
410362	BR	Hybrid	3264	24	87	0	5.7	12.0	9.3	45.3	15.0	57.3	72.3	6082	12097	Looped	0.6	16.2	3
410461	TC	OH	2627	73	1	0	8.8	1.1	49.0	0.2	57.8	1.3	59.1	0	0	Looped	-0.6	12.8	0
410462	TC	Hybrid	1882	36	27	3	5.7	5.6	30.0	4.3	35.7	9.9	45.6	0	0	Looped	-0.3	12.4	0
410463	TC	OH	2301	42	10	0	7.7	0.8	31.1	1.0	38.8	1.8	40.6	2291	6873	Looped	-0.3	13.2	1
410464	TC	UG	2318	0	68	0	0.0	13.0	0.0	40.5	0.0	53.5	53.5	0	0	Looped	-6.5	2.7	0
410465	TC	Hybrid	3494	52	19	0	6.5	2.5	42.6	9.5	49.1	12.0	61.1	2603	68326	Looped	-0.6	16.7	1
410466	TC	UG	13	0	4	0	0.0	1.0	0.0	5.0	0.0	6.0	6.0	0	0	Looped	0.2	1.8	0
410531	WB	Hybrid	735	1	34	0	2.5	1.6	0.1	5.5	2.6	7.1	9.7	741	33018	Looped	-0.5	8.8	1
410532	WB	Hybrid	524	13	11	5	3.4	1.2	2.8	2.0	6.2	3.2	9.4	0	0	Looped	-0.6	6.7	0
410533	WB	Hybrid	2249	48	17	2	5.0	2.2	12.1	4.6	17.1	6.8	23.9	1055	1055	Looped	-0.7	9.4	1
410661	WB	Hybrid	2110	1	33	1	3.3	5.6	3.4	21.7	6.7	27.3	34.0	0	0	Looped	-0.8	6.7	0
410662	WB	UG	969	0	43	0	0.0	4.9	0.0	19.1	0.0	24.0	24.0	0	0	Looped	-0.6	9.8	0
410663	WB	Hybrid	1369	3	40	0	1.6	7.8	0.7	18.7	2.3	26.5	28.8	0	0	Looped	-0.8	8.6	0
410761	TC	Hybrid	960	20	24	3	8.3	2.6	13.9	10.7	22.2	13.3	35.5	1896	10428	Looped	-0.5	4.7	2
410762	TC	Hybrid	2061	62	14	8	5.4	0.1	23.7	8.4	29.1	8.5	37.6	0	0	Looped	-0.7	9.8	0
410763	TC	Hybrid	1578	43	33	8	7.3	0.9	15.8	14.1	23.1	15.0	38.1	1577	3154	Looped	1.9	10.3	1
410861	TC	Hybrid	2795	31	40	11	9.7	0.8	22.3	24.8	32.0	25.6	57.6	0	0	Looped	-0.6	13.7	0
410862	TC	Hybrid	935	21	39	4	7.9	0.9	5.6	9.2	13.5	10.1	23.6	0	0	Looped	-0.4	6.9	0
411031	TC	OH	2075	34	3	0	3.3	0.1	28.6	1.2	31.9	1.3	33.2	0	0	Looped	-0.2	8.9	0
411032	TC	Hybrid	558	9	25	0	4.3	0.1	4.2	3.1	8.5	3.2	11.7	0	0	Looped	-0.6	7.5	0
411033	TC	Hybrid	2282	4	45	2	3.8	1.1	4.1	17.9	7.9	19.0	26.9	0	0	Looped	-0.8	7.6	0
411034	TC	Hybrid	1198	19	26	0	4.3	1.1	8.1	1.8	12.4	2.9	15.3	1219	42667	Looped	-0.5	6.8	1
411231	WB	UG	652	0	14	0	0.0	5.6	0.0	13.4	0.0	19.0	19.0	0	0	Looped	-0.5	5.8	0
411232	WB	UG	8	0	4	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Looped	-0.5	4.3	0
411233	WB	Hybrid	2060	39	22	2	4.2	0.9	9.6	4.9	13.8	5.8	19.6	275	4675	Looped	-0.4	6.9	1
411234	WB	Hybrid	1440	17	16	5	2.5	0.3	6.5	6.4	9.0	6.7	15.7	1443	132250	Looped	-0.6	7.3	1
411235	WB	UG	143	0	6	0	0.0	4.3	0.0	0.2	0.0	4.5	4.5	156	3190	Looped	-0.5	7.4	2
411561	TC	Hybrid	2014	81	24	8	14.5	0.4	24.7	5.2	39.2	5.6	44.8	0	0	Looped	-0.1	7.8	0
411562	TC	Hybrid	3034	72	25	4	10.2	0.5	7.1	7.6	17.3	8.1	25.4	3028	196372	Looped	-2.0	13.7	1
411661	TC	Hybrid	2303	29	42	8	15.1	4.1	28.5	18.7	43.6	22.8	66.4	0	0	Looped	-0.8	13.7	0

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411662	TC	Hybrid	341	36	8	7	23.5	0.8	31.1	9.6	54.6	10.4	65.0	1739	39263	Looped	-0.2	1.8	5
411731	WB	Hybrid	1594	35	16	2	4.0	2.1	7.7	1.6	11.7	3.7	15.4	1589	51538	Looped	-3.4	5.5	1
411732	WB	Hybrid	2009	16	22	1	1.8	2.7	2.7	2.3	4.5	5.0	9.5	787	23810	Looped	0.2	8.5	1
411733	WB	Hybrid	1445	11	22	3	1.5	1.8	4.9	3.0	6.4	4.8	11.2	0	0	Looped	-1.0	6.4	0
411861	WB	Hybrid	934	17	15	1	3.0	0.9	3.1	0.9	6.1	1.8	7.9	0	0	Looped	7.4	7.4	0
411862	WB	Hybrid	728	2	13	2	2.1	2.9	0.1	0.9	2.2	3.8	6.0	579	22601	Looped	5.2	5.2	2
411961	TC	Hybrid	2646	68	34	2	8.4	5.0	52.3	21.5	60.7	26.5	87.2	2642	79260	Looped	0.0	13.1	1
411962	TC	Hybrid	1506	23	6	3	2.8	0.3	18.9	4.3	21.7	4.6	26.3	0	0	Looped	-0.2	7.6	0
412061	TC	Hybrid	660	30	24	3	6.3	0.2	11.3	9.9	17.6	10.1	27.7	0	0	Looped	-0.3	3.1	0
412062	TC	Hybrid	2709	57	68	7	10.8	8.2	25.2	28.7	36.0	36.9	72.9	0	0	Looped	-0.4	10.8	0
412161	TC	Hybrid	330	38	14	8	34.3	1.2	32.1	7.3	66.4	8.5	74.9	1353	67731	Looped	0.0	5.8	5
412162	TC	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	7.1	7.3	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	7.4	8.1	0
413231	BR	Hybrid	100	3	7	1	5.8	0.4	0.9	0.5	6.7	0.9	7.6	412	27133	Looped	0.5	3.5	4
413232	BR	Hybrid	652	34	12	2	21.8	1.2	16.0	1.2	37.8	2.4	40.2	666	20378	Looped	1.9	5.7	1
420061	WB	Hybrid	6	0	9	0	2.8	0.8	0.3	2.5	3.1	3.3	6.4	0	0	Looped	-0.2	5.0	0
420062	WB	Hybrid	2	0	1	0	2.0	0.3	0.0	0.3	2.0	0.6	2.6	0	0	Radial	-0.2	4.0	0
500131	MS	Hybrid	1605	31	16	4	5.4	0.3	11.0	3.3	16.4	3.6	20.0	0	0	Looped	-0.2	7.7	0
500132	MS	Hybrid	944	8	10	9	2.3	1.2	2.4	2.1	4.7	3.3	8.0	939	36050	Looped	-2.8	4.6	1
500133	MS	Hybrid	1094	7	20	4	2.1	1.3	1.1	1.2	3.2	2.5	5.7	0	0	Looped	-0.5	5.6	0
500134	MS	Hybrid	1212	19	18	11	3.7	0.0	6.2	3.0	9.9	3.0	12.9	1188	27860	Looped	0.6	9.7	1
500135	MS	Hybrid	784	9	9	9	2.9	0.2	3.1	0.7	6.0	0.9	6.9	0	0	Looped	-0.7	6.7	0
500136	MS	Hybrid	263	3	17	3	2.1	1.5	0.4	1.6	2.5	3.1	5.6	263	1578	Looped	2.5	6.9	1
500161	MS	Hybrid	3163	3	47	0	1.9	7.2	2.9	12.7	4.8	19.9	24.7	12949	596907	Looped	-0.9	11.4	4
500162	MS	Hybrid	3801	18	70	2	2.8	9.3	2.8	17.3	5.6	26.6	32.2	3810	195080	Looped	-1.0	11.3	1
500163	MS	Hybrid	218	0	5	0	0.2	2.8	0.0	0.8	0.2	3.6	3.8	0	0	Looped	-1.1	1.8	0
500164	MS	Hybrid	615	7	14	2	1.7	3.7	1.7	1.4	3.4	5.1	8.5	615	1845	Looped	-1.5	3.5	1
500231	MS	UG	25	0	3	0	0.0	1.3	0.0	0.9	0.0	2.2	2.2	0	0	Looped	-0.5	1.9	0
500232	MS	Hybrid	1845	12	22	4	3.1	1.6	5.0	7.0	8.1	8.6	16.7	3645	170988	Looped	-0.8	7.6	2
500233	MS	Hybrid	943	17	15	8	4.1	1.6	6.0	1.3	10.1	2.9	13.0	958	958	Looped	-0.3	6.3	1
500234	MS	Hybrid	1179	12	14	7	3.1	0.9	9.0	1.3	12.1	2.2	14.3	1607	79125	Looped	-1.4	5.0	2
500235	MS	Hybrid	1103	27	5	5	2.8	1.2	8.9	0.7	11.7	1.9	13.6	0	0	Looped	-0.1	5.6	0
500236	MS	Hybrid	194	3	11	4	1.3	1.3	0.5	0.9	1.8	2.2	4.0	0	0	Looped	0.0	6.2	0
500237	MS	Hybrid	784	3	10	4	0.9	1.8	0.6	3.3	1.5	5.1	6.6	0	0	Looped	-0.4	7.1	0
500238	MS	Hybrid	1527	13	25	2	3.5	0.2	3.7	4.9	7.2	5.1	12.3	1972	75946	Looped	-0.2	5.8	1
500239	MS	Hybrid	1106	20	21	15	5.1	0.6	8.6	1.8	13.7	2.4	16.1	0	0	Looped	1.7	10.5	0
500331	MS	Hybrid	2025	11	41	6	3.1	0.4	5.1	3.7	8.2	4.1	12.3	0	0	Looped	-1.0	5.3	0
500332	MS	Hybrid	2018	19	15	11	4.4	0.3	10.6	3.0	15.0	3.3	18.3	0	0	Looped	-0.7	6.9	0
500333	MS	Hybrid	459	6	24	3	2.4	0.2	2.3	2.1	4.7	2.3	7.0	0	0	Looped	-1.6	6.9	0

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500334	MS	Hybrid	666	6	14	2	2.4	0.0	1.1	2.9	3.5	2.9	6.4	678	122732	Looped	-0.5	2.1	1
500335	MS	Hybrid	2561	13	38	9	4.8	0.7	6.1	2.1	10.9	2.8	13.7	0	0	Looped	-4.8	3.7	0
500336	MS	Hybrid	2480	14	33	7	4.1	0.5	10.1	8.6	14.2	9.1	23.3	2475	7425	Looped	-0.7	7.5	1
500337	MS	Hybrid	1913	11	42	3	4.7	0.1	6.6	13.8	11.3	13.9	25.2	0	0	Looped	-2.7	3.2	0
500431	MS	Hybrid	1367	22	8	3	2.5	0.2	7.5	2.3	10.0	2.5	12.5	0	0	Looped	-0.3	4.5	0
500432	MS	Hybrid	511	2	19	4	2.1	0.9	1.5	0.7	3.6	1.6	5.2	0	0	Looped	-1.4	6.6	0
500433	MS	Hybrid	1576	34	9	3	3.9	0.3	13.0	0.9	16.9	1.2	18.1	0	0	Looped	-0.2	8.0	0
500434	MS	Hybrid	998	26	6	4	2.1	0.6	8.6	0.4	10.7	1.0	11.7	0	0	Looped	-0.5	5.9	0
500435	MS	Hybrid	1520	15	12	5	2.6	0.1	7.2	4.8	9.8	4.9	14.7	0	0	Looped	-0.4	6.2	0
500436	MS	Hybrid	1342	24	8	15	3.3	0.4	10.9	1.2	14.2	1.6	15.8	1346	44644	Looped	-0.6	7.9	1
500437	MS	Hybrid	1735	19	28	9	4.5	0.3	7.0	2.5	11.5	2.8	14.3	0	0	Looped	-0.4	8.6	0
500438	MS	Hybrid	324	5	7	0	1.4	0.7	2.5	0.2	3.9	0.9	4.8	325	1625	Looped	-0.6	5.6	1
500531	MS	Hybrid	1707	17	38	6	3.4	0.1	3.6	7.7	7.0	7.8	14.8	368	8202	Looped	0.0	6.8	1
500532	MS	Hybrid	2224	8	29	8	3.3	0.0	9.2	3.0	12.5	3.0	15.5	0	0	Looped	1.2	11.4	0
500533	MS	Hybrid	944	11	45	8	6.8	0.0	3.5	7.8	10.3	7.8	18.1	947	14205	Looped	-1.2	6.5	1
500534	MS	Hybrid	2176	10	34	8	3.8	0.2	9.1	5.1	12.9	5.3	18.2	0	0	Looped	-1.6	6.6	0
500535	MS	Hybrid	1554	3	28	4	2.1	0.1	2.0	11.6	4.1	11.7	15.8	0	0	Looped	-0.4	6.9	0
500536	MS	Hybrid	425	4	22	4	1.9	0.7	2.6	3.0	4.5	3.7	8.2	0	0	Looped	-1.0	4.4	0
500537	MS	Hybrid	1322	7	16	8	2.2	1.9	8.1	5.5	10.3	7.4	17.7	0	0	Looped	-0.3	6.7	0
500538	MS	Hybrid	1906	15	24	8	3.7	0.4	10.5	3.7	14.2	4.1	18.3	0	0	Looped	0.7	8.5	0
500631	MS	Hybrid	1903	8	29	1	2.6	0.1	2.8	9.5	5.4	9.6	15.0	1900	110599	Looped	-0.5	5.1	1
500632	MS	Hybrid	2727	8	53	2	4.3	0.0	4.0	15.6	8.3	15.6	23.9	0	0	Looped	1.0	11.4	0
500633	MS	Hybrid	826	6	23	2	2.7	0.2	3.1	3.0	5.8	3.2	9.0	0	0	Looped	1.4	8.3	0
500634	MS	Hybrid	1456	1	30	4	3.0	0.9	1.4	10.9	4.4	11.8	16.2	0	0	Looped	-0.1	8.1	0
500635	MS	Hybrid	2089	4	26	0	2.0	1.5	1.1	9.0	3.1	10.5	13.6	0	0	Looped	0.0	5.4	0
500636	MS	Hybrid	2132	12	27	5	3.0	0.8	4.9	10.3	7.9	11.1	19.0	0	0	Looped	-0.3	8.1	0
500637	MS	Hybrid	2703	23	16	8	3.3	0.8	8.7	4.8	12.0	5.6	17.6	0	0	Looped	-0.4	7.9	0
500661	MS	Hybrid	3620	50	44	13	7.1	4.2	9.9	5.4	17.0	9.6	26.6	7223	312511	Looped	0.8	11.0	2
500662	MS	Hybrid	4441	28	47	6	6.6	0.1	9.8	15.9	16.4	16.0	32.4	4430	423390	Looped	-0.6	11.8	1
500663	MS	Hybrid	3326	8	68	1	6.0	1.7	0.9	18.6	6.9	20.3	27.2	119	3451	Looped	0.4	15.1	1
500664	MS	Hybrid	2910	37	71	15	8.4	4.8	11.5	9.0	19.9	13.8	33.7	0	0	Looped	-0.1	11.1	0
500665	MS	Hybrid	3546	23	55	9	8.1	1.4	11.3	12.4	19.4	13.8	33.2	0	0	Looped	-0.5	10.3	0
500761	TB	Hybrid	1564	33	16	7	5.3	0.1	15.5	2.8	20.8	2.9	23.7	0	0	Looped	-0.2	5.1	0
500762	TB	Hybrid	2513	70	34	10	6.8	0.4	12.7	2.4	19.5	2.8	22.3	2495	4990	Looped	-0.2	7.2	1
500763	TB	Hybrid	1614	20	25	5	4.5	0.2	9.6	3.2	14.1	3.4	17.5	1612	87182	Looped	-1.2	5.2	1
500764	TB	Hybrid	2216	29	19	7	4.2	1.0	21.3	5.9	25.5	6.9	32.4	1335	6675	Looped	0.7	8.8	1
500765	TB	Hybrid	2400	29	39	4	9.0	0.4	9.4	15.8	18.4	16.2	34.6	852	75828	Looped	-1.1	7.8	1
500766	TB	Hybrid	2423	77	36	7	12.9	1.2	14.3	9.8	27.2	11.0	38.2	1469	86830	Looped	-0.6	6.6	1
500767	TB	OH	2564	39	10	4	10.7	0.3	69.5	1.2	80.2	1.5	81.7	2532	134196	Looped	-0.9	10.2	1

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
500768	TB	Hybrid	1812	25	27	5	7.4	0.8	11.0	15.1	18.4	15.9	34.3	5892	335652	Looped	0.2	10.3	2
500831	MS	Hybrid	287	4	23	3	1.6	0.1	1.7	1.2	3.3	1.3	4.6	275	7425	Looped	0.8	2.8	1
500832	MS	Hybrid	162	2	37	1	3.2	0.4	2.8	2.0	6.0	2.4	8.4	165	7060	Looped	-1.6	4.4	1
500833	MS	Hybrid	1655	28	25	6	4.9	0.1	11.4	3.6	16.3	3.7	20.0	0	0	Looped	-2.9	5.3	0
500834	MS	Hybrid	1463	17	26	11	4.0	0.2	9.0	5.5	13.0	5.7	18.7	0	0	Looped	-3.3	5.2	0
500835	MS	Hybrid	249	0	49	2	2.4	0.6	0.7	1.8	3.1	2.4	5.5	0	0	Looped	-0.7	4.2	0
500836	MS	Hybrid	937	10	28	8	3.9	1.1	5.7	6.7	9.6	7.8	17.4	2946	125395	Looped	-3.4	6.0	3
500837	MS	Hybrid	1514	21	19	7	3.2	0.6	9.1	1.7	12.3	2.3	14.6	0	0	Looped	-0.2	5.9	0
500931	MS	Hybrid	1373	23	43	4	7.3	0.4	4.8	8.5	12.1	8.9	21.0	0	0	Looped	-0.6	6.8	0
500932	MS	Hybrid	1251	7	19	6	2.8	0.0	6.0	9.2	8.8	9.2	18.0	0	0	Looped	0.4	5.1	0
500933	MS	Hybrid	1107	0	26	2	2.6	0.1	1.1	12.5	3.7	12.6	16.3	0	0	Looped	-0.9	5.9	0
500934	MS	Hybrid	1862	4	27	1	3.3	0.4	2.1	25.2	5.4	25.6	31.0	0	0	Looped	-1.3	8.3	0
501061	MS	Hybrid	2583	19	68	4	8.1	1.5	8.7	18.6	16.8	20.1	36.9	2575	151541	Looped	-1.8	12.7	1
501062	MS	Hybrid	2495	11	34	10	4.2	0.2	11.2	15.2	15.4	15.4	30.8	2472	51912	Looped	-0.7	12.9	1
501063	MS	Hybrid	3002	26	57	15	6.7	0.3	11.7	22.5	18.4	22.8	41.2	3001	72024	Looped	-2.3	12.9	1
501064	MS	Hybrid	2234	27	59	8	11.2	0.9	7.9	15.2	19.1	16.1	35.2	1821	13497	Looped	-1.7	8.0	1
501065	MS	Hybrid	702	7	28	0	3.1	1.0	3.4	5.1	6.5	6.1	12.6	48	3020	Looped	-0.7	7.2	1
501066	MS	Hybrid	1560	20	29	7	5.1	1.8	14.9	22.6	20.0	24.4	44.4	1562	3124	Looped	-3.0	7.1	1
501131	TB	Hybrid	666	23	16	6	2.9	0.4	4.4	1.7	7.3	2.1	9.4	665	1330	Looped	-0.5	5.7	1
501132	TB	Hybrid	914	3	5	1	0.7	2.1	0.2	0.2	0.9	2.3	3.2	0	0	Looped	-0.3	3.4	0
501133	TB	Hybrid	1395	15	27	6	2.9	0.4	2.6	1.9	5.5	2.3	7.8	1402	81781	Looped	0.5	6.5	1
501134	TB	Hybrid	442	11	23	4	1.5	0.7	0.9	1.8	2.4	2.5	4.9	434	16908	Looped	-1.4	6.0	1
501135	TB	Hybrid	917	19	4	5	3.3	0.4	9.5	1.3	12.8	1.7	14.5	1850	87258	Looped	-0.2	6.4	2
501136	TB	Hybrid	1043	27	18	5	5.3	0.2	5.4	1.7	10.7	1.9	12.6	0	0	Looped	1.1	5.3	0
501137	TB	Hybrid	338	13	7	3	2.5	0.4	1.8	0.3	4.3	0.7	5.0	0	0	Looped	-0.7	6.4	0
501138	TB	Hybrid	203	0	7	1	0.6	0.3	0.0	0.2	0.6	0.5	1.1	0	0	Looped	-0.3	1.8	0
501231	NA	Hybrid	407	7	14	2	1.5	1.0	2.3	2.6	3.8	3.6	7.4	0	0	Looped	-1.0	6.0	0
501232	NA	Hybrid	463	5	5	2	1.1	0.2	2.9	0.4	4.0	0.6	4.6	0	0	Looped	-0.5	6.9	0
501233	NA	Hybrid	1418	5	27	10	2.2	0.2	3.1	2.1	5.3	2.3	7.6	0	0	Looped	-0.3	7.9	0
501234	NA	Hybrid	1860	3	51	13	3.5	0.4	3.9	4.0	7.4	4.4	11.8	0	0	Looped	-0.3	8.6	0
501235	NA	Hybrid	1729	15	28	5	4.2	0.2	4.2	3.4	8.4	3.6	12.0	0	0	Looped	-1.0	8.0	0
501236	NA	Hybrid	182	2	10	1	1.4	2.0	1.1	1.4	2.5	3.4	5.9	0	0	Looped	-0.7	3.1	0
501237	NA	Hybrid	1041	5	18	7	2.4	0.5	2.9	1.6	5.3	2.1	7.4	0	0	Looped	1.9	5.9	0
501238	NA	Hybrid	843	8	23	4	3.4	0.6	5.7	0.8	9.1	1.4	10.5	0	0	Looped	-2.8	6.8	0
501239	NA	Hybrid	1798	4	49	11	3.9	0.8	6.4	3.4	10.3	4.2	14.5	489	37164	Looped	-0.2	9.1	1
501240	NA	Hybrid	718	4	36	10	3.6	2.5	5.7	6.5	9.3	9.0	18.3	1422	210540	Looped	-0.7	7.9	2
501431	TB	OH	1808	38	17	9	13.6	0.0	55.9	3.5	69.5	3.5	73.0	0	0	Looped	-0.6	6.6	0
501432	TB	Hybrid	2194	74	20	19	21.3	0.2	74.4	11.9	95.7	12.1	107.8	0	0	Looped	-1.3	6.9	0
501433	TB	Hybrid	1257	18	22	8	4.5	0.2	11.7	2.1	16.2	2.3	18.5	0	0	Looped	-0.3	9.2	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
501434	TB	OH	767	53	17	4	19.2	0.1	39.8	2.5	59.0	2.6	61.6	757	129770	Looped	0.9	9.5	1
501435	TB	Hybrid	1208	30	22	6	6.0	0.2	16.6	3.9	22.6	4.1	26.7	737	8107	Looped	-1.1	6.4	1
501531	TB	Hybrid	999	16	30	4	5.4	0.3	3.3	5.2	8.7	5.5	14.2	0	0	Looped	-0.5	6.1	0
501532	TB	Hybrid	763	23	22	3	5.2	0.0	6.8	2.0	12.0	2.0	14.0	1516	53314	Looped	0.0	3.9	2
501533	TB	Hybrid	830	30	22	2	6.0	0.5	7.0	3.6	13.0	4.1	17.1	821	5044	Looped	-0.3	5.4	1
501534	TB	Hybrid	1663	19	23	4	3.8	0.1	7.8	4.7	11.6	4.8	16.4	0	0	Looped	-0.7	4.6	0
501535	TB	Hybrid	616	24	28	5	8.5	1.2	7.3	5.2	15.8	6.4	22.2	0	0	Looped	-0.4	3.5	0
501536	TB	Hybrid	1634	18	22	6	3.1	0.4	7.4	5.9	10.5	6.3	16.8	1630	62810	Looped	-3.9	2.6	1
501537	TB	Hybrid	1208	11	26	6	4.5	0.1	8.8	8.9	13.3	9.0	22.3	0	0	Looped	-2.6	3.9	0
501538	TB	Hybrid	1266	25	13	14	5.4	0.7	15.2	2.4	20.6	3.1	23.7	0	0	Looped	-0.6	5.8	0
501761	NA	Hybrid	3348	16	38	7	4.5	0.2	5.6	11.6	10.1	11.8	21.9	9589	284458	Looped	-0.7	10.4	3
501762	NA	Hybrid	2451	23	35	16	3.4	1.2	5.7	5.4	9.1	6.6	15.7	3181	133935	Looped	-0.1	10.3	2
501763	NA	Hybrid	2533	29	23	9	5.5	0.7	9.3	2.7	14.8	3.4	18.2	2513	174389	Looped	-0.5	7.5	2
501764	NA	Hybrid	4187	15	50	9	6.2	1.4	6.6	24.4	12.8	25.8	38.6	0	0	Looped	-1.1	12.3	0
501765	NA	Hybrid	3846	4	56	5	4.6	0.8	3.8	18.9	8.4	19.7	28.1	0	0	Looped	-1.2	9.8	0
501766	NA	Hybrid	3872	9	44	7	4.4	1.9	8.6	22.6	13.0	24.5	37.5	0	0	Looped	-0.3	9.7	0
501767	NA	Hybrid	3932	13	65	7	5.5	1.7	4.8	23.7	10.3	25.4	35.7	11826	745342	Looped	-0.4	9.4	3
501768	NA	Hybrid	1371	1	50	1	6.6	2.4	0.2	15.1	6.8	17.5	24.3	0	0	Looped	-0.1	8.9	0
501831	TB	Hybrid	1001	26	6	3	4.7	0.1	12.2	2.3	16.9	2.4	19.3	0	0	Looped	-0.4	4.8	0
501832	TB	Hybrid	2280	35	20	10	5.0	0.5	23.2	6.2	28.2	6.7	34.9	0	0	Looped	-0.4	8.3	0
501833	TB	Hybrid	1680	97	12	14	12.2	0.0	79.9	10.5	92.1	10.5	102.6	0	0	Looped	-0.3	8.0	0
501834	TB	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	0.0	0.6	0
501835	TB	Hybrid	2143	19	53	6	4.2	7.0	10.9	29.5	15.1	36.5	51.6	2140	159084	Looped	-0.8	9.2	1
502061	TB	Hybrid	1595	12	24	4	4.5	0.5	4.7	3.1	9.2	3.6	12.8	0	0	Looped	-0.1	8.6	0
502062	TB	OH	2943	36	10	3	6.8	0.2	36.9	0.9	43.7	1.1	44.8	5886	224290	Looped	-0.5	13.4	2
502063	TB	OH	1951	24	11	2	4.9	0.2	22.0	0.9	26.9	1.1	28.0	0	0	Looped	-0.2	8.2	0
502064	TB	Hybrid	1997	19	61	4	6.1	0.2	20.0	8.9	26.1	9.1	35.2	1988	39298	Looped	0.1	15.7	1
502065	TB	Hybrid	3410	37	31	5	6.0	0.2	49.2	7.0	55.2	7.2	62.4	0	0	Looped	-0.7	11.8	0
502066	TB	Hybrid	2453	43	3	6	6.8	0.1	36.3	2.6	43.1	2.7	45.8	0	0	Looped	-0.4	8.8	0
502067	TB	Hybrid	2182	39	15	5	6.8	0.1	35.9	2.2	42.7	2.3	45.0	0	0	Looped	-0.9	11.2	0
502161	NA	Hybrid	2410	25	57	9	5.4	0.5	9.0	11.6	14.4	12.1	26.5	1791	168492	Looped	0.1	11.5	1
502162	NA	Hybrid	2780	9	58	2	4.4	2.1	3.0	25.2	7.4	27.3	34.7	0	0	Looped	-1.3	10.7	0
502163	NA	Hybrid	3746	9	79	4	7.7	1.3	3.5	20.9	11.2	22.2	33.4	0	0	Looped	-0.2	13.7	0
502164	NA	Hybrid	2935	1	59	1	5.0	2.7	0.3	20.8	5.3	23.5	28.8	5845	374849	Looped	-0.8	9.5	2
502165	NA	Hybrid	3940	4	60	3	2.8	7.3	1.7	32.4	4.5	39.7	44.2	0	0	Looped	-0.7	15.9	0
502166	NA	Hybrid	2485	31	51	8	6.3	5.8	10.9	24.1	17.2	29.9	47.1	0	0	Looped	-0.7	10.8	0
502167	NA	Hybrid	2305	8	31	9	3.9	1.1	3.3	16.8	7.2	17.9	25.1	0	0	Looped	-1.0	7.7	0
502168	NA	Hybrid	2999	32	31	9	5.5	2.2	10.4	12.3	15.9	14.5	30.4	0	0	Looped	0.1	9.3	0
502461	TB	Hybrid	2212	53	41	13	18.9	4.7	91.0	23.2	109.9	27.9	137.8	4411	324045	Looped	-1.1	9.7	2

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
502462	TB	Hybrid	1714	57	15	20	21.9	0.0	60.8	5.4	82.7	5.4	88.1	5157	431739	Looped	-1.3	8.5	3
502463	TB	Hybrid	1275	140	20	19	31.8	0.3	94.4	7.8	126.2	8.1	134.3	5010	356543	Looped	-0.3	4.0	5
502464	TB	Hybrid	3338	100	28	29	30.1	0.1	100.1	13.7	130.2	13.8	144.0	6739	109159	Looped	-0.6	12.1	2
502531	MS	Hybrid	420	2	12	1	1.5	0.1	1.2	4.2	2.7	4.3	7.0	0	0	Looped	-0.9	3.4	0
502532	MS	Hybrid	1680	8	26	3	2.9	0.4	4.6	9.1	7.5	9.5	17.0	1680	1680	Looped	-0.7	6.4	1
502533	MS	Hybrid	944	22	14	4	2.5	0.3	8.5	3.6	11.0	3.9	14.9	0	0	Looped	-0.5	6.0	0
502534	MS	Hybrid	1320	7	22	5	2.1	0.3	7.1	7.3	9.2	7.6	16.8	0	0	Looped	-0.5	6.2	0
502536	MS	Hybrid	1083	0	41	0	2.5	0.5	0.1	10.8	2.6	11.3	13.9	0	0	Looped	-0.5	8.6	0
502538	MS	Hybrid	1188	21	25	6	3.7	0.9	7.8	3.5	11.5	4.4	15.9	2374	5935	Looped	-1.2	6.6	2
502561	MS	Hybrid	3017	47	30	14	8.3	5.5	16.4	10.9	24.7	16.4	41.1	0	0	Looped	-1.6	13.2	0
502562	MS	Hybrid	2411	47	24	9	6.1	2.6	10.9	7.1	17.0	9.7	26.7	7178	161822	Looped	0.0	9.4	3
502563	MS	Hybrid	3923	19	43	14	6.0	3.3	11.3	10.1	17.3	13.4	30.7	0	0	Looped	-1.1	11.4	0
502631	TB	Hybrid	675	13	3	4	2.8	0.1	5.8	1.0	8.6	1.1	9.7	2701	173157	Looped	-0.2	4.0	4
502632	TB	Hybrid	1997	5	33	5	2.8	0.1	3.1	7.7	5.9	7.8	13.7	0	0	Looped	-0.8	8.3	0
502633	TB	Hybrid	282	4	10	4	1.1	0.3	0.9	1.7	2.0	2.0	4.0	0	0	Looped	-0.9	5.0	0
502634	TB	Hybrid	525	7	20	3	2.7	0.4	1.2	2.5	3.9	2.9	6.8	1013	69841	Looped	-0.1	4.9	2
502635	TB	Hybrid	1393	16	21	10	2.3	0.3	8.2	6.0	10.5	6.3	16.8	0	0	Looped	-0.6	8.3	0
502636	TB	Hybrid	1935	44	12	8	4.6	1.1	12.2	1.2	16.8	2.3	19.1	3867	116256	Looped	-1.3	7.6	2
502637	TB	Hybrid	1171	13	24	7	3.5	0.9	4.4	1.9	7.9	2.8	10.7	1158	60996	Looped	-0.2	5.6	1
502638	TB	Hybrid	880	3	25	5	1.9	0.2	1.7	6.9	3.6	7.1	10.7	0	0	Looped	0.4	7.7	0
502831	MS	UG	1501	1	21	1	0.2	11.0	0.0	3.2	0.2	14.2	14.4	2193	246277	Looped	-0.8	6.6	2
502832	MS	Hybrid	1199	33	12	7	2.9	0.1	7.7	1.9	10.6	2.0	12.6	0	0	Looped	-1.6	4.5	0
502833	MS	Hybrid	561	5	11	6	1.3	0.6	1.3	1.4	2.6	2.0	4.6	0	0	Looped	-0.2	3.9	0
502834	MS	Hybrid	1516	37	19	13	3.4	0.6	11.3	2.1	14.7	2.7	17.4	0	0	Looped	-1.3	8.2	0
502835	MS	Hybrid	1425	14	18	5	2.1	2.7	2.3	1.4	4.4	4.1	8.5	1426	55614	Looped	-1.1	7.0	1
502836	MS	Hybrid	384	7	5	2	1.1	1.6	0.5	0.6	1.6	2.2	3.8	201	7753	Looped	-0.3	3.3	1
502837	MS	Hybrid	521	18	18	3	3.1	2.4	3.1	1.9	6.2	4.3	10.5	1564	91989	Looped	-0.4	3.9	3
502838	MS	Hybrid	538	0	6	0	0.3	1.6	0.2	0.8	0.5	2.4	2.9	0	0	Looped	-2.3	3.2	0
502931	MS	Hybrid	1527	8	25	1	2.8	0.9	4.8	3.0	7.6	3.9	11.5	0	0	Looped	-0.7	5.5	0
502932	MS	Hybrid	2433	30	15	7	4.3	0.1	13.5	2.8	17.8	2.9	20.7	0	0	Looped	0.9	9.7	0
502933	MS	Hybrid	1654	10	27	2	2.9	0.1	4.4	6.6	7.3	6.7	14.0	1642	49786	Looped	-0.1	6.3	1
502934	MS	Hybrid	2524	26	29	7	4.6	0.1	8.5	11.3	13.1	11.4	24.5	0	0	Looped	0.8	9.4	0
502935	MS	Hybrid	1568	14	23	4	3.9	1.4	4.6	4.2	8.5	5.6	14.1	1526	56087	Looped	-2.9	5.5	1
502936	MS	Hybrid	3047	19	44	5	4.3	0.3	6.2	3.7	10.5	4.0	14.5	0	0	Looped	1.4	11.5	0
502937	MS	Hybrid	2192	29	22	4	4.3	0.5	7.9	4.9	12.2	5.4	17.6	0	0	Looped	-0.6	7.4	0
502938	MS	Hybrid	2690	10	33	7	3.5	0.2	5.6	5.3	9.1	5.5	14.6	0	0	Looped	-0.1	7.5	0
502939	MS	Hybrid	2416	21	19	7	2.8	0.5	7.2	7.9	10.0	8.4	18.4	0	0	Looped	-0.2	7.4	0
503031	MS	Hybrid	1818	8	21	11	2.8	0.3	5.0	5.2	7.8	5.5	13.3	0	0	Looped	-0.1	7.8	0
503032	MS	Hybrid	921	11	12	14	1.9	0.1	7.1	2.5	9.0	2.6	11.6	0	0	Looped	-0.7	6.3	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
503033	MS	Hybrid	972	16	19	8	2.7	1.8	5.2	3.8	7.9	5.6	13.5	0	0	Looped	-0.2	5.9	0
503034	MS	Hybrid	1429	39	28	10	4.6	0.3	8.8	2.3	13.4	2.6	16.0	0	0	Looped	-0.2	8.8	0
503035	MS	Hybrid	1071	5	8	2	1.3	0.3	3.0	5.8	4.3	6.1	10.4	0	0	Looped	-0.5	4.4	0
503036	MS	Hybrid	1585	7	25	8	3.8	0.7	6.5	6.5	10.3	7.2	17.5	1585	67618	Looped	-1.5	7.6	1
503037	MS	Hybrid	1317	23	9	3	3.5	2.5	9.1	3.1	12.6	5.6	18.2	1410	83586	Looped	1.3	8.3	1
503038	MS	Hybrid	2587	2	13	11	0.9	2.6	2.6	5.0	3.5	7.6	11.1	0	0	Looped	-0.6	5.8	0
503039	MS	Hybrid	2565	7	39	6	3.2	2.4	5.0	7.2	8.2	9.6	17.8	0	0	Looped	0.2	8.8	0
503131	NA	Hybrid	2020	0	39	2	2.6	1.8	0.7	13.8	3.3	15.6	18.9	0	0	Looped	-0.7	5.9	0
503132	NA	Hybrid	2588	11	37	14	2.8	1.6	6.0	6.9	8.8	8.5	17.3	1881	51562	Looped	-0.6	8.4	1
503133	NA	Hybrid	1579	14	26	3	3.4	2.4	3.7	6.0	7.1	8.4	15.5	0	0	Looped	-0.7	5.4	0
503134	NA	Hybrid	1750	0	53	1	2.1	1.5	0.2	9.0	2.3	10.5	12.8	0	0	Looped	-0.6	8.0	0
503135	NA	Hybrid	1690	6	27	1	2.3	2.3	2.3	3.6	4.6	5.9	10.5	0	0	Looped	-0.1	6.9	0
503136	NA	Hybrid	1209	0	25	0	1.0	3.4	0.0	6.2	1.0	9.6	10.6	0	0	Looped	-0.6	6.6	0
503137	NA	UG	1808	0	18	0	0.5	6.8	0.0	3.4	0.5	10.2	10.7	0	0	Looped	-0.6	6.1	0
503138	NA	Hybrid	1241	9	57	2	3.8	0.7	4.0	3.7	7.8	4.4	12.2	0	0	Looped	-1.1	9.1	0
503261	TB	Hybrid	3133	15	15	4	5.1	0.1	26.5	13.8	31.6	13.9	45.5	6353	150206	Looped	-0.7	8.2	3
503262	TB	Hybrid	3010	37	32	6	10.2	0.0	68.5	9.0	78.7	9.0	87.7	0	0	Looped	-2.0	14.9	0
503263	TB	Hybrid	2729	24	51	3	6.6	0.2	34.7	21.7	41.3	21.9	63.2	0	0	Looped	-0.5	8.2	0
503264	TB	Hybrid	3183	54	36	3	9.8	0.2	64.8	12.1	74.6	12.3	86.9	0	0	Looped	-2.3	13.0	0
503265	TB	Hybrid	3277	3	48	8	6.9	0.0	11.6	31.7	18.5	31.7	50.2	3296	82864	Looped	-1.1	12.2	1
503431	MS	OH	2242	37	1	3	5.6	0.1	24.6	0.2	30.2	0.3	30.5	0	0	Looped	-0.3	7.7	0
503432	MS	Hybrid	1325	12	37	4	4.8	0.2	6.9	5.8	11.7	6.0	17.7	0	0	Looped	-0.8	8.4	0
503433	MS	Hybrid	1587	21	9	2	3.6	0.1	8.0	5.3	11.6	5.4	17.0	0	0	Looped	-0.5	5.5	0
503434	MS	Hybrid	1971	23	27	9	6.1	0.8	15.5	6.3	21.6	7.1	28.7	1962	142937	Looped	0.8	9.1	1
503435	MS	OH	2359	40	1	3	3.6	0.2	27.5	0.4	31.1	0.6	31.7	0	0	Looped	-3.4	6.1	0
503436	MS	Hybrid	2177	21	53	4	6.3	0.1	6.7	19.1	13.0	19.2	32.2	0	0	Looped	-0.5	8.2	0
503437	MS	OH	1412	28	2	1	4.1	0.3	11.7	0.5	15.8	0.8	16.6	0	0	Looped	0.5	5.7	0
503561	NA	Hybrid	4686	15	59	10	6.4	0.2	8.7	26.0	15.1	26.2	41.3	410	22550	Looped	-0.2	9.7	1
503562	NA	Hybrid	3798	28	63	19	7.8	1.2	11.1	11.4	18.9	12.6	31.5	0	0	Looped	-0.4	11.7	0
503563	NA	Hybrid	2198	5	53	7	4.7	0.8	3.3	10.0	8.0	10.8	18.8	0	0	Looped	-0.2	12.9	0
503564	NA	Hybrid	3348	13	66	6	5.6	1.1	7.1	19.3	12.7	20.4	33.1	3095	942769	Looped	-1.1	10.2	1
503565	NA	Hybrid	4559	3	73	1	4.9	0.5	2.7	30.8	7.6	31.3	38.9	2972	167764	Looped	-1.1	10.7	2
503566	NA	Hybrid	3519	3	37	4	3.8	0.2	3.8	21.6	7.6	21.8	29.4	0	0	Looped	-0.6	10.8	0
503567	NA	Hybrid	3054	0	33	3	4.4	1.5	1.3	17.2	5.7	18.7	24.4	0	0	Looped	-0.3	7.0	0
503568	NA	Hybrid	3215	12	65	11	5.6	2.0	9.0	10.5	14.6	12.5	27.1	2100	199752	Looped	-0.7	10.6	1
503569	NA	Hybrid	2022	22	62	7	8.3	3.6	11.5	15.2	19.8	18.8	38.6	3978	225573	Looped	-0.3	10.4	3
503631	NA	Hybrid	1260	24	14	6	3.0	0.6	9.2	7.5	12.2	8.1	20.3	0	0	Looped	-0.3	6.7	0
503632	NA	Hybrid	1536	7	42	2	2.5	0.4	2.2	4.8	4.7	5.2	9.9	0	0	Looped	-1.4	5.3	0
503633	NA	Hybrid	1545	0	42	1	2.2	1.3	0.7	6.0	2.9	7.3	10.2	0	0	Looped	-0.4	7.0	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
503634	NA	Hybrid	1843	3	47	3	2.9	0.2	1.8	6.2	4.7	6.4	11.1	0	0	Looped	0.6	6.7	0
503635	NA	Hybrid	2249	0	37	2	2.2	0.2	1.1	8.0	3.3	8.2	11.5	0	0	Looped	0.6	8.1	0
503636	NA	Hybrid	2015	6	47	2	2.7	1.2	1.8	10.0	4.5	11.2	15.7	0	0	Looped	0.3	6.9	0
503637	NA	Hybrid	1743	4	41	4	3.7	1.4	2.4	8.1	6.1	9.5	15.6	1740	103182	Looped	-0.4	7.9	1
503638	NA	Hybrid	1021	8	14	4	1.2	0.6	4.5	4.5	5.7	5.1	10.8	0	0	Looped	-0.4	4.1	0
503639	NA	Hybrid	2453	4	36	4	2.9	1.1	4.0	18.0	6.9	19.1	26.0	4836	79515	Looped	-0.6	8.3	2
503761	TB	Hybrid	1716	29	21	12	4.9	0.1	12.3	11.5	17.2	11.6	28.8	0	0	Looped	-0.5	8.8	0
503762	TB	Hybrid	2291	27	22	6	5.5	0.1	22.2	2.1	27.7	2.2	29.9	0	0	Looped	-1.8	9.6	0
503763	TB	Hybrid	1185	15	4	3	3.2	0.3	11.2	1.3	14.4	1.6	16.0	586	37776	Looped	-0.7	5.3	1
503764	TB	Hybrid	3513	34	68	12	11.5	1.0	19.0	29.1	30.5	30.1	60.6	9125	272093	Looped	-0.9	13.1	3
503765	TB	Hybrid	2716	36	25	4	7.2	0.3	40.3	5.3	47.5	5.6	53.1	4828	153509	Looped	-2.5	10.7	2
503766	TB	Hybrid	2536	46	7	4	6.1	0.9	24.4	1.1	30.5	2.0	32.5	0	0	Looped	-0.4	9.3	0
503861	TB	Hybrid	2541	45	26	11	5.4	0.2	19.1	4.8	24.5	5.0	29.5	0	0	Looped	-1.4	9.2	0
503862	TB	Hybrid	2699	49	30	9	8.4	0.9	20.3	12.2	28.7	13.1	41.8	8115	576326	Looped	-1.8	10.4	3
503863	TB	Hybrid	2471	38	38	9	7.2	0.3	15.6	8.6	22.8	8.9	31.7	2240	7306	Looped	-2.4	7.6	1
503864	TB	Hybrid	996	43	32	6	9.5	0.5	15.8	4.8	25.3	5.3	30.6	1003	103321	Looped	-0.8	7.9	1
503865	TB	Hybrid	1631	17	36	8	8.2	2.4	4.8	13.6	13.0	16.0	29.0	2731	67663	Looped	0.3	12.8	2
503961	NA	Hybrid	4425	28	37	13	3.8	4.2	12.6	6.4	16.4	10.6	27.0	14621	581957	Looped	-0.3	11.9	5
503962	NA	Hybrid	3472	35	29	3	5.9	1.9	16.3	22.7	22.2	24.6	46.8	0	0	Looped	-0.5	12.4	0
503963	NA	Hybrid	1570	2	28	2	3.8	1.4	3.6	15.8	7.4	17.2	24.6	0	0	Looped	-0.4	5.9	0
503964	NA	Hybrid	4087	7	49	5	5.7	7.9	3.8	8.0	9.5	15.9	25.4	6696	174456	Looped	0.5	8.1	2
503965	NA	Hybrid	4659	16	37	5	5.9	1.6	5.5	27.9	11.4	29.5	40.9	4619	104952	Looped	-1.0	11.7	1
503966	NA	Hybrid	2050	16	38	2	5.2	4.7	5.4	14.8	10.6	19.5	30.1	2046	119780	Looped	-1.1	10.0	1
503967	NA	Hybrid	2123	34	24	8	4.9	3.7	16.0	10.4	20.9	14.1	35.0	2073	2073	Looped	-1.7	8.1	1
503968	NA	Hybrid	2386	8	37	7	3.8	2.8	3.0	31.4	6.8	34.2	41.0	0	0	Looped	-1.3	9.7	0
503969	NA	Hybrid	2699	2	38	3	4.4	3.3	1.7	22.5	6.1	25.8	31.9	2694	273430	Looped	-2.2	6.9	1
504061	NA	Hybrid	4199	22	60	8	6.3	5.1	18.5	27.5	24.8	32.6	57.4	6425	118112	Looped	2.3	13.7	2
504062	NA	Hybrid	4057	1	62	7	8.5	2.5	3.6	29.4	12.1	31.9	44.0	4019	4019	Looped	-0.8	10.7	1
504063	NA	Hybrid	2737	19	43	4	7.9	6.9	9.1	20.0	17.0	26.9	43.9	2733	567586	Looped	-0.4	8.5	1
504064	NA	Hybrid	3641	6	44	4	4.1	6.8	14.9	34.7	19.0	41.5	60.5	0	0	Looped	-1.2	7.5	0
504131	MS	Hybrid	1671	11	39	4	2.5	0.1	4.3	6.5	6.8	6.6	13.4	873	7857	Looped	-0.8	7.2	1
504132	MS	Hybrid	1933	27	17	4	3.0	0.1	12.3	3.3	15.3	3.4	18.7	0	0	Looped	-0.3	7.6	0
504133	MS	Hybrid	1483	20	16	3	3.9	0.1	9.5	4.9	13.4	5.0	18.4	1477	55503	Looped	-0.7	6.2	1
504134	MS	Hybrid	1910	14	25	9	3.7	0.4	9.7	8.8	13.4	9.2	22.6	0	0	Looped	-0.6	8.2	0
504135	MS	Hybrid	979	18	15	5	2.8	0.5	6.1	2.7	8.9	3.2	12.1	0	0	Looped	-1.0	4.0	0
504136	MS	Hybrid	1634	18	21	6	3.5	0.2	7.3	2.9	10.8	3.1	13.9	0	0	Looped	-0.5	5.8	0
504137	MS	Hybrid	1406	20	13	11	2.8	1.0	10.2	2.5	13.0	3.5	16.5	463	8797	Looped	-0.8	8.2	1
504261	TB	OH	594	76	8	7	35.9	0.1	49.7	1.2	85.6	1.3	86.9	597	21492	Looped	0.8	4.0	1
504262	TB	OH	177	40	4	1	92.5	0.0	35.3	0.6	127.8	0.6	128.4	254	19404	Looped	0.7	4.6	2

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
504361	NA	Hybrid	3038	2	77	4	3.2	1.6	1.1	11.5	4.3	13.1	17.4	8767	618532	Looped	-1.2	9.5	3
504362	NA	Hybrid	2746	1	31	0	0.9	3.7	0.2	15.9	1.1	19.6	20.7	0	0	Looped	-1.9	8.1	0
504363	NA	Hybrid	3405	18	64	6	6.4	0.8	4.2	20.1	10.6	20.9	31.5	8856	155816	Looped	-0.2	16.7	3
504364	NA	Hybrid	1604	8	49	1	4.0	3.7	2.5	9.5	6.5	13.2	19.7	2227	111350	Looped	0.0	12.0	1
504365	NA	Hybrid	3073	10	39	13	5.4	1.7	6.1	14.9	11.5	16.6	28.1	0	0	Looped	-1.1	11.9	0
504366	NA	Hybrid	2469	6	20	1	1.5	3.9	2.6	12.6	4.1	16.5	20.6	4940	100035	Looped	-1.0	9.0	2
504367	NA	Hybrid	2892	3	55	2	2.8	2.8	1.1	25.8	3.9	28.6	32.5	2894	88363	Looped	-0.6	14.4	1
504368	NA	Hybrid	2964	20	12	8	1.4	2.9	13.4	7.5	14.8	10.4	25.2	0	0	Looped	-0.7	13.3	0
504369	NA	Hybrid	1407	32	20	4	4.1	3.1	6.2	10.3	10.3	13.4	23.7	1406	68073	Looped	-0.5	12.1	1
504370	NA	Hybrid	2385	17	41	2	2.0	4.2	5.6	5.8	7.6	10.0	17.6	0	0	Looped	-1.0	16.0	0
504431	TB	Hybrid	1327	68	9	19	17.1	0.6	64.1	7.9	81.2	8.5	89.7	1322	98121	Looped	-0.2	5.5	1
504432	TB	Hybrid	1459	26	27	8	6.0	0.0	15.7	8.9	21.7	8.9	30.6	1446	28920	Looped	-0.6	4.0	1
504433	TB	Hybrid	1147	38	23	10	26.6	0.8	48.3	12.0	74.9	12.8	87.7	0	0	Looped	-0.2	7.4	0
504531	MS	Hybrid	2762	36	39	6	5.3	0.2	12.2	7.2	17.5	7.4	24.9	5461	10922	Looped	-0.4	9.9	2
504532	MS	Hybrid	2577	8	39	7	4.1	0.2	9.7	11.8	13.8	12.0	25.8	0	0	Looped	-0.4	10.1	0
504533	MS	Hybrid	2847	16	49	7	4.8	0.4	8.0	9.7	12.8	10.1	22.9	2809	158096	Looped	-0.6	9.5	1
504534	MS	Hybrid	2099	28	17	9	4.2	1.2	12.5	6.4	16.7	7.6	24.3	2102	4204	Looped	-1.6	7.8	1
504535	MS	Hybrid	1527	19	13	9	3.0	0.2	12.0	2.7	15.0	2.9	17.9	0	0	Looped	-0.8	7.7	0
504536	MS	Hybrid	1046	11	17	6	2.1	0.6	4.6	2.3	6.7	2.9	9.6	0	0	Looped	-0.4	5.5	0
504661	MS	Hybrid	3390	35	34	9	7.0	0.4	14.1	11.3	21.1	11.7	32.8	3372	3372	Looped	-2.8	10.2	1
504662	MS	Hybrid	1231	20	24	5	10.0	0.7	12.7	12.5	22.7	13.2	35.9	0	0	Looped	-0.8	9.0	0
504663	MS	Hybrid	2984	22	74	8	8.7	4.3	8.7	26.0	17.4	30.3	47.7	335	55610	Looped	-1.5	12.4	1
504664	MS	Hybrid	2575	64	33	15	9.6	0.9	23.6	8.3	33.2	9.2	42.4	5318	118784	Looped	0.3	12.6	3
504665	MS	Hybrid	3680	12	68	8	4.3	7.6	9.0	32.6	13.3	40.2	53.5	0	0	Looped	-3.9	11.8	0
504666	MS	Hybrid	3182	24	67	10	6.1	1.4	10.4	17.2	16.5	18.6	35.1	0	0	Looped	-3.4	10.8	0
504667	MS	Hybrid	1345	25	49	6	10.7	2.0	9.3	8.3	20.0	10.3	30.3	0	0	Looped	-0.5	12.1	0
504761	TB	Hybrid	1878	95	39	27	36.2	1.2	65.8	30.6	102.0	31.8	133.8	7551	39640	Looped	-0.8	7.3	4
504762	TB	Hybrid	2281	59	48	22	15.0	5.5	48.5	29.2	63.5	34.7	98.2	2284	78426	Looped	-0.6	10.5	1
504763	TB	OH	3259	313	0	4	32.9	0.2	232.0	2.0	264.9	2.2	267.1	0	0	Looped	0.4	13.3	0
504831	MS	Hybrid	2404	32	19	15	5.3	0.5	12.0	4.7	17.3	5.2	22.5	7226	226110	Looped	-1.4	6.6	3
504832	MS	Hybrid	1548	22	27	8	4.1	0.1	13.0	5.7	17.1	5.8	22.9	0	0	Looped	-0.4	7.0	0
504833	MS	Hybrid	1246	20	18	2	2.9	2.0	11.1	15.3	14.0	17.3	31.3	0	0	Looped	-0.5	6.0	0
504834	MS	Hybrid	2059	25	30	4	6.2	0.6	6.8	10.8	13.0	11.4	24.4	0	0	Looped	-0.4	5.5	0
504835	MS	Hybrid	2262	18	17	9	3.1	1.8	15.8	7.7	18.9	9.5	28.4	0	0	Looped	-0.6	6.9	0
504961	NA	Hybrid	2111	20	28	1	6.5	0.4	11.0	15.5	17.5	15.9	33.4	1216	10944	Looped	-0.5	9.5	1
504962	NA	Hybrid	2676	23	26	6	6.2	0.1	16.4	3.2	22.6	3.3	25.9	151	71876	Looped	-0.4	12.9	1
504963	NA	Hybrid	1603	18	9	3	3.5	0.4	9.3	1.9	12.8	2.3	15.1	658	25662	Looped	-0.3	6.3	1
504964	NA	Hybrid	1558	33	10	5	5.7	0.2	20.6	8.2	26.3	8.4	34.7	3880	518032	Looped	-0.2	9.4	4
504965	NA	Hybrid	2323	26	9	5	7.4	0.3	17.6	3.4	25.0	3.7	28.7	0	0	Looped	-0.7	9.8	0

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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
504966	NA	Hybrid	2730	30	8	9	5.3	0.3	22.5	3.5	27.8	3.8	31.6	1256	51267	Looped	-0.6	10.2	1
504967	NA	OH	1465	72	7	7	16.7	0.5	43.5	2.5	60.2	3.0	63.2	1675	182673	Looped	-3.1	6.8	2
504968	NA	Hybrid	1858	96	25	4	15.5	0.6	42.8	6.9	58.3	7.5	65.8	0	0	Looped	0.4	12.3	0
504969	NA	Hybrid	821	6	22	3	4.3	0.8	13.4	4.7	17.7	5.5	23.2	0	0	Looped	-0.9	7.6	0
505061	TB	Hybrid	2942	17	64	8	10.6	7.0	9.2	40.6	19.8	47.6	67.4	2962	213114	Looped	-0.7	15.6	1
505062	TB	Hybrid	271	0	37	1	5.0	13.5	2.2	17.8	7.2	31.3	38.5	751	40579	Looped	-0.7	8.0	3
505063	TB	Hybrid	3786	80	21	1	11.6	0.2	40.6	10.3	52.2	10.5	62.7	7437	575106	Looped	0.4	13.6	2
505064	TB	Hybrid	3030	3	62	2	6.6	6.7	0.7	34.1	7.3	40.8	48.1	0	0	Looped	-0.1	13.0	0
505065	TB	UG	2050	0	45	1	0.0	6.8	0.3	24.1	0.3	30.9	31.2	0	0	Looped	-1.0	9.0	0
505161	MS	Hybrid	1597	0	39	7	3.4	0.3	4.5	10.9	7.9	11.2	19.1	0	0	Looped	-0.6	9.3	0
505162	MS	Hybrid	2197	7	68	5	6.9	1.7	5.2	36.5	12.1	38.2	50.3	861	138970	Looped	-1.5	14.1	1
505163	MS	Hybrid	1711	11	44	5	5.0	0.3	2.8	13.4	7.8	13.7	21.5	253	25300	Looped	-1.6	7.1	1
505164	MS	Hybrid	2398	9	42	3	3.8	0.2	3.5	17.1	7.3	17.3	24.6	0	0	Looped	-0.9	10.0	0
505165	MS	Hybrid	1905	27	33	3	4.8	1.5	10.7	10.3	15.5	11.8	27.3	0	0	Looped	-0.9	14.1	0
505166	MS	Hybrid	2853	8	55	6	6.6	1.4	7.5	18.7	14.1	20.1	34.2	0	0	Looped	-0.4	12.1	0
505261	MS	Hybrid	1768	35	45	15	11.1	2.2	18.5	10.4	29.6	12.6	42.2	1050	39956	Looped	-1.7	10.0	1
505262	MS	Hybrid	3051	40	28	18	13.0	1.2	28.2	10.3	41.2	11.5	52.7	0	0	Looped	-1.0	10.3	0
505263	MS	Hybrid	1506	16	26	4	5.2	0.4	13.6	7.8	18.8	8.2	27.0	1506	76761	Looped	-0.4	4.4	1
505264	MS	Hybrid	3493	51	33	14	10.6	0.5	24.8	7.6	35.4	8.1	43.5	0	0	Looped	-2.7	11.0	0
505361	MS	Hybrid	3177	0	29	0	2.4	5.3	0.4	23.4	2.8	28.7	31.5	0	0	Looped	-0.6	11.3	0
505362	MS	Hybrid	3163	3	72	0	4.6	1.6	1.7	25.5	6.3	27.1	33.4	3167	22169	Looped	-1.6	12.1	1
505363	MS	Hybrid	3257	18	50	6	6.3	2.0	12.2	26.7	18.5	28.7	47.2	0	0	Looped	1.7	16.1	0
505364	MS	Hybrid	3906	2	65	1	5.2	2.7	0.6	43.7	5.8	46.4	52.2	3903	196687	Looped	-1.0	14.6	1
505365	MS	Hybrid	3695	1	66	0	3.5	6.7	0.1	39.1	3.6	45.8	49.4	3683	199361	Looped	-1.8	12.6	1
505366	MS	UG	2057	0	49	0	1.3	5.8	0.0	20.4	1.3	26.2	27.5	0	0	Looped	-0.5	13.5	0
505461	TB	Hybrid	1807	16	19	5	4.4	0.6	3.9	5.6	8.3	6.2	14.5	1769	1769	Looped	-0.2	6.9	1
505462	TB	Hybrid	1584	11	39	7	3.7	1.0	2.3	5.0	6.0	6.0	12.0	0	0	Looped	-0.5	8.4	0
505463	TB	Hybrid	1180	9	54	6	5.4	1.0	5.0	11.4	10.4	12.4	22.8	3534	34192	Looped	0.1	12.0	3
505464	TB	Hybrid	3470	6	50	3	5.8	2.2	1.7	21.1	7.5	23.3	30.8	0	0	Looped	-0.5	11.4	0
505465	TB	Hybrid	2078	26	25	14	6.2	0.3	11.9	6.1	18.1	6.4	24.5	2072	106466	Looped	-0.5	12.9	1
505561	MS	Hybrid	2577	24	27	3	2.7	1.3	5.7	5.2	8.4	6.5	14.9	0	0	Looped	0.0	7.1	0
505562	MS	Hybrid	2394	24	38	12	4.0	1.4	7.9	4.7	11.9	6.1	18.0	0	0	Looped	-0.2	10.2	0
505563	MS	Hybrid	1344	0	36	0	2.6	1.4	0.0	5.3	2.6	6.7	9.3	0	0	Looped	-0.3	9.3	0
505564	MS	Hybrid	2551	2	40	0	3.5	2.6	0.3	18.0	3.8	20.6	24.4	0	0	Looped	0.5	10.9	0
505661	TB	OH	3227	51	13	2	9.2	0.0	51.5	2.1	60.7	2.1	62.8	0	0	Looped	-1.3	12.3	0
505662	TB	Hybrid	3325	40	23	12	9.0	0.9	34.8	11.3	43.8	12.2	56.0	6152	69536	Looped	-1.3	10.5	2
505663	TB	Hybrid	2939	22	18	3	7.1	0.4	53.7	6.4	60.8	6.8	67.6	0	0	Looped	-1.5	12.4	0
505664	TB	Hybrid	2919	35	83	11	12.1	2.9	11.2	26.3	23.3	29.2	52.5	5762	413879	Looped	-1.4	9.6	2
505665	TB	Hybrid	3136	23	45	18	9.9	9.9	10.4	28.0	20.3	37.9	58.2	0	0	Looped	-1.0	14.7	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
505761	MS	Hybrid	3468	6	78	7	4.8	0.2	6.5	20.8	11.3	21.0	32.3	468	24804	Looped	-0.6	8.4	1
505762	MS	Hybrid	3147	16	45	3	7.6	0.3	8.6	25.1	16.2	25.4	41.6	3130	3130	Looped	-0.9	12.4	1
505763	MS	Hybrid	3649	31	54	9	11.2	3.8	21.3	41.3	32.5	45.1	77.6	4344	193813	Looped	0.7	13.8	2
505764	MS	Hybrid	1634	14	55	4	18.0	5.6	18.6	27.2	36.6	32.8	69.4	0	0	Looped	-0.7	8.7	0
505765	MS	Hybrid	3254	22	67	5	6.3	2.3	10.4	20.7	16.7	23.0	39.7	3263	3263	Looped	-1.4	11.4	1
505766	MS	Hybrid	1572	11	63	5	18.0	3.3	10.9	21.1	28.9	24.4	53.3	0	0	Looped	-0.3	11.0	0
505767	MS	Hybrid	2475	4	31	0	4.7	0.6	2.8	19.7	7.5	20.3	27.8	0	0	Looped	-1.0	9.5	0
505861	MS	Hybrid	83	2	15	0	1.6	4.9	0.3	2.7	1.9	7.6	9.5	163	7128	Looped	0.2	3.0	2
505862	MS	Hybrid	764	20	11	6	15.3	0.9	12.9	9.7	28.2	10.6	38.8	0	0	Looped	0.1	4.8	0
505863	MS	Hybrid	94	6	19	2	4.6	1.9	4.6	2.0	9.2	3.9	13.1	0	0	Looped	-1.2	3.4	0
505864	MS	Hybrid	1719	18	25	6	12.9	1.1	6.4	9.8	19.3	10.9	30.2	0	0	Looped	-0.4	5.8	0
505961	TB	OH	2974	135	11	15	33.2	0.2	152.1	3.7	185.3	3.9	189.2	5448	110715	Looped	-0.1	6.6	3
505962	TB	Hybrid	1871	26	22	5	8.1	0.2	22.8	10.6	30.9	10.8	41.7	1848	1848	Looped	-0.5	6.4	1
505963	TB	OH	905	94	18	10	53.9	0.1	100.9	4.8	154.8	4.9	159.7	263	37346	Looped	-0.2	3.4	1
506031	MS	Hybrid	930	19	16	7	3.4	0.1	4.8	3.3	8.2	3.4	11.6	0	0	Looped	-0.4	6.9	0
506032	MS	Hybrid	1274	23	8	4	3.2	0.0	8.6	2.3	11.8	2.3	14.1	1283	67999	Looped	-0.5	6.0	1
506033	MS	Hybrid	1448	20	7	5	2.9	0.0	9.7	1.0	12.6	1.0	13.6	0	0	Looped	-0.5	7.1	0
506034	MS	OH	896	21	4	4	3.0	0.1	7.7	0.4	10.7	0.5	11.2	0	0	Looped	-0.4	4.9	0
506035	MS	Hybrid	1286	13	9	3	3.2	0.2	5.8	5.0	9.0	5.2	14.2	0	0	Looped	-0.5	5.6	0
506036	MS	Hybrid	2168	26	6	15	4.9	0.3	12.5	1.0	17.4	1.3	18.7	0	0	Looped	-1.2	8.9	0
506037	MS	Hybrid	1753	22	16	6	3.8	0.8	7.7	4.0	11.5	4.8	16.3	0	0	Looped	-0.3	7.1	0
506161	NA	Hybrid	1514	20	10	6	3.3	0.1	9.2	3.3	12.5	3.4	15.9	0	0	Looped	-0.3	7.0	0
506162	NA	Hybrid	1671	5	57	8	7.3	2.1	7.7	15.5	15.0	17.6	32.6	1653	80448	Looped	-1.7	14.5	1
506163	NA	Hybrid	3655	27	43	10	9.2	0.9	15.1	21.9	24.3	22.8	47.1	0	0	Looped	-0.1	13.1	0
506164	NA	Hybrid	1832	24	35	12	6.4	0.6	5.4	7.8	11.8	8.4	20.2	3660	383422	Looped	-0.8	13.1	2
506165	NA	Hybrid	1225	8	32	5	4.7	0.6	2.6	10.3	7.3	10.9	18.2	0	0	Looped	-0.7	15.0	0
506166	NA	Hybrid	1444	6	44	6	4.0	1.1	3.2	5.8	7.2	6.9	14.1	0	0	Looped	-0.6	7.3	0
506261	MS	Hybrid	1597	14	35	11	4.5	0.4	6.5	11.2	11.0	11.6	22.6	5728	327403	Looped	-0.6	9.2	3
506262	MS	Hybrid	576	20	53	6	7.1	0.8	4.8	5.1	11.9	5.9	17.8	0	0	Looped	-0.9	8.8	0
506263	MS	Hybrid	2353	20	53	9	7.1	1.4	11.8	13.8	18.9	15.2	34.1	4699	95460	Looped	0.5	13.0	2
506264	MS	Hybrid	1764	29	31	8	4.4	1.1	8.5	5.8	12.9	6.9	19.8	0	0	Looped	-0.7	9.0	0
506361	TB	Hybrid	2924	20	23	9	5.1	1.1	32.8	10.8	37.9	11.9	49.8	0	0	Looped	-0.4	13.6	0
506362	TB	Hybrid	3211	39	8	7	6.0	0.1	38.8	3.5	44.8	3.6	48.4	0	0	Looped	-1.1	12.3	0
506363	TB	Hybrid	4282	45	21	11	18.4	0.2	38.5	11.6	56.9	11.8	68.7	0	0	Looped	-1.5	11.7	0
506364	TB	Hybrid	2208	27	24	5	13.1	1.7	22.4	17.5	35.5	19.2	54.7	1346	116108	Looped	-0.4	10.1	1
506461	TB	Hybrid	793	7	47	4	5.9	0.1	20.8	5.2	26.7	5.3	32.0	0	0	Looped	-1.0	10.5	0
506462	TB	Hybrid	2867	34	32	5	9.1	3.4	26.5	25.9	35.6	29.3	64.9	6863	1125200	Looped	-0.7	8.5	3
506463	TB	Hybrid	3004	55	11	2	9.2	0.2	78.7	6.7	87.9	6.9	94.8	0	0	Looped	-0.8	11.7	0
506464	TB	Hybrid	2718	46	6	10	10.5	0.4	65.3	3.6	75.8	4.0	79.8	0	0	Looped	-0.5	11.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
506465	TB	OH	2397	66	2	1	8.9	0.1	56.1	0.2	65.0	0.3	65.3	0	0	Looped	0.0	10.0	0
506561	MS	Hybrid	3334	5	77	1	6.5	7.1	0.6	49.4	7.1	56.5	63.6	6113	546149	Looped	-1.3	11.5	2
506562	MS	Hybrid	3666	47	45	11	12.9	0.6	36.9	13.9	49.8	14.5	64.3	0	0	Looped	-0.2	9.1	0
506563	MS	Hybrid	2370	8	45	2	7.8	2.9	10.0	25.2	17.8	28.1	45.9	2627	245830	Looped	-1.6	4.7	2
506661	NA	Hybrid	1966	0	52	3	3.1	4.3	2.2	27.4	5.3	31.7	37.0	671	43096	Looped	-0.7	10.7	1
506662	NA	Hybrid	2583	33	39	4	6.5	1.9	8.9	17.8	15.4	19.7	35.1	1193	42497	Looped	-1.5	10.4	1
506663	NA	Hybrid	3627	5	58	2	5.2	3.6	1.2	32.4	6.4	36.0	42.4	3209	291121	Looped	0.7	15.4	2
506664	NA	Hybrid	3757	24	48	7	8.8	0.3	8.1	22.6	16.9	22.9	39.8	2140	475080	Looped	0.2	13.4	1
506665	NA	Hybrid	1112	4	40	3	6.1	0.8	1.3	10.4	7.4	11.2	18.6	1109	129166	Looped	-0.7	12.0	2
506666	NA	Hybrid	1109	10	21	15	3.6	0.5	7.0	2.0	10.6	2.5	13.1	0	0	Looped	-0.1	9.3	0
506667	NA	Hybrid	1715	0	40	1	2.5	2.2	0.4	21.5	2.9	23.7	26.6	698	30712	Looped	0.0	8.7	1
506761	NA	Hybrid	3107	1	58	1	5.5	4.1	0.6	36.9	6.1	41.0	47.1	0	0	Looped	-0.7	10.4	0
506762	NA	Hybrid	2185	3	38	7	3.6	0.1	3.4	16.0	7.0	16.1	23.1	6507	327798	Looped	-0.8	11.9	3
506763	NA	Hybrid	2383	3	33	4	5.8	1.3	9.9	16.6	15.7	17.9	33.6	679	4074	Looped	-0.4	9.9	1
506764	NA	Hybrid	2474	21	47	5	6.4	2.8	9.2	25.2	15.6	28.0	43.6	0	0	Looped	-3.2	10.8	0
506765	NA	Hybrid	3098	9	47	11	5.2	1.8	5.4	22.4	10.6	24.2	34.8	0	0	Looped	-0.8	13.4	0
506766	NA	Hybrid	3332	14	64	1	7.3	4.7	5.3	30.6	12.6	35.3	47.9	2804	703148	Looped	-0.1	14.8	2
506767	NA	Hybrid	2893	9	46	3	6.0	4.2	4.6	23.5	10.6	27.7	38.3	5368	739831	Looped	-0.6	7.4	2
506768	NA	Hybrid	2638	9	44	1	4.4	6.1	2.3	22.9	6.7	29.0	35.7	2613	140728	Looped	-0.8	9.5	1
506769	NA	Hybrid	3315	3	86	2	7.7	3.2	2.2	32.3	9.9	35.5	45.4	0	0	Looped	-0.5	13.8	0
506861	TB	Hybrid	3174	42	35	4	9.2	0.4	29.7	15.8	38.9	16.2	55.1	0	0	Looped	-1.4	9.2	0
506862	TB	Hybrid	2359	50	17	6	18.7	1.4	110.7	11.0	129.4	12.4	141.8	0	0	Looped	-0.9	7.8	0
506961	MS	Hybrid	639	13	36	7	4.8	0.8	4.1	4.1	8.9	4.9	13.8	0	0	Looped	-0.9	8.5	0
506962	MS	Hybrid	2524	24	66	7	7.6	0.2	6.5	18.1	14.1	18.3	32.4	13120	551354	Looped	-0.8	10.6	5
506963	MS	Hybrid	2530	10	55	6	6.5	0.8	4.8	21.3	11.3	22.1	33.4	2650	87069	Looped	-0.9	9.9	2
506964	MS	Hybrid	2191	22	73	4	5.8	1.0	5.6	19.0	11.4	20.0	31.4	0	0	Looped	-1.4	12.9	0
506965	MS	Hybrid	2907	6	56	1	5.4	1.9	2.8	29.4	8.2	31.3	39.5	2861	60792	Looped	-0.7	10.8	1
507061	NA	Hybrid	2572	3	42	2	3.3	0.8	0.8	20.2	4.1	21.0	25.1	0	0	Looped	-0.7	8.6	0
507062	NA	Hybrid	3439	18	38	2	4.6	3.6	13.9	27.7	18.5	31.3	49.8	6876	380920	Looped	-0.8	11.2	2
507063	NA	Hybrid	3905	49	68	13	10.5	2.1	16.5	20.5	27.0	22.6	49.6	0	0	Looped	-0.3	13.4	0
507064	NA	Hybrid	2472	4	47	0	1.8	7.6	1.2	24.0	3.0	31.6	34.6	0	0	Looped	-0.3	10.5	0
507065	NA	Hybrid	1251	1	36	3	0.6	5.6	1.3	9.8	1.9	15.4	17.3	0	0	Looped	-0.5	10.0	0
507161	MS	Hybrid	2126	8	73	3	8.3	12.2	8.4	49.7	16.7	61.9	78.6	2020	133456	Looped	-0.3	12.4	1
507162	MS	Hybrid	1727	92	32	18	54.9	1.6	105.0	28.2	159.9	29.8	189.7	0	0	Looped	-0.3	11.3	0
507163	MS	Hybrid	2618	10	53	7	8.3	0.7	5.2	23.6	13.5	24.3	37.8	0	0	Looped	0.0	12.3	0
507164	MS	UG	2059	3	58	0	1.0	10.3	0.3	30.9	1.3	41.2	42.5	0	0	Looped	-1.6	14.2	0
507261	NA	Hybrid	2053	12	28	4	10.0	1.6	11.0	14.6	21.0	16.2	37.2	2030	2030	Looped	-0.8	9.7	1
507262	NA	Hybrid	2761	11	35	7	6.8	0.4	6.1	22.7	12.9	23.1	36.0	2761	119757	Looped	-1.2	10.2	1
507263	NA	Hybrid	3968	38	53	5	11.1	3.2	18.5	37.3	29.6	40.5	70.1	7930	582032	Looped	-1.1	15.2	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
507264	NA	Hybrid	3106	56	2	3	5.0	0.9	27.3	4.9	32.3	5.8	38.1	0	0	Looped	-0.3	13.8	0
507265	NA	Hybrid	4414	29	99	15	11.6	1.3	11.4	25.0	23.0	26.3	49.3	4510	9020	Looped	-0.4	17.4	1
507266	NA	Hybrid	8	0	4	0	1.0	0.1	0.0	0.4	1.0	0.5	1.5	0	0	Looped	-0.2	0.6	0
507361	NA	OH	2150	95	2	6	11.4	0.4	82.0	0.6	93.4	1.0	94.4	2127	125493	Looped	-0.7	10.9	1
507362	NA	Hybrid	4055	17	73	2	8.7	9.2	19.5	46.1	28.2	55.3	83.5	0	0	Looped	0.6	13.2	0
507363	NA	Hybrid	2829	125	34	5	26.4	0.6	76.8	21.6	103.2	22.2	125.4	0	0	Looped	0.6	17.0	0
507364	NA	Hybrid	3202	172	10	4	26.5	0.5	110.6	9.0	137.1	9.5	146.6	4604	307578	Looped	-0.1	16.5	2
507461	NA	Hybrid	2529	20	42	5	18.4	3.3	17.3	33.7	35.7	37.0	72.7	0	0	Looped	0.9	10.7	0
507462	NA	Hybrid	2453	2	43	1	4.7	3.9	2.5	23.8	7.2	27.7	34.9	0	0	Looped	-0.2	14.4	0
507463	NA	Hybrid	336	1	43	0	5.2	6.0	4.0	11.9	9.2	17.9	27.1	0	0	Looped	-0.9	10.5	0
507464	NA	Hybrid	16	3	13	0	7.1	1.8	0.5	1.3	7.6	3.1	10.7	0	0	Looped	-1.3	6.5	0
507465	NA	Hybrid	100	10	18	0	13.3	3.0	13.1	3.3	26.4	6.3	32.7	205	10871	Looped	-1.8	7.3	2
507466	NA	UG	1998	0	65	0	0.4	12.1	0.0	36.5	0.4	48.6	49.0	0	0	Looped	-1.3	14.1	0
507561	MS	Hybrid	2510	78	51	11	24.3	2.9	36.3	35.7	60.6	38.6	99.2	0	0	Looped	-0.2	10.7	0
507562	MS	Hybrid	2959	4	45	7	5.0	1.3	8.1	23.8	13.1	25.1	38.2	1859	72124	Looped	-0.4	9.2	1
507563	MS	Hybrid	2429	4	42	0	4.3	6.2	0.5	36.5	4.8	42.7	47.5	0	0	Looped	-1.3	13.3	0
507564	MS	Hybrid	2505	0	0	0	5.0	1.7	5.5	29.0	10.5	30.7	41.2	0	0	Looped	-0.4	9.4	0
507661	NA	Hybrid	599	3	24	0	3.0	1.8	1.2	9.0	4.2	10.8	15.0	0	0	Looped	-0.5	9.4	0
507662	NA	Hybrid	4532	5	63	7	5.2	1.2	7.6	16.9	12.8	18.1	30.9	202	606	Looped	-0.5	14.2	1
507663	NA	Hybrid	4397	9	64	5	5.3	2.7	3.4	29.9	8.7	32.6	41.3	0	0	Looped	-0.1	13.2	0
507664	NA	Hybrid	3202	7	56	7	5.7	0.6	2.5	18.6	8.2	19.2	27.4	2730	93004	Looped	-1.2	11.3	1
507665	NA	Hybrid	2987	1	50	3	2.7	1.8	1.2	28.4	3.9	30.2	34.1	0	0	Looped	-0.3	9.6	0
507761	NA	Hybrid	2075	4	36	3	6.6	0.9	5.9	17.3	12.5	18.2	30.7	0	0	Looped	-0.2	8.8	0
507762	NA	Hybrid	3656	14	60	1	3.4	10.1	6.5	44.2	9.9	54.3	64.2	0	0	Looped	-2.9	12.2	0
507763	NA	Hybrid	3505	18	50	2	6.9	2.3	10.3	22.7	17.2	25.0	42.2	0	0	Looped	-0.6	13.3	0
507764	NA	Hybrid	3363	0	31	1	5.4	3.6	1.1	21.2	6.5	24.8	31.3	1714	49706	Looped	0.0	9.3	1
507861	TB	UG	3	0	0	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	-0.6	3.6	0
507862	TB	Hybrid	1826	43	20	10	12.5	0.3	43.7	8.2	56.2	8.5	64.7	0	0	Looped	-0.4	4.5	0
507961	TB	Hybrid	3384	57	15	10	14.9	0.1	90.9	14.0	105.8	14.1	119.9	0	0	Looped	-0.5	12.5	0
507962	TB	Hybrid	2737	78	9	10	14.0	0.3	115.0	11.4	129.0	11.7	140.7	3322	139536	Looped	0.3	10.5	2
508061	TB	Hybrid	1952	21	21	1	4.6	2.4	14.5	2.5	19.1	4.9	24.0	0	0	Looped	1.4	7.2	0
508062	TB	Hybrid	1869	25	11	2	3.8	2.4	11.2	2.2	15.0	4.6	19.6	0	0	Looped	-0.9	6.1	0
508063	TB	Hybrid	2132	40	42	11	15.7	2.3	27.5	11.9	43.2	14.2	57.4	2135	107289	Looped	-1.3	10.4	1
508161	MS	Hybrid	4325	3	75	0	8.7	2.2	0.6	48.2	9.3	50.4	59.7	2925	95010	Looped	-0.6	17.9	1
508162	MS	Hybrid	2764	56	42	16	24.0	0.4	62.5	33.3	86.5	33.7	120.2	0	0	Looped	-0.9	14.1	0
508261	MS	Hybrid	2658	29	45	4	9.2	2.2	10.0	35.8	19.2	38.0	57.2	0	0	Looped	-1.1	15.2	0
508262	MS	Hybrid	1555	50	56	11	15.6	3.9	20.6	33.6	36.2	37.5	73.7	0	0	Looped	-0.3	12.0	0
508361	NA	Hybrid	1688	23	15	5	8.9	0.4	11.0	7.6	19.9	8.0	27.9	0	0	Looped	-0.3	4.3	0
508362	NA	Hybrid	4124	23	72	3	12.6	3.8	17.6	47.0	30.2	50.8	81.0	4017	210006	Looped	0.7	14.8	1

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
508363	NA	Hybrid	2404	32	27	10	5.8	0.5	14.8	10.0	20.6	10.5	31.1	0	0	Looped	-0.5	9.8	0
508461	TB	Hybrid	4319	8	71	6	4.9	13.8	3.0	46.7	7.9	60.5	68.4	16562	1345448	Looped	0.6	14.3	4
508462	TB	Hybrid	2735	46	33	7	11.1	0.4	41.6	9.6	52.7	10.0	62.7	5449	455584	Looped	-0.3	13.2	2
508463	TB	Hybrid	2089	56	11	5	13.1	1.5	55.6	4.3	68.7	5.8	74.5	4186	159615	Looped	1.6	11.7	2
508531	TB	Hybrid	1387	52	11	14	6.6	0.4	11.0	1.0	17.6	1.4	19.0	0	0	Looped	-0.8	6.1	0
508532	TB	Hybrid	833	16	26	8	4.9	0.1	9.9	2.8	14.8	2.9	17.7	2052	145093	Looped	-1.1	5.1	4
508533	TB	Hybrid	1	0	0	0	0.8	1.0	0.0	0.0	0.8	1.0	1.8	0	0	Radial	-0.1	2.7	0
508631	MS	UG	405	1	5	1	0.1	3.2	0.1	2.4	0.2	5.6	5.8	0	0	Looped	-0.3	3.9	0
508632	MS	UG	246	0	0	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	0	0	Looped	-0.2	1.4	0
508861	TB	OH	2285	79	5	7	11.1	0.6	111.0	1.3	122.1	1.9	124.0	2247	6203	Looped	-0.2	10.3	1
508862	TB	Hybrid	3538	43	49	3	11.9	7.9	95.4	20.6	107.3	28.5	135.8	0	0	Looped	-0.3	15.3	0
508863	TB	Hybrid	2898	53	13	0	8.6	0.6	62.7	3.6	71.3	4.2	75.5	0	0	Looped	-0.7	13.3	0
508864	TB	OH	1936	62	2	0	6.4	0.2	47.6	0.4	54.0	0.6	54.6	1925	53900	Looped	-0.7	8.7	1
509061	NA	Hybrid	2789	5	54	1	6.5	0.4	4.9	24.5	11.4	24.9	36.3	0	0	Looped	-0.9	12.4	0
509062	NA	Hybrid	2865	23	33	3	4.9	0.5	10.6	20.4	15.5	20.9	36.4	1112	105640	Looped	-0.8	9.9	1
700131	WG	Hybrid	589	5	12	6	2.6	1.4	2.6	0.7	5.2	2.1	7.3	0	0	Looped	-0.1	5.6	0
700132	WG	OH	1928	35	8	5	5.6	0.3	8.3	0.4	13.9	0.7	14.6	0	0	Looped	-0.4	8.8	0
700133	WG	Hybrid	1643	30	13	4	3.0	0.3	5.4	1.4	8.4	1.7	10.1	0	0	Looped	2.0	7.5	0
700134	WG	Hybrid	1304	9	17	7	3.7	1.4	4.6	0.9	8.3	2.3	10.6	3851	196849	Looped	-0.2	7.5	3
700135	WG	Hybrid	1886	12	17	3	2.4	0.5	2.4	1.1	4.8	1.6	6.4	1848	7392	Looped	-0.5	5.6	1
700136	WG	Hybrid	751	5	20	3	2.8	1.8	0.9	0.7	3.7	2.5	6.2	677	2708	Looped	1.3	5.9	1
700137	WG	Hybrid	2164	20	18	17	4.7	0.4	4.8	1.2	9.5	1.6	11.1	4336	38638	Looped	-0.3	7.2	2
700138	WG	Hybrid	297	1	9	2	1.7	1.0	0.2	0.3	1.9	1.3	3.2	0	0	Looped	-0.4	2.8	0
700139	WG	OH	2138	21	8	4	4.3	0.2	13.2	0.3	17.5	0.5	18.0	0	0	Looped	-0.6	9.3	0
700140	WG	UG	18	0	4	1	0.0	2.2	0.1	0.3	0.1	2.5	2.6	0	0	Looped	0.4	6.1	0
700141	WG	Hybrid	1916	16	3	2	4.6	0.3	8.6	1.3	13.2	1.6	14.8	0	0	Looped	-0.2	7.3	0
700142	WG	UG	31	0	6	0	0.0	2.4	0.0	0.5	0.0	2.9	2.9	0	0	Looped	-1.2	2.5	0
700143	WG	Hybrid	1750	22	26	3	4.6	1.0	6.0	3.0	10.6	4.0	14.6	0	0	Looped	-0.5	7.2	0
700144	WG	Hybrid	1439	12	14	9	3.8	0.4	2.4	1.2	6.2	1.6	7.8	0	0	Looped	-0.3	5.8	0
700145	WG	Hybrid	833	0	5	2	0.0	3.0	0.3	1.1	0.3	4.1	4.4	0	0	Looped	-4.8	2.3	0
700231	GS	Hybrid	1280	14	13	3	3.6	0.5	3.6	1.1	7.2	1.6	8.8	0	0	Looped	-0.1	4.3	0
700232	GS	Hybrid	656	11	9	2	2.5	0.1	1.7	1.1	4.2	1.2	5.4	0	0	Looped	-0.2	2.5	0
700233	GS	Hybrid	957	4	9	4	2.0	0.2	1.6	0.4	3.6	0.6	4.2	962	33670	Looped	-1.8	6.2	1
700234	GS	Hybrid	1360	13	13	5	2.5	0.8	3.8	0.7	6.3	1.5	7.8	1076	100679	Looped	-0.4	6.7	1
700235	GS	OH	1385	22	4	1	2.2	0.2	5.3	0.1	7.5	0.3	7.8	0	0	Looped	-0.9	3.0	0
700236	GS	Hybrid	1736	9	9	5	2.4	0.8	2.8	0.9	5.2	1.7	6.9	0	0	Looped	1.2	6.4	0
700237	GS	Hybrid	1815	8	11	7	3.0	0.5	3.5	1.0	6.5	1.5	8.0	5005	38692	Looped	-0.5	7.5	3
700238	GS	Hybrid	0	0	1	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	0	0	Looped	-0.4	2.2	0
700239	GS	Hybrid	2546	24	15	8	5.0	0.4	4.5	4.1	9.5	4.5	14.0	7907	292340	Looped	-0.4	8.8	4

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
700240	GS	Hybrid	2146	11	18	3	3.2	0.7	1.9	6.3	5.1	7.0	12.1	6229	314819	Looped	-0.4	5.9	3
700241	GS	UG	0	0	0	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	-1.1	0.0	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	0.3	4.8	0
700243	GS	UG	326	0	1	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	-0.9	0.3	0
700331	WG	Hybrid	1929	17	5	2	3.8	0.1	5.7	1.9	9.5	2.0	11.5	8168	746723	Looped	-0.4	6.1	5
700332	WG	Hybrid	775	11	21	4	4.6	0.3	2.2	3.5	6.8	3.8	10.6	0	0	Looped	0.4	7.8	0
700333	WG	Hybrid	1843	21	25	2	4.3	0.5	3.9	0.7	8.2	1.2	9.4	0	0	Looped	-0.3	4.9	0
700334	WG	Hybrid	542	9	19	3	5.5	0.4	1.4	2.1	6.9	2.5	9.4	550	4400	Looped	0.0	5.6	1
700335	WG	Hybrid	1917	24	8	6	3.8	0.8	5.4	0.3	9.2	1.1	10.3	0	0	Looped	-1.5	6.5	0
700336	WG	Hybrid	259	6	15	1	2.4	0.6	0.5	1.0	2.9	1.6	4.5	0	0	Looped	0.6	5.1	0
700337	WG	Hybrid	1681	40	20	5	4.9	0.7	8.9	4.2	13.8	4.9	18.7	267	1869	Looped	-0.1	9.1	1
700338	WG	Hybrid	291	8	10	1	3.0	0.8	0.5	0.3	3.5	1.1	4.6	387	15376	Looped	-0.6	3.6	2
700339	WG	UG	1	0	3	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-0.1	1.4	0
700340	WG	UG	28	0	2	0	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	-1.5	2.4	0
700341	WG	UG	2	0	2	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-1.3	2.6	0
700342	WG	Hybrid	359	0	10	1	0.7	1.4	0.2	0.6	0.9	2.0	2.9	0	0	Looped	0.4	5.3	0
700431	WG	Hybrid	1878	17	25	2	3.7	0.3	4.4	1.7	8.1	2.0	10.1	2804	170637	Looped	-1.1	6.8	2
700432	WG	Hybrid	892	11	8	2	2.2	0.5	2.7	0.5	4.9	1.0	5.9	0	0	Looped	-0.6	4.3	0
700433	WG	Hybrid	1797	26	12	2	2.8	0.1	6.9	1.2	9.7	1.3	11.0	0	0	Looped	-0.2	6.6	0
700434	WG	Hybrid	1523	25	6	6	2.8	0.1	6.1	2.0	8.9	2.1	11.0	0	0	Looped	-0.4	5.4	0
700435	WG	Hybrid	748	4	2	2	2.8	1.6	0.8	0.1	3.6	1.7	5.3	723	723	Looped	-0.3	2.4	1
700436	WG	Hybrid	1374	18	9	2	3.3	0.1	6.8	0.6	10.1	0.7	10.8	0	0	Looped	-1.0	6.1	0
700437	WG	Hybrid	1082	8	19	5	4.3	0.4	2.8	1.5	7.1	1.9	9.0	1073	22010	Looped	-0.6	6.1	1
700438	WG	Hybrid	1371	19	14	6	3.2	0.3	5.0	0.9	8.2	1.2	9.4	1362	145492	Looped	-0.6	7.3	1
700439	WG	Hybrid	1731	25	11	8	2.8	0.3	8.9	1.5	11.7	1.8	13.5	1728	64832	Looped	-0.5	7.3	1
700440	WG	Hybrid	180	2	12	0	1.0	1.9	0.8	0.5	1.8	2.4	4.2	0	0	Looped	-0.5	3.4	0
700441	WG	Hybrid	990	10	17	0	2.1	2.3	3.3	0.4	5.4	2.7	8.1	988	71844	Looped	-0.5	5.3	1
700442	WG	Hybrid	369	3	10	0	1.7	2.5	0.1	0.1	1.8	2.6	4.4	381	23241	Looped	-0.2	2.8	1
700443	WG	OH	1569	23	1	0	3.8	0.2	6.8	0.0	10.6	0.2	10.8	3182	210333	Looped	0.0	6.1	2
700444	WG	Hybrid	1276	18	6	3	2.2	0.1	3.8	0.6	6.0	0.7	6.7	2562	79082	Looped	-0.5	4.4	2
700461	WG	Hybrid	729	5	0	2	1.8	0.7	1.7	0.1	3.5	0.8	4.3	0	0	Looped	0.0	2.2	0
700462	WG	UG	2917	0	14	0	0.0	7.0	0.0	1.8	0.0	8.8	8.8	0	0	Looped	6.8	15.3	0
700463	WG	Hybrid	2129	16	23	2	5.2	0.2	5.6	2.2	10.8	2.4	13.2	0	0	Looped	-0.6	9.2	0
700531	PM	Hybrid	1306	2	19	3	2.5	1.5	2.3	7.7	4.8	9.2	14.0	0	0	Looped	-1.3	7.4	0
700532	PM	Hybrid	811	13	17	1	3.3	1.1	2.9	2.4	6.2	3.5	9.7	0	0	Looped	-0.9	4.5	0
700533	PM	Hybrid	402	9	3	6	2.3	0.1	2.6	0.8	4.9	0.9	5.8	0	0	Looped	-0.4	3.1	0
700534	PM	Hybrid	788	12	29	3	3.9	4.7	3.1	3.8	7.0	8.5	15.5	0	0	Looped	-0.5	6.6	0
700535	PM	Hybrid	3182	24	24	7	4.8	1.1	7.0	10.7	11.8	11.8	23.6	5167	249046	Looped	-0.5	9.5	2
700536	PM	Hybrid	262	2	18	3	3.0	0.3	1.1	2.0	4.1	2.3	6.4	0	0	Looped	-0.6	3.9	0

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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
700537	PM	Hybrid	243	14	19	1	3.0	0.8	1.4	0.9	4.4	1.7	6.1	248	9752	Looped	0.3	6.8	1
700538	PM	Hybrid	0	0	0	0	1.1	0.3	0.0	0.0	1.1	0.3	1.4	0	0	Radial	-0.6	2.7	0
700539	PM	Hybrid	167	3	8	2	1.8	0.5	1.2	0.6	3.0	1.1	4.1	0	0	Looped	-0.2	1.7	0
700631	WG	Hybrid	1327	22	12	1	2.9	0.2	2.9	1.0	5.8	1.2	7.0	2542	77247	Looped	-1.1	3.6	2
700632	WG	Hybrid	1050	4	16	7	3.4	0.5	3.2	1.1	6.6	1.6	8.2	2116	86654	Looped	0.8	6.7	2
700633	WG	Hybrid	2828	14	26	5	4.0	0.4	2.9	2.0	6.9	2.4	9.3	0	0	Looped	0.6	8.5	0
700634	WG	Hybrid	1147	18	8	5	2.7	0.2	5.0	0.5	7.7	0.7	8.4	0	0	Looped	0.1	5.8	0
700635	WG	OH	1110	35	7	2	3.9	0.0	7.9	0.3	11.8	0.3	12.1	1112	65681	Looped	-0.4	6.7	1
700636	WG	Hybrid	1640	18	11	6	4.0	0.4	6.0	1.1	10.0	1.5	11.5	2545	140549	Looped	-0.3	7.3	1
700637	WG	Hybrid	1587	12	27	8	2.4	0.1	4.3	1.5	6.7	1.6	8.3	0	0	Looped	1.0	6.1	0
700638	WG	UG	11	0	9	0	0.0	3.0	0.0	0.5	0.0	3.5	3.5	0	0	Looped	-0.9	6.9	0
700639	WG	Hybrid	1614	24	12	4	3.5	0.6	4.0	1.1	7.5	1.7	9.2	0	0	Looped	0.1	7.1	0
700640	WG	Hybrid	798	2	13	1	1.1	2.8	0.2	0.5	1.3	3.3	4.6	1321	40005	Looped	-1.2	5.5	2
700641	WG	Hybrid	1256	12	12	2	2.4	3.4	1.4	0.6	3.8	4.0	7.8	2952	122309	Looped	0.3	4.7	3
700642	WG	Hybrid	2692	33	25	1	4.2	0.2	5.9	3.0	10.1	3.2	13.3	0	0	Looped	0.6	7.7	0
700731	WG	OH	1013	15	2	1	2.4	0.0	5.2	0.4	7.6	0.4	8.0	0	0	Looped	-0.3	3.7	0
700732	WG	OH	1054	22	6	2	3.1	0.0	7.2	0.3	10.3	0.3	10.6	0	0	Looped	-1.4	5.4	0
700733	WG	OH	1073	14	6	2	2.5	0.0	8.8	0.4	11.3	0.4	11.7	0	0	Looped	0.4	5.4	0
700734	WG	Hybrid	2056	31	9	7	4.4	0.0	10.5	1.2	14.9	1.2	16.1	0	0	Looped	-0.1	6.1	0
700735	WG	OH	1288	22	10	4	4.0	0.0	7.8	0.5	11.8	0.5	12.3	0	0	Looped	-0.7	6.3	0
700736	WG	Hybrid	1319	33	21	0	4.8	0.1	7.6	0.8	12.4	0.9	13.3	0	0	Looped	-0.1	8.1	0
700737	WG	Hybrid	1097	13	3	3	2.4	0.2	6.9	0.9	9.3	1.1	10.4	1098	57366	Looped	-0.1	4.9	1
700738	WG	Hybrid	1377	18	27	0	4.1	1.7	5.3	5.0	9.4	6.7	16.1	0	0	Looped	-1.2	7.7	0
700831	GS	OH	823	9	0	1	1.6	0.1	5.9	0.0	7.5	0.1	7.6	0	0	Looped	-0.5	5.1	0
700832	GS	Hybrid	1489	25	5	4	4.1	0.1	6.8	0.5	10.9	0.6	11.5	0	0	Looped	-0.1	7.2	0
700833	GS	Hybrid	1124	23	11	5	3.0	0.0	3.8	1.1	6.8	1.1	7.9	1111	20786	Looped	-0.8	5.4	1
700834	GS	Hybrid	1188	19	5	7	3.2	0.9	6.0	0.7	9.2	1.6	10.8	0	0	Looped	-0.6	4.7	0
700835	GS	Hybrid	1334	12	12	0	2.0	0.1	4.8	1.9	6.8	2.0	8.8	0	0	Looped	-0.1	5.2	0
700836	GS	Hybrid	1218	26	9	4	3.7	1.3	6.6	0.4	10.3	1.7	12.0	1203	44457	Looped	0.2	7.0	1
700837	GS	OH	1639	18	3	2	3.1	0.2	6.8	0.1	9.9	0.3	10.2	0	0	Looped	-0.3	6.3	0
700838	GS	Hybrid	1502	27	3	3	2.1	0.8	7.6	0.2	9.7	1.0	10.7	1509	3018	Looped	0.3	7.0	1
700839	GS	Hybrid	868	9	5	2	2.6	1.0	5.8	1.7	8.4	2.7	11.1	865	865	Looped	-2.8	6.0	1
700840	GS	Hybrid	1413	13	3	4	2.6	0.7	4.7	0.2	7.3	0.9	8.2	0	0	Looped	-1.9	3.1	0
700841	GS	UG	18	0	7	0	0.0	1.7	0.0	0.5	0.0	2.2	2.2	0	0	Looped	0.0	0.7	0
700842	GS	OH	1727	23	2	2	3.4	0.2	8.1	0.1	11.5	0.3	11.8	0	0	Looped	-1.4	7.2	0
700843	GS	Hybrid	1287	25	2	1	2.9	1.1	6.0	1.1	8.9	2.2	11.1	0	0	Looped	-0.4	5.0	0
700844	GS	Hybrid	1587	33	3	1	2.2	1.2	10.5	0.4	12.7	1.6	14.3	0	0	Looped	0.0	7.6	0
700931	GS	Hybrid	2342	22	20	9	4.5	0.2	6.1	1.9	10.6	2.1	12.7	0	0	Looped	-0.4	7.6	0
700932	GS	Hybrid	1881	3	21	1	2.3	2.1	0.6	4.9	2.9	7.0	9.9	1769	66168	Looped	0.3	6.6	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
700933	GS	Hybrid	1123	2	3	6	0.4	2.7	1.0	0.4	1.4	3.1	4.5	427	21350	Looped	-0.2	2.5	1
700934	GS	Hybrid	2167	5	25	2	2.4	0.9	2.7	3.5	5.1	4.4	9.5	0	0	Looped	-0.2	5.9	0
700935	GS	UG	985	0	4	0	0.0	1.2	0.0	1.9	0.0	3.1	3.1	0	0	Looped	-0.4	2.3	0
700936	GS	Hybrid	2186	9	14	6	2.4	0.2	4.1	2.1	6.5	2.3	8.8	0	0	Looped	-1.4	5.2	0
700937	GS	Hybrid	1065	0	21	2	1.7	0.0	0.2	2.0	1.9	2.0	3.9	325	16872	Looped	-0.2	2.8	1
700941	GS	Hybrid	406	6	10	1	1.6	3.8	1.8	7.8	3.4	11.6	15.0	0	0	Looped	1.0	4.6	0
700961	GS	UG	2043	0	11	0	0.0	3.6	0.0	0.9	0.0	4.5	4.5	0	0	Looped	0.4	5.5	0
700962	GS	UG	1075	0	4	0	0.0	3.9	0.0	0.6	0.0	4.5	4.5	0	0	Looped	-1.2	4.2	0
700963	GS	UG	1509	0	7	0	0.0	3.7	0.0	1.3	0.0	5.0	5.0	397	23920	Looped	-0.1	8.9	1
700964	GS	UG	2477	0	9	0	0.0	3.1	0.0	2.1	0.0	5.2	5.2	0	0	Looped	0.3	7.7	0
700965	GS	UG	1491	0	3	0	0.0	2.8	0.0	0.6	0.0	3.4	3.4	1456	1951	Looped	2.3	6.2	1
700966	GS	UG	1811	0	15	0	0.0	3.2	0.0	6.0	0.0	9.2	9.2	0	0	Looped	-0.4	7.1	0
700967	GS	UG	1910	0	10	0	0.0	4.6	0.0	2.8	0.0	7.4	7.4	1901	4048	Looped	0.9	6.3	1
700968	GS	UG	1583	0	17	0	0.0	5.1	0.0	6.4	0.0	11.5	11.5	1568	1568	Looped	-1.1	8.3	1
701031	PM	OH	1274	26	9	2	4.2	0.1	7.9	0.5	12.1	0.6	12.7	163	39120	Looped	1.9	7.3	1
701032	PM	Hybrid	1990	30	12	5	4.6	0.3	9.1	1.7	13.7	2.0	15.7	857	59990	Looped	-0.9	8.7	1
701033	PM	Hybrid	1136	12	16	2	3.0	0.2	5.6	2.1	8.6	2.3	10.9	3436	237448	Looped	3.1	10.1	4
701034	PM	Hybrid	921	15	9	3	2.3	0.2	4.7	0.6	7.0	0.8	7.8	0	0	Looped	-0.8	5.9	0
701035	PM	Hybrid	2358	23	24	3	3.6	0.4	7.6	2.2	11.2	2.6	13.8	2350	62181	Looped	-0.3	9.6	1
701036	PM	Hybrid	776	15	6	4	2.0	0.0	3.9	0.9	5.9	0.9	6.8	1088	80144	Looped	-0.2	3.5	2
701037	PM	OH	1710	25	0	1	4.2	0.2	10.6	0.0	14.8	0.2	15.0	3440	39979	Looped	-0.2	6.9	2
701038	PM	Hybrid	2204	17	40	3	5.5	0.2	3.8	7.2	9.3	7.4	16.7	1900	82726	Looped	0.1	8.3	1
701039	PM	Hybrid	1062	14	7	0	3.2	0.7	4.1	1.0	7.3	1.7	9.0	1619	211794	Looped	-0.4	4.4	2
701040	PM	Hybrid	594	1	9	3	0.6	3.4	0.4	0.6	1.0	4.0	5.0	588	32340	Looped	-0.1	1.8	1
701041	PM	Hybrid	971	1	21	1	1.9	2.2	0.4	1.1	2.3	3.3	5.6	0	0	Looped	-0.2	2.3	0
701042	PM	Hybrid	1089	16	9	1	0.9	3.9	3.0	0.7	3.9	4.6	8.5	2007	24907	Looped	1.0	4.5	2
701043	PM	Hybrid	1749	8	11	7	2.4	0.3	7.1	3.3	9.5	3.6	13.1	0	0	Looped	-0.4	7.8	0
701131	PM	Hybrid	2228	7	24	3	1.7	0.9	5.0	2.9	6.7	3.8	10.5	2225	84442	Looped	-0.5	6.6	1
701132	PM	Hybrid	1579	17	4	5	2.5	0.0	8.3	1.2	10.8	1.2	12.0	243	3645	Looped	-0.3	5.9	1
701133	PM	Hybrid	1624	10	15	5	2.1	0.0	4.3	3.5	6.4	3.5	9.9	0	0	Looped	-0.3	6.5	0
701134	PM	Hybrid	1136	0	22	1	1.6	0.2	0.2	1.7	1.8	1.9	3.7	0	0	Looped	-0.5	6.5	0
701135	PM	Hybrid	2038	26	10	2	4.6	0.5	7.7	0.7	12.3	1.2	13.5	1991	1991	Looped	-0.1	7.1	1
701136	PM	Hybrid	1316	2	21	2	0.7	2.3	1.5	3.8	2.2	6.1	8.3	0	0	Looped	0.7	5.9	0
701140	PM	Hybrid	2051	10	20	1	2.6	0.2	3.2	6.7	5.8	6.9	12.7	2057	84796	Looped	-0.6	7.8	1
701141	PM	Hybrid	1326	17	4	0	2.7	0.7	7.6	0.4	10.3	1.1	11.4	1327	88438	Looped	-0.3	6.8	1
701161	PM	UG	1281	0	8	0	0.0	4.9	0.0	0.7	0.0	5.6	5.6	0	0	Looped	-4.3	3.1	0
701162	PM	UG	3416	0	15	0	0.0	7.2	0.0	0.9	0.0	8.1	8.1	201	9045	Looped	-1.4	8.4	1
701163	PM	UG	1913	0	10	0	0.0	6.4	0.0	1.1	0.0	7.5	7.5	0	0	Looped	-0.1	6.4	0
701164	PM	Hybrid	1435	9	16	1	1.3	3.1	1.3	0.9	2.6	4.0	6.6	0	0	Looped	-2.1	4.2	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
701165	PM	UG	1247	0	9	0	0.0	2.9	0.0	0.9	0.0	3.8	3.8	0	0	Looped	-0.2	3.2	0
701231	WG	Hybrid	411	5	12	4	2.8	0.2	1.1	1.2	3.9	1.4	5.3	417	1251	Looped	1.4	3.2	1
701232	WG	Hybrid	880	9	14	1	2.4	0.9	3.2	0.8	5.6	1.7	7.3	876	11388	Looped	-0.3	7.3	1
701233	WG	Hybrid	2323	38	15	4	5.5	0.2	9.7	2.9	15.2	3.1	18.3	0	0	Looped	-0.9	7.7	0
701234	WG	Hybrid	1455	6	22	3	2.2	0.2	3.5	9.9	5.7	10.1	15.8	1452	59880	Looped	-0.6	7.3	1
701235	WG	Hybrid	1526	6	21	8	2.0	0.2	2.7	7.2	4.7	7.4	12.1	0	0	Looped	-0.6	7.1	0
701236	WG	Hybrid	174	3	5	1	1.3	1.1	0.5	0.2	1.8	1.3	3.1	0	0	Looped	-0.4	2.1	0
701431	WG	Hybrid	146	8	18	1	2.1	1.2	0.9	1.4	3.0	2.6	5.6	144	432	Looped	-0.1	6.7	1
701432	WG	Hybrid	245	2	9	4	2.8	1.7	2.0	1.9	4.8	3.6	8.4	0	0	Looped	-0.3	5.3	0
701433	WG	Hybrid	102	7	20	1	2.6	0.1	0.4	0.9	3.0	1.0	4.0	0	0	Looped	0.3	6.2	0
701434	WG	Hybrid	91	1	10	2	2.1	4.2	0.4	1.7	2.5	5.9	8.4	0	0	Looped	-2.3	4.0	0
701435	WG	UG	21	0	7	1	0.0	4.4	0.1	1.7	0.1	6.1	6.2	0	0	Looped	-3.0	2.6	0
701436	WG	Hybrid	385	5	14	4	2.8	1.0	1.8	1.5	4.6	2.5	7.1	0	0	Looped	-0.5	3.3	0
701437	WG	Hybrid	80	1	22	2	1.0	2.3	0.6	3.2	1.6	5.5	7.1	0	0	Looped	-1.4	5.5	0
701531	GS	Hybrid	1412	21	12	4	2.7	0.1	3.5	2.6	6.2	2.7	8.9	0	0	Looped	0.2	5.2	0
701532	GS	Hybrid	1814	16	21	8	4.6	0.5	3.5	5.2	8.1	5.7	13.8	3621	215581	Looped	-0.7	6.4	2
701533	GS	Hybrid	1674	17	25	2	4.6	0.9	3.4	3.6	8.0	4.5	12.5	0	0	Looped	-0.6	7.9	0
701534	GS	Hybrid	1827	28	12	6	3.7	0.5	7.1	1.7	10.8	2.2	13.0	1848	62832	Looped	-1.1	7.3	1
701535	GS	Hybrid	1529	30	6	5	4.4	0.3	5.3	0.9	9.7	1.2	10.9	1548	42570	Looped	-0.4	6.5	1
701536	GS	Hybrid	2775	11	33	5	3.1	0.3	2.8	6.7	5.9	7.0	12.9	0	0	Looped	0.5	8.9	0
701537	GS	Hybrid	864	11	16	1	4.6	1.8	3.3	1.9	7.9	3.7	11.6	0	0	Looped	-0.7	4.7	0
701538	GS	Hybrid	1667	14	17	2	3.5	0.3	3.1	2.1	6.6	2.4	9.0	0	0	Looped	-0.2	5.4	0
701631	WG	Hybrid	412	7	11	3	2.4	0.1	2.0	1.0	4.4	1.1	5.5	0	0	Looped	-0.3	4.2	0
701632	WG	OH	1207	37	7	2	4.6	0.3	12.4	0.5	17.0	0.8	17.8	0	0	Looped	-0.5	7.9	0
701633	WG	Hybrid	1301	16	10	3	5.2	0.1	7.7	4.7	12.9	4.8	17.7	944	944	Looped	-0.7	8.2	1
701634	WG	Hybrid	999	19	9	4	4.5	0.2	6.9	2.9	11.4	3.1	14.5	1999	5002	Looped	-0.7	7.7	2
701635	WG	OH	2028	28	2	3	4.0	0.2	13.6	0.2	17.6	0.4	18.0	2021	263755	Looped	-1.3	8.5	1
701636	WG	Hybrid	1569	23	9	4	4.2	0.1	8.0	2.2	12.2	2.3	14.5	1573	40853	Looped	-0.9	5.9	1
701637	WG	Hybrid	1176	9	7	4	5.1	0.2	6.1	1.1	11.2	1.3	12.5	1196	46500	Looped	-0.3	4.8	1
701638	WG	Hybrid	1715	11	26	3	4.8	0.3	2.7	4.6	7.5	4.9	12.4	3412	78957	Looped	-1.0	6.7	2
701639	WG	Hybrid	1560	32	10	3	3.7	0.7	9.2	2.3	12.9	3.0	15.9	3127	166791	Looped	-0.7	7.9	2
701731	GS	Hybrid	443	9	3	1	1.6	0.6	3.3	0.4	4.9	1.0	5.9	1396	73286	Looped	0.4	3.9	3
701732	GS	Hybrid	1085	19	18	1	3.7	0.2	4.4	3.2	8.1	3.4	11.5	2392	78311	Looped	-0.5	8.3	3
701733	GS	Hybrid	1022	27	3	6	4.0	0.3	4.3	0.8	8.3	1.1	9.4	1026	95831	Looped	1.1	6.5	1
701734	GS	Hybrid	1364	0	24	1	1.9	0.1	0.2	10.3	2.1	10.4	12.5	0	0	Looped	-0.5	7.5	0
701735	GS	Hybrid	987	26	6	3	4.4	0.6	5.9	0.5	10.3	1.1	11.4	0	0	Looped	-6.1	2.6	0
701736	GS	Hybrid	2227	22	16	2	3.8	0.1	8.6	2.5	12.4	2.6	15.0	0	0	Looped	-0.5	9.1	0
701737	GS	Hybrid	1903	1	31	1	2.1	0.7	0.5	9.1	2.6	9.8	12.4	0	0	Looped	-0.9	6.5	0
701738	GS	Hybrid	1194	3	25	0	2.0	0.4	0.7	7.9	2.7	8.3	11.0	0	0	Looped	0.0	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
701739	GS	Hybrid	537	5	42	1	3.5	0.1	0.7	3.6	4.2	3.7	7.9	542	40188	Looped	-0.7	4.8	1
701740	GS	UG	1	0	0	0	0.0	1.8	0.0	0.0	0.0	1.8	1.8	0	0	Looped	0.8	8.8	0
701831	WG	Hybrid	2142	21	19	2	3.9	0.2	9.5	5.1	13.4	5.3	18.7	0	0	Looped	-1.2	8.7	0
701832	WG	Hybrid	2418	9	31	3	3.8	1.5	3.2	6.1	7.0	7.6	14.6	9756	357656	Looped	-0.5	8.5	4
701833	WG	Hybrid	2056	8	12	5	3.0	0.0	6.6	1.8	9.6	1.8	11.4	0	0	Looped	-0.4	8.0	0
701834	WG	Hybrid	248	6	14	1	1.7	0.3	0.9	1.2	2.6	1.5	4.1	0	0	Looped	-0.9	4.2	0
701835	WG	Hybrid	1202	3	16	1	1.9	0.6	2.5	2.0	4.4	2.6	7.0	0	0	Looped	-0.3	3.7	0
701836	WG	Hybrid	1892	8	34	0	2.1	0.7	1.3	5.5	3.4	6.2	9.6	1899	133898	Looped	-0.2	5.3	1
701837	WG	Hybrid	1698	19	11	2	3.7	0.0	9.5	1.6	13.2	1.6	14.8	0	0	Looped	2.4	7.0	0
701838	WG	Hybrid	1487	11	13	3	3.0	0.7	4.4	1.8	7.4	2.5	9.9	0	0	Looped	-1.2	6.3	0
701839	WG	Hybrid	1765	23	21	5	5.2	0.2	7.2	2.4	12.4	2.6	15.0	0	0	Looped	-0.3	6.9	0
701931	WG	Hybrid	1425	9	24	8	5.7	0.3	4.1	1.0	9.8	1.3	11.1	1407	5628	Looped	-0.7	8.3	1
701932	WG	Hybrid	661	2	18	2	2.6	0.6	1.3	0.8	3.9	1.4	5.3	0	0	Looped	-0.1	3.1	0
701933	WG	Hybrid	2021	10	25	2	2.4	1.1	3.2	1.2	5.6	2.3	7.9	0	0	Looped	1.1	9.0	0
701934	WG	Hybrid	831	9	6	2	2.3	0.3	4.7	0.3	7.0	0.6	7.6	0	0	Looped	-0.3	8.3	0
701935	WG	Hybrid	1890	10	22	3	2.6	1.1	2.8	3.2	5.4	4.3	9.7	557	17734	Looped	-1.8	6.4	1
701936	WG	Hybrid	1369	11	17	2	1.9	1.2	3.1	0.7	5.0	1.9	6.9	2734	186769	Looped	1.3	6.7	2
701937	WG	Hybrid	1072	16	4	6	2.7	1.0	4.5	0.6	7.2	1.6	8.8	1085	14477	Looped	-0.2	4.7	1
701938	WG	OH	1481	12	2	4	2.6	0.2	6.9	0.1	9.5	0.3	9.8	0	0	Looped	-0.5	5.4	0
701939	WG	Hybrid	2159	14	20	4	4.1	0.5	4.0	1.0	8.1	1.5	9.6	0	0	Looped	-0.3	7.1	0
701940	WG	Hybrid	1033	8	15	2	1.6	0.3	4.2	0.8	5.8	1.1	6.9	1034	49686	Looped	-0.1	5.1	1
702031	GS	Hybrid	814	3	23	2	2.5	1.2	1.5	4.7	4.0	5.9	9.9	824	21920	Looped	-0.4	7.5	1
702032	GS	Hybrid	1700	23	13	4	3.4	0.2	4.9	3.3	8.3	3.5	11.8	2654	85607	Looped	-0.1	6.1	3
702033	GS	Hybrid	1668	1	35	2	1.7	1.3	1.0	9.7	2.7	11.0	13.7	0	0	Looped	-0.7	7.8	0
702034	GS	Hybrid	1868	27	8	2	3.9	0.7	8.0	3.0	11.9	3.7	15.6	0	0	Looped	-1.0	7.7	0
702035	GS	Hybrid	1437	10	24	8	3.2	0.3	2.3	6.2	5.5	6.5	12.0	0	0	Looped	-0.3	6.7	0
702036	GS	Hybrid	1436	4	6	7	2.2	0.8	3.1	6.9	5.3	7.7	13.0	0	0	Looped	-0.7	6.4	0
702037	GS	Hybrid	1643	33	4	6	4.0	0.5	9.5	1.3	13.5	1.8	15.3	0	0	Looped	-0.7	7.9	0
702038	GS	Hybrid	1074	5	40	0	2.7	2.9	0.9	12.2	3.6	15.1	18.7	1780	29737	Looped	1.3	3.9	2
702131	PM	Hybrid	2056	3	22	0	3.1	0.1	0.2	5.0	3.3	5.1	8.4	2039	119596	Looped	-0.4	8.1	1
702132	PM	Hybrid	304	0	17	1	2.0	0.6	0.1	1.7	2.1	2.3	4.4	304	1646	Looped	-0.7	4.4	1
702133	PM	Hybrid	238	1	56	2	2.6	0.0	0.4	1.2	3.0	1.2	4.2	0	0	Looped	-0.2	6.2	0
702134	PM	Hybrid	193	1	30	2	1.7	0.9	0.2	1.3	1.9	2.2	4.1	0	0	Looped	-1.5	7.2	0
702135	PM	Hybrid	204	0	25	0	2.6	0.3	0.2	1.0	2.8	1.3	4.1	0	0	Looped	-3.9	1.4	0
702136	PM	Hybrid	231	0	22	1	1.7	1.5	0.2	1.8	1.9	3.3	5.2	0	0	Looped	-0.9	5.1	0
702137	PM	Hybrid	337	5	28	0	3.3	0.9	0.7	0.9	4.0	1.8	5.8	336	14436	Looped	-0.7	5.1	1
702138	PM	Hybrid	261	5	12	0	1.6	0.9	1.4	1.6	3.0	2.5	5.5	0	0	Looped	-2.1	7.2	0
702139	PM	Hybrid	158	1	43	0	2.2	0.0	0.0	2.4	2.2	2.4	4.6	160	4386	Looped	-1.0	6.8	1
702140	PM	Hybrid	1449	0	11	0	1.3	1.4	0.0	7.3	1.3	8.7	10.0	0	0	Looped	-0.6	3.3	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
702231	PM	Hybrid	1736	37	8	2	4.3	0.1	10.9	1.3	15.2	1.4	16.6	0	0	Looped	-0.3	7.8	0
702232	PM	Hybrid	1530	0	23	0	2.1	0.5	0.0	11.9	2.1	12.4	14.5	0	0	Looped	-0.1	6.8	0
702233	PM	Hybrid	1934	13	18	4	2.6	0.1	4.5	7.4	7.1	7.5	14.6	0	0	Looped	-0.5	8.6	0
702234	PM	Hybrid	1477	6	38	0	4.0	0.2	2.0	9.7	6.0	9.9	15.9	2934	112984	Looped	-0.4	7.5	2
702235	PM	Hybrid	994	6	18	6	2.8	1.0	3.0	3.5	5.8	4.5	10.3	0	0	Looped	-0.3	6.8	0
702236	PM	Hybrid	1002	0	23	1	2.0	2.4	0.4	6.1	2.4	8.5	10.9	998	29368	Looped	-0.5	6.2	1
702237	PM	Hybrid	2270	1	36	0	3.0	0.2	0.1	14.2	3.1	14.4	17.5	0	0	Looped	-0.7	7.6	0
702238	PM	Hybrid	1742	0	35	0	3.2	1.6	0.0	11.6	3.2	13.2	16.4	3647	24668	Looped	-0.3	8.3	2
702239	PM	Hybrid	791	0	13	0	0.8	0.9	0.0	6.7	0.8	7.6	8.4	0	0	Looped	-0.5	3.0	0
702240	PM	Hybrid	2144	0	29	0	1.4	2.7	0.0	11.9	1.4	14.6	16.0	0	0	Looped	-1.5	7.8	0
702261	PM	Hybrid	1385	0	42	0	2.2	3.3	0.0	8.7	2.2	12.0	14.2	1375	58960	Looped	1.6	11.1	1
702262	PM	Hybrid	1672	0	42	0	2.3	2.7	0.0	12.1	2.3	14.8	17.1	0	0	Looped	-1.2	9.9	0
702263	PM	UG	1681	0	21	0	0.5	3.4	0.0	14.2	0.5	17.6	18.1	0	0	Looped	-0.2	8.5	0
702431	GS	Hybrid	1856	31	8	4	3.2	0.0	8.0	1.8	11.2	1.8	13.0	0	0	Looped	-0.7	6.6	0
702432	GS	Hybrid	2010	4	18	2	2.4	1.4	0.9	7.9	3.3	9.3	12.6	0	0	Looped	-0.7	6.1	0
702433	GS	Hybrid	1101	11	10	2	3.6	0.2	5.6	1.6	9.2	1.8	11.0	0	0	Looped	-0.3	5.8	0
702434	GS	Hybrid	2459	12	33	7	6.4	0.1	4.1	5.4	10.5	5.5	16.0	0	0	Looped	-0.7	7.4	0
702435	GS	Hybrid	2338	5	26	5	3.5	0.6	3.2	4.9	6.7	5.5	12.2	0	0	Looped	-0.6	8.5	0
702436	GS	UG	990	0	7	0	0.0	2.4	0.0	1.0	0.0	3.4	3.4	199	8159	Looped	-0.4	6.9	1
702437	GS	Hybrid	1864	23	3	4	4.2	0.0	12.0	0.9	16.2	0.9	17.1	251	15813	Looped	-0.6	7.1	1
702438	GS	Hybrid	699	0	13	0	0.9	1.7	0.0	1.4	0.9	3.1	4.0	0	0	Looped	-0.3	3.4	0
702531	GS	Hybrid	1092	5	25	1	2.8	1.4	0.8	8.6	3.6	10.0	13.6	2207	36496	Looped	-0.3	5.4	2
702532	GS	Hybrid	55	0	18	1	1.4	1.0	0.9	2.5	2.3	3.5	5.8	13	763	Looped	-1.2	8.9	1
702533	GS	Hybrid	582	1	15	0	2.2	0.0	0.1	5.4	2.3	5.4	7.7	0	0	Looped	-0.4	8.3	0
702534	GS	Hybrid	954	2	38	1	3.4	0.1	0.4	10.3	3.8	10.4	14.2	1728	26796	Looped	-0.5	6.5	1
702535	GS	Hybrid	2355	5	38	2	2.2	3.0	1.2	14.2	3.4	17.2	20.6	29	1073	Looped	-3.8	7.1	1
702536	GS	Hybrid	1121	1	32	0	2.9	0.2	0.1	4.5	3.0	4.7	7.7	1129	54195	Looped	0.0	5.3	1
702537	GS	Hybrid	1053	2	23	0	1.9	0.8	0.1	2.1	2.0	2.9	4.9	0	0	Looped	0.7	7.0	0
702538	GS	UG	2	0	0	0	0.0	2.6	0.0	0.0	0.0	2.6	2.6	0	0	Looped	-0.3	5.8	0
702631	PM	Hybrid	2408	12	19	2	3.7	2.4	3.6	1.1	7.3	3.5	10.8	785	36686	Looped	0.0	6.9	1
702632	PM	Hybrid	849	24	10	3	3.9	0.2	4.9	1.7	8.8	1.9	10.7	5363	71026	Looped	-1.1	6.0	6
702633	PM	Hybrid	1445	13	17	3	2.1	1.0	2.8	4.7	4.9	5.7	10.6	1410	22039	Looped	-0.7	6.2	1
702634	PM	Hybrid	1535	13	22	3	4.3	1.4	3.6	0.8	7.9	2.2	10.1	873	13919	Looped	-1.1	6.5	1
702635	PM	Hybrid	1267	17	15	1	3.3	0.1	7.5	1.9	10.8	2.0	12.8	2506	252256	Looped	-0.7	7.4	2
702636	PM	Hybrid	1444	8	20	2	3.8	0.1	2.9	2.7	6.7	2.8	9.5	0	0	Looped	-0.6	5.1	0
702637	PM	Hybrid	1436	22	10	9	3.5	0.2	6.5	0.9	10.0	1.1	11.1	2750	106814	Looped	-0.3	6.3	2
702638	PM	Hybrid	867	14	21	5	3.3	1.1	3.8	1.5	7.1	2.6	9.7	0	0	Looped	-0.5	5.4	0
702639	PM	Hybrid	1023	16	13	3	3.2	0.1	3.7	0.7	6.9	0.8	7.7	1015	98845	Looped	-0.8	4.8	1
702731	WG	Hybrid	1484	1	31	1	2.7	0.9	0.4	2.8	3.1	3.7	6.8	0	0	Looped	-0.5	5.4	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
702732	WG	Hybrid	2063	14	16	2	2.6	0.0	6.2	3.6	8.8	3.6	12.4	4153	212909	Looped	-0.3	7.2	2
702733	WG	Hybrid	1644	19	6	1	3.4	0.1	6.8	1.0	10.2	1.1	11.3	1663	68772	Looped	-0.4	6.6	1
702734	WG	Hybrid	2131	3	22	0	1.9	0.4	0.5	5.1	2.4	5.5	7.9	0	0	Looped	0.7	5.2	0
702735	WG	Hybrid	2583	1	22	4	1.9	0.1	1.6	5.8	3.5	5.9	9.4	0	0	Looped	-0.9	6.9	0
702736	WG	Hybrid	2139	17	22	1	3.7	0.5	7.9	3.0	11.6	3.5	15.1	2045	107558	Looped	-1.2	6.8	1
702737	WG	Hybrid	1170	2	25	1	3.1	0.5	1.7	3.2	4.8	3.7	8.5	0	0	Looped	-3.8	4.3	0
702738	WG	Hybrid	600	10	6	2	1.8	1.2	3.8	0.1	5.6	1.3	6.9	0	0	Looped	-0.6	4.4	0
702739	WG	Hybrid	1423	0	26	2	1.7	0.2	0.4	3.2	2.1	3.4	5.5	0	0	Looped	1.3	6.3	0
702740	WG	Hybrid	2123	3	20	2	1.8	0.7	2.1	6.0	3.9	6.7	10.6	0	0	Looped	0.1	6.4	0
702741	WG	Hybrid	3263	6	38	0	2.6	0.2	2.1	10.3	4.7	10.5	15.2	0	0	Looped	0.2	5.8	0
702831	GS	Hybrid	1766	7	22	2	3.2	0.8	2.3	8.8	5.5	9.6	15.1	1140	42935	Looped	-0.5	6.7	1
702832	GS	Hybrid	2330	0	21	0	1.7	0.0	0.0	10.3	1.7	10.3	12.0	2301	50622	Looped	-0.8	5.2	1
702833	GS	Hybrid	1371	0	41	0	4.5	0.3	0.0	7.2	4.5	7.5	12.0	1588	137426	Looped	0.3	7.9	2
702834	GS	Hybrid	1922	4	30	1	2.6	0.1	1.3	12.1	3.9	12.2	16.1	0	0	Looped	-0.5	8.4	0
702835	GS	Hybrid	2107	1	33	1	2.8	0.8	0.3	8.6	3.1	9.4	12.5	2111	6333	Looped	-0.9	6.7	1
702836	GS	Hybrid	2170	12	18	0	2.6	0.7	5.1	6.9	7.7	7.6	15.3	2744	195050	Looped	1.5	9.0	1
702837	GS	Hybrid	1332	14	26	2	5.4	1.0	5.5	5.2	10.9	6.2	17.1	322	17710	Looped	0.3	8.0	1
702931	PM	Hybrid	1776	7	15	0	1.6	0.1	2.3	3.4	3.9	3.5	7.4	0	0	Looped	-0.3	4.2	0
702932	PM	Hybrid	1431	0	20	4	1.8	0.4	1.1	5.8	2.9	6.2	9.1	1412	41752	Looped	-0.3	6.0	1
702933	PM	Hybrid	1234	12	24	5	3.9	0.7	4.0	3.4	7.9	4.1	12.0	0	0	Looped	-2.0	8.0	0
702934	PM	Hybrid	2375	6	24	3	4.2	0.1	2.4	14.9	6.6	15.0	21.6	0	0	Looped	-0.3	6.8	0
702935	PM	Hybrid	1625	6	31	0	3.1	0.1	1.8	8.4	4.9	8.5	13.4	0	0	Looped	0.1	7.5	0
702936	PM	Hybrid	831	0	20	0	1.7	0.2	0.0	6.8	1.7	7.0	8.7	836	62249	Looped	0.1	4.9	1
702937	PM	Hybrid	1154	12	17	4	2.0	0.6	3.3	2.9	5.3	3.5	8.8	2318	89840	Looped	-0.4	5.4	2
702938	PM	Hybrid	1830	12	30	1	4.3	0.8	2.3	13.0	6.6	13.8	20.4	1756	56192	Looped	-0.5	7.0	1
702939	PM	Hybrid	2177	1	26	0	2.0	0.2	0.3	7.0	2.3	7.2	9.5	0	0	Looped	-1.1	5.1	0
703031	WG	Hybrid	1385	26	9	0	3.6	0.2	6.1	1.0	9.7	1.2	10.9	0	0	Looped	0.7	5.8	0
703032	WG	OH	1260	22	7	4	5.4	0.0	8.6	0.6	14.0	0.6	14.6	494	11362	Looped	-0.4	7.1	1
703033	WG	OH	871	17	3	3	3.4	0.1	5.2	0.3	8.6	0.4	9.0	1724	132177	Looped	-0.5	5.2	2
703034	WG	Hybrid	1182	32	2	1	3.3	0.2	8.1	0.6	11.4	0.8	12.2	0	0	Looped	-0.7	5.2	0
703035	WG	Hybrid	905	37	5	1	2.9	0.2	6.3	0.5	9.2	0.7	9.9	0	0	Looped	-0.3	4.6	0
703036	WG	Hybrid	1816	27	8	3	4.4	0.7	8.9	0.8	13.3	1.5	14.8	1161	80109	Looped	0.0	6.1	1
703037	WG	Hybrid	265	6	18	3	2.5	0.3	1.9	1.7	4.4	2.0	6.4	0	0	Looped	0.3	5.5	0
703131	GS	Hybrid	700	5	12	1	1.0	0.1	0.5	7.1	1.5	7.2	8.7	0	0	Looped	-0.6	3.8	0
703132	GS	Hybrid	1249	3	18	6	1.6	0.1	1.8	9.5	3.4	9.6	13.0	0	0	Looped	-0.7	7.2	0
703133	GS	Hybrid	1976	4	31	0	2.9	0.1	0.3	13.3	3.2	13.4	16.6	0	0	Looped	-0.4	5.3	0
703134	GS	Hybrid	539	3	30	1	2.3	1.9	1.1	4.0	3.4	5.9	9.3	0	0	Looped	-0.4	5.0	0
703135	GS	Hybrid	285	2	5	1	1.3	1.9	0.5	0.2	1.8	2.1	3.9	0	0	Looped	-1.3	6.7	0
703136	GS	Hybrid	326	2	28	4	1.7	0.3	0.9	2.7	2.6	3.0	5.6	328	21736	Looped	-0.6	6.8	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	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
703137	GS	Hybrid	138	5	10	2	2.1	0.6	0.8	1.4	2.9	2.0	4.9	144	432	Looped	-0.1	5.9	1
703231	WG	Hybrid	1603	2	35	1	1.8	2.0	0.2	16.7	2.0	18.7	20.7	0	0	Looped	-0.6	6.7	0
703232	WG	Hybrid	1589	10	12	3	3.2	0.7	5.4	3.1	8.6	3.8	12.4	0	0	Looped	-1.7	5.4	0
703233	WG	Hybrid	1608	0	19	0	1.2	0.4	0.0	6.7	1.2	7.1	8.3	0	0	Looped	-0.6	4.2	0
703234	WG	UG	2847	0	16	0	0.0	1.9	0.0	7.7	0.0	9.6	9.6	5100	357465	Looped	-0.7	5.3	2
703235	WG	Hybrid	2089	1	35	0	2.8	1.4	0.1	13.4	2.9	14.8	17.7	0	0	Looped	-0.2	6.8	0
703236	WG	Hybrid	2075	1	28	0	1.5	2.2	0.0	10.6	1.5	12.8	14.3	0	0	Looped	2.2	9.4	0
703237	WG	Hybrid	2671	1	54	2	4.8	0.7	0.1	14.9	4.9	15.6	20.5	2669	140881	Looped	-0.8	6.9	1
703238	WG	Hybrid	1975	4	23	0	1.8	0.5	1.3	7.3	3.1	7.8	10.9	1973	130583	Looped	-1.0	5.1	1
703431	GS	Hybrid	1772	27	12	8	3.7	0.1	9.3	2.0	13.0	2.1	15.1	1762	12334	Looped	-0.8	7.5	1
703432	GS	Hybrid	1877	27	9	2	4.0	0.1	7.7	3.7	11.7	3.8	15.5	0	0	Looped	-0.4	8.0	0
703433	GS	Hybrid	954	11	15	1	3.2	0.1	3.8	1.1	7.0	1.2	8.2	835	56317	Looped	-0.4	6.3	1
703434	GS	Hybrid	708	6	13	2	2.3	1.1	3.4	3.0	5.7	4.1	9.8	721	4158	Looped	-0.1	3.7	1
703435	GS	Hybrid	1390	28	23	6	4.5	0.2	7.0	4.3	11.5	4.5	16.0	5547	13852	Looped	-0.6	6.7	4
703436	GS	Hybrid	1750	12	17	0	3.0	0.9	3.7	8.1	6.7	9.0	15.7	0	0	Looped	-0.5	8.3	0
703437	GS	UG	0	0	4	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-0.1	6.1	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	-0.4	0.9	0
703531	PM	Hybrid	1768	10	29	8	3.1	0.0	5.5	1.7	8.6	1.7	10.3	1533	25665	Looped	0.3	7.8	1
703532	PM	Hybrid	549	8	3	0	1.7	0.1	2.6	0.3	4.3	0.4	4.7	0	0	Looped	-0.4	2.8	0
703533	PM	Hybrid	1715	11	25	6	2.3	0.1	4.4	2.9	6.7	3.0	9.7	0	0	Looped	-1.1	4.6	0
703534	PM	Hybrid	2624	10	21	0	2.2	1.1	2.1	7.2	4.3	8.3	12.6	2611	86670	Looped	-0.6	6.1	1
703535	PM	Hybrid	1740	7	19	4	1.1	1.6	2.3	1.5	3.4	3.1	6.5	0	0	Looped	-0.2	4.8	0
703536	PM	Hybrid	2458	19	21	9	2.9	1.9	6.7	2.4	9.6	4.3	13.9	4892	112200	Looped	-0.2	8.6	2
703537	PM	Hybrid	1907	15	14	4	4.0	0.1	8.6	2.0	12.6	2.1	14.7	3801	7602	Looped	-0.6	9.1	2
703538	PM	Hybrid	153	1	10	0	1.7	1.6	0.6	1.8	2.3	3.4	5.7	316	14007	Looped	-0.2	3.1	2
703539	PM	Hybrid	46	0	7	0	1.3	0.7	0.0	0.3	1.3	1.0	2.3	0	0	Looped	-0.4	1.0	0
703540	PM	Hybrid	2017	20	22	4	2.3	1.0	6.7	1.4	9.0	2.4	11.4	2019	2019	Looped	0.7	7.4	1
703541	PM	Hybrid	1015	10	18	1	2.8	0.6	2.6	2.3	5.4	2.9	8.3	1000	37240	Looped	-0.4	5.3	1
703542	PM	Hybrid	2356	13	31	7	3.8	0.4	6.0	7.0	9.8	7.4	17.2	0	0	Looped	-0.7	6.1	0
703543	PM	Hybrid	1509	7	24	3	4.2	1.6	1.8	6.1	6.0	7.7	13.7	0	0	Looped	-0.4	6.7	0
703631	PM	Hybrid	1084	8	22	1	3.0	0.6	1.2	4.3	4.2	4.9	9.1	0	0	Looped	-0.2	5.8	0
703632	PM	Hybrid	2795	0	21	0	1.1	1.0	0.0	15.1	1.1	16.1	17.2	0	0	Looped	-1.2	7.7	0
703633	PM	Hybrid	335	0	37	1	2.2	0.3	0.6	3.4	2.8	3.7	6.5	0	0	Looped	-0.8	6.0	0
703634	PM	Hybrid	2591	1	22	0	4.2	3.1	0.1	9.2	4.3	12.3	16.6	2579	190297	Looped	0.5	7.9	1
703635	PM	Hybrid	723	9	19	0	2.7	0.7	2.9	2.0	5.6	2.7	8.3	721	73089	Looped	-0.2	3.5	1
703636	PM	Hybrid	2024	1	28	0	2.3	1.8	0.2	10.5	2.5	12.3	14.8	2475	80247	Looped	-0.1	7.7	2
703637	PM	Hybrid	204	1	24	0	2.0	0.1	0.0	1.9	2.0	2.0	4.0	204	204	Looped	-3.1	1.3	1
703638	PM	Hybrid	718	3	33	3	3.5	0.6	2.1	4.0	5.6	4.6	10.2	0	0	Looped	-0.1	9.2	0
703639	PM	Hybrid	406	6	30	1	2.8	0.9	1.2	2.2	4.0	3.1	7.1	0	0	Looped	-0.3	6.7	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
703640	PM	Hybrid	1358	1	22	0	2.4	0.6	0.0	7.8	2.4	8.4	10.8	0	0	Looped	-0.6	4.6	0
703731	PM	Hybrid	619	7	9	3	1.9	1.5	3.1	2.1	5.0	3.6	8.6	0	0	Looped	-1.6	5.3	0
703732	PM	Hybrid	346	6	21	3	3.0	0.1	1.1	0.8	4.1	0.9	5.0	0	0	Looped	0.2	5.5	0
703733	PM	Hybrid	2491	2	59	0	3.4	1.3	0.4	7.2	3.8	8.5	12.3	0	0	Looped	0.4	7.1	0
703734	PM	Hybrid	1165	1	35	0	4.1	0.2	0.2	6.7	4.3	6.9	11.2	0	0	Looped	-0.5	6.8	0
703735	PM	Hybrid	277	2	19	0	2.8	1.6	0.7	0.9	3.5	2.5	6.0	136	747	Looped	6.0	9.3	1
703736	PM	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Radial	-0.9	2.4	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	-0.8	6.3	0
703738	PM	Hybrid	238	5	14	3	3.3	0.2	1.1	0.9	4.4	1.1	5.5	472	2176	Looped	-0.5	4.5	2
703739	PM	Hybrid	1218	3	30	0	2.1	0.9	0.2	5.2	2.3	6.1	8.4	0	0	Looped	-0.2	5.0	0
703831	GS	Hybrid	2290	22	25	13	3.6	0.2	6.0	2.9	9.6	3.1	12.7	6880	418576	Looped	-0.6	8.5	3
703832	GS	Hybrid	1425	25	11	6	3.0	0.0	7.1	0.6	10.1	0.6	10.7	0	0	Looped	-0.7	6.0	0
703833	GS	Hybrid	1214	10	18	1	2.4	0.0	1.8	5.1	4.2	5.1	9.3	1725	175512	Looped	0.7	5.7	1
703834	GS	Hybrid	546	5	6	2	1.7	1.5	2.1	3.3	3.8	4.8	8.6	1108	13660	Looped	-0.6	4.3	2
703835	GS	Hybrid	599	6	17	2	2.2	0.3	4.3	1.5	6.5	1.8	8.3	0	0	Looped	-0.4	9.5	0
703931	PM	Hybrid	810	6	31	2	3.6	0.1	1.0	10.7	4.6	10.8	15.4	815	23842	Looped	2.4	8.3	1
703932	PM	Hybrid	1685	0	28	0	2.5	0.2	0.0	9.5	2.5	9.7	12.2	1672	110895	Looped	-1.2	7.6	1
703933	PM	Hybrid	1709	0	23	0	1.6	1.0	0.0	10.6	1.6	11.6	13.2	0	0	Looped	-0.2	7.0	0
703934	PM	Hybrid	261	0	21	0	3.8	3.6	0.0	2.6	3.8	6.2	10.0	161	2898	Looped	-0.4	4.9	1
703935	PM	Hybrid	1868	0	36	0	3.3	0.7	0.0	11.2	3.3	11.9	15.2	0	0	Looped	-0.9	8.2	0
703936	PM	Hybrid	1070	1	48	0	3.7	1.5	0.1	8.7	3.8	10.2	14.0	1008	17570	Looped	-0.8	9.8	1
703937	PM	Hybrid	1487	0	61	1	4.3	0.2	0.4	8.4	4.7	8.6	13.3	0	0	Looped	-0.5	9.2	0
703961	PM	UG	3073	0	63	0	0.2	7.5	0.0	39.0	0.2	46.5	46.7	0	0	Looped	-1.3	17.4	0
703962	PM	Hybrid	2045	0	29	0	1.1	3.0	0.0	17.0	1.1	20.0	21.1	0	0	Looped	-1.3	11.2	0
704032	WG	Hybrid	2783	23	29	0	4.5	1.7	8.8	4.4	13.3	6.1	19.4	0	0	Looped	-11.1	2.1	0
704033	WG	Hybrid	490	1	17	0	1.6	0.1	0.3	1.8	1.9	1.9	3.8	0	0	Looped	-0.3	4.2	0
704061	WG	Hybrid	2898	1	42	1	3.1	2.3	0.3	11.1	3.4	13.4	16.8	2926	33188	Looped	-4.3	11.5	2
704062	WG	Hybrid	2688	14	11	10	3.8	0.2	8.8	2.3	12.6	2.5	15.1	0	0	Looped	-0.6	10.7	0
704063	WG	Hybrid	4653	11	36	4	4.3	0.5	6.7	8.0	11.0	8.5	19.5	0	0	Looped	-0.7	12.0	0
704064	WG	Hybrid	1667	0	27	1	1.1	3.0	0.2	13.5	1.3	16.5	17.8	1211	46434	Looped	-1.8	10.5	2
704065	WG	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-2.0	0.4	0
704066	WG	Hybrid	2882	0	25	1	1.3	2.9	0.3	8.6	1.6	11.5	13.1	2877	63294	Looped	-1.1	10.1	1
704067	WG	Hybrid	2274	25	41	3	5.7	0.9	7.0	3.8	12.7	4.7	17.4	0	0	Looped	-1.3	10.9	0
704068	WG	UG	0	0	0	0	0.0	0.6	0.0	0.0	0.0	0.6	0.6	0	0	Looped	0.0	3.2	0
704131	GS	Hybrid	2632	21	20	11	4.4	0.5	7.4	1.9	11.8	2.4	14.2	0	0	Looped	-0.4	8.9	0
704132	GS	OH	2295	15	7	7	2.7	0.0	5.3	0.3	8.0	0.3	8.3	1868	67257	Looped	0.2	6.5	1
704133	GS	Hybrid	1494	21	11	5	4.1	0.5	7.8	2.0	11.9	2.5	14.4	0	0	Looped	-1.1	7.4	0
704134	GS	Hybrid	2061	13	9	4	3.8	0.9	3.5	0.7	7.3	1.6	8.9	0	0	Looped	-0.2	7.6	0
704135	GS	Hybrid	2464	14	26	3	3.8	0.8	4.1	1.2	7.9	2.0	9.9	0	0	Looped	0.5	8.2	0

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Feeder ID#	Sub Region	FDR Type	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
704136	GS	Hybrid	1002	13	4	2	2.5	1.5	4.9	0.3	7.4	1.8	9.2	1206	41472	Looped	-0.5	4.7	2
704161	GS	UG	859	0	4	0	0.0	4.5	0.0	0.4	0.0	4.9	4.9	866	10482	Looped	-0.1	5.7	2
704162	GS	UG	2196	0	8	0	0.0	5.2	0.0	1.7	0.0	6.9	6.9	0	0	Looped	1.9	8.5	0
704261	GS	Hybrid	2195	39	55	4	9.1	1.6	11.5	17.3	20.6	18.9	39.5	2199	15091	Looped	-1.2	12.8	1
704262	GS	Hybrid	1329	25	40	3	6.0	4.7	12.8	23.0	18.8	27.7	46.5	0	0	Looped	-2.2	10.5	0
704263	GS	Hybrid	759	0	40	1	0.8	4.8	0.2	14.1	1.0	18.9	19.9	0	0	Looped	-1.0	14.9	0
704264	GS	Hybrid	1778	43	21	2	8.7	0.3	23.2	13.4	31.9	13.7	45.6	1775	1775	Looped	-0.9	11.2	1
704265	GS	UG	1878	0	31	0	0.0	5.2	0.0	19.4	0.0	24.6	24.6	0	0	Looped	-6.9	3.9	0
704266	GS	UG	324	0	55	0	0.0	7.4	0.0	4.7	0.0	12.1	12.1	0	0	Looped	-0.5	12.7	0
704461	PM	UG	9	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	0.0	0.3	0
704462	PM	UG	59	0	4	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Radial	-0.1	3.6	0
704463	PM	Hybrid	2675	34	33	3	6.8	0.6	11.5	5.5	18.3	6.1	24.4	0	0	Looped	-1.2	12.8	0
704464	PM	Hybrid	3045	11	30	6	2.3	3.8	2.5	1.4	4.8	5.2	10.0	7616	329437	Looped	1.5	8.2	3
704465	PM	Hybrid	1696	20	13	2	2.7	1.8	5.0	2.0	7.7	3.8	11.5	3009	121837	Looped	-0.2	5.9	2
704561	PM	Hybrid	3703	0	40	0	2.0	1.7	0.0	21.8	2.0	23.5	25.5	0	0	Looped	-0.7	11.1	0
704562	PM	UG	1171	0	17	0	0.8	4.5	0.0	14.5	0.8	19.0	19.8	1167	54616	Looped	-2.6	10.3	1
704563	PM	Hybrid	2026	0	47	0	3.4	0.4	0.0	15.5	3.4	15.9	19.3	0	0	Looped	-1.1	9.1	0
704564	PM	Hybrid	2286	0	85	0	6.0	1.3	0.2	18.4	6.2	19.7	25.9	6940	461445	Looped	-1.0	15.9	3
704565	PM	Hybrid	3352	0	44	0	3.1	0.1	0.0	22.3	3.1	22.4	25.5	1038	20760	Looped	1.3	14.8	1
704566	PM	Hybrid	3908	1	47	1	3.7	0.3	0.1	20.6	3.8	20.9	24.7	6194	392118	Looped	-1.6	12.7	2
704567	PM	UG	1856	0	14	0	0.0	4.5	0.0	14.0	0.0	18.5	18.5	1844	101420	Looped	-0.3	7.8	1
704568	PM	Hybrid	1284	0	23	0	1.8	3.0	0.0	14.3	1.8	17.3	19.1	2538	35897	Looped	-0.7	8.8	2
704569	PM	Hybrid	2711	0	34	0	3.9	0.4	0.0	12.3	3.9	12.7	16.6	0	0	Looped	-0.5	8.1	0
704570	PM	Hybrid	3406	0	54	1	6.9	0.6	0.2	13.5	7.1	14.1	21.2	3423	93075	Looped	-0.6	8.9	1
704661	WG	Hybrid	2573	1	41	0	3.2	0.3	0.1	10.3	3.3	10.6	13.9	4869	219073	Looped	-0.7	10.5	2
704662	WG	Hybrid	3141	3	45	2	2.4	2.0	0.5	18.7	2.9	20.7	23.6	2988	42066	Looped	-0.6	12.9	1
704663	WG	Hybrid	2129	0	27	1	1.6	0.5	0.6	11.7	2.2	12.2	14.4	0	0	Looped	-0.5	7.3	0
704664	WG	Hybrid	2284	3	32	3	4.3	0.7	1.2	17.2	5.5	17.9	23.4	700	18200	Looped	-1.3	11.4	1
704665	WG	Hybrid	3822	1	67	0	4.5	0.6	0.3	22.9	4.8	23.5	28.3	7322	285942	Looped	-1.5	14.0	2
704666	WG	Hybrid	1773	3	55	0	4.1	0.2	0.2	9.1	4.3	9.3	13.6	1772	19823	Looped	-1.0	9.8	1
704667	WG	Hybrid	2918	3	47	1	2.6	0.7	0.5	15.9	3.1	16.6	19.7	0	0	Looped	-9.0	2.8	0
704668	WG	Hybrid	1901	0	48	3	4.0	0.5	0.8	10.7	4.8	11.2	16.0	2475	35898	Looped	-0.4	10.4	2
704761	GS	Hybrid	2592	53	42	7	8.2	1.1	11.7	16.9	19.9	18.0	37.9	0	0	Looped	-1.5	13.4	0
704762	GS	Hybrid	1776	0	22	1	2.0	2.7	0.3	17.4	2.3	20.1	22.4	0	0	Looped	2.2	13.7	0
704763	GS	Hybrid	2474	14	48	4	5.5	0.4	6.4	36.4	11.9	36.8	48.7	1097	96258	Looped	-1.1	16.4	1
704764	GS	Hybrid	1751	1	29	0	2.1	0.3	0.1	16.0	2.2	16.3	18.5	0	0	Looped	-0.6	9.9	0
704765	GS	UG	2343	0	18	0	0.9	3.0	0.0	15.5	0.9	18.5	19.4	0	0	Looped	-1.2	8.1	0
704766	GS	Hybrid	1748	11	39	6	6.2	0.3	6.0	16.3	12.2	16.6	28.8	2812	159743	Looped	-0.7	11.9	5
704767	GS	Hybrid	2701	13	47	3	5.4	0.3	5.6	20.2	11.0	20.5	31.5	5392	104996	Looped	-1.5	14.4	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
704768	GS	UG	3205	0	48	0	0.9	4.8	0.0	18.5	0.9	23.3	24.2	4415	187809	Looped	-0.5	13.3	2
704931	PM	Hybrid	1735	3	34	1	2.9	0.8	1.5	9.0	4.4	9.8	14.2	0	0	Looped	-0.4	8.4	0
704932	PM	Hybrid	2868	0	25	0	1.5	2.3	0.1	11.6	1.6	13.9	15.5	2186	65324	Looped	-0.7	4.9	1
704933	PM	UG	3795	0	18	0	0.5	2.4	0.0	14.5	0.5	16.9	17.4	0	0	Looped	-0.6	3.9	0
704934	PM	Hybrid	2079	0	23	0	1.2	2.1	0.0	11.1	1.2	13.2	14.4	2083	148685	Looped	-0.4	5.9	1
704935	PM	UG	0	0	1	0	0.0	4.3	0.0	0.0	0.0	4.3	4.3	0	0	Radial	-0.3	1.0	0
704936	PM	UG	0	0	2	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Radial	-0.9	1.7	0
704937	PM	Hybrid	1897	0	34	1	2.6	0.7	0.2	10.7	2.8	11.4	14.2	0	0	Looped	-0.5	8.9	0
704938	PM	Hybrid	2066	1	31	0	2.9	1.2	0.0	14.3	2.9	15.5	18.4	0	0	Looped	-0.6	8.1	0
704939	PM	Hybrid	2417	4	29	0	2.4	1.7	2.0	11.1	4.4	12.8	17.2	4092	49104	Looped	-0.8	7.4	1
704940	PM	Hybrid	1679	5	40	1	3.9	0.9	1.4	8.4	5.3	9.3	14.6	0	0	Looped	-0.4	8.3	0
704941	PM	Hybrid	1281	2	23	0	2.7	0.2	0.1	6.7	2.8	6.9	9.7	0	0	Looped	-1.0	6.6	0
705161	WG	Hybrid	1633	12	35	0	3.5	1.5	1.9	9.0	5.4	10.5	15.9	0	0	Looped	4.6	16.9	0
705162	WG	UG	124	0	16	0	0.0	3.9	0.0	0.5	0.0	4.4	4.4	0	0	Looped	-1.0	11.8	0
705163	WG	Hybrid	1718	2	43	0	4.1	0.6	0.2	10.6	4.3	11.2	15.5	1432	37232	Looped	-1.1	7.7	1
705164	WG	Hybrid	384	2	11	1	0.8	0.9	1.5	2.0	2.3	2.9	5.2	0	0	Looped	-0.7	4.1	0
705165	WG	Hybrid	1723	1	27	3	3.6	1.2	0.9	13.4	4.5	14.6	19.1	1021	18378	Looped	-1.8	8.8	1
705166	WG	Hybrid	1358	0	36	0	1.8	3.3	0.0	12.8	1.8	16.1	17.9	1519	67543	Looped	-0.3	13.0	2
705231	GS	Hybrid	1292	15	24	3	3.7	0.0	4.3	8.0	8.0	8.0	16.0	0	0	Looped	-0.6	7.5	0
705232	GS	Hybrid	827	4	31	3	3.0	0.3	2.0	6.9	5.0	7.2	12.2	0	0	Looped	0.1	8.5	0
705233	GS	Hybrid	578	13	27	6	3.9	1.0	3.3	4.4	7.2	5.4	12.6	0	0	Looped	-0.3	3.5	0
705234	GS	Hybrid	1504	2	44	2	4.5	0.9	0.4	11.0	4.9	11.9	16.8	789	947	Looped	-0.9	9.0	1
705235	GS	Hybrid	1668	16	30	5	4.3	0.3	5.0	6.2	9.3	6.5	15.8	0	0	Looped	-0.7	6.1	0
705236	GS	Hybrid	1896	4	44	2	4.5	1.2	0.4	10.7	4.9	11.9	16.8	0	0	Looped	-0.6	10.0	0
705237	GS	Hybrid	2169	11	32	7	4.9	0.5	5.2	8.4	10.1	8.9	19.0	4180	67776	Looped	-0.4	9.1	2
705461	PM	Hybrid	2674	1	30	0	2.3	2.7	0.4	22.4	2.7	25.1	27.8	0	0	Looped	-1.2	12.3	0
705462	PM	Hybrid	251	0	13	0	0.7	3.0	0.0	1.4	0.7	4.4	5.1	0	0	Looped	-1.1	6.1	0
705463	PM	UG	2254	0	21	0	0.0	5.1	0.0	19.5	0.0	24.6	24.6	2247	98494	Looped	-0.8	11.3	1
705464	PM	Hybrid	3359	0	48	0	3.2	0.7	0.0	15.1	3.2	15.8	19.0	677	20987	Looped	-1.3	9.3	1
705465	PM	Hybrid	5446	0	60	0	5.3	1.6	0.1	19.5	5.4	21.1	26.5	11074	27685	Looped	-1.8	12.5	2
705466	PM	UG	2440	0	26	0	0.6	4.0	0.0	24.7	0.6	28.7	29.3	0	0	Looped	-2.9	12.2	0
705467	PM	UG	2286	0	17	0	0.0	5.9	0.0	26.6	0.0	32.5	32.5	0	0	Looped	-1.7	12.9	0
705468	PM	Hybrid	1732	0	22	0	1.6	4.5	0.0	17.3	1.6	21.8	23.4	0	0	Looped	-1.6	8.9	0
705531	WG	Hybrid	762	11	9	4	2.1	0.3	3.0	0.7	5.1	1.0	6.1	0	0	Looped	-0.6	5.0	0
705532	WG	Hybrid	957	15	3	7	2.1	0.5	5.3	1.0	7.4	1.5	8.9	0	0	Looped	-0.8	4.5	0
705533	WG	UG	20	0	4	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	-0.2	6.8	0
705534	WG	UG	176	0	4	0	0.0	2.0	0.0	0.2	0.0	2.2	2.2	0	0	Looped	-1.2	4.0	0
705535	WG	UG	334	0	5	0	0.0	2.8	0.0	0.5	0.0	3.3	3.3	0	0	Looped	0.4	2.4	0
705536	WG	UG	7	0	1	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-0.3	1.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
705537	WG	UG	97	0	12	0	0.0	1.8	0.0	0.5	0.0	2.3	2.3	0	0	Looped	-0.2	6.1	0
705538	WG	Hybrid	1806	20	18	10	3.3	1.0	3.1	1.1	6.4	2.1	8.5	1809	1809	Looped	-0.4	6.6	1
705561	WG	UG	1301	0	11	0	0.0	5.8	0.0	0.9	0.0	6.7	6.7	30	2550	Looped	-0.7	6.8	1
705562	WG	UG	320	0	1	0	0.0	7.5	0.0	0.0	0.0	7.5	7.5	0	0	Looped	0.7	7.1	0
705563	WG	UG	111	0	5	0	0.0	5.8	0.0	0.6	0.0	6.4	6.4	0	0	Looped	-0.1	2.7	0
705564	WG	Hybrid	1716	28	6	4	3.1	0.4	6.8	0.9	9.9	1.3	11.2	1717	90870	Looped	-1.6	6.3	1
705565	WG	UG	202	0	6	0	0.0	3.6	0.0	0.5	0.0	4.1	4.1	0	0	Looped	-3.4	2.3	0
705566	WG	Hybrid	726	0	2	5	0.0	4.2	2.4	5.1	2.4	9.3	11.7	0	0	Looped	1.8	6.9	0
705631	PM	Hybrid	2999	6	17	0	1.9	1.8	1.3	8.9	3.2	10.7	13.9	6051	237271	Looped	-0.3	6.2	2
705632	PM	UG	3472	0	15	0	0.0	2.4	0.0	8.1	0.0	10.5	10.5	0	0	Looped	-0.5	5.9	0
705633	PM	Hybrid	1581	1	19	0	1.0	1.2	0.1	12.0	1.1	13.2	14.3	3168	6336	Looped	-0.3	5.8	2
705634	PM	Hybrid	3717	0	26	1	2.1	2.0	0.1	16.2	2.2	18.2	20.4	3038	21266	Looped	-0.7	9.2	1
705635	PM	Hybrid	847	6	15	1	2.2	1.2	2.3	6.0	4.5	7.2	11.7	959	31633	Looped	-1.0	5.2	2
705636	PM	Hybrid	2334	2	30	0	1.9	1.1	0.7	10.1	2.6	11.2	13.8	0	0	Looped	-0.2	7.5	0
705637	PM	Hybrid	798	5	21	5	1.7	0.7	1.1	1.9	2.8	2.6	5.4	0	0	Looped	-2.0	5.3	0
705638	PM	Hybrid	835	1	24	2	1.5	0.9	0.3	5.3	1.8	6.2	8.0	0	0	Looped	-3.1	5.4	0
705761	GS	Hybrid	2636	0	36	3	2.8	3.4	0.8	19.3	3.6	22.7	26.3	2627	214076	Looped	-0.1	12.7	1
705762	GS	Hybrid	3500	1	62	0	4.5	0.6	0.0	22.9	4.5	23.5	28.0	3500	83370	Looped	-0.4	13.2	1
705763	GS	UG	1490	0	30	0	0.0	6.7	0.0	28.3	0.0	35.0	35.0	1693	156817	Looped	2.3	14.7	1
705764	GS	Hybrid	3187	2	67	2	5.2	5.6	3.1	21.5	8.3	27.1	35.4	12231	765385	Looped	-1.5	15.1	4
705765	GS	UG	2337	0	32	0	0.0	5.2	0.0	24.6	0.0	29.8	29.8	2309	4618	Looped	-1.2	12.2	1
705766	GS	UG	2627	0	38	0	0.0	7.9	0.0	32.1	0.0	40.0	40.0	0	0	Looped	-1.7	14.4	0
705767	GS	Hybrid	1979	8	59	1	3.5	10.2	3.5	28.9	7.0	39.1	46.1	1769	56204	Looped	-1.6	13.1	1
705861	PM	UG	1138	0	14	0	0.7	2.5	0.0	18.6	0.7	21.1	21.8	1140	61978	Looped	-1.2	7.2	1
705862	PM	Hybrid	2810	6	41	1	3.0	0.2	2.9	8.1	5.9	8.3	14.2	0	0	Looped	-0.9	8.4	0
705863	PM	Hybrid	1237	0	14	1	0.7	3.9	2.1	13.8	2.8	17.7	20.5	5418	5418	Looped	1.5	9.9	2
705864	PM	Hybrid	3461	3	52	0	2.9	4.5	1.7	21.8	4.6	26.3	30.9	10395	751142	Looped	-1.2	17.3	3
705865	PM	Hybrid	1586	1	27	0	3.6	1.1	0.9	13.6	4.5	14.7	19.2	1578	182581	Looped	0.1	10.7	1
705866	PM	UG	2154	0	58	0	0.2	8.5	0.0	35.7	0.2	44.2	44.4	0	0	Looped	-2.6	16.2	0
705867	PM	Hybrid	1661	0	33	0	3.0	0.6	0.0	8.0	3.0	8.6	11.6	1644	39456	Looped	0.8	6.3	1
705868	PM	Hybrid	1789	5	30	1	2.9	0.5	1.4	7.2	4.3	7.7	12.0	0	0	Looped	-0.8	7.8	0
706061	WG	UG	141	0	6	0	0.0	3.8	0.0	0.3	0.0	4.1	4.1	0	0	Looped	-1.1	6.7	0
706062	WG	Hybrid	2719	13	37	8	4.7	2.8	14.6	14.1	19.3	16.9	36.2	7988	230284	Looped	-1.1	14.1	3
706063	WG	Hybrid	1315	6	44	0	3.1	3.4	1.5	14.1	4.6	17.5	22.1	2325	132180	Looped	-3.5	10.5	2
706064	WG	Hybrid	2122	0	35	0	2.2	0.4	0.0	20.6	2.2	21.0	23.2	3665	186170	Looped	-1.1	11.9	2
706065	WG	UG	153	0	7	0	0.0	4.5	0.0	0.3	0.0	4.8	4.8	0	0	Looped	-0.4	9.4	0
706066	WG	Hybrid	1497	5	23	4	3.0	0.1	2.3	11.4	5.3	11.5	16.8	4124	234100	Looped	-0.5	7.7	3
706067	WG	Hybrid	3721	0	31	1	2.2	1.2	0.0	10.9	2.2	12.1	14.3	3701	227972	Looped	-4.9	8.3	1
706068	WG	UG	51	0	4	0	0.0	4.0	0.0	2.2	0.0	6.2	6.2	1	13	Looped	-0.4	4.6	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
706161	GS	Hybrid	2799	0	49	0	3.9	1.5	0.0	12.7	3.9	14.2	18.1	0	0	Looped	0.1	7.6	0
706162	GS	Hybrid	3097	1	43	1	4.0	0.1	0.2	8.5	4.2	8.6	12.8	2430	32810	Looped	-0.3	8.4	1
706163	GS	Hybrid	3520	0	57	1	3.5	0.2	0.1	12.6	3.6	12.8	16.4	0	0	Looped	0.2	12.3	0
706164	GS	Hybrid	2013	2	45	1	4.6	0.3	0.5	12.6	5.1	12.9	18.0	0	0	Looped	-1.1	11.5	0
706165	GS	Hybrid	2775	0	39	0	3.1	2.4	0.1	8.6	3.2	11.0	14.2	0	0	Looped	-0.8	11.9	0
706166	GS	Hybrid	1112	0	27	0	2.5	1.8	0.2	5.9	2.7	7.7	10.4	0	0	Looped	-0.6	14.2	0
706167	GS	Hybrid	2932	6	33	0	1.9	2.0	2.7	16.4	4.6	18.4	23.0	2922	110540	Looped	-2.8	12.3	1
706168	GS	Hybrid	1161	2	29	0	3.6	1.9	0.4	8.0	4.0	9.9	13.9	1158	1158	Looped	-0.2	8.3	1
706261	GS	Hybrid	2187	4	41	2	5.9	2.0	1.9	13.8	7.8	15.8	23.6	2206	103694	Looped	-1.4	8.5	1
706262	GS	Hybrid	3015	16	48	8	6.5	0.1	10.6	22.9	17.1	23.0	40.1	6004	317355	Looped	-2.5	13.7	2
706263	GS	Hybrid	1959	5	37	1	3.6	0.6	0.7	13.5	4.3	14.1	18.4	792	31024	Looped	2.6	11.8	1
706264	GS	Hybrid	1556	30	48	6	9.2	2.5	12.0	21.3	21.2	23.8	45.0	4682	290809	Looped	-1.6	14.4	4
706265	GS	Hybrid	2690	4	45	3	4.7	2.8	3.3	26.5	8.0	29.3	37.3	3905	350289	Looped	-0.5	15.4	2
706266	GS	Hybrid	1703	18	48	9	8.3	3.5	13.4	54.0	21.7	57.5	79.2	5136	246212	Looped	-1.5	14.4	3
706361	GS	Hybrid	1738	1	41	0	3.3	3.3	0.0	6.9	3.3	10.2	13.5	1760	12320	Looped	2.7	16.8	1
706362	GS	Hybrid	1746	2	33	0	3.0	2.4	0.2	12.7	3.2	15.1	18.3	1747	1747	Looped	-1.0	10.8	1
706363	GS	Hybrid	1315	1	23	1	1.7	5.1	1.8	14.8	3.5	19.9	23.4	0	0	Looped	-1.1	9.0	0
706364	GS	Hybrid	1348	0	22	0	2.8	1.1	0.0	13.5	2.8	14.6	17.4	0	0	Looped	-0.8	8.8	0
706365	GS	Hybrid	1307	0	26	0	1.1	3.3	0.0	9.2	1.1	12.5	13.6	1304	88116	Looped	-0.2	8.3	1
706366	GS	Hybrid	4	0	5	0	5.9	1.5	0.0	1.3	5.9	2.8	8.7	0	0	Radial	-0.5	10.0	0
706367	GS	Hybrid	1484	0	32	0	1.2	5.3	0.0	14.8	1.2	20.1	21.3	0	0	Looped	0.7	15.3	0
706461	PM	Hybrid	946	0	16	0	1.6	1.6	0.0	11.4	1.6	13.0	14.6	2834	79814	Looped	-0.5	5.7	3
706462	PM	Hybrid	1098	14	35	0	10.0	0.3	5.1	13.3	15.1	13.6	28.7	2208	92943	Looped	-0.4	6.7	2
706463	PM	Hybrid	1521	8	28	3	2.6	0.4	6.5	12.8	9.1	13.2	22.3	0	0	Looped	-1.3	9.9	0
706464	PM	Hybrid	913	3	29	3	2.9	2.2	1.4	10.0	4.3	12.2	16.5	1824	78312	Looped	-0.9	8.4	3
706465	PM	Hybrid	1171	6	20	6	4.6	1.0	12.4	18.5	17.0	19.5	36.5	0	0	Looped	5.8	16.7	0
706531	PM	Hybrid	768	10	18	2	3.3	1.3	2.8	1.8	6.1	3.1	9.2	2298	44241	Looped	0.5	6.9	3
706532	PM	Hybrid	1079	8	30	5	3.6	0.2	3.9	2.2	7.5	2.4	9.9	2164	24308	Looped	-1.0	8.8	2
706533	PM	Hybrid	415	6	15	2	3.1	0.2	1.4	0.6	4.5	0.8	5.3	0	0	Looped	2.2	9.9	0
706534	PM	Hybrid	1159	7	9	0	1.7	0.4	2.7	1.2	4.4	1.6	6.0	0	0	Looped	-0.4	3.1	0
706535	PM	Hybrid	733	8	3	0	1.7	0.1	4.0	0.5	5.7	0.6	6.3	0	0	Looped	-0.3	2.9	0
706661	WG	Hybrid	2121	19	48	6	6.6	0.8	14.5	10.5	21.1	11.3	32.4	6433	402338	Looped	-2.5	11.2	4
706662	WG	Hybrid	2784	0	37	1	1.6	2.1	0.4	11.0	2.0	13.1	15.1	0	0	Looped	-2.6	11.1	0
706663	WG	Hybrid	2794	11	50	2	5.4	1.7	2.8	8.7	8.2	10.4	18.6	5110	212676	Looped	-0.9	13.0	3
706664	WG	Hybrid	1433	0	39	0	2.0	5.3	0.0	20.7	2.0	26.0	28.0	2858	109048	Looped	-1.0	11.7	2
706665	WG	Hybrid	3825	1	50	1	4.8	3.9	0.2	9.9	5.0	13.8	18.8	13473	282570	Looped	0.6	15.7	4
706666	WG	Hybrid	2097	0	36	0	2.4	1.6	0.0	10.1	2.4	11.7	14.1	0	0	Looped	-0.7	7.5	0
706861	PM	Hybrid	1238	1	49	0	3.9	2.4	0.2	13.7	4.1	16.1	20.2	2972	203957	Looped	-1.8	14.5	1
706862	PM	Hybrid	890	0	41	1	3.4	0.8	0.3	3.1	3.7	3.9	7.6	879	38508	Looped	-0.2	4.9	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	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
706863	PM	Hybrid	3029	8	62	7	5.7	1.7	4.5	18.9	10.2	20.6	30.8	9024	467570	Looped	-1.2	13.5	3
706961	GS	Hybrid	1919	7	42	1	6.4	1.7	3.6	16.6	10.0	18.3	28.3	0	0	Looped	-1.5	13.3	0
706962	GS	Hybrid	1025	0	18	0	2.3	3.4	0.1	5.5	2.4	8.9	11.3	0	0	Looped	-1.0	6.3	0
706963	GS	UG	1844	0	27	0	0.5	2.4	0.0	12.2	0.5	14.6	15.1	0	0	Looped	-0.6	10.2	0
706964	GS	Hybrid	2389	5	48	4	11.4	2.3	3.9	12.2	15.3	14.5	29.8	5011	326188	Looped	-1.6	14.2	3
707031	GS	Hybrid	1868	0	12	0	2.3	1.3	0.0	14.5	2.3	15.8	18.1	0	0	Looped	-0.1	7.5	0
707032	GS	Hybrid	1453	3	37	5	4.8	0.9	3.0	10.7	7.8	11.6	19.4	0	0	Looped	-0.8	8.2	0
707033	GS	Hybrid	1083	7	24	2	3.7	0.6	1.4	6.4	5.1	7.0	12.1	0	0	Looped	-0.4	6.9	0
707034	GS	Hybrid	1540	0	24	0	2.2	0.9	0.0	12.9	2.2	13.8	16.0	0	0	Looped	-1.4	6.8	0
707131	PM	Hybrid	1919	0	24	1	2.7	3.5	0.5	12.6	3.2	16.1	19.3	0	0	Looped	-0.4	9.2	0
707132	PM	Hybrid	1206	1	23	0	2.7	0.5	0.5	4.3	3.2	4.8	8.0	0	0	Looped	1.3	7.6	0
707133	PM	Hybrid	771	0	9	0	1.3	2.2	0.0	6.6	1.3	8.8	10.1	0	0	Looped	3.0	7.6	0
707134	PM	Hybrid	1455	1	25	0	2.5	3.1	0.0	7.7	2.5	10.8	13.3	1453	114146	Looped	0.1	8.4	1
707135	PM	Hybrid	1889	7	31	3	1.7	5.3	3.4	17.4	5.1	22.7	27.8	0	0	Looped	-0.3	9.8	0
707261	GS	Hybrid	2158	0	24	0	3.2	2.7	0.0	19.3	3.2	22.0	25.2	0	0	Looped	1.5	12.0	0
707262	GS	Hybrid	2283	0	27	0	1.8	4.3	0.0	22.0	1.8	26.3	28.1	4731	116273	Looped	-0.6	10.7	2
707263	GS	Hybrid	3154	19	57	1	5.4	4.9	4.5	26.6	9.9	31.5	41.4	0	0	Looped	-1.1	15.4	0
707264	GS	Hybrid	449	0	61	0	6.3	1.6	0.0	7.6	6.3	9.2	15.5	0	0	Looped	-0.9	15.5	0
707265	GS	Hybrid	3321	0	34	0	3.0	1.6	0.1	13.7	3.1	15.3	18.4	0	0	Looped	-1.4	10.7	0
707266	GS	Hybrid	1630	0	15	0	3.2	0.4	0.2	9.3	3.4	9.7	13.1	0	0	Looped	1.3	7.3	0
707267	GS	Hybrid	4154	9	48	0	3.6	2.5	6.4	18.1	10.0	20.6	30.6	0	0	Looped	0.4	15.2	0
707461	WG	UG	1	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	1	4	Looped	0.4	3.9	1
707462	WG	Hybrid	1066	0	49	0	2.9	1.7	0.0	11.1	2.9	12.8	15.7	1400	80915	Looped	-1.8	16.6	3
707463	WG	Hybrid	54	2	25	0	1.1	2.9	0.1	3.9	1.2	6.8	8.0	52	1468	Looped	-0.8	5.7	1
707464	WG	Hybrid	422	2	37	1	2.8	2.8	0.4	8.8	3.2	11.6	14.8	841	33346	Looped	-0.7	12.9	2
707531	WG	UG	171	0	17	0	0.1	2.6	0.0	3.5	0.1	6.1	6.2	0	0	Looped	-0.7	4.9	0
707532	WG	Hybrid	1368	15	32	2	3.2	0.7	2.2	5.4	5.4	6.1	11.5	1344	76110	Looped	-0.2	5.4	1
707533	WG	Hybrid	1961	27	25	9	5.9	0.9	8.9	6.3	14.8	7.2	22.0	5868	233616	Looped	-0.8	8.7	3
707661	GS	Hybrid	694	16	13	2	4.7	0.2	5.8	8.1	10.5	8.3	18.8	78	2028	Looped	-0.6	5.5	1
707662	GS	Hybrid	1921	0	25	0	1.7	2.3	0.0	15.2	1.7	17.5	19.2	0	0	Looped	-10.4	3.1	0
707663	GS	Hybrid	2096	0	34	0	1.4	2.3	0.0	19.3	1.4	21.6	23.0	0	0	Looped	-1.1	12.1	0
707664	GS	UG	1596	2	42	1	0.6	5.9	0.3	14.4	0.9	20.3	21.2	0	0	Looped	-0.8	12.8	0
707665	GS	Hybrid	1430	2	26	1	0.5	3.4	0.3	6.9	0.8	10.3	11.1	0	0	Looped	3.4	12.3	0
707731	PM	Hybrid	1663	2	44	1	2.7	0.1	0.6	5.6	3.3	5.7	9.0	0	0	Looped	-0.9	6.3	0
707732	PM	Hybrid	1658	4	35	0	2.5	0.3	0.4	5.6	2.9	5.9	8.8	0	0	Looped	-0.2	8.4	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	0.0	0.1	0
707734	PM	UG	1	0	2	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-1.2	1.7	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	-0.6	8.6	0
707736	PM	Hybrid	127	0	17	1	1.1	0.8	0.1	2.5	1.2	3.3	4.5	0	0	Looped	-0.4	7.5	0

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Feeder ID#	Sub Region	FDR Type	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
707861	PM	UG	1776	0	43	0	0.0	6.6	0.0	22.8	0.0	29.4	29.4	1711	87088	Looped	-1.5	14.5	1
707862	PM	UG	1508	0	46	0	0.4	9.8	0.0	29.1	0.4	38.9	39.3	0	0	Looped	0.5	14.4	0
707931	WG	Hybrid	521	13	26	4	4.8	0.3	2.4	2.3	7.2	2.6	9.8	515	69503	Looped	-0.4	7.5	1
707932	WG	Hybrid	1225	13	11	2	3.7	0.0	1.9	1.0	5.6	1.0	6.6	0	0	Looped	-0.5	4.3	0
707933	WG	Hybrid	343	3	1	0	0.8	0.3	0.9	0.0	1.7	0.3	2.0	0	0	Looped	-1.0	2.3	0
707934	WG	Hybrid	937	11	13	1	2.1	0.1	5.2	1.6	7.3	1.7	9.0	0	0	Looped	-0.4	8.1	0
708061	GS	Hybrid	636	8	2	5	4.9	0.2	13.4	3.2	18.3	3.4	21.7	638	60461	Looped	-1.1	4.4	1
708062	GS	UG	1725	0	27	0	0.0	5.9	0.0	22.9	0.0	28.8	28.8	0	0	Looped	-1.3	13.4	0
708063	GS	UG	1612	0	38	0	0.0	7.1	0.0	15.1	0.0	22.2	22.2	6456	321262	Looped	-1.5	11.2	4
708064	GS	Hybrid	2220	4	38	1	0.9	4.7	1.7	21.4	2.6	26.1	28.7	0	0	Looped	-1.1	12.4	0
708161	GS	Hybrid	1618	0	22	0	2.0	0.7	0.0	7.9	2.0	8.6	10.6	0	0	Looped	5.6	13.8	0
708162	GS	Hybrid	710	0	53	0	2.9	4.2	0.0	10.9	2.9	15.1	18.0	713	29511	Looped	-0.4	15.4	1
708163	GS	Hybrid	2100	3	51	0	5.2	2.9	0.6	17.4	5.8	20.3	26.1	0	0	Looped	-0.5	15.6	0
708431	PM	Hybrid	1597	2	31	0	1.4	2.6	0.3	13.0	1.7	15.6	17.3	0	0	Looped	0.2	8.7	0
708432	PM	Hybrid	1581	14	32	1	5.3	3.2	3.2	11.3	8.5	14.5	23.0	0	0	Looped	-0.9	9.2	0
708561	GS	Hybrid	1118	4	26	0	3.6	1.5	0.6	13.7	4.2	15.2	19.4	746	2984	Looped	-2.0	6.4	1
708562	GS	UG	1320	0	23	0	0.8	4.7	0.0	15.0	0.8	19.7	20.5	0	0	Looped	-0.7	7.9	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	-0.6	3.2	0
708932	WG	Hybrid	1274	25	23	3	4.7	0.9	5.0	1.6	9.7	2.5	12.2	0	0	Looped	-0.2	7.5	0
709031	WG	UG	11	0	2	0	0.0	3.6	0.0	0.3	0.0	3.9	3.9	0	0	Looped	-0.5	2.9	0
709161	WG	Hybrid	12	3	3	0	0.3	2.9	0.6	0.1	0.9	3.0	3.9	0	0	Looped	-0.1	6.4	0
709162	WG	Hybrid	23	1	10	1	1.4	0.8	0.5	1.2	1.9	2.0	3.9	9	2052	Looped	1.6	3.6	1
709163	WG	UG	9	0	3	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	-0.4	5.4	0
709261	WG	Hybrid	753	4	16	0	1.2	8.7	0.2	3.0	1.4	11.7	13.1	1235	28190	Looped	-2.4	7.5	3
709262	WG	Hybrid	2344	25	6	4	4.1	0.5	9.1	0.4	13.2	0.9	14.1	0	0	Looped	-0.7	9.1	0
709263	WG	Hybrid	1429	13	5	8	1.2	2.0	4.0	2.0	5.2	4.0	9.2	0	0	Looped	0.0	5.5	0
709264	WG	UG	636	0	2	0	0.0	8.9	0.0	0.2	0.0	9.1	9.1	0	0	Looped	1.9	5.1	0
709265	WG	UG	744	0	3	0	0.0	5.2	0.0	0.2	0.0	5.4	5.4	0	0	Looped	-0.1	5.1	0
709361	WG	UG	891	0	0	0	0.0	7.4	0.0	0.5	0.0	7.9	7.9	0	0	Looped	-3.3	5.2	0
709362	WG	Hybrid	1777	11	18	4	2.8	5.7	4.0	1.5	6.8	7.2	14.0	3026	243865	Looped	0.7	8.8	3
709431	PM	Hybrid	267	5	27	2	2.8	0.2	0.7	2.9	3.5	3.1	6.6	0	0	Looped	-0.8	7.2	0
709432	PM	Hybrid	330	6	20	2	2.6	0.6	0.8	3.0	3.4	3.6	7.0	0	0	Looped	-2.4	6.4	0
709433	PM	Hybrid	188	0	18	0	1.6	1.4	0.0	1.9	1.6	3.3	4.9	0	0	Looped	-1.8	5.3	0
800131	CE	UG	6	0	5	0	0.0	2.3	0.0	0.3	0.0	2.6	2.6	0	0	Looped	-1.0	5.0	0
800132	CE	Hybrid	389	2	10	1	0.6	5.7	0.2	0.5	0.8	6.2	7.0	1123	27826	Looped	-0.9	1.9	3
800133	CE	UG	35	0	4	0	0.0	3.0	0.0	0.4	0.0	3.4	3.4	0	0	Looped	-2.6	2.6	0
800134	CE	UG	334	1	5	1	0.0	3.8	0.1	0.3	0.1	4.1	4.2	0	0	Looped	-0.7	1.4	0
800135	CE	UG	37	0	6	0	0.0	3.5	0.0	0.7	0.0	4.2	4.2	0	0	Looped	-2.1	3.1	0
800136	CE	UG	508	0	5	0	0.0	3.3	0.0	0.6	0.0	3.9	3.9	0	0	Looped	0.6	4.3	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
800137	CE	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.1	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	-0.1	1.2	0
800139	CE	Hybrid	2083	12	18	2	3.3	0.6	1.2	0.6	4.5	1.2	5.7	0	0	Looped	-2.0	4.4	0
800140	CE	Hybrid	2011	17	11	3	4.4	2.1	2.4	0.4	6.8	2.5	9.3	5982	129116	Looped	-1.9	3.9	3
800141	CE	UG	252	0	2	0	0.0	2.7	0.0	0.1	0.0	2.8	2.8	0	0	Looped	-1.0	3.7	0
800142	CE	UG	425	0	4	0	0.0	1.4	0.0	0.3	0.0	1.7	1.7	0	0	Looped	-0.1	4.0	0
800143	CE	UG	1091	0	5	0	0.0	3.3	0.0	0.7	0.0	4.0	4.0	0	0	Looped	-1.3	3.7	0
800144	CE	UG	1488	0	6	1	0.0	4.1	0.0	0.9	0.0	5.0	5.0	0	0	Looped	0.5	2.6	0
800145	CE	Hybrid	2000	11	16	5	4.1	1.7	1.5	0.7	5.6	2.4	8.0	1832	56012	Looped	-2.4	4.1	1
800146	CE	UG	0	0	0	0	0.0	1.7	0.0	0.0	0.0	1.7	1.7	0	0	Radial	-3.9	2.2	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	-7.5	0.9	0
800231	CE	Hybrid	2523	3	12	0	2.2	1.5	0.1	0.6	2.3	2.1	4.4	0	0	Looped	-0.4	5.2	0
800232	CE	Hybrid	1988	1	14	2	1.5	1.6	0.3	1.5	1.8	3.1	4.9	1998	82238	Looped	-0.3	6.3	1
800233	CE	UG	934	1	10	1	0.1	3.3	0.0	0.9	0.1	4.2	4.3	84	485	Looped	-0.2	5.2	1
800234	CE	UG	1050	0	11	0	0.0	4.7	0.0	0.6	0.0	5.3	5.3	0	0	Looped	-0.9	2.7	0
800237	CE	UG	671	0	0	0	0.0	2.8	0.0	0.3	0.0	3.1	3.1	0	0	Looped	-0.4	3.0	0
800238	CE	Hybrid	664	0	11	1	1.0	3.0	0.1	0.4	1.1	3.4	4.5	690	31786	Looped	-0.3	3.3	1
800239	CE	UG	173	0	7	0	0.0	3.4	0.0	0.6	0.0	4.0	4.0	0	0	Looped	0.0	3.7	0
800240	CE	UG	60	0	8	1	0.1	2.4	0.2	4.4	0.3	6.8	7.1	59	25070	Looped	0.3	2.4	1
800241	CE	UG	1675	0	9	1	0.0	2.7	0.1	1.6	0.1	4.3	4.4	0	0	Looped	-0.5	5.9	0
800242	CE	UG	310	0	6	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	0	0	Looped	-0.7	3.9	0
800243	CE	UG	918	0	12	1	0.0	5.7	0.1	1.5	0.1	7.2	7.3	981	10536	Looped	-2.5	2.3	1
800244	CE	UG	857	0	9	4	0.0	4.6	0.1	3.0	0.1	7.6	7.7	0	0	Looped	-0.2	6.6	0
800245	CE	UG	1809	0	12	0	0.0	3.8	0.0	1.2	0.0	5.0	5.0	0	0	Looped	0.4	8.6	0
800246	CE	Hybrid	537	5	9	0	1.7	3.0	1.2	1.6	2.9	4.6	7.5	1584	103486	Looped	0.8	4.2	3
800247	CE	Hybrid	821	0	1	1	0.0	2.8	0.2	0.6	0.2	3.4	3.6	0	0	Looped	-0.8	4.4	0
800248	CE	Hybrid	880	5	7	1	0.8	3.5	3.6	2.8	4.4	6.3	10.7	667	1334	Looped	-0.1	6.1	1
800331	CE	Hybrid	1900	37	4	0	4.0	0.2	9.2	0.8	13.2	1.0	14.2	3815	174359	Looped	-0.3	7.4	2
800332	CE	Hybrid	1231	17	19	6	3.9	0.5	3.7	3.8	7.6	4.3	11.9	0	0	Looped	-0.2	9.8	0
800333	CE	Hybrid	1829	29	9	2	4.6	0.5	7.4	0.6	12.0	1.1	13.1	0	0	Looped	0.0	8.9	0
800334	CE	Hybrid	1569	7	16	5	2.7	1.2	1.2	3.2	3.9	4.4	8.3	0	0	Looped	2.0	9.0	0
800335	CE	Hybrid	1410	17	11	2	4.1	0.7	3.0	0.4	7.1	1.1	8.2	723	23211	Looped	-1.6	3.1	1
800336	CE	OH	69	1	0	0	0.3	0.0	0.2	0.0	0.5	0.0	0.5	0	0	Looped	-0.1	0.2	0
800431	CE	Hybrid	1301	26	6	4	3.3	0.6	5.9	0.3	9.2	0.9	10.1	0	0	Looped	-0.1	7.9	0
800432	CE	Hybrid	1478	13	18	4	2.3	0.2	2.4	0.5	4.7	0.7	5.4	0	0	Looped	-0.8	6.6	0
800433	CE	Hybrid	1157	6	5	3	2.6	0.4	2.0	0.6	4.6	1.0	5.6	0	0	Looped	-0.4	5.4	0
800434	CE	Hybrid	182	5	7	0	1.4	1.1	0.5	0.4	1.9	1.5	3.4	0	0	Looped	-0.1	3.2	0
800435	CE	Hybrid	1241	26	6	1	2.1	0.3	4.2	0.2	6.3	0.5	6.8	445	36935	Looped	-0.3	5.3	1
800436	CE	Hybrid	1223	25	8	12	3.8	0.4	6.8	2.4	10.6	2.8	13.4	143	28600	Looped	-0.8	7.4	1

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
800437	CE	Hybrid	538	13	2	0	1.5	0.3	1.3	0.1	2.8	0.4	3.2	0	0	Looped	-1.1	1.8	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	4.6	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	1.2	6.0	0
800440	CE	Hybrid	1014	23	5	4	2.1	2.0	6.3	1.0	8.4	3.0	11.4	413	2065	Looped	-0.5	7.0	1
800441	CE	UG	452	0	2	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	0	0	Looped	-0.9	1.2	0
800442	CE	Hybrid	1171	33	2	3	3.1	0.7	8.1	0.3	11.2	1.0	12.2	2704	151041	Looped	-1.2	7.2	5
800443	CE	Hybrid	820	6	5	2	1.3	1.9	1.0	0.5	2.3	2.4	4.7	0	0	Looped	-0.7	6.2	0
800444	CE	Hybrid	869	5	20	2	1.5	3.1	0.5	3.2	2.0	6.3	8.3	919	30259	Looped	-3.1	6.0	1
800445	CE	Hybrid	942	7	13	2	1.0	2.8	1.3	1.0	2.3	3.8	6.1	0	0	Looped	0.2	5.5	0
800446	CE	UG	142	0	4	0	0.0	1.7	0.0	0.2	0.0	1.9	1.9	0	0	Looped	-1.2	5.1	0
800447	CE	UG	128	0	2	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	-0.1	6.6	0
800448	CE	Hybrid	692	16	3	1	3.5	1.7	3.3	0.4	6.8	2.1	8.9	1202	47415	Looped	-0.3	4.0	2
800531	WD	Hybrid	890	9	7	0	1.5	0.2	1.0	0.6	2.5	0.8	3.3	0	0	Looped	-0.2	5.6	0
800532	WD	Hybrid	1966	0	14	1	0.4	1.2	0.4	2.8	0.8	4.0	4.8	0	0	Looped	0.1	4.3	0
800533	WD	Hybrid	1122	5	19	0	3.4	0.8	1.2	2.5	4.6	3.3	7.9	2202	118680	Looped	-0.3	7.2	2
800534	WD	OH	1497	16	0	2	2.3	0.1	5.5	0.1	7.8	0.2	8.0	1898	63652	Looped	-0.4	6.0	2
800535	WD	Hybrid	1738	30	11	2	3.3	0.1	4.7	0.7	8.0	0.8	8.8	1698	41610	Looped	-1.3	7.5	1
800536	WD	Hybrid	1094	14	17	3	2.5	0.1	2.8	1.4	5.3	1.5	6.8	2248	129726	Looped	-2.6	5.0	2
800537	WD	Hybrid	941	3	14	1	1.1	2.7	0.3	2.2	1.4	4.9	6.3	1173	27325	Looped	-1.2	6.4	3
800538	WD	Hybrid	1837	25	27	3	4.1	1.3	5.6	1.9	9.7	3.2	12.9	1837	110971	Looped	0.6	7.2	1
800539	WD	Hybrid	1278	3	19	5	2.2	0.1	2.0	2.0	4.2	2.1	6.3	2550	76115	Looped	-5.3	1.9	2
800631	CE	OH	1534	29	6	0	5.2	0.2	6.8	0.2	12.0	0.4	12.4	0	0	Looped	1.0	6.9	0
800632	CE	OH	3394	49	9	5	6.5	0.0	9.7	0.5	16.2	0.5	16.7	963	17334	Looped	0.5	9.6	1
800633	CE	Hybrid	1809	40	19	1	5.3	0.1	4.9	1.6	10.2	1.7	11.9	1794	90114	Looped	-0.8	7.1	1
800634	CE	Hybrid	1113	21	5	1	3.3	0.1	4.3	0.4	7.6	0.5	8.1	0	0	Looped	-0.2	5.4	0
800635	CE	Hybrid	1150	16	14	2	5.0	0.0	2.3	1.0	7.3	1.0	8.3	1369	9583	Looped	0.1	6.7	2
800636	CE	Hybrid	1231	20	9	3	3.4	0.4	2.6	0.3	6.0	0.7	6.7	6067	218060	Looped	0.1	4.4	5
800637	CE	Hybrid	2297	24	14	4	3.9	2.0	3.9	1.3	7.8	3.3	11.1	2230	20795	Looped	-0.3	7.5	1
800638	CE	Hybrid	1696	34	11	2	5.4	0.2	9.2	0.8	14.6	1.0	15.6	706	32167	Looped	-0.1	7.8	1
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	3.0	0
800732	WD	OH	1196	18	7	0	3.4	0.0	5.8	0.1	9.2	0.1	9.3	0	0	Looped	-0.2	6.0	0
800733	WD	Hybrid	1503	5	6	1	2.3	0.1	1.1	0.3	3.4	0.4	3.8	0	0	Looped	-0.5	4.3	0
800734	WD	Hybrid	1166	13	8	3	3.6	0.4	2.8	1.3	6.4	1.7	8.1	0	0	Looped	-0.1	4.1	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	0.0	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	-0.9	5.5	0
800737	WD	Hybrid	2061	4	26	4	1.9	0.5	7.8	1.8	9.7	2.3	12.0	4625	98654	Looped	-0.4	6.6	3
800738	WD	Hybrid	1353	13	12	1	3.4	0.4	4.4	0.9	7.8	1.3	9.1	1354	12475	Looped	-0.3	6.3	1
800739	WD	Hybrid	2597	19	6	3	3.2	0.3	4.8	0.4	8.0	0.7	8.7	2587	167521	Looped	-6.1	2.9	1
800740	WD	Hybrid	1920	18	1	1	3.3	0.5	4.3	0.3	7.6	0.8	8.4	0	0	Looped	-0.3	6.3	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
800741	WD	OH	1835	14	2	2	2.1	0.2	5.8	0.1	7.9	0.3	8.2	0	0	Looped	-0.3	7.5	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	-2.0	2.0	0
800831	CE	UG	65	0	4	0	0.0	2.4	0.0	0.3	0.0	2.7	2.7	30	191	Looped	-0.2	2.3	1
800832	CE	Hybrid	2307	16	29	4	3.6	1.1	2.7	2.8	6.3	3.9	10.2	0	0	Looped	-0.6	4.7	0
800833	CE	UG	310	1	10	1	0.0	5.2	0.1	1.0	0.1	6.2	6.3	106	10629	Looped	-0.4	2.8	1
800834	CE	UG	24	0	0	1	0.0	2.4	0.1	0.5	0.1	2.9	3.0	0	0	Looped	1.7	2.4	0
800835	CE	Hybrid	1158	18	15	0	3.8	1.1	2.5	1.0	6.3	2.1	8.4	2407	48117	Looped	0.6	4.4	3
800836	CE	UG	6	0	1	0	0.0	2.1	0.0	0.8	0.0	2.9	2.9	0	0	Looped	1.0	9.2	0
800841	CE	UG	123	0	8	1	0.0	4.5	0.0	0.8	0.0	5.3	5.3	0	0	Looped	-1.3	6.0	0
800842	CE	UG	1351	0	6	0	0.0	3.5	0.0	1.1	0.0	4.6	4.6	1330	5404	Looped	-0.4	8.2	1
800843	CE	UG	115	4	8	0	0.0	5.1	0.3	1.0	0.3	6.1	6.4	350	25824	Looped	-0.2	6.3	4
800844	CE	UG	10	0	2	0	0.0	6.6	0.0	0.2	0.0	6.8	6.8	0	0	Looped	0.7	6.5	0
800845	CE	UG	191	0	7	2	0.0	5.3	0.1	1.2	0.1	6.5	6.6	196	3190	Looped	1.2	8.2	2
800846	CE	UG	18	0	7	1	0.0	4.3	0.0	0.4	0.0	4.7	4.7	0	0	Looped	-0.1	5.5	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	0.5	5.3	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	-2.4	3.1	0
800849	CE	UG	642	0	7	0	0.0	5.1	0.0	0.9	0.0	6.0	6.0	0	0	Looped	-0.9	8.0	0
800850	CE	UG	330	0	3	0	0.0	3.4	0.0	0.3	0.0	3.7	3.7	0	0	Looped	0.1	3.1	0
800851	CE	Hybrid	22	0	5	0	0.8	1.1	0.0	0.5	0.8	1.6	2.4	0	0	Looped	-0.7	6.1	0
800852	CE	UG	223	0	4	1	0.0	4.5	0.0	0.4	0.0	4.9	4.9	0	0	Looped	-0.7	6.2	0
800853	CE	UG	1	0	0	0	0.0	2.2	0.0	0.0	0.0	2.2	2.2	0	0	Looped	-2.3	7.8	0
800931	CE	UG	191	0	5	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	-1.0	1.7	0
800932	CE	Hybrid	619	0	5	1	0.0	1.7	0.2	0.9	0.2	2.6	2.8	32	128	Looped	-0.2	2.8	1
800933	CE	Hybrid	668	15	4	1	2.8	0.3	2.5	0.1	5.3	0.4	5.7	1352	19635	Looped	-0.6	5.2	2
800934	CE	UG	149	0	2	0	0.0	2.6	0.0	0.5	0.0	3.1	3.1	346	7042	Looped	0.8	4.8	1
800935	CE	UG	138	0	7	1	0.0	2.9	0.0	0.8	0.0	3.7	3.7	0	0	Looped	0.6	4.7	0
800936	CE	UG	478	0	6	0	0.0	2.3	0.0	0.8	0.0	3.1	3.1	52	2964	Looped	-1.1	2.5	1
800937	CE	UG	785	0	7	0	0.0	2.6	0.0	1.1	0.0	3.7	3.7	0	0	Looped	-0.7	6.4	0
800938	CE	Hybrid	729	14	7	1	3.2	0.5	1.8	0.3	5.0	0.8	5.8	219	12045	Looped	1.2	7.5	1
800939	CE	UG	18	0	3	0	0.1	2.8	0.0	0.3	0.1	3.1	3.2	12	360	Looped	0.9	4.4	1
800940	CE	UG	2	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	0	0	Looped	-0.6	5.1	0
800941	CE	Hybrid	852	14	3	3	2.7	0.7	3.5	0.6	6.2	1.3	7.5	0	0	Looped	-0.3	5.7	0
800942	CE	UG	1	0	0	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Looped	-1.7	5.7	0
801031	CE	Hybrid	1834	0	26	0	1.6	2.5	0.0	5.8	1.6	8.3	9.9	5230	95373	Looped	0.2	6.0	4
801032	CE	UG	561	0	6	0	0.0	2.8	0.0	0.2	0.0	3.0	3.0	0	0	Looped	0.0	4.2	0
801033	CE	Hybrid	1267	4	11	2	2.1	1.0	1.2	0.6	3.3	1.6	4.9	994	69460	Looped	0.2	6.7	1
801034	CE	Hybrid	1930	14	6	0	2.7	0.2	3.6	0.2	6.3	0.4	6.7	0	0	Looped	0.5	6.4	0
801035	CE	Hybrid	1246	13	8	2	3.2	0.8	2.7	1.8	5.9	2.6	8.5	2846	131856	Looped	0.0	6.5	3
801036	CE	Hybrid	1681	4	14	2	1.2	0.2	0.9	1.1	2.1	1.3	3.4	0	0	Looped	0.0	4.0	0

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Feeder ID#	Sub Region	FDR Type	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
801037	CE	Hybrid	677	15	1	0	2.1	0.2	3.1	2.0	5.2	2.2	7.4	681	20430	Looped	0.0	5.1	1
801038	CE	Hybrid	1445	2	22	1	2.2	2.0	0.4	0.9	2.6	2.9	5.5	1556	49845	Looped	-0.1	7.6	2
801039	CE	Hybrid	2005	5	12	4	1.8	0.6	0.9	0.4	2.7	1.0	3.7	0	0	Looped	-0.1	4.2	0
801131	WD	Hybrid	215	2	16	3	3.2	1.0	1.1	1.5	4.3	2.5	6.8	439	27157	Looped	-0.4	6.0	2
801132	WD	Hybrid	195	3	1	1	1.6	0.3	0.4	0.1	2.0	0.4	2.4	0	0	Looped	-2.1	8.7	0
801133	WD	OH	1167	20	9	2	4.3	0.1	3.9	0.2	8.2	0.3	8.5	0	0	Looped	-0.2	7.0	0
801134	WD	Hybrid	1725	39	16	3	6.0	0.2	5.8	1.1	11.8	1.3	13.1	3261	296642	Looped	0.5	8.2	3
801135	WD	Hybrid	490	16	16	0	3.1	0.1	2.6	0.4	5.7	0.5	6.2	490	24877	Looped	-1.1	3.6	1
801136	WD	Hybrid	1671	13	12	4	4.4	0.7	2.8	0.9	7.2	1.6	8.8	0	0	Looped	-0.3	6.7	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	-0.1	2.8	0
801138	WD	UG	1	0	0	0	0.0	5.9	0.0	0.0	0.0	5.9	5.9	0	0	Radial	-0.1	2.8	0
801139	WD	Hybrid	520	8	8	0	3.7	0.3	1.5	0.3	5.2	0.6	5.8	0	0	Looped	-0.1	4.8	0
801140	WD	Hybrid	1419	19	8	3	5.0	0.5	3.2	0.5	8.2	1.0	9.2	0	0	Looped	-0.6	7.2	0
801231	ND	Hybrid	1607	7	26	7	4.0	0.0	3.6	3.6	7.6	3.6	11.2	1644	128166	Looped	1.1	6.6	1
801232	ND	Hybrid	1129	18	26	0	6.9	1.0	2.5	2.9	9.4	3.9	13.3	0	0	Looped	-0.4	4.5	0
801233	ND	Hybrid	1716	21	23	1	5.7	0.0	8.9	1.2	14.6	1.2	15.8	1718	52212	Looped	-0.6	7.5	1
801234	ND	Hybrid	1379	12	17	2	3.4	0.4	6.8	3.0	10.2	3.4	13.6	1922	139682	Looped	-0.4	8.5	2
801235	ND	Hybrid	1143	24	16	4	4.4	0.2	5.1	0.8	9.5	1.0	10.5	0	0	Looped	1.8	7.5	0
801236	ND	Hybrid	263	3	7	1	1.7	1.9	2.2	2.9	3.9	4.8	8.7	145	4640	Looped	-2.7	5.2	1
801237	ND	OH	5	0	0	0	1.4	0.0	0.0	0.0	1.4	0.0	1.4	0	0	Radial	1.1	8.3	0
801431	ND	Hybrid	1911	11	24	7	2.9	0.4	9.7	2.7	12.6	3.1	15.7	2523	14727	Looped	-0.8	7.8	2
801432	ND	Hybrid	98	4	10	2	1.7	0.2	0.5	0.7	2.2	0.9	3.1	91	364	Looped	0.1	7.3	1
801433	ND	Hybrid	891	11	14	2	3.0	0.0	2.9	0.4	5.9	0.4	6.3	0	0	Looped	-0.7	5.3	0
801434	ND	Hybrid	860	21	8	3	2.4	0.1	4.8	0.3	7.2	0.4	7.6	0	0	Looped	-0.4	4.9	0
801435	ND	Hybrid	2572	39	23	3	4.0	0.1	11.8	2.8	15.8	2.9	18.7	0	0	Looped	-0.5	8.6	0
801436	ND	Hybrid	2058	30	21	1	5.1	1.0	10.1	1.5	15.2	2.5	17.7	0	0	Looped	1.0	10.8	0
801631	SD	Hybrid	616	63	15	6	12.9	0.0	16.5	2.6	29.4	2.6	32.0	0	0	Looped	-0.7	5.3	0
801632	SD	Hybrid	1097	3	16	3	3.4	0.8	1.2	11.5	4.6	12.3	16.9	0	0	Looped	-0.6	5.5	0
801633	SD	Hybrid	2521	19	47	1	4.2	1.5	6.1	19.1	10.3	20.6	30.9	0	0	Looped	-0.6	8.7	0
801634	SD	Hybrid	2379	37	55	8	11.4	1.3	13.9	13.9	25.3	15.2	40.5	7011	124866	Looped	-0.6	8.8	3
801635	SD	Hybrid	2102	8	32	0	8.8	1.9	8.7	20.5	17.5	22.4	39.9	2681	110928	Looped	0.3	9.5	2
801636	SD	Hybrid	758	31	15	2	6.8	0.3	11.2	3.5	18.0	3.8	21.8	0	0	Looped	-0.9	3.0	0
801637	SD	Hybrid	2091	13	31	3	4.1	0.9	5.3	29.3	9.4	30.2	39.6	2065	181344	Looped	-0.7	9.4	1
801731	WD	OH	1341	13	4	2	2.2	0.1	5.7	0.3	7.9	0.4	8.3	0	0	Looped	-3.0	2.1	0
801732	WD	Hybrid	1342	32	2	3	3.9	0.3	6.5	0.3	10.4	0.6	11.0	0	0	Looped	0.9	8.6	0
801733	WD	Hybrid	1703	0	0	0	4.3	0.1	7.8	0.8	12.1	0.9	13.0	0	0	Looped	0.2	10.9	0
801734	WD	Hybrid	1833	21	6	5	4.9	0.1	6.3	0.6	11.2	0.7	11.9	0	0	Looped	0.8	10.1	0
801735	WD	OH	1086	19	2	1	3.4	0.0	5.3	0.1	8.7	0.1	8.8	0	0	Looped	-0.5	5.8	0
801736	WD	OH	985	32	2	3	4.9	0.2	5.7	0.2	10.6	0.4	11.0	1337	60436	Looped	0.0	4.7	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
801737	WD	Hybrid	1496	28	8	3	4.8	0.2	7.7	0.6	12.5	0.8	13.3	0	0	Looped	-0.7	7.4	0
801738	WD	Hybrid	735	16	1	0	2.0	0.8	5.6	0.0	7.6	0.8	8.4	0	0	Looped	0.0	3.4	0
801831	ND	Hybrid	637	18	6	0	2.5	0.0	4.0	1.1	6.5	1.1	7.6	0	0	Looped	-2.1	4.2	0
801832	ND	Hybrid	2237	26	19	8	4.7	0.4	5.9	0.9	10.6	1.3	11.9	2214	23952	Looped	-1.0	7.1	1
801833	ND	OH	1481	22	2	3	2.1	0.0	11.7	0.1	13.8	0.1	13.9	1071	49140	Looped	-0.2	6.7	1
801834	ND	Hybrid	1756	16	16	2	3.3	0.0	9.4	0.9	12.7	0.9	13.6	0	0	Looped	-0.4	7.4	0
801835	ND	OH	1357	13	1	1	1.5	0.1	8.8	0.1	10.3	0.2	10.5	0	0	Looped	-0.1	5.3	0
801836	ND	Hybrid	1331	23	7	6	3.4	0.2	6.5	1.5	9.9	1.7	11.6	2685	82006	Looped	-0.1	7.5	2
801837	ND	OH	1061	11	6	2	3.2	0.3	6.7	0.2	9.9	0.5	10.4	0	0	Looped	-0.1	5.2	0
801838	ND	Hybrid	1628	25	8	1	3.4	0.3	10.8	0.7	14.2	1.0	15.2	5457	248686	Looped	1.4	8.9	4
801839	ND	Hybrid	1926	25	27	5	3.9	0.2	5.6	2.9	9.5	3.1	12.6	1834	93534	Looped	-0.6	6.2	1
801931	CE	UG	422	0	6	0	0.0	1.7	0.0	1.9	0.0	3.6	3.6	393	21345	Looped	-1.0	2.7	1
801932	CE	UG	739	0	4	0	0.0	1.2	0.0	0.2	0.0	1.4	1.4	0	0	Looped	-0.1	1.7	0
801933	CE	Hybrid	1028	1	6	2	1.2	0.1	0.5	0.2	1.7	0.3	2.0	0	0	Looped	-0.1	2.9	0
801934	CE	UG	804	0	3	0	0.0	1.1	0.0	0.4	0.0	1.5	1.5	387	10297	Looped	-1.1	4.7	1
801935	CE	Hybrid	1869	3	7	2	1.7	1.1	1.1	0.3	2.8	1.4	4.2	0	0	Looped	-0.3	4.4	0
801936	CE	UG	235	0	3	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	0	0	Looped	0.0	1.2	0
801937	CE	Hybrid	705	4	9	0	3.0	1.0	0.4	0.4	3.4	1.4	4.8	1553	42862	Looped	-0.1	4.4	3
801938	CE	Hybrid	1874	7	20	1	2.1	2.3	1.3	1.5	3.4	3.8	7.2	3708	105050	Looped	1.2	7.2	2
801939	CE	Hybrid	896	1	14	2	1.2	3.9	0.8	2.5	2.0	6.4	8.4	0	0	Looped	-0.1	4.1	0
801940	CE	Hybrid	1984	3	26	0	2.2	4.5	0.9	1.7	3.1	6.2	9.3	921	1842	Looped	0.2	7.0	1
801941	CE	Hybrid	1695	11	12	2	2.2	1.1	1.9	0.6	4.1	1.7	5.8	0	0	Looped	-0.3	6.5	0
801942	CE	Hybrid	1623	6	6	2	1.8	0.5	0.7	0.1	2.5	0.6	3.1	0	0	Looped	-0.1	4.3	0
802031	SD	Hybrid	753	15	22	2	2.0	1.8	4.5	3.8	6.5	5.6	12.1	0	0	Looped	-0.3	4.6	0
802032	SD	Hybrid	1054	22	18	4	3.8	0.3	9.3	5.3	13.1	5.6	18.7	0	0	Looped	-2.0	5.3	0
802033	SD	Hybrid	875	15	15	4	4.8	0.3	4.9	5.0	9.7	5.3	15.0	2689	103172	Looped	-0.3	6.2	3
802034	SD	Hybrid	324	7	5	2	2.1	1.0	2.5	2.7	4.6	3.7	8.3	0	0	Looped	-2.4	0.6	0
802035	SD	Hybrid	1149	8	37	6	3.8	1.9	3.2	18.1	7.0	20.0	27.0	184	368	Looped	0.3	8.6	1
802036	SD	Hybrid	926	22	16	5	5.0	3.4	5.7	6.3	10.7	9.7	20.4	0	0	Looped	-0.3	6.4	0
802037	SD	Hybrid	724	26	2	3	2.8	0.5	12.7	0.9	15.5	1.4	16.9	458	21628	Looped	-0.4	6.5	1
802038	SD	Hybrid	834	5	28	2	2.0	2.1	1.5	12.2	3.5	14.3	17.8	0	0	Looped	-0.8	6.1	0
802131	CE	Hybrid	1859	24	13	2	6.9	0.1	4.6	0.9	11.5	1.0	12.5	0	0	Looped	-3.5	6.0	0
802132	CE	Hybrid	656	12	12	0	4.4	0.5	0.9	1.3	5.3	1.8	7.1	971	47883	Looped	0.8	5.2	3
802133	CE	Hybrid	1176	9	20	0	3.6	0.3	1.0	3.8	4.6	4.1	8.7	2356	123670	Looped	0.2	5.8	2
802134	CE	Hybrid	2022	11	17	8	2.9	0.3	2.9	1.7	5.8	2.0	7.8	3252	303899	Looped	0.2	7.0	2
802135	CE	Hybrid	2080	10	19	2	4.6	1.0	2.1	1.1	6.7	2.1	8.8	0	0	Looped	0.3	5.5	0
802136	CE	UG	240	0	4	0	0.0	5.3	0.0	0.2	0.0	5.5	5.5	0	0	Looped	-1.3	3.3	0
802137	CE	UG	206	0	9	0	0.0	5.1	0.0	1.5	0.0	6.6	6.6	0	0	Looped	0.3	5.6	0
802138	CE	UG	583	0	2	1	0.0	2.2	0.1	1.9	0.1	4.1	4.2	0	0	Looped	-0.7	6.0	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
802139	CE	UG	0	0	0	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Radial	0.7	6.5	0
802231	CE	Hybrid	1092	27	4	3	3.5	0.0	4.9	0.5	8.4	0.5	8.9	0	0	Looped	-0.1	4.4	0
802232	CE	Hybrid	2198	49	9	2	5.1	0.2	14.1	1.3	19.2	1.5	20.7	10601	68297	Looped	-0.4	8.4	6
802233	CE	Hybrid	579	11	18	1	4.1	0.7	2.0	2.0	6.1	2.7	8.8	1080	1080	Looped	-0.2	5.2	3
802234	CE	Hybrid	811	35	13	0	4.7	0.1	5.8	0.7	10.5	0.8	11.3	453	906	Looped	-0.4	5.2	1
802235	CE	OH	2525	48	11	1	5.1	0.0	11.4	0.6	16.5	0.6	17.1	0	0	Looped	-0.4	9.7	0
802236	CE	Hybrid	2706	67	9	2	5.9	0.3	10.0	0.8	15.9	1.1	17.0	386	1746	Looped	-0.2	8.7	2
802237	CE	Hybrid	1332	29	12	4	7.0	0.5	5.6	0.3	12.6	0.8	13.4	0	0	Looped	-0.7	6.0	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	4.8	0
802239	CE	UG	1	0	0	0	0.0	3.9	0.0	0.0	0.0	3.9	3.9	0	0	Radial	-0.2	4.8	0
802240	CE	Hybrid	1007	17	7	3	2.9	0.8	4.1	0.5	7.0	1.3	8.3	0	0	Looped	-0.5	4.8	0
802431	SD	Hybrid	992	9	15	5	1.4	1.2	2.0	1.1	3.4	2.3	5.7	0	0	Looped	-0.6	7.2	0
802432	SD	Hybrid	630	8	11	1	1.7	0.4	2.2	1.1	3.9	1.5	5.4	0	0	Looped	-1.9	7.0	0
802433	SD	Hybrid	1446	31	13	5	4.1	0.0	11.6	1.9	15.7	1.9	17.6	1443	78701	Looped	-0.6	7.2	1
802434	SD	Hybrid	882	15	15	2	2.3	0.8	5.1	0.6	7.4	1.4	8.8	0	0	Looped	-0.1	5.3	0
802435	SD	Hybrid	1080	28	20	1	4.6	2.3	4.0	10.5	8.6	12.8	21.4	5275	456713	Looped	-0.6	9.2	5
802436	SD	Hybrid	1025	11	26	3	2.5	1.5	2.5	2.0	5.0	3.5	8.5	0	0	Looped	-1.0	6.0	0
802437	SD	Hybrid	1212	21	12	7	3.1	0.8	8.6	1.7	11.7	2.5	14.2	1634	152932	Looped	-3.0	6.1	1
802438	SD	UG	1	0	0	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	-0.1	2.9	0
802439	SD	UG	0	0	0	0	0.0	3.1	0.0	0.0	0.0	3.1	3.1	0	0	Looped	-0.2	3.0	0
802440	SD	UG	95	0	1	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	0	0	Looped	-1.2	5.0	0
802531	ND	Hybrid	991	8	13	7	3.4	0.1	1.5	0.6	4.9	0.7	5.6	0	0	Looped	-0.8	4.4	0
802532	ND	Hybrid	1334	5	21	3	2.6	0.5	0.9	1.1	3.5	1.6	5.1	3997	121757	Looped	-0.7	4.6	3
802533	ND	Hybrid	1046	8	34	0	5.4	0.6	0.6	4.3	6.0	4.9	10.9	24	336	Looped	0.0	5.5	1
802534	ND	Hybrid	1472	2	15	5	3.0	0.0	1.8	1.3	4.8	1.3	6.1	1471	58213	Looped	-0.8	4.4	1
802535	ND	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	1.0	4.2	0
802536	ND	UG	15	0	5	0	0.0	3.0	0.0	1.8	0.0	4.8	4.8	0	0	Looped	-0.3	4.1	0
802537	ND	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	-1.2	4.6	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	0.5	0.7	0
802631	WD	Hybrid	1577	9	31	3	5.1	0.0	1.8	1.2	6.9	1.2	8.1	2026	117099	Looped	-0.7	7.0	2
802632	WD	UG	8	0	6	0	0.0	3.7	0.0	1.5	0.0	5.2	5.2	0	0	Looped	0.4	5.9	0
802633	WD	UG	0	0	3	0	0.0	2.3	0.0	0.1	0.0	2.4	2.4	0	0	Looped	-2.1	1.6	0
802634	WD	UG	4	0	1	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	3	195	Looped	-0.4	1.5	1
802635	WD	Hybrid	754	15	14	0	4.4	0.5	3.4	0.3	7.8	0.8	8.6	1484	105142	Looped	-0.9	6.0	2
802636	WD	Hybrid	366	7	11	0	3.0	0.5	0.8	1.4	3.8	1.9	5.7	0	0	Looped	-0.4	3.0	0
802637	WD	UG	28	0	5	0	0.0	4.9	0.0	0.8	0.0	5.7	5.7	0	0	Looped	0.0	6.1	0
802638	WD	UG	25	0	6	0	0.0	4.9	0.0	0.1	0.0	5.0	5.0	0	0	Looped	-0.4	4.7	0
802639	WD	UG	1	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Radial	0.0	0.0	0
802731	SD	Hybrid	427	1	30	1	2.2	0.2	0.7	6.2	2.9	6.4	9.3	0	0	Looped	1.0	6.8	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
802732	SD	Hybrid	1435	1	24	0	1.5	1.5	0.6	6.3	2.1	7.8	9.9	1430	104236	Looped	-0.9	8.1	1
802733	SD	Hybrid	462	4	27	1	1.2	0.8	0.5	4.2	1.7	5.0	6.7	0	0	Looped	-0.6	6.5	0
802734	SD	Hybrid	2173	1	35	0	2.1	0.0	0.0	8.8	2.1	8.8	10.9	2174	4348	Looped	-0.5	7.3	1
802735	SD	Hybrid	842	7	27	0	1.6	2.1	1.5	7.9	3.1	10.0	13.1	0	0	Looped	-0.5	7.5	0
802736	SD	Hybrid	1833	0	29	0	1.2	2.3	0.0	12.4	1.2	14.7	15.9	1828	87997	Looped	-0.5	6.1	1
802737	SD	Hybrid	1261	0	12	0	0.8	2.0	0.0	5.4	0.8	7.4	8.2	0	0	Looped	2.9	6.7	0
802738	SD	Hybrid	965	1	19	1	1.3	1.9	0.3	5.8	1.6	7.7	9.3	435	7830	Looped	1.1	7.2	1
802739	SD	Hybrid	1489	3	19	1	0.9	1.8	1.2	5.9	2.1	7.7	9.8	1490	25193	Looped	-1.8	3.0	1
802831	ND	Hybrid	950	13	19	1	2.7	0.1	3.0	0.9	5.7	1.0	6.7	0	0	Looped	0.4	7.1	0
802832	ND	Hybrid	639	7	14	1	2.0	0.1	1.3	0.5	3.3	0.6	3.9	0	0	Looped	-0.4	3.3	0
802833	ND	Hybrid	1995	31	12	11	3.8	0.0	10.1	0.9	13.9	0.9	14.8	151	27180	Looped	-1.1	7.7	1
802834	ND	Hybrid	1243	6	13	4	2.1	0.5	2.0	1.8	4.1	2.3	6.4	0	0	Looped	-0.2	5.8	0
802835	ND	Hybrid	2578	9	27	7	3.5	0.1	5.2	2.0	8.7	2.1	10.8	2565	115968	Looped	-0.4	6.6	1
802836	ND	Hybrid	2217	21	20	3	3.6	0.9	4.8	1.7	8.4	2.6	11.0	4464	193685	Looped	-0.5	9.7	2
802837	ND	Hybrid	1360	16	11	10	3.7	0.1	3.6	0.6	7.3	0.7	8.0	0	0	Looped	-0.4	5.3	0
802931	CE	Hybrid	1942	16	12	1	3.4	0.0	3.0	0.8	6.4	0.8	7.2	1803	28272	Looped	-0.8	6.3	2
802932	CE	Hybrid	1376	14	8	2	2.0	0.0	3.0	0.4	5.0	0.4	5.4	0	0	Looped	-0.4	7.2	0
802933	CE	Hybrid	2439	21	11	6	3.2	0.1	5.2	1.0	8.4	1.1	9.5	3641	25439	Looped	0.1	9.4	2
802934	CE	OH	1274	19	3	2	2.0	0.1	4.8	0.0	6.8	0.1	6.9	0	0	Looped	-0.5	6.0	0
802935	CE	Hybrid	1254	13	7	0	2.2	0.3	3.9	0.2	6.1	0.5	6.6	1013	76051	Looped	-0.4	5.9	1
802936	CE	Hybrid	2052	17	7	7	3.5	0.9	6.0	0.6	9.5	1.5	11.0	3389	77226	Looped	1.0	9.5	2
802937	CE	Hybrid	1865	16	12	6	4.7	0.8	4.3	0.8	9.0	1.6	10.6	0	0	Looped	-1.1	8.1	0
803031	WD	Hybrid	1489	10	31	3	3.5	0.2	3.8	5.7	7.3	5.9	13.2	0	0	Looped	-1.3	7.3	0
803032	WD	Hybrid	705	9	22	2	3.4	0.1	2.5	1.5	5.9	1.6	7.5	1416	58915	Looped	-0.1	8.3	2
803033	WD	Hybrid	2151	9	24	1	1.4	1.4	3.6	9.8	5.0	11.2	16.2	0	0	Looped	-1.5	9.1	0
803034	WD	Hybrid	1378	24	19	2	3.6	0.1	4.9	3.6	8.5	3.7	12.2	2761	122955	Looped	-0.3	6.9	2
803035	WD	Hybrid	1433	21	2	1	1.9	0.2	10.2	0.6	12.1	0.8	12.9	0	0	Looped	0.6	8.9	0
803036	WD	Hybrid	1345	9	33	1	2.7	0.4	2.9	5.9	5.6	6.3	11.9	2670	96973	Looped	0.1	6.7	2
803037	WD	Hybrid	956	21	12	1	3.3	0.6	4.2	1.7	7.5	2.3	9.8	963	11556	Looped	0.7	7.4	1
803038	WD	Hybrid	1574	5	20	2	3.2	0.1	1.9	7.2	5.1	7.3	12.4	0	0	Looped	0.0	6.6	0
803131	SD	Hybrid	945	5	13	0	28.6	0.1	7.3	5.6	35.9	5.7	41.6	1878	120332	Looped	-0.1	4.0	2
803132	SD	Hybrid	1174	22	25	3	13.2	0.5	10.7	12.7	23.9	13.2	37.1	1189	146956	Looped	0.3	8.0	2
803133	SD	Hybrid	1342	7	36	2	5.3	0.2	1.7	10.0	7.0	10.2	17.2	0	0	Looped	-0.1	7.3	0
803134	SD	Hybrid	1100	1	16	0	1.1	2.7	0.5	11.8	1.6	14.5	16.1	0	0	Looped	2.1	5.3	0
803135	SD	Hybrid	128	2	6	1	14.2	2.2	5.2	3.0	19.4	5.2	24.6	0	0	Looped	-1.1	0.1	0
803136	SD	Hybrid	1081	13	19	6	4.0	1.8	4.9	5.1	8.9	6.9	15.8	0	0	Looped	0.0	6.4	0
803137	SD	Hybrid	1962	20	23	5	5.5	1.5	8.0	8.3	13.5	9.8	23.3	0	0	Looped	-1.0	9.1	0
803138	SD	Hybrid	2458	1	38	2	6.4	2.0	2.9	20.8	9.3	22.8	32.1	2450	2475	Looped	-2.7	10.2	1
803231	SD	OH	13	1	5	1	3.5	0.0	1.0	0.2	4.5	0.2	4.7	0	0	Looped	-0.2	1.0	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	Custa	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
803232	SD	Hybrid	1378	11	43	1	5.6	0.5	2.2	17.4	7.8	17.9	25.7	0	0	Looped	-2.8	6.5	0
803233	SD	Hybrid	2446	7	39	2	4.5	3.3	1.3	22.6	5.8	25.9	31.7	2403	146539	Looped	-1.5	8.4	1
803234	SD	Hybrid	66	3	12	0	4.2	0.8	0.2	5.8	4.4	6.6	11.0	81	1968	Looped	-0.3	3.2	2
803235	SD	Hybrid	132	0	13	0	1.9	0.8	0.0	3.1	1.9	3.9	5.8	0	0	Looped	0.0	1.2	0
803236	SD	Hybrid	1897	15	25	2	4.8	1.7	7.8	11.0	12.6	12.7	25.3	0	0	Looped	-0.5	10.1	0
803431	ND	Hybrid	1374	27	3	3	3.8	0.5	8.8	0.6	12.6	1.1	13.7	1402	59907	Looped	-0.3	6.3	1
803432	ND	OH	1203	17	2	1	2.2	0.0	5.1	0.1	7.3	0.1	7.4	0	0	Looped	-0.3	3.7	0
803433	ND	OH	1450	37	2	4	5.1	0.1	9.5	0.2	14.6	0.3	14.9	256	45609	Looped	-0.4	7.7	1
803434	ND	Hybrid	1429	19	11	2	4.4	0.1	4.8	1.3	9.2	1.4	10.6	0	0	Looped	-0.4	5.4	0
803435	ND	OH	1426	23	5	2	3.2	0.1	6.9	0.3	10.1	0.4	10.5	0	0	Looped	-0.4	4.9	0
803436	ND	Hybrid	1164	21	5	2	2.3	0.2	6.0	0.3	8.3	0.5	8.8	0	0	Looped	-0.2	4.5	0
803437	ND	Hybrid	1347	20	17	3	4.6	0.6	7.2	0.9	11.8	1.5	13.3	0	0	Looped	-0.5	6.1	0
803438	ND	Hybrid	1043	25	6	4	3.5	0.6	6.8	0.3	10.3	0.9	11.2	0	0	Looped	-0.4	6.7	0
803439	ND	Hybrid	1612	34	4	2	2.7	1.0	9.9	0.3	12.6	1.3	13.9	0	0	Looped	-0.2	6.6	0
803440	ND	Hybrid	1383	14	22	2	2.9	1.4	6.1	1.1	9.0	2.5	11.5	5218	180286	Looped	-0.5	5.6	4
803531	CE	Hybrid	2220	14	19	7	3.2	0.1	3.6	0.8	6.8	0.9	7.7	0	0	Looped	-0.8	8.2	0
803532	CE	Hybrid	2655	17	26	8	3.7	0.1	3.7	0.8	7.4	0.9	8.3	0	0	Looped	0.3	8.8	0
803533	CE	UG	4	0	4	0	0.0	1.8	0.0	0.1	0.0	1.9	1.9	0	0	Looped	1.8	5.3	0
803534	CE	UG	3	0	4	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	0.6	3.6	0
803535	CE	UG	10	0	4	0	0.0	1.9	0.0	0.1	0.0	2.0	2.0	0	0	Looped	0.4	5.1	0
803536	CE	Hybrid	8	0	6	0	0.2	1.4	0.0	0.2	0.2	1.6	1.8	0	0	Looped	-0.4	3.5	0
803537	CE	UG	155	0	3	0	0.0	2.7	0.0	0.3	0.0	3.0	3.0	0	0	Looped	0.4	4.5	0
803538	CE	Hybrid	1969	12	13	8	3.7	0.1	2.7	2.3	6.4	2.4	8.8	0	0	Looped	1.4	10.2	0
803539	CE	OH	1894	21	7	3	2.9	0.1	5.2	0.1	8.1	0.2	8.3	0	0	Looped	0.2	7.2	0
803540	CE	Hybrid	911	7	7	1	2.6	0.1	1.7	0.7	4.3	0.8	5.1	0	0	Looped	2.1	7.0	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	3.3	4.5	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	3.2	4.4	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	-0.5	6.1	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	-0.4	2.9	0
803545	CE	Hybrid	295	2	18	0	1.5	1.1	0.2	0.7	1.7	1.8	3.5	0	0	Looped	0.7	3.3	0
803546	CE	UG	2	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Radial	0.1	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	3.3	0
803631	WD	OH	1524	23	1	1	3.2	0.2	5.7	0.1	8.9	0.3	9.2	1511	99688	Looped	-0.5	7.2	1
803632	WD	Hybrid	473	8	13	0	4.1	0.1	0.9	0.5	5.0	0.6	5.6	0	0	Looped	-0.8	6.4	0
803633	WD	Hybrid	478	9	16	1	3.3	0.2	1.6	1.0	4.9	1.2	6.1	956	54864	Looped	-1.4	3.8	3
803634	WD	Hybrid	1014	14	9	0	3.4	0.2	2.7	0.7	6.1	0.9	7.0	1257	87638	Looped	0.0	7.5	2
803635	WD	Hybrid	84	0	4	0	1.2	0.3	0.0	0.1	1.2	0.4	1.6	0	0	Looped	-0.1	3.2	0
803636	WD	Hybrid	1138	11	5	2	3.9	0.2	1.8	0.4	5.7	0.6	6.3	0	0	Looped	-0.3	3.9	0
803637	WD	Hybrid	1868	32	6	2	4.8	0.3	13.0	0.7	17.8	1.0	18.8	1649	120842	Looped	0.4	9.1	2

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
803638	WD	OH	2143	32	4	1	3.9	0.3	14.5	0.1	18.4	0.4	18.8	2964	162769	Looped	-0.3	7.1	2
803639	WD	UG	0	0	1	0	0.0	4.8	0.0	0.0	0.0	4.8	4.8	0	0	Radial	-0.1	2.7	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	-0.1	2.7	0
803641	WD	Hybrid	249	6	0	0	1.3	0.4	1.0	0.0	2.3	0.4	2.7	0	0	Looped	-0.6	4.9	0
803931	ND	Hybrid	829	1	9	0	0.6	2.2	0.0	0.4	0.6	2.6	3.2	451	16719	Looped	0.2	4.4	2
803932	ND	Hybrid	420	2	13	1	1.2	1.5	0.1	1.0	1.3	2.5	3.8	0	0	Looped	0.2	3.5	0
803933	ND	Hybrid	2366	7	40	4	2.1	0.0	2.4	7.2	4.5	7.2	11.7	4737	401444	Looped	-0.2	9.0	2
803934	ND	UG	1041	0	7	0	0.0	3.7	0.0	0.7	0.0	4.4	4.4	0	0	Looped	0.2	3.9	0
803935	ND	UG	1654	0	10	0	0.0	4.2	0.0	1.2	0.0	5.4	5.4	0	0	Looped	0.0	4.8	0
803936	ND	UG	805	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	1998	0	7	0	0.0	3.3	0.0	2.0	0.0	5.3	5.3	385	25398	Looped	-0.2	5.3	1
803938	ND	Hybrid	380	0	17	2	0.9	2.6	0.3	0.6	1.2	3.2	4.4	0	0	Looped	0.0	5.3	0
803939	ND	UG	2555	0	7	0	0.0	2.4	0.0	1.6	0.0	4.0	4.0	0	0	Looped	0.1	6.9	0
803940	ND	UG	633	0	0	0	0.0	3.0	0.0	0.0	0.0	3.0	3.0	0	0	Looped	0.0	4.4	0
803941	ND	UG	1257	0	6	0	0.0	3.5	0.0	1.8	0.0	5.3	5.3	0	0	Looped	0.0	4.4	0
804031	WD	UG	24	0	4	0	0.0	5.6	0.0	0.8	0.0	6.4	6.4	0	0	Looped	0.5	4.5	0
804032	WD	UG	18	0	4	0	0.0	4.1	0.0	0.1	0.0	4.2	4.2	0	0	Looped	-1.0	5.2	0
804033	WD	UG	21	0	10	0	0.2	6.5	0.0	1.6	0.2	8.1	8.3	12	2388	Looped	0.1	4.9	1
804034	WD	UG	22	0	2	0	0.0	3.7	0.0	0.0	0.0	3.7	3.7	0	0	Looped	-1.3	4.0	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	1.0	10.0	0
804036	WD	Hybrid	110	3	14	0	2.6	1.3	0.1	1.6	2.7	2.9	5.6	392	784	Looped	-1.9	7.5	1
804037	WD	UG	4	0	5	0	0.0	4.7	0.0	0.1	0.0	4.8	4.8	0	0	Looped	-0.5	3.9	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	-2.3	3.3	0
804039	WD	UG	22	0	4	0	0.0	2.6	0.0	0.7	0.0	3.3	3.3	0	0	Looped	0.5	5.1	0
804040	WD	UG	0	0	1	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-3.8	4.9	0
804131	ND	Hybrid	1222	35	7	1	3.9	0.2	8.7	0.9	12.6	1.1	13.7	1237	121990	Looped	-7.2	0.2	1
804132	ND	Hybrid	685	11	16	0	2.1	0.2	3.4	2.7	5.5	2.9	8.4	0	0	Looped	-4.2	2.2	0
804133	ND	Hybrid	1448	16	23	11	5.4	0.2	7.0	3.5	12.4	3.7	16.1	1458	54481	Looped	-4.9	2.7	1
804134	ND	Hybrid	1089	14	1	2	2.3	0.1	6.4	0.6	8.7	0.7	9.4	0	0	Looped	-4.5	1.3	0
804135	ND	Hybrid	795	13	4	0	1.5	0.8	6.3	0.5	7.8	1.3	9.1	0	0	Looped	-2.6	2.2	0
804136	ND	Hybrid	294	4	8	0	2.5	0.6	1.2	1.8	3.7	2.4	6.1	0	0	Looped	-2.3	1.4	0
804137	ND	Hybrid	771	4	7	2	1.1	0.7	3.0	2.3	4.1	3.0	7.1	0	0	Looped	-2.6	0.9	0
804138	ND	Hybrid	694	6	23	3	3.5	0.2	2.0	6.2	5.5	6.4	11.9	696	18960	Looped	-3.2	1.9	1
804139	ND	Hybrid	785	8	17	4	4.1	0.1	2.5	1.8	6.6	1.9	8.5	0	0	Looped	-5.0	1.7	0
804140	ND	Hybrid	106	0	15	0	0.5	3.5	0.0	5.6	0.5	9.1	9.6	0	0	Looped	-3.9	1.0	0
804141	ND	Hybrid	808	2	24	1	2.6	1.0	0.8	3.9	3.4	4.9	8.3	798	15274	Looped	-3.9	2.8	1
804231	SD	Hybrid	417	4	21	2	1.9	0.0	1.4	3.0	3.3	3.0	6.3	0	0	Looped	0.6	6.5	0
804232	SD	Hybrid	2019	23	32	4	5.6	0.0	5.8	7.2	11.4	7.2	18.6	2010	168033	Looped	-0.3	8.8	1
804233	SD	Hybrid	1245	5	27	1	3.6	0.1	2.4	9.4	6.0	9.5	15.5	0	0	Looped	-1.6	7.7	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
804234	SD	Hybrid	1432	2	29	1	2.0	0.5	0.6	5.2	2.6	5.7	8.3	0	0	Looped	-0.6	6.5	0
804235	SD	Hybrid	908	10	26	4	3.4	0.1	3.9	3.5	7.3	3.6	10.9	0	0	Looped	-0.8	6.4	0
804236	SD	Hybrid	1911	31	44	10	7.8	0.3	9.3	6.2	17.1	6.5	23.6	1904	148200	Looped	-1.0	8.9	1
804237	SD	Hybrid	1276	13	21	3	2.6	0.7	5.5	5.2	8.1	5.9	14.0	0	0	Looped	-0.3	7.8	0
804238	SD	Hybrid	1095	3	30	1	3.0	0.4	3.5	3.5	6.5	3.9	10.4	1072	81004	Looped	-0.6	7.6	1
804239	SD	Hybrid	1809	18	16	3	3.1	0.7	9.1	6.0	12.2	6.7	18.9	0	0	Looped	1.1	9.3	0
804331	SD	Hybrid	732	18	22	2	2.9	0.1	4.6	2.7	7.5	2.8	10.3	737	29729	Looped	-0.3	5.9	1
804332	SD	Hybrid	836	17	21	2	3.4	0.4	6.3	3.2	9.7	3.6	13.3	0	0	Looped	0.0	7.0	0
804333	SD	Hybrid	423	9	14	5	2.7	0.1	3.5	2.2	6.2	2.3	8.5	0	0	Looped	-0.1	3.8	0
804334	SD	Hybrid	838	33	12	8	3.3	0.5	12.5	5.8	15.8	6.3	22.1	0	0	Looped	1.8	8.3	0
804335	SD	Hybrid	1598	7	28	4	1.6	0.2	3.1	4.9	4.7	5.1	9.8	3208	117338	Looped	-0.2	6.4	2
804336	SD	Hybrid	1370	13	38	6	2.9	0.7	3.8	5.3	6.7	6.0	12.7	0	0	Looped	-0.3	8.3	0
804337	SD	UG	1	0	0	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	0.0	0.7	0
804338	SD	Hybrid	511	6	23	2	2.0	0.3	4.4	1.6	6.4	1.9	8.3	0	0	Looped	-1.0	4.3	0
804339	SD	Hybrid	27	2	0	0	0.9	1.4	0.0	0.0	0.9	1.4	2.3	0	0	Looped	-0.2	5.8	0
804340	SD	Hybrid	241	8	8	0	1.0	0.8	1.1	0.4	2.1	1.2	3.3	0	0	Looped	-0.7	4.4	0
804431	CE	Hybrid	521	4	11	1	1.8	1.1	1.0	2.5	2.8	3.6	6.4	1519	104524	Looped	0.0	4.7	3
804432	CE	Hybrid	1597	8	14	2	2.7	0.4	0.8	1.3	3.5	1.7	5.2	1601	95703	Looped	1.5	7.6	1
804433	CE	UG	35	0	3	0	0.0	2.6	0.0	0.2	0.0	2.8	2.8	0	0	Looped	-0.9	3.8	0
804434	CE	UG	238	0	1	0	0.0	2.0	0.0	0.2	0.0	2.2	2.2	236	25970	Looped	-0.2	3.1	1
804435	CE	UG	145	0	2	0	0.0	2.7	0.0	0.3	0.0	3.0	3.0	423	2311	Looped	-0.4	2.2	3
804436	CE	UG	684	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	0	0	Looped	0.2	4.3	0
804437	CE	Hybrid	799	7	7	1	0.8	1.9	0.8	1.5	1.6	3.4	5.0	461	26272	Looped	0.1	3.8	1
804438	CE	UG	172	0	5	0	0.1	1.6	0.0	0.6	0.1	2.2	2.3	0	0	Looped	0.7	1.7	0
804439	CE	Hybrid	1479	3	10	0	1.6	1.6	0.1	0.3	1.7	1.9	3.6	1469	1469	Looped	-0.1	2.3	1
804440	CE	UG	38	0	2	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	105	9072	Looped	-0.4	2.2	1
804441	CE	UG	880	0	10	0	0.0	2.7	0.0	1.1	0.0	3.8	3.8	871	871	Looped	-1.2	4.8	1
804442	CE	UG	2361	0	9	0	0.0	3.3	0.0	1.5	0.0	4.8	4.8	0	0	Looped	-0.1	6.8	0
804443	CE	UG	669	0	7	0	0.0	1.9	0.0	0.5	0.0	2.4	2.4	183	18483	Looped	-0.1	4.2	1
804531	WD	Hybrid	1292	13	9	1	3.9	0.4	5.2	1.0	9.1	1.4	10.5	2621	148759	Looped	-0.5	6.0	2
804532	WD	Hybrid	1644	6	21	0	1.9	1.2	1.1	4.3	3.0	5.5	8.5	0	0	Looped	0.5	9.1	0
804533	WD	Hybrid	2288	0	25	0	2.0	0.3	0.0	6.6	2.0	6.9	8.9	36	15444	Looped	1.0	6.3	1
804534	WD	Hybrid	1929	13	26	1	2.3	0.0	3.4	3.1	5.7	3.1	8.8	0	0	Looped	-0.3	6.9	0
804535	WD	Hybrid	11	0	1	0	0.1	1.2	0.0	0.0	0.1	1.2	1.3	0	0	Looped	-0.3	4.4	0
804536	WD	Hybrid	1633	4	18	5	2.4	0.3	2.9	2.7	5.3	3.0	8.3	3232	113982	Looped	-0.1	6.2	2
804537	WD	Hybrid	835	0	7	0	0.4	0.9	0.0	2.5	0.4	3.4	3.8	0	0	Looped	-0.2	2.3	0
804538	WD	Hybrid	1150	1	18	1	1.3	0.9	0.4	2.9	1.7	3.8	5.5	0	0	Looped	-1.1	4.1	0
804539	WD	Hybrid	817	4	15	1	2.0	0.1	1.9	2.7	3.9	2.8	6.7	817	39967	Looped	-0.6	4.1	1
804631	WD	Hybrid	300	6	16	1	3.4	0.0	1.3	0.6	4.7	0.6	5.3	0	0	Looped	-0.2	4.8	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
804632	WD	Hybrid	732	12	23	0	4.9	0.0	3.3	0.5	8.2	0.5	8.7	536	10910	Looped	-4.6	3.0	2
804633	WD	Hybrid	121	4	10	2	2.8	0.1	0.6	0.4	3.4	0.5	3.9	0	0	Looped	-0.2	3.8	0
804634	WD	OH	1280	30	9	1	3.1	0.1	6.5	0.4	9.6	0.5	10.1	0	0	Looped	-0.6	7.0	0
804635	WD	Hybrid	109	5	8	0	1.5	0.2	0.4	0.2	1.9	0.4	2.3	0	0	Looped	-0.3	3.0	0
804636	WD	Hybrid	980	11	15	2	2.6	0.3	5.4	0.5	8.0	0.8	8.8	0	0	Looped	-0.5	7.0	0
804731	ND	UG	417	0	7	0	0.0	2.3	0.0	3.0	0.0	5.3	5.3	469	16495	Looped	3.4	8.3	2
804732	ND	UG	829	0	4	0	0.0	1.2	0.0	1.5	0.0	2.7	2.7	335	32160	Looped	1.0	5.7	1
804733	ND	Hybrid	1042	2	8	0	1.9	2.6	0.2	1.8	2.1	4.4	6.5	0	0	Looped	-0.1	3.5	0
804734	ND	UG	1039	0	7	0	0.0	2.6	0.0	1.9	0.0	4.5	4.5	151	11105	Looped	0.1	7.0	1
804735	ND	Hybrid	1344	0	9	0	0.4	2.9	0.0	2.7	0.4	5.6	6.0	0	0	Looped	0.1	4.4	0
804736	ND	UG	1215	0	3	0	0.0	2.0	0.0	2.0	0.0	4.0	4.0	0	0	Looped	0.1	4.4	0
804831	ND	Hybrid	2207	3	22	0	3.7	1.7	1.0	9.8	4.7	11.5	16.2	0	0	Looped	-0.3	7.1	0
804832	ND	Hybrid	1678	30	8	2	3.5	0.4	10.8	1.6	14.3	2.0	16.3	1700	1700	Looped	-0.6	9.0	1
804833	ND	Hybrid	1094	6	11	2	2.1	0.7	4.5	3.2	6.6	3.9	10.5	0	0	Looped	-3.4	2.5	0
804834	ND	Hybrid	717	3	16	0	1.7	3.1	0.4	3.9	2.1	7.0	9.1	719	39906	Looped	-0.5	6.7	2
804835	ND	Hybrid	1488	6	4	4	2.3	0.1	6.5	3.2	8.8	3.3	12.1	502	33756	Looped	-0.7	7.7	1
804836	ND	Hybrid	1857	26	10	5	4.0	0.5	9.0	1.7	13.0	2.2	15.2	0	0	Looped	-0.4	6.5	0
804837	ND	Hybrid	569	11	2	0	2.0	2.8	4.5	0.1	6.5	2.9	9.4	572	29172	Looped	-0.3	2.7	1
804838	ND	Hybrid	836	1	8	0	0.2	1.3	0.3	3.4	0.5	4.7	5.2	0	0	Looped	-0.2	2.6	0
804931	ND	Hybrid	1483	17	20	6	3.4	0.6	7.2	1.6	10.6	2.2	12.8	0	0	Looped	-0.1	9.5	0
804932	ND	Hybrid	834	20	12	5	2.8	0.4	7.1	2.0	9.9	2.4	12.3	0	0	Looped	-0.6	6.3	0
804933	ND	UG	140	0	3	0	0.0	2.5	0.0	2.3	0.0	4.8	4.8	0	0	Looped	-0.2	5.3	0
804934	ND	UG	1098	0	4	0	0.0	2.3	0.0	1.2	0.0	3.5	3.5	411	12853	Looped	-0.6	3.8	1
804935	ND	UG	68	0	2	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	35	910	Looped	-0.4	5.9	1
804936	ND	UG	756	0	6	0	0.0	2.2	0.0	1.9	0.0	4.1	4.1	0	0	Looped	1.0	4.9	0
804937	ND	UG	1392	0	12	0	0.0	2.5	0.0	4.0	0.0	6.5	6.5	1015	52948	Looped	0.0	6.4	1
804938	ND	UG	77	0	3	0	0.0	3.1	0.0	0.6	0.0	3.7	3.7	0	0	Looped	-0.3	6.3	0
805031	CE	Hybrid	101	0	20	0	1.4	2.6	0.0	0.9	1.4	3.5	4.9	0	0	Looped	-6.6	5.0	0
805032	CE	UG	16	0	9	1	0.0	2.9	0.1	0.7	0.1	3.6	3.7	0	0	Looped	1.1	4.5	0
805033	CE	Hybrid	912	13	7	3	3.2	1.6	4.1	4.7	7.3	6.3	13.6	0	0	Looped	-0.4	5.8	0
805034	CE	UG	10	0	6	0	0.0	1.6	0.0	0.2	0.0	1.8	1.8	0	0	Looped	-1.6	4.8	0
805035	CE	Hybrid	775	33	8	3	4.4	0.7	7.1	0.7	11.5	1.4	12.9	0	0	Looped	6.4	9.2	0
805036	CE	Hybrid	1432	30	10	4	3.3	0.1	7.7	0.7	11.0	0.8	11.8	0	0	Looped	-0.4	8.9	0
805131	CE	Hybrid	2808	31	13	7	3.7	0.2	7.5	0.8	11.2	1.0	12.2	2204	115392	Looped	2.9	11.0	2
805132	CE	Hybrid	1063	14	8	1	2.3	0.2	1.9	0.4	4.2	0.6	4.8	0	0	Looped	-0.3	4.7	0
805133	CE	Hybrid	2589	13	13	3	2.9	0.2	1.0	0.6	3.9	0.8	4.7	0	0	Looped	-0.1	7.5	0
805134	CE	Hybrid	2004	16	13	4	2.8	0.1	5.0	0.5	7.8	0.6	8.4	1999	1999	Looped	0.3	7.8	1
805135	CE	Hybrid	938	4	12	5	1.8	0.7	1.9	0.7	3.7	1.4	5.1	0	0	Looped	0.0	4.7	0
805136	CE	Hybrid	2456	18	12	6	3.3	0.3	3.6	0.8	6.9	1.1	8.0	0	0	Looped	0.8	7.6	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
805137	CE	Hybrid	1717	15	8	7	3.0	0.6	4.0	0.1	7.0	0.7	7.7	0	0	Looped	-0.8	6.0	0
805138	CE	Hybrid	2399	12	13	2	3.2	0.7	1.9	0.4	5.1	1.1	6.2	0	0	Looped	-0.2	6.1	0
805231	CE	Hybrid	1250	13	14	7	3.5	0.8	2.6	1.9	6.1	2.7	8.8	673	10915	Looped	-0.8	10.1	2
805232	CE	Hybrid	1726	24	3	2	3.2	0.1	6.2	0.4	9.4	0.5	9.9	3466	83820	Looped	-0.6	7.7	2
805233	CE	Hybrid	1754	16	14	3	3.3	0.5	2.2	1.5	5.5	2.0	7.5	0	0	Looped	-2.7	5.8	0
805234	CE	Hybrid	49	0	2	0	0.4	0.2	0.0	0.2	0.4	0.4	0.8	0	0	Looped	0.1	0.4	0
805235	CE	Hybrid	939	16	17	2	2.5	2.6	1.7	0.8	4.2	3.4	7.6	0	0	Looped	-0.1	7.3	0
805236	CE	Hybrid	1655	18	20	4	2.9	0.9	3.8	2.0	6.7	2.9	9.6	334	1336	Looped	0.5	9.7	1
805237	CE	Hybrid	861	9	10	1	1.3	2.3	1.4	2.3	2.7	4.6	7.3	0	0	Looped	0.9	6.7	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	0.8	4.6	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	3.6	0
805240	CE	Hybrid	1267	3	8	0	0.8	2.4	0.8	1.1	1.6	3.5	5.1	0	0	Looped	-1.7	5.5	0
805331	CE	Hybrid	1189	2	13	2	1.9	2.9	1.4	3.1	3.3	6.0	9.3	1	309	Looped	0.7	5.8	1
805332	CE	Hybrid	1507	3	34	2	2.8	1.5	3.3	3.2	6.1	4.7	10.8	1241	184464	Looped	0.9	8.2	1
805333	CE	UG	756	0	12	0	0.3	2.4	0.0	4.6	0.3	7.0	7.3	92	92	Looped	-0.5	3.8	1
805334	CE	Hybrid	684	5	9	1	0.6	1.9	0.6	1.1	1.2	3.0	4.2	0	0	Looped	0.2	3.6	0
805335	CE	Hybrid	978	25	13	2	3.9	0.4	6.4	2.7	10.3	3.1	13.4	0	0	Looped	-0.6	8.2	0
805336	CE	Hybrid	1441	0	10	0	0.3	4.0	0.0	1.0	0.3	5.0	5.3	220	1980	Looped	-0.2	7.5	1
805337	CE	UG	810	0	6	0	0.0	3.8	0.0	2.3	0.0	6.1	6.1	0	0	Looped	-0.4	5.2	0
805431	WD	Hybrid	493	4	33	1	2.9	0.4	1.2	2.7	4.1	3.1	7.2	0	0	Looped	0.1	5.9	0
805432	WD	Hybrid	500	2	40	4	4.3	0.6	1.3	3.9	5.6	4.5	10.1	498	55490	Looped	0.2	8.1	1
805433	WD	Hybrid	1885	40	6	3	5.7	0.4	12.8	0.8	18.5	1.2	19.7	0	0	Looped	-0.1	8.4	0
805434	WD	Hybrid	549	3	26	3	3.0	0.2	0.5	2.7	3.5	2.9	6.4	0	0	Looped	-0.2	5.9	0
805435	WD	Hybrid	166	3	18	1	1.2	0.1	0.4	0.6	1.6	0.7	2.3	0	0	Looped	-0.2	2.8	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	-0.3	6.2	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	-0.3	6.2	0
805438	WD	Hybrid	724	5	46	3	3.1	0.0	1.4	4.6	4.5	4.6	9.1	501	30575	Looped	-1.4	7.6	1
805439	WD	Hybrid	153	2	8	2	1.1	0.2	0.4	0.8	1.5	1.0	2.5	0	0	Looped	-0.7	4.1	0
805440	WD	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Radial	-0.1	2.1	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	0.0	0.6	0
805531	WD	Hybrid	65	0	20	0	1.9	2.5	0.0	3.3	1.9	5.8	7.7	0	0	Looped	-0.1	8.4	0
805532	WD	Hybrid	1169	25	19	0	3.2	0.1	7.4	1.0	10.6	1.1	11.7	2327	103550	Looped	-1.6	7.6	2
805533	WD	Hybrid	294	6	17	0	2.4	0.4	2.4	0.8	4.8	1.2	6.0	584	23770	Looped	0.8	5.5	2
805534	WD	Hybrid	35	0	11	0	1.0	0.1	0.0	2.5	1.0	2.6	3.6	35	70	Looped	0.1	4.2	1
805535	WD	Hybrid	892	11	6	2	3.4	0.5	4.6	0.5	8.0	1.0	9.0	0	0	Looped	-0.3	6.7	0
805536	WD	Hybrid	152	1	49	0	2.8	0.7	0.0	2.2	2.8	2.9	5.7	0	0	Looped	-3.7	2.1	0
805537	WD	Hybrid	308	2	19	0	3.5	0.3	0.2	1.3	3.7	1.6	5.3	0	0	Looped	-0.5	7.0	0
805538	WD	OH	1467	25	1	5	4.6	0.1	6.4	0.1	11.0	0.2	11.2	0	0	Looped	0.1	8.0	0
805631	SD	Hybrid	1507	26	9	2	4.1	0.1	10.1	1.0	14.2	1.1	15.3	1508	75471	Looped	-0.7	7.5	1

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Feeder ID#	Sub Region	FDR Type	Cuets	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
805632	SD	Hybrid	1853	31	17	6	4.7	0.1	12.3	2.4	17.0	2.5	19.5	1846	118800	Looped	-1.2	9.5	1
805633	SD	Hybrid	954	18	6	2	3.8	0.0	7.2	1.6	11.0	1.6	12.6	949	33215	Looped	-0.2	6.3	1
805634	SD	Hybrid	898	2	22	0	2.3	0.8	0.6	6.3	2.9	7.1	10.0	902	51992	Looped	-0.2	4.8	1
805635	SD	Hybrid	1406	6	36	5	3.9	0.3	4.9	7.6	8.8	7.9	16.7	0	0	Looped	-0.5	8.9	0
805636	SD	Hybrid	1786	19	7	1	2.8	0.5	12.5	3.8	15.3	4.3	19.6	0	0	Looped	-0.3	7.8	0
805731	SD	Hybrid	1846	13	21	3	2.6	1.2	6.1	7.9	8.7	9.1	17.8	7317	299526	Looped	-0.2	8.9	4
805732	SD	Hybrid	792	29	8	7	4.9	0.3	11.2	1.4	16.1	1.7	17.8	2380	2380	Looped	-2.3	4.0	3
805733	SD	Hybrid	665	11	14	3	3.5	0.1	4.2	2.7	7.7	2.8	10.5	0	0	Looped	-0.4	6.2	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	-0.1	3.4	0
805735	SD	Hybrid	1215	22	11	4	2.8	0.2	9.4	1.2	12.2	1.4	13.6	0	0	Looped	0.6	8.8	0
805736	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-1.7	1.8	0
805737	SD	Hybrid	1301	20	19	3	4.1	0.2	8.8	3.3	12.9	3.5	16.4	2600	143375	Looped	-0.9	8.9	2
805738	SD	Hybrid	1582	9	42	5	2.3	0.2	4.1	8.5	6.4	8.7	15.1	1574	3148	Looped	-0.2	8.7	1
805739	SD	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-0.6	2.1	0
805740	SD	Hybrid	1027	31	15	5	5.5	0.6	9.7	3.3	15.2	3.9	19.1	2046	46959	Looped	-0.8	5.8	2
805831	SD	Hybrid	1159	7	26	0	3.5	0.0	3.9	6.5	7.4	6.5	13.9	0	0	Looped	-0.8	6.5	0
805832	SD	Hybrid	373	2	11	0	1.9	0.5	1.1	2.7	3.0	3.2	6.2	0	0	Looped	-1.1	4.1	0
805833	SD	Hybrid	1310	16	23	2	2.3	0.0	4.3	11.2	6.6	11.2	17.8	1299	129963	Looped	0.1	7.8	1
805834	SD	Hybrid	1283	4	31	1	2.5	0.4	0.7	12.5	3.2	12.9	16.1	0	0	Looped	-0.2	6.6	0
805835	SD	Hybrid	1619	22	7	2	3.0	0.5	9.4	4.4	12.4	4.9	17.3	0	0	Looped	-2.2	6.4	0
805836	SD	Hybrid	1741	14	28	1	5.8	0.4	4.8	12.1	10.6	12.5	23.1	0	0	Looped	-0.6	8.5	0
805931	ND	Hybrid	2266	1	28	0	1.3	0.5	0.0	6.1	1.3	6.6	7.9	764	102758	Looped	0.7	8.0	1
805932	ND	Hybrid	1558	1	27	0	1.1	1.9	0.3	9.6	1.4	11.5	12.9	1563	7815	Looped	-2.0	6.7	1
805933	ND	Hybrid	1590	10	31	4	4.3	1.1	2.8	4.3	7.1	5.4	12.5	2052	252118	Looped	0.5	8.0	1
805934	ND	Hybrid	1379	0	15	0	1.7	3.2	0.0	9.1	1.7	12.3	14.0	0	0	Looped	1.4	7.5	0
805935	ND	UG	3685	0	32	0	0.4	3.2	0.0	8.6	0.4	11.8	12.2	7981	534030	Looped	-0.7	9.2	3
805936	ND	Hybrid	1454	4	21	0	1.5	1.6	1.8	9.6	3.3	11.2	14.5	0	0	Looped	-0.4	6.9	0
805937	ND	UG	2050	0	22	0	0.1	3.2	0.0	8.8	0.1	12.0	12.1	2425	189544	Looped	0.6	7.6	1
805938	ND	Hybrid	2031	8	21	0	1.1	2.8	3.9	9.1	5.0	11.9	16.9	0	0	Looped	-1.2	9.8	0
805939	ND	UG	2803	0	29	0	0.6	4.4	0.0	9.7	0.6	14.1	14.7	0	0	Looped	1.2	9.2	0
806031	ND	Hybrid	1255	26	13	3	3.7	1.7	7.3	3.0	11.0	4.7	15.7	1261	36935	Looped	-0.2	6.2	1
806032	ND	Hybrid	390	5	20	1	2.3	0.1	1.8	1.2	4.1	1.3	5.4	0	0	Looped	0.2	6.2	0
806033	ND	Hybrid	1019	18	3	0	4.2	0.6	5.8	0.6	10.0	1.2	11.2	0	0	Looped	-0.2	4.6	0
806034	ND	OH	1641	17	5	3	4.2	0.1	11.6	0.3	15.8	0.4	16.2	3274	195321	Looped	-0.3	7.0	2
806035	ND	Hybrid	181	2	24	0	1.7	0.2	0.5	0.8	2.2	1.0	3.2	0	0	Looped	-0.2	5.3	0
806036	ND	Hybrid	129	0	22	0	1.8	0.7	0.0	1.0	1.8	1.7	3.5	0	0	Looped	-0.2	6.4	0
806037	ND	Hybrid	921	14	6	2	2.4	0.2	6.6	0.5	9.0	0.7	9.7	0	0	Looped	-0.1	5.3	0
806038	ND	Hybrid	1500	32	13	2	3.9	0.3	11.4	1.0	15.3	1.3	16.6	1494	4494	Looped	-0.7	8.4	1
806039	ND	Hybrid	525	13	4	3	1.4	2.9	4.0	0.4	5.4	3.3	8.7	0	0	Looped	-0.8	3.2	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
806131	CE	UG	19	0	4	0	0.0	1.8	0.0	0.2	0.0	2.0	2.0	0	0	Looped	-0.9	5.3	0
806132	CE	Hybrid	536	0	11	3	0.3	2.5	0.4	1.3	0.7	3.8	4.5	533	533	Looped	-0.5	7.7	1
806133	CE	Hybrid	594	0	6	2	0.5	2.1	0.1	0.4	0.6	2.5	3.1	0	0	Looped	-0.1	4.0	0
806134	CE	Hybrid	2103	28	15	5	3.1	0.4	4.0	0.8	7.1	1.2	8.3	0	0	Looped	6.0	14.5	0
806135	CE	Hybrid	260	3	12	1	1.5	1.3	0.5	0.3	2.0	1.6	3.6	0	0	Looped	-0.4	5.9	0
806136	CE	Hybrid	1338	5	20	4	2.2	1.0	1.3	1.0	3.5	2.0	5.5	0	0	Looped	-5.8	2.9	0
806137	CE	Hybrid	1339	8	12	2	3.0	0.4	1.2	0.3	4.2	0.7	4.9	0	0	Looped	-0.3	5.9	0
806138	CE	Hybrid	1504	15	8	4	3.0	1.5	4.1	0.4	7.1	1.9	9.0	1605	108152	Looped	-0.2	6.0	2
806139	CE	UG	215	0	4	0	0.1	1.8	0.0	0.2	0.1	2.0	2.1	0	0	Looped	-1.3	5.6	0
806140	CE	Hybrid	1833	9	18	6	2.5	0.4	2.3	1.1	4.8	1.5	6.3	0	0	Looped	-0.4	7.4	0
806141	CE	Hybrid	1171	2	10	1	1.4	0.3	1.9	0.3	3.3	0.6	3.9	0	0	Looped	-0.6	6.9	0
806142	CE	Hybrid	35	1	4	1	0.1	1.8	0.2	0.4	0.3	2.2	2.5	0	0	Looped	-0.6	3.5	0
806143	CE	Hybrid	619	7	9	2	1.6	0.9	0.6	0.5	2.2	1.4	3.6	677	53014	Looped	1.3	9.5	1
806231	CE	UG	1342	0	7	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	0	0	Looped	-0.7	4.5	0
806232	CE	UG	335	0	4	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	-0.3	4.1	0
806233	CE	UG	1061	0	9	0	0.0	2.1	0.0	0.9	0.0	3.0	3.0	0	0	Looped	-1.4	5.6	0
806234	CE	UG	1312	0	9	0	0.0	2.0	0.0	0.4	0.0	2.4	2.4	0	0	Looped	-0.4	4.3	0
806235	CE	UG	961	0	11	0	0.0	2.7	0.0	0.8	0.0	3.5	3.5	0	0	Looped	3.0	4.9	0
806236	CE	UG	1437	0	9	0	0.0	2.4	0.0	1.4	0.0	3.8	3.8	0	0	Looped	-0.5	5.6	0
806237	CE	Hybrid	471	5	5	0	3.2	0.7	0.2	1.8	3.4	2.5	5.9	1145	31206	Looped	0.2	5.3	3
806331	ND	Hybrid	2095	13	23	3	4.0	0.2	4.4	1.2	8.4	1.4	9.8	4514	82965	Looped	-0.2	8.3	3
806332	ND	Hybrid	267	4	6	1	1.0	0.5	0.4	0.4	1.4	0.9	2.3	0	0	Looped	0.0	4.6	0
806333	ND	Hybrid	1919	25	8	3	3.4	0.1	9.1	0.8	12.5	0.9	13.4	1938	3876	Looped	0.0	6.2	1
806334	ND	OH	1561	31	3	2	3.7	0.1	10.1	0.2	13.8	0.3	14.1	0	0	Looped	0.3	6.7	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	0.4	0.6	0
806336	ND	Hybrid	2010	10	10	1	1.7	2.6	2.8	2.5	4.5	5.1	9.6	0	0	Looped	-0.2	6.0	0
806337	ND	Hybrid	1165	22	17	1	3.1	1.1	4.6	0.8	7.7	1.9	9.6	0	0	Looped	-0.3	7.3	0
806338	ND	Hybrid	1101	15	9	2	2.9	0.8	5.2	0.4	8.1	1.2	9.3	0	0	Looped	-0.3	7.6	0
806339	ND	Hybrid	1220	11	17	5	3.7	0.2	3.7	2.0	7.4	2.2	9.6	438	5256	Looped	-0.4	8.0	1
806340	ND	Hybrid	1921	17	17	5	4.2	0.3	3.1	2.6	7.3	2.9	10.2	1917	6988	Looped	0.9	7.1	1
806431	SD	Hybrid	1723	32	31	5	8.1	0.1	11.1	17.5	19.2	17.6	36.8	0	0	Looped	-0.1	9.8	0
806432	SD	Hybrid	507	47	6	2	6.8	0.1	14.1	1.5	20.9	1.6	22.5	0	0	Looped	-0.1	3.3	0
806433	SD	OH	569	55	2	2	6.7	0.0	17.1	0.6	23.8	0.6	24.4	1143	154460	Looped	-0.1	2.3	2
806434	SD	Hybrid	1841	28	36	2	5.3	0.8	3.7	26.7	9.0	27.5	36.5	2418	83199	Looped	-1.4	9.2	2
806435	SD	Hybrid	1332	7	16	0	2.0	2.8	1.9	8.8	3.9	11.6	15.5	0	0	Looped	-5.0	0.8	0
806436	SD	Hybrid	166	26	4	1	4.8	1.7	7.2	0.8	12.0	2.5	14.5	343	16805	Looped	0.0	1.2	2
806531	SD	OH	791	29	7	1	2.9	0.1	11.6	0.3	14.5	0.4	14.9	0	0	Looped	0.4	6.9	0
806532	SD	Hybrid	768	17	10	5	3.7	0.0	7.0	2.7	10.7	2.7	13.4	1378	4134	Looped	0.9	6.5	1
806533	SD	OH	725	25	6	0	3.7	0.4	8.1	0.2	11.8	0.6	12.4	1527	115965	Looped	0.1	7.4	2

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
806534	SD	Hybrid	817	18	11	2	2.0	0.2	6.9	2.0	8.9	2.2	11.1	0	0	Looped	-0.5	6.0	0
806535	SD	Hybrid	704	30	4	1	3.1	0.6	13.4	0.9	16.5	1.5	18.0	0	0	Looped	-0.5	6.8	0
806731	ND	Hybrid	1048	4	8	0	1.8	0.3	1.8	2.8	3.6	3.1	6.7	650	3900	Looped	-2.1	2.8	1
806732	ND	Hybrid	1956	6	19	0	1.5	0.4	0.6	7.2	2.1	7.6	9.7	0	0	Looped	-2.3	3.7	0
806733	ND	Hybrid	1717	8	25	0	2.5	2.1	4.2	8.6	6.7	10.7	17.4	0	0	Looped	-4.1	5.6	0
806734	ND	Hybrid	1091	0	9	0	0.4	1.2	0.0	4.9	0.4	6.1	6.5	0	0	Looped	-1.6	2.8	0
806735	ND	Hybrid	2537	1	28	0	2.0	1.4	0.1	6.2	2.1	7.6	9.7	0	0	Looped	-1.3	3.5	0
806736	ND	Hybrid	1759	1	21	0	2.0	1.7	0.2	8.9	2.2	10.6	12.8	0	0	Looped	-2.1	3.5	0
806737	ND	Hybrid	930	15	15	3	2.8	0.4	4.2	1.6	7.0	2.0	9.0	0	0	Looped	-0.6	3.5	0
806738	ND	Hybrid	2059	2	31	2	1.1	1.8	0.2	8.8	1.3	10.6	11.9	0	0	Looped	-4.3	3.2	0
806739	ND	Hybrid	701	12	5	0	1.2	1.1	4.5	2.1	5.7	3.2	8.9	0	0	Looped	-4.0	2.3	0
806831	WD	Hybrid	1124	13	18	0	3.2	0.3	5.4	0.3	8.6	0.6	9.2	0	0	Looped	-0.5	8.2	0
806832	WD	Hybrid	2587	15	25	2	2.9	0.1	4.1	4.7	7.0	4.8	11.8	2612	69237	Looped	1.6	11.1	2
806833	WD	Hybrid	1618	25	9	3	3.9	0.0	7.0	0.7	10.9	0.7	11.6	1589	21749	Looped	-0.1	9.0	1
806834	WD	Hybrid	656	2	17	3	1.5	3.5	0.8	6.7	2.3	10.2	12.5	636	21000	Looped	0.8	6.2	1
806835	WD	Hybrid	1397	22	5	1	3.0	0.6	8.0	0.8	11.0	1.4	12.4	0	0	Looped	-0.4	8.1	0
806836	WD	Hybrid	1118	2	34	0	1.5	0.2	0.1	2.7	1.6	2.9	4.5	2244	49987	Looped	0.0	5.4	2
806837	WD	Hybrid	889	23	6	1	2.7	0.6	5.7	0.3	8.4	0.9	9.3	101	20604	Looped	0.1	7.3	1
806838	WD	Hybrid	544	2	18	0	2.2	1.5	0.3	1.6	2.5	3.1	5.6	550	32921	Looped	-0.3	5.2	1
806839	WD	Hybrid	276	3	21	0	2.5	1.2	0.2	4.1	2.7	5.3	8.0	272	12205	Looped	0.5	5.3	1
806840	WD	Hybrid	20	0	7	0	0.6	1.7	0.0	0.3	0.6	2.0	2.6	0	0	Looped	-0.4	7.4	0
806841	WD	Hybrid	1206	10	2	0	1.6	0.5	9.2	0.1	10.8	0.6	11.4	0	0	Looped	-0.5	7.3	0
806842	WD	Hybrid	641	7	28	0	3.9	1.0	1.8	4.1	5.7	5.1	10.8	0	0	Looped	0.0	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	0.2	1.6	0
806931	SD	OH	966	21	4	0	3.0	0.0	5.3	0.2	8.3	0.2	8.5	0	0	Looped	-0.8	4.8	0
806932	SD	OH	1212	17	3	4	3.8	0.1	9.2	0.4	13.0	0.5	13.5	1210	7120	Looped	-3.4	4.3	1
806933	SD	Hybrid	1362	13	37	5	3.8	0.4	2.2	2.7	6.0	3.1	9.1	0	0	Looped	1.5	10.8	0
806934	SD	Hybrid	2019	17	33	3	2.5	0.2	3.6	2.8	6.1	3.0	9.1	1994	155930	Looped	-0.6	6.6	1
806935	SD	Hybrid	1477	44	5	3	4.7	0.6	12.2	0.8	16.9	1.4	18.3	1462	1462	Looped	-7.7	1.4	1
806936	SD	Hybrid	1600	13	20	2	3.2	0.5	4.9	4.5	8.1	5.0	13.1	0	0	Looped	-0.6	8.4	0
806937	SD	Hybrid	1144	18	11	0	4.6	0.5	6.5	0.5	11.1	1.0	12.1	4122	180073	Looped	0.1	6.5	4
807031	WD	Hybrid	1824	0	20	0	0.9	1.8	0.0	4.3	0.9	6.1	7.0	3239	64577	Looped	-1.5	8.1	2
807032	WD	Hybrid	1076	3	45	0	2.8	0.9	0.1	5.9	2.9	6.8	9.7	1073	2146	Looped	-0.5	9.2	1
807033	WD	Hybrid	1335	5	17	3	1.8	0.3	1.8	2.4	3.6	2.7	6.3	0	0	Looped	-0.9	5.7	0
807034	WD	Hybrid	1051	0	29	0	0.7	3.2	0.0	3.0	0.7	6.2	6.9	0	0	Looped	1.6	7.6	0
807035	WD	Hybrid	1534	10	19	1	3.2	0.8	2.8	3.7	6.0	4.5	10.5	0	0	Looped	-0.6	8.0	0
807036	WD	Hybrid	1515	8	28	3	4.7	0.4	2.6	2.8	7.3	3.2	10.5	0	0	Looped	-0.6	7.9	0
807037	WD	Hybrid	1017	2	32	1	2.8	1.7	0.2	2.7	3.0	4.4	7.4	2821	108944	Looped	0.2	6.0	3
807038	WD	UG	1461	0	14	0	0.4	1.4	0.0	7.4	0.4	8.8	9.2	0	0	Looped	-0.5	5.1	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
807039	WD	Hybrid	1484	1	32	1	2.7	0.2	0.7	3.4	3.4	3.6	7.0	1644	92778	Looped	-0.7	6.8	1
807161	WD	Hybrid	519	24	33	0	19.5	1.3	12.6	4.2	32.1	5.5	37.6	0	0	Looped	-1.1	7.8	0
807162	WD	Hybrid	556	4	43	0	4.6	0.5	0.5	6.7	5.1	7.2	12.3	541	2164	Looped	0.7	9.6	1
807163	WD	Hybrid	370	3	43	0	6.0	2.0	0.1	8.7	6.1	10.7	16.8	966	31426	Looped	-1.0	8.6	3
807164	WD	Hybrid	1465	2	56	2	7.7	0.7	0.3	9.9	8.0	10.6	18.6	1417	42353	Looped	-1.0	9.7	1
807165	WD	Hybrid	2933	2	46	3	4.8	1.6	1.1	17.2	5.9	18.8	24.7	8876	556995	Looped	-1.0	13.9	3
807166	WD	Hybrid	23	5	8	0	4.4	1.9	0.1	0.9	4.5	2.8	7.3	0	0	Looped	-1.7	11.2	0
807231	WD	Hybrid	1118	20	8	2	2.0	1.3	5.5	1.2	7.5	2.5	10.0	0	0	Looped	1.0	7.5	0
807232	WD	Hybrid	152	0	20	0	1.7	1.8	0.0	2.0	1.7	3.8	5.5	0	0	Looped	1.6	5.3	0
807233	WD	UG	4	0	6	0	0.0	2.0	0.0	0.6	0.0	2.6	2.6	0	0	Looped	-1.5	0.9	0
807234	WD	Hybrid	1849	13	28	1	2.5	0.2	5.2	2.0	7.7	2.2	9.9	0	0	Looped	0.5	6.7	0
807235	WD	Hybrid	484	0	9	0	0.4	1.4	0.0	0.3	0.4	1.7	2.1	892	6688	Looped	0.7	3.2	4
807236	WD	UG	35	0	12	0	0.0	3.2	0.0	2.4	0.0	5.6	5.6	0	0	Looped	0.7	6.5	0
807237	WD	Hybrid	118	0	2	0	0.5	0.7	0.0	0.3	0.5	1.0	1.5	0	0	Looped	-0.2	1.1	0
807331	SD	Hybrid	1795	12	18	1	2.1	2.7	3.4	10.3	5.5	13.0	18.5	0	0	Looped	-0.7	4.7	0
807332	SD	Hybrid	77	1	10	0	0.8	2.3	0.0	0.6	0.8	2.9	3.7	180	3262	Looped	-1.0	2.7	2
807333	SD	Hybrid	1959	14	21	2	3.2	1.7	7.1	5.1	10.3	6.8	17.1	1957	79829	Looped	0.3	9.5	1
807334	SD	UG	50	0	10	0	0.0	4.1	0.0	1.4	0.0	5.5	5.5	2	131	Looped	0.1	3.8	1
807335	SD	Hybrid	1826	3	39	1	2.6	0.4	1.6	14.9	4.2	15.3	19.5	1721	114998	Looped	0.0	8.5	1
807336	SD	Hybrid	1843	4	19	2	2.2	0.6	1.0	4.6	3.2	5.2	8.4	0	0	Looped	-0.3	4.9	0
807337	SD	Hybrid	1465	18	24	6	3.8	0.4	8.2	11.2	12.0	11.6	23.6	0	0	Looped	-0.1	6.7	0
807339	SD	Hybrid	1477	2	19	1	2.6	0.7	2.2	9.8	4.8	10.5	15.3	0	0	Looped	0.1	7.5	0
807340	SD	Hybrid	1479	17	30	1	3.3	2.3	6.1	13.3	9.4	15.6	25.0	0	0	Looped	-0.3	6.5	0
807431	SD	Hybrid	511	0	22	0	1.5	0.2	0.0	3.9	1.5	4.1	5.6	504	22176	Looped	-3.8	5.3	1
807432	SD	Hybrid	1437	15	12	0	2.8	0.3	10.1	1.7	12.9	2.0	14.9	0	0	Looped	0.0	7.7	0
807433	SD	Hybrid	1400	21	15	0	3.9	0.4	7.4	1.3	11.3	1.7	13.0	1403	1403	Looped	0.0	7.4	1
807434	SD	Hybrid	1079	12	21	2	2.6	0.3	5.8	2.3	8.4	2.6	11.0	0	0	Looped	-0.5	7.4	0
807435	SD	Hybrid	1888	5	21	0	2.5	1.6	0.9	12.4	3.4	14.0	17.4	0	0	Looped	-0.3	8.1	0
807436	SD	Hybrid	432	31	18	1	5.2	0.7	7.6	1.7	12.8	2.4	15.2	0	0	Looped	-0.4	4.6	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	0.7	0.0	0.0	0.1	0.7	0.8	0	0	Looped	2.6	2.6	0
807531	SD	Hybrid	550	21	15	5	3.7	0.0	4.8	2.9	8.5	2.9	11.4	0	0	Looped	-0.5	3.3	0
807532	SD	Hybrid	1225	0	18	1	0.3	2.6	0.2	3.0	0.5	5.6	6.1	2444	45020	Looped	0.6	3.2	2
807533	SD	UG	121	0	9	0	0.0	1.8	0.0	0.2	0.0	2.0	2.0	0	0	Looped	-0.4	6.4	0
807534	SD	UG	488	0	5	0	0.2	2.6	0.0	1.8	0.2	4.4	4.6	491	14516	Looped	-1.2	3.8	1
807535	SD	Hybrid	658	2	10	2	0.6	1.7	0.6	1.5	1.2	3.2	4.4	0	0	Looped	-0.3	5.4	0
807536	SD	Hybrid	708	21	12	3	2.7	0.1	5.4	1.1	8.1	1.2	9.3	0	0	Looped	2.0	6.5	0
807537	SD	UG	402	0	2	0	0.0	2.9	0.0	0.2	0.0	3.1	3.1	0	0	Looped	0.9	3.5	0
807538	SD	UG	0	0	0	0	0.0	4.0	0.0	0.0	0.0	4.0	4.0	0	0	Looped	0.0	0.2	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
807539	SD	UG	2	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	1.0	3.4	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	405	0	4	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	0	0	Looped	0.8	3.1	0
807542	SD	Hybrid	2212	0	28	1	1.2	1.8	0.1	5.7	1.3	7.5	8.8	2797	181790	Looped	-0.4	4.6	1
807631	SD	Hybrid	1028	4	26	0	2.8	0.2	0.4	8.3	3.2	8.5	11.7	0	0	Looped	-0.7	4.8	0
807632	SD	Hybrid	1242	5	27	4	3.4	0.2	3.1	14.6	6.5	14.8	21.3	1241	54388	Looped	-0.4	8.1	1
807633	SD	Hybrid	576	2	25	0	1.9	2.4	0.3	7.3	2.2	9.7	11.9	496	33302	Looped	-0.2	3.6	1
807634	SD	Hybrid	1052	13	30	8	3.0	1.0	6.8	8.1	9.8	9.1	18.9	1054	57475	Looped	0.8	7.8	1
807635	SD	Hybrid	1901	1	37	1	2.2	2.0	0.7	14.6	2.9	16.6	19.5	1946	62474	Looped	-0.1	8.5	1
807731	CE	OH	1314	38	2	1	2.4	0.3	9.6	0.1	12.0	0.4	12.4	0	0	Looped	-0.4	6.7	0
807732	CE	Hybrid	1126	7	9	4	1.6	1.2	3.0	0.6	4.6	1.8	6.4	1126	132535	Looped	0.3	3.9	1
807733	CE	Hybrid	1142	9	11	4	2.7	0.9	2.0	0.6	4.7	1.5	6.2	0	0	Looped	-0.5	4.0	0
807734	CE	Hybrid	1397	23	4	3	3.2	0.2	6.5	0.8	9.7	1.0	10.7	2798	92599	Looped	-2.4	4.4	2
807735	CE	Hybrid	1132	10	6	1	1.1	0.2	1.3	0.5	2.4	0.7	3.1	0	0	Looped	-0.1	3.8	0
807831	ND	OH	1470	27	4	2	3.0	0.1	11.4	0.2	14.4	0.3	14.7	0	0	Looped	-1.3	7.9	0
807832	ND	Hybrid	1644	14	22	2	3.4	0.9	3.8	2.1	7.2	3.0	10.2	1628	47509	Looped	-1.1	7.9	1
807833	ND	Hybrid	1622	6	43	2	3.8	0.1	2.1	3.9	5.9	4.0	9.9	0	0	Looped	-0.1	7.2	0
807834	ND	Hybrid	81	1	13	2	1.4	0.1	0.5	0.7	1.9	0.8	2.7	0	0	Looped	-3.7	5.5	0
807835	ND	Hybrid	1128	17	19	3	3.4	0.3	5.4	2.0	8.8	2.3	11.1	1145	37751	Looped	-0.2	7.0	1
807836	ND	Hybrid	222	1	15	1	1.8	0.4	0.3	0.6	2.1	1.0	3.1	0	0	Looped	-1.8	6.5	0
807837	ND	Hybrid	108	1	5	1	0.6	0.4	0.9	0.3	1.5	0.7	2.2	0	0	Looped	-0.1	3.0	0
807931	WD	Hybrid	891	3	28	0	2.2	2.5	0.6	9.7	2.8	12.2	15.0	0	0	Looped	-0.7	7.3	0
807932	WD	Hybrid	1642	3	20	1	0.9	2.4	1.0	13.2	1.9	15.6	17.5	0	0	Looped	-1.0	5.3	0
807933	WD	UG	1706	0	17	0	0.0	2.6	0.0	10.0	0.0	12.6	12.6	0	0	Looped	-1.9	4.8	0
807934	WD	UG	433	0	15	0	0.0	2.9	0.0	8.1	0.0	11.0	11.0	0	0	Looped	2.6	10.0	0
807935	WD	Hybrid	1730	0	26	0	1.0	1.9	0.0	11.2	1.0	13.1	14.1	1724	86378	Looped	0.8	10.3	1
807936	WD	Hybrid	1162	13	14	3	3.2	0.4	6.5	3.3	9.7	3.7	13.4	308	28644	Looped	-0.4	6.7	1
807937	WD	Hybrid	616	0	22	1	2.2	1.0	0.2	1.0	2.4	2.0	4.4	0	0	Looped	0.0	3.4	0
807961	WD	UG	764	0	18	0	0.3	2.1	0.0	11.1	0.3	13.2	13.5	765	22490	Looped	0.1	6.8	1
807962	WD	Hybrid	2507	2	59	1	2.1	5.0	0.3	21.1	2.4	26.1	28.5	2517	2517	Looped	-0.6	16.8	1
807963	WD	Hybrid	1631	0	37	0	1.3	3.0	0.0	21.6	1.3	24.6	25.9	943	943	Looped	-0.9	14.9	1
808061	WD	Hybrid	3139	1	50	0	2.3	3.8	0.0	16.1	2.3	19.9	22.2	3124	255633	Looped	-1.7	12.8	1
808062	WD	Hybrid	2918	0	18	0	1.8	4.0	0.0	11.5	1.8	15.5	17.3	0	0	Looped	-1.2	8.3	0
808063	WD	UG	3576	0	21	0	0.0	3.1	0.0	12.6	0.0	15.7	15.7	0	0	Looped	0.2	9.5	0
808064	WD	Hybrid	890	1	16	3	1.5	2.0	0.9	5.4	2.4	7.4	9.8	908	56802	Looped	-0.8	7.3	1
808065	WD	Hybrid	1092	2	25	2	2.1	0.7	0.7	3.8	2.8	4.5	7.3	0	0	Looped	0.1	5.3	0
808066	WD	Hybrid	1335	7	22	4	2.7	1.0	2.5	3.6	5.2	4.6	9.8	0	0	Looped	0.0	6.2	0
808067	WD	Hybrid	2911	4	26	0	1.4	2.1	1.1	13.6	2.5	15.7	18.2	0	0	Looped	-1.0	8.6	0
808068	WD	UG	11	0	8	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Radial	0.0	3.6	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
808161	WD	Hybrid	1143	0	28	0	1.0	3.1	0.0	4.5	1.0	7.6	8.6	0	0	Looped	1.0	9.8	0
808162	WD	Hybrid	558	0	47	0	3.0	1.3	0.0	5.5	3.0	6.8	9.8	1121	20426	Looped	-1.0	13.9	2
808163	WD	Hybrid	83	0	22	0	1.9	1.0	0.0	4.5	1.9	5.5	7.4	0	0	Looped	-3.3	12.7	0
808164	WD	Hybrid	520	7	39	2	4.0	0.4	1.0	2.8	5.0	3.2	8.2	665	7467	Looped	0.7	10.8	2
808165	WD	Hybrid	324	0	41	0	2.2	2.9	0.0	8.8	2.2	11.7	13.9	707	24350	Looped	-1.0	13.9	3
808166	WD	Hybrid	360	0	51	3	2.6	2.6	1.8	2.2	4.4	4.8	9.2	357	1888	Looped	-0.3	10.3	1
808167	WD	Hybrid	1792	2	44	2	3.5	1.9	0.9	6.0	4.4	7.9	12.3	3572	58031	Looped	1.1	11.4	2
808168	WD	Hybrid	605	0	58	0	3.8	2.1	0.0	10.0	3.8	12.1	15.9	1506	82594	Looped	0.1	17.6	3
808169	WD	Hybrid	515	2	38	2	3.4	1.2	0.6	6.1	4.0	7.3	11.3	0	0	Looped	0.2	13.5	0
808170	WD	UG	14	0	4	0	0.0	2.3	0.0	0.1	0.0	2.4	2.4	15	762	Looped	-3.1	2.1	1
808261	SD	UG	3423	0	28	0	0.6	3.8	0.0	22.8	0.6	26.6	27.2	0	0	Looped	-1.1	11.2	0
808262	SD	UG	1917	0	20	0	0.0	4.0	0.0	16.6	0.0	20.6	20.6	0	0	Looped	-1.9	11.3	0
808263	SD	Hybrid	3212	0	35	0	1.9	2.4	0.0	17.7	1.9	20.1	22.0	0	0	Looped	-1.9	10.4	0
808264	SD	Hybrid	3274	0	36	0	1.9	2.0	0.0	17.2	1.9	19.2	21.1	3282	3282	Looped	-0.9	12.2	1
808265	SD	UG	2461	0	20	0	0.0	6.0	0.0	19.2	0.0	25.2	25.2	0	0	Looped	-1.2	10.5	0
808266	SD	Hybrid	3454	1	38	0	3.0	5.0	0.9	30.1	3.9	35.1	39.0	3445	316475	Looped	-1.6	15.9	1
808267	SD	Hybrid	4308	0	36	0	2.1	3.9	0.0	14.8	2.1	18.7	20.8	9300	138270	Looped	-1.0	12.2	2
808268	SD	UG	2781	0	28	0	1.0	3.7	0.0	24.5	1.0	28.2	29.2	0	0	Looped	-0.6	12.2	0
808269	SD	UG	3713	0	35	0	1.1	3.0	0.0	19.2	1.1	22.2	23.3	0	0	Looped	1.3	12.3	0
808270	SD	Hybrid	3104	2	45	2	2.8	4.0	0.5	28.8	3.3	32.8	36.1	2671	156906	Looped	-0.5	15.0	2
808331	SD	Hybrid	1378	18	11	1	3.5	0.1	7.8	3.5	11.3	3.6	14.9	3844	66827	Looped	-0.5	6.7	3
808332	SD	Hybrid	1114	10	7	0	2.2	1.1	6.1	1.9	8.3	3.0	11.3	3144	7608	Looped	0.0	3.5	2
808333	SD	Hybrid	833	5	34	4	3.3	2.1	2.3	12.5	5.6	14.6	20.2	832	100341	Looped	-0.6	7.7	1
808334	SD	UG	1899	0	19	0	0.3	4.5	0.0	15.5	0.3	20.0	20.3	1877	131990	Looped	1.6	8.6	1
808335	SD	Hybrid	927	13	26	3	3.0	1.1	5.9	7.9	8.9	9.0	17.9	0	0	Looped	-0.2	6.5	0
808336	SD	Hybrid	1387	13	13	4	2.7	1.4	6.2	8.4	8.9	9.8	18.7	0	0	Looped	-0.4	7.4	0
808337	SD	Hybrid	1619	8	34	3	4.0	0.7	2.7	14.9	6.7	15.6	22.3	0	0	Looped	-0.8	9.1	0
808431	ND	Hybrid	1420	2	22	2	2.7	0.3	1.2	10.8	3.9	11.1	15.0	0	0	Looped	0.8	7.7	0
808432	ND	Hybrid	1292	2	16	2	0.6	2.1	0.9	6.9	1.5	9.0	10.5	0	0	Looped	0.2	4.5	0
808433	ND	Hybrid	1620	15	13	3	4.4	0.6	6.2	10.0	10.6	10.6	21.2	3237	165804	Looped	-0.4	7.2	2
808434	ND	Hybrid	1220	11	17	2	2.9	0.6	5.6	4.0	8.5	4.6	13.1	3789	80291	Looped	-0.4	4.8	3
808435	ND	Hybrid	1111	0	20	0	2.7	1.2	0.0	8.7	2.7	9.9	12.6	2220	69349	Looped	-0.2	6.0	2
808436	ND	UG	755	0	15	0	0.1	4.4	0.0	10.1	0.1	14.5	14.6	0	0	Looped	0.0	6.2	0
808437	ND	Hybrid	2114	13	20	5	3.2	2.2	8.7	12.7	11.9	14.9	26.8	0	0	Looped	-0.8	9.2	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	-1.4	5.9	0
808531	WD	OH	1557	21	3	3	2.2	0.2	10.4	0.4	12.6	0.6	13.2	1558	34243	Looped	0.1	8.1	1
808532	WD	Hybrid	2341	18	18	8	3.5	0.1	3.5	1.3	7.0	1.4	8.4	2312	133243	Looped	-0.6	6.2	1
808533	WD	Hybrid	1085	8	13	5	3.7	0.3	6.4	0.6	10.1	0.9	11.0	1089	4356	Looped	-0.4	6.1	1
808534	WD	Hybrid	809	14	17	0	2.2	0.6	1.6	1.7	3.8	2.3	6.1	0	0	Looped	0.5	6.7	0

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Feeder ID#	Sub Region	FDR Type	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
808535	WD	UG	0	0	0	0	0.0	3.3	0.0	0.0	0.0	3.3	3.3	0	0	Radial	-0.3	5.6	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	-0.3	5.6	0
808537	WD	Hybrid	1785	18	7	6	3.3	0.1	7.8	0.7	11.1	0.8	11.9	0	0	Looped	-0.8	8.6	0
808631	ND	Hybrid	1390	3	16	4	2.3	0.7	3.9	3.8	6.2	4.5	10.7	0	0	Looped	-0.2	5.0	0
808632	ND	Hybrid	1969	33	14	2	5.7	0.0	13.4	2.2	19.1	2.2	21.3	0	0	Looped	0.9	9.2	0
808731	ND	Hybrid	2086	15	24	1	3.1	1.3	3.4	2.3	6.5	3.6	10.1	0	0	Looped	-1.5	7.5	0
808732	ND	Hybrid	804	6	8	1	1.6	1.2	1.3	0.8	2.9	2.0	4.9	250	13487	Looped	0.2	3.7	1
808733	ND	OH	1707	31	12	3	5.5	0.1	9.5	0.4	15.0	0.5	15.5	5084	15252	Looped	1.5	6.9	3
808734	ND	Hybrid	2046	23	14	0	3.7	0.7	6.7	1.7	10.4	2.4	12.8	0	0	Looped	-0.3	8.2	0
808831	SD	Hybrid	931	30	11	9	5.1	0.4	10.3	5.6	15.4	6.0	21.4	0	0	Looped	0.8	9.8	0
808832	SD	Hybrid	617	20	9	7	3.2	0.6	8.6	10.3	11.8	10.9	22.7	1228	72433	Looped	0.8	9.0	2
808833	SD	Hybrid	384	39	10	4	3.4	0.3	6.3	1.3	9.7	1.6	11.3	0	0	Looped	-0.4	3.0	0
808834	SD	Hybrid	925	31	19	7	4.8	0.6	11.3	3.2	16.1	3.8	19.9	927	91450	Looped	1.7	11.2	1
808835	SD	UG	313	0	4	0	0.0	5.4	0.0	0.4	0.0	5.8	5.8	0	0	Looped	-1.5	2.7	0
808836	SD	UG	136	0	4	0	0.0	4.8	0.0	0.5	0.0	5.3	5.3	0	0	Looped	-0.2	5.0	0
808837	SD	Hybrid	575	38	10	1	2.9	1.6	6.4	5.5	9.3	7.1	16.4	1725	81837	Looped	-0.5	6.3	3
808931	SD	Hybrid	1388	36	9	2	6.9	0.3	8.2	1.3	15.1	1.6	16.7	8239	241146	Looped	-5.1	4.9	6
808932	SD	OH	1298	22	0	2	1.8	0.2	7.4	0.1	9.2	0.3	9.5	1679	49732	Looped	0.0	6.1	3
808933	SD	Hybrid	1295	24	6	2	3.2	0.1	6.8	0.7	10.0	0.8	10.8	0	0	Looped	0.7	8.2	0
808934	SD	Hybrid	1520	8	25	3	2.8	0.0	5.4	2.6	8.2	2.6	10.8	4539	131994	Looped	-0.5	7.0	3
808935	SD	Hybrid	1145	17	37	2	3.8	0.5	3.1	6.2	6.9	6.7	13.6	1147	82205	Looped	-0.2	6.9	1
808936	SD	Hybrid	1274	11	19	4	4.8	0.4	2.3	2.2	7.1	2.6	9.7	0	0	Looped	-0.2	7.6	0
809031	ND	Hybrid	729	5	20	0	0.9	1.2	0.5	6.2	1.4	7.4	8.8	733	5864	Looped	0.3	8.6	1
809032	ND	UG	1181	0	13	0	0.0	4.2	0.0	4.3	0.0	8.5	8.5	0	0	Looped	-0.7	5.1	0
809033	ND	UG	611	0	9	0	0.0	3.5	0.0	3.8	0.0	7.3	7.3	0	0	Looped	-0.2	2.8	0
809034	ND	UG	763	0	3	0	0.0	2.7	0.0	1.6	0.0	4.3	4.3	110	4752	Looped	0.3	3.5	1
809035	ND	UG	270	0	5	0	0.0	5.2	0.0	1.4	0.0	6.6	6.6	0	0	Looped	0.1	4.4	0
809036	ND	Hybrid	757	6	13	2	1.4	0.6	0.8	2.9	2.2	3.5	5.7	0	0	Looped	-0.2	3.5	0
809037	ND	UG	1817	0	12	0	0.0	4.5	0.0	2.9	0.0	7.4	7.4	0	0	Looped	-0.3	5.2	0
809038	ND	UG	2101	0	4	0	0.0	3.0	0.0	2.3	0.0	5.3	5.3	0	0	Looped	2.6	8.4	0
809039	ND	UG	1102	0	4	0	0.0	3.1	0.0	0.9	0.0	4.0	4.0	0	0	Looped	0.9	4.2	0
809131	CE	Hybrid	485	12	8	2	1.7	0.0	1.2	0.5	2.9	0.5	3.4	956	3824	Looped	0.0	4.2	2
809132	CE	Hybrid	357	2	5	2	0.6	0.1	0.8	0.2	1.4	0.3	1.7	0	0	Looped	-0.1	1.4	0
809133	CE	OH	1272	22	5	1	2.7	0.2	4.5	0.1	7.2	0.3	7.5	0	0	Looped	-0.9	5.6	0
809134	CE	Hybrid	851	17	6	1	2.2	0.2	2.8	0.4	5.0	0.6	5.6	849	85497	Looped	-0.8	5.7	1
809135	CE	Hybrid	1542	24	9	3	3.0	1.2	4.8	0.5	7.8	1.7	9.5	0	0	Looped	-0.6	6.5	0
809136	CE	Hybrid	2848	14	22	9	1.8	0.6	2.2	2.4	4.0	3.0	7.0	0	0	Looped	-0.4	8.5	0
809137	CE	Hybrid	1578	25	12	1	3.0	0.9	5.0	0.6	8.0	1.5	9.5	1579	129203	Looped	0.9	8.4	1
809231	SD	Hybrid	1356	3	19	2	1.6	1.0	2.0	8.3	3.6	9.3	12.9	0	0	Looped	0.7	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
809232	SD	Hybrid	580	3	18	0	2.2	0.9	0.3	2.8	2.5	3.7	6.2	1166	58265	Looped	3.8	12.7	2
809233	SD	Hybrid	136	1	10	0	0.8	0.7	0.0	2.6	0.8	3.3	4.1	135	30916	Looped	-0.7	2.1	1
809234	SD	Hybrid	1365	15	12	1	1.6	1.9	3.4	14.2	5.0	16.1	21.1	0	0	Looped	-0.4	6.5	0
809235	SD	Hybrid	939	13	40	0	4.3	0.4	2.2	3.4	6.5	3.8	10.3	1878	155266	Looped	0.1	9.0	2
809331	CE	UG	1074	0	16	1	0.0	2.5	0.0	1.0	0.0	3.5	3.5	0	0	Looped	0.0	4.3	0
809332	CE	UG	579	0	9	0	0.0	4.0	0.0	0.6	0.0	4.6	4.6	0	0	Looped	1.3	6.2	0
809333	CE	UG	915	0	7	0	0.0	1.8	0.0	2.1	0.0	3.9	3.9	915	371215	Looped	-0.8	3.7	1
809334	CE	UG	1268	0	7	0	0.0	2.2	0.0	0.9	0.0	3.1	3.1	74	3404	Looped	0.8	4.5	1
809335	CE	Hybrid	368	3	5	1	0.4	1.0	0.2	0.3	0.6	1.3	1.9	0	0	Looped	0.1	1.6	0
809336	CE	UG	1026	0	5	0	0.0	1.4	0.0	0.5	0.0	1.9	1.9	0	0	Looped	-0.7	3.0	0
809337	CE	UG	334	0	5	0	0.0	2.7	0.0	0.8	0.0	3.5	3.5	0	0	Looped	-3.5	2.9	0
809338	CE	UG	45	1	4	0	0.0	2.5	0.1	0.8	0.1	3.3	3.4	0	0	Looped	-0.5	7.6	0
809339	CE	Hybrid	1314	11	11	5	2.3	0.2	1.4	1.4	3.7	1.6	5.3	0	0	Looped	-0.2	6.1	0
809340	CE	Hybrid	700	0	5	3	0.0	2.2	0.2	1.0	0.2	3.2	3.4	342	10693	Looped	0.1	5.5	2
809341	CE	Hybrid	777	3	0	0	0.4	2.2	0.3	0.0	0.7	2.2	2.9	0	0	Looped	-0.2	2.6	0
809342	CE	UG	729	0	7	4	0.0	4.7	0.3	1.9	0.3	6.6	6.9	0	0	Looped	4.6	7.6	0
809343	CE	Hybrid	3769	4	5	5	1.0	1.5	1.2	0.2	2.2	1.7	3.9	0	0	Looped	0.7	6.9	0
809431	SD	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-1.9	4.6	0
809432	SD	hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	57	Radial	0.9	6.1	1
809433	SD	Hybrid	2196	8	24	1	3.4	1.6	3.7	12.5	7.1	14.1	21.2	0	0	Looped	0.2	8.0	0
809434	SD	Hybrid	2894	0	35	1	2.5	3.5	0.0	21.5	2.5	25.0	27.5	5645	809416	Looped	0.7	10.8	2
809435	SD	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	0.0	0.0	0
809436	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Radial	0.0	0.0	0
809531	CE	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	1	4	Radial	-2.1	4.6	1
809532	CE	Hybrid	20	1	3	0	2.6	1.8	0.3	1.6	2.9	3.4	6.3	21	1932	Looped	-1.1	3.9	1
809533	CE	Hybrid	315	2	6	0	1.2	2.4	0.1	2.0	1.3	4.4	5.7	314	2826	Looped	-0.1	2.0	1
809534	CE	UG	26	0	6	1	0.1	2.9	0.1	1.9	0.2	4.8	5.0	20	100	Looped	-0.1	3.0	1
809661	SD	Hybrid	1713	0	32	1	2.4	2.4	0.1	11.9	2.5	14.3	16.8	0	0	Looped	-0.4	8.0	0
809662	SD	Hybrid	2709	0	61	1	5.2	2.8	0.4	23.6	5.6	26.4	32.0	5330	309971	Looped	-1.5	11.5	2
809663	SD	Hybrid	1640	1	35	1	2.0	0.3	0.3	11.0	2.3	11.3	13.6	3259	318308	Looped	-1.0	6.1	2
809664	SD	Hybrid	3114	3	66	1	4.5	5.0	0.8	29.6	5.3	34.6	39.9	11230	410447	Looped	-11.6	5.5	4
809665	SD	Hybrid	2829	0	51	3	2.5	2.6	0.8	20.0	3.3	22.6	25.9	5569	157450	Looped	-1.5	15.3	2
809666	SD	Hybrid	1042	5	29	2	4.2	3.0	1.0	11.7	5.2	14.7	19.9	1047	1047	Looped	-1.1	6.3	1
809667	SD	Hybrid	936	3	59	2	4.7	1.8	1.2	3.8	5.9	5.6	11.5	2802	58979	Looped	-0.1	4.8	3
809668	SD	UG	1783	0	34	0	0.5	5.3	0.0	16.9	0.5	22.2	22.7	0	0	Looped	-0.3	8.6	0
809669	SD	Hybrid	1809	2	37	1	1.4	3.0	0.7	10.7	2.1	13.7	15.8	0	0	Looped	-0.5	8.4	0
809670	SD	Hybrid	2852	2	46	0	2.1	2.8	0.2	23.9	2.3	26.7	29.0	0	0	Looped	-0.6	13.5	0
809761	WD	Hybrid	1117	8	26	2	3.6	0.2	2.8	10.6	6.4	10.8	17.2	0	0	Looped	-0.1	9.7	0
809762	WD	Hybrid	2558	2	33	0	3.5	1.4	0.4	17.3	3.9	18.7	22.6	5072	262289	Looped	-1.7	11.8	2

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
809763	WD	Hybrid	2061	6	41	15	5.7	0.5	6.0	17.1	11.7	17.6	29.3	0	0	Looped	-2.1	12.5	0
809764	WD	Hybrid	1673	5	33	0	9.1	6.1	0.5	8.9	9.6	15.0	24.6	4405	298439	Looped	-0.4	14.6	3
809765	WD	Hybrid	2878	6	72	7	5.8	1.7	3.3	29.2	9.1	30.9	40.0	1174	5870	Looped	-1.1	17.1	1
809766	WD	Hybrid	3702	0	38	0	2.1	3.2	0.0	22.4	2.1	25.6	27.7	7407	292979	Looped	-0.9	13.5	2
809767	WD	Hybrid	2451	0	25	0	1.4	1.9	0.0	19.1	1.4	21.0	22.4	437	17480	Looped	-0.6	12.9	1
809831	ND	UG	625	0	3	0	0.0	1.8	0.0	1.3	0.0	3.1	3.1	52	4368	Looped	1.5	4.1	2
809832	ND	UG	715	0	3	0	0.0	2.1	0.0	2.3	0.0	4.4	4.4	0	0	Looped	-0.2	3.0	0
809833	ND	Hybrid	1668	2	23	0	1.1	0.7	0.0	4.0	1.1	4.7	5.8	0	0	Looped	-0.3	8.0	0
809834	ND	Hybrid	1040	7	15	1	1.1	1.4	2.2	1.4	3.3	2.8	6.1	1008	53430	Looped	-0.6	6.6	1
809835	ND	UG	1659	0	5	0	0.0	1.5	0.0	2.7	0.0	4.2	4.2	1575	15750	Looped	-0.3	4.8	1
809836	ND	UG	535	0	2	0	0.0	3.4	0.0	1.5	0.0	4.9	4.9	0	0	Looped	1.8	5.5	0
809837	ND	Hybrid	1603	0	28	0	1.9	1.9	0.0	3.0	1.9	4.9	6.8	0	0	Looped	-0.1	5.6	0
809838	ND	UG	1339	0	8	0	0.0	1.2	0.0	0.6	0.0	1.8	1.8	0	0	Looped	-0.7	4.1	0
809839	ND	UG	799	0	3	0	0.0	1.6	0.0	0.4	0.0	2.0	2.0	793	793	Looped	-1.3	5.0	1
809840	ND	UG	1153	0	3	0	0.0	2.7	0.0	1.4	0.0	4.1	4.1	0	0	Looped	-0.4	3.5	0
809841	ND	UG	2246	0	6	0	0.0	1.8	0.0	3.9	0.0	5.7	5.7	0	0	Looped	-0.3	7.2	0
809931	CE	UG	1628	0	11	1	0.0	3.2	0.1	0.7	0.1	3.9	4.0	1108	18250	Looped	1.5	8.9	3
809932	CE	UG	319	0	3	1	0.0	2.3	0.0	1.2	0.0	3.5	3.5	158	2370	Looped	0.0	4.1	1
809933	CE	Hybrid	989	2	10	0	0.5	4.1	0.4	0.4	0.9	4.5	5.4	1537	8394	Looped	-0.2	5.9	3
809934	CE	UG	115	0	2	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	-0.2	3.2	0
809935	CE	Hybrid	1340	5	7	0	0.7	1.9	0.6	0.8	1.3	2.7	4.0	0	0	Looped	0.2	4.6	0
809936	CE	Hybrid	2028	32	13	4	3.4	0.1	5.3	0.5	8.7	0.6	9.3	6106	62798	Looped	2.0	8.5	3
809937	CE	UG	413	0	6	0	0.0	1.5	0.0	0.3	0.0	1.8	1.8	0	0	Looped	-4.7	2.1	0
809938	CE	UG	498	0	4	0	0.0	1.6	0.0	0.2	0.0	1.8	1.8	0	0	Looped	0.1	6.1	0
809939	CE	UG	1408	0	9	0	0.0	2.3	0.0	1.0	0.0	3.3	3.3	394	24822	Looped	-1.5	10.9	1
810061	SD	Hybrid	1215	61	16	1	16.1	0.1	36.5	6.1	52.6	6.2	58.8	2887	86913	Looped	0.0	6.8	3
810062	SD	OH	809	75	0	2	12.5	0.1	39.7	0.4	52.2	0.5	52.7	2146	94112	Looped	0.2	6.8	3
810063	SD	Hybrid	1722	79	30	9	15.2	0.7	25.0	9.8	40.2	10.5	50.7	13464	60076	Looped	0.1	9.2	8
810064	SD	OH	881	70	5	4	10.9	0.8	38.2	1.7	49.1	2.5	51.6	884	29942	Looped	-2.4	5.2	1
810161	WD	Hybrid	3612	0	47	0	1.8	2.1	0.0	24.4	1.8	26.5	28.3	0	0	Looped	-0.8	16.9	0
810162	WD	Hybrid	2958	1	25	0	5.0	3.0	0.8	16.0	5.8	19.0	24.8	0	0	Looped	-0.4	10.5	0
810163	WD	Hybrid	1213	0	35	0	2.6	2.7	0.0	7.3	2.6	10.0	12.6	180	18720	Looped	-0.5	8.1	1
810164	WD	Hybrid	2210	0	52	0	2.5	4.2	0.0	20.2	2.5	24.4	26.9	1719	51887	Looped	-1.0	17.4	1
810165	WD	Hybrid	121	5	17	0	8.7	2.0	0.4	1.5	9.1	3.5	12.6	319	7789	Looped	-0.6	12.1	3
810261	WD	Hybrid	57	0	32	0	1.7	3.6	0.0	6.0	1.7	9.6	11.3	60	2460	Looped	-1.1	5.6	1
810262	WD	UG	1044	0	11	0	0.0	3.7	0.0	2.5	0.0	6.2	6.2	0	0	Looped	-0.4	11.1	0
810263	WD	Hybrid	3752	3	55	3	3.2	0.3	2.2	11.9	5.4	12.2	17.6	0	0	Looped	-0.3	14.7	0
810264	WD	Hybrid	2129	5	40	4	3.8	1.3	3.5	13.2	7.3	14.5	21.8	1138	60314	Looped	-1.4	12.2	1
810265	WD	Hybrid	3369	6	45	6	4.4	0.7	3.1	7.3	7.5	8.0	15.5	7896	193282	Looped	-1.0	12.0	3
810266	WD	Hybrid	1466	9	43	5	4.1	2.2	3.7	11.6	7.8	13.8	21.6	3341	273375	Looped	-1.1	10.5	3
810267	WD	UG	12	0	3	0	0.0	3.1	0.0	0.7	0.0	3.8	3.8	0	0	Looped	-3.6	5.1	0

FPL Feeder Specific Data and attached Laterals

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Feeder ID#	Sub Region	FDR Type	Custo	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
810361	SD	Hybrid	1660	0	24	0	2.5	2.3	0.0	16.7	2.5	19.0	21.5	1182	111904	Looped	-1.6	10.1	1
810362	SD	UG	3209	0	30	0	0.5	5.2	0.0	30.7	0.5	35.9	36.4	6458	330487	Looped	-1.7	15.8	2
810363	SD	Hybrid	2903	0	67	1	2.6	6.6	0.6	32.6	3.2	39.2	42.4	0	0	Looped	-0.9	16.6	0
810364	SD	UG	3335	0	56	0	1.9	4.9	0.0	34.9	1.9	39.8	41.7	6766	610675	Looped	-13.4	6.1	4
810365	SD	UG	112	0	1	0	0.0	1.1	0.0	1.4	0.0	2.5	2.5	0	0	Looped	0.0	0.9	0
810366	SD	Hybrid	2410	24	56	3	49.1	14.3	22.1	25.9	71.2	40.2	111.4	7246	421966	Looped	-1.1	19.7	3
810431	WD	Hybrid	180	0	7	0	0.3	1.5	0.0	0.7	0.3	2.2	2.5	59	1007	Looped	-0.7	6.9	4
810432	WD	Hybrid	1393	11	9	1	3.0	0.1	2.6	0.2	5.6	0.3	5.9	1378	1378	Looped	-0.3	4.7	1
810433	WD	Hybrid	1344	17	7	2	1.7	0.3	4.6	0.3	6.3	0.6	6.9	0	0	Looped	2.6	8.0	0
810434	WD	Hybrid	2334	29	2	4	3.9	0.8	9.5	0.2	13.4	1.0	14.4	0	0	Looped	-0.2	10.7	0
810561	SD	Hybrid	3107	1	27	1	2.7	3.6	3.0	18.8	5.7	22.4	28.1	0	0	Looped	-0.8	12.2	0
810562	SD	Hybrid	1057	1	13	0	3.2	3.4	0.9	11.7	4.1	15.1	19.2	0	0	Looped	-0.2	5.7	0
810563	SD	UG	1852	0	24	0	0.0	5.0	0.0	13.8	0.0	18.8	18.8	0	0	Looped	-0.7	6.9	0
810564	SD	Hybrid	3430	0	44	0	3.6	3.7	0.0	24.8	3.6	28.5	32.1	0	0	Looped	-1.2	17.5	0
810565	SD	UG	3066	0	29	0	0.0	8.0	0.0	20.3	0.0	28.3	28.3	0	0	Looped	-0.9	13.0	0
810566	SD	Hybrid	24	2	4	0	3.5	0.6	0.5	0.6	4.0	1.2	5.2	0	0	Looped	-0.4	4.0	0
810567	SD	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	0.2	0.2	0
810568	SD	UG	5	0	1	0	0.0	2.4	0.0	4.6	0.0	7.0	7.0	0	0	Looped	2.2	6.7	0
810661	SD	Hybrid	2106	0	33	0	1.8	3.1	0.0	17.4	1.8	20.5	22.3	3311	324593	Looped	-0.5	11.7	2
810662	SD	Hybrid	2060	1	28	0	2.4	2.6	0.1	19.5	2.5	22.1	24.6	2590	204480	Looped	0.1	9.7	2
810663	SD	Hybrid	2983	1	40	2	3.0	4.2	1.1	30.4	4.1	34.6	38.7	4113	71257	Looped	-3.5	13.1	2
810731	SD	Hybrid	14	0	7	1	1.6	0.3	0.3	1.0	1.9	1.3	3.2	0	0	Looped	-0.2	0.6	0
810732	SD	Hybrid	9	5	7	1	1.1	0.5	1.8	1.0	2.9	1.5	4.4	0	0	Looped	-0.1	2.9	0
810831	WD	hybrid	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Radial	-0.4	2.6	0
810832	WD	UG	804	0	11	0	0.0	1.4	0.0	4.0	0.0	5.4	5.4	0	0	Looped	-0.1	6.2	0
810833	WD	Hybrid	3226	1	52	0	1.5	1.2	0.2	7.0	1.7	8.2	9.9	0	0	Looped	-0.7	9.5	0
810834	WD	Hybrid	704	14	6	3	2.3	1.5	3.3	0.9	5.6	2.4	8.0	0	0	Looped	-0.1	3.7	0
810931	CE	OH	2328	24	3	3	3.2	0.0	6.1	0.2	9.3	0.2	9.5	0	0	Looped	0.3	9.4	0
810932	CE	Hybrid	2370	9	15	3	2.9	0.0	1.6	0.4	4.5	0.4	4.9	4017	16068	Looped	-0.2	6.5	1
810933	CE	Hybrid	3050	15	14	1	3.5	0.4	1.3	0.5	4.8	0.9	5.7	0	0	Looped	-1.2	6.5	0
810934	CE	Hybrid	2332	19	9	4	2.9	0.2	3.0	0.3	5.9	0.5	6.4	0	0	Looped	-0.3	6.5	0
810935	CE	Hybrid	1814	14	8	3	2.3	0.1	2.3	0.4	4.6	0.5	5.1	0	0	Looped	-0.4	6.0	0
810936	CE	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	1.3	1.3	0
810937	CE	UG	0	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	1.5	1.5	0
811061	WD	Hybrid	3938	0	54	0	2.3	0.8	0.0	15.4	2.3	16.2	18.5	3312	91998	Looped	-1.8	14.0	2
811062	WD	Hybrid	2262	1	62	0	2.7	1.3	0.0	7.1	2.7	8.4	11.1	0	0	Looped	-0.4	9.6	0
811063	WD	Hybrid	4319	0	62	0	3.1	0.4	0.0	18.5	3.1	18.9	22.0	4321	29753	Looped	-0.9	14.8	1
811064	WD	Hybrid	3535	1	71	0	4.4	0.3	0.2	15.6	4.6	15.9	20.5	1675	276678	Looped	0.0	12.9	1
811065	WD	Hybrid	2632	0	47	0	2.1	0.5	0.0	7.7	2.1	8.2	10.3	0	0	Looped	-0.9	7.4	0
811161	WD	Hybrid	2398	10	38	1	3.7	5.4	4.2	19.4	7.9	24.8	32.7	2384	13448	Looped	-0.8	15.4	1
811162	WD	Hybrid	3229	7	76	2	7.7	1.0	2.3	19.9	10.0	20.9	30.9	3194	197601	Looped	-0.6	15.3	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	Custe	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
811163	WD	Hybrid	1864	0	46	0	6.3	6.8	0.0	19.2	6.3	26.0	32.3	0	0	Looped	-0.6	10.9	0
811261	SD	Hybrid	1289	10	34	1	4.7	1.9	6.3	15.6	11.0	17.5	28.5	2465	66594	Looped	-1.9	5.9	3
811262	SD	Hybrid	2595	4	37	1	3.4	2.1	0.9	22.2	4.3	24.3	28.6	0	0	Looped	0.2	13.1	0
811263	SD	Hybrid	1254	5	33	1	3.8	0.5	0.9	9.6	4.7	10.1	14.8	0	0	Looped	-0.3	7.9	0
811264	SD	Hybrid	2159	2	37	0	2.5	2.1	0.8	20.1	3.3	22.2	25.5	0	0	Looped	-0.6	11.3	0
811361	SD	Hybrid	1240	77	22	8	18.4	0.2	46.7	10.1	65.1	10.3	75.4	336	21876	Looped	-4.0	6.3	1
811362	SD	Hybrid	2382	25	24	7	7.0	0.2	9.4	11.9	16.4	12.1	28.5	2384	216944	Looped	0.5	8.5	1
811363	SD	Hybrid	383	13	8	6	29.3	83.3	24.2	22.1	53.5	105.4	158.9	1145	123786	Looped	-0.2	1.8	3
811431	WD	Hybrid	41	0	8	1	0.8	4.4	0.1	1.9	0.9	6.3	7.2	0	0	Looped	-0.6	3.2	0
811432	WD	Hybrid	71	7	14	0	4.6	0.8	0.4	1.0	5.0	1.8	6.8	0	0	Looped	-0.7	4.9	0
811433	WD	Hybrid	64	1	13	0	0.8	1.0	0.0	3.1	0.8	4.1	4.9	64	413	Looped	-0.2	6.5	1
811434	WD	UG	29	0	10	1	0.0	4.3	0.0	0.7	0.0	5.0	5.0	0	0	Looped	-0.5	6.5	0
811435	WD	Hybrid	173	1	20	0	1.5	0.6	0.0	3.1	1.5	3.7	5.2	179	20293	Looped	-0.7	5.8	1
811436	WD	UG	3	0	3	0	0.0	4.2	0.0	0.2	0.0	4.4	4.4	0	0	Looped	-0.8	2.4	0
811437	WD	UG	14	0	5	0	0.0	3.7	0.0	0.8	0.0	4.5	4.5	0	0	Looped	-0.4	3.9	0
811561	WD	Hybrid	884	5	51	2	6.4	0.4	0.8	3.2	7.2	3.6	10.8	2856	27485	Looped	-1.0	9.8	5
811562	WD	Hybrid	3060	2	51	0	6.6	6.7	0.6	21.6	7.2	28.3	35.5	3068	98507	Looped	-0.7	15.8	1
811563	WD	Hybrid	1137	3	49	0	4.4	2.3	0.6	5.1	5.0	7.4	12.4	1106	35625	Looped	-0.1	9.2	1
811564	WD	Hybrid	571	5	66	3	6.0	0.8	1.2	5.3	7.2	6.1	13.3	2376	26077	Looped	-1.2	9.2	5
811631	CE	UG	23	0	6	0	0.0	5.2	0.0	2.0	0.0	7.2	7.2	0	0	Looped	-1.6	2.8	0
811632	CE	UG	25	0	8	0	0.0	5.5	0.0	1.3	0.0	6.8	6.8	23	23	Looped	-0.5	3.6	1
811633	CE	UG	64	1	4	0	0.0	2.9	0.0	0.7	0.0	3.6	3.6	0	0	Looped	0.0	2.0	0
811634	CE	UG	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	-0.4	2.0	0
811635	CE	UG	1	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Radial	0.2	3.9	0
811636	CE	Hybrid	448	0	5	2	0.0	2.4	0.5	3.4	0.5	5.8	6.3	0	0	Looped	-0.1	2.6	0
811831	ND	Hybrid	1541	0	26	0	1.5	2.8	0.0	7.9	1.5	10.7	12.2	1519	1519	Looped	1.0	7.9	1
811832	ND	Hybrid	958	21	15	0	3.5	0.3	4.7	0.9	8.2	1.2	9.4	461	15880	Looped	1.9	8.2	1
811833	ND	Hybrid	883	5	23	2	2.0	2.0	2.5	3.9	4.5	5.9	10.4	0	0	Looped	0.5	9.2	0
811931	CE	UG	916	0	3	0	0.0	3.6	0.0	0.9	0.0	4.5	4.5	0	0	Looped	-0.5	6.6	0
811932	CE	UG	1027	0	2	0	0.0	2.3	0.0	1.6	0.0	3.9	3.9	3	375	Looped	-0.1	6.1	1
811933	CE	UG	499	0	1	0	0.0	3.7	0.0	0.2	0.0	3.9	3.9	0	0	Looped	0.1	4.5	0
811934	CE	UG	969	0	3	0	0.0	3.8	0.0	0.7	0.0	4.5	4.5	0	0	Looped	0.0	5.2	0
811935	CE	UG	1292	0	2	0	0.0	2.2	0.0	1.6	0.0	3.8	3.8	1288	1782	Looped	-0.4	3.5	1
812061	SD	UG	3165	0	26	0	0.0	7.3	0.0	17.8	0.0	25.1	25.1	0	0	Looped	-0.8	12.0	0
812062	SD	Hybrid	1978	0	43	0	1.7	3.4	0.0	26.2	1.7	29.6	31.3	0	0	Looped	3.6	16.3	0
812063	SD	OH	722	62	3	4	19.3	0.1	31.4	2.3	50.7	2.4	53.1	0	0	Looped	-0.6	4.5	0
812161	WD	Hybrid	1077	2	35	2	2.6	2.9	2.2	6.5	4.8	9.4	14.2	290	3995	Looped	-5.3	5.7	1
812162	WD	Hybrid	567	3	27	2	5.5	4.2	0.9	4.7	6.4	8.9	15.3	1683	3927	Looped	-4.6	6.8	3
812163	WD	UG	71	0	6	0	0.0	3.9	0.0	0.2	0.0	4.1	4.1	67	109	Looped	-1.7	5.6	1
812164	WD	Hybrid	356	1	29	2	1.5	3.9	0.5	6.5	2.0	10.4	12.4	0	0	Looped	-4.6	8.2	0
812165	WD	UG	0	0	0	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	2.3	2.3	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	FDR CI	FDR CMI	Is the Feeder Circuit Looped?	Load growth (MVA D pk 11-pk 10)	Peak Load 2011 (MVA)	Number of FDR N
812166	WD	UG	22	0	6	0	0.0	2.1	0.0	1.4	0.0	3.5	3.5	0	0	Looped	0.0	6.8	0
812361	WD	Hybrid	4241	0	52	0	2.0	5.8	0.0	29.5	2.0	35.3	37.3	0	0	Looped	-0.4	15.6	0
812362	WD	Hybrid	560	1	20	0	0.9	5.4	0.6	6.3	1.5	11.7	13.2	0	0	Looped	1.0	10.1	0
812731	ND	UG	1210	0	0	0	0.0	3.6	0.0	0.0	0.0	3.6	3.6	0	0	Looped	-1.7	6.3	0
812732	ND	UG	759	0	1	0	0.0	5.2	0.0	0.9	0.0	6.1	6.1	0	0	Looped	-0.7	9.6	0
812733	ND	UG	1238	0	4	0	0.1	4.7	0.0	0.6	0.1	5.3	5.4	0	0	Looped	-3.5	3.5	0
812831	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Radial	0.6	0.6	0
813131	CE	UG	1455	0	2	0	0.0	2.3	0.0	1.8	0.0	4.1	4.1	0	0	Looped	0.4	6.3	0
813132	CE	UG	1197	0	5	0	0.0	2.7	0.0	0.7	0.0	3.4	3.4	0	0	Looped	1.4	6.2	0
813133	CE	UG	1933	0	2	1	0.0	2.4	0.0	1.5	0.0	3.9	3.9	0	0	Looped	0.2	8.5	0
813134	CE	UG	1178	0	2	0	0.0	4.9	0.0	1.5	0.0	6.4	6.4	0	0	Looped	3.5	5.8	0
813231	CE	UG	1107	0	0	0	0.0	3.3	0.0	1.1	0.0	4.4	4.4	0	0	Looped	-0.1	4.6	0
813232	CE	UG	830	0	0	0	0.0	4.6	0.0	0.4	0.0	5.0	5.0	0	0	Looped	1.5	4.0	0
813233	CE	UG	1425	0	0	0	0.0	0.7	0.0	0.8	0.0	1.5	1.5	0	0	Looped	0.3	4.6	0
813234	CE	UG	1031	0	1	0	0.0	3.1	0.0	0.4	0.0	3.5	3.5	0	0	Looped	2.5	9.2	0
813235	CE	UG	1445	0	3	0	0.0	4.1	0.0	0.9	0.0	5.0	5.0	1437	7185	Looped	1.2	7.9	1

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	1/2/2011	1,399	33,576	24	N
PLANNED	1/2/2011	10	10	1	N
PLANNED	1/2/2011	6	936	156	N
CUSTOMER REQUEST	1/3/2011	1	20	20	N
PLANNED	1/3/2011	6	420	70	N
PLANNED	1/3/2011	101	3,535	35	N
CUSTOMER REQUEST	1/3/2011	1	385	385	N
PLANNED	1/3/2011	1	121	121	N
CUSTOMER REQUEST	1/3/2011	1	147	147	N
PLANNED	1/3/2011	44	1,804	41	N
PLANNED	1/3/2011	1	82	82	N
PLANNED	1/3/2011	4	808	202	N
PLANNED	1/3/2011	8	1,040	130	N
PLANNED	1/3/2011	7	896	128	N
PLANNED	1/3/2011	8	1,168	146	N
PLANNED	1/3/2011	6	426	71	N
PLANNED	1/3/2011	2	182	91	N
PLANNED	1/3/2011	11	968	88	N
PLANNED	1/3/2011	3	372	124	N
PLANNED	1/3/2011	8	40	5	N
PLANNED	1/3/2011	6	96	16	N
PLANNED	1/3/2011	33	2,508	76	N
CUSTOMER REQUEST	1/3/2011	9	315	35	N
PLANNED	1/3/2011	18	306	17	N
CUSTOMER REQUEST	1/3/2011	1	67	67	N
PLANNED	1/3/2011	20	1,580	79	N
CUSTOMER REQUEST	1/3/2011	13	5,577	429	N
CUSTOMER REQUEST	1/3/2011	31	13,299	429	N
CUSTOMER REQUEST	1/3/2011	21	9,009	429	N
CUSTOMER REQUEST	1/3/2011	34	14,586	429	N
CUSTOMER REQUEST	1/3/2011	5	2,145	429	N
CUSTOMER REQUEST	1/3/2011	8	3,432	429	N
CUSTOMER REQUEST	1/3/2011	7	3,003	429	N
CUSTOMER REQUEST	1/3/2011	11	4,719	429	N
CUSTOMER REQUEST	1/3/2011	90	38,610	429	N
CUSTOMER REQUEST	1/3/2011	33	14,157	429	N
CUSTOMER REQUEST	1/3/2011	19	8,151	429	N
CUSTOMER REQUEST	1/3/2011	17	7,293	429	N
CUSTOMER REQUEST	1/3/2011	7	3,003	429	N
CUSTOMER REQUEST	1/3/2011	1	429	429	N
PLANNED	1/3/2011	16	2,576	161	N
CUSTOMER REQUEST	1/4/2011	1	55	55	N
PLANNED	1/4/2011	2	86	43	N
PLANNED	1/4/2011	5	1,205	241	N
CUSTOMER REQUEST	1/4/2011	1	223	223	N
CUSTOMER REQUEST	1/4/2011	2	478	239	N
PLANNED	1/4/2011	19	2,641	139	N
CUSTOMER REQUEST	1/4/2011	1	75	75	N
PLANNED	1/4/2011	2	516	258	N
PLANNED	1/4/2011	74	4,292	58	N
PLANNED	1/4/2011	4	608	152	N
PLANNED	1/4/2011	5	90	18	N
PLANNED	1/4/2011	3	297	99	N
PLANNED	1/4/2011	7	378	54	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/5/2011	2	102	51	N
PLANNED	1/5/2011	9	468	52	N
CUSTOMER REQUEST	1/5/2011	3	81	27	N
CUSTOMER REQUEST	1/5/2011	168	16,464	98	N
PLANNED	1/5/2011	9	639	71	N
PLANNED	1/6/2011	12	4,704	392	N
CUSTOMER REQUEST	1/6/2011	9	207	23	N
PLANNED	1/6/2011	3	147	49	N
PLANNED	1/6/2011	4	1,132	283	N
PLANNED	1/6/2011	7	504	72	N
PLANNED	1/6/2011	1	88	88	N
PLANNED	1/6/2011	10	2,360	236	N
PLANNED	1/6/2011	12	2,820	235	N
PLANNED	1/6/2011	10	740	74	N
PLANNED	1/6/2011	6	360	60	N
PLANNED	1/6/2011	7	84	12	N
PLANNED	1/6/2011	10	130	13	N
PLANNED	1/6/2011	7	1,190	170	N
PLANNED	1/6/2011	4	608	152	N
CUSTOMER REQUEST	1/6/2011	136	16,048	118	N
PLANNED	1/6/2011	2	362	181	N
CUSTOMER REQUEST	1/6/2011	17	2,771	163	N
PLANNED	1/6/2011	4	432	108	N
PLANNED	1/6/2011	4	360	90	N
PLANNED	1/6/2011	11	187	17	N
CUSTOMER REQUEST	1/6/2011	11	1,111	101	N
PLANNED	1/6/2011	3	462	154	N
PLANNED	1/6/2011	9	666	74	N
PLANNED	1/6/2011	2	200	100	N
PLANNED	1/7/2011	10	2,440	244	N
PLANNED	1/7/2011	9	927	103	N
PLANNED	1/7/2011	3	144	48	N
PLANNED	1/7/2011	11	1,122	102	N
PLANNED	1/7/2011	13	4,251	327	N
PLANNED	1/7/2011	4	400	100	N
PLANNED	1/7/2011	5	790	158	N
PLANNED	1/7/2011	6	222	37	N
PLANNED	1/7/2011	3	1,002	334	N
CUSTOMER REQUEST	1/7/2011	17	2,482	146	N
PLANNED	1/7/2011	12	1,668	139	N
PLANNED	1/7/2011	7	441	63	N
PLANNED	1/7/2011	8	1,744	218	N
PLANNED	1/7/2011	11	2,376	216	N
PLANNED	1/8/2011	2	114	57	N
PLANNED	1/9/2011	82	12,054	147	N
PLANNED	1/10/2011	4	1,372	343	N
PLANNED	1/10/2011	8	520	65	N
PLANNED	1/10/2011	14	14	1	N
CUSTOMER REQUEST	1/10/2011	24	1,176	49	N
PLANNED	1/10/2011	1	292	292	N
PLANNED	1/10/2011	20	1,440	72	N
PLANNED	1/10/2011	8	808	101	N
PLANNED	1/10/2011	2	262	131	N
CUSTOMER REQUEST	1/10/2011	1	105	105	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/10/2011	4	120	30	N
PLANNED	1/10/2011	8	1,232	154	N
PLANNED	1/10/2011	88	5,720	65	N
PLANNED	1/10/2011	9	882	98	N
CUSTOMER REQUEST	1/10/2011	7	392	56	N
PLANNED	1/10/2011	14	2,660	190	N
PLANNED	1/10/2011	6	534	89	N
PLANNED	1/10/2011	7	1,281	183	N
PLANNED	1/10/2011	44	5,808	132	N
CUSTOMER REQUEST	1/10/2011	24	1,104	46	N
PLANNED	1/10/2011	75	10,200	136	N
PLANNED	1/10/2011	14	630	45	N
PLANNED	1/10/2011	3	282	94	N
PLANNED	1/11/2011	6	1,038	173	N
CUSTOMER REQUEST	1/11/2011	136	33,456	246	N
PLANNED	1/11/2011	4	944	236	N
PLANNED	1/11/2011	24	1,272	53	N
PLANNED	1/11/2011	4	524	131	N
PLANNED	1/11/2011	11	2,849	259	N
CUSTOMER REQUEST	1/11/2011	1	370	370	N
PLANNED	1/11/2011	23	4,899	213	N
PLANNED	1/11/2011	8	1,312	164	N
PLANNED	1/11/2011	14	3,066	219	N
PLANNED	1/11/2011	2	218	109	N
PLANNED	1/11/2011	1	204	204	N
PLANNED	1/11/2011	18	2,232	124	N
PLANNED	1/11/2011	7	1,512	216	N
PLANNED	1/11/2011	4	856	214	N
PLANNED	1/11/2011	1	213	213	N
PLANNED	1/11/2011	5	1,060	212	N
PLANNED	1/11/2011	8	1,088	136	N
PLANNED	1/11/2011	17	1,734	102	N
PLANNED	1/11/2011	13	2,600	200	N
PLANNED	1/11/2011	3	402	134	N
PLANNED	1/11/2011	6	744	124	N
PLANNED	1/11/2011	2	210	105	N
PLANNED	1/11/2011	3	225	75	N
CUSTOMER REQUEST	1/11/2011	1	87	87	N
PLANNED	1/12/2011	5	550	110	N
PLANNED	1/12/2011	2	184	92	N
PLANNED	1/12/2011	5	400	80	N
PLANNED	1/12/2011	1	107	107	N
PLANNED	1/12/2011	8	1,192	149	N
CUSTOMER REQUEST	1/12/2011	136	16,456	121	N
PLANNED	1/12/2011	1	25	25	N
PLANNED	1/12/2011	4	752	188	N
PLANNED	1/12/2011	12	2,604	217	N
PLANNED	1/12/2011	2	428	214	N
CUSTOMER REQUEST	1/12/2011	53	11,660	220	N
PLANNED	1/12/2011	8	272	34	N
PLANNED	1/12/2011	8	712	89	N
PLANNED	1/12/2011	24	6,768	282	N
PLANNED	1/12/2011	2	300	150	N
PLANNED	1/12/2011	7	1,316	188	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/12/2011	3	510	170	N
PLANNED	1/12/2011	2	60	30	N
PLANNED	1/12/2011	4	680	170	N
PLANNED	1/12/2011	3	507	169	N
PLANNED	1/12/2011	18	3,150	175	N
PLANNED	1/12/2011	9	927	103	N
PLANNED	1/12/2011	7	1,834	262	N
PLANNED	1/12/2011	10	1,650	165	N
PLANNED	1/12/2011	12	1,956	163	N
PLANNED	1/12/2011	13	1,794	138	N
PLANNED	1/12/2011	5	700	140	N
PLANNED	1/12/2011	3	342	114	N
CUSTOMER REQUEST	1/12/2011	1	27	27	N
PLANNED	1/12/2011	30	2,040	68	N
PLANNED	1/12/2011	10	660	66	N
PLANNED	1/12/2011	6	174	29	N
PLANNED	1/12/2011	4	904	226	N
PLANNED	1/12/2011	13	78	6	N
CUSTOMER REQUEST	1/12/2011	1	201	201	N
PLANNED	1/13/2011	162	4,374	27	N
PLANNED	1/13/2011	43	7,955	185	N
PLANNED	1/13/2011	4	28	7	N
CUSTOMER REQUEST	1/13/2011	2	564	282	N
PLANNED	1/13/2011	8	872	109	N
PLANNED	1/13/2011	5	245	49	N
PLANNED	1/13/2011	1	55	55	N
PLANNED	1/13/2011	1	37	37	N
CUSTOMER REQUEST	1/13/2011	12	900	75	N
PLANNED	1/13/2011	15	1,050	70	N
PLANNED	1/13/2011	2	140	70	N
PLANNED	1/13/2011	9	405	45	N
PLANNED	1/13/2011	2	576	288	N
PLANNED	1/13/2011	6	120	20	N
PLANNED	1/13/2011	6	732	122	N
PLANNED	1/13/2011	5	655	131	N
PLANNED	1/13/2011	10	1,530	153	N
PLANNED	1/13/2011	10	590	59	N
PLANNED	1/13/2011	17	2,720	160	N
PLANNED	1/13/2011	13	3,081	237	N
PLANNED	1/13/2011	1	535	535	N
PLANNED	1/13/2011	9	1,953	217	N
PLANNED	1/13/2011	4	744	186	N
PLANNED	1/13/2011	11	3,014	274	N
PLANNED	1/13/2011	9	252	28	N
PLANNED	1/13/2011	5	825	165	N
PLANNED	1/13/2011	28	3,164	113	N
PLANNED	1/13/2011	7	427	61	N
PLANNED	1/13/2011	3	303	101	N
PLANNED	1/13/2011	3	345	115	N
PLANNED	1/13/2011	3	54	18	N
PLANNED	1/13/2011	9	180	20	N
PLANNED	1/13/2011	1	33	33	N
PLANNED	1/14/2011	1	95	95	N
PLANNED	1/14/2011	9	999	111	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/14/2011	3	549	183	N
PLANNED	1/14/2011	2	410	205	N
PLANNED	1/14/2011	6	1,482	247	N
PLANNED	1/14/2011	5	985	197	N
CUSTOMER REQUEST	1/14/2011	1	57	57	N
PLANNED	1/14/2011	8	544	68	N
PLANNED	1/14/2011	28	5,208	186	N
PLANNED	1/14/2011	4	244	61	N
PLANNED	1/14/2011	7	651	93	N
PLANNED	1/14/2011	13	1,118	86	N
PLANNED	1/14/2011	2	44	22	N
PLANNED	1/14/2011	7	462	66	N
PLANNED	1/14/2011	1	14	14	N
PLANNED	1/14/2011	19	1,026	54	N
PLANNED	1/14/2011	9	387	43	N
PLANNED	1/14/2011	3	444	148	N
PLANNED	1/14/2011	4	192	48	N
PLANNED	1/14/2011	9	243	27	N
PLANNED	1/14/2011	1	136	136	N
PLANNED	1/14/2011	3	327	109	N
PLANNED	1/14/2011	4	72	18	N
PLANNED	1/14/2011	27	1,620	60	N
PLANNED	1/14/2011	8	496	62	N
PLANNED	1/14/2011	9	315	35	N
PLANNED	1/14/2011	3	186	62	N
PLANNED	1/14/2011	12	564	47	N
PLANNED	1/14/2011	19	361	19	N
CUSTOMER REQUEST	1/14/2011	1	49	49	N
PLANNED	1/15/2011	7	1,211	173	N
PLANNED	1/15/2011	1	335	335	N
CUSTOMER REQUEST	1/15/2011	1	51	51	N
CUSTOMER REQUEST	1/15/2011	1	46	46	N
PLANNED	1/15/2011	5	420	84	N
CUSTOMER REQUEST	1/15/2011	1	73	73	N
PLANNED	1/16/2011	1	353	353	N
PLANNED	1/16/2011	4	900	225	N
PLANNED	1/17/2011	7	588	84	N
CUSTOMER REQUEST	1/17/2011	1	99	99	N
CUSTOMER REQUEST	1/17/2011	1	166	166	N
CUSTOMER REQUEST	1/17/2011	22	1,496	68	N
CUSTOMER REQUEST	1/17/2011	1	168	168	N
PLANNED	1/18/2011	7	2,303	329	N
PLANNED	1/18/2011	5	1,635	327	N
PLANNED	1/18/2011	3	975	325	N
PLANNED	1/18/2011	56	6,888	123	N
PLANNED	1/18/2011	8	576	72	N
CUSTOMER REQUEST	1/18/2011	3	27	9	N
PLANNED	1/18/2011	8	1,896	237	N
PLANNED	1/18/2011	4	804	201	N
CUSTOMER REQUEST	1/18/2011	136	23,256	171	N
PLANNED	1/18/2011	11	1,936	176	N
PLANNED	1/18/2011	15	2,985	199	N
PLANNED	1/18/2011	4	768	192	N
PLANNED	1/18/2011	111	6,882	62	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/18/2011	9	873	97	N
PLANNED	1/18/2011	2	248	124	N
PLANNED	1/18/2011	4	712	178	N
PLANNED	1/18/2011	3	345	115	N
PLANNED	1/18/2011	6	360	60	N
PLANNED	1/18/2011	95	13,870	146	N
PLANNED	1/18/2011	41	5,945	145	N
PLANNED	1/18/2011	3	684	228	N
PLANNED	1/18/2011	27	5,913	219	N
PLANNED	1/18/2011	8	152	19	N
PLANNED	1/18/2011	5	420	84	N
PLANNED	1/18/2011	8	344	43	N
PLANNED	1/18/2011	15	1,200	80	N
PLANNED	1/18/2011	6	612	102	N
PLANNED	1/18/2011	11	1,837	167	N
PLANNED	1/18/2011	6	204	34	N
PLANNED	1/18/2011	1	174	174	N
PLANNED	1/18/2011	7	35	5	N
PLANNED	1/18/2011	6	84	14	N
PLANNED	1/18/2011	6	174	29	N
PLANNED	1/18/2011	15	780	52	N
CUSTOMER REQUEST	1/18/2011	1	156	156	N
CUSTOMER REQUEST	1/18/2011	1	129	129	N
PLANNED	1/19/2011	8	2,088	261	N
PLANNED	1/19/2011	13	325	25	N
PLANNED	1/19/2011	1	176	176	N
CUSTOMER REQUEST	1/19/2011	136	21,216	156	N
PLANNED	1/19/2011	7	1,764	252	N
PLANNED	1/19/2011	2	156	78	N
PLANNED	1/19/2011	2	248	124	N
PLANNED	1/19/2011	6	630	105	N
PLANNED	1/19/2011	3	678	226	N
CUSTOMER REQUEST	1/19/2011	33	990	30	N
PLANNED	1/19/2011	10	150	15	N
PLANNED	1/19/2011	4	760	190	N
PLANNED	1/19/2011	8	1,648	206	N
PLANNED	1/19/2011	3	807	269	N
PLANNED	1/19/2011	4	604	151	N
PLANNED	1/19/2011	11	660	60	N
PLANNED	1/19/2011	4	1,032	258	N
PLANNED	1/19/2011	5	1,015	203	N
PLANNED	1/19/2011	8	1,384	173	N
CUSTOMER REQUEST	1/19/2011	1	437	437	N
PLANNED	1/19/2011	11	2,574	234	N
PLANNED	1/19/2011	11	2,563	233	N
PLANNED	1/19/2011	7	1,897	271	N
PLANNED	1/19/2011	7	56	8	N
PLANNED	1/19/2011	4	308	77	N
PLANNED	1/19/2011	7	553	79	N
PLANNED	1/19/2011	7	553	79	N
PLANNED	1/19/2011	6	462	77	N
CUSTOMER REQUEST	1/19/2011	1	76	76	N
PLANNED	1/19/2011	5	540	108	N
PLANNED	1/19/2011	2	288	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/19/2011	1	105	105	N
CUSTOMER REQUEST	1/19/2011	11	242	22	N
PLANNED	1/19/2011	10	150	15	N
PLANNED	1/19/2011	8	1,008	126	N
CUSTOMER REQUEST	1/19/2011	2	130	65	N
PLANNED	1/20/2011	5	615	123	N
PLANNED	1/20/2011	2	616	308	N
PLANNED	1/20/2011	13	1,989	153	N
PLANNED	1/20/2011	4	608	152	N
PLANNED	1/20/2011	3	174	58	N
PLANNED	1/20/2011	5	590	118	N
PLANNED	1/20/2011	8	904	113	N
CUSTOMER REQUEST	1/20/2011	6	546	91	N
PLANNED	1/20/2011	5	775	155	N
PLANNED	1/20/2011	5	620	124	N
PLANNED	1/20/2011	5	930	186	N
PLANNED	1/20/2011	82	5,494	67	N
PLANNED	1/20/2011	8	2,304	288	N
PLANNED	1/20/2011	4	716	179	N
PLANNED	1/20/2011	5	875	175	N
PLANNED	1/20/2011	7	1,197	171	N
PLANNED	1/20/2011	5	360	72	N
PLANNED	1/20/2011	7	462	66	N
PLANNED	1/20/2011	11	484	44	N
PLANNED	1/20/2011	8	336	42	N
PLANNED	1/20/2011	1	128	128	N
PLANNED	1/20/2011	12	2,112	176	N
PLANNED	1/20/2011	6	1,044	174	N
PLANNED	1/20/2011	1	63	63	N
PLANNED	1/20/2011	7	322	46	N
PLANNED	1/20/2011	7	329	47	N
PLANNED	1/20/2011	4	216	54	N
CUSTOMER REQUEST	1/20/2011	6	150	25	N
PLANNED	1/20/2011	12	1,104	92	N
PLANNED	1/20/2011	2	108	54	N
PLANNED	1/20/2011	6	312	52	N
PLANNED	1/20/2011	9	270	30	N
PLANNED	1/20/2011	5	215	43	N
CUSTOMER REQUEST	1/20/2011	1	83	83	N
PLANNED	1/21/2011	2	186	93	N
PLANNED	1/21/2011	8	944	118	N
PLANNED	1/21/2011	6	456	76	N
PLANNED	1/21/2011	7	2,016	288	N
PLANNED	1/21/2011	20	1,500	75	N
CUSTOMER REQUEST	1/21/2011	16	608	38	N
PLANNED	1/21/2011	35	6,685	191	N
PLANNED	1/21/2011	3	144	48	N
PLANNED	1/21/2011	19	551	29	N
PLANNED	1/21/2011	4	596	149	N
PLANNED	1/21/2011	11	88	8	N
PLANNED	1/21/2011	10	2,730	273	N
PLANNED	1/21/2011	9	2,430	270	N
PLANNED	1/21/2011	8	328	41	N
PLANNED	1/21/2011	5	340	68	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/21/2011	5	525	105	N
PLANNED	1/21/2011	1	48	48	N
PLANNED	1/21/2011	2	82	41	N
PLANNED	1/21/2011	2	234	117	N
PLANNED	1/21/2011	3	66	22	N
PLANNED	1/21/2011	7	336	48	N
PLANNED	1/21/2011	6	528	88	N
PLANNED	1/22/2011	5	925	185	N
PLANNED	1/22/2011	2	532	266	N
PLANNED	1/23/2011	1	108	108	N
PLANNED	1/23/2011	1	39	39	N
CUSTOMER REQUEST	1/24/2011	6	1,116	186	N
PLANNED	1/24/2011	8	1,432	179	N
PLANNED	1/24/2011	3	1,014	338	N
PLANNED	1/24/2011	7	1,302	186	N
PLANNED	1/24/2011	7	1,302	186	N
PLANNED	1/24/2011	130	18,070	139	N
PLANNED	1/24/2011	2	492	246	N
CUSTOMER REQUEST	1/24/2011	1	312	312	N
PLANNED	1/24/2011	13	3,939	303	N
PLANNED	1/24/2011	10	2,370	237	N
PLANNED	1/24/2011	12	1,296	108	N
PLANNED	1/24/2011	1	77	77	N
CUSTOMER REQUEST	1/24/2011	1	103	103	N
PLANNED	1/24/2011	12	2,244	187	N
CUSTOMER REQUEST	1/24/2011	1	276	276	N
PLANNED	1/24/2011	4	344	86	N
PLANNED	1/24/2011	39	5,499	141	N
PLANNED	1/24/2011	5	150	30	N
PLANNED	1/24/2011	3	135	45	N
CUSTOMER REQUEST	1/24/2011	1	46	46	N
CUSTOMER REQUEST	1/24/2011	5	485	97	N
CUSTOMER REQUEST	1/24/2011	1	30	30	N
PLANNED	1/25/2011	1	175	175	N
PLANNED	1/25/2011	6	954	159	N
PLANNED	1/25/2011	16	1,520	95	N
PLANNED	1/25/2011	8	768	96	N
CUSTOMER REQUEST	1/25/2011	1	41	41	N
PLANNED	1/25/2011	8	744	93	N
PLANNED	1/25/2011	9	1,602	178	N
PLANNED	1/25/2011	2	432	216	N
PLANNED	1/25/2011	12	3,000	250	N
PLANNED	1/25/2011	9	360	40	N
CUSTOMER REQUEST	1/25/2011	1	630	630	N
PLANNED	1/25/2011	5	585	117	N
PLANNED	1/25/2011	8	440	55	N
PLANNED	1/25/2011	5	770	154	N
PLANNED	1/25/2011	13	962	74	N
PLANNED	1/25/2011	21	2,226	106	N
PLANNED	1/25/2011	13	2,158	166	N
PLANNED	1/25/2011	2	376	188	N
PLANNED	1/25/2011	3	528	176	N
PLANNED	1/25/2011	5	295	59	N
PLANNED	1/25/2011	3	444	148	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/25/2011	23	1,334	58	N
PLANNED	1/25/2011	2	256	128	N
PLANNED	1/25/2011	7	1,036	148	N
PLANNED	1/25/2011	9	1,116	124	N
PLANNED	1/25/2011	2	150	75	N
PLANNED	1/25/2011	9	594	66	N
PLANNED	1/25/2011	2	162	81	N
PLANNED	1/25/2011	6	306	51	N
CUSTOMER REQUEST	1/25/2011	2,040	42,840	21	N
CUSTOMER REQUEST	1/26/2011	5	2,435	487	N
CUSTOMER REQUEST	1/26/2011	8	3,296	412	N
PLANNED	1/26/2011	3	600	200	N
PLANNED	1/26/2011	11	506	46	N
PLANNED	1/26/2011	7	602	86	N
CUSTOMER REQUEST	1/26/2011	1	372	372	N
PLANNED	1/26/2011	4	1,200	300	N
PLANNED	1/26/2011	4	464	116	N
PLANNED	1/26/2011	4	788	197	N
PLANNED	1/26/2011	41	5,207	127	N
PLANNED	1/26/2011	31	1,829	59	N
PLANNED	1/26/2011	10	2,300	230	N
PLANNED	1/26/2011	2	176	88	N
PLANNED	1/26/2011	7	630	90	N
CUSTOMER REQUEST	1/27/2011	3	990	330	N
PLANNED	1/27/2011	58	2,262	39	N
PLANNED	1/27/2011	15	840	56	N
CUSTOMER REQUEST	1/27/2011	1	21	21	N
PLANNED	1/27/2011	11	704	64	N
PLANNED	1/27/2011	10	1,300	130	N
PLANNED	1/27/2011	21	6,342	302	N
PLANNED	1/27/2011	9	288	32	N
PLANNED	1/27/2011	35	1,540	44	N
PLANNED	1/27/2011	14	2,366	169	N
PLANNED	1/27/2011	3	231	77	N
PLANNED	1/27/2011	4	272	68	N
PLANNED	1/27/2011	12	3,468	289	N
PLANNED	1/27/2011	52	1,924	37	N
PLANNED	1/27/2011	6	1,434	239	N
PLANNED	1/27/2011	12	2,904	242	N
PLANNED	1/27/2011	2	482	241	N
PLANNED	1/27/2011	7	1,183	169	N
PLANNED	1/27/2011	4	744	186	N
PLANNED	1/27/2011	4	788	197	N
PLANNED	1/27/2011	23	437	19	N
PLANNED	1/27/2011	2	306	153	N
PLANNED	1/27/2011	8	1,360	170	N
PLANNED	1/27/2011	2	372	186	N
PLANNED	1/27/2011	4	736	184	N
PLANNED	1/27/2011	6	1,362	227	N
PLANNED	1/27/2011	2	354	177	N
PLANNED	1/27/2011	1	33	33	N
PLANNED	1/27/2011	19	2,489	131	N
PLANNED	1/27/2011	4	360	90	N
PLANNED	1/27/2011	1	144	144	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/27/2011	28	364	13	N
PLANNED	1/27/2011	12	924	77	N
PLANNED	1/27/2011	3	126	42	N
CUSTOMER REQUEST	1/27/2011	17	748	44	N
PLANNED	1/27/2011	6	438	73	N
PLANNED	1/27/2011	5	20	4	N
PLANNED	1/27/2011	6	438	73	N
PLANNED	1/27/2011	5	10	2	N
PLANNED	1/27/2011	10	1,990	199	N
PLANNED	1/27/2011	7	945	135	N
PLANNED	1/27/2011	29	3,741	129	N
PLANNED	1/27/2011	21	4,221	201	N
CUSTOMER REQUEST	1/27/2011	1	257	272	N
PLANNED	1/27/2011	18	846	47	N
PLANNED	1/27/2011	53	5,459	103	N
PLANNED	1/28/2011	9	1,368	152	N
PLANNED	1/28/2011	5	935	187	N
PLANNED	1/28/2011	1	313	313	N
PLANNED	1/28/2011	17	748	44	N
PLANNED	1/28/2011	5	70	14	N
PLANNED	1/28/2011	36	7,920	220	N
PLANNED	1/28/2011	2	296	148	N
PLANNED	1/28/2011	7	448	64	N
CUSTOMER REQUEST	1/28/2011	1	61	61	N
PLANNED	1/28/2011	5	460	92	N
PLANNED	1/28/2011	2	112	56	N
PLANNED	1/28/2011	27	5,238	194	N
PLANNED	1/28/2011	3	537	179	N
PLANNED	1/28/2011	12	72	6	N
PLANNED	1/28/2011	1	142	142	N
CUSTOMER REQUEST	1/28/2011	8	272	34	N
PLANNED	1/28/2011	7	693	99	N
PLANNED	1/28/2011	3	267	89	N
PLANNED	1/28/2011	17	765	45	N
PLANNED	1/28/2011	4	176	44	N
PLANNED	1/28/2011	12	1,992	166	N
PLANNED	1/28/2011	29	232	8	N
PLANNED	1/28/2011	1	102	102	N
CUSTOMER REQUEST	1/28/2011	1	186	186	N
CUSTOMER REQUEST	1/28/2011	1	40	40	N
CUSTOMER REQUEST	1/29/2011	5	65	13	N
CUSTOMER REQUEST	1/29/2011	1	142	142	N
PLANNED	1/29/2011	11	1,221	111	N
PLANNED	1/29/2011	16	1,760	110	N
CUSTOMER REQUEST	1/29/2011	1	339	339	N
CUSTOMER REQUEST	1/29/2011	1	74	74	N
PLANNED	1/29/2011	6	864	144	N
PLANNED	1/29/2011	18	2,214	123	N
PLANNED	1/29/2011	183	3,111	17	N
PLANNED	1/29/2011	158	15,254	205	N
CUSTOMER REQUEST	1/29/2011	1	87	87	N
PLANNED	1/29/2011	5	610	122	N
PLANNED	1/29/2011	8	936	117	N
PLANNED	1/30/2011	3	282	94	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	1/30/2011	1	218	218	N
CUSTOMER REQUEST	1/30/2011	1	418	418	N
PLANNED	1/31/2011	22	5,808	264	N
PLANNED	1/31/2011	7	133	19	N
PLANNED	1/31/2011	13	1,469	113	N
PLANNED	1/31/2011	6	666	111	N
PLANNED	1/31/2011	7	2,681	383	N
PLANNED	1/31/2011	6	204	34	N
PLANNED	1/31/2011	3	681	227	N
PLANNED	1/31/2011	273	2,730	10	N
PLANNED	1/31/2011	2	280	140	N
PLANNED	1/31/2011	14	1,932	138	N
PLANNED	1/31/2011	8	1,344	168	N
PLANNED	1/31/2011	6	462	77	N
PLANNED	1/31/2011	8	1,320	165	N
PLANNED	1/31/2011	6	1,362	227	N
PLANNED	1/31/2011	10	2,230	223	N
PLANNED	1/31/2011	6	102	17	N
PLANNED	1/31/2011	19	4,009	211	N
CUSTOMER REQUEST	1/31/2011	1	321	321	N
PLANNED	1/31/2011	5	800	160	N
PLANNED	1/31/2011	2	316	158	N
PLANNED	1/31/2011	6	978	163	N
PLANNED	1/31/2011	8	360	45	N
PLANNED	1/31/2011	4	348	87	N
PLANNED	1/31/2011	22	2,948	134	N
PLANNED	1/31/2011	5	860	172	N
PLANNED	1/31/2011	10	700	70	N
PLANNED	1/31/2011	2	294	147	N
PLANNED	1/31/2011	2	254	127	N
PLANNED	1/31/2011	6	450	75	N
PLANNED	1/31/2011	6	630	105	N
PLANNED	1/31/2011	4	64	16	N
CUSTOMER REQUEST	1/31/2011	2	390	195	N
PLANNED	1/31/2011	14	3,402	243	N
PLANNED	2/1/2011	12	1,896	158	N
PLANNED	2/1/2011	6	1,242	207	N
PLANNED	2/1/2011	7	532	76	N
PLANNED	2/1/2011	3	750	250	N
PLANNED	2/1/2011	25	2,200	88	N
PLANNED	2/1/2011	8	376	47	N
PLANNED	2/1/2011	7	1,197	171	N
PLANNED	2/1/2011	5	840	168	N
PLANNED	2/1/2011	11	3,080	280	N
PLANNED	2/1/2011	12	3,360	280	N
PLANNED	2/1/2011	23	4,048	176	N
PLANNED	2/1/2011	18	3,456	192	N
PLANNED	2/1/2011	63	2,142	34	N
PLANNED	2/1/2011	8	1,184	148	N
PLANNED	2/1/2011	1	162	162	N
PLANNED	2/1/2011	3	360	120	N
PLANNED	2/1/2011	5	150	30	N
PLANNED	2/1/2011	4	296	74	N
PLANNED	2/1/2011	17	323	19	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/1/2011	25	6,025	241	N
CUSTOMER REQUEST	2/1/2011	1	256	256	N
PLANNED	2/1/2011	2	138	69	N
PLANNED	2/1/2011	3	426	142	N
PLANNED	2/1/2011	4	476	119	N
PLANNED	2/1/2011	8	728	91	N
PLANNED	2/1/2011	4	80	20	N
PLANNED	2/1/2011	4	216	54	N
CUSTOMER REQUEST	2/1/2011	1	123	123	N
CUSTOMER REQUEST	2/1/2011	1	141	141	N
PLANNED	2/2/2011	8	1,792	224	N
PLANNED	2/2/2011	5	1,550	310	N
PLANNED	2/2/2011	8	160	20	N
PLANNED	2/2/2011	29	4,930	170	N
PLANNED	2/2/2011	6	768	128	N
CUSTOMER REQUEST	2/2/2011	1	23	23	N
PLANNED	2/2/2011	22	2,090	95	N
PLANNED	2/2/2011	12	3,252	271	N
PLANNED	2/2/2011	6	1,722	287	N
PLANNED	2/2/2011	17	187	11	N
PLANNED	2/2/2011	17	1,156	68	N
PLANNED	2/2/2011	7	1,407	201	N
PLANNED	2/2/2011	6	1,392	232	N
PLANNED	2/2/2011	10	2,300	230	N
PLANNED	2/2/2011	5	915	183	N
PLANNED	2/2/2011	2	700	350	N
PLANNED	2/2/2011	4	580	145	N
PLANNED	2/2/2011	10	2,460	246	N
PLANNED	2/2/2011	12	612	51	N
PLANNED	2/2/2011	8	968	121	N
PLANNED	2/2/2011	9	153	17	N
PLANNED	2/2/2011	17	3,417	201	N
PLANNED	2/2/2011	4	856	214	N
PLANNED	2/2/2011	5	700	140	N
PLANNED	2/2/2011	5	130	26	N
PLANNED	2/2/2011	18	2,430	135	N
PLANNED	2/2/2011	5	110	22	N
PLANNED	2/2/2011	13	1,625	125	N
CUSTOMER REQUEST	2/2/2011	1	55	55	N
PLANNED	2/2/2011	12	1,644	137	N
PLANNED	2/2/2011	8	80	10	N
PLANNED	2/2/2011	8	552	69	N
CUSTOMER REQUEST	2/2/2011	1	181	181	N
PLANNED	2/3/2011	6	1,536	256	N
PLANNED	2/3/2011	2	206	103	N
PLANNED	2/3/2011	10	1,660	166	N
PLANNED	2/3/2011	4	616	154	N
PLANNED	2/3/2011	2	592	296	N
PLANNED	2/3/2011	35	4,200	120	N
PLANNED	2/3/2011	7	693	99	N
PLANNED	2/3/2011	14	3,164	226	N
PLANNED	2/3/2011	1	89	89	N
PLANNED	2/3/2011	4	192	48	N
PLANNED	2/3/2011	20	5,240	262	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/3/2011	3	567	257	N
PLANNED	2/3/2011	10	950	95	N
PLANNED	2/3/2011	14	4,158	297	N
CUSTOMER REQUEST	2/3/2011	11	385	35	N
PLANNED	2/3/2011	4	992	248	N
PLANNED	2/3/2011	1	94	94	N
PLANNED	2/3/2011	8	2,160	270	N
PLANNED	2/3/2011	5	1,290	258	N
PLANNED	2/3/2011	4	1,024	256	N
PLANNED	2/3/2011	2	292	146	N
CUSTOMER REQUEST	2/3/2011	10	240	24	N
PLANNED	2/3/2011	1	151	151	N
PLANNED	2/3/2011	4	440	110	N
PLANNED	2/3/2011	18	2,034	113	N
PLANNED	2/3/2011	19	2,736	144	N
PLANNED	2/3/2011	2	84	42	N
PLANNED	2/3/2011	40	6,400	160	N
CUSTOMER REQUEST	2/3/2011	5	50	10	N
PLANNED	2/3/2011	132	1,452	11	N
PLANNED	2/3/2011	4	660	165	N
PLANNED	2/3/2011	4	48	12	N
CUSTOMER REQUEST	2/3/2011	2	14	7	N
PLANNED	2/4/2011	10	1,530	153	N
PLANNED	2/4/2011	29	7,888	272	N
PLANNED	2/4/2011	12	2,472	206	N
PLANNED	2/4/2011	7	875	125	N
PLANNED	2/4/2011	4	40	10	N
CUSTOMER REQUEST	2/4/2011	3	342	114	N
PLANNED	2/4/2011	10	2,160	216	N
PLANNED	2/4/2011	65	3,770	58	N
PLANNED	2/4/2011	11	627	57	N
PLANNED	2/4/2011	4	132	33	N
PLANNED	2/4/2011	4	396	99	N
PLANNED	2/4/2011	7	1,778	254	N
PLANNED	2/4/2011	13	1,443	111	N
PLANNED	2/4/2011	9	387	43	N
PLANNED	2/4/2011	8	648	81	N
CUSTOMER REQUEST	2/4/2011	1	218	218	N
CUSTOMER REQUEST	2/4/2011	9	387	43	N
CUSTOMER REQUEST	2/4/2011	10	130	13	N
CUSTOMER REQUEST	2/4/2011	1	48	48	N
CUSTOMER REQUEST	2/5/2011	2	58	29	N
CUSTOMER REQUEST	2/5/2011	6	234	39	N
PLANNED	2/6/2011	2	232	116	N
CUSTOMER REQUEST	2/7/2011	1	205	205	N
PLANNED	2/7/2011	12	2,580	215	N
PLANNED	2/7/2011	1	59	59	N
PLANNED	2/7/2011	10	2,420	242	N
PLANNED	2/7/2011	8	168	21	N
PLANNED	2/7/2011	22	2,354	107	N
PLANNED	2/7/2011	2	52	26	N
PLANNED	2/7/2011	10	310	31	N
PLANNED	2/7/2011	6	894	149	N
PLANNED	2/7/2011	6	888	148	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/7/2011	14	224	16	N
PLANNED	2/7/2011	12	2,184	182	N
PLANNED	2/7/2011	16	2,912	182	N
PLANNED	2/7/2011	71	1,917	27	N
PLANNED	2/7/2011	33	5,214	158	N
PLANNED	2/7/2011	2	50	25	N
PLANNED	2/7/2011	8	1,432	179	N
PLANNED	2/7/2011	47	13,207	281	N
PLANNED	2/7/2011	9	2,313	257	N
PLANNED	2/7/2011	7	602	86	N
PLANNED	2/7/2011	8	640	80	N
PLANNED	2/7/2011	8	1,280	160	N
CUSTOMER REQUEST	2/7/2011	6	192	32	N
PLANNED	2/8/2011	5	870	174	N
PLANNED	2/8/2011	1	83	83	N
PLANNED	2/8/2011	12	1,992	166	N
PLANNED	2/8/2011	4	100	25	N
PLANNED	2/8/2011	1	130	130	N
PLANNED	2/8/2011	14	3,976	284	N
PLANNED	2/8/2011	5	70	14	N
PLANNED	2/8/2011	3	138	46	N
CUSTOMER REQUEST	2/8/2011	83	581	7	N
PLANNED	2/8/2011	2	144	72	N
PLANNED	2/8/2011	4	256	64	N
CUSTOMER REQUEST	2/8/2011	11	220	20	N
PLANNED	2/8/2011	4	80	20	N
PLANNED	2/8/2011	7	1,358	194	N
PLANNED	2/8/2011	10	1,530	153	N
PLANNED	2/8/2011	7	742	106	N
PLANNED	2/8/2011	5	530	106	N
PLANNED	2/8/2011	6	870	145	N
PLANNED	2/8/2011	14	1,582	113	N
PLANNED	2/8/2011	2	434	217	N
CUSTOMER REQUEST	2/8/2011	1	83	83	N
PLANNED	2/8/2011	11	1,078	98	N
PLANNED	2/8/2011	8	352	44	N
PLANNED	2/8/2011	6	708	118	N
PLANNED	2/8/2011	8	1,792	224	N
CUSTOMER REQUEST	2/8/2011	4	132	33	N
PLANNED	2/8/2011	5	725	145	N
PLANNED	2/8/2011	5	65	13	N
PLANNED	2/8/2011	7	1,057	151	N
PLANNED	2/8/2011	5	720	144	N
PLANNED	2/8/2011	1	111	111	N
CUSTOMER REQUEST	2/9/2011	1	671	671	N
PLANNED	2/9/2011	13	2,275	175	N
PLANNED	2/9/2011	11	1,320	120	N
PLANNED	2/9/2011	4	348	87	N
PLANNED	2/9/2011	6	1,116	186	N
PLANNED	2/9/2011	3	108	36	N
PLANNED	2/9/2011	8	1,376	172	N
PLANNED	2/9/2011	5	455	91	N
PLANNED	2/9/2011	11	1,881	171	N
CUSTOMER REQUEST	2/9/2011	13	169	13	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/9/2011	1	94	94	N
PLANNED	2/9/2011	23	2,921	127	N
PLANNED	2/9/2011	27	2,430	90	N
PLANNED	2/9/2011	4	192	48	N
PLANNED	2/9/2011	7	2,268	324	N
CUSTOMER REQUEST	2/9/2011	30	8,040	268	N
CUSTOMER REQUEST	2/9/2011	1	173	173	N
PLANNED	2/9/2011	3	405	135	N
PLANNED	2/9/2011	4	240	60	N
PLANNED	2/9/2011	17	3,349	197	N
PLANNED	2/9/2011	11	3,135	285	N
PLANNED	2/9/2011	7	1,820	260	N
PLANNED	2/9/2011	8	1,504	188	N
PLANNED	2/9/2011	3	561	187	N
PLANNED	2/9/2011	15	3,150	210	N
PLANNED	2/9/2011	3	426	142	N
PLANNED	2/9/2011	9	1,782	198	N
PLANNED	2/9/2011	3	561	187	N
PLANNED	2/9/2011	1	195	195	N
PLANNED	2/9/2011	1	40	40	N
PLANNED	2/9/2011	5	370	74	N
PLANNED	2/9/2011	3	222	74	N
PLANNED	2/9/2011	2	130	65	N
CUSTOMER REQUEST	2/9/2011	2	48	24	N
PLANNED	2/9/2011	4	812	203	N
PLANNED	2/9/2011	4	320	80	N
PLANNED	2/9/2011	7	693	99	N
PLANNED	2/9/2011	3	561	187	N
PLANNED	2/9/2011	7	623	89	N
PLANNED	2/9/2011	10	1,000	100	N
PLANNED	2/9/2011	1	160	160	N
PLANNED	2/9/2011	8	632	79	N
PLANNED	2/9/2011	1	75	75	N
PLANNED	2/9/2011	6	594	99	N
PLANNED	2/9/2011	14	1,666	119	N
CUSTOMER REQUEST	2/9/2011	1	284	284	N
CUSTOMER REQUEST	2/9/2011	1	215	215	N
PLANNED	2/10/2011	12	3,264	272	N
PLANNED	2/10/2011	7	567	81	N
PLANNED	2/10/2011	4	588	147	N
CUSTOMER REQUEST	2/10/2011	1	339	339	N
PLANNED	2/10/2011	12	3,540	295	N
PLANNED	2/10/2011	3	522	174	N
PLANNED	2/10/2011	5	865	173	N
PLANNED	2/10/2011	6	468	78	N
PLANNED	2/10/2011	11	1,694	154	N
PLANNED	2/10/2011	3	1,083	361	N
PLANNED	2/10/2011	16	4,240	265	N
PLANNED	2/10/2011	7	707	101	N
PLANNED	2/10/2011	9	1,665	185	N
PLANNED	2/10/2011	1	104	104	N
PLANNED	2/10/2011	20	3,940	197	N
PLANNED	2/10/2011	1	93	93	N
PLANNED	2/10/2011	1	100	100	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/10/2011	1	499	499	N
PLANNED	2/10/2011	5	545	109	N
CUSTOMER REQUEST	2/10/2011	1	186	186	N
PLANNED	2/10/2011	2	338	169	N
PLANNED	2/10/2011	1	73	73	N
PLANNED	2/10/2011	5	570	114	N
PLANNED	2/10/2011	8	816	102	N
PLANNED	2/10/2011	20	5,300	265	N
PLANNED	2/10/2011	14	3,682	263	N
PLANNED	2/10/2011	4	680	170	N
PLANNED	2/10/2011	13	260	20	N
PLANNED	2/10/2011	1	89	89	N
CUSTOMER REQUEST	2/11/2011	8	2,904	363	N
PLANNED	2/11/2011	7	791	113	N
PLANNED	2/11/2011	2	704	352	N
PLANNED	2/11/2011	5	950	190	N
PLANNED	2/11/2011	2	222	111	N
PLANNED	2/11/2011	4	520	130	N
PLANNED	2/11/2011	10	1,190	119	N
PLANNED	2/11/2011	3	219	73	N
PLANNED	2/11/2011	3	600	200	N
PLANNED	2/11/2011	10	510	51	N
PLANNED	2/11/2011	6	924	154	N
PLANNED	2/11/2011	1	97	97	N
PLANNED	2/11/2011	30	5,040	168	N
PLANNED	2/11/2011	8	528	66	N
CUSTOMER REQUEST	2/11/2011	3	117	39	N
PLANNED	2/11/2011	1	158	158	N
PLANNED	2/11/2011	9	1,395	155	N
PLANNED	2/11/2011	2	70	35	N
PLANNED	2/11/2011	8	1,064	133	N
PLANNED	2/11/2011	6	510	85	N
PLANNED	2/11/2011	2	68	34	N
PLANNED	2/11/2011	2	306	153	N
PLANNED	2/11/2011	1	120	120	N
PLANNED	2/11/2011	3	351	117	N
PLANNED	2/11/2011	11	231	21	N
CUSTOMER REQUEST	2/11/2011	1	85	85	N
PLANNED	2/11/2011	4	1,440	360	N
PLANNED	2/12/2011	7	469	67	N
CUSTOMER REQUEST	2/12/2011	111	6,327	57	N
CUSTOMER REQUEST	2/12/2011	1	94	95	N
PLANNED	2/12/2011	1	30	30	N
PLANNED	2/13/2011	1	362	376	N
PLANNED	2/13/2011	9	1,521	169	N
PLANNED	2/13/2011	5	535	107	N
PLANNED	2/14/2011	4	464	116	N
PLANNED	2/14/2011	2	822	411	N
PLANNED	2/14/2011	30	8,340	278	N
PLANNED	2/14/2011	8	2,120	265	N
CUSTOMER REQUEST	2/14/2011	26	390	15	N
PLANNED	2/14/2011	5	425	85	N
PLANNED	2/14/2011	21	5,208	248	N
PLANNED	2/14/2011	2	402	201	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/14/2011	4	212	53	N
PLANNED	2/14/2011	9	1,485	165	N
PLANNED	2/14/2011	10	1,790	179	N
PLANNED	2/14/2011	5	835	167	N
PLANNED	2/14/2011	12	3,336	278	N
PLANNED	2/14/2011	21	3,570	170	N
PLANNED	2/14/2011	4	220	55	N
PLANNED	2/14/2011	5	545	109	N
PLANNED	2/14/2011	8	856	107	N
PLANNED	2/14/2011	7	1,183	169	N
PLANNED	2/14/2011	3	576	192	N
PLANNED	2/14/2011	3	162	54	N
PLANNED	2/14/2011	10	110	11	N
PLANNED	2/14/2011	3	120	40	N
PLANNED	2/14/2011	13	663	51	N
CUSTOMER REQUEST	2/14/2011	1	194	194	N
CUSTOMER REQUEST	2/14/2011	1	312	312	N
CUSTOMER REQUEST	2/14/2011	1	256	256	N
PLANNED	2/15/2011	6	1,872	312	N
CUSTOMER REQUEST	2/15/2011	1	169	169	N
PLANNED	2/15/2011	33	1,023	31	N
PLANNED	2/15/2011	3	531	177	N
CUSTOMER REQUEST	2/15/2011	1	188	188	N
PLANNED	2/15/2011	29	1,943	67	N
PLANNED	2/15/2011	3	156	52	N
PLANNED	2/15/2011	6	1,254	209	N
PLANNED	2/15/2011	4	380	95	N
PLANNED	2/15/2011	12	384	32	N
PLANNED	2/15/2011	32	5,504	172	N
PLANNED	2/15/2011	7	1,204	172	N
PLANNED	2/15/2011	6	330	55	N
PLANNED	2/15/2011	1	161	161	N
PLANNED	2/15/2011	5	445	89	N
PLANNED	2/15/2011	3	597	199	N
PLANNED	2/15/2011	21	2,688	128	N
PLANNED	2/15/2011	39	5,694	146	N
PLANNED	2/15/2011	25	1,425	57	N
PLANNED	2/15/2011	6	864	144	N
PLANNED	2/15/2011	7	1,463	209	N
PLANNED	2/15/2011	7	301	43	N
PLANNED	2/15/2011	14	994	71	N
PLANNED	2/15/2011	6	1,110	185	N
PLANNED	2/15/2011	4	708	177	N
PLANNED	2/15/2011	5	815	163	N
PLANNED	2/15/2011	1	170	170	N
PLANNED	2/15/2011	3	402	134	N
CUSTOMER REQUEST	2/15/2011	1	97	97	N
PLANNED	2/15/2011	6	804	134	N
PLANNED	2/15/2011	34	1,292	38	N
PLANNED	2/15/2011	10	170	17	N
PLANNED	2/15/2011	33	2,112	64	N
PLANNED	2/15/2011	4	348	87	N
PLANNED	2/15/2011	12	204	17	N
PLANNED	2/15/2011	4	652	163	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/15/2011	6	48	8	N
CUSTOMER REQUEST	2/15/2011	1	48	48	N
PLANNED	2/15/2011	2	78	39	N
PLANNED	2/15/2011	14	672	48	N
CUSTOMER REQUEST	2/15/2011	1	250	250	N
PLANNED	2/15/2011	9	558	62	N
PLANNED	2/15/2011	9	792	88	N
PLANNED	2/15/2011	5	250	50	N
PLANNED	2/16/2011	13	3,380	260	N
PLANNED	2/16/2011	15	1,455	97	N
PLANNED	2/16/2011	8	608	76	N
PLANNED	2/16/2011	4	48	12	N
PLANNED	2/16/2011	38	7,828	206	N
PLANNED	2/16/2011	24	432	18	N
PLANNED	2/16/2011	4	132	33	N
PLANNED	2/16/2011	10	1,620	162	N
PLANNED	2/16/2011	5	1,395	279	N
PLANNED	2/16/2011	5	220	44	N
PLANNED	2/16/2011	21	8,799	419	N
PLANNED	2/16/2011	10	2,330	233	N
PLANNED	2/16/2011	11	1,243	113	N
PLANNED	2/16/2011	8	48	6	N
PLANNED	2/16/2011	7	168	24	N
PLANNED	2/16/2011	8	2,368	296	N
PLANNED	2/16/2011	4	320	80	N
PLANNED	2/16/2011	113	14,690	130	N
PLANNED	2/16/2011	3	537	179	N
PLANNED	2/16/2011	4	1,000	250	N
PLANNED	2/16/2011	4	240	60	N
PLANNED	2/16/2011	2	302	151	N
PLANNED	2/16/2011	18	594	33	N
PLANNED	2/16/2011	1	408	408	N
PLANNED	2/16/2011	4	668	167	N
PLANNED	2/16/2011	6	822	137	N
PLANNED	2/16/2011	18	2,070	115	N
PLANNED	2/16/2011	34	4,420	130	N
CUSTOMER REQUEST	2/16/2011	1	167	167	N
PLANNED	2/16/2011	5	370	74	N
PLANNED	2/16/2011	3	216	72	N
PLANNED	2/16/2011	6	180	30	N
PLANNED	2/16/2011	5	635	127	N
PLANNED	2/16/2011	9	207	23	N
PLANNED	2/16/2011	1	47	47	N
PLANNED	2/16/2011	9	180	20	N
PLANNED	2/16/2011	5	65	13	N
PLANNED	2/16/2011	8	264	33	N
CUSTOMER REQUEST	2/16/2011	11	506	46	N
PLANNED	2/16/2011	7	238	34	N
PLANNED	2/17/2011	31	6,634	214	N
PLANNED	2/17/2011	1	60	60	N
PLANNED	2/17/2011	1	59	59	N
PLANNED	2/17/2011	2	114	57	N
PLANNED	2/17/2011	2	264	132	N
PLANNED	2/17/2011	6	1,908	318	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/17/2011	11	913	83	N
PLANNED	2/17/2011	9	801	89	N
PLANNED	2/17/2011	18	2,304	128	N
PLANNED	2/17/2011	2	488	244	N
PLANNED	2/17/2011	3	99	33	N
PLANNED	2/17/2011	24	4,800	200	N
PLANNED	2/17/2011	4	268	67	N
PLANNED	2/17/2011	17	2,023	119	N
PLANNED	2/17/2011	6	768	128	N
PLANNED	2/17/2011	6	996	166	N
CUSTOMER REQUEST	2/17/2011	1	165	165	N
PLANNED	2/17/2011	2	300	150	N
CUSTOMER REQUEST	2/17/2011	1	121	121	N
PLANNED	2/17/2011	9	1,386	154	N
PLANNED	2/17/2011	9	342	38	N
PLANNED	2/17/2011	2	132	66	N
PLANNED	2/17/2011	5	530	106	N
PLANNED	2/17/2011	2	210	105	N
PLANNED	2/17/2011	8	1,736	217	N
PLANNED	2/17/2011	4	876	219	N
PLANNED	2/17/2011	8	1,152	144	N
CUSTOMER REQUEST	2/17/2011	10	2,310	231	N
PLANNED	2/17/2011	2	54	27	N
PLANNED	2/17/2011	2	144	72	N
PLANNED	2/17/2011	3	201	67	N
PLANNED	2/17/2011	12	2,352	196	N
PLANNED	2/18/2011	180	35,820	199	N
PLANNED	2/18/2011	1	71	71	N
PLANNED	2/18/2011	9	1,584	176	N
PLANNED	2/18/2011	4	96	24	N
PLANNED	2/18/2011	12	852	71	N
PLANNED	2/18/2011	5	705	141	N
PLANNED	2/18/2011	3	198	66	N
PLANNED	2/18/2011	12	2,412	201	N
PLANNED	2/18/2011	12	3,252	271	N
PLANNED	2/18/2011	10	780	78	N
PLANNED	2/18/2011	16	2,448	153	N
PLANNED	2/18/2011	5	330	66	N
PLANNED	2/18/2011	2	370	185	N
PLANNED	2/18/2011	9	2,241	249	N
PLANNED	2/18/2011	3	444	148	N
PLANNED	2/18/2011	6	1,092	182	N
PLANNED	2/18/2011	11	847	77	N
PLANNED	2/18/2011	4	232	58	N
PLANNED	2/18/2011	10	1,670	167	N
PLANNED	2/18/2011	12	1,368	114	N
PLANNED	2/18/2011	1	116	116	N
CUSTOMER REQUEST	2/18/2011	142	4,118	29	N
PLANNED	2/18/2011	8	72	9	N
PLANNED	2/18/2011	2	130	65	N
CUSTOMER REQUEST	2/18/2011	1	172	172	N
CUSTOMER REQUEST	2/18/2011	1	262	262	N
PLANNED	2/19/2011	12	2,580	215	N
PLANNED	2/19/2011	12	1,068	89	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/20/2011	1	188	188	N
PLANNED	2/20/2011	3	519	173	N
PLANNED	2/20/2011	12	252	21	N
PLANNED	2/20/2011	3	117	39	N
PLANNED	2/21/2011	2	368	184	N
PLANNED	2/21/2011	9	1,611	179	N
PLANNED	2/21/2011	20	2,080	104	N
PLANNED	2/21/2011	8	664	83	N
PLANNED	2/21/2011	5	1,395	279	N
PLANNED	2/21/2011	17	2,346	138	N
PLANNED	2/21/2011	10	1,720	172	N
PLANNED	2/21/2011	1	28	28	N
PLANNED	2/21/2011	4	96	24	N
PLANNED	2/21/2011	11	2,211	201	N
PLANNED	2/21/2011	5	740	148	N
PLANNED	2/21/2011	1	142	142	N
PLANNED	2/21/2011	5	975	195	N
PLANNED	2/21/2011	4	780	195	N
PLANNED	2/21/2011	6	1,182	197	N
PLANNED	2/21/2011	1	142	142	N
PLANNED	2/21/2011	1	224	224	N
PLANNED	2/21/2011	6	954	159	N
PLANNED	2/21/2011	4	748	187	N
CUSTOMER REQUEST	2/21/2011	4	204	51	N
PLANNED	2/21/2011	15	2,160	144	N
PLANNED	2/21/2011	31	2,790	90	N
PLANNED	2/21/2011	4	188	47	N
PLANNED	2/21/2011	4	156	39	N
PLANNED	2/21/2011	4	168	42	N
PLANNED	2/21/2011	8	672	84	N
PLANNED	2/21/2011	7	588	84	N
CUSTOMER REQUEST	2/21/2011	1	426	426	N
PLANNED	2/21/2011	10	2,220	222	N
PLANNED	2/21/2011	4	692	173	N
PLANNED	2/21/2011	4	388	97	N
PLANNED	2/21/2011	7	840	120	N
CUSTOMER REQUEST	2/21/2011	1	63	63	N
PLANNED	2/21/2011	4	352	88	N
PLANNED	2/21/2011	6	2,142	357	N
PLANNED	2/21/2011	9	648	72	N
PLANNED	2/21/2011	8	744	93	N
PLANNED	2/21/2011	5	460	92	N
PLANNED	2/21/2011	8	1,128	141	N
PLANNED	2/21/2011	4	472	118	N
PLANNED	2/21/2011	20	1,960	98	N
PLANNED	2/21/2011	9	711	79	N
PLANNED	2/21/2011	4	444	111	N
CUSTOMER REQUEST	2/22/2011	2	28	14	N
PLANNED	2/22/2011	9	1,827	203	N
PLANNED	2/22/2011	8	1,056	132	N
PLANNED	2/22/2011	11	1,408	128	N
PLANNED	2/22/2011	1	117	117	N
PLANNED	2/22/2011	11	1,276	116	N
PLANNED	2/22/2011	1	271	271	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/22/2011	5	635	127	N
PLANNED	2/22/2011	14	4,438	317	N
PLANNED	2/22/2011	8	2,520	315	N
PLANNED	2/22/2011	9	675	75	N
PLANNED	2/22/2011	4	616	154	N
PLANNED	2/22/2011	3	669	223	N
PLANNED	2/22/2011	8	1,632	204	N
PLANNED	2/22/2011	3	267	89	N
PLANNED	2/22/2011	14	5,208	372	N
PLANNED	2/22/2011	8	1,824	228	N
PLANNED	2/22/2011	30	1,950	65	N
PLANNED	2/22/2011	7	1,078	154	N
PLANNED	2/22/2011	5	1,430	286	N
PLANNED	2/22/2011	6	528	88	N
PLANNED	2/22/2011	16	128	8	N
PLANNED	2/22/2011	4	28	7	N
PLANNED	2/22/2011	8	1,192	149	N
PLANNED	2/22/2011	6	600	100	N
PLANNED	2/22/2011	2	102	51	N
PLANNED	2/22/2011	19	2,166	114	N
PLANNED	2/22/2011	20	4,340	217	N
PLANNED	2/22/2011	35	315	9	N
CUSTOMER REQUEST	2/22/2011	9	63	7	N
PLANNED	2/22/2011	3	588	196	N
PLANNED	2/22/2011	10	2,180	218	N
PLANNED	2/22/2011	1	125	125	N
PLANNED	2/22/2011	16	1,152	72	N
PLANNED	2/22/2011	2	262	131	N
PLANNED	2/22/2011	11	902	82	N
PLANNED	2/22/2011	6	774	129	N
PLANNED	2/22/2011	16	5,712	357	N
PLANNED	2/22/2011	3	537	179	N
PLANNED	2/22/2011	13	1,924	148	N
PLANNED	2/22/2011	4	132	33	N
PLANNED	2/22/2011	2	172	86	N
PLANNED	2/22/2011	2	164	82	N
CUSTOMER REQUEST	2/22/2011	11	286	26	N
CUSTOMER REQUEST	2/22/2011	7	168	24	N
PLANNED	2/22/2011	4	548	137	N
PLANNED	2/22/2011	5	245	49	N
PLANNED	2/23/2011	3	756	252	N
PLANNED	2/23/2011	11	3,476	316	N
PLANNED	2/23/2011	11	3,234	294	N
PLANNED	2/23/2011	19	5,529	291	N
PLANNED	2/23/2011	5	1,440	288	N
PLANNED	2/23/2011	3	684	228	N
PLANNED	2/23/2011	19	2,470	130	N
PLANNED	2/23/2011	41	5,043	123	N
PLANNED	2/23/2011	185	22,015	119	N
PLANNED	2/23/2011	2	150	75	N
PLANNED	2/23/2011	8	816	102	N
PLANNED	2/23/2011	5	655	131	N
PLANNED	2/23/2011	15	4,440	296	N
PLANNED	2/23/2011	14	1,596	114	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/23/2011	18	5,040	280	N
PLANNED	2/23/2011	7	1,470	210	N
PLANNED	2/23/2011	3	237	79	N
PLANNED	2/23/2011	16	3,488	218	N
PLANNED	2/23/2011	8	1,512	189	N
PLANNED	2/23/2011	6	930	155	N
PLANNED	2/23/2011	3	327	109	N
PLANNED	2/23/2011	13	2,457	189	N
PLANNED	2/23/2011	7	294	42	N
PLANNED	2/23/2011	19	437	23	N
PLANNED	2/23/2011	15	330	22	N
PLANNED	2/23/2011	5	615	123	N
PLANNED	2/23/2011	10	1,960	196	N
PLANNED	2/23/2011	19	1,919	101	N
PLANNED	2/23/2011	4	276	69	N
PLANNED	2/23/2011	6	414	69	N
PLANNED	2/23/2011	6	1,098	183	N
PLANNED	2/23/2011	3	387	129	N
PLANNED	2/23/2011	1	48	48	N
PLANNED	2/23/2011	11	2,376	216	N
PLANNED	2/23/2011	11	2,343	213	N
PLANNED	2/23/2011	27	5,076	188	N
PLANNED	2/23/2011	4	204	51	N
PLANNED	2/24/2011	11	2,112	192	N
PLANNED	2/24/2011	5	1,455	291	N
PLANNED	2/24/2011	5	905	181	N
PLANNED	2/24/2011	27	8,424	312	N
PLANNED	2/24/2011	6	2,076	346	N
PLANNED	2/24/2011	6	516	86	N
PLANNED	2/24/2011	3	345	115	N
PLANNED	2/24/2011	6	984	164	N
PLANNED	2/24/2011	7	1,470	210	N
PLANNED	2/24/2011	1	80	80	N
PLANNED	2/24/2011	14	3,206	229	N
PLANNED	2/24/2011	19	2,413	127	N
PLANNED	2/24/2011	9	378	42	N
PLANNED	2/24/2011	8	2,176	272	N
PLANNED	2/24/2011	7	952	136	N
PLANNED	2/24/2011	10	1,620	162	N
PLANNED	2/24/2011	21	4,179	199	N
PLANNED	2/24/2011	3	426	142	N
PLANNED	2/24/2011	76	15,124	199	N
PLANNED	2/24/2011	12	3,204	267	N
PLANNED	2/24/2011	9	1,548	172	N
PLANNED	2/24/2011	41	6,683	163	N
PLANNED	2/24/2011	13	3,315	255	N
PLANNED	2/24/2011	18	2,772	154	N
PLANNED	2/24/2011	7	1,960	280	N
PLANNED	2/24/2011	2	662	331	N
PLANNED	2/24/2011	68	6,868	101	N
PLANNED	2/24/2011	12	372	31	N
PLANNED	2/24/2011	8	896	112	N
PLANNED	2/24/2011	7	826	118	N
PLANNED	2/24/2011	5	780	156	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/24/2011	9	747	83	N
PLANNED	2/24/2011	7	644	92	N
PLANNED	2/24/2011	17	833	49	N
PLANNED	2/24/2011	46	2,300	50	N
PLANNED	2/24/2011	18	2,682	149	N
PLANNED	2/24/2011	10	450	45	N
PLANNED	2/24/2011	3	330	110	N
CUSTOMER REQUEST	2/24/2011	1	644	644	N
PLANNED	2/25/2011	1	298	298	N
PLANNED	2/25/2011	2	518	259	N
PLANNED	2/25/2011	738	32,472	44	N
PLANNED	2/25/2011	10	500	50	N
CUSTOMER REQUEST	2/25/2011	1	15	15	N
PLANNED	2/25/2011	6	1,214	359	N
PLANNED	2/25/2011	10	620	62	N
PLANNED	2/25/2011	2	180	90	N
PLANNED	2/25/2011	6	876	146	N
PLANNED	2/25/2011	4	592	148	N
PLANNED	2/25/2011	19	5,016	264	N
PLANNED	2/25/2011	1	88	88	N
PLANNED	2/25/2011	10	1,440	144	N
PLANNED	2/25/2011	3	741	247	N
CUSTOMER REQUEST	2/25/2011	1	475	475	N
PLANNED	2/25/2011	9	909	101	N
PLANNED	2/25/2011	8	896	112	N
PLANNED	2/25/2011	3	525	175	N
PLANNED	2/25/2011	2	138	69	N
CUSTOMER REQUEST	2/25/2011	1	136	136	N
PLANNED	2/25/2011	8	1,568	196	N
PLANNED	2/25/2011	5	1,250	250	N
PLANNED	2/25/2011	9	783	87	N
PLANNED	2/25/2011	4	508	127	N
PLANNED	2/25/2011	6	372	62	N
PLANNED	2/25/2011	6	216	36	N
CUSTOMER REQUEST	2/25/2011	1	27	27	N
PLANNED	2/25/2011	9	1,188	132	N
PLANNED	2/25/2011	17	1,717	101	N
PLANNED	2/25/2011	1	38	38	N
PLANNED	2/25/2011	7	560	80	N
PLANNED	2/26/2011	1	491	491	N
CUSTOMER REQUEST	2/26/2011	1	29	29	N
PLANNED	2/27/2011	3	630	210	N
PLANNED	2/28/2011	9	2,115	235	N
CUSTOMER REQUEST	2/28/2011	1	92	92	N
CUSTOMER REQUEST	2/28/2011	17	3,774	222	N
PLANNED	2/28/2011	1	171	171	N
PLANNED	2/28/2011	6	426	71	N
CUSTOMER REQUEST	2/28/2011	1	305	305	N
PLANNED	2/28/2011	9	2,727	303	N
PLANNED	2/28/2011	13	3,562	274	N
PLANNED	2/28/2011	5	90	18	N
PLANNED	2/28/2011	10	1,260	126	N
PLANNED	2/28/2011	12	1,416	118	N
PLANNED	2/28/2011	4	1,104	276	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/28/2011	3	102	34	N
PLANNED	2/28/2011	8	2,168	271	N
PLANNED	2/28/2011	7	1,988	284	N
PLANNED	2/28/2011	10	2,830	283	N
PLANNED	2/28/2011	2	568	284	N
PLANNED	2/28/2011	4	1,132	283	N
PLANNED	2/28/2011	1	283	283	N
PLANNED	2/28/2011	1	208	208	N
PLANNED	2/28/2011	1	170	170	N
PLANNED	2/28/2011	7	1,813	259	N
PLANNED	2/28/2011	5	1,275	255	N
PLANNED	2/28/2011	9	729	81	N
PLANNED	2/28/2011	5	145	29	N
PLANNED	2/28/2011	1	123	123	N
PLANNED	2/28/2011	1	50	50	N
PLANNED	2/28/2011	3	441	147	N
PLANNED	2/28/2011	9	711	79	N
PLANNED	2/28/2011	8	2,624	328	N
PLANNED	2/28/2011	15	4,890	326	N
PLANNED	2/28/2011	1	41	41	N
PLANNED	2/28/2011	8	3,064	383	N
PLANNED	2/28/2011	18	2,052	114	N
PLANNED	2/28/2011	12	408	34	N
CUSTOMER REQUEST	2/28/2011	1,497	52,891	88	N
PLANNED	2/28/2011	11	2,145	195	N
PLANNED	3/1/2011	4	872	218	N
PLANNED	3/1/2011	655	186,675	285	N
PLANNED	3/1/2011	12	1,152	96	N
PLANNED	3/1/2011	4	1,044	261	N
PLANNED	3/1/2011	43	9,675	225	N
PLANNED	3/1/2011	2	152	76	N
PLANNED	3/1/2011	24	5,520	230	N
PLANNED	3/1/2011	1	147	147	N
PLANNED	3/1/2011	5	1,115	223	N
PLANNED	3/1/2011	7	161	23	N
CUSTOMER REQUEST	3/1/2011	2	274	137	N
PLANNED	3/1/2011	4	456	114	N
PLANNED	3/1/2011	4	832	208	N
PLANNED	3/1/2011	2	168	84	N
PLANNED	3/1/2011	3	618	206	N
PLANNED	3/1/2011	3	885	295	N
PLANNED	3/1/2011	9	243	27	N
PLANNED	3/1/2011	2	178	89	N
PLANNED	3/1/2011	10	2,380	238	N
PLANNED	3/1/2011	7	777	111	N
PLANNED	3/1/2011	2	62	31	N
PLANNED	3/1/2011	9	1,242	138	N
PLANNED	3/1/2011	1	93	93	N
PLANNED	3/1/2011	6	1,284	214	N
PLANNED	3/1/2011	10	2,140	214	N
PLANNED	3/1/2011	1	150	150	N
PLANNED	3/1/2011	4	204	51	N
PLANNED	3/1/2011	3	249	83	N
PLANNED	3/1/2011	5	530	106	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/1/2011	1	339	339	N
PLANNED	3/1/2011	14	1,456	104	N
PLANNED	3/2/2011	3	732	244	N
PLANNED	3/2/2011	18	4,140	230	N
PLANNED	3/2/2011	17	7,276	428	N
PLANNED	3/2/2011	34	5,780	170	N
PLANNED	3/2/2011	10	480	48	N
PLANNED	3/2/2011	11	506	46	N
PLANNED	3/2/2011	7	1,141	163	N
PLANNED	3/2/2011	26	910	35	N
PLANNED	3/2/2011	1	255	255	N
PLANNED	3/2/2011	13	2,093	161	N
PLANNED	3/2/2011	13	1,573	121	N
PLANNED	3/2/2011	8	1,488	186	N
PLANNED	3/2/2011	9	1,521	169	N
PLANNED	3/2/2011	2	118	59	N
PLANNED	3/2/2011	1	40	40	N
PLANNED	3/2/2011	6	576	96	N
PLANNED	3/2/2011	20	340	17	N
PLANNED	3/2/2011	9	1,143	127	N
PLANNED	3/2/2011	6	894	149	N
CUSTOMER REQUEST	3/2/2011	1	174	174	N
PLANNED	3/2/2011	8	728	91	N
PLANNED	3/2/2011	8	584	73	N
PLANNED	3/2/2011	4	168	42	N
CUSTOMER REQUEST	3/2/2011	1	3	3	N
PLANNED	3/2/2011	2	70	35	N
PLANNED	3/2/2011	9	684	76	N
PLANNED	3/3/2011	8	1,416	177	N
PLANNED	3/3/2011	15	375	25	N
PLANNED	3/3/2011	7	721	103	N
PLANNED	3/3/2011	13	1,872	144	N
PLANNED	3/3/2011	12	2,112	176	N
PLANNED	3/3/2011	8	1,056	132	N
PLANNED	3/3/2011	18	3,132	174	N
PLANNED	3/3/2011	24	1,104	46	N
PLANNED	3/3/2011	15	360	24	N
PLANNED	3/3/2011	5	230	46	N
PLANNED	3/3/2011	3	537	179	N
CUSTOMER REQUEST	3/3/2011	6	60	10	N
PLANNED	3/3/2011	11	3,454	314	N
PLANNED	3/3/2011	17	3,247	191	N
PLANNED	3/3/2011	3	282	94	N
PLANNED	3/3/2011	9	1,899	211	N
PLANNED	3/3/2011	29	7,366	254	N
PLANNED	3/3/2011	7	2,324	332	N
PLANNED	3/3/2011	6	1,980	330	N
PLANNED	3/3/2011	76	20,197	315	N
PLANNED	3/3/2011	2	522	261	N
PLANNED	3/3/2011	22	1,672	76	N
PLANNED	3/3/2011	29	4,466	154	N
PLANNED	3/3/2011	5	480	96	N
PLANNED	3/3/2011	4	192	48	N
PLANNED	3/3/2011	11	2,354	214	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/3/2011	8	1,304	163	N
PLANNED	3/3/2011	13	3,185	245	N
PLANNED	3/3/2011	4	220	55	N
PLANNED	3/3/2011	4	676	169	N
PLANNED	3/3/2011	8	968	121	N
PLANNED	3/3/2011	10	850	85	N
PLANNED	3/3/2011	2	336	168	N
PLANNED	3/3/2011	16	2,064	129	N
PLANNED	3/3/2011	5	630	126	N
PLANNED	3/4/2011	12	792	66	N
PLANNED	3/4/2011	5	510	102	N
PLANNED	3/4/2011	1	116	116	N
PLANNED	3/4/2011	5	975	195	N
PLANNED	3/4/2011	4	372	93	N
PLANNED	3/4/2011	8	464	58	N
PLANNED	3/4/2011	4	1,280	320	N
PLANNED	3/4/2011	8	1,096	137	N
PLANNED	3/4/2011	17	2,686	158	N
CUSTOMER REQUEST	3/4/2011	3	90	30	N
PLANNED	3/4/2011	8	1,088	136	N
PLANNED	3/4/2011	6	336	56	N
PLANNED	3/4/2011	6	438	73	N
PLANNED	3/4/2011	1	131	131	N
PLANNED	3/4/2011	4	100	25	N
PLANNED	3/4/2011	7	196	28	N
PLANNED	3/5/2011	1	46	46	N
CUSTOMER REQUEST	3/5/2011	1	59	59	N
CUSTOMER REQUEST	3/5/2011	1	52	52	N
CUSTOMER REQUEST	3/5/2011	1	105	105	N
CUSTOMER REQUEST	3/5/2011	1	59	59	N
CUSTOMER REQUEST	3/5/2011	1	117	117	N
CUSTOMER REQUEST	3/5/2011	2	286	143	N
PLANNED	3/5/2011	2	74	37	N
PLANNED	3/5/2011	2	188	94	N
CUSTOMER REQUEST	3/5/2011	1	84	84	N
CUSTOMER REQUEST	3/6/2011	1	36	36	N
PLANNED	3/7/2011	2	380	190	N
PLANNED	3/7/2011	10	1,840	184	N
CUSTOMER REQUEST	3/7/2011	15	8,085	539	N
CUSTOMER REQUEST	3/7/2011	31	15,376	496	N
PLANNED	3/7/2011	7	2,247	321	N
PLANNED	3/7/2011	6	1,320	220	N
PLANNED	3/7/2011	6	294	49	N
PLANNED	3/7/2011	7	1,372	196	N
CUSTOMER REQUEST	3/7/2011	1	272	272	N
PLANNED	3/7/2011	14	1,652	118	N
PLANNED	3/7/2011	46	11,040	240	N
PLANNED	3/7/2011	6	408	68	N
PLANNED	3/7/2011	2	546	273	N
PLANNED	3/7/2011	22	1,210	55	N
PLANNED	3/7/2011	6	996	166	N
PLANNED	3/7/2011	2	32	16	N
PLANNED	3/7/2011	40	10,640	266	N
PLANNED	3/7/2011	8	1,584	198	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/7/2011	2	264	132	N
PLANNED	3/7/2011	15	2,415	161	N
PLANNED	3/7/2011	6	1,434	239	N
PLANNED	3/7/2011	31	3,038	98	N
PLANNED	3/7/2011	2	312	156	N
PLANNED	3/7/2011	10	1,540	154	N
CUSTOMER REQUEST	3/7/2011	1	66	66	N
PLANNED	3/7/2011	3	357	119	N
PLANNED	3/7/2011	11	2,101	191	N
PLANNED	3/7/2011	1	19	19	N
PLANNED	3/7/2011	2	230	115	N
PLANNED	3/7/2011	6	684	114	N
PLANNED	3/7/2011	2	302	151	N
CUSTOMER REQUEST	3/7/2011	1	284	284	N
CUSTOMER REQUEST	3/7/2011	1	117	117	N
CUSTOMER REQUEST	3/7/2011	1	183	183	N
PLANNED	3/8/2011	5	440	88	N
PLANNED	3/8/2011	10	1,850	185	N
PLANNED	3/8/2011	3	177	59	N
PLANNED	3/8/2011	5	1,550	310	N
PLANNED	3/8/2011	45	4,860	108	N
PLANNED	3/8/2011	12	2,508	209	N
PLANNED	3/8/2011	8	56	7	N
PLANNED	3/8/2011	35	875	25	N
PLANNED	3/8/2011	3	447	149	N
PLANNED	3/8/2011	6	408	68	N
PLANNED	3/8/2011	7	3,528	504	N
PLANNED	3/8/2011	58	3,654	63	N
PLANNED	3/8/2011	3	408	136	N
PLANNED	3/8/2011	2	906	453	N
PLANNED	3/8/2011	7	1,141	163	N
PLANNED	3/8/2011	12	420	35	N
CUSTOMER REQUEST	3/8/2011	3	729	243	N
PLANNED	3/8/2011	5	45	9	N
PLANNED	3/8/2011	48	6,192	129	N
PLANNED	3/8/2011	3	129	43	N
PLANNED	3/8/2011	7	1,253	179	N
PLANNED	3/8/2011	9	576	64	N
PLANNED	3/8/2011	6	348	58	N
PLANNED	3/8/2011	5	325	65	N
PLANNED	3/8/2011	3	195	65	N
PLANNED	3/8/2011	5	680	136	N
PLANNED	3/8/2011	5	595	119	N
PLANNED	3/8/2011	8	488	61	N
PLANNED	3/8/2011	6	258	43	N
PLANNED	3/8/2011	3	306	102	N
PLANNED	3/8/2011	8	1,248	156	N
CUSTOMER REQUEST	3/9/2011	1	181	181	N
PLANNED	3/9/2011	18	3,204	178	N
PLANNED	3/9/2011	3	366	122	N
PLANNED	3/9/2011	7	119	17	N
PLANNED	3/9/2011	7	952	136	N
PLANNED	3/9/2011	14	4,830	345	N
PLANNED	3/9/2011	11	1,826	166	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/9/2011	21	5,628	268	N
PLANNED	3/9/2011	7	1,365	195	N
PLANNED	3/9/2011	11	1,650	150	N
PLANNED	3/9/2011	12	1,788	149	N
PLANNED	3/9/2011	2	198	99	N
PLANNED	3/9/2011	6	1,194	199	N
PLANNED	3/9/2011	2	648	324	N
PLANNED	3/9/2011	39	9,321	239	N
PLANNED	3/9/2011	2	324	162	N
PLANNED	3/9/2011	51	18,411	361	N
PLANNED	3/9/2011	32	4,480	140	N
PLANNED	3/9/2011	13	130	10	N
PLANNED	3/9/2011	7	595	85	N
PLANNED	3/9/2011	8	352	44	N
PLANNED	3/9/2011	183	1,647	9	N
PLANNED	3/9/2011	34	816	24	N
CUSTOMER REQUEST	3/9/2011	2	100	50	N
PLANNED	3/9/2011	12	1,032	86	N
CUSTOMER REQUEST	3/9/2011	7	266	38	N
PLANNED	3/9/2011	6	186	31	N
PLANNED	3/9/2011	2	164	82	N
PLANNED	3/9/2011	3	246	82	N
PLANNED	3/9/2011	10	710	71	N
PLANNED	3/9/2011	5	470	94	N
PLANNED	3/9/2011	3	39	13	N
PLANNED	3/9/2011	6	1,386	231	N
PLANNED	3/9/2011	13	4,147	319	N
PLANNED	3/9/2011	16	1,376	86	N
CUSTOMER REQUEST	3/9/2011	2,244	93,093	74	N
PLANNED	3/9/2011	26	650	25	N
PLANNED	3/9/2011	51	1,734	34	N
CUSTOMER REQUEST	3/9/2011	1	182	182	N
PLANNED	3/10/2011	1	141	141	N
PLANNED	3/10/2011	2	140	70	N
CUSTOMER REQUEST	3/10/2011	1,901	79,842	42	N
PLANNED	3/10/2011	31	1,240	40	N
PLANNED	3/10/2011	2	120	60	N
PLANNED	3/10/2011	22	1,254	57	N
PLANNED	3/10/2011	11	4,367	397	N
CUSTOMER REQUEST	3/10/2011	1,384	26,296	19	N
PLANNED	3/10/2011	28	4,648	166	N
PLANNED	3/10/2011	6	504	84	N
PLANNED	3/10/2011	3	276	92	N
PLANNED	3/10/2011	4	156	39	N
PLANNED	3/10/2011	4	364	91	N
PLANNED	3/10/2011	36	2,124	59	N
PLANNED	3/10/2011	1	64	64	N
PLANNED	3/10/2011	15	1,215	81	N
PLANNED	3/10/2011	17	646	38	N
PLANNED	3/10/2011	8	696	87	N
CUSTOMER REQUEST	3/11/2011	2,479	141,303	57	N
CUSTOMER REQUEST	3/11/2011	1	255	255	N
CUSTOMER REQUEST	3/11/2011	50	1,550	31	N
PLANNED	3/11/2011	85	18,275	215	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/11/2011	2	194	97	N
PLANNED	3/11/2011	11	1,452	132	N
PLANNED	3/11/2011	15	1,980	132	N
CUSTOMER REQUEST	3/11/2011	1	298	298	N
PLANNED	3/11/2011	39	6,006	154	N
PLANNED	3/11/2011	41	6,273	153	N
PLANNED	3/11/2011	41	6,273	153	N
PLANNED	3/11/2011	7	910	130	N
PLANNED	3/11/2011	7	707	101	N
CUSTOMER REQUEST	3/11/2011	7	280	40	N
PLANNED	3/11/2011	5	900	180	N
PLANNED	3/11/2011	12	708	59	N
PLANNED	3/11/2011	3	63	21	N
PLANNED	3/11/2011	7	490	70	N
PLANNED	3/11/2011	7	259	37	N
PLANNED	3/11/2011	1	176	176	N
PLANNED	3/11/2011	2	320	160	N
CUSTOMER REQUEST	3/11/2011	4	884	221	N
PLANNED	3/11/2011	6	1,218	203	N
PLANNED	3/11/2011	9	378	42	N
PLANNED	3/11/2011	7	910	130	N
PLANNED	3/11/2011	9	603	67	N
PLANNED	3/11/2011	14	2,184	156	N
CUSTOMER REQUEST	3/12/2011	1	91	91	N
CUSTOMER REQUEST	3/12/2011	1	161	161	N
CUSTOMER REQUEST	3/12/2011	1	149	149	N
CUSTOMER REQUEST	3/12/2011	1	51	51	N
PLANNED	3/13/2011	9	2,574	286	N
PLANNED	3/13/2011	27	1,998	74	N
PLANNED	3/13/2011	17	2,448	144	N
PLANNED	3/13/2011	17	2,567	151	N
CUSTOMER REQUEST	3/13/2011	1	76	76	N
PLANNED	3/14/2011	3	117	39	N
PLANNED	3/14/2011	5	1,485	297	N
PLANNED	3/14/2011	2	182	91	N
PLANNED	3/14/2011	2	152	76	N
PLANNED	3/14/2011	2	246	123	N
PLANNED	3/14/2011	4	680	170	N
PLANNED	3/14/2011	6	678	113	N
PLANNED	3/14/2011	25	4,325	173	N
PLANNED	3/14/2011	6	372	62	N
PLANNED	3/14/2011	14	476	34	N
PLANNED	3/14/2011	2	20	10	N
PLANNED	3/14/2011	24	10,344	431	N
PLANNED	3/14/2011	5	420	84	N
PLANNED	3/14/2011	13	611	47	N
PLANNED	3/14/2011	4	528	132	N
PLANNED	3/14/2011	9	882	98	N
PLANNED	3/14/2011	2	226	113	N
PLANNED	3/14/2011	13	247	19	N
CUSTOMER REQUEST	3/14/2011	1	156	156	N
PLANNED	3/14/2011	11	44	4	N
CUSTOMER REQUEST	3/14/2011	6	906	151	N
CUSTOMER REQUEST	3/14/2011	1	309	309	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/14/2011	34	1,258	37	N
CUSTOMER REQUEST	3/14/2011	1	43	43	N
PLANNED	3/15/2011	8	1,648	206	N
PLANNED	3/15/2011	6	54	9	N
PLANNED	3/15/2011	29	3,074	106	N
PLANNED	3/15/2011	11	2,266	206	N
PLANNED	3/15/2011	6	720	120	N
PLANNED	3/15/2011	2	514	257	N
CUSTOMER REQUEST	3/15/2011	17	187	11	N
PLANNED	3/15/2011	2	138	69	N
PLANNED	3/15/2011	10	1,320	132	N
PLANNED	3/15/2011	76	8,436	111	N
CUSTOMER REQUEST	3/15/2011	1	157	157	N
PLANNED	3/15/2011	6	48	8	N
PLANNED	3/15/2011	6	12	2	N
PLANNED	3/15/2011	1	43	43	N
PLANNED	3/15/2011	10	1,090	109	N
PLANNED	3/15/2011	5	1,425	285	N
PLANNED	3/15/2011	1	49	49	N
PLANNED	3/15/2011	78	9,594	123	N
PLANNED	3/15/2011	9	900	100	N
PLANNED	3/15/2011	5	815	163	N
PLANNED	3/15/2011	6	978	163	N
PLANNED	3/15/2011	19	1,197	63	N
PLANNED	3/15/2011	13	1,768	136	N
PLANNED	3/15/2011	8	488	61	N
PLANNED	3/15/2011	14	2,226	159	N
PLANNED	3/15/2011	3	201	67	N
PLANNED	3/15/2011	1	100	100	N
PLANNED	3/15/2011	3	75	25	N
PLANNED	3/15/2011	6	822	137	N
PLANNED	3/15/2011	6	720	120	N
PLANNED	3/16/2011	10	720	72	N
PLANNED	3/16/2011	1	198	198	N
PLANNED	3/16/2011	9	783	87	N
PLANNED	3/16/2011	2	354	177	N
PLANNED	3/16/2011	31	4,898	158	N
PLANNED	3/16/2011	4	1,188	297	N
PLANNED	3/16/2011	12	492	41	N
PLANNED	3/16/2011	4	348	87	N
CUSTOMER REQUEST	3/16/2011	1	268	268	N
PLANNED	3/16/2011	8	912	114	N
PLANNED	3/16/2011	10	2,160	216	N
PLANNED	3/16/2011	4	204	51	N
PLANNED	3/16/2011	2	204	102	N
PLANNED	3/16/2011	1	117	117	N
PLANNED	3/16/2011	14	5,026	359	N
PLANNED	3/16/2011	9	1,368	152	N
PLANNED	3/16/2011	1	10	10	N
PLANNED	3/16/2011	33	3,366	102	N
PLANNED	3/16/2011	2	120	60	N
PLANNED	3/16/2011	5	360	72	N
CUSTOMER REQUEST	3/16/2011	1	92	92	N
CUSTOMER REQUEST	3/16/2011	1	29	29	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/16/2011	7	462	66	N
PLANNED	3/16/2011	7	455	65	N
PLANNED	3/16/2011	13	312	24	N
PLANNED	3/16/2011	1	84	84	N
PLANNED	3/16/2011	8	376	47	N
PLANNED	3/16/2011	1	172	172	N
PLANNED	3/16/2011	10	770	77	N
PLANNED	3/16/2011	1	165	165	N
PLANNED	3/17/2011	13	2,522	194	N
PLANNED	3/17/2011	4	772	193	N
PLANNED	3/17/2011	1	125	125	N
PLANNED	3/17/2011	52	14,976	288	N
PLANNED	3/17/2011	24	1,536	64	N
PLANNED	3/17/2011	4	604	151	N
PLANNED	3/17/2011	7	2,212	316	N
PLANNED	3/17/2011	10	2,850	285	N
PLANNED	3/17/2011	3	942	314	N
PLANNED	3/17/2011	6	1,026	171	N
PLANNED	3/17/2011	4	456	114	N
PLANNED	3/17/2011	9	2,421	269	N
PLANNED	3/17/2011	5	580	116	N
PLANNED	3/17/2011	8	768	96	N
PLANNED	3/17/2011	3	555	185	N
PLANNED	3/17/2011	2	366	183	N
PLANNED	3/17/2011	7	2,191	313	N
PLANNED	3/17/2011	7	1,274	182	N
PLANNED	3/17/2011	6	270	45	N
PLANNED	3/17/2011	4	344	86	N
PLANNED	3/17/2011	7	847	121	N
PLANNED	3/17/2011	5	880	176	N
PLANNED	3/17/2011	12	1,008	84	N
PLANNED	3/17/2011	1	114	114	N
PLANNED	3/17/2011	14	1,134	81	N
PLANNED	3/17/2011	4	532	133	N
PLANNED	3/17/2011	2	92	46	N
CUSTOMER REQUEST	3/17/2011	7	581	83	N
PLANNED	3/17/2011	11	803	73	N
PLANNED	3/17/2011	18	666	37	N
PLANNED	3/18/2011	17	4,097	241	N
PLANNED	3/18/2011	4	460	115	N
PLANNED	3/18/2011	7	77	11	N
PLANNED	3/18/2011	2	324	162	N
PLANNED	3/18/2011	23	1,081	47	N
CUSTOMER REQUEST	3/18/2011	26	2,678	103	N
PLANNED	3/18/2011	1	219	219	N
PLANNED	3/18/2011	32	3,776	118	N
PLANNED	3/18/2011	10	800	80	N
PLANNED	3/18/2011	8	112	14	N
PLANNED	3/18/2011	4	696	174	N
PLANNED	3/18/2011	12	432	36	N
PLANNED	3/18/2011	6	696	116	N
PLANNED	3/18/2011	1	122	122	N
PLANNED	3/18/2011	4	20	5	N
CUSTOMER REQUEST	3/18/2011	1	12	12	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/18/2011	3	243	81	N
PLANNED	3/18/2011	8	568	71	N
PLANNED	3/18/2011	22	1,034	47	N
PLANNED	3/18/2011	7	91	13	N
PLANNED	3/18/2011	7	175	25	N
CUSTOMER REQUEST	3/18/2011	1	93	93	N
CUSTOMER REQUEST	3/19/2011	1	234	234	N
PLANNED	3/19/2011	1	650	650	N
CUSTOMER REQUEST	3/19/2011	1	55	55	N
CUSTOMER REQUEST	3/19/2011	1	131	131	N
CUSTOMER REQUEST	3/20/2011	3	30	10	N
PLANNED	3/20/2011	2	346	173	N
PLANNED	3/21/2011	5	800	160	N
PLANNED	3/21/2011	5	1,130	226	N
PLANNED	3/21/2011	6	984	164	N
PLANNED	3/21/2011	3	489	163	N
PLANNED	3/21/2011	14	602	43	N
PLANNED	3/21/2011	4	44	11	N
PLANNED	3/21/2011	9	918	102	N
PLANNED	3/21/2011	29	5,887	203	N
PLANNED	3/21/2011	6	678	113	N
PLANNED	3/21/2011	1	251	251	N
PLANNED	3/21/2011	6	1,266	211	N
PLANNED	3/21/2011	1	95	95	N
PLANNED	3/21/2011	11	715	65	N
PLANNED	3/21/2011	7	217	31	N
PLANNED	3/21/2011	24	4,416	184	N
CUSTOMER REQUEST	3/21/2011	9	189	21	N
PLANNED	3/21/2011	8	88	11	N
PLANNED	3/21/2011	10	470	47	N
PLANNED	3/21/2011	6	822	137	N
PLANNED	3/21/2011	10	1,510	151	N
PLANNED	3/21/2011	18	1,998	111	N
PLANNED	3/21/2011	4	108	27	N
PLANNED	3/21/2011	8	1,544	193	N
PLANNED	3/21/2011	18	432	24	N
PLANNED	3/21/2011	9	135	15	N
PLANNED	3/21/2011	9	3,204	356	N
PLANNED	3/22/2011	18	1,458	81	N
PLANNED	3/22/2011	6	588	98	N
PLANNED	3/22/2011	4	692	173	N
PLANNED	3/22/2011	9	1,251	139	N
PLANNED	3/22/2011	9	1,917	213	N
PLANNED	3/22/2011	4	488	122	N
PLANNED	3/22/2011	3	489	163	N
PLANNED	3/22/2011	16	1,888	118	N
PLANNED	3/22/2011	11	869	79	N
PLANNED	3/22/2011	3	276	92	N
PLANNED	3/22/2011	3	174	58	N
PLANNED	3/22/2011	7	1,071	153	N
PLANNED	3/22/2011	3	255	85	N
CUSTOMER REQUEST	3/22/2011	14	392	28	N
CUSTOMER REQUEST	3/22/2011	1	341	341	N
PLANNED	3/22/2011	9	2,709	301	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/22/2011	5	55	11	N
PLANNED	3/22/2011	10	320	32	N
PLANNED	3/22/2011	1	103	103	N
PLANNED	3/22/2011	4	232	58	N
PLANNED	3/22/2011	4	428	107	N
PLANNED	3/22/2011	1	30	30	N
PLANNED	3/22/2011	12	1,080	90	N
PLANNED	3/22/2011	4	652	163	N
PLANNED	3/22/2011	3	111	37	N
PLANNED	3/22/2011	11	1,342	122	N
PLANNED	3/22/2011	4	484	121	N
PLANNED	3/22/2011	6	1,086	181	N
PLANNED	3/23/2011	18	2,664	148	N
PLANNED	3/23/2011	2	438	219	N
PLANNED	3/23/2011	5	420	84	N
PLANNED	3/23/2011	13	2,327	179	N
PLANNED	3/23/2011	5	830	166	N
PLANNED	3/23/2011	4	452	113	N
PLANNED	3/23/2011	7	1,792	256	N
PLANNED	3/23/2011	4	648	162	N
PLANNED	3/23/2011	21	819	39	N
CUSTOMER REQUEST	3/23/2011	1	83	83	N
PLANNED	3/23/2011	5	420	84	N
PLANNED	3/23/2011	2	622	311	N
PLANNED	3/23/2011	12	1,584	132	N
PLANNED	3/23/2011	31	4,681	151	N
PLANNED	3/23/2011	36	3,888	108	N
PLANNED	3/23/2011	1	48	48	N
PLANNED	3/23/2011	30	6,090	203	N
PLANNED	3/23/2011	7	455	65	N
PLANNED	3/23/2011	8	824	103	N
PLANNED	3/23/2011	35	5,005	143	N
PLANNED	3/23/2011	6	1,260	210	N
CUSTOMER REQUEST	3/23/2011	6	318	53	N
CUSTOMER REQUEST	3/23/2011	1	270	270	N
CUSTOMER REQUEST	3/24/2011	1	239	239	N
PLANNED	3/24/2011	19	380	20	N
PLANNED	3/24/2011	7	1,344	192	N
PLANNED	3/24/2011	12	2,304	192	N
PLANNED	3/24/2011	60	2,760	46	N
PLANNED	3/24/2011	14	2,282	163	N
PLANNED	3/24/2011	8	2,656	332	N
PLANNED	3/24/2011	3	306	102	N
PLANNED	3/24/2011	7	385	55	N
PLANNED	3/24/2011	7	1,421	203	N
PLANNED	3/24/2011	8	1,776	222	N
PLANNED	3/24/2011	9	864	96	N
PLANNED	3/24/2011	9	1,710	190	N
PLANNED	3/24/2011	2	136	68	N
PLANNED	3/24/2011	11	924	84	N
PLANNED	3/24/2011	6	564	94	N
PLANNED	3/24/2011	21	6,153	293	N
PLANNED	3/24/2011	2	212	106	N
PLANNED	3/24/2011	1	102	102	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/24/2011	23	3,128	136	N
PLANNED	3/24/2011	13	2,548	196	N
PLANNED	3/24/2011	29	4,379	151	N
PLANNED	3/24/2011	20	1,340	67	N
PLANNED	3/24/2011	3	261	87	N
PLANNED	3/24/2011	12	612	51	N
PLANNED	3/24/2011	5	330	66	N
PLANNED	3/24/2011	17	1,224	72	N
PLANNED	3/24/2011	5	400	80	N
PLANNED	3/25/2011	12	2,208	184	N
PLANNED	3/25/2011	16	320	20	N
PLANNED	3/25/2011	4	848	212	N
PLANNED	3/25/2011	5	655	131	N
PLANNED	3/25/2011	8	368	46	N
CUSTOMER REQUEST	3/25/2011	7	259	37	N
PLANNED	3/25/2011	7	196	28	N
PLANNED	3/25/2011	25	2,150	86	N
PLANNED	3/25/2011	7	1,414	202	N
PLANNED	3/25/2011	45	9,495	211	N
CUSTOMER REQUEST	3/25/2011	9	558	62	N
PLANNED	3/25/2011	1	245	245	N
PLANNED	3/25/2011	8	264	33	N
PLANNED	3/25/2011	7	847	121	N
PLANNED	3/25/2011	15	2,385	159	N
CUSTOMER REQUEST	3/25/2011	1	42	42	N
PLANNED	3/25/2011	7	308	44	N
PLANNED	3/25/2011	2	100	50	N
PLANNED	3/25/2011	24	2,232	93	N
PLANNED	3/25/2011	47	5,593	119	N
PLANNED	3/26/2011	4	552	138	N
PLANNED	3/26/2011	1	257	257	N
PLANNED	3/26/2011	1	81	81	N
PLANNED	3/26/2011	1	232	232	N
CUSTOMER REQUEST	3/26/2011	25	3,650	146	N
CUSTOMER REQUEST	3/26/2011	6	210	35	N
CUSTOMER REQUEST	3/26/2011	1	88	88	N
CUSTOMER REQUEST	3/27/2011	1	164	164	N
PLANNED	3/28/2011	19	5,035	265	N
PLANNED	3/28/2011	25	4,925	197	N
PLANNED	3/28/2011	2	132	66	N
PLANNED	3/28/2011	7	1,379	197	N
PLANNED	3/28/2011	1	409	409	N
PLANNED	3/28/2011	8	2,248	281	N
PLANNED	3/28/2011	1	147	147	N
PLANNED	3/28/2011	6	1,062	177	N
PLANNED	3/28/2011	6	1,572	262	N
PLANNED	3/28/2011	12	756	63	N
PLANNED	3/28/2011	5	950	190	N
PLANNED	3/28/2011	8	480	60	N
CUSTOMER REQUEST	3/28/2011	1	63	63	N
PLANNED	3/29/2011	3	162	54	N
PLANNED	3/29/2011	17	289	17	N
CUSTOMER REQUEST	3/29/2011	2	428	214	N
CUSTOMER REQUEST	3/29/2011	8	184	23	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/29/2011	11	1,639	149	N
PLANNED	3/29/2011	8	1,824	228	N
PLANNED	3/29/2011	6	126	21	N
PLANNED	3/29/2011	14	238	17	N
PLANNED	3/29/2011	8	1,288	161	N
PLANNED	3/29/2011	1	91	91	N
PLANNED	3/29/2011	8	1,464	183	N
PLANNED	3/29/2011	8	352	44	N
PLANNED	3/29/2011	1	31	31	N
PLANNED	3/29/2011	7	21	3	N
PLANNED	3/29/2011	4	452	113	N
PLANNED	3/29/2011	31	7,223	233	N
PLANNED	3/29/2011	8	1,360	170	N
PLANNED	3/29/2011	7	812	116	N
PLANNED	3/29/2011	5	355	71	N
PLANNED	3/29/2011	13	1,417	109	N
PLANNED	3/29/2011	17	3,077	181	N
PLANNED	3/29/2011	3	144	48	N
PLANNED	3/29/2011	11	363	33	N
PLANNED	3/29/2011	18	234	13	N
PLANNED	3/29/2011	10	570	57	N
PLANNED	3/29/2011	12	1,800	150	N
PLANNED	3/29/2011	5	595	119	N
PLANNED	3/29/2011	8	616	77	N
PLANNED	3/29/2011	1	126	126	N
PLANNED	3/29/2011	8	48	6	N
PLANNED	3/29/2011	6	84	14	N
PLANNED	3/29/2011	6	126	21	N
PLANNED	3/29/2011	11	220	20	N
PLANNED	3/29/2011	10	150	15	N
CUSTOMER REQUEST	3/29/2011	1	106	106	N
PLANNED	3/29/2011	8	1,384	173	N
CUSTOMER REQUEST	3/30/2011	1	95	95	N
PLANNED	3/30/2011	3	825	275	N
PLANNED	3/30/2011	13	4,589	353	N
PLANNED	3/30/2011	5	1,120	224	N
CUSTOMER REQUEST	3/30/2011	13	806	62	N
PLANNED	3/30/2011	8	616	77	N
PLANNED	3/30/2011	17	4,505	265	N
PLANNED	3/30/2011	22	6,226	283	N
PLANNED	3/30/2011	6	744	124	N
PLANNED	3/30/2011	9	1,116	124	N
PLANNED	3/30/2011	5	815	163	N
CUSTOMER REQUEST	3/30/2011	1	262	262	N
PLANNED	3/30/2011	7	259	37	N
PLANNED	3/30/2011	1	47	47	N
PLANNED	3/30/2011	12	432	36	N
PLANNED	3/30/2011	7	399	57	N
PLANNED	3/30/2011	1	101	101	N
PLANNED	3/30/2011	10	960	96	N
PLANNED	3/30/2011	5	125	25	N
PLANNED	3/30/2011	4	288	72	N
PLANNED	3/30/2011	11	770	70	N
PLANNED	3/30/2011	4	1,240	310	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/30/2011	4	492	123	N
PLANNED	3/30/2011	6	1,206	201	N
PLANNED	3/30/2011	204	19,176	94	N
CUSTOMER REQUEST	3/30/2011	1	141	141	N
CUSTOMER REQUEST	3/30/2011	1	64	64	N
CUSTOMER REQUEST	3/30/2011	1	232	232	N
CUSTOMER REQUEST	3/30/2011	1	159	159	N
CUSTOMER REQUEST	3/31/2011	1	4,033	4,033	N
CUSTOMER REQUEST	3/31/2011	25	4,700	188	N
PLANNED	3/31/2011	26	3,302	127	N
PLANNED	3/31/2011	43	9,847	229	N
PLANNED	3/31/2011	4	292	73	N
PLANNED	3/31/2011	1	207	207	N
PLANNED	3/31/2011	2	346	173	N
PLANNED	3/31/2011	7	1,610	230	N
PLANNED	3/31/2011	6	1,002	167	N
PLANNED	3/31/2011	5	520	104	N
CUSTOMER REQUEST	3/31/2011	7	224	32	N
PLANNED	3/31/2011	23	5,060	220	N
PLANNED	3/31/2011	66	2,904	44	N
PLANNED	3/31/2011	9	936	104	N
PLANNED	3/31/2011	16	928	58	N
PLANNED	3/31/2011	1	49	49	N
PLANNED	3/31/2011	14	1,834	131	N
CUSTOMER REQUEST	3/31/2011	10	260	26	N
PLANNED	3/31/2011	4	512	128	N
PLANNED	3/31/2011	2	4	2	N
PLANNED	4/1/2011	4	2,360	590	N
PLANNED	4/1/2011	6	546	91	N
PLANNED	4/1/2011	4	484	121	N
PLANNED	4/1/2011	5	285	57	N
PLANNED	4/1/2011	5	775	155	N
PLANNED	4/1/2011	7	1,589	227	N
PLANNED	4/1/2011	6	612	102	N
CUSTOMER REQUEST	4/1/2011	1	235	235	N
CUSTOMER REQUEST	4/1/2011	1	114	114	N
CUSTOMER REQUEST	4/1/2011	1	308	308	N
CUSTOMER REQUEST	4/1/2011	11	1,353	123	N
PLANNED	4/1/2011	7	476	68	N
PLANNED	4/1/2011	11	1,133	103	N
PLANNED	4/1/2011	11	1,342	122	N
CUSTOMER REQUEST	4/1/2011	1	149	149	N
CUSTOMER REQUEST	4/2/2011	1	12	12	N
CUSTOMER REQUEST	4/2/2011	1	17	17	N
CUSTOMER REQUEST	4/2/2011	1	462	462	N
PLANNED	4/2/2011	2	226	113	N
CUSTOMER REQUEST	4/2/2011	1	44	44	N
PLANNED	4/2/2011	7	1,638	234	N
CUSTOMER REQUEST	4/2/2011	1	211	211	N
PLANNED	4/2/2011	1	332	332	N
CUSTOMER REQUEST	4/3/2011	1	88	88	N
PLANNED	4/4/2011	10	1,310	131	N
PLANNED	4/4/2011	2	300	150	N
PLANNED	4/4/2011	11	2,563	233	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/4/2011	1	144	144	N
PLANNED	4/4/2011	28	2,044	73	N
PLANNED	4/4/2011	9	900	100	N
PLANNED	4/4/2011	5	565	113	N
CUSTOMER REQUEST	4/4/2011	1	36	36	N
PLANNED	4/4/2011	8	1,888	236	N
CUSTOMER REQUEST	4/4/2011	52	12,688	244	N
PLANNED	4/4/2011	5	190	38	N
PLANNED	4/4/2011	21	3,738	178	N
PLANNED	4/4/2011	4	56	14	N
PLANNED	4/4/2011	31	8,091	261	N
PLANNED	4/4/2011	21	2,268	108	N
PLANNED	4/4/2011	2	36	18	N
PLANNED	4/4/2011	2	174	87	N
PLANNED	4/4/2011	18	5,886	327	N
PLANNED	4/4/2011	4	740	185	N
PLANNED	4/4/2011	4	232	58	N
PLANNED	4/4/2011	3	384	128	N
PLANNED	4/4/2011	4	8	2	N
PLANNED	4/4/2011	25	1,500	60	N
CUSTOMER REQUEST	4/4/2011	1	111	111	N
PLANNED	4/4/2011	25	925	37	N
CUSTOMER REQUEST	4/4/2011	2	50	25	N
CUSTOMER REQUEST	4/4/2011	1	187	187	N
CUSTOMER REQUEST	4/5/2011	1	89	89	N
CUSTOMER REQUEST	4/5/2011	1	279	279	N
PLANNED	4/5/2011	1	219	219	N
PLANNED	4/5/2011	35	3,325	95	N
PLANNED	4/5/2011	4	392	98	N
PLANNED	4/5/2011	17	3,825	225	N
PLANNED	4/5/2011	7	91	13	N
PLANNED	4/5/2011	8	104	13	N
PLANNED	4/5/2011	6	738	123	N
PLANNED	4/5/2011	13	3,835	295	N
PLANNED	4/5/2011	13	975	75	N
PLANNED	4/5/2011	12	1,176	98	N
PLANNED	4/5/2011	12	156	13	N
PLANNED	4/5/2011	8	1,992	249	N
PLANNED	4/5/2011	15	195	13	N
PLANNED	4/5/2011	5	350	70	N
CUSTOMER REQUEST	4/5/2011	54	11,124	206	N
PLANNED	4/5/2011	6	1,524	254	N
CUSTOMER REQUEST	4/5/2011	1	450	450	N
PLANNED	4/5/2011	4	728	182	N
PLANNED	4/5/2011	3	636	212	N
PLANNED	4/5/2011	13	1,365	105	N
PLANNED	4/5/2011	10	1,720	172	N
PLANNED	4/5/2011	7	1,302	186	N
PLANNED	4/5/2011	5	915	183	N
PLANNED	4/5/2011	8	1,616	202	N
PLANNED	4/5/2011	7	1,232	176	N
PLANNED	4/5/2011	9	972	108	N
PLANNED	4/5/2011	22	2,706	123	N
PLANNED	4/5/2011	3	501	167	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/5/2011	16	1,376	86	N
PLANNED	4/5/2011	26	2,522	97	N
CUSTOMER REQUEST	4/5/2011	5	250	50	N
PLANNED	4/5/2011	3	135	45	N
PLANNED	4/5/2011	6	240	40	N
PLANNED	4/5/2011	8	912	114	N
PLANNED	4/5/2011	1	52	52	N
CUSTOMER REQUEST	4/5/2011	1	155	155	N
CUSTOMER REQUEST	4/5/2011	1	432	432	N
PLANNED	4/6/2011	1	62	62	N
PLANNED	4/6/2011	7	1,358	194	N
PLANNED	4/6/2011	8	1,552	194	N
PLANNED	4/6/2011	19	2,147	113	N
PLANNED	4/6/2011	3	222	74	N
PLANNED	4/6/2011	6	258	43	N
PLANNED	4/6/2011	8	464	58	N
PLANNED	4/6/2011	3	486	162	N
PLANNED	4/6/2011	2	254	127	N
PLANNED	4/6/2011	6	672	112	N
PLANNED	4/6/2011	19	798	42	N
CUSTOMER REQUEST	4/6/2011	77	18,711	243	N
PLANNED	4/6/2011	19	2,261	119	N
PLANNED	4/6/2011	21	3,633	173	N
PLANNED	4/6/2011	5	865	173	N
PLANNED	4/6/2011	5	260	52	N
PLANNED	4/6/2011	4	1,084	271	N
PLANNED	4/6/2011	14	2,856	204	N
PLANNED	4/6/2011	10	1,070	107	N
PLANNED	4/6/2011	1	112	112	N
PLANNED	4/6/2011	2	150	75	N
PLANNED	4/6/2011	98	5,390	55	N
PLANNED	4/6/2011	2	26	13	N
PLANNED	4/6/2011	19	1,349	71	N
PLANNED	4/6/2011	1	181	181	N
PLANNED	4/6/2011	2	30	15	N
PLANNED	4/6/2011	5	735	147	N
PLANNED	4/6/2011	3	327	109	N
PLANNED	4/6/2011	8	1,560	195	N
PLANNED	4/6/2011	6	954	159	N
CUSTOMER REQUEST	4/6/2011	1	14	14	N
CUSTOMER REQUEST	4/6/2011	536	27,872	102	N
CUSTOMER REQUEST	4/6/2011	1	129	129	N
CUSTOMER REQUEST	4/6/2011	1	149	149	N
PLANNED	4/7/2011	46	15,962	347	N
PLANNED	4/7/2011	2	600	300	N
PLANNED	4/7/2011	13	4,667	359	N
PLANNED	4/7/2011	2	506	253	N
PLANNED	4/7/2011	11	297	27	N
PLANNED	4/7/2011	5	685	137	N
PLANNED	4/7/2011	17	2,006	118	N
PLANNED	4/7/2011	40	2,720	68	N
CUSTOMER REQUEST	4/7/2011	9	738	82	N
PLANNED	4/7/2011	4	1,152	288	N
CUSTOMER REQUEST	4/7/2011	11	3,850	350	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/7/2011	1	201	201	N
CUSTOMER REQUEST	4/7/2011	7	273	39	N
PLANNED	4/7/2011	8	648	81	N
PLANNED	4/7/2011	11	2,145	195	N
PLANNED	4/7/2011	7	952	136	N
PLANNED	4/7/2011	2	366	183	N
PLANNED	4/7/2011	39	3,978	102	N
CUSTOMER REQUEST	4/7/2011	6	864	144	N
PLANNED	4/7/2011	55	1,210	22	N
PLANNED	4/7/2011	67	5,427	81	N
PLANNED	4/7/2011	8	1,184	148	N
PLANNED	4/7/2011	4	164	41	N
PLANNED	4/7/2011	78	3,900	50	N
PLANNED	4/7/2011	40	1,760	44	N
PLANNED	4/7/2011	8	936	117	N
PLANNED	4/7/2011	2	120	60	N
PLANNED	4/7/2011	4	264	66	N
PLANNED	4/7/2011	8	136	17	N
PLANNED	4/7/2011	15	45	3	N
PLANNED	4/7/2011	9	1,521	169	N
PLANNED	4/7/2011	17	374	22	N
PLANNED	4/7/2011	78	1,170	15	N
PLANNED	4/7/2011	11	1,111	101	N
PLANNED	4/7/2011	10	100	10	N
PLANNED	4/7/2011	17	986	58	N
PLANNED	4/7/2011	1	4	4	N
PLANNED	4/7/2011	8	1,008	126	N
PLANNED	4/7/2011	25	1,250	50	N
PLANNED	4/7/2011	9	1,287	143	N
PLANNED	4/7/2011	1	348	348	N
PLANNED	4/7/2011	8	440	55	N
PLANNED	4/7/2011	25	950	38	N
PLANNED	4/7/2011	8	2,640	330	N
PLANNED	4/7/2011	6	282	47	N
PLANNED	4/7/2011	5	460	92	N
CUSTOMER REQUEST	4/7/2011	1	312	312	N
PLANNED	4/8/2011	5	745	149	N
PLANNED	4/8/2011	5	1,525	305	N
CUSTOMER REQUEST	4/8/2011	1	325	325	N
PLANNED	4/8/2011	2	516	258	N
PLANNED	4/8/2011	17	595	35	N
PLANNED	4/8/2011	21	462	22	N
PLANNED	4/8/2011	10	970	97	N
CUSTOMER REQUEST	4/8/2011	4	172	43	N
PLANNED	4/8/2011	20	4,180	209	N
PLANNED	4/8/2011	14	1,890	135	N
PLANNED	4/8/2011	8	456	57	N
PLANNED	4/8/2011	7	371	53	N
PLANNED	4/8/2011	2	84	42	N
PLANNED	4/8/2011	13	39	3	N
PLANNED	4/8/2011	13	143	11	N
CUSTOMER REQUEST	4/9/2011	1	63	63	N
CUSTOMER REQUEST	4/9/2011	1	84	84	N
PLANNED	4/9/2011	2	588	294	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/10/2011	1	200	200	N
CUSTOMER REQUEST	4/10/2011	1	77	77	N
PLANNED	4/11/2011	4	964	241	N
PLANNED	4/11/2011	6	2,772	462	N
PLANNED	4/11/2011	11	165	15	N
PLANNED	4/11/2011	3	405	135	N
PLANNED	4/11/2011	4	520	130	N
PLANNED	4/11/2011	1	42	42	N
PLANNED	4/11/2011	1	209	209	N
CUSTOMER REQUEST	4/11/2011	8	64	8	N
PLANNED	4/11/2011	12	1,344	112	N
PLANNED	4/11/2011	3	276	92	N
PLANNED	4/11/2011	10	340	34	N
CUSTOMER REQUEST	4/11/2011	1,544	10,808	7	N
PLANNED	4/11/2011	4	696	174	N
PLANNED	4/11/2011	5	890	178	N
PLANNED	4/11/2011	12	1,980	165	N
PLANNED	4/11/2011	1	116	116	N
PLANNED	4/11/2011	7	1,001	143	N
PLANNED	4/11/2011	3	426	142	N
PLANNED	4/11/2011	11	1,540	140	N
PLANNED	4/11/2011	2	172	86	N
PLANNED	4/11/2011	14	2,786	199	N
PLANNED	4/11/2011	6	948	158	N
PLANNED	4/11/2011	7	1,099	157	N
PLANNED	4/11/2011	3	123	41	N
PLANNED	4/11/2011	10	1,750	175	N
PLANNED	4/11/2011	8	744	93	N
PLANNED	4/11/2011	3	213	71	N
PLANNED	4/11/2011	2	104	52	N
PLANNED	4/11/2011	24	4,272	178	N
PLANNED	4/11/2011	5	180	36	N
PLANNED	4/12/2011	4	1,504	376	N
PLANNED	4/12/2011	15	4,770	318	N
PLANNED	4/12/2011	17	5,389	317	N
PLANNED	4/12/2011	4	852	213	N
PLANNED	4/12/2011	7	392	56	N
PLANNED	4/12/2011	46	8,326	181	N
PLANNED	4/12/2011	5	225	45	N
PLANNED	4/12/2011	1	87	87	N
PLANNED	4/12/2011	4	648	162	N
PLANNED	4/12/2011	2	282	141	N
PLANNED	4/12/2011	6	1,662	277	N
PLANNED	4/12/2011	4	620	155	N
PLANNED	4/12/2011	8	24	3	N
PLANNED	4/12/2011	4	244	61	N
PLANNED	4/12/2011	9	1,116	124	N
PLANNED	4/12/2011	5	875	175	N
PLANNED	4/12/2011	8	1,912	239	N
PLANNED	4/12/2011	2	540	270	N
PLANNED	4/12/2011	12	1,428	119	N
PLANNED	4/12/2011	10	1,570	157	N
PLANNED	4/12/2011	6	654	109	N
PLANNED	4/12/2011	8	920	115	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/12/2011	1	85	85	N
CUSTOMER REQUEST	4/12/2011	1	61	61	N
CUSTOMER REQUEST	4/13/2011	1	455	455	N
PLANNED	4/13/2011	9	1,287	143	N
PLANNED	4/13/2011	4	572	143	N
PLANNED	4/13/2011	7	1,029	147	N
CUSTOMER REQUEST	4/13/2011	22	1,474	67	N
PLANNED	4/13/2011	293	29,300	100	N
PLANNED	4/13/2011	4	764	191	N
CUSTOMER REQUEST	4/13/2011	17	153	9	N
PLANNED	4/13/2011	3	417	139	N
PLANNED	4/13/2011	6	534	89	N
PLANNED	4/13/2011	15	420	28	N
PLANNED	4/13/2011	17	3,213	189	N
PLANNED	4/13/2011	5	320	64	N
PLANNED	4/13/2011	3	870	290	N
PLANNED	4/13/2011	3	63	21	N
PLANNED	4/13/2011	39	2,574	66	N
PLANNED	4/13/2011	6	1,596	266	N
PLANNED	4/13/2011	6	750	125	N
PLANNED	4/13/2011	2	294	147	N
PLANNED	4/13/2011	4	820	205	N
PLANNED	4/13/2011	6	882	147	N
PLANNED	4/13/2011	6	882	147	N
PLANNED	4/13/2011	12	2,184	182	N
PLANNED	4/13/2011	2	538	269	N
CUSTOMER REQUEST	4/13/2011	1	44	44	N
CUSTOMER REQUEST	4/13/2011	1	817	817	N
PLANNED	4/13/2011	6	312	52	N
PLANNED	4/13/2011	7	252	36	N
PLANNED	4/13/2011	7	1,589	227	N
PLANNED	4/13/2011	8	808	101	N
CUSTOMER REQUEST	4/13/2011	9	963	107	N
PLANNED	4/13/2011	12	1,332	111	N
PLANNED	4/13/2011	1	136	136	N
PLANNED	4/13/2011	14	3,458	247	N
PLANNED	4/13/2011	15	240	16	N
PLANNED	4/13/2011	6	534	89	N
PLANNED	4/13/2011	1	182	182	N
PLANNED	4/14/2011	12	3,012	251	N
PLANNED	4/14/2011	12	2,460	205	N
CUSTOMER REQUEST	4/14/2011	17	476	28	N
PLANNED	4/14/2011	6	1,212	202	N
PLANNED	4/14/2011	5	40	8	N
PLANNED	4/14/2011	2	634	317	N
PLANNED	4/14/2011	52	6,396	123	N
PLANNED	4/14/2011	5	480	96	N
PLANNED	4/14/2011	8	1,200	150	N
PLANNED	4/14/2011	4	384	96	N
PLANNED	4/14/2011	3	174	58	N
PLANNED	4/14/2011	6	1,404	234	N
PLANNED	4/14/2011	9	2,088	232	N
PLANNED	4/14/2011	2	156	78	N
PLANNED	4/14/2011	5	885	177	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/14/2011	103	9,888	96	N
PLANNED	4/14/2011	5	650	130	N
PLANNED	4/14/2011	9	1,413	157	N
PLANNED	4/14/2011	7	1,281	183	N
PLANNED	4/14/2011	5	100	20	N
PLANNED	4/14/2011	8	2,128	266	N
PLANNED	4/14/2011	5	545	109	N
PLANNED	4/14/2011	6	276	46	N
PLANNED	4/14/2011	11	1,804	164	N
PLANNED	4/14/2011	8	24	3	N
PLANNED	4/14/2011	6	810	135	N
PLANNED	4/14/2011	2	464	232	N
PLANNED	4/14/2011	4	472	118	N
PLANNED	4/14/2011	9	747	83	N
PLANNED	4/14/2011	5	25	5	N
CUSTOMER REQUEST	4/14/2011	8	296	37	N
PLANNED	4/14/2011	10	790	79	N
PLANNED	4/14/2011	2	330	165	N
PLANNED	4/14/2011	3	489	163	N
PLANNED	4/14/2011	6	798	133	N
PLANNED	4/14/2011	17	1,377	81	N
PLANNED	4/14/2011	6	846	141	N
CUSTOMER REQUEST	4/14/2011	17	323	19	N
PLANNED	4/14/2011	34	1,530	45	N
CUSTOMER REQUEST	4/14/2011	6	102	17	N
PLANNED	4/14/2011	1	33	33	N
PLANNED	4/14/2011	5	1,335	267	N
PLANNED	4/14/2011	20	180	9	N
CUSTOMER REQUEST	4/14/2011	1	76	76	N
PLANNED	4/15/2011	6	1,314	219	N
CUSTOMER REQUEST	4/15/2011	1	64	64	N
PLANNED	4/15/2011	3	600	200	N
CUSTOMER REQUEST	4/15/2011	1	191	191	N
PLANNED	4/15/2011	11	341	31	N
PLANNED	4/15/2011	14	3,262	233	N
CUSTOMER REQUEST	4/15/2011	1	392	392	N
PLANNED	4/15/2011	19	1,007	53	N
PLANNED	4/15/2011	9	1,251	139	N
PLANNED	4/15/2011	143	5,577	39	N
CUSTOMER REQUEST	4/15/2011	1	45	45	N
PLANNED	4/15/2011	6	384	64	N
PLANNED	4/15/2011	5	145	29	N
PLANNED	4/15/2011	6	708	118	N
PLANNED	4/15/2011	4	308	77	N
CUSTOMER REQUEST	4/15/2011	1	38	38	N
PLANNED	4/15/2011	4	256	64	N
PLANNED	4/15/2011	4	236	59	N
PLANNED	4/15/2011	1	58	58	N
PLANNED	4/15/2011	9	297	33	N
PLANNED	4/16/2011	1	230	230	N
PLANNED	4/17/2011	2	120	60	N
PLANNED	4/17/2011	8	3,520	440	N
PLANNED	4/18/2011	11	814	74	N
PLANNED	4/18/2011	7	1,848	264	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/18/2011	8	1,208	151	N
CUSTOMER REQUEST	4/18/2011	1	119	119	N
PLANNED	4/18/2011	3	324	108	N
PLANNED	4/18/2011	2	216	108	N
PLANNED	4/18/2011	7	371	53	N
PLANNED	4/18/2011	11	1,177	107	N
PLANNED	4/18/2011	4	796	199	N
PLANNED	4/18/2011	7	1,561	223	N
PLANNED	4/18/2011	2	440	220	N
PLANNED	4/18/2011	7	1,533	219	N
PLANNED	4/18/2011	36	4,752	132	N
PLANNED	4/18/2011	9	792	88	N
CUSTOMER REQUEST	4/18/2011	16	8,912	557	N
PLANNED	4/18/2011	2	178	89	N
PLANNED	4/18/2011	3	192	64	N
PLANNED	4/18/2011	14	1,736	124	N
PLANNED	4/18/2011	6	438	73	N
PLANNED	4/18/2011	9	612	68	N
PLANNED	4/18/2011	6	408	68	N
PLANNED	4/18/2011	6	402	67	N
PLANNED	4/18/2011	4	268	67	N
PLANNED	4/18/2011	11	1,023	93	N
PLANNED	4/18/2011	7	105	15	N
CUSTOMER REQUEST	4/19/2011	13	3,432	264	N
PLANNED	4/19/2011	2	306	153	N
PLANNED	4/19/2011	3	486	162	N
PLANNED	4/19/2011	35	3,045	87	N
PLANNED	4/19/2011	50	4,050	81	N
PLANNED	4/19/2011	9	882	98	N
PLANNED	4/19/2011	9	1,179	131	N
PLANNED	4/19/2011	9	1,665	185	N
CUSTOMER REQUEST	4/19/2011	48	6,480	135	N
PLANNED	4/19/2011	2	214	107	N
PLANNED	4/19/2011	8	1,600	200	N
PLANNED	4/19/2011	21	2,583	123	N
PLANNED	4/19/2011	6	564	94	N
CUSTOMER REQUEST	4/19/2011	25	3,625	145	N
PLANNED	4/19/2011	11	847	77	N
PLANNED	4/19/2011	1	135	135	N
PLANNED	4/19/2011	7	1,554	222	N
PLANNED	4/19/2011	4	888	222	N
PLANNED	4/19/2011	2	132	66	N
PLANNED	4/19/2011	3	264	88	N
PLANNED	4/19/2011	1	145	145	N
PLANNED	4/19/2011	9	1,026	114	N
PLANNED	4/19/2011	12	1,428	119	N
PLANNED	4/19/2011	4	368	92	N
PLANNED	4/19/2011	28	3,304	118	N
CUSTOMER REQUEST	4/19/2011	1	274	274	N
PLANNED	4/20/2011	2	156	78	N
CUSTOMER REQUEST	4/20/2011	32	2,112	66	N
PLANNED	4/20/2011	12	1,668	139	N
PLANNED	4/20/2011	4	336	84	N
PLANNED	4/20/2011	4	820	205	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/20/2011	9	2,412	268	N
PLANNED	4/20/2011	5	755	151	N
PLANNED	4/20/2011	8	3,480	435	N
PLANNED	4/20/2011	2	644	322	N
PLANNED	4/20/2011	6	402	67	N
PLANNED	4/20/2011	7	945	135	N
PLANNED	4/20/2011	3	573	191	N
PLANNED	4/20/2011	6	1,770	295	N
PLANNED	4/20/2011	6	1,764	294	N
PLANNED	4/20/2011	6	1,758	293	N
PLANNED	4/20/2011	14	728	52	N
PLANNED	4/20/2011	14	1,596	114	N
PLANNED	4/20/2011	6	780	130	N
PLANNED	4/20/2011	10	1,300	130	N
PLANNED	4/20/2011	10	1,620	162	N
CUSTOMER REQUEST	4/20/2011	1	32	32	N
CUSTOMER REQUEST	4/20/2011	1	1	1	N
PLANNED	4/20/2011	8	1,368	171	N
PLANNED	4/20/2011	10	1,170	117	N
PLANNED	4/20/2011	10	470	47	N
PLANNED	4/20/2011	2	182	91	N
CUSTOMER REQUEST	4/20/2011	48	2,640	55	N
PLANNED	4/20/2011	4	608	152	N
PLANNED	4/20/2011	6	1,062	177	N
PLANNED	4/20/2011	6	264	44	N
PLANNED	4/20/2011	5	930	186	N
PLANNED	4/20/2011	4	88	22	N
PLANNED	4/20/2011	8	400	50	N
PLANNED	4/20/2011	8	1,208	151	N
PLANNED	4/21/2011	4	960	240	N
PLANNED	4/21/2011	4	748	187	N
PLANNED	4/21/2011	8	1,496	187	N
PLANNED	4/21/2011	7	994	142	N
PLANNED	4/21/2011	7	959	137	N
PLANNED	4/21/2011	9	1,593	177	N
PLANNED	4/21/2011	1	133	133	N
PLANNED	4/21/2011	6	1,386	231	N
PLANNED	4/21/2011	8	968	121	N
PLANNED	4/21/2011	5	40	8	N
PLANNED	4/21/2011	8	768	96	N
PLANNED	4/21/2011	48	9,264	193	N
PLANNED	4/21/2011	27	972	36	N
PLANNED	4/21/2011	21	3,339	159	N
PLANNED	4/21/2011	4	332	83	N
CUSTOMER REQUEST	4/21/2011	5	290	58	N
PLANNED	4/21/2011	13	2,327	179	N
PLANNED	4/21/2011	13	3,406	262	N
PLANNED	4/21/2011	8	624	78	N
PLANNED	4/21/2011	5	340	68	N
PLANNED	4/21/2011	1	158	158	N
PLANNED	4/21/2011	21	1,575	75	N
PLANNED	4/21/2011	5	715	143	N
PLANNED	4/21/2011	9	1,278	142	N
PLANNED	4/21/2011	1	71	71	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/21/2011	6	1,542	257	N
PLANNED	4/21/2011	7	1,799	257	N
PLANNED	4/21/2011	15	1,260	84	N
PLANNED	4/21/2011	20	2,500	125	N
PLANNED	4/21/2011	3	234	78	N
PLANNED	4/21/2011	1	187	187	N
PLANNED	4/21/2011	4	188	47	N
PLANNED	4/21/2011	7	581	83	N
PLANNED	4/22/2011	8	112	14	N
PLANNED	4/22/2011	8	624	78	N
PLANNED	4/22/2011	8	232	29	N
PLANNED	4/22/2011	5	1,610	322	N
PLANNED	4/22/2011	3	369	123	N
PLANNED	4/22/2011	16	464	29	N
CUSTOMER REQUEST	4/22/2011	1,987	59,405	49	N
PLANNED	4/22/2011	1	50	50	N
PLANNED	4/22/2011	3	360	120	N
PLANNED	4/22/2011	71	11,999	169	N
PLANNED	4/22/2011	22	220	10	N
PLANNED	4/22/2011	11	374	34	N
PLANNED	4/22/2011	14	714	51	N
CUSTOMER REQUEST	4/22/2011	19	2,166	114	N
PLANNED	4/22/2011	7	448	64	N
CUSTOMER REQUEST	4/22/2011	2	148	74	N
PLANNED	4/22/2011	11	550	50	N
PLANNED	4/22/2011	42	4,452	106	N
CUSTOMER REQUEST	4/22/2011	1	245	245	N
CUSTOMER REQUEST	4/22/2011	2,942	61,782	21	N
PLANNED	4/22/2011	6	210	35	N
CUSTOMER REQUEST	4/22/2011	2	90	45	N
CUSTOMER REQUEST	4/22/2011	1	299	299	N
PLANNED	4/22/2011	16	3,456	216	N
PLANNED	4/23/2011	4	1,024	256	N
PLANNED	4/23/2011	4	1,492	373	N
PLANNED	4/23/2011	1	1	1	N
PLANNED	4/24/2011	1	154	154	N
PLANNED	4/25/2011	7	1,736	248	N
PLANNED	4/25/2011	5	745	149	N
PLANNED	4/25/2011	13	3,172	244	N
PLANNED	4/25/2011	2	190	95	N
PLANNED	4/25/2011	3	300	100	N
PLANNED	4/25/2011	9	1,260	140	N
PLANNED	4/25/2011	10	1,780	178	N
PLANNED	4/25/2011	26	6,006	231	N
PLANNED	4/25/2011	3	894	298	N
PLANNED	4/25/2011	5	1,485	297	N
PLANNED	4/25/2011	13	572	44	N
PLANNED	4/25/2011	28	1,568	56	N
PLANNED	4/25/2011	4	280	70	N
PLANNED	4/25/2011	5	435	87	N
PLANNED	4/25/2011	13	1,638	126	N
PLANNED	4/25/2011	22	3,586	163	N
CUSTOMER REQUEST	4/25/2011	1	93	93	N
PLANNED	4/25/2011	28	3,220	115	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/25/2011	4	564	141	N
PLANNED	4/25/2011	6	132	22	N
PLANNED	4/25/2011	10	1,510	151	N
PLANNED	4/25/2011	13	1,690	130	N
PLANNED	4/25/2011	7	1,344	192	N
PLANNED	4/25/2011	7	553	79	N
PLANNED	4/25/2011	10	1,260	126	N
PLANNED	4/25/2011	12	2,880	240	N
PLANNED	4/25/2011	2	252	126	N
PLANNED	4/25/2011	25	2,150	86	N
PLANNED	4/25/2011	9	846	94	N
CUSTOMER REQUEST	4/25/2011	1	255	255	N
PLANNED	4/25/2011	40	2,600	65	N
CUSTOMER REQUEST	4/25/2011	1	140	140	N
CUSTOMER REQUEST	4/25/2011	1	42	42	N
PLANNED	4/26/2011	5	340	68	N
PLANNED	4/26/2011	3	804	268	N
CUSTOMER REQUEST	4/26/2011	1,707	49,503	29	N
PLANNED	4/26/2011	7	1,071	153	N
PLANNED	4/26/2011	5	740	148	N
PLANNED	4/26/2011	11	1,617	147	N
CUSTOMER REQUEST	4/26/2011	115	36,570	318	N
PLANNED	4/26/2011	2	402	201	N
PLANNED	4/26/2011	31	5,549	179	N
PLANNED	4/26/2011	15	1,875	125	N
PLANNED	4/26/2011	22	2,948	134	N
PLANNED	4/26/2011	11	473	43	N
PLANNED	4/26/2011	21	1,428	68	N
PLANNED	4/26/2011	20	140	7	N
PLANNED	4/26/2011	7	910	130	N
PLANNED	4/26/2011	51	867	17	N
PLANNED	4/26/2011	1	100	100	N
PLANNED	4/26/2011	1	101	101	N
PLANNED	4/26/2011	5	1,070	214	N
PLANNED	4/26/2011	12	5,256	438	N
PLANNED	4/26/2011	3	159	53	N
PLANNED	4/26/2011	8	2,200	275	N
PLANNED	4/26/2011	14	3,290	235	N
PLANNED	4/26/2011	5	335	67	N
PLANNED	4/26/2011	12	2,784	232	N
PLANNED	4/26/2011	2	226	113	N
PLANNED	4/26/2011	14	854	61	N
PLANNED	4/26/2011	2	242	121	N
PLANNED	4/26/2011	13	3,718	286	N
PLANNED	4/26/2011	17	2,567	151	N
PLANNED	4/26/2011	2	352	176	N
PLANNED	4/26/2011	5	1,150	230	N
PLANNED	4/26/2011	51	2,142	42	N
PLANNED	4/26/2011	12	888	74	N
PLANNED	4/26/2011	17	2,346	138	N
PLANNED	4/26/2011	5	205	41	N
PLANNED	4/26/2011	26	6,396	246	N
PLANNED	4/26/2011	11	1,529	139	N
PLANNED	4/26/2011	56	8,904	159	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/26/2011	1	42	42	N
PLANNED	4/26/2011	17	2,142	126	N
PLANNED	4/26/2011	3	3	1	N
PLANNED	4/26/2011	7	630	90	N
PLANNED	4/26/2011	15	1,470	98	N
PLANNED	4/26/2011	8	360	45	N
PLANNED	4/26/2011	14	1,946	139	N
PLANNED	4/26/2011	11	440	40	N
PLANNED	4/26/2011	29	2,958	102	N
PLANNED	4/26/2011	194	10,088	52	N
PLANNED	4/26/2011	27	4,617	171	N
PLANNED	4/27/2011	7	875	125	N
PLANNED	4/27/2011	5	890	178	N
PLANNED	4/27/2011	6	948	158	N
PLANNED	4/27/2011	8	448	56	N
PLANNED	4/27/2011	9	1,278	142	N
PLANNED	4/27/2011	9	2,124	236	N
PLANNED	4/27/2011	17	1,037	61	N
PLANNED	4/27/2011	1	13	13	N
PLANNED	4/27/2011	6	1,392	232	N
PLANNED	4/27/2011	2	266	133	N
PLANNED	4/27/2011	27	4,239	157	N
PLANNED	4/27/2011	24	3,576	149	N
PLANNED	4/27/2011	4	148	37	N
PLANNED	4/27/2011	7	133	19	N
PLANNED	4/27/2011	12	264	22	N
PLANNED	4/27/2011	11	1,474	134	N
PLANNED	4/27/2011	3	186	62	N
PLANNED	4/27/2011	2	436	218	N
PLANNED	4/27/2011	24	2,208	92	N
PLANNED	4/27/2011	10	200	20	N
PLANNED	4/27/2011	1	8	8	N
PLANNED	4/27/2011	39	23,478	602	N
PLANNED	4/27/2011	2	182	91	N
PLANNED	4/27/2011	7	1,764	252	N
CUSTOMER REQUEST	4/27/2011	13	2,873	221	N
CUSTOMER REQUEST	4/27/2011	1	211	211	N
CUSTOMER REQUEST	4/27/2011	24	3,528	147	N
PLANNED	4/27/2011	7	602	86	N
CUSTOMER REQUEST	4/27/2011	3	492	164	N
CUSTOMER REQUEST	4/27/2011	10	300	30	N
PLANNED	4/27/2011	9	828	92	N
PLANNED	4/27/2011	22	4,730	215	N
PLANNED	4/27/2011	1	86	86	N
PLANNED	4/27/2011	17	901	53	N
CUSTOMER REQUEST	4/27/2011	53	16,006	302	N
CUSTOMER REQUEST	4/27/2011	30	1,290	43	N
CUSTOMER REQUEST	4/27/2011	1	91	91	N
PLANNED	4/28/2011	10	990	99	N
PLANNED	4/28/2011	17	2,040	120	N
PLANNED	4/28/2011	6	1,092	182	N
PLANNED	4/28/2011	6	1,296	216	N
PLANNED	4/28/2011	2	216	108	N
PLANNED	4/28/2011	3	219	73	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/28/2011	5	910	182	N
PLANNED	4/28/2011	7	1,428	204	N
PLANNED	4/28/2011	35	2,765	79	N
PLANNED	4/28/2011	11	2,596	236	N
PLANNED	4/28/2011	18	5,148	286	N
PLANNED	4/28/2011	7	987	141	N
PLANNED	4/28/2011	32	2,880	90	N
PLANNED	4/28/2011	30	4,980	166	N
PLANNED	4/28/2011	8	1,848	231	N
PLANNED	4/28/2011	6	744	124	N
PLANNED	4/28/2011	4	508	127	N
PLANNED	4/28/2011	3	114	38	N
PLANNED	4/28/2011	42	10,500	250	N
PLANNED	4/28/2011	2	68	34	N
PLANNED	4/28/2011	2	712	356	N
PLANNED	4/28/2011	5	1,730	346	N
PLANNED	4/28/2011	4	1,372	343	N
CUSTOMER REQUEST	4/28/2011	23	3,841	167	N
PLANNED	4/28/2011	2	136	68	N
PLANNED	4/28/2011	10	220	22	N
PLANNED	4/28/2011	31	3,410	110	N
PLANNED	4/28/2011	16	208	13	N
PLANNED	4/28/2011	4	504	126	N
PLANNED	4/28/2011	7	154	22	N
PLANNED	4/28/2011	12	1,248	104	N
PLANNED	4/28/2011	4	84	21	N
CUSTOMER REQUEST	4/28/2011	1	121	121	N
PLANNED	4/28/2011	7	770	110	N
PLANNED	4/28/2011	148	444	0	N
PLANNED	4/28/2011	22	2,618	119	N
PLANNED	4/29/2011	3	147	49	N
PLANNED	4/29/2011	1	91	91	N
PLANNED	4/29/2011	4	308	77	N
PLANNED	4/29/2011	10	370	37	N
PLANNED	4/29/2011	16	2,240	140	N
PLANNED	4/29/2011	6	234	39	N
PLANNED	4/29/2011	6	1,332	222	N
PLANNED	4/29/2011	11	506	46	N
PLANNED	4/29/2011	16	1,888	118	N
PLANNED	4/29/2011	2	44	22	N
PLANNED	4/29/2011	4	424	106	N
PLANNED	4/29/2011	6	756	126	N
PLANNED	4/29/2011	10	1,330	133	N
PLANNED	4/29/2011	4	464	116	N
PLANNED	4/29/2011	6	522	87	N
PLANNED	4/29/2011	2	164	82	N
PLANNED	4/29/2011	1	49	49	N
PLANNED	4/29/2011	19	3,116	164	N
PLANNED	4/29/2011	4	448	112	N
CUSTOMER REQUEST	4/29/2011	1	120	120	N
CUSTOMER REQUEST	4/29/2011	3	111	37	N
PLANNED	4/29/2011	1	152	152	N
PLANNED	4/29/2011	4	964	241	N
PLANNED	4/29/2011	6	1,416	236	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	4/30/2011	67	20,234	302	N
PLANNED	4/30/2011	19	171	0	N
PLANNED	4/30/2011	8	1,176	147	N
PLANNED	4/30/2011	8	1,064	133	N
PLANNED	5/1/2011	1	366	366	N
CUSTOMER REQUEST	5/1/2011	35	10,430	298	N
CUSTOMER REQUEST	5/1/2011	18	1,134	63	N
CUSTOMER REQUEST	5/1/2011	5	95	19	N
PLANNED	5/2/2011	42	9,618	229	N
PLANNED	5/2/2011	25	4,437	289	N
CUSTOMER REQUEST	5/2/2011	41	2,296	56	N
PLANNED	5/2/2011	36	9,324	259	N
PLANNED	5/2/2011	11	3,333	303	N
PLANNED	5/2/2011	8	472	59	N
PLANNED	5/2/2011	27	2,214	82	N
PLANNED	5/2/2011	10	2,930	293	N
CUSTOMER REQUEST	5/2/2011	5	125	25	N
PLANNED	5/2/2011	3	1,077	359	N
PLANNED	5/2/2011	8	2,184	273	N
PLANNED	5/2/2011	3	126	42	N
PLANNED	5/2/2011	9	2,430	270	N
PLANNED	5/2/2011	4	648	162	N
PLANNED	5/2/2011	1	16	16	N
PLANNED	5/2/2011	6	1,674	279	N
PLANNED	5/2/2011	8	712	89	N
PLANNED	5/2/2011	36	1,440	40	N
PLANNED	5/2/2011	1	111	111	N
PLANNED	5/2/2011	10	410	41	N
PLANNED	5/2/2011	5	1,195	239	N
PLANNED	5/2/2011	11	2,596	236	N
PLANNED	5/2/2011	6	78	13	N
PLANNED	5/2/2011	2	90	45	N
PLANNED	5/2/2011	4	64	16	N
PLANNED	5/2/2011	9	396	44	N
PLANNED	5/2/2011	216	7,128	33	N
PLANNED	5/2/2011	10	310	31	N
PLANNED	5/2/2011	10	3,240	324	N
CUSTOMER REQUEST	5/2/2011	1	287	287	N
CUSTOMER REQUEST	5/2/2011	20	2,080	104	N
CUSTOMER REQUEST	5/2/2011	12	300	25	N
PLANNED	5/2/2011	6	432	72	N
CUSTOMER REQUEST	5/2/2011	1	153	153	N
PLANNED	5/2/2011	7	812	116	N
PLANNED	5/2/2011	1	72	72	N
PLANNED	5/2/2011	1	70	70	N
CUSTOMER REQUEST	5/3/2011	4	132	0	N
CUSTOMER REQUEST	5/3/2011	1	28	28	N
PLANNED	5/3/2011	8	776	97	N
PLANNED	5/3/2011	8	896	112	N
PLANNED	5/3/2011	8	1,064	133	N
PLANNED	5/3/2011	9	1,413	157	N
PLANNED	5/3/2011	2	616	308	N
PLANNED	5/3/2011	6	432	72	N
PLANNED	5/3/2011	8	544	68	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/3/2011	5	1,355	271	N
CUSTOMER REQUEST	5/3/2011	7	161	23	N
PLANNED	5/3/2011	7	987	141	N
PLANNED	5/3/2011	2	628	314	N
PLANNED	5/3/2011	4	524	131	N
PLANNED	5/3/2011	25	3,300	132	N
PLANNED	5/3/2011	9	1,053	117	N
PLANNED	5/3/2011	7	756	108	N
PLANNED	5/3/2011	7	693	99	N
PLANNED	5/3/2011	15	1,440	96	N
PLANNED	5/3/2011	8	2,088	261	N
PLANNED	5/3/2011	8	608	76	N
CUSTOMER REQUEST	5/3/2011	2	68	34	N
PLANNED	5/3/2011	5	225	45	N
PLANNED	5/3/2011	4	180	45	N
PLANNED	5/3/2011	6	1,086	181	N
PLANNED	5/3/2011	10	990	99	N
PLANNED	5/3/2011	5	495	99	N
PLANNED	5/3/2011	6	648	108	N
PLANNED	5/3/2011	45	495	11	N
PLANNED	5/3/2011	8	1,400	175	N
CUSTOMER REQUEST	5/3/2011	1,389	41,670	30	N
PLANNED	5/3/2011	10	1,740	174	N
CUSTOMER REQUEST	5/3/2011	7	1,743	249	N
PLANNED	5/3/2011	1	181	181	N
PLANNED	5/3/2011	1	180	180	N
PLANNED	5/3/2011	10	1,930	193	N
PLANNED	5/3/2011	5	200	40	N
PLANNED	5/3/2011	4	212	53	N
PLANNED	5/3/2011	38	3,420	90	N
PLANNED	5/3/2011	30	1,860	62	N
PLANNED	5/3/2011	17	816	48	N
PLANNED	5/3/2011	15	1,065	71	N
PLANNED	5/3/2011	55	6,930	126	N
PLANNED	5/3/2011	3	195	65	N
CUSTOMER REQUEST	5/3/2011	7	602	86	N
CUSTOMER REQUEST	5/3/2011	8	520	65	N
PLANNED	5/3/2011	30	1,080	36	N
CUSTOMER REQUEST	5/3/2011	1	73	73	N
CUSTOMER REQUEST	5/3/2011	1	90	90	N
CUSTOMER REQUEST	5/4/2011	1	317	317	N
PLANNED	5/4/2011	9	216	24	N
PLANNED	5/4/2011	8	1,800	225	N
PLANNED	5/4/2011	22	3,080	140	N
PLANNED	5/4/2011	6	318	53	N
PLANNED	5/4/2011	7	210	30	N
CUSTOMER REQUEST	5/4/2011	1	394	394	N
PLANNED	5/4/2011	9	135	15	N
CUSTOMER REQUEST	5/4/2011	5	155	31	N
PLANNED	5/4/2011	8	800	100	N
PLANNED	5/4/2011	1	244	244	N
PLANNED	5/4/2011	12	2,460	205	N
PLANNED	5/4/2011	8	744	93	N
PLANNED	5/4/2011	2	514	257	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/4/2011	21	4,347	207	N
CUSTOMER REQUEST	5/4/2011	7	532	76	N
PLANNED	5/4/2011	15	315	21	N
PLANNED	5/4/2011	24	312	13	N
PLANNED	5/4/2011	6	1,200	200	N
PLANNED	5/4/2011	4	800	200	N
PLANNED	5/4/2011	9	2,601	289	N
CUSTOMER REQUEST	5/4/2011	3	84	28	N
PLANNED	5/4/2011	7	1,281	183	N
CUSTOMER REQUEST	5/4/2011	15	285	19	N
PLANNED	5/4/2011	6	1,344	224	N
PLANNED	5/4/2011	13	1,508	116	N
PLANNED	5/4/2011	6	144	24	N
PLANNED	5/4/2011	7	770	110	N
PLANNED	5/4/2011	21	1,932	92	N
PLANNED	5/4/2011	49	9,065	185	N
PLANNED	5/4/2011	24	2,688	112	N
CUSTOMER REQUEST	5/4/2011	1	260	260	N
PLANNED	5/4/2011	24	240	10	N
PLANNED	5/4/2011	9	252	28	N
PLANNED	5/4/2011	8	1,408	176	N
PLANNED	5/4/2011	3	663	221	N
PLANNED	5/4/2011	21	2,541	121	N
CUSTOMER REQUEST	5/4/2011	2	128	64	N
PLANNED	5/4/2011	5	590	118	N
CUSTOMER REQUEST	5/4/2011	1	393	393	N
PLANNED	5/4/2011	1	138	138	N
PLANNED	5/5/2011	10	1,600	160	N
PLANNED	5/5/2011	10	1,590	159	N
PLANNED	5/5/2011	4	376	94	N
PLANNED	5/5/2011	7	1,267	181	N
PLANNED	5/5/2011	8	1,704	213	N
PLANNED	5/5/2011	1	110	110	N
CUSTOMER REQUEST	5/5/2011	39	9,867	253	N
PLANNED	5/5/2011	6	774	129	N
PLANNED	5/5/2011	7	840	120	N
PLANNED	5/5/2011	7	1,477	211	N
PLANNED	5/5/2011	2	260	130	N
CUSTOMER REQUEST	5/5/2011	43	12,857	299	N
PLANNED	5/5/2011	3	69	23	N
PLANNED	5/5/2011	37	9,472	256	N
PLANNED	5/5/2011	13	1,768	136	N
PLANNED	5/5/2011	12	576	48	N
PLANNED	5/5/2011	1	922	922	N
PLANNED	5/5/2011	9	441	49	N
PLANNED	5/5/2011	1	99	99	N
CUSTOMER REQUEST	5/5/2011	1	358	358	N
PLANNED	5/5/2011	10	530	53	N
PLANNED	5/5/2011	2	38	19	N
PLANNED	5/5/2011	4	476	119	N
PLANNED	5/5/2011	3	267	89	N
PLANNED	5/5/2011	4	628	157	N
PLANNED	5/5/2011	1	125	125	N
PLANNED	5/5/2011	9	1,386	154	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/5/2011	1	38	38	N
PLANNED	5/5/2011	11	374	34	N
PLANNED	5/5/2011	3	204	68	N
PLANNED	5/5/2011	8	272	34	N
PLANNED	5/5/2011	7	721	103	N
PLANNED	5/5/2011	12	228	19	N
PLANNED	5/6/2011	3	297	99	N
PLANNED	5/6/2011	6	1,692	282	N
CUSTOMER REQUEST	5/6/2011	1	96	96	N
PLANNED	5/6/2011	4	348	87	N
PLANNED	5/6/2011	16	1,568	98	N
PLANNED	5/6/2011	35	7,875	225	N
PLANNED	5/6/2011	7	294	42	N
PLANNED	5/6/2011	8	1,568	196	N
PLANNED	5/6/2011	4	364	91	N
PLANNED	5/6/2011	1	10	10	N
PLANNED	5/6/2011	1	5	5	N
PLANNED	5/6/2011	22	1,144	52	N
PLANNED	5/6/2011	7	1,050	150	N
PLANNED	5/6/2011	2	298	149	N
PLANNED	5/6/2011	9	1,521	169	N
PLANNED	5/6/2011	9	1,512	168	N
CUSTOMER REQUEST	5/6/2011	1	83	83	N
CUSTOMER REQUEST	5/6/2011	1	127	127	N
CUSTOMER REQUEST	5/6/2011	1	379	379	N
CUSTOMER REQUEST	5/7/2011	1	259	259	N
PLANNED	5/7/2011	1	338	338	N
PLANNED	5/7/2011	4	160	40	N
PLANNED	5/7/2011	4	100	25	N
PLANNED	5/7/2011	1	19	19	N
PLANNED	5/7/2011	7	364	52	N
PLANNED	5/8/2011	1	276	276	N
PLANNED	5/8/2011	11	858	78	N
PLANNED	5/9/2011	5	445	89	N
PLANNED	5/9/2011	5	65	13	N
PLANNED	5/9/2011	16	704	44	N
PLANNED	5/9/2011	12	1,428	119	N
PLANNED	5/9/2011	4	32	8	N
PLANNED	5/9/2011	25	7,925	317	N
PLANNED	5/9/2011	15	3,615	241	N
PLANNED	5/9/2011	5	875	175	N
CUSTOMER REQUEST	5/9/2011	11	2,761	251	N
PLANNED	5/9/2011	9	1,719	191	N
PLANNED	5/9/2011	6	1,320	220	N
PLANNED	5/9/2011	1	56	56	N
PLANNED	5/9/2011	22	2,332	106	N
PLANNED	5/9/2011	2	236	118	N
PLANNED	5/9/2011	8	848	106	N
PLANNED	5/9/2011	8	840	105	N
PLANNED	5/9/2011	5	160	32	N
PLANNED	5/9/2011	9	783	87	N
PLANNED	5/9/2011	5	1,455	291	N
PLANNED	5/9/2011	14	196	14	N
PLANNED	5/9/2011	6	1,794	299	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/9/2011	11	1,331	121	N
PLANNED	5/9/2011	11	385	35	N
PLANNED	5/9/2011	8	1,264	158	N
PLANNED	5/9/2011	8	1,256	157	N
PLANNED	5/9/2011	6	900	150	N
PLANNED	5/9/2011	2	312	156	N
PLANNED	5/9/2011	25	3,825	153	N
PLANNED	5/9/2011	7	1,554	222	N
CUSTOMER REQUEST	5/9/2011	1	58	58	N
PLANNED	5/9/2011	13	1,508	116	N
PLANNED	5/9/2011	18	1,530	85	N
PLANNED	5/9/2011	7	266	38	N
PLANNED	5/9/2011	13	1,430	110	N
PLANNED	5/9/2011	5	320	64	N
PLANNED	5/9/2011	3	183	61	N
PLANNED	5/9/2011	14	1,778	127	N
PLANNED	5/9/2011	12	300	25	N
PLANNED	5/9/2011	31	1,984	64	N
PLANNED	5/9/2011	4	628	157	N
PLANNED	5/9/2011	8	160	20	N
PLANNED	5/9/2011	17	1,649	97	N
PLANNED	5/9/2011	17	952	56	N
PLANNED	5/9/2011	18	2,052	114	N
PLANNED	5/9/2011	3	90	30	N
CUSTOMER REQUEST	5/10/2011	2,390	95,600	40	N
PLANNED	5/10/2011	18	2,718	151	N
PLANNED	5/10/2011	16	1,776	111	N
CUSTOMER REQUEST	5/10/2011	2	448	224	N
PLANNED	5/10/2011	7	189	27	N
PLANNED	5/10/2011	14	322	23	N
PLANNED	5/10/2011	5	1,170	234	N
PLANNED	5/10/2011	6	1,404	234	N
PLANNED	5/10/2011	5	1,170	234	N
PLANNED	5/10/2011	10	1,310	131	N
PLANNED	5/10/2011	45	10,215	227	N
PLANNED	5/10/2011	5	1,125	225	N
PLANNED	5/10/2011	6	480	80	N
PLANNED	5/10/2011	4	488	122	N
PLANNED	5/10/2011	17	2,414	142	N
PLANNED	5/10/2011	2	440	220	N
PLANNED	5/10/2011	20	6,300	315	N
PLANNED	5/10/2011	3	672	224	N
PLANNED	5/10/2011	12	996	83	N
PLANNED	5/10/2011	12	1,068	89	N
PLANNED	5/10/2011	6	360	60	N
PLANNED	5/10/2011	3	567	189	N
PLANNED	5/10/2011	16	2,576	161	N
PLANNED	5/10/2011	8	304	38	N
PLANNED	5/10/2011	11	1,683	153	N
PLANNED	5/10/2011	11	1,683	153	N
PLANNED	5/10/2011	12	1,524	127	N
PLANNED	5/10/2011	4	352	88	N
PLANNED	5/10/2011	7	161	23	N
PLANNED	5/10/2011	9	423	47	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/10/2011	8	232	29	N
PLANNED	5/10/2011	130	8,970	69	N
CUSTOMER REQUEST	5/10/2011	1	180	180	N
PLANNED	5/10/2011	10	1,180	118	N
PLANNED	5/10/2011	8	192	24	N
PLANNED	5/10/2011	17	2,040	120	N
CUSTOMER REQUEST	5/10/2011	1	229	229	N
PLANNED	5/10/2011	4	504	126	N
PLANNED	5/10/2011	10	970	97	N
PLANNED	5/10/2011	15	630	42	N
PLANNED	5/10/2011	14	2,646	189	N
PLANNED	5/10/2011	19	1,501	79	N
CUSTOMER REQUEST	5/10/2011	1	224	224	N
PLANNED	5/11/2011	19	2,337	123	N
PLANNED	5/11/2011	29	4,089	141	N
PLANNED	5/11/2011	34	2,516	74	N
PLANNED	5/11/2011	8	400	50	N
PLANNED	5/11/2011	3	582	194	N
PLANNED	5/11/2011	8	1,840	230	N
PLANNED	5/11/2011	17	2,635	155	N
PLANNED	5/11/2011	7	1,001	143	N
PLANNED	5/11/2011	13	4,004	308	N
PLANNED	5/11/2011	7	1,498	214	N
PLANNED	5/11/2011	1	71	71	N
PLANNED	5/11/2011	6	900	150	N
PLANNED	5/11/2011	8	1,504	188	N
PLANNED	5/11/2011	3	636	212	N
PLANNED	5/11/2011	1	212	212	N
PLANNED	5/11/2011	6	594	99	N
PLANNED	5/11/2011	5	1,090	218	N
PLANNED	5/11/2011	1	73	73	N
PLANNED	5/11/2011	16	3,568	223	N
CUSTOMER REQUEST	5/11/2011	5	90	18	N
PLANNED	5/11/2011	55	10,230	186	N
PLANNED	5/11/2011	12	960	80	N
PLANNED	5/11/2011	18	1,890	105	N
PLANNED	5/11/2011	14	1,330	95	N
PLANNED	5/11/2011	17	1,020	60	N
PLANNED	5/11/2011	19	2,242	118	N
PLANNED	5/11/2011	14	2,114	151	N
PLANNED	5/11/2011	10	950	95	N
PLANNED	5/11/2011	4	604	151	N
PLANNED	5/11/2011	11	1,705	155	N
PLANNED	5/11/2011	41	5,863	143	N
CUSTOMER REQUEST	5/11/2011	1	250	250	N
PLANNED	5/11/2011	31	1,178	38	N
PLANNED	5/11/2011	12	600	50	N
CUSTOMER REQUEST	5/11/2011	1	132	132	N
CUSTOMER REQUEST	5/11/2011	1	383	383	N
PLANNED	5/12/2011	9	828	92	N
PLANNED	5/12/2011	8	720	90	N
PLANNED	5/12/2011	17	1,972	116	N
CUSTOMER REQUEST	5/12/2011	1	122	132	N
PLANNED	5/12/2011	10	1,810	181	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/12/2011	4	112	28	N
PLANNED	5/12/2011	10	1,320	132	N
PLANNED	5/12/2011	4	212	53	N
PLANNED	5/12/2011	1	126	126	N
PLANNED	5/12/2011	34	7,514	221	N
PLANNED	5/12/2011	3	102	34	N
PLANNED	5/12/2011	16	2,192	137	N
PLANNED	5/12/2011	5	795	159	N
PLANNED	5/12/2011	8	2,088	261	N
PLANNED	5/12/2011	7	441	63	N
PLANNED	5/12/2011	8	984	123	N
PLANNED	5/12/2011	10	220	22	N
PLANNED	5/12/2011	5	410	82	N
PLANNED	5/12/2011	9	2,331	259	N
PLANNED	5/12/2011	6	888	148	N
PLANNED	5/12/2011	7	1,239	177	N
PLANNED	5/12/2011	2	392	196	N
PLANNED	5/12/2011	8	1,704	213	N
PLANNED	5/12/2011	6	534	89	N
CUSTOMER REQUEST	5/12/2011	5	280	56	N
PLANNED	5/12/2011	1	216	216	N
PLANNED	5/13/2011	4	864	216	N
CUSTOMER REQUEST	5/13/2011	1	216	216	N
PLANNED	5/13/2011	2	192	96	N
PLANNED	5/13/2011	5	95	19	N
PLANNED	5/13/2011	9	1,719	191	N
PLANNED	5/13/2011	21	1,638	78	N
PLANNED	5/13/2011	11	880	80	N
CUSTOMER REQUEST	5/13/2011	1	560	560	N
PLANNED	5/13/2011	6	228	38	N
PLANNED	5/13/2011	6	768	128	N
PLANNED	5/13/2011	20	3,060	153	N
PLANNED	5/13/2011	13	1,833	141	N
PLANNED	5/13/2011	55	10,560	192	N
PLANNED	5/13/2011	1	137	137	N
PLANNED	5/13/2011	24	3,216	134	N
PLANNED	5/13/2011	9	207	23	N
PLANNED	5/13/2011	2	262	131	N
PLANNED	5/13/2011	7	1,092	156	N
PLANNED	5/13/2011	5	645	129	N
PLANNED	5/13/2011	4	512	128	N
PLANNED	5/13/2011	3	384	128	N
PLANNED	5/13/2011	1	127	127	N
CUSTOMER REQUEST	5/13/2011	8	208	26	N
PLANNED	5/13/2011	4	224	56	N
PLANNED	5/13/2011	2	134	67	N
CUSTOMER REQUEST	5/13/2011	3	198	66	N
PLANNED	5/13/2011	6	390	65	N
PLANNED	5/13/2011	5	70	14	N
PLANNED	5/13/2011	21	315	15	N
PLANNED	5/14/2011	2	382	191	N
CUSTOMER REQUEST	5/14/2011	1	74	74	N
PLANNED	5/14/2011	24	5,832	243	N
PLANNED	5/14/2011	6	1,110	185	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/15/2011	8	992	124	N
CUSTOMER REQUEST	5/15/2011	14	4,242	303	N
PLANNED	5/15/2011	16	2,352	147	N
CUSTOMER REQUEST	5/15/2011	1	226	226	N
PLANNED	5/16/2011	6	324	54	N
CUSTOMER REQUEST	5/16/2011	7	1,932	276	N
PLANNED	5/16/2011	10	2,460	246	N
PLANNED	5/16/2011	7	1,708	244	N
PLANNED	5/16/2011	20	4,420	221	N
PLANNED	5/16/2011	15	4,485	299	N
PLANNED	5/16/2011	8	1,928	241	N
PLANNED	5/16/2011	4	1,448	362	N
PLANNED	5/16/2011	7	1,673	239	N
PLANNED	5/16/2011	8	496	62	N
PLANNED	5/16/2011	8	152	19	N
PLANNED	5/16/2011	16	3,872	242	N
PLANNED	5/16/2011	11	1,243	113	N
PLANNED	5/16/2011	13	1,404	108	N
PLANNED	5/16/2011	1	89	89	N
PLANNED	5/16/2011	9	1,629	181	N
PLANNED	5/16/2011	10	800	80	N
PLANNED	5/16/2011	17	3,332	196	N
PLANNED	5/16/2011	10	2,070	207	N
PLANNED	5/16/2011	20	960	48	N
PLANNED	5/16/2011	3	378	126	N
PLANNED	5/16/2011	2	308	154	N
PLANNED	5/16/2011	26	364	14	N
PLANNED	5/16/2011	11	4,576	416	N
PLANNED	5/16/2011	8	88	11	N
PLANNED	5/16/2011	31	620	20	N
PLANNED	5/16/2011	12	828	69	N
PLANNED	5/16/2011	28	3,080	110	N
PLANNED	5/16/2011	2	316	158	N
PLANNED	5/16/2011	10	990	99	N
PLANNED	5/16/2011	8	1,392	174	N
PLANNED	5/16/2011	74	518	7	N
PLANNED	5/16/2011	6	1,116	186	N
PLANNED	5/16/2011	3	129	43	N
PLANNED	5/16/2011	11	1,067	97	N
PLANNED	5/16/2011	8	1,248	156	N
PLANNED	5/16/2011	2	144	72	N
PLANNED	5/17/2011	3	405	135	N
PLANNED	5/17/2011	11	1,518	138	N
PLANNED	5/17/2011	13	1,313	101	N
PLANNED	5/17/2011	5	890	178	N
PLANNED	5/17/2011	9	486	54	N
PLANNED	5/17/2011	2	458	229	N
CUSTOMER REQUEST	5/17/2011	1	259	259	N
PLANNED	5/17/2011	16	2,592	162	N
PLANNED	5/17/2011	3	660	220	N
PLANNED	5/17/2011	4	944	236	N
CUSTOMER REQUEST	5/17/2011	6	144	24	N
PLANNED	5/17/2011	7	2,205	315	N
PLANNED	5/17/2011	5	1,315	263	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/17/2011	1	326	326	N
PLANNED	5/17/2011	7	672	96	N
PLANNED	5/17/2011	1	31	31	N
PLANNED	5/17/2011	11	3,289	299	N
PLANNED	5/17/2011	24	1,104	46	N
PLANNED	5/17/2011	8	2,000	250	N
PLANNED	5/17/2011	7	637	91	N
CUSTOMER REQUEST	5/17/2011	4	100	25	N
PLANNED	5/17/2011	9	1,116	124	N
PLANNED	5/17/2011	8	984	123	N
PLANNED	5/17/2011	4	652	163	N
PLANNED	5/17/2011	11	220	20	N
PLANNED	5/17/2011	12	564	47	N
PLANNED	5/17/2011	18	3,114	173	N
PLANNED	5/17/2011	7	798	114	N
PLANNED	5/17/2011	7	714	102	N
CUSTOMER REQUEST	5/17/2011	10	260	26	N
PLANNED	5/17/2011	12	972	81	N
CUSTOMER REQUEST	5/17/2011	5	35	7	N
PLANNED	5/17/2011	12	756	63	N
PLANNED	5/17/2011	11	484	44	N
PLANNED	5/17/2011	20	2,500	125	N
CUSTOMER REQUEST	5/17/2011	6	84	14	N
PLANNED	5/17/2011	9	774	86	N
PLANNED	5/17/2011	17	2,278	134	N
CUSTOMER REQUEST	5/17/2011	4	104	26	N
PLANNED	5/17/2011	1	5	5	N
CUSTOMER REQUEST	5/17/2011	10	2,280	228	N
CUSTOMER REQUEST	5/17/2011	1	354	354	N
PLANNED	5/17/2011	3	237	79	N
PLANNED	5/17/2011	1	156	156	N
CUSTOMER REQUEST	5/17/2011	1	314	314	N
CUSTOMER REQUEST	5/17/2011	1	239	239	N
PLANNED	5/18/2011	12	1,644	137	N
PLANNED	5/18/2011	57	5,814	102	N
PLANNED	5/18/2011	86	1,634	19	N
PLANNED	5/18/2011	2	538	269	N
PLANNED	5/18/2011	16	1,280	80	N
PLANNED	5/18/2011	6	1,650	275	N
PLANNED	5/18/2011	5	1,375	275	N
PLANNED	5/18/2011	2	254	127	N
PLANNED	5/18/2011	2	100	50	N
PLANNED	5/18/2011	11	198	18	N
CUSTOMER REQUEST	5/18/2011	37	13,912	376	N
PLANNED	5/18/2011	3	171	57	N
PLANNED	5/18/2011	9	369	41	N
PLANNED	5/18/2011	2	300	150	N
PLANNED	5/18/2011	6	732	122	N
PLANNED	5/18/2011	6	1,140	190	N
PLANNED	5/18/2011	2	534	267	N
PLANNED	5/18/2011	25	5,125	205	N
PLANNED	5/18/2011	10	760	76	N
CUSTOMER REQUEST	5/18/2011	1	493	493	N
PLANNED	5/18/2011	31	6,913	223	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/18/2011	5	885	177	N
PLANNED	5/18/2011	3	735	245	N
PLANNED	5/18/2011	6	414	69	N
PLANNED	5/18/2011	2	300	150	N
CUSTOMER REQUEST	5/18/2011	1	243	243	N
PLANNED	5/18/2011	8	1,464	183	N
PLANNED	5/18/2011	4	824	206	N
PLANNED	5/18/2011	11	484	44	N
PLANNED	5/18/2011	11	253	23	N
PLANNED	5/18/2011	8	400	50	N
PLANNED	5/18/2011	4	756	189	N
PLANNED	5/18/2011	9	1,989	221	N
PLANNED	5/18/2011	7	1,232	176	N
PLANNED	5/18/2011	6	300	50	N
PLANNED	5/18/2011	18	1,206	67	N
PLANNED	5/18/2011	5	270	54	N
PLANNED	5/18/2011	8	120	15	N
PLANNED	5/18/2011	7	1,533	219	N
PLANNED	5/18/2011	20	1,660	83	N
CUSTOMER REQUEST	5/18/2011	7	77	11	N
CUSTOMER REQUEST	5/18/2011	4	2,076	519	N
PLANNED	5/19/2011	8	1,840	230	N
PLANNED	5/19/2011	29	4,901	169	N
PLANNED	5/19/2011	13	2,457	189	N
PLANNED	5/19/2011	7	1,792	256	N
PLANNED	5/19/2011	8	104	13	N
PLANNED	5/19/2011	5	915	183	N
PLANNED	5/19/2011	9	135	15	N
PLANNED	5/19/2011	2	260	130	N
CUSTOMER REQUEST	5/19/2011	1	205	205	N
PLANNED	5/19/2011	2	150	75	N
PLANNED	5/19/2011	13	1,625	125	N
PLANNED	5/19/2011	13	2,080	160	N
PLANNED	5/19/2011	6	150	25	N
PLANNED	5/19/2011	17	272	16	N
PLANNED	5/19/2011	8	232	29	N
PLANNED	5/19/2011	9	1,593	177	N
PLANNED	5/19/2011	8	2,200	275	N
CUSTOMER REQUEST	5/19/2011	1	5	5	N
PLANNED	5/19/2011	6	618	103	N
PLANNED	5/19/2011	8	888	111	N
PLANNED	5/19/2011	6	1,950	325	N
PLANNED	5/19/2011	4	296	74	N
CUSTOMER REQUEST	5/19/2011	1	93	93	N
CUSTOMER REQUEST	5/19/2011	1	185	185	N
CUSTOMER REQUEST	5/19/2011	1	173	173	N
PLANNED	5/20/2011	4	884	221	N
PLANNED	5/20/2011	4	980	245	N
PLANNED	5/20/2011	2	204	102	N
PLANNED	5/20/2011	3	423	141	N
PLANNED	5/20/2011	55	12,650	230	N
PLANNED	5/20/2011	8	456	57	N
PLANNED	5/20/2011	8	424	53	N
PLANNED	5/20/2011	8	1,504	188	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/20/2011	5	375	75	N
PLANNED	5/20/2011	9	198	22	N
CUSTOMER REQUEST	5/20/2011	10	1,890	189	N
PLANNED	5/20/2011	1	208	208	N
PLANNED	5/20/2011	9	468	52	N
PLANNED	5/20/2011	3	639	213	N
PLANNED	5/20/2011	9	171	19	N
PLANNED	5/20/2011	4	928	232	N
PLANNED	5/20/2011	19	361	19	N
PLANNED	5/20/2011	12	288	24	N
PLANNED	5/20/2011	14	2,212	158	N
PLANNED	5/20/2011	8	120	15	N
CUSTOMER REQUEST	5/20/2011	1	382	382	N
PLANNED	5/20/2011	21	1,260	60	N
PLANNED	5/20/2011	17	357	21	N
CUSTOMER REQUEST	5/20/2011	2	236	118	N
CUSTOMER REQUEST	5/20/2011	1	417	417	N
CUSTOMER REQUEST	5/20/2011	1	166	166	N
CUSTOMER REQUEST	5/20/2011	1	84	84	N
PLANNED	5/21/2011	9	2,430	270	N
PLANNED	5/21/2011	3	90	30	N
PLANNED	5/21/2011	2	1,084	542	N
CUSTOMER REQUEST	5/21/2011	1	213	213	N
CUSTOMER REQUEST	5/22/2011	1,344	52,416	39	N
CUSTOMER REQUEST	5/22/2011	1	366	366	N
CUSTOMER REQUEST	5/22/2011	1	348	348	N
CUSTOMER REQUEST	5/23/2011	34	1,700	50	N
PLANNED	5/23/2011	4	184	46	N
PLANNED	5/23/2011	12	708	59	N
PLANNED	5/23/2011	11	440	40	N
PLANNED	5/23/2011	1	98	98	N
CUSTOMER REQUEST	5/23/2011	1	84	84	N
PLANNED	5/23/2011	8	1,160	145	N
PLANNED	5/23/2011	6	870	145	N
PLANNED	5/23/2011	1	198	198	N
PLANNED	5/23/2011	8	1,120	140	N
PLANNED	5/23/2011	7	266	38	N
PLANNED	5/23/2011	4	520	130	N
PLANNED	5/23/2011	12	696	58	N
PLANNED	5/23/2011	8	1,704	213	N
PLANNED	5/23/2011	3	168	56	N
PLANNED	5/23/2011	11	253	23	N
PLANNED	5/23/2011	8	1,136	142	N
PLANNED	5/23/2011	5	320	64	N
PLANNED	5/23/2011	2	36	18	N
PLANNED	5/23/2011	5	255	51	N
PLANNED	5/23/2011	2	112	56	N
PLANNED	5/23/2011	12	2,016	168	N
PLANNED	5/23/2011	9	648	72	N
PLANNED	5/23/2011	4	268	67	N
PLANNED	5/23/2011	10	1,200	120	N
CUSTOMER REQUEST	5/23/2011	8	128	16	N
PLANNED	5/24/2011	5	720	144	N
PLANNED	5/24/2011	4	208	52	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/24/2011	4	148	37	N
PLANNED	5/24/2011	1	38	38	N
PLANNED	5/24/2011	2	214	107	N
PLANNED	5/24/2011	8	272	34	N
PLANNED	5/24/2011	4	180	45	N
PLANNED	5/24/2011	5	615	123	N
PLANNED	5/24/2011	8	1,416	177	N
CUSTOMER REQUEST	5/24/2011	91	4,277	47	N
PLANNED	5/24/2011	8	40	5	N
PLANNED	5/24/2011	13	3,133	241	N
PLANNED	5/24/2011	5	590	118	N
PLANNED	5/24/2011	1	97	97	N
PLANNED	5/24/2011	6	54	9	N
PLANNED	5/24/2011	15	2,205	147	N
PLANNED	5/24/2011	3	273	91	N
CUSTOMER REQUEST	5/24/2011	6	96	16	N
PLANNED	5/24/2011	3	360	120	N
PLANNED	5/24/2011	86	8,170	95	N
PLANNED	5/24/2011	44	1,276	29	N
PLANNED	5/24/2011	2	620	310	N
PLANNED	5/24/2011	8	1,792	224	N
PLANNED	5/24/2011	6	1,500	250	N
PLANNED	5/24/2011	17	1,462	86	N
PLANNED	5/24/2011	11	2,783	253	N
PLANNED	5/24/2011	3	120	40	N
CUSTOMER REQUEST	5/24/2011	1	167	167	N
CUSTOMER REQUEST	5/24/2011	1	228	228	N
PLANNED	5/24/2011	11	330	30	N
CUSTOMER REQUEST	5/24/2011	11	682	62	N
PLANNED	5/24/2011	12	1,140	95	N
PLANNED	5/24/2011	15	1,815	121	N
PLANNED	5/24/2011	8	952	119	N
PLANNED	5/24/2011	5	985	197	N
PLANNED	5/24/2011	8	896	112	N
PLANNED	5/24/2011	8	1,296	162	N
PLANNED	5/24/2011	1	98	98	N
PLANNED	5/24/2011	12	1,380	115	N
PLANNED	5/24/2011	1	261	261	N
PLANNED	5/24/2011	6	240	40	N
PLANNED	5/24/2011	11	517	47	N
PLANNED	5/24/2011	13	598	46	N
PLANNED	5/24/2011	20	2,180	109	N
PLANNED	5/24/2011	2	120	60	N
CUSTOMER REQUEST	5/24/2011	7	105	15	N
CUSTOMER REQUEST	5/24/2011	1	58	58	N
PLANNED	5/24/2011	5	935	187	N
PLANNED	5/24/2011	9	612	68	N
PLANNED	5/24/2011	26	5,824	224	N
CUSTOMER REQUEST	5/24/2011	1	229	229	N
PLANNED	5/24/2011	3	351	117	N
PLANNED	5/25/2011	37	6,993	189	N
PLANNED	5/25/2011	36	4,824	134	N
PLANNED	5/25/2011	1	298	298	N
PLANNED	5/25/2011	14	2,996	214	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/25/2011	3	54	18	N
PLANNED	5/25/2011	6	540	90	N
PLANNED	5/25/2011	1	97	97	N
CUSTOMER REQUEST	5/25/2011	22	10,670	485	N
PLANNED	5/25/2011	1	130	130	N
PLANNED	5/25/2011	8	480	60	N
PLANNED	5/25/2011	11	1,716	156	N
PLANNED	5/25/2011	7	1,540	220	N
PLANNED	5/25/2011	8	1,600	200	N
PLANNED	5/25/2011	10	1,180	118	N
PLANNED	5/25/2011	34	12,104	356	N
PLANNED	5/25/2011	2	16	8	N
PLANNED	5/25/2011	6	684	114	N
PLANNED	5/25/2011	51	2,397	47	N
PLANNED	5/25/2011	4	696	174	N
PLANNED	5/25/2011	16	3,968	248	N
PLANNED	5/25/2011	22	550	25	N
PLANNED	5/25/2011	17	2,635	155	N
PLANNED	5/25/2011	4	60	15	N
CUSTOMER REQUEST	5/25/2011	8	984	123	N
PLANNED	5/25/2011	22	2,200	100	N
PLANNED	5/25/2011	6	336	56	N
PLANNED	5/25/2011	20	220	11	N
PLANNED	5/25/2011	18	36	2	N
PLANNED	5/25/2011	9	414	46	N
PLANNED	5/25/2011	3	87	29	N
PLANNED	5/25/2011	12	360	30	N
PLANNED	5/25/2011	2	142	71	N
PLANNED	5/25/2011	141	4,230	30	N
PLANNED	5/25/2011	50	1,250	25	N
PLANNED	5/25/2011	20	900	45	N
PLANNED	5/25/2011	6	1,302	217	N
PLANNED	5/25/2011	9	1,755	195	N
PLANNED	5/25/2011	3	69	23	N
PLANNED	5/25/2011	2	122	61	N
PLANNED	5/25/2011	19	1,026	54	N
PLANNED	5/25/2011	2	40	20	N
PLANNED	5/25/2011	2	260	130	N
PLANNED	5/25/2011	3	69	23	N
PLANNED	5/25/2011	3	486	162	N
PLANNED	5/25/2011	12	924	77	N
PLANNED	5/25/2011	4	288	72	N
PLANNED	5/25/2011	3	96	32	N
PLANNED	5/25/2011	5	165	33	N
PLANNED	5/25/2011	8	848	106	N
PLANNED	5/25/2011	6	456	76	N
PLANNED	5/25/2011	18	774	43	N
PLANNED	5/25/2011	10	1,090	109	N
PLANNED	5/25/2011	13	1,365	105	N
PLANNED	5/25/2011	12	1,872	156	N
CUSTOMER REQUEST	5/25/2011	2	334	167	N
PLANNED	5/26/2011	27	2,646	98	N
PLANNED	5/26/2011	2	308	154	N
PLANNED	5/26/2011	4	664	166	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/26/2011	5	985	197	N
PLANNED	5/26/2011	4	408	102	N
PLANNED	5/26/2011	8	1,464	183	N
PLANNED	5/26/2011	1	120	120	N
PLANNED	5/26/2011	3	240	80	N
PLANNED	5/26/2011	7	336	48	N
PLANNED	5/26/2011	12	1,320	110	N
PLANNED	5/26/2011	11	2,299	209	N
PLANNED	5/26/2011	3	204	68	N
CUSTOMER REQUEST	5/26/2011	1	123	123	N
PLANNED	5/26/2011	85	20,145	237	N
PLANNED	5/26/2011	17	3,927	231	N
PLANNED	5/26/2011	5	525	105	N
PLANNED	5/26/2011	2	598	299	N
PLANNED	5/26/2011	3	474	158	N
PLANNED	5/26/2011	10	150	15	N
PLANNED	5/26/2011	12	1,644	137	N
PLANNED	5/26/2011	7	1,001	143	N
PLANNED	5/26/2011	9	936	104	N
PLANNED	5/26/2011	18	3,960	220	N
CUSTOMER REQUEST	5/26/2011	1	150	150	N
PLANNED	5/26/2011	3	102	34	N
PLANNED	5/26/2011	7	1,197	171	N
PLANNED	5/26/2011	2	276	138	N
PLANNED	5/26/2011	10	760	76	N
PLANNED	5/26/2011	8	792	99	N
PLANNED	5/26/2011	3	138	46	N
PLANNED	5/26/2011	8	808	101	N
PLANNED	5/26/2011	7	273	39	N
PLANNED	5/26/2011	12	360	30	N
PLANNED	5/26/2011	7	476	68	N
PLANNED	5/26/2011	15	2,130	142	N
PLANNED	5/26/2011	5	135	27	N
PLANNED	5/26/2011	8	512	64	N
CUSTOMER REQUEST	5/26/2011	1	121	121	N
CUSTOMER REQUEST	5/26/2011	9	612	68	N
CUSTOMER REQUEST	5/26/2011	1	187	187	N
CUSTOMER REQUEST	5/27/2011	1	97	97	N
PLANNED	5/27/2011	2	258	129	N
PLANNED	5/27/2011	16	1,808	113	N
PLANNED	5/27/2011	9	1,287	143	N
PLANNED	5/27/2011	5	930	186	N
PLANNED	5/27/2011	8	168	21	N
PLANNED	5/27/2011	2	110	55	N
PLANNED	5/27/2011	8	1,432	179	N
PLANNED	5/27/2011	1	171	171	N
PLANNED	5/27/2011	4	832	208	N
PLANNED	5/27/2011	15	1,665	111	N
PLANNED	5/27/2011	5	540	108	N
PLANNED	5/27/2011	4	864	216	N
PLANNED	5/27/2011	2	150	75	N
PLANNED	5/27/2011	14	2,492	178	N
PLANNED	5/27/2011	8	352	44	N
PLANNED	5/27/2011	11	2,068	188	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/27/2011	1	187	187	N
PLANNED	5/27/2011	49	4,753	97	N
PLANNED	5/27/2011	15	2,460	164	N
PLANNED	5/27/2011	6	972	162	N
CUSTOMER REQUEST	5/27/2011	1	131	131	N
PLANNED	5/27/2011	4	244	61	N
PLANNED	5/27/2011	7	651	99	N
PLANNED	5/27/2011	7	301	43	N
PLANNED	5/27/2011	4	264	66	N
CUSTOMER REQUEST	5/27/2011	1	107	107	N
CUSTOMER REQUEST	5/27/2011	1	61	61	N
PLANNED	5/28/2011	8	1,672	209	N
PLANNED	5/28/2011	12	2,304	192	N
CUSTOMER REQUEST	5/28/2011	1	108	108	N
CUSTOMER REQUEST	5/28/2011	3	372	124	N
PLANNED	5/29/2011	13	2,249	173	N
PLANNED	5/29/2011	10	2,280	228	N
CUSTOMER REQUEST	5/29/2011	1	74	74	N
CUSTOMER REQUEST	5/30/2011	5	460	92	N
CUSTOMER REQUEST	5/30/2011	7	3,220	460	N
CUSTOMER REQUEST	5/30/2011	1	132	132	N
CUSTOMER REQUEST	5/30/2011	1	50	50	N
CUSTOMER REQUEST	5/30/2011	1	88	88	N
CUSTOMER REQUEST	5/30/2011	1	41	41	N
PLANNED	5/31/2011	1	85	85	N
PLANNED	5/31/2011	8	1,200	150	N
PLANNED	5/31/2011	5	680	136	N
PLANNED	5/31/2011	24	9,672	403	N
PLANNED	5/31/2011	7	1,666	238	N
PLANNED	5/31/2011	27	702	26	N
PLANNED	5/31/2011	13	2,366	182	N
PLANNED	5/31/2011	6	2,010	335	N
PLANNED	5/31/2011	14	4,200	300	N
PLANNED	5/31/2011	12	2,844	237	N
PLANNED	5/31/2011	5	270	54	N
PLANNED	5/31/2011	40	5,560	139	N
PLANNED	5/31/2011	76	6,436	213	N
PLANNED	5/31/2011	25	2,425	97	N
PLANNED	5/31/2011	6	960	160	N
PLANNED	5/31/2011	21	3,339	159	N
PLANNED	5/31/2011	5	555	111	N
PLANNED	5/31/2011	8	1,160	145	N
PLANNED	5/31/2011	17	680	40	N
PLANNED	5/31/2011	5	435	87	N
PLANNED	5/31/2011	13	819	63	N
PLANNED	5/31/2011	8	144	18	N
PLANNED	5/31/2011	29	3,683	127	N
PLANNED	5/31/2011	10	1,080	108	N
PLANNED	5/31/2011	34	3,400	100	N
PLANNED	5/31/2011	7	1,400	200	N
PLANNED	5/31/2011	14	1,638	117	N
PLANNED	5/31/2011	7	1,330	190	N
PLANNED	5/31/2011	9	918	102	N
PLANNED	5/31/2011	2	466	233	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/31/2011	9	756	84	N
CUSTOMER REQUEST	5/31/2011	1	242	242	N
CUSTOMER REQUEST	5/31/2011	1	363	363	N
CUSTOMER REQUEST	5/31/2011	1	203	203	N
CUSTOMER REQUEST	5/31/2011	1	161	161	N
CUSTOMER REQUEST	5/31/2011	1	243	243	N
CUSTOMER REQUEST	6/1/2011	7	1,925	275	N
PLANNED	6/1/2011	2	330	165	N
PLANNED	6/1/2011	22	110	5	N
PLANNED	6/1/2011	5	1,530	306	N
CUSTOMER REQUEST	6/1/2011	87	4,350	50	N
CUSTOMER REQUEST	6/1/2011	13	1,027	79	N
PLANNED	6/1/2011	21	4,116	196	N
PLANNED	6/1/2011	2	316	158	N
PLANNED	6/1/2011	5	35	7	N
CUSTOMER REQUEST	6/1/2011	2	260	130	N
PLANNED	6/1/2011	3	60	20	N
PLANNED	6/1/2011	6	3,510	585	N
PLANNED	6/1/2011	7	987	141	N
PLANNED	6/1/2011	7	1,092	156	N
PLANNED	6/1/2011	7	1,141	163	N
PLANNED	6/1/2011	3	486	162	N
PLANNED	6/1/2011	36	288	8	N
PLANNED	6/1/2011	3	357	119	N
PLANNED	6/1/2011	11	1,320	120	N
PLANNED	6/1/2011	14	2,982	213	N
PLANNED	6/1/2011	8	1,696	212	N
PLANNED	6/1/2011	6	252	42	N
PLANNED	6/1/2011	6	870	145	N
PLANNED	6/1/2011	1	117	117	N
PLANNED	6/1/2011	7	1,372	196	N
CUSTOMER REQUEST	6/1/2011	8	1,304	163	N
PLANNED	6/1/2011	7	364	52	N
PLANNED	6/1/2011	5	2,095	419	N
PLANNED	6/1/2011	4	248	62	N
PLANNED	6/1/2011	60	8,160	136	N
PLANNED	6/1/2011	6	132	22	N
PLANNED	6/1/2011	11	253	23	N
PLANNED	6/1/2011	10	640	64	N
PLANNED	6/1/2011	1	134	134	N
PLANNED	6/1/2011	1	46	46	N
PLANNED	6/1/2011	5	540	108	N
PLANNED	6/1/2011	6	300	50	N
PLANNED	6/1/2011	2	218	109	N
PLANNED	6/1/2011	7	147	21	N
PLANNED	6/1/2011	9	1,161	129	N
PLANNED	6/1/2011	6	558	93	N
PLANNED	6/1/2011	16	880	55	N
PLANNED	6/1/2011	1	56	56	N
PLANNED	6/1/2011	1	142	142	N
CUSTOMER REQUEST	6/1/2011	1	223	223	N
PLANNED	6/1/2011	4	552	138	N
PLANNED	6/1/2011	18	990	55	N
PLANNED	6/2/2011	13	1,014	78	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/2/2011	8	472	59	N
PLANNED	6/2/2011	8	1,576	197	N
PLANNED	6/2/2011	9	702	78	N
PLANNED	6/2/2011	16	3,312	207	N
PLANNED	6/2/2011	3	444	148	N
PLANNED	6/2/2011	6	696	116	N
PLANNED	6/2/2011	4	348	87	N
PLANNED	6/2/2011	2	346	173	N
PLANNED	6/2/2011	4	688	172	N
PLANNED	6/2/2011	9	522	58	N
PLANNED	6/2/2011	5	400	80	N
PLANNED	6/2/2011	8	1,704	213	N
PLANNED	6/2/2011	27	4,941	183	N
PLANNED	6/2/2011	1	175	175	N
PLANNED	6/2/2011	23	2,576	112	N
PLANNED	6/2/2011	10	380	38	N
PLANNED	6/2/2011	7	1,379	197	N
PLANNED	6/2/2011	10	870	87	N
PLANNED	6/2/2011	42	8,358	199	N
PLANNED	6/2/2011	3	60	20	N
PLANNED	6/2/2011	3	318	106	N
PLANNED	6/2/2011	4	504	126	N
PLANNED	6/2/2011	6	552	92	N
PLANNED	6/2/2011	5	850	170	N
PLANNED	6/2/2011	16	3,456	216	N
PLANNED	6/2/2011	4	640	160	N
PLANNED	6/2/2011	5	70	14	N
PLANNED	6/2/2011	5	65	13	N
PLANNED	6/2/2011	6	462	77	N
PLANNED	6/2/2011	1	145	145	N
PLANNED	6/2/2011	1	95	95	N
PLANNED	6/2/2011	162	1,458	9	N
PLANNED	6/2/2011	8	624	78	N
CUSTOMER REQUEST	6/2/2011	1	206	206	N
CUSTOMER REQUEST	6/2/2011	1	211	211	N
PLANNED	6/3/2011	10	510	51	N
PLANNED	6/3/2011	12	3,048	254	N
PLANNED	6/3/2011	2	178	89	N
PLANNED	6/3/2011	6	30	5	N
PLANNED	6/3/2011	10	370	37	N
PLANNED	6/3/2011	5	840	168	N
PLANNED	6/3/2011	33	1,188	36	N
PLANNED	6/3/2011	10	1,580	158	N
PLANNED	6/3/2011	17	3,893	229	N
PLANNED	6/3/2011	5	765	153	N
PLANNED	6/3/2011	10	880	88	N
PLANNED	6/3/2011	6	324	54	N
CUSTOMER REQUEST	6/3/2011	1	86	86	N
PLANNED	6/3/2011	7	1,197	171	N
PLANNED	6/3/2011	11	759	69	N
PLANNED	6/3/2011	27	3,051	113	N
PLANNED	6/3/2011	4	24	6	N
PLANNED	6/3/2011	10	1,370	137	N
PLANNED	6/3/2011	1	102	102	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/3/2011	10	850	85	N
PLANNED	6/3/2011	6	510	85	N
PLANNED	6/3/2011	11	1,232	112	N
PLANNED	6/4/2011	2	276	138	N
CUSTOMER REQUEST	6/4/2011	1	114	114	N
CUSTOMER REQUEST	6/4/2011	4	664	166	N
CUSTOMER REQUEST	6/5/2011	2	140	70	N
CUSTOMER REQUEST	6/6/2011	1	1	1	N
PLANNED	6/6/2011	5	100	20	N
PLANNED	6/6/2011	13	468	36	N
CUSTOMER REQUEST	6/6/2011	1	59	59	N
PLANNED	6/6/2011	6	90	15	N
PLANNED	6/6/2011	1	125	125	N
PLANNED	6/6/2011	12	1,560	130	N
PLANNED	6/6/2011	8	872	109	N
PLANNED	6/6/2011	10	1,820	182	N
PLANNED	6/6/2011	4	648	162	N
PLANNED	6/6/2011	7	336	48	N
PLANNED	6/6/2011	6	6	1	N
PLANNED	6/6/2011	9	1,539	171	N
PLANNED	6/6/2011	7	483	69	N
PLANNED	6/6/2011	83	5,395	65	N
CUSTOMER REQUEST	6/6/2011	14	266	19	N
PLANNED	6/6/2011	9	1,791	199	N
CUSTOMER REQUEST	6/6/2011	1	51	51	N
PLANNED	6/6/2011	4	140	35	N
PLANNED	6/6/2011	8	336	42	N
PLANNED	6/6/2011	7	609	87	N
PLANNED	6/6/2011	6	1,206	201	N
PLANNED	6/6/2011	5	325	65	N
PLANNED	6/6/2011	7	98	14	N
PLANNED	6/6/2011	10	1,230	123	N
PLANNED	6/6/2011	8	32	4	N
PLANNED	6/6/2011	6	378	63	N
PLANNED	6/6/2011	6	1,206	201	N
PLANNED	6/6/2011	10	700	70	N
PLANNED	6/6/2011	45	3,015	67	N
PLANNED	6/6/2011	4	316	79	N
PLANNED	6/6/2011	1	69	69	N
PLANNED	6/6/2011	8	176	22	N
PLANNED	6/6/2011	13	195	15	N
PLANNED	6/6/2011	11	616	56	N
PLANNED	6/6/2011	5	280	56	N
PLANNED	6/6/2011	14	784	56	N
CUSTOMER REQUEST	6/6/2011	1	232	232	N
PLANNED	6/6/2011	14	1,694	121	N
PLANNED	6/6/2011	1	132	132	N
PLANNED	6/6/2011	3	228	76	N
CUSTOMER REQUEST	6/6/2011	1	306	306	N
PLANNED	6/6/2011	1	404	404	N
CUSTOMER REQUEST	6/7/2011	1	52	52	N
CUSTOMER REQUEST	6/7/2011	1	319	319	N
PLANNED	6/7/2011	8	1,416	177	N
PLANNED	6/7/2011	3	354	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/7/2011	32	2,528	79	N
PLANNED	6/7/2011	36	12,600	350	N
CUSTOMER REQUEST	6/7/2011	116	29,580	255	N
PLANNED	6/7/2011	1	173	173	N
PLANNED	6/7/2011	30	3,540	118	N
PLANNED	6/7/2011	4	1,040	260	N
PLANNED	6/7/2011	6	1,554	259	N
PLANNED	6/7/2011	8	416	52	N
PLANNED	6/7/2011	9	1,138	257	N
PLANNED	6/7/2011	2	552	276	N
PLANNED	6/7/2011	10	1,080	108	N
PLANNED	6/7/2011	2	120	60	N
PLANNED	6/7/2011	21	5,208	248	N
PLANNED	6/7/2011	2	100	50	N
PLANNED	6/7/2011	5	870	174	N
PLANNED	6/7/2011	7	1,596	228	N
PLANNED	6/7/2011	12	48	4	N
PLANNED	6/7/2011	11	638	58	N
PLANNED	6/7/2011	34	4,794	141	N
PLANNED	6/7/2011	12	3,360	280	N
PLANNED	6/7/2011	34	5,984	176	N
PLANNED	6/7/2011	7	1,421	203	N
PLANNED	6/7/2011	17	2,941	173	N
CUSTOMER REQUEST	6/7/2011	3	129	43	N
PLANNED	6/7/2011	22	308	14	N
PLANNED	6/7/2011	11	1,694	154	N
PLANNED	6/7/2011	4	608	152	N
PLANNED	6/7/2011	9	936	104	N
PLANNED	6/7/2011	6	258	43	N
PLANNED	6/7/2011	1	132	132	N
CUSTOMER REQUEST	6/7/2011	10	2,700	270	N
PLANNED	6/7/2011	6	732	122	N
PLANNED	6/7/2011	7	889	127	N
PLANNED	6/7/2011	9	1,341	149	N
PLANNED	6/7/2011	7	756	108	N
PLANNED	6/7/2011	13	1,651	127	N
PLANNED	6/7/2011	4	208	52	N
PLANNED	6/7/2011	1	24	24	N
PLANNED	6/7/2011	11	1,364	124	N
PLANNED	6/8/2011	1	351	351	N
PLANNED	6/8/2011	2	160	80	N
PLANNED	6/8/2011	4	260	65	N
PLANNED	6/8/2011	13	1,859	143	N
PLANNED	6/8/2011	10	2,450	245	N
PLANNED	6/8/2011	12	2,820	235	N
CUSTOMER REQUEST	6/8/2011	1	393	393	N
PLANNED	6/8/2011	1	51	51	N
PLANNED	6/8/2011	8	584	73	N
PLANNED	6/8/2011	4	880	220	N
PLANNED	6/8/2011	8	1,568	196	N
PLANNED	6/8/2011	2	212	106	N
PLANNED	6/8/2011	5	1,140	228	N
PLANNED	6/8/2011	21	2,772	132	N
PLANNED	6/8/2011	10	1,380	138	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/8/2011	12	804	67	N
PLANNED	6/8/2011	1	99	99	N
PLANNED	6/8/2011	7	504	72	N
PLANNED	6/8/2011	8	784	98	N
PLANNED	6/8/2011	32	5,024	157	N
PLANNED	6/8/2011	8	608	76	N
PLANNED	6/8/2011	27	4,563	169	N
PLANNED	6/8/2011	8	1,304	163	N
PLANNED	6/8/2011	10	2,310	231	N
PLANNED	6/8/2011	5	840	168	N
PLANNED	6/8/2011	4	664	166	N
CUSTOMER REQUEST	6/8/2011	1	235	235	N
PLANNED	6/8/2011	9	1,638	182	N
PLANNED	6/8/2011	3	183	61	N
PLANNED	6/8/2011	2	92	46	N
PLANNED	6/8/2011	10	1,540	154	N
PLANNED	6/8/2011	15	1,035	69	N
PLANNED	6/8/2011	47	3,431	73	N
PLANNED	6/8/2011	7	910	130	N
PLANNED	6/8/2011	4	536	134	N
PLANNED	6/8/2011	6	840	140	N
PLANNED	6/8/2011	4	792	198	N
PLANNED	6/8/2011	6	24	4	N
CUSTOMER REQUEST	6/8/2011	3	147	49	N
CUSTOMER REQUEST	6/8/2011	1	299	299	N
CUSTOMER REQUEST	6/8/2011	1	310	310	N
PLANNED	6/9/2011	16	896	56	N
PLANNED	6/9/2011	10	800	80	N
PLANNED	6/9/2011	8	640	80	N
PLANNED	6/9/2011	3	396	132	N
PLANNED	6/9/2011	12	1,632	136	N
PLANNED	6/9/2011	5	790	158	N
PLANNED	6/9/2011	5	1,695	339	N
PLANNED	6/9/2011	4	300	75	N
PLANNED	6/9/2011	23	3,013	131	N
PLANNED	6/9/2011	8	8	1	N
PLANNED	6/9/2011	6	354	59	N
PLANNED	6/9/2011	23	3,772	164	N
PLANNED	6/9/2011	37	1,073	29	N
PLANNED	6/9/2011	8	1,888	236	N
PLANNED	6/9/2011	7	1,127	161	N
PLANNED	6/9/2011	9	2,439	271	N
CUSTOMER REQUEST	6/9/2011	7	217	31	N
PLANNED	6/9/2011	6	732	122	N
PLANNED	6/9/2011	2	122	61	N
PLANNED	6/9/2011	21	4,389	209	N
PLANNED	6/9/2011	30	4,830	161	N
PLANNED	6/9/2011	6	678	113	N
CUSTOMER REQUEST	6/9/2011	7	1,372	196	N
PLANNED	6/9/2011	1	106	106	N
PLANNED	6/9/2011	89	8,900	100	N
PLANNED	6/9/2011	8	304	38	N
PLANNED	6/9/2011	15	2,250	150	N
PLANNED	6/9/2011	42	6,468	154	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/9/2011	11	1,826	166	N
PLANNED	6/9/2011	12	2,412	201	N
PLANNED	6/9/2011	5	495	99	N
PLANNED	6/9/2011	47	6,251	133	N
PLANNED	6/9/2011	21	315	15	N
PLANNED	6/9/2011	8	56	7	N
PLANNED	6/9/2011	9	756	84	N
PLANNED	6/9/2011	9	18	2	N
PLANNED	6/9/2011	6	528	88	N
PLANNED	6/9/2011	8	816	102	N
PLANNED	6/9/2011	3	255	85	N
PLANNED	6/9/2011	11	550	50	N
PLANNED	6/9/2011	7	1,029	147	N
PLANNED	6/9/2011	6	636	106	N
PLANNED	6/9/2011	5	930	186	N
CUSTOMER REQUEST	6/10/2011	18	6,750	375	N
PLANNED	6/10/2011	3	573	191	N
PLANNED	6/10/2011	8	1,608	201	N
PLANNED	6/10/2011	6	1,200	200	N
CUSTOMER REQUEST	6/10/2011	17	1,105	65	N
PLANNED	6/10/2011	3	282	94	N
PLANNED	6/10/2011	13	2,444	188	N
PLANNED	6/10/2011	8	800	100	N
PLANNED	6/10/2011	3	360	120	N
PLANNED	6/10/2011	2	392	196	N
PLANNED	6/10/2011	6	858	143	N
PLANNED	6/10/2011	6	294	49	N
PLANNED	6/10/2011	1	89	89	N
PLANNED	6/10/2011	26	7,202	277	N
PLANNED	6/10/2011	8	824	103	N
PLANNED	6/10/2011	5	220	44	N
PLANNED	6/10/2011	6	612	102	N
PLANNED	6/10/2011	6	1,638	273	N
PLANNED	6/10/2011	12	2,160	180	N
PLANNED	6/10/2011	1	42	42	N
CUSTOMER REQUEST	6/10/2011	1	3	3	N
PLANNED	6/10/2011	1	134	134	N
PLANNED	6/10/2011	20	440	22	N
PLANNED	6/10/2011	25	1,250	50	N
PLANNED	6/10/2011	2	354	177	N
CUSTOMER REQUEST	6/10/2011	2	56	28	N
PLANNED	6/10/2011	65	4,550	70	N
PLANNED	6/10/2011	28	2,128	76	N
CUSTOMER REQUEST	6/10/2011	1	117	117	N
PLANNED	6/10/2011	8	128	16	N
PLANNED	6/11/2011	9	3,276	364	N
PLANNED	6/11/2011	1	76	76	N
PLANNED	6/11/2011	3	762	254	N
PLANNED	6/11/2011	4	864	216	N
CUSTOMER REQUEST	6/11/2011	1	179	179	N
PLANNED	6/11/2011	4	376	94	N
CUSTOMER REQUEST	6/11/2011	1	132	132	N
PLANNED	6/11/2011	15	570	38	N
PLANNED	6/11/2011	9	441	49	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/11/2011	1	208	208	N
PLANNED	6/12/2011	2	112	56	N
PLANNED	6/12/2011	12	288	24	N
CUSTOMER REQUEST	6/13/2011	9	3,294	366	N
CUSTOMER REQUEST	6/13/2011	1	638	638	N
PLANNED	6/13/2011	12	1,860	155	N
PLANNED	6/13/2011	4	348	87	N
PLANNED	6/13/2011	4	824	206	N
PLANNED	6/13/2011	4	156	39	N
PLANNED	6/13/2011	3	453	151	N
PLANNED	6/13/2011	3	990	330	N
PLANNED	6/13/2011	18	4,284	238	N
PLANNED	6/13/2011	4	960	240	N
PLANNED	6/13/2011	11	1,859	169	N
PLANNED	6/13/2011	6	1,020	170	N
PLANNED	6/13/2011	6	246	41	N
PLANNED	6/13/2011	5	185	37	N
PLANNED	6/13/2011	3	537	179	N
PLANNED	6/13/2011	15	3,255	217	N
PLANNED	6/13/2011	13	2,808	216	N
PLANNED	6/13/2011	13	689	53	N
CUSTOMER REQUEST	6/13/2011	4	72	18	N
PLANNED	6/13/2011	44	2,244	51	N
PLANNED	6/13/2011	18	630	35	N
PLANNED	6/13/2011	5	280	56	N
PLANNED	6/13/2011	6	426	71	N
CUSTOMER REQUEST	6/13/2011	1	254	254	N
PLANNED	6/13/2011	1	135	135	N
PLANNED	6/13/2011	2	206	103	N
PLANNED	6/13/2011	2	196	98	N
PLANNED	6/13/2011	16	448	28	N
PLANNED	6/13/2011	5	605	121	N
PLANNED	6/13/2011	5	710	142	N
PLANNED	6/13/2011	5	350	70	N
PLANNED	6/13/2011	4	128	32	N
PLANNED	6/13/2011	5	125	25	N
CUSTOMER REQUEST	6/13/2011	94	16,920	180	N
CUSTOMER REQUEST	6/13/2011	1	165	165	N
PLANNED	6/13/2011	2	184	92	N
CUSTOMER REQUEST	6/13/2011	1	107	107	N
CUSTOMER REQUEST	6/13/2011	7	728	104	N
CUSTOMER REQUEST	6/13/2011	1	59	59	N
CUSTOMER REQUEST	6/13/2011	76	38,543	508	N
CUSTOMER REQUEST	6/14/2011	4	308	77	N
PLANNED	6/14/2011	2	294	147	N
PLANNED	6/14/2011	1	142	142	N
PLANNED	6/14/2011	10	430	43	N
PLANNED	6/14/2011	4	444	111	N
CUSTOMER REQUEST	6/14/2011	1	102	102	N
PLANNED	6/14/2011	8	496	62	N
PLANNED	6/14/2011	10	2,910	291	N
PLANNED	6/14/2011	7	875	125	N
CUSTOMER REQUEST	6/14/2011	4	468	117	N
PLANNED	6/14/2011	11	2,431	221	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/14/2011	7	994	142	N
PLANNED	6/14/2011	6	1,278	213	N
PLANNED	6/14/2011	3	834	278	N
PLANNED	6/14/2011	1	119	119	N
PLANNED	6/14/2011	34	3,400	100	N
PLANNED	6/14/2011	4	1,152	288	N
PLANNED	6/14/2011	5	1,400	280	N
CUSTOMER REQUEST	6/14/2011	8	64	8	N
PLANNED	6/14/2011	5	205	41	N
PLANNED	6/14/2011	2	436	218	N
PLANNED	6/14/2011	5	100	20	N
PLANNED	6/14/2011	4	80	20	N
PLANNED	6/14/2011	5	35	7	N
PLANNED	6/14/2011	13	1,781	137	N
PLANNED	6/14/2011	126	882	7	N
PLANNED	6/14/2011	6	222	37	N
PLANNED	6/14/2011	3	414	138	N
PLANNED	6/14/2011	2	148	74	N
PLANNED	6/14/2011	3	540	180	N
PLANNED	6/14/2011	52	4,316	83	N
PLANNED	6/14/2011	4	448	112	N
PLANNED	6/14/2011	3	333	111	N
PLANNED	6/14/2011	4	564	141	N
PLANNED	6/14/2011	126	1,512	12	N
PLANNED	6/14/2011	5	70	14	N
PLANNED	6/14/2011	9	1,863	207	N
PLANNED	6/14/2011	5	40	8	N
PLANNED	6/14/2011	7	497	71	N
PLANNED	6/14/2011	6	1,392	232	N
CUSTOMER REQUEST	6/14/2011	6	756	126	N
PLANNED	6/14/2011	17	442	26	N
CUSTOMER REQUEST	6/14/2011	23	7,015	305	N
PLANNED	6/14/2011	13	1,638	126	N
PLANNED	6/14/2011	6	618	103	N
PLANNED	6/14/2011	20	680	34	N
PLANNED	6/14/2011	14	84	6	N
PLANNED	6/14/2011	4	92	23	N
PLANNED	6/14/2011	2	90	45	N
PLANNED	6/14/2011	6	594	99	N
PLANNED	6/14/2011	4	696	174	N
CUSTOMER REQUEST	6/14/2011	8	208	26	N
CUSTOMER REQUEST	6/14/2011	53	3,339	63	N
PLANNED	6/14/2011	3	48	16	N
CUSTOMER REQUEST	6/14/2011	1	131	131	N
CUSTOMER REQUEST	6/14/2011	1	192	192	N
CUSTOMER REQUEST	6/14/2011	1	169	169	N
CUSTOMER REQUEST	6/14/2011	1	259	259	N
PLANNED	6/14/2011	11	5,621	511	N
PLANNED	6/15/2011	11	858	78	N
PLANNED	6/15/2011	9	495	55	N
PLANNED	6/15/2011	6	1,044	174	N
PLANNED	6/15/2011	24	2,424	101	N
PLANNED	6/15/2011	6	408	68	N
PLANNED	6/15/2011	37	5,624	152	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/15/2011	7	497	71	N
PLANNED	6/15/2011	4	40	10	N
PLANNED	6/15/2011	1	133	133	N
CUSTOMER REQUEST	6/15/2011	25	7,525	301	N
PLANNED	6/15/2011	8	808	101	N
PLANNED	6/15/2011	37	5,661	153	N
PLANNED	6/15/2011	37	5,883	159	N
PLANNED	6/15/2011	2	80	40	N
PLANNED	6/15/2011	1	87	87	N
PLANNED	6/15/2011	4	480	120	N
PLANNED	6/15/2011	1	79	43	N
PLANNED	6/15/2011	6	48	8	N
PLANNED	6/15/2011	10	1,900	190	N
PLANNED	6/15/2011	11	1,485	135	N
PLANNED	6/15/2011	32	11,296	353	N
PLANNED	6/15/2011	2	382	191	N
PLANNED	6/15/2011	4	100	25	N
PLANNED	6/15/2011	6	306	51	N
PLANNED	6/15/2011	2	64	32	N
CUSTOMER REQUEST	6/15/2011	1	6	6	N
PLANNED	6/15/2011	14	2,198	157	N
PLANNED	6/15/2011	23	3,749	163	N
PLANNED	6/15/2011	6	828	138	N
PLANNED	6/15/2011	15	1,095	73	N
CUSTOMER REQUEST	6/15/2011	1	312	312	N
PLANNED	6/15/2011	5	920	184	N
CUSTOMER REQUEST	6/15/2011	1	158	158	N
CUSTOMER REQUEST	6/15/2011	1	304	304	N
PLANNED	6/15/2011	5	765	153	N
CUSTOMER REQUEST	6/15/2011	1	86	86	N
PLANNED	6/15/2011	5	345	69	N
PLANNED	6/15/2011	8	568	71	N
PLANNED	6/15/2011	8	992	124	N
PLANNED	6/15/2011	9	657	73	N
PLANNED	6/15/2011	4	1,260	315	N
PLANNED	6/15/2011	12	636	53	N
CUSTOMER REQUEST	6/15/2011	1	32	32	N
CUSTOMER REQUEST	6/15/2011	1,503	24,048	16	N
PLANNED	6/15/2011	6	132	22	N
CUSTOMER REQUEST	6/15/2011	1	52	52	N
PLANNED	6/15/2011	4	64	16	N
CUSTOMER REQUEST	6/15/2011	1,105	1,105	1	N
PLANNED	6/15/2011	1	48	48	N
CUSTOMER REQUEST	6/15/2011	4	216	54	N
CUSTOMER REQUEST	6/15/2011	1	172	172	N
CUSTOMER REQUEST	6/16/2011	1	252	252	N
CUSTOMER REQUEST	6/16/2011	4	224	56	N
CUSTOMER REQUEST	6/16/2011	7	2,107	301	N
PLANNED	6/16/2011	5	1,155	231	N
PLANNED	6/16/2011	6	564	94	N
PLANNED	6/16/2011	8	2,192	274	N
PLANNED	6/16/2011	5	1,950	390	N
PLANNED	6/16/2011	6	894	149	N
PLANNED	6/16/2011	4	676	169	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/16/2011	4	592	148	N
PLANNED	6/16/2011	10	970	97	N
PLANNED	6/16/2011	5	760	152	N
PLANNED	6/16/2011	1	42	42	N
PLANNED	6/16/2011	4	792	198	N
CUSTOMER REQUEST	6/16/2011	1	139	139	N
CUSTOMER REQUEST	6/16/2011	1	369	369	N
CUSTOMER REQUEST	6/16/2011	1	122	122	N
CUSTOMER REQUEST	6/16/2011	6	150	25	N
PLANNED	6/16/2011	30	5,520	184	N
CUSTOMER REQUEST	6/17/2011	1	127	127	N
PLANNED	6/17/2011	5	670	134	N
PLANNED	6/17/2011	7	1,036	148	N
PLANNED	6/17/2011	8	264	33	N
PLANNED	6/17/2011	2	484	242	N
PLANNED	6/17/2011	4	452	113	N
PLANNED	6/17/2011	11	1,188	108	N
PLANNED	6/17/2011	9	1,512	168	N
PLANNED	6/17/2011	10	1,750	175	N
CUSTOMER REQUEST	6/17/2011	84	9,408	112	N
PLANNED	6/17/2011	2	166	83	N
PLANNED	6/17/2011	5	40	8	N
PLANNED	6/17/2011	2	100	50	N
PLANNED	6/17/2011	5	155	31	N
PLANNED	6/17/2011	8	376	47	N
PLANNED	6/17/2011	6	270	45	N
PLANNED	6/17/2011	11	220	20	N
PLANNED	6/17/2011	2	172	86	N
PLANNED	6/17/2011	8	64	8	N
PLANNED	6/17/2011	12	168	14	N
PLANNED	6/17/2011	14	644	46	N
PLANNED	6/17/2011	28	1,176	42	N
PLANNED	6/17/2011	5	125	25	N
PLANNED	6/17/2011	1	8	8	N
CUSTOMER REQUEST	6/17/2011	1	209	209	N
CUSTOMER REQUEST	6/17/2011	1	153	153	N
CUSTOMER REQUEST	6/17/2011	1	61	61	N
CUSTOMER REQUEST	6/17/2011	4	88	22	N
PLANNED	6/18/2011	7	189	27	N
CUSTOMER REQUEST	6/19/2011	11	748	68	N
CUSTOMER REQUEST	6/19/2011	1	132	132	N
CUSTOMER REQUEST	6/20/2011	5	705	141	N
PLANNED	6/20/2011	3	384	128	N
PLANNED	6/20/2011	11	1,100	100	N
PLANNED	6/20/2011	2	534	267	N
PLANNED	6/20/2011	14	2,912	208	N
PLANNED	6/20/2011	1	1	1	N
PLANNED	6/20/2011	25	6,850	274	N
PLANNED	6/20/2011	1	55	55	N
PLANNED	6/20/2011	10	2,700	270	N
PLANNED	6/20/2011	7	959	137	N
PLANNED	6/20/2011	10	3,660	366	N
PLANNED	6/20/2011	9	1,260	140	N
PLANNED	6/20/2011	1	103	103	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/20/2011	25	700	28	N
PLANNED	6/20/2011	81	5,913	73	N
PLANNED	6/20/2011	12	1,788	149	N
PLANNED	6/20/2011	5	115	23	N
PLANNED	6/20/2011	8	296	37	N
PLANNED	6/20/2011	2	392	196	N
PLANNED	6/20/2011	19	1,026	54	N
PLANNED	6/20/2011	8	1,944	243	N
PLANNED	6/20/2011	4	904	226	N
PLANNED	6/20/2011	11	1,089	99	N
PLANNED	6/20/2011	3	594	198	N
PLANNED	6/20/2011	18	2,592	144	N
PLANNED	6/20/2011	6	642	107	N
PLANNED	6/20/2011	3	318	106	N
PLANNED	6/20/2011	13	6,266	482	N
PLANNED	6/20/2011	26	1,118	43	N
PLANNED	6/20/2011	3	282	94	N
PLANNED	6/20/2011	6	324	54	N
PLANNED	6/20/2011	6	990	165	N
PLANNED	6/20/2011	12	1,788	149	N
PLANNED	6/20/2011	27	2,187	81	N
PLANNED	6/20/2011	81	4,455	55	N
CUSTOMER REQUEST	6/20/2011	1	37	37	N
PLANNED	6/20/2011	6	378	63	N
PLANNED	6/20/2011	26	3,744	144	N
PLANNED	6/20/2011	3	870	290	N
PLANNED	6/20/2011	5	740	148	N
PLANNED	6/20/2011	19	3,420	180	N
CUSTOMER REQUEST	6/20/2011	1	244	244	N
CUSTOMER REQUEST	6/20/2011	220	87,340	397	N
CUSTOMER REQUEST	6/20/2011	1	87	87	N
PLANNED	6/21/2011	21	2,268	108	N
PLANNED	6/21/2011	10	2,200	220	N
CUSTOMER REQUEST	6/21/2011	22	4,334	197	N
PLANNED	6/21/2011	2	590	295	N
PLANNED	6/21/2011	7	952	136	N
CUSTOMER REQUEST	6/21/2011	5	295	74	N
PLANNED	6/21/2011	23	6,279	273	N
PLANNED	6/21/2011	6	1,434	239	N
PLANNED	6/21/2011	8	1,304	163	N
PLANNED	6/21/2011	1	217	217	N
PLANNED	6/21/2011	5	1,040	208	N
PLANNED	6/21/2011	5	30	6	N
PLANNED	6/21/2011	5	590	118	N
PLANNED	6/21/2011	1	74	74	N
PLANNED	6/21/2011	38	8,588	226	N
PLANNED	6/21/2011	3	492	164	N
PLANNED	6/21/2011	1	66	66	N
PLANNED	6/21/2011	8	1,944	243	N
PLANNED	6/21/2011	50	3,100	62	N
CUSTOMER REQUEST	6/21/2011	1	90	90	N
PLANNED	6/21/2011	5	1,040	208	N
PLANNED	6/21/2011	5	1,875	375	N
PLANNED	6/21/2011	7	728	104	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/21/2011	8	1,888	236	N
PLANNED	6/21/2011	16	1,152	72	N
PLANNED	6/21/2011	11	2,904	264	N
PLANNED	6/21/2011	2	114	57	N
PLANNED	6/21/2011	7	343	49	N
PLANNED	6/21/2011	2	240	120	N
PLANNED	6/21/2011	8	1,344	168	N
PLANNED	6/21/2011	11	1,540	140	N
PLANNED	6/21/2011	7	966	138	N
PLANNED	6/21/2011	3	408	136	N
PLANNED	6/21/2011	5	910	182	N
PLANNED	6/21/2011	5	1,030	206	N
PLANNED	6/21/2011	6	228	38	N
PLANNED	6/21/2011	7	1,449	207	N
PLANNED	6/21/2011	5	265	53	N
PLANNED	6/21/2011	9	459	51	N
PLANNED	6/21/2011	3	219	73	N
PLANNED	6/21/2011	7	469	67	N
PLANNED	6/21/2011	11	2,563	233	N
PLANNED	6/21/2011	15	1,710	114	N
PLANNED	6/21/2011	11	1,430	130	N
CUSTOMER REQUEST	6/21/2011	1	31	31	N
CUSTOMER REQUEST	6/21/2011	1	145	145	N
PLANNED	6/22/2011	3	351	117	N
PLANNED	6/22/2011	13	1,664	128	N
PLANNED	6/22/2011	14	182	13	N
PLANNED	6/22/2011	7	1,526	218	N
CUSTOMER REQUEST	6/22/2011	1	126	126	N
PLANNED	6/22/2011	6	1,998	333	N
PLANNED	6/22/2011	11	3,300	300	N
PLANNED	6/22/2011	13	2,405	185	N
PLANNED	6/22/2011	11	572	52	N
PLANNED	6/22/2011	6	1,374	229	N
PLANNED	6/22/2011	2	176	88	N
PLANNED	6/22/2011	7	329	47	N
PLANNED	6/22/2011	9	396	44	N
PLANNED	6/22/2011	6	42	7	N
PLANNED	6/22/2011	4	124	31	N
PLANNED	6/22/2011	5	1,030	206	N
CUSTOMER REQUEST	6/22/2011	5	130	26	N
PLANNED	6/22/2011	6	1,626	271	N
PLANNED	6/22/2011	8	688	86	N
PLANNED	6/22/2011	9	936	104	N
PLANNED	6/22/2011	1	231	231	N
PLANNED	6/22/2011	4	184	46	N
PLANNED	6/22/2011	39	3,393	87	N
PLANNED	6/22/2011	14	378	27	N
PLANNED	6/22/2011	6	258	43	N
PLANNED	6/22/2011	6	84	14	N
PLANNED	6/22/2011	2	316	158	N
PLANNED	6/22/2011	14	1,974	141	N
PLANNED	6/22/2011	12	84	7	N
PLANNED	6/22/2011	12	432	36	N
PLANNED	6/22/2011	4	64	16	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/22/2011	32	3,136	98	N
PLANNED	6/22/2011	11	341	31	N
PLANNED	6/22/2011	5	120	24	N
PLANNED	6/22/2011	6	102	17	N
PLANNED	6/22/2011	5	930	186	N
PLANNED	6/22/2011	2	82	41	N
CUSTOMER REQUEST	6/22/2011	1	103	103	N
PLANNED	6/23/2011	12	504	42	N
PLANNED	6/23/2011	10	690	69	N
PLANNED	6/23/2011	6	630	105	N
PLANNED	6/23/2011	8	64	8	N
PLANNED	6/23/2011	1	74	74	N
PLANNED	6/23/2011	21	6,510	310	N
PLANNED	6/23/2011	2	120	60	N
PLANNED	6/23/2011	3	156	52	N
PLANNED	6/23/2011	18	4,338	241	N
PLANNED	6/23/2011	18	3,474	193	N
PLANNED	6/23/2011	4	588	147	N
CUSTOMER REQUEST	6/23/2011	1	158	158	N
PLANNED	6/23/2011	4	448	112	N
PLANNED	6/23/2011	1	45	45	N
PLANNED	6/23/2011	15	900	60	N
PLANNED	6/23/2011	11	1,617	147	N
PLANNED	6/23/2011	3	84	28	N
PLANNED	6/23/2011	12	228	19	N
PLANNED	6/23/2011	7	119	17	N
PLANNED	6/23/2011	7	98	14	N
PLANNED	6/23/2011	3	696	232	N
PLANNED	6/23/2011	7	84	12	N
PLANNED	6/23/2011	7	77	11	N
PLANNED	6/23/2011	20	5,060	253	N
PLANNED	6/23/2011	8	72	9	N
PLANNED	6/23/2011	7	56	8	N
PLANNED	6/23/2011	48	5,856	122	N
PLANNED	6/23/2011	7	553	79	N
PLANNED	6/23/2011	6	954	159	N
PLANNED	6/23/2011	5	1,000	200	N
PLANNED	6/23/2011	1	226	226	N
PLANNED	6/23/2011	2	300	150	N
PLANNED	6/23/2011	10	680	68	N
PLANNED	6/23/2011	3	402	134	N
PLANNED	6/23/2011	5	360	72	N
PLANNED	6/23/2011	8	2,760	345	N
PLANNED	6/23/2011	4	1,288	322	N
PLANNED	6/23/2011	5	1,610	322	N
CUSTOMER REQUEST	6/23/2011	1	206	206	N
PLANNED	6/23/2011	12	612	51	N
PLANNED	6/23/2011	44	748	17	N
PLANNED	6/23/2011	4	752	188	N
PLANNED	6/23/2011	17	1,598	94	N
PLANNED	6/23/2011	13	3,302	254	N
PLANNED	6/23/2011	4	972	243	N
PLANNED	6/23/2011	12	2,256	188	N
PLANNED	6/23/2011	16	1,440	90	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/23/2011	8	168	21	N
PLANNED	6/23/2011	10	1,180	118	N
PLANNED	6/23/2011	8	912	114	N
PLANNED	6/23/2011	7	196	28	N
PLANNED	6/23/2011	5	820	164	N
PLANNED	6/23/2011	8	904	113	N
PLANNED	6/23/2011	8	1,192	149	N
PLANNED	6/23/2011	3	447	149	N
PLANNED	6/23/2011	12	864	72	N
CUSTOMER REQUEST	6/23/2011	5	85	17	N
CUSTOMER REQUEST	6/23/2011	2	38	19	N
CUSTOMER REQUEST	6/23/2011	1	486	486	N
CUSTOMER REQUEST	6/23/2011	1	962	962	N
CUSTOMER REQUEST	6/23/2011	1	260	260	N
PLANNED	6/24/2011	4	484	121	N
CUSTOMER REQUEST	6/24/2011	1	234	234	N
PLANNED	6/24/2011	6	552	92	N
PLANNED	6/24/2011	9	585	65	N
PLANNED	6/24/2011	15	870	58	N
CUSTOMER REQUEST	6/24/2011	7	7	1	N
PLANNED	6/24/2011	2	496	248	N
CUSTOMER REQUEST	6/24/2011	1	134	134	N
PLANNED	6/24/2011	4	772	193	N
PLANNED	6/24/2011	16	640	40	N
PLANNED	6/24/2011	4	444	111	N
PLANNED	6/24/2011	8	1,424	178	N
PLANNED	6/24/2011	1	152	152	N
PLANNED	6/24/2011	4	724	181	N
PLANNED	6/24/2011	18	3,186	177	N
PLANNED	6/24/2011	8	752	94	N
PLANNED	6/24/2011	4	8	2	N
PLANNED	6/24/2011	45	6,390	142	N
PLANNED	6/24/2011	1	189	189	N
PLANNED	6/24/2011	14	2,478	177	N
PLANNED	6/24/2011	5	470	94	N
PLANNED	6/24/2011	3	372	124	N
PLANNED	6/24/2011	12	708	59	N
PLANNED	6/24/2011	7	672	96	N
PLANNED	6/24/2011	10	930	93	N
PLANNED	6/24/2011	5	620	124	N
PLANNED	6/24/2011	2	142	71	N
PLANNED	6/24/2011	6	456	76	N
PLANNED	6/24/2011	1	16	16	N
PLANNED	6/24/2011	31	1,767	57	N
PLANNED	6/24/2011	5	790	158	N
PLANNED	6/24/2011	9	180	20	N
PLANNED	6/24/2011	11	77	7	N
PLANNED	6/24/2011	4	772	193	N
PLANNED	6/24/2011	4	32	8	N
PLANNED	6/24/2011	6	1,548	258	N
CUSTOMER REQUEST	6/24/2011	1	221	221	N
PLANNED	6/24/2011	3	42	14	N
CUSTOMER REQUEST	6/24/2011	1	441	441	N
PLANNED	6/24/2011	38	6,422	169	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/24/2011	1	1,515	1,515	N
CUSTOMER REQUEST	6/25/2011	1	201	201	N
PLANNED	6/25/2011	9	648	72	N
CUSTOMER REQUEST	6/25/2011	3	609	203	N
PLANNED	6/25/2011	40	4,320	108	N
PLANNED	6/25/2011	5	305	61	N
PLANNED	6/25/2011	6	354	59	N
CUSTOMER REQUEST	6/25/2011	1	329	329	N
CUSTOMER REQUEST	6/25/2011	2,794	131,348	167	N
PLANNED	6/26/2011	2	782	391	N
PLANNED	6/26/2011	1	57	57	N
PLANNED	6/27/2011	6	456	76	N
PLANNED	6/27/2011	8	1,848	231	N
PLANNED	6/27/2011	38	5,928	156	N
PLANNED	6/27/2011	4	632	158	N
PLANNED	6/27/2011	10	1,180	118	N
PLANNED	6/27/2011	2	114	57	N
PLANNED	6/27/2011	6	690	115	N
PLANNED	6/27/2011	11	99	9	N
PLANNED	6/27/2011	6	960	160	N
PLANNED	6/27/2011	20	620	31	N
PLANNED	6/27/2011	8	2,464	308	N
PLANNED	6/27/2011	2	546	273	N
PLANNED	6/27/2011	13	156	12	N
PLANNED	6/27/2011	6	588	98	N
PLANNED	6/27/2011	7	1,295	185	N
PLANNED	6/27/2011	8	1,456	182	N
PLANNED	6/27/2011	8	552	69	N
PLANNED	6/27/2011	12	2,700	225	N
PLANNED	6/27/2011	9	1,980	220	N
PLANNED	6/27/2011	12	984	82	N
PLANNED	6/27/2011	7	1,239	177	N
PLANNED	6/27/2011	6	1,110	185	N
PLANNED	6/27/2011	8	416	52	N
PLANNED	6/27/2011	16	2,560	160	N
PLANNED	6/27/2011	2	350	175	N
PLANNED	6/27/2011	7	336	48	N
PLANNED	6/27/2011	6	276	46	N
PLANNED	6/27/2011	6	336	56	N
PLANNED	6/27/2011	34	1,394	41	N
PLANNED	6/27/2011	82	7,216	88	N
PLANNED	6/27/2011	7	364	52	N
PLANNED	6/27/2011	5	300	60	N
PLANNED	6/27/2011	16	736	46	N
PLANNED	6/27/2011	8	616	77	N
PLANNED	6/27/2011	1	203	203	N
PLANNED	6/27/2011	5	5	1	N
PLANNED	6/27/2011	11	242	22	N
PLANNED	6/27/2011	6	354	59	N
CUSTOMER REQUEST	6/27/2011	1	70	70	N
CUSTOMER REQUEST	6/27/2011	1	54	54	N
PLANNED	6/28/2011	10	1,170	117	N
PLANNED	6/28/2011	4	692	173	N
PLANNED	6/28/2011	9	1,548	172	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/28/2011	7	1,197	171	N
PLANNED	6/28/2011	12	876	73	N
PLANNED	6/28/2011	10	3,780	378	N
PLANNED	6/28/2011	13	4,901	377	N
PLANNED	6/28/2011	9	351	39	N
PLANNED	6/28/2011	7	315	45	N
PLANNED	6/28/2011	6	1,830	305	N
PLANNED	6/28/2011	3	174	58	N
CUSTOMER REQUEST	6/28/2011	14	490	35	N
PLANNED	6/28/2011	22	1,166	53	N
PLANNED	6/28/2011	1	262	262	N
CUSTOMER REQUEST	6/28/2011	8	184	23	N
CUSTOMER REQUEST	6/28/2011	1	484	484	N
CUSTOMER REQUEST	6/28/2011	6	282	47	N
PLANNED	6/28/2011	7	63	9	N
PLANNED	6/28/2011	2	24	12	N
PLANNED	6/28/2011	11	2,178	198	N
PLANNED	6/28/2011	12	300	25	N
PLANNED	6/28/2011	3	192	64	N
PLANNED	6/28/2011	5	315	63	N
CUSTOMER REQUEST	6/28/2011	1	199	199	N
PLANNED	6/28/2011	29	5,278	182	N
PLANNED	6/28/2011	1	59	59	N
PLANNED	6/28/2011	5	780	156	N
PLANNED	6/28/2011	13	1,313	101	N
PLANNED	6/28/2011	5	560	112	N
PLANNED	6/28/2011	9	612	68	N
PLANNED	6/28/2011	5	615	123	N
PLANNED	6/28/2011	6	522	87	N
PLANNED	6/28/2011	8	1,032	129	N
PLANNED	6/28/2011	11	1,100	100	N
PLANNED	6/28/2011	2	614	307	N
PLANNED	6/28/2011	3	903	301	N
PLANNED	6/28/2011	14	1,246	89	N
PLANNED	6/28/2011	6	144	24	N
PLANNED	6/28/2011	11	638	58	N
PLANNED	6/28/2011	12	3,180	265	N
PLANNED	6/28/2011	6	306	51	N
PLANNED	6/28/2011	6	102	17	N
PLANNED	6/28/2011	8	496	62	N
PLANNED	6/28/2011	6	336	56	N
CUSTOMER REQUEST	6/28/2011	1	137	137	N
CUSTOMER REQUEST	6/28/2011	15	315	21	N
PLANNED	6/28/2011	9	621	69	N
CUSTOMER REQUEST	6/28/2011	1	100	100	N
PLANNED	6/28/2011	13	546	42	N
PLANNED	6/29/2011	12	1,056	88	N
PLANNED	6/29/2011	8	1,048	131	N
PLANNED	6/29/2011	5	800	160	N
PLANNED	6/29/2011	4	344	86	N
PLANNED	6/29/2011	4	436	109	N
PLANNED	6/29/2011	4	652	163	N
PLANNED	6/29/2011	9	2,160	240	N
PLANNED	6/29/2011	22	7,062	321	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/29/2011	2	520	260	N
PLANNED	6/29/2011	3	216	72	N
PLANNED	6/29/2011	8	336	42	N
PLANNED	6/29/2011	1	32	32	N
CUSTOMER REQUEST	6/29/2011	9	297	33	N
PLANNED	6/29/2011	6	1,236	206	N
PLANNED	6/29/2011	12	24	2	N
PLANNED	6/29/2011	3	324	108	N
PLANNED	6/29/2011	15	2,070	138	N
PLANNED	6/29/2011	7	196	28	N
PLANNED	6/29/2011	12	708	59	N
PLANNED	6/29/2011	8	1,800	225	N
PLANNED	6/29/2011	10	690	69	N
PLANNED	6/29/2011	12	648	54	N
PLANNED	6/29/2011	3	870	290	N
PLANNED	6/29/2011	11	462	42	N
PLANNED	6/29/2011	5	890	178	N
PLANNED	6/29/2011	6	822	137	N
PLANNED	6/29/2011	39	14,703	377	N
PLANNED	6/29/2011	2	146	73	N
CUSTOMER REQUEST	6/29/2011	1	78	78	N
PLANNED	6/29/2011	1	93	93	N
PLANNED	6/29/2011	8	592	74	N
PLANNED	6/29/2011	6	588	98	N
PLANNED	6/29/2011	24	3,576	149	N
PLANNED	6/29/2011	6	348	58	N
PLANNED	6/29/2011	4	304	76	N
PLANNED	6/29/2011	4	524	131	N
PLANNED	6/29/2011	19	1,501	79	N
PLANNED	6/29/2011	5	265	53	N
PLANNED	6/29/2011	6	594	99	N
CUSTOMER REQUEST	6/29/2011	1	232	232	N
CUSTOMER REQUEST	6/29/2011	1	59	59	N
PLANNED	6/29/2011	1	137	137	N
CUSTOMER REQUEST	6/30/2011	1	156	156	N
PLANNED	6/30/2011	5	1,000	200	N
CUSTOMER REQUEST	6/30/2011	1	241	241	N
PLANNED	6/30/2011	9	270	30	N
PLANNED	6/30/2011	6	648	108	N
PLANNED	6/30/2011	7	420	60	N
PLANNED	6/30/2011	26	3,328	128	N
PLANNED	6/30/2011	8	1,568	196	N
PLANNED	6/30/2011	19	3,591	189	N
PLANNED	6/30/2011	24	2,256	94	N
PLANNED	6/30/2011	1	128	128	N
PLANNED	6/30/2011	34	4,284	126	N
PLANNED	6/30/2011	25	3,800	152	N
PLANNED	6/30/2011	2	138	69	N
PLANNED	6/30/2011	5	125	25	N
PLANNED	6/30/2011	7	182	26	N
PLANNED	6/30/2011	22	2,266	103	N
PLANNED	6/30/2011	10	10	1	N
PLANNED	6/30/2011	12	1,848	154	N
PLANNED	6/30/2011	5	750	150	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/30/2011	1	214	214	N
PLANNED	6/30/2011	6	18	3	N
PLANNED	6/30/2011	7	854	122	N
PLANNED	6/30/2011	6	1,128	188	N
PLANNED	6/30/2011	6	888	148	N
PLANNED	6/30/2011	5	660	132	N
PLANNED	6/30/2011	1	116	116	N
CUSTOMER REQUEST	6/30/2011	1	17	17	N
PLANNED	6/30/2011	2	166	83	N
CUSTOMER REQUEST	6/30/2011	1	36	36	N
CUSTOMER REQUEST	6/30/2011	1	47	47	N
PLANNED	7/1/2011	10	1,510	151	N
PLANNED	7/1/2011	2	116	58	N
PLANNED	7/1/2011	3	363	121	N
PLANNED	7/1/2011	79	6,478	82	N
CUSTOMER REQUEST	7/1/2011	1	229	229	N
PLANNED	7/1/2011	5	910	182	N
PLANNED	7/1/2011	7	42	6	N
PLANNED	7/1/2011	3	393	131	N
CUSTOMER REQUEST	7/1/2011	1	291	291	N
PLANNED	7/1/2011	10	1,140	114	N
PLANNED	7/1/2011	67	9,246	138	N
CUSTOMER REQUEST	7/1/2011	1	597	597	N
PLANNED	7/1/2011	7	1,568	224	N
PLANNED	7/1/2011	8	664	83	N
PLANNED	7/1/2011	8	512	64	N
CUSTOMER REQUEST	7/1/2011	1	312	312	N
CUSTOMER REQUEST	7/1/2011	1	37	37	N
PLANNED	7/1/2011	8	208	26	N
PLANNED	7/1/2011	30	750	25	N
PLANNED	7/1/2011	2	164	82	N
CUSTOMER REQUEST	7/2/2011	3	1,122	374	N
PLANNED	7/2/2011	3	69	23	N
CUSTOMER REQUEST	7/2/2011	1	306	306	N
CUSTOMER REQUEST	7/3/2011	1	123	123	N
CUSTOMER REQUEST	7/4/2011	1	459	459	N
CUSTOMER REQUEST	7/5/2011	10	3,170	317	N
PLANNED	7/5/2011	1	184	184	N
PLANNED	7/5/2011	14	2,730	195	N
CUSTOMER REQUEST	7/5/2011	1	489	489	N
PLANNED	7/5/2011	11	1,309	119	N
PLANNED	7/5/2011	1	119	119	N
PLANNED	7/5/2011	10	2,430	243	N
CUSTOMER REQUEST	7/5/2011	15	285	19	N
PLANNED	7/5/2011	6	846	141	N
PLANNED	7/5/2011	54	4,644	86	N
PLANNED	7/5/2011	10	320	32	N
PLANNED	7/5/2011	17	3,162	186	N
PLANNED	7/5/2011	1	214	214	N
PLANNED	7/5/2011	60	3,960	66	N
PLANNED	7/5/2011	4	520	130	N
PLANNED	7/5/2011	4	604	151	N
PLANNED	7/5/2011	13	533	41	N
CUSTOMER REQUEST	7/5/2011	1	154	154	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/5/2011	4	116	29	N
PLANNED	7/5/2011	6	1,326	221	N
PLANNED	7/5/2011	5	570	114	N
PLANNED	7/5/2011	10	1,380	138	N
PLANNED	7/5/2011	5	685	137	N
PLANNED	7/5/2011	2	160	80	N
PLANNED	7/5/2011	2	348	174	N
PLANNED	7/5/2011	5	415	83	N
PLANNED	7/5/2011	4	324	81	N
PLANNED	7/5/2011	5	240	48	N
PLANNED	7/5/2011	4	672	168	N
PLANNED	7/5/2011	8	1,392	174	N
CUSTOMER REQUEST	7/5/2011	11	1,309	119	N
PLANNED	7/5/2011	13	195	15	N
CUSTOMER REQUEST	7/5/2011	1	95	95	N
PLANNED	7/6/2011	6	300	50	N
CUSTOMER REQUEST	7/6/2011	1	394	394	N
PLANNED	7/6/2011	1	86	86	N
CUSTOMER REQUEST	7/6/2011	1	314	314	N
PLANNED	7/6/2011	2	328	164	N
PLANNED	7/6/2011	1	66	66	N
PLANNED	7/6/2011	8	1,640	205	N
PLANNED	7/6/2011	5	1,475	295	N
PLANNED	7/6/2011	11	1,573	143	N
CUSTOMER REQUEST	7/6/2011	1	30	30	N
PLANNED	7/6/2011	4	448	112	N
PLANNED	7/6/2011	1	263	263	N
PLANNED	7/6/2011	5	1,270	254	N
PLANNED	7/6/2011	15	2,640	176	N
PLANNED	7/6/2011	7	406	58	N
CUSTOMER REQUEST	7/6/2011	1	141	141	N
PLANNED	7/6/2011	11	3,102	282	N
PLANNED	7/6/2011	2	204	102	N
PLANNED	7/6/2011	4	188	47	N
PLANNED	7/6/2011	4	352	88	N
CUSTOMER REQUEST	7/6/2011	1	144	144	N
PLANNED	7/6/2011	9	1,098	122	N
PLANNED	7/6/2011	8	960	120	N
PLANNED	7/6/2011	5	105	21	N
CUSTOMER REQUEST	7/6/2011	1	321	321	N
PLANNED	7/6/2011	2	408	204	N
CUSTOMER REQUEST	7/6/2011	1	160	160	N
CUSTOMER REQUEST	7/6/2011	1	293	293	N
PLANNED	7/7/2011	7	434	62	N
PLANNED	7/7/2011	10	100	10	N
CUSTOMER REQUEST	7/7/2011	1	208	208	N
PLANNED	7/7/2011	4	440	110	N
PLANNED	7/7/2011	13	1,742	134	N
PLANNED	7/7/2011	11	1,617	147	N
CUSTOMER REQUEST	7/7/2011	7	805	115	N
PLANNED	7/7/2011	3	498	166	N
PLANNED	7/7/2011	7	469	67	N
PLANNED	7/7/2011	7	560	80	N
PLANNED	7/7/2011	4	212	53	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/7/2011	3	105	35	N
CUSTOMER REQUEST	7/7/2011	1	201	201	N
CUSTOMER REQUEST	7/7/2011	9	9	1	N
CUSTOMER REQUEST	7/7/2011	1	54	54	N
CUSTOMER REQUEST	7/8/2011	1	113	113	N
PLANNED	7/8/2011	3	774	258	N
PLANNED	7/8/2011	4	724	181	N
PLANNED	7/8/2011	11	1,925	175	N
PLANNED	7/8/2011	2	286	143	N
PLANNED	7/8/2011	8	872	109	N
PLANNED	7/8/2011	8	2,672	334	N
PLANNED	7/8/2011	60	4,140	69	N
CUSTOMER REQUEST	7/8/2011	7	126	18	N
PLANNED	7/8/2011	8	1,120	140	N
CUSTOMER REQUEST	7/8/2011	27	2,673	99	N
PLANNED	7/8/2011	15	6,180	412	N
PLANNED	7/8/2011	5	415	83	N
PLANNED	7/8/2011	2	1,018	509	N
PLANNED	7/8/2011	21	2,058	98	N
PLANNED	7/8/2011	7	1,568	224	N
CUSTOMER REQUEST	7/8/2011	1	71	71	N
PLANNED	7/8/2011	93	22,692	244	N
PLANNED	7/8/2011	117	7,488	64	N
PLANNED	7/8/2011	7	266	38	N
PLANNED	7/8/2011	4	804	201	N
PLANNED	7/8/2011	7	245	35	N
PLANNED	7/8/2011	10	700	70	N
PLANNED	7/8/2011	15	765	51	N
PLANNED	7/8/2011	4	592	148	N
CUSTOMER REQUEST	7/8/2011	1	213	213	N
CUSTOMER REQUEST	7/8/2011	1	138	138	N
PLANNED	7/8/2011	13	988	76	N
PLANNED	7/8/2011	8	872	109	N
PLANNED	7/9/2011	18	4,194	233	N
PLANNED	7/9/2011	25	3,925	157	N
CUSTOMER REQUEST	7/9/2011	1	19	19	N
PLANNED	7/9/2011	8	328	41	N
CUSTOMER REQUEST	7/9/2011	1	34	34	N
PLANNED	7/10/2011	10	2,020	202	N
PLANNED	7/10/2011	9	1,584	176	N
PLANNED	7/10/2011	10	1,050	105	N
PLANNED	7/10/2011	1	462	462	N
PLANNED	7/10/2011	2	124	62	N
PLANNED	7/10/2011	11	396	36	N
CUSTOMER REQUEST	7/10/2011	1	297	297	N
CUSTOMER REQUEST	7/11/2011	11	7,018	638	N
PLANNED	7/11/2011	7	1,225	175	N
PLANNED	7/11/2011	8	1,720	215	N
PLANNED	7/11/2011	5	900	180	N
PLANNED	7/11/2011	5	660	132	N
PLANNED	7/11/2011	3	246	82	N
PLANNED	7/11/2011	1	106	106	N
PLANNED	7/11/2011	4	12	3	N
PLANNED	7/11/2011	24	4,968	207	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/11/2011	7	1,764	252	N
PLANNED	7/11/2011	4	132	33	N
PLANNED	7/11/2011	1	224	224	N
PLANNED	7/11/2011	3	720	240	N
PLANNED	7/11/2011	4	956	239	N
PLANNED	7/11/2011	5	1,235	247	N
PLANNED	7/11/2011	16	3,760	235	N
PLANNED	7/11/2011	21	2,373	113	N
PLANNED	7/11/2011	10	2,240	224	N
PLANNED	7/11/2011	6	576	96	N
PLANNED	7/11/2011	2	222	111	N
CUSTOMER REQUEST	7/11/2011	1	761	761	N
PLANNED	7/11/2011	7	630	90	N
PLANNED	7/11/2011	9	1,170	130	N
PLANNED	7/11/2011	8	712	89	N
CUSTOMER REQUEST	7/11/2011	8	984	123	N
PLANNED	7/11/2011	17	2,006	118	N
PLANNED	7/11/2011	6	78	13	N
PLANNED	7/11/2011	10	1,830	183	N
PLANNED	7/11/2011	15	1,500	100	N
PLANNED	7/11/2011	4	88	22	N
PLANNED	7/11/2011	8	456	57	N
CUSTOMER REQUEST	7/11/2011	3	72	24	N
PLANNED	7/11/2011	21	5,082	242	N
PLANNED	7/11/2011	7	350	50	N
PLANNED	7/11/2011	38	4,446	117	N
CUSTOMER REQUEST	7/11/2011	1	289	289	N
CUSTOMER REQUEST	7/12/2011	1	202	202	N
PLANNED	7/12/2011	7	2,828	404	N
PLANNED	7/12/2011	7	2,800	400	N
PLANNED	7/12/2011	10	950	95	N
PLANNED	7/12/2011	14	2,086	149	N
PLANNED	7/12/2011	6	60	10	N
PLANNED	7/12/2011	37	17,760	480	N
PLANNED	7/12/2011	5	220	44	N
PLANNED	7/12/2011	1	311	311	N
PLANNED	7/12/2011	7	1,232	176	N
PLANNED	7/12/2011	17	510	30	N
PLANNED	7/12/2011	6	978	163	N
PLANNED	7/12/2011	2	308	154	N
PLANNED	7/12/2011	1	305	305	N
PLANNED	7/12/2011	1	220	220	N
PLANNED	7/12/2011	5	450	90	N
PLANNED	7/12/2011	2	88	44	N
PLANNED	7/12/2011	8	1,048	131	N
PLANNED	7/12/2011	6	720	120	N
PLANNED	7/12/2011	34	6,324	186	N
PLANNED	7/12/2011	7	63	9	N
PLANNED	7/12/2011	4	948	237	N
PLANNED	7/12/2011	5	480	96	N
PLANNED	7/12/2011	31	5,456	176	N
PLANNED	7/12/2011	4	712	178	N
PLANNED	7/12/2011	5	310	62	N
PLANNED	7/12/2011	4	980	245	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/12/2011	7	1,148	164	N
PLANNED	7/12/2011	4	168	42	N
PLANNED	7/12/2011	11	1,254	114	N
PLANNED	7/12/2011	4	552	138	N
PLANNED	7/12/2011	11	1,023	93	N
PLANNED	7/12/2011	14	3,626	259	N
PLANNED	7/12/2011	1	118	118	N
PLANNED	7/12/2011	7	665	95	N
PLANNED	7/12/2011	6	390	65	N
PLANNED	7/12/2011	4	260	65	N
PLANNED	7/12/2011	10	1,080	108	N
PLANNED	7/12/2011	7	749	107	N
PLANNED	7/12/2011	6	2,046	341	N
PLANNED	7/12/2011	15	465	31	N
PLANNED	7/12/2011	8	1,880	235	N
PLANNED	7/12/2011	15	2,040	136	N
PLANNED	7/12/2011	6	186	31	N
PLANNED	7/12/2011	2	392	196	N
PLANNED	7/12/2011	6	342	57	N
PLANNED	7/12/2011	11	990	90	N
PLANNED	7/12/2011	4	2,116	529	N
PLANNED	7/12/2011	20	1,260	63	N
PLANNED	7/12/2011	7	287	41	N
PLANNED	7/12/2011	5	1,415	283	N
PLANNED	7/12/2011	5	1,035	207	N
PLANNED	7/12/2011	8	704	88	N
PLANNED	7/12/2011	4	148	37	N
CUSTOMER REQUEST	7/12/2011	77	17,787	231	N
PLANNED	7/13/2011	19	3,173	167	N
PLANNED	7/13/2011	5	860	172	N
PLANNED	7/13/2011	4	728	182	N
PLANNED	7/13/2011	10	1,710	171	N
PLANNED	7/13/2011	1	234	234	N
PLANNED	7/13/2011	15	630	42	N
PLANNED	7/13/2011	7	1,015	145	N
PLANNED	7/13/2011	7	1,008	144	N
PLANNED	7/13/2011	1	261	261	N
PLANNED	7/13/2011	6	306	51	N
PLANNED	7/13/2011	54	4,806	89	N
PLANNED	7/13/2011	8	1,408	176	N
PLANNED	7/13/2011	4	704	176	N
PLANNED	7/13/2011	11	1,254	114	N
PLANNED	7/13/2011	10	2,540	254	N
PLANNED	7/13/2011	14	2,366	169	N
PLANNED	7/13/2011	3	261	87	N
PLANNED	7/13/2011	9	90	10	N
CUSTOMER REQUEST	7/13/2011	1	239	239	N
PLANNED	7/13/2011	25	3,975	159	N
PLANNED	7/13/2011	6	1,548	258	N
PLANNED	7/13/2011	17	136	8	N
PLANNED	7/13/2011	11	1,837	167	N
PLANNED	7/13/2011	9	1,413	157	N
PLANNED	7/13/2011	2	128	64	N
PLANNED	7/13/2011	12	1,428	119	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/13/2011	25	2,325	93	N
PLANNED	7/13/2011	2	196	98	N
PLANNED	7/13/2011	6	1,728	288	N
PLANNED	7/13/2011	9	1,773	197	N
PLANNED	7/13/2011	7	1,071	153	N
PLANNED	7/13/2011	8	2,272	284	N
PLANNED	7/13/2011	4	216	54	N
PLANNED	7/13/2011	10	1,020	102	N
PLANNED	7/13/2011	2	222	111	N
PLANNED	7/13/2011	1	326	326	N
PLANNED	7/13/2011	4	416	104	N
CUSTOMER REQUEST	7/13/2011	6	402	67	N
PLANNED	7/13/2011	7	973	139	N
PLANNED	7/13/2011	3	102	34	N
PLANNED	7/13/2011	5	365	73	N
PLANNED	7/13/2011	10	1,380	138	N
PLANNED	7/13/2011	21	1,890	90	N
PLANNED	7/13/2011	1	78	78	N
CUSTOMER REQUEST	7/13/2011	1	107	107	N
PLANNED	7/13/2011	16	2,560	160	N
CUSTOMER REQUEST	7/14/2011	10	2,980	298	N
PLANNED	7/14/2011	7	3,185	455	N
PLANNED	7/14/2011	1	55	55	N
PLANNED	7/14/2011	4	704	176	N
PLANNED	7/14/2011	4	448	112	N
PLANNED	7/14/2011	3	279	93	N
PLANNED	7/14/2011	5	605	121	N
PLANNED	7/14/2011	17	1,802	106	N
PLANNED	7/14/2011	5	685	137	N
PLANNED	7/14/2011	10	1,100	110	N
PLANNED	7/14/2011	1	358	358	N
PLANNED	7/14/2011	9	1,755	195	N
PLANNED	7/14/2011	32	3,968	124	N
PLANNED	7/14/2011	12	4,284	357	N
PLANNED	7/14/2011	26	4,316	166	N
PLANNED	7/14/2011	1	265	265	N
PLANNED	7/14/2011	6	498	83	N
PLANNED	7/14/2011	8	200	25	N
PLANNED	7/14/2011	25	25	1	N
PLANNED	7/14/2011	7	1,078	154	N
PLANNED	7/14/2011	6	924	154	N
PLANNED	7/14/2011	10	1,860	186	N
PLANNED	7/14/2011	3	651	217	N
PLANNED	7/14/2011	2	430	215	N
PLANNED	7/14/2011	1	187	187	N
PLANNED	7/14/2011	7	1,477	211	N
PLANNED	7/14/2011	2	194	97	N
PLANNED	7/14/2011	5	195	39	N
PLANNED	7/14/2011	2	328	164	N
PLANNED	7/14/2011	1	191	191	N
CUSTOMER REQUEST	7/14/2011	1	467	467	N
PLANNED	7/14/2011	11	583	53	N
PLANNED	7/14/2011	13	2,444	188	N
PLANNED	7/14/2011	4	956	239	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/14/2011	1	62	62	N
PLANNED	7/14/2011	4	364	91	N
PLANNED	7/14/2011	8	720	90	N
PLANNED	7/14/2011	8	1,224	153	N
PLANNED	7/14/2011	3	225	75	N
PLANNED	7/14/2011	12	696	58	N
PLANNED	7/14/2011	3	405	135	N
PLANNED	7/14/2011	16	768	48	N
PLANNED	7/14/2011	2	80	40	N
PLANNED	7/14/2011	16	2,544	159	N
PLANNED	7/14/2011	1	44	44	N
PLANNED	7/14/2011	2	230	115	N
PLANNED	7/14/2011	3	336	112	N
CUSTOMER REQUEST	7/14/2011	9	198	22	N
CUSTOMER REQUEST	7/14/2011	1	132	132	N
PLANNED	7/14/2011	5	200	40	N
CUSTOMER REQUEST	7/14/2011	1	72	72	N
PLANNED	7/15/2011	14	4,046	289	N
PLANNED	7/15/2011	2	342	171	N
PLANNED	7/15/2011	33	2,607	79	N
PLANNED	7/15/2011	2	504	252	N
PLANNED	7/15/2011	6	1,098	183	N
PLANNED	7/15/2011	21	6,258	298	N
PLANNED	7/15/2011	14	2,926	209	N
PLANNED	7/15/2011	12	2,100	175	N
PLANNED	7/15/2011	5	955	191	N
PLANNED	7/15/2011	35	4,935	141	N
CUSTOMER REQUEST	7/15/2011	1	269	269	N
PLANNED	7/15/2011	3	351	117	N
PLANNED	7/15/2011	10	1,640	164	N
PLANNED	7/15/2011	7	539	77	N
PLANNED	7/15/2011	4	428	107	N
PLANNED	7/15/2011	5	890	178	N
PLANNED	7/15/2011	3	681	227	N
PLANNED	7/15/2011	1	49	49	N
PLANNED	7/15/2011	10	700	70	N
PLANNED	7/15/2011	14	2,198	157	N
PLANNED	7/15/2011	5	460	92	N
PLANNED	7/15/2011	3	354	118	N
PLANNED	7/15/2011	3	84	28	N
PLANNED	7/15/2011	2	314	157	N
PLANNED	7/15/2011	5	1,390	278	N
PLANNED	7/15/2011	4	96	24	N
CUSTOMER REQUEST	7/15/2011	1	103	103	N
CUSTOMER REQUEST	7/15/2011	121	54,121	1,081	N
PLANNED	7/15/2011	4	1,428	357	N
CUSTOMER REQUEST	7/16/2011	1	213	213	N
PLANNED	7/16/2011	11	3,366	306	N
PLANNED	7/16/2011	2	156	78	N
PLANNED	7/16/2011	1	502	502	N
PLANNED	7/16/2011	5	95	19	N
PLANNED	7/16/2011	8	624	78	N
CUSTOMER REQUEST	7/16/2011	1	42	42	N
CUSTOMER REQUEST	7/16/2011	1	129	129	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/16/2011	1	97	97	N
CUSTOMER REQUEST	7/16/2011	1	355	355	N
CUSTOMER REQUEST	7/16/2011	1	907	907	N
CUSTOMER REQUEST	7/18/2011	1	307	307	N
PLANNED	7/18/2011	2	324	162	N
PLANNED	7/18/2011	10	330	33	N
PLANNED	7/18/2011	7	861	123	N
PLANNED	7/18/2011	7	42	6	N
PLANNED	7/18/2011	10	320	32	N
PLANNED	7/18/2011	1	251	251	N
PLANNED	7/18/2011	2	42	21	N
PLANNED	7/18/2011	3	558	186	N
PLANNED	7/18/2011	4	368	92	N
PLANNED	7/18/2011	1	18	18	N
PLANNED	7/18/2011	25	2,475	99	N
PLANNED	7/18/2011	35	6,580	188	N
PLANNED	7/18/2011	13	299	23	N
PLANNED	7/18/2011	9	972	108	N
PLANNED	7/18/2011	6	894	149	N
PLANNED	7/18/2011	4	152	38	N
PLANNED	7/18/2011	8	3,632	454	N
PLANNED	7/18/2011	6	318	53	N
PLANNED	7/18/2011	4	204	51	N
PLANNED	7/18/2011	8	528	66	N
PLANNED	7/18/2011	3	87	29	N
PLANNED	7/18/2011	1	61	61	N
PLANNED	7/18/2011	5	530	106	N
PLANNED	7/18/2011	19	418	22	N
PLANNED	7/18/2011	10	650	65	N
PLANNED	7/18/2011	1	118	118	N
PLANNED	7/18/2011	10	300	30	N
PLANNED	7/18/2011	36	1,800	50	N
PLANNED	7/18/2011	1	131	131	N
PLANNED	7/18/2011	15	510	34	N
PLANNED	7/18/2011	2	230	115	N
CUSTOMER REQUEST	7/18/2011	1	160	160	N
PLANNED	7/18/2011	6	1,098	183	N
PLANNED	7/18/2011	3	309	103	N
CUSTOMER REQUEST	7/18/2011	1	77	77	N
PLANNED	7/19/2011	17	2,499	147	N
PLANNED	7/19/2011	19	2,774	146	N
PLANNED	7/19/2011	4	404	101	N
PLANNED	7/19/2011	7	2,989	427	N
PLANNED	7/19/2011	6	3,540	590	N
PLANNED	7/19/2011	1	310	310	N
PLANNED	7/19/2011	8	760	95	N
PLANNED	7/19/2011	11	132	12	N
PLANNED	7/19/2011	3	414	138	N
CUSTOMER REQUEST	7/19/2011	8	120	15	N
PLANNED	7/19/2011	2	82	41	N
PLANNED	7/19/2011	8	1,448	181	N
PLANNED	7/19/2011	132	39,336	298	N
PLANNED	7/19/2011	2	136	68	N
PLANNED	7/19/2011	4	816	204	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/19/2011	2	52	26	N
CUSTOMER REQUEST	7/19/2011	18	1,224	68	N
PLANNED	7/19/2011	2	498	249	N
PLANNED	7/19/2011	2	200	100	N
PLANNED	7/19/2011	7	1,603	229	N
PLANNED	7/19/2011	7	1,379	197	N
PLANNED	7/19/2011	7	462	66	N
PLANNED	7/19/2011	5	590	118	N
PLANNED	7/19/2011	30	2,970	99	N
PLANNED	7/19/2011	7	434	62	N
PLANNED	7/19/2011	4	504	126	N
PLANNED	7/19/2011	106	9,540	90	N
PLANNED	7/19/2011	3	252	84	N
PLANNED	7/19/2011	8	464	58	N
PLANNED	7/19/2011	11	286	26	N
PLANNED	7/19/2011	3	234	78	N
PLANNED	7/19/2011	3	81	27	N
PLANNED	7/19/2011	6	1,134	189	N
PLANNED	7/19/2011	23	6,049	263	N
PLANNED	7/19/2011	8	920	115	N
PLANNED	7/19/2011	6	786	131	N
PLANNED	7/19/2011	5	280	56	N
PLANNED	7/19/2011	9	1,179	131	N
PLANNED	7/19/2011	3	327	109	N
PLANNED	7/19/2011	20	1,220	61	N
PLANNED	7/19/2011	12	828	69	N
PLANNED	7/19/2011	16	736	46	N
PLANNED	7/19/2011	7	280	40	N
PLANNED	7/19/2011	5	1,775	355	N
PLANNED	7/20/2011	15	30	2	N
PLANNED	7/20/2011	1	250	250	N
PLANNED	7/20/2011	3	621	207	N
PLANNED	7/20/2011	48	3,600	75	N
PLANNED	7/20/2011	2	172	86	N
PLANNED	7/20/2011	8	696	87	N
PLANNED	7/20/2011	15	465	31	N
PLANNED	7/20/2011	4	1,000	250	N
PLANNED	7/20/2011	5	1,245	249	N
PLANNED	7/20/2011	1	135	135	N
PLANNED	7/20/2011	9	1,188	132	N
PLANNED	7/20/2011	3	645	215	N
PLANNED	7/20/2011	5	1,095	219	N
PLANNED	7/20/2011	10	810	81	N
PLANNED	7/20/2011	6	1,278	213	N
PLANNED	7/20/2011	4	848	212	N
PLANNED	7/20/2011	11	1,078	98	N
PLANNED	7/20/2011	9	900	100	N
PLANNED	7/20/2011	7	4,291	613	N
PLANNED	7/20/2011	1	106	106	N
PLANNED	7/20/2011	8	304	38	N
PLANNED	7/20/2011	28	616	22	N
PLANNED	7/20/2011	8	8	1	N
PLANNED	7/20/2011	6	468	78	N
PLANNED	7/20/2011	10	1,190	119	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/20/2011	2	380	190	N
PLANNED	7/20/2011	16	4,592	287	N
PLANNED	7/20/2011	3	468	156	N
PLANNED	7/20/2011	7	476	68	N
PLANNED	7/20/2011	6	210	35	N
PLANNED	7/20/2011	5	330	66	N
PLANNED	7/20/2011	2	222	111	N
PLANNED	7/20/2011	9	630	70	N
PLANNED	7/20/2011	10	450	45	N
PLANNED	7/20/2011	6	96	16	N
PLANNED	7/20/2011	6	726	121	N
PLANNED	7/20/2011	7	427	61	N
PLANNED	7/20/2011	5	475	95	N
PLANNED	7/20/2011	12	1,404	117	N
PLANNED	7/20/2011	5	705	141	N
PLANNED	7/20/2011	8	608	76	N
PLANNED	7/20/2011	23	2,162	94	N
PLANNED	7/20/2011	23	3,059	133	N
PLANNED	7/20/2011	7	588	84	N
PLANNED	7/20/2011	11	902	82	N
PLANNED	7/20/2011	12	1,224	102	N
PLANNED	7/20/2011	1	409	409	N
PLANNED	7/21/2011	31	5,332	172	N
PLANNED	7/21/2011	2	526	263	N
PLANNED	7/21/2011	6	330	55	N
PLANNED	7/21/2011	1	64	64	N
PLANNED	7/21/2011	4	640	160	N
CUSTOMER REQUEST	7/21/2011	8	152	19	N
PLANNED	7/21/2011	7	119	17	N
PLANNED	7/21/2011	8	1,944	243	N
PLANNED	7/21/2011	4	252	63	N
PLANNED	7/21/2011	8	2,328	291	N
PLANNED	7/21/2011	4	244	61	N
PLANNED	7/21/2011	25	2,675	107	N
PLANNED	7/21/2011	9	2,349	261	N
PLANNED	7/21/2011	4	104	26	N
PLANNED	7/21/2011	2	404	202	N
PLANNED	7/21/2011	4	456	114	N
PLANNED	7/21/2011	3	600	200	N
CUSTOMER REQUEST	7/21/2011	7	1,386	198	N
PLANNED	7/21/2011	4	972	243	N
PLANNED	7/21/2011	2	248	124	N
CUSTOMER REQUEST	7/21/2011	1	496	496	N
PLANNED	7/21/2011	15	3,015	201	N
CUSTOMER REQUEST	7/21/2011	6	282	47	N
PLANNED	7/21/2011	1	114	114	N
PLANNED	7/21/2011	26	4,784	184	N
PLANNED	7/21/2011	11	297	27	N
PLANNED	7/21/2011	7	1,064	152	N
CUSTOMER REQUEST	7/21/2011	1	113	113	N
PLANNED	7/21/2011	7	77	11	N
PLANNED	7/21/2011	16	1,472	92	N
PLANNED	7/21/2011	11	737	67	N
PLANNED	7/21/2011	1	137	137	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/21/2011	6	1,218	203	N
PLANNED	7/21/2011	3	90	30	N
CUSTOMER REQUEST	7/21/2011	1	176	176	N
PLANNED	7/21/2011	9	1,044	116	N
CUSTOMER REQUEST	7/21/2011	3	75	25	N
CUSTOMER REQUEST	7/21/2011	1	120	120	N
PLANNED	7/21/2011	21	1,995	95	N
PLANNED	7/21/2011	6	1,002	167	N
PLANNED	7/21/2011	17	663	39	N
PLANNED	7/21/2011	7	357	51	N
CUSTOMER REQUEST	7/21/2011	12	2,736	228	N
CUSTOMER REQUEST	7/21/2011	1	422	422	N
PLANNED	7/22/2011	33	2,838	86	N
PLANNED	7/22/2011	6	426	71	N
PLANNED	7/22/2011	5	555	111	N
PLANNED	7/22/2011	4	432	108	N
PLANNED	7/22/2011	7	280	40	N
PLANNED	7/22/2011	6	288	48	N
PLANNED	7/22/2011	6	1,068	178	N
PLANNED	7/22/2011	8	56	7	N
PLANNED	7/22/2011	8	528	66	N
PLANNED	7/22/2011	2	912	456	N
PLANNED	7/22/2011	212	21,624	102	N
PLANNED	7/22/2011	26	10,660	410	N
PLANNED	7/22/2011	2	166	83	N
PLANNED	7/22/2011	11	2,321	211	N
PLANNED	7/22/2011	4	836	209	N
PLANNED	7/22/2011	12	384	32	N
CUSTOMER REQUEST	7/22/2011	1	208	208	N
PLANNED	7/22/2011	12	408	34	N
PLANNED	7/22/2011	9	1,035	115	N
PLANNED	7/22/2011	9	909	101	N
PLANNED	7/22/2011	8	824	103	N
PLANNED	7/22/2011	12	816	68	N
PLANNED	7/22/2011	7	581	83	N
PLANNED	7/22/2011	19	342	18	N
PLANNED	7/23/2011	10	1,730	173	N
CUSTOMER REQUEST	7/23/2011	1	42	42	N
CUSTOMER REQUEST	7/24/2011	1	86	86	N
PLANNED	7/24/2011	5	1,055	211	N
PLANNED	7/24/2011	10	1,530	153	N
PLANNED	7/24/2011	2	198	99	N
PLANNED	7/24/2011	20	3,820	191	N
PLANNED	7/25/2011	33	5,775	175	N
PLANNED	7/25/2011	19	3,173	167	N
PLANNED	7/25/2011	2	112	56	N
PLANNED	7/25/2011	1	142	142	N
PLANNED	7/25/2011	6	786	131	N
PLANNED	7/25/2011	4	680	170	N
PLANNED	7/25/2011	12	2,004	167	N
PLANNED	7/25/2011	12	240	20	N
PLANNED	7/25/2011	7	1,330	190	N
PLANNED	7/25/2011	2	516	258	N
PLANNED	7/25/2011	9	180	20	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/25/2011	8	168	21	N
PLANNED	7/25/2011	12	2,124	177	N
PLANNED	7/25/2011	3	291	97	N
PLANNED	7/25/2011	12	1,596	133	N
PLANNED	7/25/2011	32	9,952	311	N
PLANNED	7/25/2011	11	1,067	97	N
PLANNED	7/25/2011	5	415	83	N
PLANNED	7/25/2011	8	3,576	447	N
PLANNED	7/25/2011	12	1,380	115	N
PLANNED	7/25/2011	7	1,036	148	N
CUSTOMER REQUEST	7/25/2011	1	372	372	N
PLANNED	7/25/2011	6	1,194	199	N
PLANNED	7/25/2011	9	1,440	160	N
PLANNED	7/25/2011	10	1,750	175	N
PLANNED	7/25/2011	7	707	101	N
PLANNED	7/25/2011	4	372	93	N
PLANNED	7/25/2011	6	312	52	N
PLANNED	7/25/2011	14	1,302	93	N
CUSTOMER REQUEST	7/25/2011	1	224	224	N
PLANNED	7/25/2011	7	763	109	N
CUSTOMER REQUEST	7/25/2011	1	67	67	N
PLANNED	7/25/2011	9	567	63	N
PLANNED	7/25/2011	2	140	70	N
CUSTOMER REQUEST	7/25/2011	1	70	70	N
PLANNED	7/25/2011	16	1,648	103	N
CUSTOMER REQUEST	7/25/2011	1	71	71	N
CUSTOMER REQUEST	7/25/2011	1	420	420	N
PLANNED	7/26/2011	12	552	46	N
CUSTOMER REQUEST	7/26/2011	4	456	114	N
PLANNED	7/26/2011	50	2,400	48	N
PLANNED	7/26/2011	11	880	80	N
PLANNED	7/26/2011	13	3,497	269	N
PLANNED	7/26/2011	7	1,036	148	N
PLANNED	7/26/2011	9	711	79	N
PLANNED	7/26/2011	9	2,826	314	N
PLANNED	7/26/2011	1	182	182	N
PLANNED	7/26/2011	20	5,660	283	N
PLANNED	7/26/2011	6	1,692	282	N
PLANNED	7/26/2011	8	1,008	126	N
PLANNED	7/26/2011	3	540	180	N
PLANNED	7/26/2011	20	1,000	50	N
PLANNED	7/26/2011	3	111	37	N
PLANNED	7/26/2011	6	324	54	N
PLANNED	7/26/2011	2	496	248	N
PLANNED	7/26/2011	12	924	77	N
PLANNED	7/26/2011	6	594	99	N
PLANNED	7/26/2011	4	492	123	N
PLANNED	7/26/2011	1	146	146	N
PLANNED	7/26/2011	11	1,573	143	N
PLANNED	7/26/2011	7	1,029	147	N
PLANNED	7/26/2011	3	195	65	N
PLANNED	7/26/2011	6	600	100	N
PLANNED	7/26/2011	12	3,120	260	N
PLANNED	7/26/2011	3	714	238	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/26/2011	37	7,622	206	N
PLANNED	7/26/2011	4	648	162	N
PLANNED	7/26/2011	2	324	162	N
PLANNED	7/26/2011	1	151	151	N
PLANNED	7/26/2011	9	1,836	204	N
PLANNED	7/26/2011	6	1,200	200	N
PLANNED	7/26/2011	11	1,364	124	N
CUSTOMER REQUEST	7/26/2011	2	442	221	N
PLANNED	7/26/2011	2	284	142	N
PLANNED	7/26/2011	10	990	99	N
PLANNED	7/26/2011	7	1,386	198	N
PLANNED	7/26/2011	13	767	59	N
PLANNED	7/26/2011	4	304	76	N
PLANNED	7/26/2011	48	4,608	96	N
PLANNED	7/26/2011	5	640	128	N
PLANNED	7/26/2011	9	774	86	N
PLANNED	7/26/2011	1	41	41	N
CUSTOMER REQUEST	7/26/2011	82	9,840	120	N
PLANNED	7/26/2011	12	1,008	84	N
CUSTOMER REQUEST	7/26/2011	9	225	25	N
PLANNED	7/26/2011	2	18	9	N
PLANNED	7/26/2011	7	1,414	202	N
PLANNED	7/26/2011	36	900	25	N
PLANNED	7/26/2011	18	1,422	79	N
PLANNED	7/26/2011	8	504	63	N
PLANNED	7/26/2011	6	330	55	N
PLANNED	7/26/2011	5	245	49	N
CUSTOMER REQUEST	7/26/2011	1	209	209	N
CUSTOMER REQUEST	7/27/2011	53	18,232	344	N
PLANNED	7/27/2011	7	525	75	N
PLANNED	7/27/2011	45	4,095	91	N
PLANNED	7/27/2011	18	1,854	103	N
PLANNED	7/27/2011	6	1,440	240	N
PLANNED	7/27/2011	4	960	240	N
PLANNED	7/27/2011	9	549	61	N
PLANNED	7/27/2011	11	2,904	264	N
PLANNED	7/27/2011	6	1,584	264	N
PLANNED	7/27/2011	9	2,358	262	N
PLANNED	7/27/2011	7	1,827	261	N
PLANNED	7/27/2011	7	378	54	N
PLANNED	7/27/2011	4	320	80	N
PLANNED	7/27/2011	8	1,216	152	N
PLANNED	7/27/2011	122	366	3	N
CUSTOMER REQUEST	7/27/2011	31	5,642	182	N
PLANNED	7/27/2011	15	2,370	158	N
PLANNED	7/27/2011	30	8,100	270	N
PLANNED	7/27/2011	3	651	217	N
PLANNED	7/27/2011	16	2,320	145	N
PLANNED	7/27/2011	6	276	46	N
PLANNED	7/27/2011	5	680	136	N
PLANNED	7/27/2011	1	161	161	N
PLANNED	7/27/2011	7	238	34	N
PLANNED	7/27/2011	1	39	39	N
PLANNED	7/27/2011	10	1,130	113	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/27/2011	8	1,848	231	N
PLANNED	7/27/2011	6	594	99	N
PLANNED	7/27/2011	11	2,002	182	N
PLANNED	7/27/2011	8	1,432	179	N
PLANNED	7/27/2011	16	4,464	279	N
PLANNED	7/27/2011	15	1,815	121	N
CUSTOMER REQUEST	7/27/2011	1,694	35,020	413	N
PLANNED	7/27/2011	6	186	31	N
CUSTOMER REQUEST	7/27/2011	1	136	136	N
PLANNED	7/27/2011	10	2,890	289	N
PLANNED	7/27/2011	11	572	52	N
PLANNED	7/27/2011	23	3,519	153	N
CUSTOMER REQUEST	7/27/2011	1	130	130	N
CUSTOMER REQUEST	7/27/2011	1	310	310	N
CUSTOMER REQUEST	7/27/2011	1	290	290	N
PLANNED	7/28/2011	3	588	196	N
PLANNED	7/28/2011	2	304	152	N
PLANNED	7/28/2011	11	1,551	141	N
PLANNED	7/28/2011	8	768	96	N
PLANNED	7/28/2011	7	623	89	N
PLANNED	7/28/2011	17	1,445	85	N
PLANNED	7/28/2011	14	336	24	N
PLANNED	7/28/2011	30	3,240	108	N
PLANNED	7/28/2011	6	414	69	N
PLANNED	7/28/2011	21	6,363	303	N
PLANNED	7/28/2011	5	585	117	N
PLANNED	7/28/2011	8	1,608	201	N
PLANNED	7/28/2011	14	2,380	170	N
PLANNED	7/28/2011	4	516	129	N
PLANNED	7/28/2011	1	120	215	N
PLANNED	7/28/2011	146	20,586	141	N
PLANNED	7/28/2011	1	165	165	N
PLANNED	7/28/2011	9	864	96	N
PLANNED	7/28/2011	8	208	26	N
PLANNED	7/28/2011	14	280	20	N
PLANNED	7/28/2011	14	2,646	189	N
PLANNED	7/28/2011	53	689	13	N
CUSTOMER REQUEST	7/28/2011	6	198	33	N
PLANNED	7/28/2011	11	3,047	277	N
PLANNED	7/28/2011	1	60	60	N
PLANNED	7/28/2011	4	120	30	N
PLANNED	7/28/2011	9	1,890	210	N
PLANNED	7/28/2011	4	704	176	N
PLANNED	7/28/2011	44	8,492	193	N
PLANNED	7/28/2011	5	625	125	N
PLANNED	7/28/2011	6	834	139	N
PLANNED	7/28/2011	7	728	104	N
PLANNED	7/28/2011	6	444	74	N
PLANNED	7/28/2011	8	992	124	N
PLANNED	7/28/2011	8	672	84	N
PLANNED	7/28/2011	13	533	41	N
PLANNED	7/28/2011	22	572	26	N
PLANNED	7/28/2011	5	195	39	N
CUSTOMER REQUEST	7/28/2011	8	320	40	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/28/2011	8	232	29	N
PLANNED	7/28/2011	14	1,414	101	N
CUSTOMER REQUEST	7/29/2011	1	154	154	N
CUSTOMER REQUEST	7/29/2011	1	622	622	N
PLANNED	7/29/2011	3	324	108	N
PLANNED	7/29/2011	1	474	474	N
PLANNED	7/29/2011	91	26,390	290	N
PLANNED	7/29/2011	56	16,240	290	N
PLANNED	7/29/2011	4	636	159	N
PLANNED	7/29/2011	15	840	56	N
PLANNED	7/29/2011	4	852	213	N
PLANNED	7/29/2011	8	1,648	206	N
PLANNED	7/29/2011	8	464	58	N
CUSTOMER REQUEST	7/29/2011	2	136	68	N
PLANNED	7/29/2011	6	1,116	186	N
PLANNED	7/29/2011	10	2,890	289	N
CUSTOMER REQUEST	7/29/2011	1	347	347	N
PLANNED	7/29/2011	17	3,808	224	N
CUSTOMER REQUEST	7/29/2011	4	104	26	N
PLANNED	7/29/2011	16	2,064	129	N
PLANNED	7/29/2011	6	612	102	N
PLANNED	7/29/2011	11	1,870	170	N
PLANNED	7/29/2011	17	816	48	N
PLANNED	7/29/2011	3	150	50	N
PLANNED	7/29/2011	49	4,704	96	N
PLANNED	7/29/2011	8	552	69	N
PLANNED	7/29/2011	8	392	49	N
CUSTOMER REQUEST	7/29/2011	2	384	192	N
PLANNED	7/29/2011	1	41	41	N
PLANNED	7/29/2011	11	781	71	N
CUSTOMER REQUEST	7/29/2011	1	406	406	N
PLANNED	7/29/2011	18	558	31	N
PLANNED	7/29/2011	3	474	158	N
PLANNED	7/29/2011	8	312	39	N
PLANNED	7/29/2011	3	288	96	N
PLANNED	7/29/2011	11	605	55	N
PLANNED	7/29/2011	2	266	133	N
PLANNED	7/29/2011	11	165	15	N
PLANNED	7/29/2011	12	372	31	N
PLANNED	7/29/2011	7	84	12	N
PLANNED	7/29/2011	9	126	14	N
CUSTOMER REQUEST	7/29/2011	1	1,115	1,115	N
CUSTOMER REQUEST	7/30/2011	1	142	142	N
CUSTOMER REQUEST	7/31/2011	124	6,613	97	N
CUSTOMER REQUEST	8/1/2011	131	43,885	335	N
PLANNED	8/1/2011	9	630	70	N
PLANNED	8/1/2011	1	540	540	N
PLANNED	8/1/2011	11	1,881	171	N
PLANNED	8/1/2011	4	284	71	N
PLANNED	8/1/2011	9	108	12	N
PLANNED	8/1/2011	2	278	139	N
PLANNED	8/1/2011	8	184	23	N
PLANNED	8/1/2011	2	138	69	N
PLANNED	8/1/2011	91	3,822	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/1/2011	4	756	189	N
PLANNED	8/1/2011	8	2,272	284	N
PLANNED	8/1/2011	9	1,647	183	N
PLANNED	8/1/2011	11	330	30	N
PLANNED	8/1/2011	2	36	18	N
PLANNED	8/1/2011	8	416	52	N
PLANNED	8/1/2011	9	486	54	N
PLANNED	8/1/2011	7	1,225	175	N
PLANNED	8/1/2011	6	1,086	181	N
PLANNED	8/1/2011	82	4,346	53	N
PLANNED	8/1/2011	12	2,268	189	N
PLANNED	8/1/2011	9	1,683	187	N
CUSTOMER REQUEST	8/1/2011	10	320	32	N
PLANNED	8/1/2011	7	1,071	153	N
PLANNED	8/1/2011	7	546	78	N
PLANNED	8/1/2011	4	492	123	N
PLANNED	8/1/2011	6	738	123	N
PLANNED	8/1/2011	5	905	181	N
PLANNED	8/1/2011	9	1,413	157	N
CUSTOMER REQUEST	8/1/2011	1	172	172	N
PLANNED	8/1/2011	2	244	122	N
PLANNED	8/1/2011	15	2,730	182	N
CUSTOMER REQUEST	8/1/2011	1	37	37	N
CUSTOMER REQUEST	8/1/2011	8	320	40	N
CUSTOMER REQUEST	8/1/2011	1	97	97	N
CUSTOMER REQUEST	8/1/2011	1	40	40	N
PLANNED	8/2/2011	4	412	103	N
PLANNED	8/2/2011	4	300	75	N
PLANNED	8/2/2011	4	548	137	N
PLANNED	8/2/2011	8	3,200	400	N
PLANNED	8/2/2011	1	62	62	N
PLANNED	8/2/2011	5	435	87	N
PLANNED	8/2/2011	13	988	76	N
PLANNED	8/2/2011	6	1,152	192	N
PLANNED	8/2/2011	4	784	196	N
PLANNED	8/2/2011	7	112	16	N
PLANNED	8/2/2011	11	1,177	107	N
PLANNED	8/2/2011	70	9,730	139	N
PLANNED	8/2/2011	2	96	48	N
PLANNED	8/2/2011	9	1,071	119	N
PLANNED	8/2/2011	9	1,584	176	N
PLANNED	8/2/2011	8	1,392	174	N
PLANNED	8/2/2011	7	1,204	172	N
CUSTOMER REQUEST	8/2/2011	1	70	70	N
PLANNED	8/2/2011	36	792	22	N
PLANNED	8/2/2011	8	928	116	N
PLANNED	8/2/2011	2	142	71	N
PLANNED	8/2/2011	8	424	53	N
CUSTOMER REQUEST	8/2/2011	1	128	128	N
PLANNED	8/2/2011	7	462	66	N
PLANNED	8/2/2011	7	350	50	N
PLANNED	8/2/2011	29	986	34	N
PLANNED	8/2/2011	7	511	73	N
PLANNED	8/2/2011	13	975	75	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/2/2011	13	871	67	N
PLANNED	8/2/2011	3	21	7	N
PLANNED	8/2/2011	2	270	135	N
PLANNED	8/3/2011	12	348	29	N
PLANNED	8/3/2011	7	1,050	150	N
PLANNED	8/3/2011	6	216	36	N
PLANNED	8/3/2011	8	456	57	N
PLANNED	8/3/2011	6	996	166	N
PLANNED	8/3/2011	6	978	163	N
PLANNED	8/3/2011	1	291	291	N
PLANNED	8/3/2011	1	291	291	N
PLANNED	8/3/2011	3	873	291	N
PLANNED	8/3/2011	2	580	290	N
PLANNED	8/3/2011	5	375	75	N
PLANNED	8/3/2011	15	2,310	154	N
PLANNED	8/3/2011	13	2,067	159	N
CUSTOMER REQUEST	8/3/2011	70	2,520	36	N
PLANNED	8/3/2011	9	1,476	164	N
PLANNED	8/3/2011	7	1,771	253	N
PLANNED	8/3/2011	7	658	94	N
PLANNED	8/3/2011	7	763	109	N
PLANNED	8/3/2011	3	456	152	N
PLANNED	8/3/2011	10	590	59	N
PLANNED	8/3/2011	3	462	154	N
PLANNED	8/3/2011	8	1,184	148	N
PLANNED	8/3/2011	76	6,156	81	N
PLANNED	8/3/2011	8	1,096	137	N
PLANNED	8/3/2011	9	261	29	N
PLANNED	8/3/2011	18	1,332	74	N
PLANNED	8/3/2011	16	1,664	104	N
PLANNED	8/3/2011	7	378	54	N
PLANNED	8/3/2011	6	624	104	N
PLANNED	8/3/2011	6	2,004	334	N
PLANNED	8/3/2011	8	824	103	N
PLANNED	8/3/2011	4	1,360	340	N
CUSTOMER REQUEST	8/3/2011	1	61	61	N
CUSTOMER REQUEST	8/3/2011	7	224	32	N
PLANNED	8/3/2011	7	924	132	N
PLANNED	8/3/2011	2	38	19	N
PLANNED	8/3/2011	9	684	76	N
PLANNED	8/3/2011	6	894	149	N
PLANNED	8/3/2011	3	363	121	N
PLANNED	8/3/2011	9	918	102	N
CUSTOMER REQUEST	8/3/2011	1	406	406	N
CUSTOMER REQUEST	8/3/2011	1	234	234	N
CUSTOMER REQUEST	8/3/2011	29	10,788	372	N
PLANNED	8/4/2011	33	3,597	109	N
PLANNED	8/4/2011	3	270	90	N
CUSTOMER REQUEST	8/4/2011	1	180	180	N
CUSTOMER REQUEST	8/4/2011	10	270	27	N
PLANNED	8/4/2011	7	777	111	N
PLANNED	8/4/2011	48	5,232	109	N
PLANNED	8/4/2011	122	13,908	114	N
PLANNED	8/4/2011	29	1,943	67	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/4/2011	15	1,665	111	N
PLANNED	8/4/2011	8	536	67	N
PLANNED	8/4/2011	12	1,164	97	N
PLANNED	8/4/2011	4	2,484	621	N
PLANNED	8/4/2011	7	1,001	143	N
PLANNED	8/4/2011	1	205	205	N
PLANNED	8/4/2011	3	171	57	N
PLANNED	8/4/2011	13	2,431	187	N
PLANNED	8/4/2011	3	3	1	N
PLANNED	8/4/2011	4	84	21	N
CUSTOMER REQUEST	8/4/2011	5	90	18	N
PLANNED	8/4/2011	10	2,730	273	N
PLANNED	8/4/2011	4	1,060	265	N
PLANNED	8/4/2011	7	1,113	159	N
PLANNED	8/4/2011	4	656	164	N
PLANNED	8/4/2011	6	336	56	N
PLANNED	8/4/2011	16	2,272	142	N
PLANNED	8/4/2011	4	516	129	N
PLANNED	8/4/2011	19	1,178	62	N
CUSTOMER REQUEST	8/4/2011	38	9,120	240	N
PLANNED	8/4/2011	20	480	24	N
PLANNED	8/4/2011	8	2,792	349	N
PLANNED	8/4/2011	1	134	134	N
CUSTOMER REQUEST	8/4/2011	14	1,106	79	N
CUSTOMER REQUEST	8/4/2011	1,158	3,474	3	N
CUSTOMER REQUEST	8/4/2011	1	98	98	N
CUSTOMER REQUEST	8/4/2011	1	144	144	N
CUSTOMER REQUEST	8/4/2011	1	244	244	N
PLANNED	8/5/2011	6	552	92	N
PLANNED	8/5/2011	3	969	323	N
PLANNED	8/5/2011	5	570	114	N
PLANNED	8/5/2011	5	1,070	214	N
PLANNED	8/5/2011	6	120	20	N
PLANNED	8/5/2011	8	2,032	254	N
PLANNED	8/5/2011	5	1,555	311	N
PLANNED	8/5/2011	54	108	2	N
PLANNED	8/5/2011	6	1,080	180	N
PLANNED	8/5/2011	41	2,583	63	N
CUSTOMER REQUEST	8/5/2011	16	1,152	72	N
PLANNED	8/5/2011	6	738	123	N
PLANNED	8/5/2011	68	4,896	72	N
PLANNED	8/5/2011	5	320	64	N
PLANNED	8/5/2011	15	2,565	171	N
PLANNED	8/5/2011	12	960	80	N
PLANNED	8/5/2011	5	60	12	N
PLANNED	8/5/2011	2	308	154	N
CUSTOMER REQUEST	8/5/2011	27	1,377	51	N
PLANNED	8/5/2011	4	620	155	N
PLANNED	8/5/2011	2	80	40	N
PLANNED	8/5/2011	6	60	10	N
CUSTOMER REQUEST	8/5/2011	1	411	411	N
CUSTOMER REQUEST	8/5/2011	1	365	365	N
PLANNED	8/5/2011	5	50	10	N
PLANNED	8/5/2011	6	528	88	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/5/2011	1	622	622	N
PLANNED	8/5/2011	1	508	508	N
CUSTOMER REQUEST	8/5/2011	1	92	92	N
CUSTOMER REQUEST	8/5/2011	1	48	48	N
PLANNED	8/5/2011	5	355	71	N
CUSTOMER REQUEST	8/5/2011	1	88	88	N
PLANNED	8/5/2011	1	143	143	N
PLANNED	8/6/2011	12	1,464	122	N
PLANNED	8/6/2011	11	1,441	131	N
PLANNED	8/6/2011	2	82	41	N
PLANNED	8/6/2011	4	1,832	458	N
CUSTOMER REQUEST	8/6/2011	1	644	644	N
CUSTOMER REQUEST	8/6/2011	1	154	154	N
CUSTOMER REQUEST	8/6/2011	1	158	158	N
CUSTOMER REQUEST	8/6/2011	1	135	135	N
CUSTOMER REQUEST	8/6/2011	1	252	252	N
CUSTOMER REQUEST	8/7/2011	1	150	150	N
PLANNED	8/7/2011	29	5,829	201	N
CUSTOMER REQUEST	8/7/2011	1	227	227	N
CUSTOMER REQUEST	8/7/2011	1,640	18,040	11	N
CUSTOMER REQUEST	8/7/2011	1	472	472	N
PLANNED	8/7/2011	178	9,612	54	N
PLANNED	8/7/2011	1	172	172	N
PLANNED	8/8/2011	13	5,291	407	N
PLANNED	8/8/2011	6	54	9	N
PLANNED	8/8/2011	33	6,600	200	N
PLANNED	8/8/2011	6	6	1	N
PLANNED	8/8/2011	23	1,702	74	N
PLANNED	8/8/2011	9	1,098	122	N
PLANNED	8/8/2011	13	1,014	78	N
PLANNED	8/8/2011	4	208	52	N
PLANNED	8/8/2011	3	117	39	N
PLANNED	8/8/2011	9	180	20	N
PLANNED	8/8/2011	27	3,456	128	N
PLANNED	8/8/2011	9	2,763	307	N
PLANNED	8/8/2011	14	4,340	310	N
PLANNED	8/8/2011	7	371	53	N
PLANNED	8/8/2011	9	828	92	N
PLANNED	8/8/2011	5	420	84	N
PLANNED	8/8/2011	3	147	49	N
PLANNED	8/8/2011	4	568	142	N
PLANNED	8/8/2011	13	3,068	236	N
PLANNED	8/8/2011	4	92	23	N
PLANNED	8/8/2011	2	290	145	N
PLANNED	8/8/2011	4	48	12	N
CUSTOMER REQUEST	8/8/2011	1	574	574	N
CUSTOMER REQUEST	8/8/2011	1	459	459	N
CUSTOMER REQUEST	8/8/2011	1	132	132	N
CUSTOMER REQUEST	8/8/2011	1	727	727	N
CUSTOMER REQUEST	8/8/2011	12	624	52	N
CUSTOMER REQUEST	8/8/2011	1	432	432	N
CUSTOMER REQUEST	8/8/2011	1	225	225	N
CUSTOMER REQUEST	8/8/2011	1	132	132	N
CUSTOMER REQUEST	8/9/2011	1	219	219	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/9/2011	8	240	30	N
CUSTOMER REQUEST	8/9/2011	11	748	68	N
PLANNED	8/9/2011	8	576	72	N
PLANNED	8/9/2011	8	1,576	197	N
PLANNED	8/9/2011	3	420	140	N
PLANNED	8/9/2011	9	1,584	176	N
PLANNED	8/9/2011	15	2,070	138	N
PLANNED	8/9/2011	8	1,408	176	N
PLANNED	8/9/2011	4	760	190	N
CUSTOMER REQUEST	8/9/2011	10	210	21	N
PLANNED	8/9/2011	26	2,964	114	N
PLANNED	8/9/2011	9	342	38	N
PLANNED	8/9/2011	4	224	56	N
PLANNED	8/9/2011	1	51	51	N
PLANNED	8/9/2011	11	2,211	201	N
CUSTOMER REQUEST	8/9/2011	1	225	225	N
PLANNED	8/9/2011	5	895	179	N
CUSTOMER REQUEST	8/9/2011	2	56	28	N
PLANNED	8/9/2011	2	108	54	N
PLANNED	8/9/2011	7	371	53	N
PLANNED	8/9/2011	4	356	89	N
CUSTOMER REQUEST	8/9/2011	1	190	190	N
CUSTOMER REQUEST	8/9/2011	1	282	282	N
PLANNED	8/9/2011	8	504	63	N
PLANNED	8/9/2011	6	654	109	N
PLANNED	8/9/2011	7	1,260	180	N
CUSTOMER REQUEST	8/9/2011	2	626	313	N
PLANNED	8/9/2011	4	100	25	N
PLANNED	8/9/2011	10	230	23	N
CUSTOMER REQUEST	8/9/2011	11	649	59	N
PLANNED	8/9/2011	13	1,248	96	N
CUSTOMER REQUEST	8/9/2011	16	3,392	212	N
PLANNED	8/9/2011	2	18	9	N
PLANNED	8/9/2011	7	455	65	N
PLANNED	8/9/2011	9	468	52	N
PLANNED	8/9/2011	5	615	123	N
CUSTOMER REQUEST	8/9/2011	1	247	247	N
CUSTOMER REQUEST	8/9/2011	1	47	47	N
CUSTOMER REQUEST	8/9/2011	5	350	70	N
CUSTOMER REQUEST	8/10/2011	1	59	59	N
CUSTOMER REQUEST	8/10/2011	1	213	213	N
PLANNED	8/10/2011	10	610	61	N
PLANNED	8/10/2011	4	436	109	N
PLANNED	8/10/2011	7	420	60	N
PLANNED	8/10/2011	9	1,854	206	N
PLANNED	8/10/2011	3	327	109	N
PLANNED	8/10/2011	8	584	73	N
PLANNED	8/10/2011	8	456	57	N
PLANNED	8/10/2011	10	1,000	100	N
CUSTOMER REQUEST	8/10/2011	8	240	30	N
PLANNED	8/10/2011	3	117	39	N
PLANNED	8/10/2011	5	1,145	229	N
PLANNED	8/10/2011	37	703	19	N
CUSTOMER REQUEST	8/10/2011	8	944	118	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/10/2011	4	400	100	N
PLANNED	8/10/2011	1	171	171	N
PLANNED	8/10/2011	5	430	86	N
PLANNED	8/10/2011	4	416	104	N
PLANNED	8/10/2011	18	594	33	N
PLANNED	8/10/2011	6	576	96	N
PLANNED	8/10/2011	56	1,848	33	N
CUSTOMER REQUEST	8/10/2011	72	4,896	68	N
PLANNED	8/10/2011	5	540	108	N
CUSTOMER REQUEST	8/10/2011	1	22	22	N
PLANNED	8/10/2011	14	826	59	N
PLANNED	8/10/2011	5	270	54	N
PLANNED	8/10/2011	18	2,124	118	N
PLANNED	8/10/2011	11	330	30	N
CUSTOMER REQUEST	8/10/2011	65	13,325	205	N
PLANNED	8/10/2011	6	792	132	N
PLANNED	8/10/2011	6	450	75	N
PLANNED	8/10/2011	11	1,144	104	N
CUSTOMER REQUEST	8/10/2011	1	90	90	N
PLANNED	8/11/2011	6	258	43	N
PLANNED	8/11/2011	9	918	102	N
PLANNED	8/11/2011	5	1,505	301	N
CUSTOMER REQUEST	8/11/2011	19	3,097	163	N
PLANNED	8/11/2011	14	1,946	139	N
PLANNED	8/11/2011	9	1,890	210	N
PLANNED	8/11/2011	6	1,326	221	N
CUSTOMER REQUEST	8/11/2011	10	110	11	N
PLANNED	8/11/2011	160	9,280	58	N
CUSTOMER REQUEST	8/11/2011	31	8,773	283	N
PLANNED	8/11/2011	6	378	63	N
PLANNED	8/11/2011	3	351	117	N
CUSTOMER REQUEST	8/11/2011	224	34,944	156	N
PLANNED	8/11/2011	6	516	86	N
PLANNED	8/11/2011	28	560	20	N
PLANNED	8/11/2011	8	424	53	N
PLANNED	8/11/2011	4	104	26	N
PLANNED	8/11/2011	2	306	153	N
PLANNED	8/11/2011	9	1,098	122	N
PLANNED	8/11/2011	10	1,310	131	N
PLANNED	8/11/2011	40	1,280	32	N
PLANNED	8/11/2011	7	1,491	213	N
PLANNED	8/11/2011	9	621	69	N
PLANNED	8/11/2011	4	676	169	N
PLANNED	8/11/2011	6	792	132	N
PLANNED	8/11/2011	14	1,624	116	N
CUSTOMER REQUEST	8/11/2011	6	120	20	N
CUSTOMER REQUEST	8/11/2011	10	1,320	132	N
PLANNED	8/11/2011	4	164	41	N
PLANNED	8/11/2011	19	2,926	154	N
PLANNED	8/11/2011	9	1,557	173	N
PLANNED	8/11/2011	10	1,070	107	N
PLANNED	8/11/2011	126	10,332	82	N
PLANNED	8/11/2011	3	486	162	N
CUSTOMER REQUEST	8/11/2011	45	720	16	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/11/2011	8	168	21	N
PLANNED	8/11/2011	9	531	59	N
PLANNED	8/11/2011	5	685	137	N
PLANNED	8/11/2011	17	1,360	80	N
PLANNED	8/11/2011	8	2,240	280	N
PLANNED	8/11/2011	6	738	123	N
CUSTOMER REQUEST	8/11/2011	1	110	110	N
CUSTOMER REQUEST	8/11/2011	1	118	118	N
CUSTOMER REQUEST	8/11/2011	1	185	185	N
CUSTOMER REQUEST	8/11/2011	1	66	66	N
CUSTOMER REQUEST	8/11/2011	1	144	144	N
CUSTOMER REQUEST	8/11/2011	1	44	44	N
CUSTOMER REQUEST	8/12/2011	1	205	205	N
PLANNED	8/12/2011	12	1,908	159	N
PLANNED	8/12/2011	2	1,022	511	N
PLANNED	8/12/2011	5	135	27	N
PLANNED	8/12/2011	1	175	175	N
PLANNED	8/12/2011	5	1,060	212	N
PLANNED	8/12/2011	9	945	105	N
PLANNED	8/12/2011	6	1,050	175	N
PLANNED	8/12/2011	1	50	50	N
PLANNED	8/12/2011	4	728	182	N
PLANNED	8/12/2011	4	840	210	N
PLANNED	8/12/2011	19	798	42	N
PLANNED	8/12/2011	16	2,000	125	N
PLANNED	8/12/2011	1	39	39	N
PLANNED	8/12/2011	2	196	98	N
PLANNED	8/12/2011	1	175	175	N
PLANNED	8/12/2011	9	1,017	113	N
PLANNED	8/12/2011	7	623	89	N
PLANNED	8/12/2011	3	39	13	N
PLANNED	8/12/2011	2	188	94	N
CUSTOMER REQUEST	8/12/2011	1	93	93	N
PLANNED	8/12/2011	14	728	52	N
PLANNED	8/12/2011	10	520	52	N
PLANNED	8/12/2011	2	154	77	N
CUSTOMER REQUEST	8/12/2011	1	686	686	N
CUSTOMER REQUEST	8/12/2011	1	210	210	N
CUSTOMER REQUEST	8/12/2011	4	88	22	N
CUSTOMER REQUEST	8/12/2011	1	162	162	N
CUSTOMER REQUEST	8/13/2011	1	92	92	N
CUSTOMER REQUEST	8/13/2011	1	123	123	N
CUSTOMER REQUEST	8/13/2011	1	50	50	N
PLANNED	8/14/2011	2	396	198	N
CUSTOMER REQUEST	8/15/2011	3	138	46	N
PLANNED	8/15/2011	5	1,055	211	N
PLANNED	8/15/2011	2	218	109	N
PLANNED	8/15/2011	8	264	33	N
PLANNED	8/15/2011	8	912	114	N
PLANNED	8/15/2011	11	979	89	N
PLANNED	8/15/2011	21	2,520	120	N
PLANNED	8/15/2011	9	1,476	164	N
CUSTOMER REQUEST	8/15/2011	25	875	35	N
PLANNED	8/15/2011	8	1,296	162	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/15/2011	5	710	142	N
PLANNED	8/15/2011	40	7,920	198	N
PLANNED	8/15/2011	19	2,945	155	N
PLANNED	8/15/2011	4	924	231	N
PLANNED	8/15/2011	3	456	152	N
PLANNED	8/15/2011	6	222	37	N
PLANNED	8/15/2011	5	545	109	N
CUSTOMER REQUEST	8/15/2011	1	39	39	N
PLANNED	8/15/2011	1	196	196	N
PLANNED	8/15/2011	18	2,952	164	N
PLANNED	8/15/2011	8	1,304	163	N
PLANNED	8/15/2011	7	952	136	N
PLANNED	8/15/2011	11	1,298	118	N
PLANNED	8/15/2011	1	5	5	N
CUSTOMER REQUEST	8/15/2011	1	280	280	N
CUSTOMER REQUEST	8/15/2011	1	44	44	N
PLANNED	8/15/2011	19	1,425	75	N
PLANNED	8/15/2011	24	4,128	172	N
PLANNED	8/15/2011	8	360	45	N
PLANNED	8/15/2011	6	96	16	N
PLANNED	8/15/2011	12	1,464	122	N
CUSTOMER REQUEST	8/15/2011	1	243	243	N
CUSTOMER REQUEST	8/15/2011	1	231	231	N
CUSTOMER REQUEST	8/15/2011	1	890	890	N
CUSTOMER REQUEST	8/15/2011	1,684	1,684	1	N
PLANNED	8/16/2011	13	2,288	176	N
PLANNED	8/16/2011	2	718	359	N
PLANNED	8/16/2011	4	276	69	N
PLANNED	8/16/2011	15	3,540	236	N
PLANNED	8/16/2011	13	1,807	139	N
PLANNED	8/16/2011	9	1,683	187	N
PLANNED	8/16/2011	1	94	94	N
PLANNED	8/16/2011	9	324	36	N
PLANNED	8/16/2011	5	510	102	N
PLANNED	8/16/2011	5	510	102	N
PLANNED	8/16/2011	3	321	107	N
CUSTOMER REQUEST	8/16/2011	12	288	24	N
CUSTOMER REQUEST	8/16/2011	31	2,356	76	N
PLANNED	8/16/2011	16	6,000	375	N
PLANNED	8/16/2011	5	220	44	N
CUSTOMER REQUEST	8/16/2011	67	7,236	108	N
PLANNED	8/16/2011	2	136	68	N
PLANNED	8/16/2011	10	1,100	110	N
CUSTOMER REQUEST	8/16/2011	7	154	22	N
PLANNED	8/16/2011	5	310	62	N
PLANNED	8/16/2011	7	1,526	218	N
PLANNED	8/16/2011	61	10,370	170	N
PLANNED	8/16/2011	2	254	127	N
PLANNED	8/16/2011	4	344	86	N
PLANNED	8/16/2011	4	364	91	N
PLANNED	8/16/2011	7	1,043	149	N
PLANNED	8/16/2011	2	546	273	N
PLANNED	8/16/2011	7	1,729	247	N
CUSTOMER REQUEST	8/16/2011	5	110	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/16/2011	1	146	146	N
PLANNED	8/16/2011	11	319	29	N
PLANNED	8/16/2011	6	930	155	N
PLANNED	8/16/2011	6	930	155	N
PLANNED	8/16/2011	13	1,664	128	N
CUSTOMER REQUEST	8/16/2011	5	815	163	N
PLANNED	8/16/2011	6	204	34	N
CUSTOMER REQUEST	8/16/2011	5	440	88	N
PLANNED	8/16/2011	4	468	117	N
PLANNED	8/16/2011	5	428	92	N
PLANNED	8/16/2011	14	938	67	N
PLANNED	8/16/2011	7	875	125	N
PLANNED	8/16/2011	6	690	115	N
PLANNED	8/16/2011	5	1,200	240	N
PLANNED	8/16/2011	5	665	133	N
CUSTOMER REQUEST	8/16/2011	12	852	71	N
PLANNED	8/16/2011	5	525	105	N
PLANNED	8/16/2011	5	695	139	N
CUSTOMER REQUEST	8/16/2011	1	229	229	N
CUSTOMER REQUEST	8/16/2011	1	66	66	N
PLANNED	8/16/2011	5	210	42	N
CUSTOMER REQUEST	8/16/2011	1	101	101	N
CUSTOMER REQUEST	8/16/2011	1	80	80	N
PLANNED	8/17/2011	11	1,012	92	N
CUSTOMER REQUEST	8/17/2011	1	54	54	N
PLANNED	8/17/2011	10	1,260	126	N
PLANNED	8/17/2011	12	1,212	101	N
PLANNED	8/17/2011	4	332	83	N
PLANNED	8/17/2011	7	826	118	N
PLANNED	8/17/2011	12	1,416	118	N
PLANNED	8/17/2011	3	228	76	N
PLANNED	8/17/2011	9	936	104	N
PLANNED	8/17/2011	5	255	51	N
PLANNED	8/17/2011	8	2,720	340	N
PLANNED	8/17/2011	9	1,719	191	N
PLANNED	8/17/2011	2	158	79	N
PLANNED	8/17/2011	7	1,512	216	N
PLANNED	8/17/2011	24	1,920	80	N
PLANNED	8/17/2011	10	1,560	156	N
PLANNED	8/17/2011	8	3,376	422	N
PLANNED	8/17/2011	12	1,680	140	N
PLANNED	8/17/2011	4	336	84	N
CUSTOMER REQUEST	8/17/2011	6	504	84	N
PLANNED	8/17/2011	8	560	70	N
PLANNED	8/17/2011	6	588	98	N
PLANNED	8/17/2011	14	1,540	110	N
PLANNED	8/17/2011	9	675	75	N
PLANNED	8/17/2011	7	511	73	N
PLANNED	8/17/2011	5	465	93	N
PLANNED	8/17/2011	5	900	180	N
PLANNED	8/17/2011	7	1,176	168	N
PLANNED	8/17/2011	42	2,226	53	N
PLANNED	8/17/2011	1	33	33	N
PLANNED	8/17/2011	1	31	31	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/17/2011	6	144	24	N
CUSTOMER REQUEST	8/17/2011	1	180	180	N
PLANNED	8/17/2011	8	336	42	N
CUSTOMER REQUEST	8/17/2011	1,708	17,080	10	N
CUSTOMER REQUEST	8/17/2011	1	38	38	N
PLANNED	8/17/2011	4	724	181	N
CUSTOMER REQUEST	8/17/2011	1	92	92	N
PLANNED	8/17/2011	11	693	63	N
PLANNED	8/18/2011	3	303	101	N
CUSTOMER REQUEST	8/18/2011	1	108	108	N
PLANNED	8/18/2011	8	472	59	N
PLANNED	8/18/2011	8	688	86	N
PLANNED	8/18/2011	7	392	56	N
PLANNED	8/18/2011	4	1,076	269	N
CUSTOMER REQUEST	8/18/2011	1	163	163	N
PLANNED	8/18/2011	8	1,200	150	N
CUSTOMER REQUEST	8/18/2011	12	252	21	N
PLANNED	8/18/2011	6	450	75	N
CUSTOMER REQUEST	8/18/2011	2	182	91	N
PLANNED	8/18/2011	6	216	36	N
PLANNED	8/18/2011	6	204	34	N
PLANNED	8/18/2011	35	8,820	252	N
PLANNED	8/18/2011	7	1,043	149	N
PLANNED	8/18/2011	8	1,576	197	N
PLANNED	8/18/2011	9	2,061	229	N
PLANNED	8/18/2011	27	2,997	111	N
PLANNED	8/18/2011	13	1,326	102	N
PLANNED	8/18/2011	3	537	179	N
PLANNED	8/18/2011	6	702	117	N
PLANNED	8/18/2011	6	1,230	205	N
PLANNED	8/18/2011	6	546	91	N
PLANNED	8/18/2011	57	8,607	151	N
PLANNED	8/18/2011	20	1,080	54	N
CUSTOMER REQUEST	8/18/2011	3	210	70	N
PLANNED	8/18/2011	4	400	100	N
PLANNED	8/18/2011	7	770	110	N
PLANNED	8/18/2011	13	1,157	89	N
PLANNED	8/18/2011	7	1,764	252	N
PLANNED	8/18/2011	6	1,380	230	N
PLANNED	8/18/2011	3	72	24	N
PLANNED	8/18/2011	7	931	133	N
CUSTOMER REQUEST	8/18/2011	1	478	478	N
PLANNED	8/18/2011	9	1,872	208	N
PLANNED	8/18/2011	6	336	56	N
CUSTOMER REQUEST	8/18/2011	175	48,760	904	N
PLANNED	8/19/2011	8	2,800	350	N
PLANNED	8/19/2011	26	2,184	84	N
PLANNED	8/19/2011	2	178	89	N
PLANNED	8/19/2011	9	612	68	N
PLANNED	8/19/2011	8	296	37	N
PLANNED	8/19/2011	8	552	69	N
PLANNED	8/19/2011	3	201	67	N
PLANNED	8/19/2011	20	2,220	111	N
PLANNED	8/19/2011	2	330	165	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/19/2011	7	1,960	280	N
PLANNED	8/19/2011	7	77	11	N
PLANNED	8/19/2011	6	294	49	N
PLANNED	8/19/2011	6	1,080	180	N
CUSTOMER REQUEST	8/19/2011	8	1,432	179	N
PLANNED	8/19/2011	9	450	50	N
PLANNED	8/19/2011	44	352	8	N
PLANNED	8/19/2011	8	296	37	N
PLANNED	8/19/2011	16	2,384	149	N
CUSTOMER REQUEST	8/19/2011	3	36	12	N
PLANNED	8/19/2011	6	450	75	N
CUSTOMER REQUEST	8/19/2011	1	730	730	N
CUSTOMER REQUEST	8/19/2011	2,159	114,836	363	N
CUSTOMER REQUEST	8/19/2011	2,215	141,760	323	N
PLANNED	8/20/2011	11	363	33	N
PLANNED	8/20/2011	9	171	19	N
PLANNED	8/20/2011	3	642	214	N
PLANNED	8/20/2011	6	1,272	212	N
CUSTOMER REQUEST	8/20/2011	1	68	68	N
CUSTOMER REQUEST	8/20/2011	1	157	157	N
CUSTOMER REQUEST	8/20/2011	1	204	204	N
CUSTOMER REQUEST	8/20/2011	1	72	72	N
CUSTOMER REQUEST	8/20/2011	1	84	84	N
PLANNED	8/22/2011	10	900	90	N
PLANNED	8/22/2011	7	2,100	300	N
PLANNED	8/22/2011	6	1,032	172	N
PLANNED	8/22/2011	15	975	65	N
CUSTOMER REQUEST	8/22/2011	12	144	12	N
PLANNED	8/22/2011	6	834	139	N
PLANNED	8/22/2011	10	560	56	N
PLANNED	8/22/2011	5	830	166	N
PLANNED	8/22/2011	7	1,393	199	N
PLANNED	8/22/2011	1	257	257	N
PLANNED	8/22/2011	4	772	193	N
PLANNED	8/22/2011	3	321	107	N
PLANNED	8/22/2011	6	66	11	N
PLANNED	8/22/2011	21	3,108	148	N
PLANNED	8/22/2011	2	222	111	N
PLANNED	8/22/2011	2	356	178	N
PLANNED	8/22/2011	10	980	98	N
PLANNED	8/22/2011	11	1,056	96	N
PLANNED	8/22/2011	10	2,000	200	N
PLANNED	8/22/2011	2	176	88	N
PLANNED	8/22/2011	10	1,110	111	N
PLANNED	8/22/2011	1	15	15	N
PLANNED	8/22/2011	11	1,353	123	N
PLANNED	8/22/2011	5	510	102	N
CUSTOMER REQUEST	8/22/2011	7	1,505	215	N
PLANNED	8/22/2011	6	318	53	N
PLANNED	8/22/2011	14	1,834	131	N
CUSTOMER REQUEST	8/22/2011	1	28	28	N
PLANNED	8/22/2011	9	900	100	N
PLANNED	8/22/2011	11	1,122	102	N
CUSTOMER REQUEST	8/22/2011	1	413	413	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/22/2011	24	1,944	81	N
CUSTOMER REQUEST	8/22/2011	1	127	127	N
PLANNED	8/22/2011	10	660	66	N
CUSTOMER REQUEST	8/22/2011	1	53	53	N
PLANNED	8/23/2011	1	153	153	N
PLANNED	8/23/2011	6	300	50	N
PLANNED	8/23/2011	9	2,304	256	N
PLANNED	8/23/2011	6	528	88	N
PLANNED	8/23/2011	17	1,598	94	N
PLANNED	8/23/2011	11	253	23	N
PLANNED	8/23/2011	11	858	78	N
PLANNED	8/23/2011	6	162	27	N
CUSTOMER REQUEST	8/23/2011	2	316	158	N
PLANNED	8/23/2011	87	5,394	62	N
PLANNED	8/23/2011	90	9,000	100	N
PLANNED	8/23/2011	7	1,309	187	N
PLANNED	8/23/2011	17	544	32	N
PLANNED	8/23/2011	8	1,584	198	N
PLANNED	8/23/2011	16	4,352	272	N
PLANNED	8/23/2011	6	468	78	N
PLANNED	8/23/2011	17	374	22	N
PLANNED	8/23/2011	1	48	48	N
PLANNED	8/23/2011	6	1,440	240	N
PLANNED	8/23/2011	29	2,436	84	N
PLANNED	8/23/2011	6	1,146	191	N
PLANNED	8/23/2011	12	408	34	N
PLANNED	8/23/2011	6	480	80	N
PLANNED	8/23/2011	4	152	38	N
PLANNED	8/23/2011	5	1,060	212	N
PLANNED	8/23/2011	22	1,716	78	N
PLANNED	8/23/2011	109	13,952	128	N
PLANNED	8/23/2011	24	2,520	105	N
PLANNED	8/23/2011	22	2,530	115	N
PLANNED	8/23/2011	11	1,485	135	N
PLANNED	8/23/2011	5	140	28	N
PLANNED	8/23/2011	3	177	59	N
PLANNED	8/23/2011	6	192	32	N
PLANNED	8/23/2011	9	495	55	N
PLANNED	8/23/2011	8	1,232	154	N
PLANNED	8/23/2011	3	765	255	N
PLANNED	8/23/2011	24	2,328	97	N
PLANNED	8/23/2011	3	21	7	N
PLANNED	8/23/2011	2	162	81	N
PLANNED	8/23/2011	14	2,128	152	N
PLANNED	8/23/2011	2	24	12	N
PLANNED	8/23/2011	6	444	74	N
PLANNED	8/23/2011	1	30	30	N
PLANNED	8/23/2011	9	1,116	124	N
PLANNED	8/23/2011	8	648	81	N
PLANNED	8/23/2011	9	891	99	N
PLANNED	8/23/2011	8	864	108	N
PLANNED	8/23/2011	6	336	56	N
PLANNED	8/23/2011	5	590	118	N
PLANNED	8/23/2011	30	4,830	161	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/23/2011	1	237	237	N
CUSTOMER REQUEST	8/23/2011	1	92	92	N
CUSTOMER REQUEST	8/23/2011	1	423	423	N
PLANNED	8/23/2011	45	2,250	50	N
PLANNED	8/24/2011	7	749	107	N
PLANNED	8/24/2011	10	1,030	103	N
PLANNED	8/24/2011	7	889	127	N
PLANNED	8/24/2011	13	1,885	145	N
PLANNED	8/24/2011	6	780	130	N
PLANNED	8/24/2011	4	300	75	N
PLANNED	8/24/2011	3	294	98	N
PLANNED	8/24/2011	11	2,552	232	N
PLANNED	8/24/2011	37	13,764	372	N
PLANNED	8/24/2011	11	176	16	N
PLANNED	8/24/2011	17	1,105	65	N
PLANNED	8/24/2011	1	146	146	N
PLANNED	8/24/2011	18	2,448	136	N
CUSTOMER REQUEST	8/24/2011	1	558	558	N
PLANNED	8/24/2011	9	882	98	N
PLANNED	8/24/2011	12	2,568	214	N
PLANNED	8/24/2011	18	3,150	175	N
CUSTOMER REQUEST	8/24/2011	10	380	38	N
PLANNED	8/24/2011	2	2	1	N
PLANNED	8/24/2011	8	256	32	N
PLANNED	8/24/2011	9	1,728	192	N
PLANNED	8/24/2011	2	400	200	N
PLANNED	8/24/2011	56	5,544	99	N
PLANNED	8/24/2011	9	1,062	118	N
PLANNED	8/24/2011	17	1,938	114	N
PLANNED	8/24/2011	7	1,092	156	N
PLANNED	8/24/2011	15	1,650	110	N
PLANNED	8/24/2011	2	190	95	N
PLANNED	8/24/2011	31	3,472	112	N
PLANNED	8/24/2011	7	749	107	N
PLANNED	8/24/2011	11	451	41	N
PLANNED	8/24/2011	6	426	71	N
CUSTOMER REQUEST	8/24/2011	1	200	200	N
PLANNED	8/24/2011	43	9,804	228	N
PLANNED	8/24/2011	13	2,184	168	N
CUSTOMER REQUEST	8/24/2011	1	182	182	N
PLANNED	8/24/2011	3	336	112	N
PLANNED	8/24/2011	5	115	23	N
CUSTOMER REQUEST	8/24/2011	1	87	87	N
PLANNED	8/24/2011	19	1,254	66	N
PLANNED	8/24/2011	1	198	198	N
CUSTOMER REQUEST	8/24/2011	822	74,802	91	N
CUSTOMER REQUEST	8/24/2011	1	128	128	N
PLANNED	8/25/2011	7	1,134	162	N
PLANNED	8/25/2011	10	440	44	N
PLANNED	8/25/2011	29	2,871	99	N
PLANNED	8/25/2011	7	469	67	N
PLANNED	8/25/2011	9	378	42	N
PLANNED	8/25/2011	8	792	99	N
PLANNED	8/25/2011	17	2,788	164	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/26/2011	7	1,281	183	N
PLANNED	8/26/2011	23	1,035	45	N
PLANNED	8/26/2011	30	1,350	45	N
PLANNED	8/26/2011	23	69	3	N
PLANNED	8/26/2011	23	6,992	304	N
CUSTOMER REQUEST	8/26/2011	1	73	73	N
CUSTOMER REQUEST	8/26/2011	1	188	188	N
PLANNED	8/26/2011	8	1,792	224	N
PLANNED	8/26/2011	1	42	42	N
PLANNED	8/26/2011	7	511	73	N
PLANNED	8/26/2011	10	210	21	N
PLANNED	8/26/2011	32	1,760	55	N
PLANNED	8/26/2011	11	1,100	100	N
PLANNED	8/26/2011	6	588	98	N
PLANNED	8/26/2011	26	6,942	267	N
PLANNED	8/26/2011	13	2,730	210	N
CUSTOMER REQUEST	8/26/2011	1	74	74	N
PLANNED	8/27/2011	1	143	143	N
PLANNED	8/27/2011	1	484	484	N
CUSTOMER REQUEST	8/27/2011	1	248	248	N
CUSTOMER REQUEST	8/27/2011	1	86	86	N
CUSTOMER REQUEST	8/27/2011	1	113	113	N
CUSTOMER REQUEST	8/27/2011	1	148	148	N
CUSTOMER REQUEST	8/27/2011	1	254	254	N
CUSTOMER REQUEST	8/27/2011	1	31	31	N
CUSTOMER REQUEST	8/28/2011	1,438	56,881	382	N
PLANNED	8/28/2011	1	274	274	N
PLANNED	8/28/2011	2	646	323	N
PLANNED	8/29/2011	10	3,810	381	N
PLANNED	8/29/2011	9	513	57	N
CUSTOMER REQUEST	8/29/2011	5	410	82	N
CUSTOMER REQUEST	8/29/2011	171	13,167	77	N
CUSTOMER REQUEST	8/29/2011	4	204	51	N
PLANNED	8/29/2011	4	640	160	N
PLANNED	8/29/2011	4	348	87	N
PLANNED	8/29/2011	7	910	130	N
PLANNED	8/29/2011	4	764	191	N
PLANNED	8/29/2011	2	10	5	N
PLANNED	8/29/2011	6	312	52	N
PLANNED	8/29/2011	11	2,486	226	N
CUSTOMER REQUEST	8/29/2011	1	648	648	N
PLANNED	8/29/2011	1	319	319	N
PLANNED	8/29/2011	91	11,557	127	N
PLANNED	8/29/2011	10	940	94	N
PLANNED	8/29/2011	9	918	102	N
CUSTOMER REQUEST	8/29/2011	6	108	18	N
CUSTOMER REQUEST	8/29/2011	36	7,056	196	N
PLANNED	8/29/2011	4	248	62	N
CUSTOMER REQUEST	8/29/2011	1	273	273	N
CUSTOMER REQUEST	8/29/2011	62	8,742	141	N
PLANNED	8/29/2011	15	120	8	N
PLANNED	8/29/2011	6	66	11	N
PLANNED	8/29/2011	11	2,090	190	N
PLANNED	8/29/2011	6	822	137	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/29/2011	7	1,134	162	N
CUSTOMER REQUEST	8/29/2011	1	33	33	N
PLANNED	8/29/2011	6	570	95	N
CUSTOMER REQUEST	8/29/2011	1	88	88	N
CUSTOMER REQUEST	8/29/2011	1	128	128	N
PLANNED	8/30/2011	14	3,290	235	N
PLANNED	8/30/2011	4	936	234	N
PLANNED	8/30/2011	2	336	168	N
CUSTOMER REQUEST	8/30/2011	1	299	299	N
PLANNED	8/30/2011	2	290	145	N
PLANNED	8/30/2011	5	510	102	N
PLANNED	8/30/2011	7	1,092	156	N
PLANNED	8/30/2011	9	1,575	175	N
PLANNED	8/30/2011	5	780	156	N
PLANNED	8/30/2011	11	1,144	104	N
PLANNED	8/30/2011	38	8,816	232	N
PLANNED	8/30/2011	6	1,236	206	N
PLANNED	8/30/2011	5	1,030	206	N
PLANNED	8/30/2011	7	749	107	N
PLANNED	8/30/2011	9	207	23	N
PLANNED	8/30/2011	7	378	54	N
PLANNED	8/30/2011	11	1,738	158	N
PLANNED	8/30/2011	4	656	164	N
PLANNED	8/30/2011	1	195	195	N
CUSTOMER REQUEST	8/30/2011	16	448	28	N
PLANNED	8/30/2011	23	3,059	133	N
PLANNED	8/30/2011	9	1,332	148	N
PLANNED	8/30/2011	24	2,520	105	N
PLANNED	8/30/2011	4	872	218	N
CUSTOMER REQUEST	8/30/2011	29	3,045	105	N
PLANNED	8/30/2011	10	1,210	121	N
PLANNED	8/30/2011	9	1,332	148	N
PLANNED	8/30/2011	7	560	80	N
PLANNED	8/30/2011	3	105	35	N
PLANNED	8/30/2011	8	512	64	N
PLANNED	8/30/2011	13	1,105	85	N
PLANNED	8/30/2011	1	159	159	N
PLANNED	8/30/2011	7	315	45	N
PLANNED	8/30/2011	15	1,875	125	N
PLANNED	8/30/2011	9	63	7	N
PLANNED	8/30/2011	8	920	115	N
PLANNED	8/30/2011	11	605	55	N
PLANNED	8/30/2011	6	384	64	N
PLANNED	8/30/2011	8	1,192	149	N
PLANNED	8/30/2011	2	192	96	N
PLANNED	8/30/2011	8	728	91	N
CUSTOMER REQUEST	8/30/2011	1	272	272	N
CUSTOMER REQUEST	8/30/2011	1	89	89	N
CUSTOMER REQUEST	8/31/2011	6	1,854	309	N
CUSTOMER REQUEST	8/31/2011	6	1,218	203	N
CUSTOMER REQUEST	8/31/2011	1	527	527	N
PLANNED	8/31/2011	11	1,683	153	N
PLANNED	8/31/2011	34	1,258	37	N
PLANNED	8/31/2011	5	110	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/31/2011	12	360	30	N
PLANNED	8/31/2011	2	292	146	N
PLANNED	8/31/2011	1	304	304	N
PLANNED	8/31/2011	39	2,925	75	N
CUSTOMER REQUEST	8/31/2011	14	2,156	154	N
PLANNED	8/31/2011	1	102	102	N
PLANNED	8/31/2011	12	2,292	191	N
PLANNED	8/31/2011	6	1,380	230	N
PLANNED	8/31/2011	3	999	333	N
PLANNED	8/31/2011	10	820	82	N
PLANNED	8/31/2011	4	284	71	N
PLANNED	8/31/2011	9	576	64	N
PLANNED	8/31/2011	6	834	139	N
PLANNED	8/31/2011	7	637	91	N
PLANNED	8/31/2011	2	80	40	N
PLANNED	8/31/2011	3	645	215	N
PLANNED	8/31/2011	3	435	145	N
CUSTOMER REQUEST	8/31/2011	1	195	195	N
PLANNED	8/31/2011	16	2,800	175	N
PLANNED	8/31/2011	13	2,275	175	N
PLANNED	8/31/2011	6	1,482	247	N
PLANNED	8/31/2011	10	1,240	124	N
PLANNED	8/31/2011	3	279	93	N
CUSTOMER REQUEST	8/31/2011	1	206	206	N
PLANNED	8/31/2011	14	1,302	93	N
CUSTOMER REQUEST	8/31/2011	1	295	295	N
PLANNED	8/31/2011	6	1,230	205	N
PLANNED	8/31/2011	21	6,405	305	N
PLANNED	8/31/2011	15	3,300	220	N
CUSTOMER REQUEST	8/31/2011	1	115	115	N
PLANNED	8/31/2011	5	550	110	N
PLANNED	8/31/2011	12	2,052	171	N
PLANNED	8/31/2011	2	110	55	N
PLANNED	8/31/2011	8	240	30	N
PLANNED	8/31/2011	10	530	53	N
PLANNED	8/31/2011	6	558	93	N
PLANNED	8/31/2011	5	420	84	N
PLANNED	8/31/2011	34	748	22	N
CUSTOMER REQUEST	8/31/2011	1	1,104	1,104	N
PLANNED	8/31/2011	8	480	60	N
PLANNED	8/31/2011	2	224	112	N
CUSTOMER REQUEST	8/31/2011	31	2,697	87	N
CUSTOMER REQUEST	8/31/2011	1	217	217	N
CUSTOMER REQUEST	8/31/2011	1	1,013	1,013	N
PLANNED	9/1/2011	2	2	1	N
PLANNED	9/1/2011	9	729	81	N
PLANNED	9/1/2011	5	410	82	N
PLANNED	9/1/2011	7	560	80	N
PLANNED	9/1/2011	10	510	51	N
PLANNED	9/1/2011	4	1,296	324	N
PLANNED	9/1/2011	7	721	103	N
PLANNED	9/1/2011	11	1,122	102	N
PLANNED	9/1/2011	1	396	396	N
CUSTOMER REQUEST	9/1/2011	6	132	22	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/1/2011	15	990	66	N
PLANNED	9/1/2011	10	1,010	101	N
PLANNED	9/1/2011	5	295	59	N
PLANNED	9/1/2011	7	952	136	N
PLANNED	9/1/2011	10	800	80	N
PLANNED	9/1/2011	2	18	9	N
PLANNED	9/1/2011	10	1,970	197	N
PLANNED	9/1/2011	12	804	67	N
PLANNED	9/1/2011	15	3,780	252	N
PLANNED	9/1/2011	2	274	137	N
PLANNED	9/1/2011	5	670	134	N
PLANNED	9/1/2011	1	274	274	N
PLANNED	9/1/2011	8	912	114	N
PLANNED	9/1/2011	12	1,464	122	N
PLANNED	9/1/2011	6	732	122	N
PLANNED	9/1/2011	8	968	121	N
PLANNED	9/1/2011	8	1,376	172	N
PLANNED	9/1/2011	2	120	60	N
PLANNED	9/1/2011	3	180	60	N
PLANNED	9/1/2011	4	240	60	N
PLANNED	9/1/2011	10	600	60	N
PLANNED	9/1/2011	6	936	156	N
PLANNED	9/1/2011	7	238	34	N
CUSTOMER REQUEST	9/1/2011	18	270	15	N
PLANNED	9/1/2011	10	970	97	N
PLANNED	9/1/2011	5	560	112	N
PLANNED	9/1/2011	16	3,040	190	N
PLANNED	9/1/2011	5	120	24	N
PLANNED	9/1/2011	4	284	71	N
PLANNED	9/1/2011	9	261	29	N
CUSTOMER REQUEST	9/1/2011	1	34	34	N
CUSTOMER REQUEST	9/1/2011	1	171	171	N
CUSTOMER REQUEST	9/1/2011	1	1,431	1,431	N
PLANNED	9/2/2011	36	4,392	122	N
PLANNED	9/2/2011	7	861	123	N
PLANNED	9/2/2011	4	700	175	N
PLANNED	9/2/2011	3	450	150	N
PLANNED	9/2/2011	6	1,506	251	N
PLANNED	9/2/2011	5	445	89	N
PLANNED	9/2/2011	3	9	3	N
CUSTOMER REQUEST	9/2/2011	1	86	86	N
PLANNED	9/2/2011	4	628	157	N
PLANNED	9/2/2011	2	378	189	N
PLANNED	9/2/2011	3	462	154	N
CUSTOMER REQUEST	9/2/2011	4	60	15	N
PLANNED	9/2/2011	17	782	46	N
PLANNED	9/2/2011	6	6	1	N
PLANNED	9/2/2011	9	531	59	N
PLANNED	9/2/2011	5	490	98	N
PLANNED	9/2/2011	7	1,512	216	N
PLANNED	9/2/2011	7	371	53	N
CUSTOMER REQUEST	9/2/2011	1	31	31	N
PLANNED	9/3/2011	35	6,265	179	N
CUSTOMER REQUEST	9/3/2011	1	173	173	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/3/2011	6	306	51	N
CUSTOMER REQUEST	9/3/2011	1	214	214	N
CUSTOMER REQUEST	9/3/2011	1	134	134	N
CUSTOMER REQUEST	9/3/2011	28	1,288	46	N
CUSTOMER REQUEST	9/4/2011	1	64	64	N
CUSTOMER REQUEST	9/4/2011	1	30	30	N
CUSTOMER REQUEST	9/4/2011	1	112	112	N
CUSTOMER REQUEST	9/4/2011	1	54	54	N
CUSTOMER REQUEST	9/4/2011	16	2,208	138	N
CUSTOMER REQUEST	9/5/2011	1	162	162	N
CUSTOMER REQUEST	9/5/2011	1,287	30,888	24	N
CUSTOMER REQUEST	9/5/2011	3	183	61	N
PLANNED	9/6/2011	14	3,024	216	N
PLANNED	9/6/2011	7	1,491	213	N
PLANNED	9/6/2011	7	1,057	151	N
PLANNED	9/6/2011	8	968	121	N
PLANNED	9/6/2011	13	1,950	150	N
CUSTOMER REQUEST	9/6/2011	7	917	131	N
PLANNED	9/6/2011	6	948	158	N
PLANNED	9/6/2011	20	2,340	117	N
PLANNED	9/6/2011	16	1,248	78	N
CUSTOMER REQUEST	9/6/2011	1	567	567	N
PLANNED	9/6/2011	6	1,200	200	N
PLANNED	9/6/2011	5	1,550	310	N
CUSTOMER REQUEST	9/6/2011	13	871	67	N
PLANNED	9/6/2011	8	560	70	N
PLANNED	9/6/2011	6	372	62	N
PLANNED	9/6/2011	3	162	54	N
PLANNED	9/6/2011	10	700	70	N
PLANNED	9/6/2011	12	1,896	158	N
PLANNED	9/6/2011	7	623	89	N
PLANNED	9/6/2011	7	1,722	246	N
PLANNED	9/6/2011	2	202	101	N
PLANNED	9/6/2011	16	1,920	120	N
PLANNED	9/6/2011	8	984	123	N
PLANNED	9/6/2011	36	1,944	54	N
PLANNED	9/6/2011	6	72	12	N
CUSTOMER REQUEST	9/6/2011	1	68	68	N
PLANNED	9/6/2011	5	85	17	N
PLANNED	9/6/2011	3	111	37	N
PLANNED	9/6/2011	10	770	77	N
PLANNED	9/6/2011	14	1,246	89	N
PLANNED	9/6/2011	7	140	20	N
CUSTOMER REQUEST	9/6/2011	1	142	142	N
CUSTOMER REQUEST	9/6/2011	1	107	107	N
CUSTOMER REQUEST	9/6/2011	52	4,420	85	N
CUSTOMER REQUEST	9/6/2011	1	256	256	N
PLANNED	9/7/2011	11	1,254	114	N
PLANNED	9/7/2011	6	804	134	N
PLANNED	9/7/2011	3	288	96	N
PLANNED	9/7/2011	9	747	83	N
CUSTOMER REQUEST	9/7/2011	1	310	310	N
PLANNED	9/7/2011	21	2,856	136	N
PLANNED	9/7/2011	4	1,484	371	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/7/2011	12	1,140	95	N
PLANNED	9/7/2011	8	160	20	N
PLANNED	9/7/2011	8	104	13	N
PLANNED	9/7/2011	26	3,250	125	N
CUSTOMER REQUEST	9/7/2011	3	81	27	N
PLANNED	9/7/2011	21	3,486	166	N
PLANNED	9/7/2011	3	237	79	N
PLANNED	9/7/2011	9	855	95	N
PLANNED	9/7/2011	2	692	346	N
PLANNED	9/7/2011	12	516	43	N
PLANNED	9/7/2011	10	1,400	140	N
PLANNED	9/7/2011	6	948	158	N
PLANNED	9/7/2011	19	2,052	108	N
PLANNED	9/7/2011	7	623	89	N
PLANNED	9/7/2011	6	54	9	N
PLANNED	9/7/2011	9	4,194	466	N
PLANNED	9/7/2011	9	1,152	128	N
PLANNED	9/7/2011	4	968	242	N
PLANNED	9/7/2011	8	624	78	N
CUSTOMER REQUEST	9/7/2011	1	325	325	N
PLANNED	9/7/2011	4	1,192	298	N
PLANNED	9/7/2011	9	891	99	N
PLANNED	9/7/2011	2	218	109	N
PLANNED	9/7/2011	7	1,673	239	N
PLANNED	9/7/2011	9	369	41	N
CUSTOMER REQUEST	9/7/2011	6	258	43	N
PLANNED	9/7/2011	10	1,300	130	N
PLANNED	9/7/2011	8	800	100	N
PLANNED	9/7/2011	28	2,156	77	N
PLANNED	9/7/2011	16	1,216	76	N
PLANNED	9/7/2011	16	1,216	76	N
PLANNED	9/7/2011	2	358	179	N
PLANNED	9/7/2011	9	1,593	177	N
PLANNED	9/7/2011	3	57	19	N
PLANNED	9/7/2011	8	104	13	N
PLANNED	9/7/2011	16	864	54	N
PLANNED	9/7/2011	11	253	23	N
CUSTOMER REQUEST	9/7/2011	1	60	60	N
CUSTOMER REQUEST	9/7/2011	1,814	102,428	262	N
CUSTOMER REQUEST	9/8/2011	1,595	41,470	26	N
PLANNED	9/8/2011	3	483	161	N
PLANNED	9/8/2011	3	36	12	N
PLANNED	9/8/2011	2	184	92	N
PLANNED	9/8/2011	3	444	148	N
CUSTOMER REQUEST	9/8/2011	23	874	38	N
PLANNED	9/8/2011	27	297	11	N
PLANNED	9/8/2011	5	1,775	355	N
PLANNED	9/8/2011	10	1,280	128	N
PLANNED	9/8/2011	8	120	15	N
CUSTOMER REQUEST	9/8/2011	1	51	51	N
CUSTOMER REQUEST	9/8/2011	6	90	15	N
PLANNED	9/8/2011	8	1,904	238	N
PLANNED	9/8/2011	12	516	43	N
PLANNED	9/8/2011	144	36,720	255	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/8/2011	8	1,088	136	N
PLANNED	9/8/2011	8	128	16	N
PLANNED	9/8/2011	6	1,404	234	N
PLANNED	9/8/2011	4	948	237	N
PLANNED	9/8/2011	5	5	1	N
PLANNED	9/8/2011	5	230	46	N
CUSTOMER REQUEST	9/8/2011	14	756	54	N
PLANNED	9/8/2011	6	732	122	N
PLANNED	9/8/2011	25	4,425	177	N
PLANNED	9/8/2011	7	658	94	N
PLANNED	9/8/2011	19	4,503	237	N
PLANNED	9/8/2011	13	3,562	274	N
PLANNED	9/8/2011	3	270	90	N
PLANNED	9/8/2011	11	979	89	N
PLANNED	9/8/2011	8	504	63	N
PLANNED	9/8/2011	5	905	181	N
PLANNED	9/8/2011	5	925	185	N
PLANNED	9/8/2011	16	2,720	170	N
PLANNED	9/8/2011	5	745	149	N
CUSTOMER REQUEST	9/8/2011	1	464	464	N
PLANNED	9/8/2011	5	795	159	N
PLANNED	9/8/2011	2	54	27	N
PLANNED	9/8/2011	2	258	129	N
PLANNED	9/8/2011	4	1,220	305	N
PLANNED	9/8/2011	5	310	62	N
PLANNED	9/8/2011	7	854	122	N
PLANNED	9/8/2011	2	156	78	N
PLANNED	9/8/2011	8	800	100	N
CUSTOMER REQUEST	9/8/2011	1	181	181	N
CUSTOMER REQUEST	9/8/2011	10	140	14	N
CUSTOMER REQUEST	9/8/2011	1	831	831	N
PLANNED	9/8/2011	4	216	54	N
PLANNED	9/8/2011	2	342	171	N
PLANNED	9/8/2011	1	80	80	N
PLANNED	9/9/2011	3	390	130	N
PLANNED	9/9/2011	13	3,939	303	N
PLANNED	9/9/2011	7	1,134	162	N
CUSTOMER REQUEST	9/9/2011	1	284	284	N
PLANNED	9/9/2011	10	1,270	127	N
PLANNED	9/9/2011	31	3,534	114	N
PLANNED	9/9/2011	29	7,540	260	N
PLANNED	9/9/2011	9	1,017	113	N
PLANNED	9/9/2011	12	216	18	N
PLANNED	9/9/2011	4	112	28	N
PLANNED	9/9/2011	4	440	110	N
PLANNED	9/9/2011	2	230	115	N
PLANNED	9/9/2011	3	114	38	N
PLANNED	9/9/2011	8	912	114	N
PLANNED	9/9/2011	2	422	211	N
PLANNED	9/9/2011	37	1,628	44	N
PLANNED	9/9/2011	8	16	2	N
PLANNED	9/9/2011	9	1,341	149	N
PLANNED	9/9/2011	8	360	45	N
CUSTOMER REQUEST	9/9/2011	88	23,936	272	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/9/2011	1	135	135	N
PLANNED	9/9/2011	3	192	64	N
PLANNED	9/9/2011	5	460	92	N
PLANNED	9/9/2011	8	1,240	155	N
PLANNED	9/9/2011	8	792	99	N
PLANNED	9/9/2011	8	416	52	N
PLANNED	9/9/2011	12	192	16	N
PLANNED	9/9/2011	3	159	53	N
PLANNED	9/9/2011	4	520	130	N
PLANNED	9/9/2011	14	1,960	140	N
PLANNED	9/9/2011	8	1,216	152	N
PLANNED	9/9/2011	11	429	39	N
PLANNED	9/9/2011	1	56	56	N
PLANNED	9/9/2011	9	279	31	N
PLANNED	9/9/2011	47	987	21	N
PLANNED	9/9/2011	4	268	67	N
PLANNED	9/9/2011	3	183	61	N
CUSTOMER REQUEST	9/9/2011	1	416	416	N
PLANNED	9/9/2011	5	430	86	N
PLANNED	9/9/2011	6	204	34	N
PLANNED	9/9/2011	8	800	100	N
PLANNED	9/9/2011	13	156	12	N
CUSTOMER REQUEST	9/9/2011	1	103	103	N
PLANNED	9/9/2011	43	4,214	98	N
PLANNED	9/10/2011	1	207	207	N
CUSTOMER REQUEST	9/10/2011	1	51	51	N
PLANNED	9/10/2011	114	37,506	329	N
CUSTOMER REQUEST	9/10/2011	1	238	238	N
CUSTOMER REQUEST	9/10/2011	1	104	104	N
CUSTOMER REQUEST	9/11/2011	1	29	29	N
CUSTOMER REQUEST	9/11/2011	1	102	102	N
CUSTOMER REQUEST	9/12/2011	1	1,223	1,223	N
PLANNED	9/12/2011	10	3,620	362	N
PLANNED	9/12/2011	9	1,827	203	N
PLANNED	9/12/2011	5	670	134	N
PLANNED	9/12/2011	11	1,254	114	N
PLANNED	9/12/2011	28	3,724	133	N
PLANNED	9/12/2011	6	1,368	228	N
PLANNED	9/12/2011	6	762	127	N
PLANNED	9/12/2011	12	1,416	118	N
PLANNED	9/12/2011	8	184	23	N
PLANNED	9/12/2011	7	924	132	N
PLANNED	9/12/2011	18	1,908	106	N
PLANNED	9/12/2011	5	440	88	N
CUSTOMER REQUEST	9/12/2011	12	312	26	N
PLANNED	9/12/2011	5	1,365	273	N
PLANNED	9/12/2011	6	6	1	N
PLANNED	9/12/2011	12	1,236	103	N
PLANNED	9/12/2011	25	5,175	207	N
CUSTOMER REQUEST	9/12/2011	10	880	88	N
PLANNED	9/12/2011	8	752	94	N
PLANNED	9/12/2011	1	51	51	N
PLANNED	9/12/2011	11	1,760	160	N
PLANNED	9/12/2011	2	92	46	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/12/2011	1	55	55	N
PLANNED	9/12/2011	4	944	236	N
PLANNED	9/12/2011	11	1,232	112	N
PLANNED	9/12/2011	1	75	75	N
PLANNED	9/12/2011	7	273	39	N
PLANNED	9/12/2011	1	126	126	N
PLANNED	9/12/2011	9	1,692	188	N
PLANNED	9/12/2011	9	432	48	N
CUSTOMER REQUEST	9/12/2011	1	98	98	N
CUSTOMER REQUEST	9/12/2011	1	95	95	N
PLANNED	9/12/2011	17	1,360	80	N
PLANNED	9/12/2011	1	236	236	N
CUSTOMER REQUEST	9/12/2011	1	403	403	N
PLANNED	9/13/2011	9	1,566	174	N
PLANNED	9/13/2011	16	1,152	72	N
PLANNED	9/13/2011	44	5,280	120	N
PLANNED	9/13/2011	9	117	13	N
PLANNED	9/13/2011	6	528	88	N
PLANNED	9/13/2011	4	604	151	N
CUSTOMER REQUEST	9/13/2011	25	2,175	87	N
CUSTOMER REQUEST	9/13/2011	2	388	194	N
PLANNED	9/13/2011	9	2,187	243	N
PLANNED	9/13/2011	13	1,378	106	N
PLANNED	9/13/2011	1	160	160	N
PLANNED	9/13/2011	46	9,062	197	N
PLANNED	9/13/2011	9	27	3	N
PLANNED	9/13/2011	4	344	86	N
PLANNED	9/13/2011	23	6,141	267	N
PLANNED	9/13/2011	69	16,767	243	N
CUSTOMER REQUEST	9/13/2011	8	640	80	N
PLANNED	9/13/2011	8	544	68	N
PLANNED	9/13/2011	70	16,730	239	N
PLANNED	9/13/2011	9	1,737	193	N
PLANNED	9/13/2011	41	9,717	237	N
PLANNED	9/13/2011	20	6,200	310	N
PLANNED	9/13/2011	11	2,948	268	N
PLANNED	9/13/2011	4	52	13	N
PLANNED	9/13/2011	10	440	44	N
PLANNED	9/13/2011	7	301	43	N
PLANNED	9/13/2011	24	5,448	227	N
PLANNED	9/13/2011	3	270	90	N
PLANNED	9/13/2011	8	1,168	146	N
PLANNED	9/13/2011	4	100	25	N
PLANNED	9/13/2011	6	1,752	292	N
PLANNED	9/13/2011	6	492	82	N
PLANNED	9/13/2011	3	87	29	N
PLANNED	9/13/2011	6	810	135	N
PLANNED	9/13/2011	14	1,540	110	N
PLANNED	9/13/2011	6	120	20	N
PLANNED	9/13/2011	7	623	89	N
CUSTOMER REQUEST	9/13/2011	1	345	345	N
PLANNED	9/13/2011	3	138	46	N
PLANNED	9/13/2011	7	602	86	N
PLANNED	9/13/2011	12	576	48	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/13/2011	7	21	3	N
PLANNED	9/13/2011	9	135	15	N
PLANNED	9/13/2011	8	832	104	N
PLANNED	9/13/2011	6	864	144	N
PLANNED	9/13/2011	9	918	102	N
PLANNED	9/13/2011	2	106	53	N
CUSTOMER REQUEST	9/13/2011	1	385	385	N
CUSTOMER REQUEST	9/13/2011	1	353	353	N
CUSTOMER REQUEST	9/13/2011	1	251	251	N
PLANNED	9/13/2011	4	496	124	N
CUSTOMER REQUEST	9/13/2011	1	167	167	N
PLANNED	9/14/2011	7	490	70	N
CUSTOMER REQUEST	9/14/2011	13	780	60	N
PLANNED	9/14/2011	4	992	248	N
CUSTOMER REQUEST	9/14/2011	1	167	167	N
PLANNED	9/14/2011	7	1,134	162	N
PLANNED	9/14/2011	2	36	18	N
PLANNED	9/14/2011	2	272	136	N
PLANNED	9/14/2011	2	446	223	N
CUSTOMER REQUEST	9/14/2011	13	260	20	N
PLANNED	9/14/2011	10	940	94	N
PLANNED	9/14/2011	10	830	83	N
PLANNED	9/14/2011	11	1,980	180	N
PLANNED	9/14/2011	5	570	114	N
PLANNED	9/14/2011	4	568	142	N
PLANNED	9/14/2011	2	620	310	N
PLANNED	9/14/2011	4	412	103	N
PLANNED	9/14/2011	1	52	52	N
PLANNED	9/14/2011	3	207	69	N
PLANNED	9/14/2011	2	102	51	N
PLANNED	9/14/2011	13	3,185	245	N
PLANNED	9/14/2011	13	2,873	221	N
PLANNED	9/14/2011	3	123	41	N
PLANNED	9/14/2011	8	88	11	N
PLANNED	9/14/2011	5	40	8	N
PLANNED	9/14/2011	36	18,432	512	N
PLANNED	9/14/2011	8	600	75	N
PLANNED	9/14/2011	12	1,128	94	N
PLANNED	9/14/2011	21	273	13	N
PLANNED	9/14/2011	5	865	173	N
PLANNED	9/14/2011	5	1,105	221	N
PLANNED	9/14/2011	11	1,232	112	N
PLANNED	9/14/2011	3	177	59	N
PLANNED	9/14/2011	4	948	237	N
PLANNED	9/14/2011	12	1,932	161	N
PLANNED	9/14/2011	3	654	218	N
PLANNED	9/14/2011	5	785	157	N
PLANNED	9/14/2011	5	590	118	N
PLANNED	9/14/2011	6	618	103	N
PLANNED	9/14/2011	8	1,152	144	N
PLANNED	9/14/2011	13	1,469	113	N
PLANNED	9/14/2011	9	1,404	156	N
PLANNED	9/14/2011	5	440	88	N
PLANNED	9/14/2011	9	1,170	130	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/14/2011	3	240	80	N
PLANNED	9/14/2011	10	740	74	N
PLANNED	9/14/2011	31	5,952	192	N
PLANNED	9/14/2011	10	370	37	N
CUSTOMER REQUEST	9/14/2011	1	173	173	N
PLANNED	9/15/2011	8	2,080	260	N
PLANNED	9/15/2011	1	129	129	N
PLANNED	9/15/2011	9	1,179	131	N
PLANNED	9/15/2011	3	909	303	N
CUSTOMER REQUEST	9/15/2011	3	1,005	335	N
PLANNED	9/15/2011	9	1,386	154	N
CUSTOMER REQUEST	9/15/2011	7	203	29	N
PLANNED	9/15/2011	17	289	17	N
PLANNED	9/15/2011	3	54	18	N
PLANNED	9/15/2011	45	11,655	259	N
PLANNED	9/15/2011	18	1,440	80	N
PLANNED	9/15/2011	29	7,424	256	N
PLANNED	9/15/2011	2	510	255	N
PLANNED	9/15/2011	7	336	48	N
PLANNED	9/15/2011	7	1,561	223	N
PLANNED	9/15/2011	12	2,076	173	N
PLANNED	9/15/2011	14	2,296	164	N
PLANNED	9/15/2011	1	89	89	N
PLANNED	9/15/2011	5	680	136	N
PLANNED	9/15/2011	6	336	56	N
PLANNED	9/15/2011	6	870	145	N
PLANNED	9/15/2011	12	720	60	N
PLANNED	9/15/2011	7	413	59	N
PLANNED	9/15/2011	10	1,580	158	N
PLANNED	9/15/2011	4	512	128	N
PLANNED	9/15/2011	20	4,200	210	N
PLANNED	9/15/2011	8	1,808	226	N
CUSTOMER REQUEST	9/15/2011	1	18	18	N
PLANNED	9/15/2011	4	920	230	N
PLANNED	9/15/2011	5	410	82	N
PLANNED	9/15/2011	25	1,900	76	N
PLANNED	9/15/2011	8	2,280	285	N
CUSTOMER REQUEST	9/15/2011	1	45	45	N
PLANNED	9/16/2011	15	2,160	144	N
CUSTOMER REQUEST	9/16/2011	1	192	192	N
PLANNED	9/16/2011	29	8,903	307	N
PLANNED	9/16/2011	10	2,040	204	N
PLANNED	9/16/2011	14	644	46	N
PLANNED	9/16/2011	6	522	87	N
PLANNED	9/16/2011	82	19,270	235	N
PLANNED	9/16/2011	4	704	176	N
PLANNED	9/16/2011	8	512	64	N
PLANNED	9/16/2011	9	306	34	N
PLANNED	9/16/2011	41	7,175	175	N
PLANNED	9/16/2011	5	1,640	328	N
PLANNED	9/16/2011	12	2,412	201	N
PLANNED	9/16/2011	5	1,480	296	N
PLANNED	9/16/2011	6	960	160	N
CUSTOMER REQUEST	9/16/2011	9	1,827	203	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/16/2011	30	2,550	85	N
PLANNED	9/16/2011	11	572	52	N
PLANNED	9/16/2011	13	1,586	122	N
PLANNED	9/16/2011	7	840	120	N
PLANNED	9/16/2011	8	1,136	142	N
PLANNED	9/16/2011	7	1,799	257	N
CUSTOMER REQUEST	9/16/2011	102	6,222	61	N
CUSTOMER REQUEST	9/16/2011	1	134	134	N
PLANNED	9/16/2011	20	4,540	227	N
PLANNED	9/16/2011	6	834	139	N
PLANNED	9/17/2011	9	2,277	253	N
PLANNED	9/17/2011	3	615	205	N
PLANNED	9/17/2011	14	1,120	80	N
PLANNED	9/17/2011	4	468	117	N
PLANNED	9/18/2011	7	231	33	N
CUSTOMER REQUEST	9/19/2011	1	70	70	N
CUSTOMER REQUEST	9/19/2011	2	226	113	N
PLANNED	9/19/2011	8	1,152	144	N
PLANNED	9/19/2011	6	114	19	N
PLANNED	9/19/2011	1	188	188	N
PLANNED	9/19/2011	19	1,995	105	N
PLANNED	9/19/2011	6	852	142	N
PLANNED	9/19/2011	3	213	71	N
PLANNED	9/19/2011	8	440	55	N
CUSTOMER REQUEST	9/19/2011	41	4,920	120	N
PLANNED	9/19/2011	12	1,176	98	N
PLANNED	9/19/2011	19	1,843	97	N
PLANNED	9/19/2011	6	1,056	176	N
PLANNED	9/19/2011	1	61	61	N
PLANNED	9/19/2011	44	3,828	87	N
PLANNED	9/19/2011	3	960	320	N
PLANNED	9/19/2011	8	384	48	N
PLANNED	9/19/2011	151	7,852	52	N
PLANNED	9/19/2011	5	105	21	N
PLANNED	9/19/2011	1	146	146	N
PLANNED	9/19/2011	1	36	36	N
PLANNED	9/19/2011	9	1,566	174	N
PLANNED	9/19/2011	3	39	13	N
PLANNED	9/19/2011	2	606	303	N
PLANNED	9/19/2011	11	1,144	104	N
PLANNED	9/19/2011	5	325	65	N
PLANNED	9/19/2011	17	3,162	186	N
PLANNED	9/19/2011	2	86	43	N
PLANNED	9/19/2011	5	165	33	N
PLANNED	9/19/2011	14	756	54	N
CUSTOMER REQUEST	9/19/2011	13	130	10	N
PLANNED	9/19/2011	9	1,188	132	N
PLANNED	9/19/2011	8	1,864	233	N
PLANNED	9/19/2011	11	1,276	116	N
PLANNED	9/19/2011	2	70	35	N
PLANNED	9/19/2011	8	920	115	N
PLANNED	9/19/2011	2	292	146	N
PLANNED	9/19/2011	6	330	55	N
PLANNED	9/19/2011	5	955	191	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/19/2011	7	1,323	189	N
PLANNED	9/19/2011	3	123	41	N
CUSTOMER REQUEST	9/19/2011	1	234	234	N
CUSTOMER REQUEST	9/19/2011	1	251	251	N
PLANNED	9/19/2011	4	544	136	N
CUSTOMER REQUEST	9/19/2011	1	87	87	N
CUSTOMER REQUEST	9/19/2011	1	165	165	N
PLANNED	9/19/2011	183	40,077	219	N
PLANNED	9/20/2011	19	2,451	129	N
PLANNED	9/20/2011	4	148	37	N
PLANNED	9/20/2011	16	1,024	64	N
PLANNED	9/20/2011	26	11,986	461	N
PLANNED	9/20/2011	5	1,365	273	N
PLANNED	9/20/2011	14	1,652	118	N
PLANNED	9/20/2011	6	1,800	300	N
PLANNED	9/20/2011	10	710	71	N
PLANNED	9/20/2011	8	432	54	N
PLANNED	9/20/2011	5	1,165	233	N
PLANNED	9/20/2011	7	1,491	213	N
PLANNED	9/20/2011	12	264	22	N
PLANNED	9/20/2011	7	343	49	N
PLANNED	9/20/2011	9	1,521	169	N
PLANNED	9/20/2011	9	1,602	178	N
PLANNED	9/20/2011	3	918	306	N
PLANNED	9/20/2011	10	1,820	182	N
PLANNED	9/20/2011	11	660	60	N
PLANNED	9/20/2011	35	12,670	362	N
PLANNED	9/20/2011	33	11,847	359	N
PLANNED	9/20/2011	33	2,475	75	N
PLANNED	9/20/2011	7	2,086	298	N
PLANNED	9/20/2011	9	2,655	295	N
PLANNED	9/20/2011	1	38	38	N
PLANNED	9/20/2011	1	158	158	N
PLANNED	9/20/2011	4	556	139	N
PLANNED	9/20/2011	2	116	58	N
PLANNED	9/20/2011	10	710	71	N
PLANNED	9/20/2011	6	1,494	249	N
PLANNED	9/20/2011	3	456	152	N
PLANNED	9/20/2011	1	66	66	N
PLANNED	9/20/2011	40	2,400	60	N
PLANNED	9/20/2011	9	1,224	136	N
PLANNED	9/20/2011	24	2,088	87	N
PLANNED	9/20/2011	7	1,113	159	N
PLANNED	9/20/2011	34	816	24	N
PLANNED	9/20/2011	7	1,400	200	N
PLANNED	9/20/2011	7	805	115	N
PLANNED	9/20/2011	5	570	114	N
PLANNED	9/20/2011	26	858	33	N
PLANNED	9/20/2011	10	230	23	N
CUSTOMER REQUEST	9/20/2011	26	2,054	79	N
CUSTOMER REQUEST	9/21/2011	9	405	45	N
PLANNED	9/21/2011	12	3,924	327	N
PLANNED	9/21/2011	24	2,880	120	N
PLANNED	9/21/2011	2	304	152	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/21/2011	1	80	80	N
PLANNED	9/21/2011	2	212	106	N
PLANNED	9/21/2011	8	1,056	132	N
PLANNED	9/21/2011	23	4,278	186	N
PLANNED	9/21/2011	4	760	190	N
PLANNED	9/21/2011	3	1,527	509	N
PLANNED	9/21/2011	5	630	126	N
PLANNED	9/21/2011	17	2,159	127	N
PLANNED	9/21/2011	1	49	49	N
PLANNED	9/21/2011	1	49	49	N
CUSTOMER REQUEST	9/21/2011	5	70	14	N
PLANNED	9/21/2011	1	344	344	N
PLANNED	9/21/2011	7	539	77	N
CUSTOMER REQUEST	9/21/2011	5	40	8	N
PLANNED	9/21/2011	5	670	134	N
PLANNED	9/21/2011	6	1,320	220	N
PLANNED	9/21/2011	6	1,248	208	N
PLANNED	9/21/2011	2	122	61	N
PLANNED	9/21/2011	9	2,052	228	N
PLANNED	9/21/2011	4	1,100	275	N
PLANNED	9/21/2011	4	1,096	274	N
PLANNED	9/21/2011	8	1,704	213	N
PLANNED	9/21/2011	4	1,092	273	N
PLANNED	9/21/2011	7	196	28	N
CUSTOMER REQUEST	9/21/2011	1	45	113	N
PLANNED	9/21/2011	6	138	23	N
CUSTOMER REQUEST	9/21/2011	1	105	105	N
PLANNED	9/21/2011	17	663	39	N
PLANNED	9/22/2011	4	92	23	N
PLANNED	9/22/2011	5	525	105	N
PLANNED	9/22/2011	30	8,250	275	N
PLANNED	9/22/2011	8	1,976	247	N
PLANNED	9/22/2011	63	5,544	88	N
PLANNED	9/22/2011	10	2,180	218	N
PLANNED	9/22/2011	5	1,150	230	N
PLANNED	9/22/2011	8	1,424	178	N
PLANNED	9/22/2011	6	402	67	N
PLANNED	9/22/2011	8	744	93	N
PLANNED	9/22/2011	7	630	90	N
PLANNED	9/22/2011	7	1,162	166	N
PLANNED	9/22/2011	6	768	128	N
PLANNED	9/22/2011	4	964	241	N
PLANNED	9/22/2011	142	15,052	106	N
PLANNED	9/22/2011	19	6,840	360	N
PLANNED	9/22/2011	14	5,026	359	N
PLANNED	9/22/2011	21	4,809	229	N
PLANNED	9/22/2011	13	4,784	368	N
PLANNED	9/22/2011	16	5,888	368	N
PLANNED	9/22/2011	9	2,358	262	N
PLANNED	9/22/2011	13	4,628	356	N
PLANNED	9/22/2011	2	582	291	N
PLANNED	9/22/2011	5	170	34	N
CUSTOMER REQUEST	9/22/2011	6	2,250	375	N
PLANNED	9/22/2011	7	1,988	284	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/22/2011	7	287	41	N
PLANNED	9/22/2011	5	295	59	N
PLANNED	9/22/2011	18	954	53	N
PLANNED	9/22/2011	6	216	36	N
PLANNED	9/22/2011	11	88	8	N
PLANNED	9/22/2011	82	12,956	158	N
PLANNED	9/22/2011	7	91	13	N
CUSTOMER REQUEST	9/22/2011	1	239	239	N
CUSTOMER REQUEST	9/22/2011	1	71	71	N
CUSTOMER REQUEST	9/22/2011	1	117	117	N
CUSTOMER REQUEST	9/22/2011	1	43	43	N
CUSTOMER REQUEST	9/22/2011	1	202	202	N
CUSTOMER REQUEST	9/22/2011	1	67	67	N
CUSTOMER REQUEST	9/22/2011	1	256	256	N
PLANNED	9/23/2011	15	3,360	224	N
PLANNED	9/23/2011	17	4,998	294	N
PLANNED	9/23/2011	14	4,004	286	N
CUSTOMER REQUEST	9/23/2011	6	78	13	N
PLANNED	9/23/2011	18	1,152	64	N
PLANNED	9/23/2011	4	72	18	N
PLANNED	9/23/2011	8	2,032	254	N
PLANNED	9/23/2011	13	3,016	232	N
PLANNED	9/23/2011	3	528	176	N
PLANNED	9/23/2011	22	1,870	85	N
PLANNED	9/23/2011	5	775	155	N
PLANNED	9/23/2011	4	532	133	N
PLANNED	9/23/2011	3	234	78	N
PLANNED	9/23/2011	6	534	89	N
PLANNED	9/23/2011	4	48	12	N
CUSTOMER REQUEST	9/23/2011	33	15,180	460	N
PLANNED	9/23/2011	19	1,938	102	N
CUSTOMER REQUEST	9/23/2011	1	129	129	N
CUSTOMER REQUEST	9/23/2011	1	328	328	N
CUSTOMER REQUEST	9/23/2011	2,354	63,558	27	N
CUSTOMER REQUEST	9/24/2011	4	396	99	N
CUSTOMER REQUEST	9/24/2011	1	60	60	N
CUSTOMER REQUEST	9/24/2011	1	9	9	N
PLANNED	9/24/2011	14	2,674	191	N
CUSTOMER REQUEST	9/24/2011	6	714	119	N
PLANNED	9/24/2011	4	140	35	N
CUSTOMER REQUEST	9/24/2011	5	355	71	N
PLANNED	9/25/2011	2	110	55	N
PLANNED	9/26/2011	9	585	65	N
PLANNED	9/26/2011	16	4,912	307	N
PLANNED	9/26/2011	9	1,512	168	N
CUSTOMER REQUEST	9/26/2011	23	1,955	85	N
PLANNED	9/26/2011	5	845	169	N
CUSTOMER REQUEST	9/26/2011	10	620	62	N
PLANNED	9/26/2011	11	1,804	164	N
PLANNED	9/26/2011	1	44	44	N
PLANNED	9/26/2011	7	245	35	N
PLANNED	9/26/2011	2	280	140	N
PLANNED	9/26/2011	24	3,336	139	N
PLANNED	9/26/2011	12	456	38	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/26/2011	1	25	25	N
CUSTOMER REQUEST	9/26/2011	1	223	223	N
PLANNED	9/26/2011	17	51	3	N
CUSTOMER REQUEST	9/26/2011	5	340	68	N
PLANNED	9/26/2011	3	291	97	N
CUSTOMER REQUEST	9/26/2011	1	180	180	N
PLANNED	9/26/2011	33	3,696	112	N
PLANNED	9/26/2011	5	565	113	N
CUSTOMER REQUEST	9/27/2011	1	575	575	N
PLANNED	9/27/2011	3	147	49	N
CUSTOMER REQUEST	9/27/2011	1	145	145	N
PLANNED	9/27/2011	17	2,805	165	N
PLANNED	9/27/2011	4	500	125	N
PLANNED	9/27/2011	1	104	104	N
PLANNED	9/27/2011	4	588	147	N
PLANNED	9/27/2011	49	6,419	131	N
PLANNED	9/27/2011	2	88	44	N
PLANNED	9/27/2011	4	432	108	N
PLANNED	9/27/2011	6	210	35	N
CUSTOMER REQUEST	9/27/2011	5	210	42	N
PLANNED	9/27/2011	3	312	104	N
PLANNED	9/27/2011	4	640	160	N
PLANNED	9/27/2011	96	22,080	230	N
PLANNED	9/27/2011	31	7,130	230	N
PLANNED	9/27/2011	6	138	23	N
PLANNED	9/27/2011	6	144	24	N
PLANNED	9/27/2011	3	240	80	N
PLANNED	9/27/2011	16	3,824	239	N
PLANNED	9/27/2011	4	548	137	N
PLANNED	9/27/2011	8	656	82	N
PLANNED	9/27/2011	8	728	91	N
PLANNED	9/27/2011	4	436	109	N
PLANNED	9/27/2011	3	771	257	N
PLANNED	9/27/2011	8	2,136	267	N
PLANNED	9/27/2011	11	143	13	N
PLANNED	9/27/2011	16	272	17	N
PLANNED	9/27/2011	10	2,360	236	N
PLANNED	9/27/2011	11	1,826	166	N
PLANNED	9/27/2011	20	4,320	216	N
PLANNED	9/27/2011	8	720	90	N
PLANNED	9/27/2011	28	3,640	130	N
PLANNED	9/27/2011	38	1,748	46	N
PLANNED	9/27/2011	5	50	10	N
PLANNED	9/27/2011	12	324	27	N
CUSTOMER REQUEST	9/27/2011	1	24	24	N
PLANNED	9/27/2011	8	384	48	N
CUSTOMER REQUEST	9/27/2011	1	165	165	N
PLANNED	9/27/2011	6	48	8	N
PLANNED	9/27/2011	10	1,540	154	N
CUSTOMER REQUEST	9/27/2011	1	5	5	N
PLANNED	9/27/2011	4	296	74	N
PLANNED	9/27/2011	3	219	73	N
PLANNED	9/27/2011	4	232	58	N
CUSTOMER REQUEST	9/27/2011	1	35	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/27/2011	1	63	63	N
CUSTOMER REQUEST	9/28/2011	14	3,920	280	N
CUSTOMER REQUEST	9/28/2011	1	59	59	N
PLANNED	9/28/2011	12	3,636	303	N
PLANNED	9/28/2011	6	534	89	N
PLANNED	9/28/2011	27	2,430	90	N
PLANNED	9/28/2011	4	700	175	N
PLANNED	9/28/2011	7	1,953	279	N
PLANNED	9/28/2011	3	72	24	N
PLANNED	9/28/2011	2	194	97	N
PLANNED	9/28/2011	82	24,354	297	N
PLANNED	9/28/2011	11	2,651	241	N
PLANNED	9/28/2011	11	1,936	176	N
PLANNED	9/28/2011	3	444	148	N
PLANNED	9/28/2011	4	160	40	N
PLANNED	9/28/2011	24	7,560	315	N
PLANNED	9/28/2011	96	11,808	123	N
PLANNED	9/28/2011	56	3,304	59	N
PLANNED	9/28/2011	7	973	139	N
PLANNED	9/28/2011	4	748	187	N
PLANNED	9/28/2011	9	108	12	N
PLANNED	9/28/2011	6	666	111	N
PLANNED	9/28/2011	5	795	159	N
PLANNED	9/28/2011	5	905	181	N
PLANNED	9/28/2011	6	816	136	N
PLANNED	9/28/2011	13	2,054	158	N
PLANNED	9/28/2011	1	132	132	N
PLANNED	9/28/2011	11	132	12	N
CUSTOMER REQUEST	9/28/2011	22	1,166	53	N
PLANNED	9/28/2011	8	64	8	N
PLANNED	9/28/2011	14	3,080	220	N
PLANNED	9/28/2011	11	1,210	110	N
PLANNED	9/28/2011	18	1,908	106	N
PLANNED	9/28/2011	2	316	158	N
PLANNED	9/28/2011	12	2,280	190	N
PLANNED	9/28/2011	11	517	47	N
PLANNED	9/28/2011	10	570	57	N
PLANNED	9/28/2011	7	812	116	N
PLANNED	9/28/2011	3	264	88	N
PLANNED	9/28/2011	23	2,254	98	N
PLANNED	9/28/2011	8	1,128	141	N
PLANNED	9/28/2011	7	917	131	N
CUSTOMER REQUEST	9/28/2011	22	1,980	90	N
PLANNED	9/28/2011	4	520	130	N
CUSTOMER REQUEST	9/28/2011	4	1,144	286	N
PLANNED	9/28/2011	9	198	22	N
PLANNED	9/28/2011	11	209	19	N
PLANNED	9/28/2011	9	747	83	N
PLANNED	9/28/2011	6	852	142	N
CUSTOMER REQUEST	9/28/2011	1	69	69	N
CUSTOMER REQUEST	9/28/2011	1	419	419	N
PLANNED	9/29/2011	4	228	57	N
PLANNED	9/29/2011	4	984	246	N
PLANNED	9/29/2011	3	477	159	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/29/2011	12	1,884	157	N
PLANNED	9/29/2011	1	189	189	N
PLANNED	9/29/2011	2	376	188	N
PLANNED	9/29/2011	10	980	98	N
PLANNED	9/29/2011	10	2,000	200	N
PLANNED	9/29/2011	1	187	187	N
PLANNED	9/29/2011	26	6,214	239	N
CUSTOMER REQUEST	9/29/2011	1	546	546	N
PLANNED	9/29/2011	12	2,784	232	N
PLANNED	9/29/2011	9	1,980	220	N
PLANNED	9/29/2011	138	24,509	245	N
PLANNED	9/29/2011	8	688	86	N
PLANNED	9/29/2011	5	1,020	204	N
PLANNED	9/29/2011	2	166	83	N
PLANNED	9/29/2011	1	83	83	N
PLANNED	9/29/2011	4	172	43	N
PLANNED	9/29/2011	1	285	285	N
PLANNED	9/29/2011	10	1,690	169	N
PLANNED	9/29/2011	8	1,536	192	N
PLANNED	9/29/2011	5	830	166	N
PLANNED	9/29/2011	57	12,198	214	N
PLANNED	9/29/2011	4	228	57	N
PLANNED	9/29/2011	1	101	101	N
PLANNED	9/29/2011	3	120	40	N
PLANNED	9/29/2011	9	2,268	252	N
PLANNED	9/29/2011	16	1,776	111	N
PLANNED	9/29/2011	10	530	53	N
PLANNED	9/29/2011	4	148	37	N
PLANNED	9/29/2011	3	216	72	N
PLANNED	9/29/2011	16	1,056	66	N
PLANNED	9/29/2011	11	638	58	N
CUSTOMER REQUEST	9/29/2011	1	45	45	N
PLANNED	9/30/2011	15	555	37	N
PLANNED	9/30/2011	12	432	36	N
PLANNED	9/30/2011	15	525	35	N
CUSTOMER REQUEST	9/30/2011	7	1,631	233	N
PLANNED	9/30/2011	11	2,167	197	N
PLANNED	9/30/2011	5	40	8	N
PLANNED	9/30/2011	4	408	102	N
PLANNED	9/30/2011	12	168	14	N
PLANNED	9/30/2011	3	426	142	N
PLANNED	9/30/2011	7	1,274	182	N
PLANNED	9/30/2011	9	1,629	181	N
CUSTOMER REQUEST	9/30/2011	1	86	86	N
CUSTOMER REQUEST	9/30/2011	2	36	18	N
PLANNED	9/30/2011	3	96	32	N
PLANNED	9/30/2011	2	224	112	N
PLANNED	9/30/2011	10	2,740	274	N
PLANNED	9/30/2011	17	4,794	282	N
PLANNED	9/30/2011	3	204	68	N
PLANNED	9/30/2011	5	205	41	N
PLANNED	9/30/2011	4	148	37	N
PLANNED	9/30/2011	8	536	67	N
PLANNED	9/30/2011	12	1,104	92	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/30/2011	9	594	66	N
PLANNED	9/30/2011	4	76	19	N
PLANNED	9/30/2011	7	854	122	N
PLANNED	9/30/2011	53	212	4	N
PLANNED	10/1/2011	6	306	51	N
CUSTOMER REQUEST	10/1/2011	1	433	433	N
PLANNED	10/1/2011	4	472	118	N
CUSTOMER REQUEST	10/1/2011	1	29	29	N
CUSTOMER REQUEST	10/1/2011	1	17	17	N
PLANNED	10/2/2011	4	268	67	N
PLANNED	10/3/2011	1	142	142	N
PLANNED	10/3/2011	5	285	57	N
PLANNED	10/3/2011	8	448	56	N
PLANNED	10/3/2011	1	58	58	N
PLANNED	10/3/2011	2	232	116	N
PLANNED	10/3/2011	15	2,955	197	N
PLANNED	10/3/2011	6	978	163	N
PLANNED	10/3/2011	5	100	20	N
PLANNED	10/3/2011	11	440	40	N
PLANNED	10/3/2011	16	3,584	224	N
PLANNED	10/3/2011	3	99	33	N
PLANNED	10/3/2011	2	96	48	N
PLANNED	10/3/2011	8	664	83	N
PLANNED	10/3/2011	4	1,112	278	N
PLANNED	10/3/2011	4	972	243	N
PLANNED	10/3/2011	8	1,352	169	N
PLANNED	10/3/2011	2	344	172	N
PLANNED	10/3/2011	7	294	42	N
PLANNED	10/3/2011	1	120	120	N
CUSTOMER REQUEST	10/3/2011	14	1,764	126	N
PLANNED	10/3/2011	2	182	91	N
PLANNED	10/3/2011	2	276	138	N
PLANNED	10/3/2011	2	174	87	N
PLANNED	10/3/2011	24	1,920	80	N
PLANNED	10/3/2011	17	867	51	N
CUSTOMER REQUEST	10/3/2011	16	960	60	N
PLANNED	10/3/2011	8	1,744	218	N
CUSTOMER REQUEST	10/3/2011	1	165	165	N
CUSTOMER REQUEST	10/3/2011	1	153	153	N
PLANNED	10/4/2011	2	8	4	N
PLANNED	10/4/2011	13	286	22	N
PLANNED	10/4/2011	14	2,380	170	N
PLANNED	10/4/2011	7	1,372	196	N
PLANNED	10/4/2011	4	408	102	N
PLANNED	10/4/2011	2	148	74	N
PLANNED	10/4/2011	5	1,185	237	N
PLANNED	10/4/2011	6	1,752	292	N
PLANNED	10/4/2011	1	95	95	N
CUSTOMER REQUEST	10/4/2011	1	160	160	N
PLANNED	10/4/2011	11	220	20	N
PLANNED	10/4/2011	4	656	164	N
PLANNED	10/4/2011	4	300	75	N
PLANNED	10/4/2011	1	242	242	N
PLANNED	10/4/2011	3	687	229	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/4/2011	9	936	104	N
PLANNED	10/4/2011	4	224	56	N
PLANNED	10/4/2011	7	1,862	266	N
PLANNED	10/4/2011	4	160	40	N
PLANNED	10/4/2011	2	64	32	N
PLANNED	10/4/2011	13	2,106	162	N
PLANNED	10/4/2011	10	560	56	N
PLANNED	10/4/2011	7	1,946	278	N
PLANNED	10/4/2011	2	70	35	N
PLANNED	10/4/2011	13	3,627	279	N
PLANNED	10/4/2011	8	3,296	412	N
CUSTOMER REQUEST	10/4/2011	2	106	53	N
PLANNED	10/4/2011	2	8	4	N
PLANNED	10/4/2011	11	3,443	313	N
PLANNED	10/4/2011	3	192	64	N
PLANNED	10/4/2011	13	1,807	139	N
PLANNED	10/4/2011	4	1,240	310	N
PLANNED	10/4/2011	2	118	59	N
PLANNED	10/4/2011	6	924	154	N
PLANNED	10/4/2011	3	375	125	N
CUSTOMER REQUEST	10/4/2011	3	177	59	N
PLANNED	10/5/2011	8	768	96	N
PLANNED	10/5/2011	1	126	126	N
PLANNED	10/5/2011	20	1,500	75	N
PLANNED	10/5/2011	6	648	108	N
CUSTOMER REQUEST	10/5/2011	34	510	15	N
PLANNED	10/5/2011	6	834	139	N
PLANNED	10/5/2011	35	8,470	242	N
PLANNED	10/5/2011	7	266	38	N
CUSTOMER REQUEST	10/5/2011	1	21	21	N
PLANNED	10/5/2011	5	1,110	222	N
PLANNED	10/5/2011	8	944	118	N
PLANNED	10/5/2011	7	1,533	219	N
PLANNED	10/5/2011	19	3,173	167	N
PLANNED	10/5/2011	7	1,995	285	N
CUSTOMER REQUEST	10/5/2011	96	43,680	455	N
PLANNED	10/5/2011	13	689	53	N
CUSTOMER REQUEST	10/5/2011	1	77	77	N
PLANNED	10/5/2011	10	1,190	119	N
CUSTOMER REQUEST	10/5/2011	1	313	313	N
PLANNED	10/5/2011	8	920	115	N
PLANNED	10/5/2011	4	52	13	N
PLANNED	10/5/2011	2	268	134	N
PLANNED	10/5/2011	6	1,458	243	N
PLANNED	10/5/2011	9	1,872	208	N
PLANNED	10/5/2011	13	663	51	N
PLANNED	10/5/2011	32	4,736	148	N
PLANNED	10/5/2011	9	1,188	132	N
PLANNED	10/5/2011	8	1,768	221	N
PLANNED	10/5/2011	31	7,285	235	N
PLANNED	10/5/2011	7	77	11	N
PLANNED	10/5/2011	4	440	110	N
PLANNED	10/5/2011	5	335	67	N
PLANNED	10/5/2011	3	216	72	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/5/2011	8	1,856	232	N
CUSTOMER REQUEST	10/5/2011	1	485	485	N
PLANNED	10/6/2011	3	150	50	N
CUSTOMER REQUEST	10/6/2011	1	205	205	N
CUSTOMER REQUEST	10/6/2011	7	413	59	N
PLANNED	10/6/2011	25	775	31	N
PLANNED	10/6/2011	23	6,877	299	N
PLANNED	10/6/2011	25	950	38	N
PLANNED	10/6/2011	6	354	59	N
PLANNED	10/6/2011	4	492	123	N
PLANNED	10/6/2011	4	400	100	N
PLANNED	10/6/2011	10	1,400	140	N
PLANNED	10/6/2011	4	744	186	N
PLANNED	10/6/2011	43	1,935	45	N
PLANNED	10/6/2011	6	1,980	330	N
PLANNED	10/6/2011	5	1,650	330	N
PLANNED	10/6/2011	3	525	175	N
PLANNED	10/6/2011	4	468	117	N
PLANNED	10/6/2011	4	736	184	N
PLANNED	10/6/2011	5	450	90	N
PLANNED	10/6/2011	28	504	18	N
PLANNED	10/6/2011	16	2,512	157	N
PLANNED	10/6/2011	12	1,872	156	N
PLANNED	10/6/2011	9	1,053	117	N
PLANNED	10/6/2011	8	1,384	173	N
PLANNED	10/6/2011	6	1,098	183	N
PLANNED	10/6/2011	7	441	63	N
PLANNED	10/6/2011	2	212	106	N
PLANNED	10/6/2011	281	19,670	70	N
PLANNED	10/6/2011	5	810	162	N
PLANNED	10/6/2011	163	2,445	15	N
PLANNED	10/6/2011	10	1,120	112	N
PLANNED	10/6/2011	16	3,568	223	N
PLANNED	10/6/2011	4	156	39	N
PLANNED	10/6/2011	7	1,358	194	N
PLANNED	10/6/2011	115	3,795	33	N
PLANNED	10/6/2011	17	1,581	93	N
PLANNED	10/6/2011	19	475	25	N
CUSTOMER REQUEST	10/6/2011	1	228	228	N
CUSTOMER REQUEST	10/6/2011	1	82	82	N
PLANNED	10/6/2011	1	52	52	N
PLANNED	10/6/2011	17	1,224	72	N
CUSTOMER REQUEST	10/6/2011	1	516	516	N
PLANNED	10/6/2011	5	435	87	N
CUSTOMER REQUEST	10/6/2011	7	182	26	N
PLANNED	10/7/2011	9	747	83	N
PLANNED	10/7/2011	2	314	157	N
PLANNED	10/7/2011	9	1,521	169	N
PLANNED	10/7/2011	9	441	49	N
PLANNED	10/7/2011	8	216	27	N
PLANNED	10/7/2011	3	201	67	N
PLANNED	10/7/2011	1	203	203	N
PLANNED	10/7/2011	11	902	82	N
PLANNED	10/7/2011	2	158	79	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/7/2011	8	832	104	N
CUSTOMER REQUEST	10/7/2011	7	126	18	N
PLANNED	10/7/2011	8	184	23	N
PLANNED	10/7/2011	9	135	15	N
PLANNED	10/7/2011	7	77	11	N
PLANNED	10/7/2011	2	100	50	N
CUSTOMER REQUEST	10/7/2011	1	781	781	N
CUSTOMER REQUEST	10/7/2011	1	731	731	N
CUSTOMER REQUEST	10/8/2011	1	247	247	N
CUSTOMER REQUEST	10/8/2011	1	149	149	N
PLANNED	10/8/2011	7	567	81	N
PLANNED	10/8/2011	5	230	46	N
PLANNED	10/8/2011	10	240	24	N
CUSTOMER REQUEST	10/8/2011	1	139	139	N
PLANNED	10/8/2011	9	198	22	N
PLANNED	10/8/2011	9	576	64	N
PLANNED	10/8/2011	10	320	32	N
CUSTOMER REQUEST	10/8/2011	5	425	85	N
PLANNED	10/8/2011	5	190	38	N
PLANNED	10/8/2011	1	75	75	N
CUSTOMER REQUEST	10/8/2011	4	612	153	N
CUSTOMER REQUEST	10/8/2011	6	396	66	N
PLANNED	10/8/2011	1	19	19	N
CUSTOMER REQUEST	10/8/2011	1	139	139	N
CUSTOMER REQUEST	10/8/2011	1	181	181	N
CUSTOMER REQUEST	10/8/2011	1	358	358	N
CUSTOMER REQUEST	10/8/2011	1	15	15	N
CUSTOMER REQUEST	10/8/2011	5	935	187	N
CUSTOMER REQUEST	10/8/2011	1	22	22	N
CUSTOMER REQUEST	10/8/2011	1	69	69	N
CUSTOMER REQUEST	10/8/2011	8	744	93	N
CUSTOMER REQUEST	10/8/2011	1	11	11	N
CUSTOMER REQUEST	10/8/2011	3	1,011	337	N
PLANNED	10/8/2011	45	5,445	121	N
PLANNED	10/8/2011	17	1,309	77	N
CUSTOMER REQUEST	10/8/2011	3	2,145	715	N
CUSTOMER REQUEST	10/8/2011	1	358	358	N
CUSTOMER REQUEST	10/8/2011	1	639	639	N
CUSTOMER REQUEST	10/9/2011	1	71	71	N
CUSTOMER REQUEST	10/9/2011	1	748	748	N
CUSTOMER REQUEST	10/9/2011	1	542	542	N
CUSTOMER REQUEST	10/9/2011	1	764	764	N
CUSTOMER REQUEST	10/9/2011	1	18	18	N
CUSTOMER REQUEST	10/9/2011	1	695	695	N
CUSTOMER REQUEST	10/9/2011	1	671	671	N
CUSTOMER REQUEST	10/9/2011	1	176	176	N
CUSTOMER REQUEST	10/9/2011	1	201	201	N
CUSTOMER REQUEST	10/9/2011	38	1,520	40	N
CUSTOMER REQUEST	10/9/2011	1	27	27	N
CUSTOMER REQUEST	10/9/2011	20	1,900	95	N
CUSTOMER REQUEST	10/9/2011	1	141	141	N
PLANNED	10/9/2011	3	87	29	N
CUSTOMER REQUEST	10/9/2011	1	106	106	N
CUSTOMER REQUEST	10/9/2011	1	286	286	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/9/2011	1	223	223	N
CUSTOMER REQUEST	10/9/2011	1	31	31	N
PLANNED	10/9/2011	9	549	61	N
CUSTOMER REQUEST	10/9/2011	1	306	306	N
CUSTOMER REQUEST	10/9/2011	3	129	43	N
CUSTOMER REQUEST	10/9/2011	1	141	141	N
PLANNED	10/9/2011	30	1,110	37	N
CUSTOMER REQUEST	10/9/2011	18	5,184	288	N
PLANNED	10/9/2011	11	1,397	127	N
PLANNED	10/9/2011	7	63	9	N
PLANNED	10/9/2011	7	266	38	N
CUSTOMER REQUEST	10/9/2011	1	53	53	N
CUSTOMER REQUEST	10/9/2011	1	973	973	N
CUSTOMER REQUEST	10/9/2011	1	891	891	N
CUSTOMER REQUEST	10/10/2011	1	764	764	N
CUSTOMER REQUEST	10/10/2011	1	550	550	N
CUSTOMER REQUEST	10/10/2011	1	318	318	N
CUSTOMER REQUEST	10/10/2011	1	240	240	N
CUSTOMER REQUEST	10/10/2011	1	163	163	N
PLANNED	10/10/2011	7	2,156	308	N
PLANNED	10/10/2011	7	294	42	N
PLANNED	10/10/2011	32	4,032	126	N
CUSTOMER REQUEST	10/10/2011	1,851	98,103	53	N
PLANNED	10/10/2011	4	372	93	N
CUSTOMER REQUEST	10/10/2011	1	205	205	N
PLANNED	10/10/2011	2	258	129	N
CUSTOMER REQUEST	10/10/2011	1	318	318	N
PLANNED	10/10/2011	15	1,290	86	N
CUSTOMER REQUEST	10/10/2011	1	103	103	N
PLANNED	10/10/2011	8	1,104	138	N
CUSTOMER REQUEST	10/10/2011	1	1,443	1,443	N
CUSTOMER REQUEST	10/10/2011	1	238	238	N
PLANNED	10/10/2011	21	1,407	67	N
PLANNED	10/10/2011	16	976	61	N
PLANNED	10/10/2011	2	94	47	N
PLANNED	10/10/2011	16	2,064	129	N
PLANNED	10/10/2011	4	216	54	N
PLANNED	10/10/2011	2	382	191	N
CUSTOMER REQUEST	10/10/2011	1	1,222	1,222	N
CUSTOMER REQUEST	10/10/2011	1	93	98	N
CUSTOMER REQUEST	10/10/2011	1	1,316	1,316	N
CUSTOMER REQUEST	10/10/2011	1	179	179	N
PLANNED	10/10/2011	14	1,092	78	N
CUSTOMER REQUEST	10/10/2011	4	2,288	572	N
CUSTOMER REQUEST	10/10/2011	1	338	338	N
CUSTOMER REQUEST	10/10/2011	1	4	4	N
PLANNED	10/11/2011	8	640	80	N
CUSTOMER REQUEST	10/11/2011	9	1,035	115	N
CUSTOMER REQUEST	10/11/2011	3	468	156	N
CUSTOMER REQUEST	10/11/2011	14	3,360	240	N
PLANNED	10/11/2011	5	545	109	N
PLANNED	10/11/2011	6	1,014	169	N
CUSTOMER REQUEST	10/11/2011	1	158	158	N
PLANNED	10/11/2011	4	300	75	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/11/2011	4	232	58	N
PLANNED	10/11/2011	10	680	68	N
PLANNED	10/11/2011	4	436	109	N
PLANNED	10/11/2011	8	1,704	213	N
PLANNED	10/11/2011	25	5,950	238	N
PLANNED	10/11/2011	6	264	44	N
PLANNED	10/11/2011	8	3,424	428	N
PLANNED	10/11/2011	3	651	217	N
PLANNED	10/11/2011	5	215	43	N
PLANNED	10/11/2011	15	255	17	N
PLANNED	10/11/2011	11	3,476	316	N
PLANNED	10/11/2011	23	1,702	74	N
PLANNED	10/11/2011	4	36	9	N
PLANNED	10/11/2011	5	1,130	226	N
CUSTOMER REQUEST	10/11/2011	33	4,389	133	N
CUSTOMER REQUEST	10/11/2011	1	1	1	N
PLANNED	10/11/2011	9	927	103	N
CUSTOMER REQUEST	10/11/2011	17	2,261	133	N
PLANNED	10/11/2011	12	888	74	N
CUSTOMER REQUEST	10/11/2011	24	1,320	55	N
PLANNED	10/11/2011	4	112	28	N
PLANNED	10/11/2011	22	638	29	N
PLANNED	10/11/2011	3	225	75	N
PLANNED	10/11/2011	9	477	53	N
CUSTOMER REQUEST	10/11/2011	1	222	222	N
PLANNED	10/11/2011	2	248	124	N
PLANNED	10/12/2011	107	24,396	228	N
CUSTOMER REQUEST	10/12/2011	1	106	106	N
PLANNED	10/12/2011	24	3,288	137	N
PLANNED	10/12/2011	4	952	238	N
PLANNED	10/12/2011	7	567	81	N
PLANNED	10/12/2011	3	630	210	N
PLANNED	10/12/2011	19	1,482	78	N
PLANNED	10/12/2011	12	1,176	98	N
PLANNED	10/12/2011	8	576	72	N
PLANNED	10/12/2011	7	763	109	N
PLANNED	10/12/2011	3	717	239	N
PLANNED	10/12/2011	14	2,324	166	N
PLANNED	10/12/2011	4	840	210	N
PLANNED	10/12/2011	6	240	40	N
PLANNED	10/12/2011	2	274	137	N
CUSTOMER REQUEST	10/12/2011	1	69	69	N
PLANNED	10/12/2011	10	1,570	157	N
PLANNED	10/12/2011	2	494	247	N
PLANNED	10/12/2011	22	2,332	106	N
PLANNED	10/12/2011	7	1,330	190	N
PLANNED	10/12/2011	10	1,900	190	N
PLANNED	10/12/2011	9	333	37	N
PLANNED	10/12/2011	14	1,526	109	N
PLANNED	10/12/2011	7	980	140	N
PLANNED	10/12/2011	11	99	9	N
PLANNED	10/12/2011	7	266	38	N
CUSTOMER REQUEST	10/12/2011	27	1,647	61	N
PLANNED	10/12/2011	3	327	109	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/12/2011	9	153	17	N
PLANNED	10/12/2011	8	968	121	N
PLANNED	10/12/2011	10	1,340	134	N
PLANNED	10/12/2011	13	572	44	N
PLANNED	10/12/2011	6	1,266	211	N
PLANNED	10/12/2011	1	96	96	N
PLANNED	10/12/2011	44	2,420	55	N
PLANNED	10/12/2011	6	180	30	N
CUSTOMER REQUEST	10/12/2011	1	119	119	N
CUSTOMER REQUEST	10/12/2011	19	2,109	111	N
PLANNED	10/12/2011	47	11,797	251	N
PLANNED	10/12/2011	12	1,788	149	N
PLANNED	10/12/2011	41	656	16	N
PLANNED	10/12/2011	12	2,448	204	N
PLANNED	10/12/2011	3	360	120	N
PLANNED	10/13/2011	128	6,144	48	N
PLANNED	10/13/2011	113	5,198	46	N
PLANNED	10/13/2011	4	376	94	N
PLANNED	10/13/2011	5	1,215	243	N
PLANNED	10/13/2011	5	635	127	N
PLANNED	10/13/2011	4	36	9	N
PLANNED	10/13/2011	2	492	246	N
PLANNED	10/13/2011	12	2,328	194	N
CUSTOMER REQUEST	10/13/2011	7	259	37	N
PLANNED	10/13/2011	7	1,316	188	N
PLANNED	10/13/2011	5	95	19	N
PLANNED	10/13/2011	12	1,248	104	N
PLANNED	10/13/2011	3	645	215	N
PLANNED	10/13/2011	2	428	214	N
PLANNED	10/13/2011	6	1,464	244	N
PLANNED	10/13/2011	4	852	213	N
PLANNED	10/13/2011	18	6,876	382	N
PLANNED	10/13/2011	15	840	56	N
PLANNED	10/13/2011	8	984	123	N
PLANNED	10/13/2011	9	927	103	N
PLANNED	10/13/2011	7	567	81	N
PLANNED	10/13/2011	4	988	247	N
PLANNED	10/13/2011	7	707	101	N
PLANNED	10/13/2011	11	1,232	112	N
PLANNED	10/13/2011	26	442	17	N
PLANNED	10/13/2011	10	730	73	N
PLANNED	10/13/2011	7	819	117	N
PLANNED	10/13/2011	5	325	65	N
PLANNED	10/13/2011	10	660	66	N
CUSTOMER REQUEST	10/13/2011	1	73	73	N
PLANNED	10/13/2011	6	852	142	N
PLANNED	10/14/2011	1	267	267	N
CUSTOMER REQUEST	10/14/2011	1	130	130	N
CUSTOMER REQUEST	10/14/2011	1	109	109	N
PLANNED	10/14/2011	12	732	61	N
PLANNED	10/14/2011	6	552	92	N
PLANNED	10/14/2011	7	854	122	N
PLANNED	10/14/2011	5	240	48	N
PLANNED	10/14/2011	12	2,040	170	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/14/2011	15	495	33	N
PLANNED	10/14/2011	14	1,582	113	N
CUSTOMER REQUEST	10/14/2011	1	32	32	N
PLANNED	10/14/2011	5	415	83	N
PLANNED	10/14/2011	9	1,692	188	N
PLANNED	10/14/2011	15	840	56	N
PLANNED	10/14/2011	5	60	12	N
CUSTOMER REQUEST	10/14/2011	10	250	25	N
PLANNED	10/14/2011	15	2,820	188	N
PLANNED	10/14/2011	23	2,691	117	N
PLANNED	10/14/2011	6	882	147	N
PLANNED	10/14/2011	6	390	65	N
PLANNED	10/14/2011	9	2,376	264	N
PLANNED	10/14/2011	11	2,024	184	N
PLANNED	10/14/2011	27	2,619	97	N
PLANNED	10/14/2011	4	424	106	N
PLANNED	10/14/2011	23	1,771	77	N
CUSTOMER REQUEST	10/14/2011	6	672	112	N
PLANNED	10/14/2011	1	129	129	N
PLANNED	10/14/2011	4	264	66	N
PLANNED	10/14/2011	7	266	38	N
PLANNED	10/14/2011	27	6,939	257	N
PLANNED	10/14/2011	27	6,939	257	N
PLANNED	10/14/2011	3	258	86	N
CUSTOMER REQUEST	10/14/2011	1	705	705	N
PLANNED	10/14/2011	12	1,932	161	N
CUSTOMER REQUEST	10/14/2011	12	480	40	N
PLANNED	10/14/2011	29	4,495	155	N
CUSTOMER REQUEST	10/14/2011	1	484	484	N
PLANNED	10/15/2011	17	425	25	N
PLANNED	10/16/2011	9	2,970	330	N
PLANNED	10/16/2011	3	153	51	N
CUSTOMER REQUEST	10/16/2011	1	50	50	N
PLANNED	10/17/2011	6	246	41	N
PLANNED	10/17/2011	10	410	41	N
CUSTOMER REQUEST	10/17/2011	21	840	40	N
PLANNED	10/17/2011	9	828	92	N
PLANNED	10/17/2011	1	35	35	N
PLANNED	10/17/2011	18	3,060	170	N
PLANNED	10/17/2011	9	1,278	142	N
PLANNED	10/17/2011	12	816	68	N
PLANNED	10/17/2011	62	5,766	93	N
PLANNED	10/17/2011	15	615	41	N
PLANNED	10/17/2011	6	336	56	N
PLANNED	10/17/2011	4	240	60	N
PLANNED	10/17/2011	8	152	19	N
PLANNED	10/17/2011	1	111	111	N
PLANNED	10/17/2011	9	684	76	N
PLANNED	10/17/2011	7	539	77	N
PLANNED	10/17/2011	17	170	10	N
PLANNED	10/17/2011	2	60	30	N
PLANNED	10/17/2011	12	2,124	177	N
CUSTOMER REQUEST	10/17/2011	1	223	223	N
PLANNED	10/17/2011	5	480	96	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/17/2011	8	248	31	N
PLANNED	10/17/2011	5	690	138	N
PLANNED	10/17/2011	14	1,218	87	N
CUSTOMER REQUEST	10/17/2011	1	53	53	N
PLANNED	10/17/2011	19	3,173	167	N
PLANNED	10/17/2011	6	234	39	N
PLANNED	10/17/2011	27	6,345	235	N
PLANNED	10/17/2011	4	284	71	N
PLANNED	10/17/2011	7	126	18	N
PLANNED	10/17/2011	6	672	112	N
CUSTOMER REQUEST	10/17/2011	1	4	4	N
CUSTOMER REQUEST	10/17/2011	1	67	67	N
PLANNED	10/18/2011	3	435	145	N
CUSTOMER REQUEST	10/18/2011	1	126	126	N
PLANNED	10/18/2011	8	960	120	N
PLANNED	10/18/2011	6	42	7	N
CUSTOMER REQUEST	10/18/2011	6	528	88	N
CUSTOMER REQUEST	10/18/2011	14	3,164	226	N
CUSTOMER REQUEST	10/18/2011	1	253	253	N
PLANNED	10/18/2011	10	2,150	215	N
PLANNED	10/18/2011	6	480	80	N
PLANNED	10/18/2011	8	464	58	N
PLANNED	10/18/2011	67	8,107	121	N
PLANNED	10/18/2011	12	2,064	172	N
PLANNED	10/18/2011	24	648	27	N
PLANNED	10/18/2011	1	127	127	N
PLANNED	10/18/2011	4	616	154	N
PLANNED	10/18/2011	6	282	47	N
PLANNED	10/18/2011	4	408	102	N
CUSTOMER REQUEST	10/18/2011	1	294	294	N
CUSTOMER REQUEST	10/18/2011	27	4,185	155	N
CUSTOMER REQUEST	10/18/2011	1	320	320	N
CUSTOMER REQUEST	10/18/2011	1	280	280	N
PLANNED	10/18/2011	4	520	130	N
CUSTOMER REQUEST	10/18/2011	1	138	138	N
PLANNED	10/18/2011	7	784	112	N
PLANNED	10/18/2011	1	164	164	N
CUSTOMER REQUEST	10/18/2011	1	244	244	N
CUSTOMER REQUEST	10/19/2011	1	293	293	N
CUSTOMER REQUEST	10/19/2011	14	182	13	N
PLANNED	10/19/2011	7	686	98	N
PLANNED	10/19/2011	2	192	96	N
PLANNED	10/19/2011	10	960	96	N
PLANNED	10/19/2011	65	1,885	29	N
PLANNED	10/19/2011	10	920	92	N
PLANNED	10/19/2011	10	1,100	110	N
PLANNED	10/19/2011	15	1,050	70	N
PLANNED	10/19/2011	3	114	38	N
PLANNED	10/19/2011	13	819	63	N
CUSTOMER REQUEST	10/19/2011	1	418	418	N
PLANNED	10/20/2011	1	143	143	N
PLANNED	10/20/2011	4	500	125	N
PLANNED	10/20/2011	31	8,990	290	N
PLANNED	10/20/2011	5	710	142	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/20/2011	6	414	69	N
PLANNED	10/20/2011	12	492	41	N
PLANNED	10/20/2011	10	570	57	N
CUSTOMER REQUEST	10/20/2011	12	300	25	N
PLANNED	10/20/2011	17	4,777	281	N
PLANNED	10/20/2011	26	3,718	143	N
CUSTOMER REQUEST	10/20/2011	12	12	1	N
PLANNED	10/20/2011	27	5,022	186	N
PLANNED	10/20/2011	25	2,550	102	N
PLANNED	10/20/2011	12	1,980	165	N
PLANNED	10/20/2011	8	360	45	N
PLANNED	10/20/2011	7	315	45	N
PLANNED	10/20/2011	2	88	44	N
CUSTOMER REQUEST	10/20/2011	7	532	76	N
PLANNED	10/20/2011	6	1,248	208	N
PLANNED	10/20/2011	10	1,250	125	N
PLANNED	10/20/2011	1	26	26	N
PLANNED	10/20/2011	4	360	90	N
PLANNED	10/20/2011	1	126	126	N
PLANNED	10/20/2011	7	910	130	N
CUSTOMER REQUEST	10/20/2011	26	2,054	79	N
CUSTOMER REQUEST	10/20/2011	5	90	18	N
CUSTOMER REQUEST	10/20/2011	5	365	73	N
PLANNED	10/20/2011	8	1,224	153	N
PLANNED	10/20/2011	10	1,390	139	N
PLANNED	10/20/2011	45	9,810	218	N
PLANNED	10/20/2011	31	1,457	47	N
PLANNED	10/20/2011	6	264	44	N
PLANNED	10/20/2011	26	3,640	140	N
PLANNED	10/20/2011	2	124	62	N
PLANNED	10/20/2011	12	696	58	N
PLANNED	10/20/2011	25	2,175	87	N
PLANNED	10/20/2011	4	128	32	N
PLANNED	10/20/2011	25	5,225	209	N
PLANNED	10/20/2011	8	184	23	N
PLANNED	10/20/2011	7	378	54	N
PLANNED	10/20/2011	6	612	102	N
PLANNED	10/20/2011	5	305	61	N
CUSTOMER REQUEST	10/20/2011	1	39	39	N
PLANNED	10/20/2011	15	3,330	222	N
CUSTOMER REQUEST	10/21/2011	1	170	170	N
PLANNED	10/21/2011	9	1,080	120	N
PLANNED	10/21/2011	13	169	13	N
PLANNED	10/21/2011	9	2,304	256	N
PLANNED	10/21/2011	2	292	146	N
PLANNED	10/21/2011	32	7,296	228	N
PLANNED	10/21/2011	3	957	319	N
CUSTOMER REQUEST	10/21/2011	1	560	560	N
PLANNED	10/21/2011	6	84	14	N
PLANNED	10/21/2011	12	3,048	254	N
PLANNED	10/21/2011	3	711	237	N
PLANNED	10/21/2011	1	30	30	N
PLANNED	10/21/2011	4	512	128	N
PLANNED	10/21/2011	10	1,010	101	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/21/2011	6	618	103	N
PLANNED	10/21/2011	17	1,122	66	N
PLANNED	10/21/2011	9	936	104	N
PLANNED	10/21/2011	15	1,155	77	N
PLANNED	10/21/2011	5	530	106	N
CUSTOMER REQUEST	10/21/2011	1	160	160	N
CUSTOMER REQUEST	10/21/2011	1	165	165	N
PLANNED	10/21/2011	17	2,414	142	N
PLANNED	10/21/2011	6	240	40	N
PLANNED	10/21/2011	6	36	6	N
CUSTOMER REQUEST	10/21/2011	1	764	764	N
CUSTOMER REQUEST	10/21/2011	1	132	132	N
CUSTOMER REQUEST	10/21/2011	1	177	177	N
CUSTOMER REQUEST	10/22/2011	3	51	17	N
CUSTOMER REQUEST	10/22/2011	6	336	56	N
PLANNED	10/22/2011	4	540	135	N
CUSTOMER REQUEST	10/22/2011	8	368	46	N
PLANNED	10/23/2011	13	676	52	N
PLANNED	10/23/2011	1	123	123	N
PLANNED	10/23/2011	1	115	115	N
CUSTOMER REQUEST	10/24/2011	1	101	101	N
PLANNED	10/24/2011	20	2,480	124	N
PLANNED	10/24/2011	15	405	27	N
PLANNED	10/24/2011	3	681	227	N
CUSTOMER REQUEST	10/24/2011	39	1,794	46	N
PLANNED	10/24/2011	7	1,442	206	N
PLANNED	10/24/2011	11	1,430	130	N
PLANNED	10/24/2011	2	284	142	N
PLANNED	10/24/2011	26	9,490	365	N
CUSTOMER REQUEST	10/24/2011	34	2,040	60	N
PLANNED	10/24/2011	9	1,521	169	N
PLANNED	10/24/2011	6	1,782	297	N
PLANNED	10/24/2011	1	140	140	N
PLANNED	10/24/2011	15	1,035	69	N
PLANNED	10/24/2011	8	1,728	216	N
PLANNED	10/24/2011	86	7,052	82	N
PLANNED	10/24/2011	49	4,067	83	N
PLANNED	10/24/2011	9	306	34	N
PLANNED	10/24/2011	12	1,656	138	N
CUSTOMER REQUEST	10/24/2011	16	912	57	N
PLANNED	10/24/2011	10	3,080	308	N
PLANNED	10/24/2011	6	714	119	N
PLANNED	10/24/2011	1	290	290	N
PLANNED	10/24/2011	2	192	96	N
PLANNED	10/24/2011	7	665	95	N
PLANNED	10/24/2011	7	238	34	N
PLANNED	10/24/2011	8	736	92	N
PLANNED	10/24/2011	3	924	308	N
PLANNED	10/24/2011	11	374	34	N
PLANNED	10/24/2011	5	245	49	N
PLANNED	10/24/2011	6	348	58	N
PLANNED	10/24/2011	15	945	63	N
PLANNED	10/24/2011	5	645	129	N
PLANNED	10/24/2011	7	889	127	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/24/2011	5	305	61	N
PLANNED	10/24/2011	11	726	66	N
PLANNED	10/24/2011	9	495	55	N
PLANNED	10/24/2011	11	1,155	105	N
CUSTOMER REQUEST	10/24/2011	31	682	22	N
CUSTOMER REQUEST	10/24/2011	1	86	86	N
CUSTOMER REQUEST	10/24/2011	1	144	144	N
PLANNED	10/24/2011	15	105	7	N
CUSTOMER REQUEST	10/24/2011	1	98	98	N
PLANNED	10/25/2011	2	336	168	N
PLANNED	10/25/2011	1	69	69	N
PLANNED	10/25/2011	7	623	89	N
PLANNED	10/25/2011	1	242	242	N
CUSTOMER REQUEST	10/25/2011	34	1,938	57	N
CUSTOMER REQUEST	10/25/2011	1	29	29	N
PLANNED	10/25/2011	17	2,346	138	N
PLANNED	10/25/2011	9	1,827	203	N
PLANNED	10/25/2011	5	545	109	N
PLANNED	10/25/2011	4	784	196	N
PLANNED	10/25/2011	7	504	72	N
PLANNED	10/25/2011	11	473	43	N
PLANNED	10/25/2011	17	374	22	N
PLANNED	10/25/2011	7	287	41	N
PLANNED	10/25/2011	1	264	262	N
PLANNED	10/25/2011	17	4,420	260	N
PLANNED	10/25/2011	19	3,021	159	N
PLANNED	10/25/2011	14	2,072	148	N
PLANNED	10/25/2011	15	1,680	112	N
PLANNED	10/25/2011	12	1,332	111	N
PLANNED	10/25/2011	12	1,320	110	N
PLANNED	10/25/2011	4	284	71	N
PLANNED	10/25/2011	3	900	300	N
PLANNED	10/25/2011	23	2,300	100	N
PLANNED	10/25/2011	15	2,820	188	N
PLANNED	10/25/2011	8	520	65	N
PLANNED	10/25/2011	2	380	190	N
PLANNED	10/25/2011	3	567	189	N
PLANNED	10/25/2011	32	5,152	161	N
CUSTOMER REQUEST	10/25/2011	1	145	145	N
PLANNED	10/25/2011	4	76	19	N
PLANNED	10/25/2011	8	1,136	142	N
PLANNED	10/25/2011	3	417	139	N
PLANNED	10/25/2011	1	32	32	N
PLANNED	10/25/2011	12	756	63	N
CUSTOMER REQUEST	10/25/2011	27	3,510	130	N
PLANNED	10/25/2011	12	1,512	126	N
PLANNED	10/25/2011	4	204	51	N
PLANNED	10/25/2011	9	1,260	140	N
PLANNED	10/25/2011	6	1,062	177	N
PLANNED	10/25/2011	11	220	20	N
PLANNED	10/25/2011	6	192	32	N
PLANNED	10/25/2011	5	535	107	N
PLANNED	10/25/2011	10	1,740	174	N
PLANNED	10/25/2011	9	819	91	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/25/2011	5	590	118	N
CUSTOMER REQUEST	10/25/2011	14	532	38	N
PLANNED	10/25/2011	2	114	57	N
CUSTOMER REQUEST	10/25/2011	1	68	68	N
CUSTOMER REQUEST	10/25/2011	1	106	106	N
CUSTOMER REQUEST	10/25/2011	1	304	304	N
PLANNED	10/25/2011	17	4,097	241	N
PLANNED	10/26/2011	7	826	118	N
PLANNED	10/26/2011	10	2,930	293	N
PLANNED	10/26/2011	3	453	151	N
PLANNED	10/26/2011	4	48	12	N
PLANNED	10/26/2011	5	595	119	N
PLANNED	10/26/2011	3	315	105	N
PLANNED	10/26/2011	7	861	123	N
PLANNED	10/26/2011	20	3,920	196	N
PLANNED	10/26/2011	3	867	289	N
PLANNED	10/26/2011	5	1,445	289	N
PLANNED	10/26/2011	6	660	110	N
PLANNED	10/26/2011	6	564	94	N
PLANNED	10/26/2011	4	376	94	N
PLANNED	10/26/2011	7	1,050	150	N
PLANNED	10/26/2011	6	384	64	N
CUSTOMER REQUEST	10/26/2011	34	6,766	199	N
PLANNED	10/26/2011	2	222	111	N
PLANNED	10/26/2011	24	768	32	N
PLANNED	10/26/2011	69	18,699	271	N
PLANNED	10/26/2011	7	2,142	306	N
PLANNED	10/26/2011	10	2,380	238	N
CUSTOMER REQUEST	10/26/2011	38	5,016	132	N
PLANNED	10/26/2011	9	315	35	N
PLANNED	10/26/2011	8	768	96	N
CUSTOMER REQUEST	10/26/2011	37	20,572	556	N
PLANNED	10/26/2011	3	399	133	N
PLANNED	10/26/2011	34	4,658	137	N
PLANNED	10/26/2011	11	2,387	217	N
PLANNED	10/26/2011	9	2,889	321	N
PLANNED	10/26/2011	7	2,219	317	N
PLANNED	10/26/2011	5	1,440	288	N
PLANNED	10/26/2011	12	3,408	284	N
PLANNED	10/26/2011	8	320	40	N
PLANNED	10/26/2011	6	726	121	N
PLANNED	10/26/2011	24	552	23	N
PLANNED	10/26/2011	2	62	31	N
PLANNED	10/26/2011	14	1,260	90	N
PLANNED	10/26/2011	6	372	62	N
PLANNED	10/26/2011	7	301	43	N
PLANNED	10/26/2011	2	94	47	N
PLANNED	10/26/2011	5	505	101	N
PLANNED	10/26/2011	15	2,175	145	N
CUSTOMER REQUEST	10/26/2011	1	80	80	N
CUSTOMER REQUEST	10/26/2011	16	2,496	156	N
CUSTOMER REQUEST	10/26/2011	1	111	111	N
PLANNED	10/27/2011	15	1,050	70	N
CUSTOMER REQUEST	10/27/2011	2	1,106	553	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/27/2011	10	1,730	173	N
PLANNED	10/27/2011	8	576	72	N
PLANNED	10/27/2011	10	3,360	336	N
PLANNED	10/27/2011	3	735	245	N
PLANNED	10/27/2011	4	1,140	285	N
PLANNED	10/27/2011	27	1,350	50	N
PLANNED	10/27/2011	12	1,980	165	N
PLANNED	10/27/2011	1	26	26	N
PLANNED	10/27/2011	14	2,646	189	N
PLANNED	10/27/2011	9	333	37	N
PLANNED	10/27/2011	4	372	93	N
PLANNED	10/27/2011	6	420	70	N
PLANNED	10/27/2011	3	264	88	N
PLANNED	10/27/2011	6	1,068	178	N
PLANNED	10/27/2011	6	2,136	356	N
PLANNED	10/27/2011	8	760	95	N
PLANNED	10/27/2011	14	938	67	N
PLANNED	10/27/2011	10	970	97	N
PLANNED	10/27/2011	23	2,714	118	N
PLANNED	10/27/2011	30	6,000	200	N
PLANNED	10/27/2011	4	428	107	N
PLANNED	10/27/2011	19	475	25	N
PLANNED	10/27/2011	14	4,858	347	N
PLANNED	10/27/2011	21	4,956	236	N
PLANNED	10/27/2011	1	49	49	N
PLANNED	10/27/2011	3	522	174	N
PLANNED	10/27/2011	5	920	184	N
PLANNED	10/27/2011	50	10,400	208	N
CUSTOMER REQUEST	10/27/2011	1	156	156	N
PLANNED	10/27/2011	5	65	13	N
PLANNED	10/27/2011	1	65	65	N
PLANNED	10/27/2011	9	1,143	127	N
PLANNED	10/27/2011	3	168	56	N
PLANNED	10/27/2011	2	484	242	N
PLANNED	10/27/2011	2	196	98	N
PLANNED	10/27/2011	2	352	176	N
PLANNED	10/27/2011	8	1,456	182	N
PLANNED	10/27/2011	3	258	86	N
PLANNED	10/27/2011	7	2,611	373	N
PLANNED	10/27/2011	14	1,904	136	N
PLANNED	10/27/2011	3	36	12	N
PLANNED	10/27/2011	8	136	17	N
PLANNED	10/27/2011	12	216	18	N
PLANNED	10/27/2011	11	209	19	N
PLANNED	10/28/2011	1	289	289	N
PLANNED	10/28/2011	10	1,070	107	N
PLANNED	10/28/2011	3	771	257	N
PLANNED	10/28/2011	1	195	195	N
PLANNED	10/28/2011	10	2,030	203	N
PLANNED	10/28/2011	1	152	152	N
PLANNED	10/28/2011	4	1,092	273	N
PLANNED	10/28/2011	3	690	230	N
CUSTOMER REQUEST	10/28/2011	15	585	39	N
PLANNED	10/28/2011	14	1,288	92	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/28/2011	7	2,128	304	N
PLANNED	10/28/2011	6	816	136	N
PLANNED	10/28/2011	125	28,875	231	N
PLANNED	10/28/2011	21	3,003	143	N
PLANNED	10/28/2011	3	183	61	N
PLANNED	10/28/2011	13	1,391	107	N
PLANNED	10/28/2011	1	107	107	N
PLANNED	10/28/2011	5	870	174	N
PLANNED	10/28/2011	66	2,838	43	N
PLANNED	10/28/2011	2	204	102	N
PLANNED	10/28/2011	8	256	32	N
PLANNED	10/28/2011	10	540	54	N
PLANNED	10/28/2011	6	462	77	N
PLANNED	10/28/2011	3	777	259	N
PLANNED	10/28/2011	10	500	50	N
PLANNED	10/28/2011	8	688	86	N
CUSTOMER REQUEST	10/28/2011	1	127	127	N
CUSTOMER REQUEST	10/28/2011	1	209	209	N
PLANNED	10/28/2011	6	156	26	N
PLANNED	10/29/2011	2	94	47	N
PLANNED	10/29/2011	5	140	28	N
CUSTOMER REQUEST	10/29/2011	1	403	403	N
PLANNED	10/29/2011	8	280	35	N
PLANNED	10/30/2011	12	468	39	N
CUSTOMER REQUEST	10/30/2011	1	109	109	N
PLANNED	10/30/2011	7	1,113	159	N
PLANNED	10/30/2011	1	119	119	N
PLANNED	10/30/2011	14	1,204	86	N
PLANNED	10/31/2011	1	97	97	N
CUSTOMER REQUEST	10/31/2011	1	45	45	N
CUSTOMER REQUEST	10/31/2011	1	89	89	N
CUSTOMER REQUEST	10/31/2011	1	31	31	N
PLANNED	10/31/2011	3	90	30	N
PLANNED	10/31/2011	1	28	28	N
PLANNED	10/31/2011	2	206	103	N
PLANNED	10/31/2011	11	528	48	N
PLANNED	10/31/2011	7	322	46	N
PLANNED	10/31/2011	9	513	57	N
PLANNED	10/31/2011	2	338	169	N
PLANNED	10/31/2011	10	380	38	N
PLANNED	10/31/2011	28	1,512	54	N
PLANNED	10/31/2011	9	1,521	169	N
PLANNED	10/31/2011	6	384	64	N
CUSTOMER REQUEST	10/31/2011	1	165	165	N
CUSTOMER REQUEST	11/1/2011	5	2,675	535	N
PLANNED	11/1/2011	7	1,407	201	N
PLANNED	11/1/2011	12	2,328	194	N
PLANNED	11/1/2011	40	16,520	413	N
PLANNED	11/1/2011	15	480	32	N
PLANNED	11/1/2011	10	730	73	N
CUSTOMER REQUEST	11/1/2011	5	65	13	N
PLANNED	11/1/2011	6	810	135	N
PLANNED	11/1/2011	7	245	35	N
PLANNED	11/1/2011	2	284	142	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/1/2011	4	380	95	N
PLANNED	11/1/2011	6	822	137	N
PLANNED	11/1/2011	3	3	1	N
PLANNED	11/1/2011	44	1,188	27	N
PLANNED	11/1/2011	22	2,574	117	N
PLANNED	11/1/2011	4	188	47	N
PLANNED	11/1/2011	1	24	24	N
PLANNED	11/1/2011	3	426	142	N
PLANNED	11/1/2011	6	1,938	323	N
PLANNED	11/1/2011	7	98	14	N
PLANNED	11/1/2011	5	595	119	N
PLANNED	11/1/2011	2	24	12	N
CUSTOMER REQUEST	11/1/2011	1	41	41	N
PLANNED	11/1/2011	4	24	6	N
PLANNED	11/1/2011	5	90	18	N
PLANNED	11/1/2011	6	258	43	N
PLANNED	11/1/2011	16	160	10	N
PLANNED	11/1/2011	7	882	126	N
PLANNED	11/1/2011	10	2,490	249	N
PLANNED	11/1/2011	4	424	106	N
PLANNED	11/1/2011	9	81	9	N
PLANNED	11/1/2011	2	240	120	N
PLANNED	11/1/2011	13	1,534	118	N
PLANNED	11/1/2011	4	976	244	N
PLANNED	11/1/2011	16	1,840	115	N
PLANNED	11/1/2011	3	375	125	N
PLANNED	11/1/2011	8	1,864	233	N
PLANNED	11/1/2011	6	1,092	182	N
PLANNED	11/1/2011	3	834	278	N
CUSTOMER REQUEST	11/1/2011	18	1,602	89	N
PLANNED	11/1/2011	15	270	18	N
PLANNED	11/1/2011	4	28	7	N
PLANNED	11/1/2011	1	51	51	N
PLANNED	11/1/2011	6	618	103	N
PLANNED	11/1/2011	7	1,386	198	N
PLANNED	11/1/2011	13	2,145	165	N
PLANNED	11/1/2011	10	1,050	105	N
PLANNED	11/1/2011	4	416	104	N
PLANNED	11/1/2011	3	90	30	N
CUSTOMER REQUEST	11/1/2011	1	144	144	N
CUSTOMER REQUEST	11/1/2011	1	114	114	N
CUSTOMER REQUEST	11/2/2011	1	142	142	N
PLANNED	11/2/2011	7	1,813	259	N
CUSTOMER REQUEST	11/2/2011	15	315	21	N
PLANNED	11/2/2011	3	129	43	N
PLANNED	11/2/2011	2	84	42	N
PLANNED	11/2/2011	24	3,768	157	N
PLANNED	11/2/2011	6	312	52	N
CUSTOMER REQUEST	11/2/2011	10	780	78	N
CUSTOMER REQUEST	11/2/2011	24	6,048	252	N
CUSTOMER REQUEST	11/2/2011	1	203	203	N
PLANNED	11/2/2011	18	4,968	276	N
PLANNED	11/2/2011	8	520	65	N
PLANNED	11/2/2011	33	4,950	150	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/2/2011	10	2,510	251	N
PLANNED	11/2/2011	6	1,500	250	N
PLANNED	11/2/2011	6	1,494	249	N
PLANNED	11/2/2011	4	680	170	N
PLANNED	11/2/2011	22	5,544	252	N
PLANNED	11/2/2011	13	1,716	132	N
PLANNED	11/2/2011	3	339	113	N
PLANNED	11/2/2011	6	210	35	N
PLANNED	11/2/2011	4	136	34	N
PLANNED	11/2/2011	7	1,211	173	N
PLANNED	11/2/2011	1	72	72	N
PLANNED	11/2/2011	7	973	139	N
PLANNED	11/2/2011	9	1,665	185	N
PLANNED	11/2/2011	6	708	118	N
PLANNED	11/2/2011	5	590	118	N
CUSTOMER REQUEST	11/2/2011	10	300	30	N
PLANNED	11/2/2011	4	596	149	N
PLANNED	11/2/2011	7	364	52	N
PLANNED	11/2/2011	7	791	113	N
PLANNED	11/2/2011	4	404	101	N
PLANNED	11/2/2011	6	450	75	N
PLANNED	11/2/2011	1	114	114	N
PLANNED	11/2/2011	1	81	81	N
PLANNED	11/2/2011	6	204	34	N
PLANNED	11/2/2011	7	1,078	154	N
PLANNED	11/2/2011	1	7	7	N
PLANNED	11/2/2011	1	132	132	N
PLANNED	11/2/2011	3	459	153	N
CUSTOMER REQUEST	11/2/2011	23	1,035	45	N
PLANNED	11/2/2011	9	648	72	N
PLANNED	11/2/2011	20	500	25	N
PLANNED	11/2/2011	10	720	72	N
PLANNED	11/3/2011	7	427	61	N
PLANNED	11/3/2011	17	6,392	376	N
PLANNED	11/3/2011	7	1,442	206	N
PLANNED	11/3/2011	5	1,280	256	N
PLANNED	11/3/2011	8	2,024	253	N
PLANNED	11/3/2011	1	77	77	N
PLANNED	11/3/2011	20	7,340	367	N
PLANNED	11/3/2011	26	9,542	367	N
PLANNED	11/3/2011	18	6,552	364	N
PLANNED	11/3/2011	14	5,096	364	N
PLANNED	11/3/2011	28	10,220	365	N
PLANNED	11/3/2011	18	6,516	362	N
PLANNED	11/3/2011	10	1,950	195	N
PLANNED	11/3/2011	12	900	75	N
PLANNED	11/3/2011	12	984	82	N
PLANNED	11/3/2011	15	1,215	81	N
PLANNED	11/3/2011	5	405	81	N
PLANNED	11/3/2011	3	21	7	N
PLANNED	11/3/2011	37	5,106	138	N
PLANNED	11/3/2011	13	4,264	328	N
PLANNED	11/3/2011	4	512	128	N
PLANNED	11/3/2011	4	564	141	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/3/2011	3	423	141	N
PLANNED	11/3/2011	9	1,908	212	N
PLANNED	11/3/2011	26	1,924	74	N
PLANNED	11/3/2011	8	1,768	221	N
PLANNED	11/3/2011	2	136	68	N
PLANNED	11/3/2011	5	150	30	N
PLANNED	11/3/2011	9	1,188	132	N
PLANNED	11/3/2011	8	1,376	172	N
PLANNED	11/3/2011	22	2,398	109	N
PLANNED	11/3/2011	53	4,929	93	N
PLANNED	11/3/2011	1	129	129	N
CUSTOMER REQUEST	11/3/2011	9	954	106	N
PLANNED	11/3/2011	3	78	26	N
PLANNED	11/3/2011	9	477	53	N
PLANNED	11/3/2011	4	232	58	N
PLANNED	11/3/2011	12	1,680	140	N
PLANNED	11/3/2011	2	164	82	N
PLANNED	11/3/2011	19	855	45	N
PLANNED	11/3/2011	4	224	56	N
CUSTOMER REQUEST	11/3/2011	1	188	191	N
PLANNED	11/4/2011	7	1,253	179	N
PLANNED	11/4/2011	2	380	190	N
PLANNED	11/4/2011	2	346	173	N
PLANNED	11/4/2011	11	264	24	N
PLANNED	11/4/2011	11	308	28	N
CUSTOMER REQUEST	11/4/2011	8	480	60	N
PLANNED	11/4/2011	2	158	79	N
PLANNED	11/4/2011	7	1,673	239	N
PLANNED	11/4/2011	6	720	120	N
PLANNED	11/4/2011	8	192	24	N
PLANNED	11/4/2011	5	1,410	282	N
PLANNED	11/4/2011	12	252	21	N
PLANNED	11/4/2011	7	966	138	N
CUSTOMER REQUEST	11/4/2011	6	234	39	N
PLANNED	11/4/2011	11	286	26	N
PLANNED	11/4/2011	2	456	228	N
PLANNED	11/4/2011	1	43	43	N
PLANNED	11/4/2011	3	249	83	N
PLANNED	11/4/2011	12	156	13	N
PLANNED	11/4/2011	7	434	62	N
PLANNED	11/4/2011	8	128	16	N
PLANNED	11/4/2011	1	145	145	N
PLANNED	11/4/2011	7	910	130	N
CUSTOMER REQUEST	11/4/2011	16	1,312	82	N
PLANNED	11/4/2011	8	144	18	N
CUSTOMER REQUEST	11/4/2011	1	1,067	1,067	N
PLANNED	11/4/2011	5	75	15	N
CUSTOMER REQUEST	11/4/2011	1	95	95	N
PLANNED	11/4/2011	7	315	45	N
CUSTOMER REQUEST	11/4/2011	1	164	164	N
PLANNED	11/5/2011	2	616	308	N
CUSTOMER REQUEST	11/5/2011	38	9,348	246	N
PLANNED	11/6/2011	11	572	52	N
PLANNED	11/6/2011	34	14,450	425	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/6/2011	14	728	52	N
CUSTOMER REQUEST	11/7/2011	2	502	251	N
PLANNED	11/7/2011	77	19,789	257	N
PLANNED	11/7/2011	1	181	181	N
PLANNED	11/7/2011	2	360	180	N
PLANNED	11/7/2011	1	219	219	N
PLANNED	11/7/2011	5	835	167	N
PLANNED	11/7/2011	1	343	343	N
PLANNED	11/7/2011	63	11,781	187	N
PLANNED	11/7/2011	10	1,670	167	N
PLANNED	11/7/2011	12	2,004	167	N
PLANNED	11/7/2011	9	1,593	177	N
PLANNED	11/7/2011	8	768	96	N
PLANNED	11/7/2011	11	1,166	106	N
PLANNED	11/7/2011	3	111	37	N
PLANNED	11/7/2011	15	1,245	83	N
PLANNED	11/7/2011	3	771	257	N
PLANNED	11/7/2011	9	1,269	141	N
PLANNED	11/7/2011	3	423	141	N
PLANNED	11/7/2011	8	2,832	354	N
PLANNED	11/7/2011	21	2,646	126	N
PLANNED	11/7/2011	4	876	219	N
PLANNED	11/7/2011	7	525	75	N
PLANNED	11/7/2011	9	1,296	144	N
PLANNED	11/7/2011	11	154	14	N
PLANNED	11/7/2011	42	1,008	24	N
PLANNED	11/7/2011	48	2,976	62	N
PLANNED	11/7/2011	5	105	21	N
PLANNED	11/7/2011	10	880	88	N
PLANNED	11/7/2011	62	10,912	176	N
PLANNED	11/7/2011	10	730	73	N
PLANNED	11/7/2011	2	240	120	N
PLANNED	11/7/2011	8	248	31	N
PLANNED	11/7/2011	2	138	69	N
CUSTOMER REQUEST	11/8/2011	1	296	296	N
PLANNED	11/8/2011	47	14,194	302	N
PLANNED	11/8/2011	8	560	70	N
PLANNED	11/8/2011	2	134	67	N
PLANNED	11/8/2011	10	2,000	200	N
PLANNED	11/8/2011	7	301	43	N
PLANNED	11/8/2011	10	1,290	129	N
PLANNED	11/8/2011	14	3,682	263	N
PLANNED	11/8/2011	2	378	189	N
CUSTOMER REQUEST	11/8/2011	11	352	32	N
PLANNED	11/8/2011	7	364	52	N
PLANNED	11/8/2011	19	4,123	217	N
PLANNED	11/8/2011	4	300	75	N
PLANNED	11/8/2011	11	1,881	171	N
PLANNED	11/8/2011	8	736	92	N
PLANNED	11/8/2011	5	305	61	N
PLANNED	11/8/2011	1	48	48	N
PLANNED	11/8/2011	12	2,076	173	N
PLANNED	11/8/2011	5	1,930	386	N
PLANNED	11/8/2011	4	168	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/8/2011	4	240	60	N
PLANNED	11/8/2011	5	215	43	N
PLANNED	11/8/2011	4	280	70	N
PLANNED	11/8/2011	22	1,210	55	N
CUSTOMER REQUEST	11/8/2011	1	201	201	N
PLANNED	11/8/2011	8	544	68	N
CUSTOMER REQUEST	11/8/2011	3	165	55	N
CUSTOMER REQUEST	11/8/2011	1	20	20	N
PLANNED	11/9/2011	74	2,146	29	N
PLANNED	11/9/2011	96	2,592	27	N
PLANNED	11/9/2011	33	3,267	99	N
PLANNED	11/9/2011	71	14,626	206	N
PLANNED	11/9/2011	87	435	5	N
PLANNED	11/9/2011	11	5,533	503	N
PLANNED	11/9/2011	1	121	121	N
PLANNED	11/9/2011	5	50	10	N
PLANNED	11/9/2011	8	1,240	155	N
PLANNED	11/9/2011	11	1,089	99	N
PLANNED	11/9/2011	105	9,240	88	N
PLANNED	11/9/2011	5	310	62	N
PLANNED	11/9/2011	5	2,595	519	N
PLANNED	11/9/2011	1	180	180	N
PLANNED	11/9/2011	3	537	179	N
PLANNED	11/9/2011	7	1,904	272	N
PLANNED	11/9/2011	14	3,780	270	N
PLANNED	11/9/2011	2	178	89	N
PLANNED	11/9/2011	4	768	192	N
CUSTOMER REQUEST	11/9/2011	66	7,821	261	N
PLANNED	11/9/2011	7	1,253	179	N
PLANNED	11/9/2011	5	35	7	N
PLANNED	11/9/2011	5	560	112	N
PLANNED	11/9/2011	35	4,900	140	N
PLANNED	11/9/2011	17	1,275	75	N
CUSTOMER REQUEST	11/9/2011	1	151	151	N
PLANNED	11/9/2011	11	1,936	176	N
PLANNED	11/9/2011	9	963	107	N
PLANNED	11/9/2011	32	14,912	466	N
PLANNED	11/9/2011	4	812	203	N
PLANNED	11/9/2011	7	847	121	N
PLANNED	11/9/2011	8	888	111	N
PLANNED	11/9/2011	20	700	35	N
CUSTOMER REQUEST	11/9/2011	4	340	85	N
CUSTOMER REQUEST	11/9/2011	8	80	10	N
PLANNED	11/10/2011	17	5,440	320	N
PLANNED	11/10/2011	21	2,793	133	N
PLANNED	11/10/2011	9	855	95	N
PLANNED	11/10/2011	5	360	72	N
PLANNED	11/10/2011	39	4,719	121	N
PLANNED	11/10/2011	1	71	71	N
PLANNED	11/10/2011	6	324	54	N
PLANNED	11/10/2011	20	1,160	58	N
PLANNED	11/10/2011	38	4,408	116	N
PLANNED	11/10/2011	39	4,446	114	N
PLANNED	11/10/2011	4	516	129	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/10/2011	3	378	126	N
PLANNED	11/10/2011	4	500	125	N
PLANNED	11/10/2011	6	1,332	222	N
PLANNED	11/10/2011	12	120	10	N
PLANNED	11/10/2011	10	960	96	N
PLANNED	11/10/2011	15	2,070	138	N
PLANNED	11/10/2011	20	780	39	N
PLANNED	11/10/2011	6	360	60	N
PLANNED	11/10/2011	87	8,178	94	N
PLANNED	11/10/2011	6	192	32	N
PLANNED	11/10/2011	1	132	132	N
PLANNED	11/10/2011	10	2,440	244	N
PLANNED	11/10/2011	1	59	59	N
PLANNED	11/10/2011	2	18	9	N
PLANNED	11/10/2011	7	357	51	N
PLANNED	11/10/2011	9	963	107	N
PLANNED	11/10/2011	10	930	93	N
CUSTOMER REQUEST	11/10/2011	1	199	199	N
CUSTOMER REQUEST	11/10/2011	1	478	478	N
PLANNED	11/10/2011	9	927	103	N
CUSTOMER REQUEST	11/10/2011	1	147	147	N
CUSTOMER REQUEST	11/10/2011	1	37	37	N
PLANNED	11/10/2011	7	588	84	N
CUSTOMER REQUEST	11/11/2011	1	127	127	N
PLANNED	11/11/2011	15	1,635	109	N
PLANNED	11/11/2011	16	1,696	106	N
PLANNED	11/11/2011	17	5,763	339	N
PLANNED	11/11/2011	9	423	47	N
PLANNED	11/11/2011	9	621	69	N
CUSTOMER REQUEST	11/11/2011	1	177	177	N
PLANNED	11/11/2011	11	1,100	100	N
CUSTOMER REQUEST	11/11/2011	1	158	158	N
CUSTOMER REQUEST	11/12/2011	1	111	111	N
CUSTOMER REQUEST	11/12/2011	1	35	35	N
PLANNED	11/12/2011	4	780	195	N
PLANNED	11/12/2011	10	2,010	201	N
CUSTOMER REQUEST	11/12/2011	1	116	116	N
CUSTOMER REQUEST	11/12/2011	1	69	69	N
CUSTOMER REQUEST	11/12/2011	1	21	21	N
CUSTOMER REQUEST	11/13/2011	1	360	360	N
PLANNED	11/13/2011	13	1,872	144	N
PLANNED	11/13/2011	6	1,014	169	N
CUSTOMER REQUEST	11/13/2011	55	2,090	38	N
PLANNED	11/13/2011	7	903	129	N
PLANNED	11/14/2011	4	696	174	N
PLANNED	11/14/2011	6	966	161	N
PLANNED	11/14/2011	102	15,684	262	N
PLANNED	11/14/2011	14	532	38	N
PLANNED	11/14/2011	11	682	62	N
PLANNED	11/14/2011	4	328	82	N
PLANNED	11/14/2011	14	266	19	N
PLANNED	11/14/2011	6	276	46	N
PLANNED	11/14/2011	8	1,512	189	N
PLANNED	11/14/2011	5	835	167	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/14/2011	19	3,781	199	N
PLANNED	11/14/2011	26	3,172	122	N
PLANNED	11/14/2011	9	1,215	135	N
PLANNED	11/14/2011	31	899	29	N
PLANNED	11/14/2011	6	1,386	231	N
PLANNED	11/14/2011	9	2,079	231	N
PLANNED	11/14/2011	12	480	40	N
PLANNED	11/14/2011	10	2,060	206	N
CUSTOMER REQUEST	11/14/2011	8	1,080	135	N
PLANNED	11/14/2011	10	570	57	N
PLANNED	11/14/2011	10	430	43	N
PLANNED	11/14/2011	2	122	61	N
PLANNED	11/14/2011	19	855	45	N
PLANNED	11/14/2011	11	550	50	N
PLANNED	11/14/2011	7	875	125	N
PLANNED	11/14/2011	3	576	192	N
PLANNED	11/14/2011	3	417	139	N
PLANNED	11/15/2011	2	22	11	N
PLANNED	11/15/2011	13	3,653	281	N
PLANNED	11/15/2011	3	390	130	N
PLANNED	11/15/2011	14	1,708	122	N
PLANNED	11/15/2011	4	864	216	N
PLANNED	11/15/2011	2	624	312	N
PLANNED	11/15/2011	4	516	129	N
PLANNED	11/15/2011	17	17	1	N
PLANNED	11/15/2011	95	18,430	194	N
PLANNED	11/15/2011	3	837	279	N
PLANNED	11/15/2011	8	264	33	N
PLANNED	11/15/2011	250	79,250	317	N
PLANNED	11/15/2011	41	5,740	140	N
PLANNED	11/15/2011	15	915	61	N
PLANNED	11/15/2011	2	132	66	N
PLANNED	11/15/2011	1	107	107	N
PLANNED	11/15/2011	8	2,000	250	N
PLANNED	11/15/2011	4	636	159	N
PLANNED	11/15/2011	5	295	59	N
PLANNED	11/15/2011	5	325	65	N
PLANNED	11/15/2011	5	305	61	N
PLANNED	11/15/2011	12	828	69	N
PLANNED	11/15/2011	8	392	49	N
PLANNED	11/15/2011	1	26	26	N
CUSTOMER REQUEST	11/15/2011	8	1,344	168	N
CUSTOMER REQUEST	11/15/2011	1	99	99	N
PLANNED	11/16/2011	2	522	261	N
CUSTOMER REQUEST	11/16/2011	36	14,004	389	N
PLANNED	11/16/2011	62	13,082	211	N
PLANNED	11/16/2011	5	485	97	N
PLANNED	11/16/2011	22	3,828	174	N
PLANNED	11/16/2011	2	772	386	N
PLANNED	11/16/2011	12	2,160	180	N
PLANNED	11/16/2011	15	1,455	97	N
PLANNED	11/16/2011	5	1,330	266	N
PLANNED	11/16/2011	8	2,072	259	N
PLANNED	11/16/2011	22	924	42	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/16/2011	16	1,520	95	N
PLANNED	11/16/2011	2	196	98	N
PLANNED	11/16/2011	29	6,264	216	N
PLANNED	11/16/2011	279	279	1	N
PLANNED	11/16/2011	17	2,023	119	N
PLANNED	11/16/2011	8	584	73	N
PLANNED	11/16/2011	2	50	25	N
PLANNED	11/16/2011	5	45	9	N
CUSTOMER REQUEST	11/16/2011	765	19,890	26	N
PLANNED	11/16/2011	6	654	109	N
PLANNED	11/16/2011	3	39	13	N
CUSTOMER REQUEST	11/16/2011	1	202	202	N
CUSTOMER REQUEST	11/16/2011	1	51	51	N
PLANNED	11/17/2011	2	976	488	N
PLANNED	11/17/2011	11	253	23	N
PLANNED	11/17/2011	7	952	136	N
PLANNED	11/17/2011	4	80	20	N
PLANNED	11/17/2011	13	637	49	N
PLANNED	11/17/2011	8	256	32	N
PLANNED	11/17/2011	5	705	141	N
PLANNED	11/17/2011	42	10,962	261	N
PLANNED	11/17/2011	3	765	255	N
PLANNED	11/17/2011	10	2,070	207	N
PLANNED	11/17/2011	8	16	2	N
PLANNED	11/17/2011	8	1,712	214	N
PLANNED	11/17/2011	46	7,452	162	N
PLANNED	11/17/2011	5	1,085	217	N
PLANNED	11/17/2011	8	912	114	N
PLANNED	11/17/2011	7	238	34	N
PLANNED	11/17/2011	45	4,275	95	N
PLANNED	11/17/2011	17	1,173	69	N
PLANNED	11/17/2011	28	1,904	68	N
PLANNED	11/17/2011	7	161	23	N
PLANNED	11/17/2011	20	3,160	158	N
PLANNED	11/17/2011	5	790	158	N
CUSTOMER REQUEST	11/17/2011	1	150	150	N
PLANNED	11/17/2011	1	58	58	N
PLANNED	11/17/2011	5	265	53	N
PLANNED	11/17/2011	7	91	13	N
CUSTOMER REQUEST	11/17/2011	1	18	18	N
PLANNED	11/17/2011	1	291	291	N
PLANNED	11/17/2011	2	58	29	N
PLANNED	11/17/2011	3	54	18	N
PLANNED	11/17/2011	2	208	104	N
PLANNED	11/17/2011	8	1,632	204	N
CUSTOMER REQUEST	11/17/2011	1	50	50	N
PLANNED	11/18/2011	12	2,940	245	N
CUSTOMER REQUEST	11/18/2011	2,453	134,915	55	N
PLANNED	11/18/2011	2	312	156	N
PLANNED	11/18/2011	1	155	155	N
CUSTOMER REQUEST	11/18/2011	4	128	32	N
PLANNED	11/18/2011	8	880	110	N
PLANNED	11/18/2011	1	139	139	N
PLANNED	11/18/2011	6	522	87	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/18/2011	1	140	140	N
PLANNED	11/18/2011	4	92	23	N
PLANNED	11/18/2011	2	490	245	N
PLANNED	11/18/2011	47	3,995	85	N
PLANNED	11/18/2011	3	63	21	N
CUSTOMER REQUEST	11/18/2011	1	309	309	N
PLANNED	11/18/2011	2	248	124	N
PLANNED	11/18/2011	11	143	13	N
CUSTOMER REQUEST	11/18/2011	1	334	334	N
PLANNED	11/18/2011	5	85	17	N
PLANNED	11/18/2011	4	32	8	N
CUSTOMER REQUEST	11/18/2011	1	108	108	N
PLANNED	11/18/2011	6	246	41	N
CUSTOMER REQUEST	11/18/2011	1	247	247	N
CUSTOMER REQUEST	11/19/2011	1	120	120	N
PLANNED	11/19/2011	5	1,240	248	N
CUSTOMER REQUEST	11/19/2011	1	177	177	N
CUSTOMER REQUEST	11/19/2011	1	102	102	N
CUSTOMER REQUEST	11/19/2011	1	232	232	N
CUSTOMER REQUEST	11/19/2011	1	43	43	N
PLANNED	11/20/2011	1	426	426	N
PLANNED	11/20/2011	1	92	92	N
PLANNED	11/20/2011	2	218	109	N
PLANNED	11/21/2011	1	244	244	N
PLANNED	11/21/2011	1	219	219	N
PLANNED	11/21/2011	1	288	288	N
PLANNED	11/21/2011	2	130	65	N
PLANNED	11/21/2011	11	2,783	253	N
PLANNED	11/21/2011	12	372	31	N
PLANNED	11/21/2011	1	81	81	N
PLANNED	11/21/2011	4	616	154	N
PLANNED	11/21/2011	14	924	66	N
PLANNED	11/21/2011	23	3,749	163	N
PLANNED	11/21/2011	10	1,390	139	N
PLANNED	11/21/2011	6	768	128	N
PLANNED	11/21/2011	16	2,272	142	N
PLANNED	11/21/2011	11	2,607	237	N
PLANNED	11/21/2011	12	2,808	234	N
PLANNED	11/21/2011	4	136	34	N
PLANNED	11/21/2011	2	248	124	N
PLANNED	11/21/2011	6	300	50	N
PLANNED	11/21/2011	5	650	130	N
PLANNED	11/21/2011	4	896	224	N
PLANNED	11/21/2011	4	236	59	N
PLANNED	11/21/2011	30	1,080	36	N
CUSTOMER REQUEST	11/21/2011	1	123	123	N
PLANNED	11/22/2011	4	472	118	N
PLANNED	11/22/2011	13	2,405	185	N
PLANNED	11/22/2011	16	2,032	127	N
PLANNED	11/22/2011	62	7,254	117	N
PLANNED	11/22/2011	2	232	116	N
PLANNED	11/22/2011	3	438	146	N
PLANNED	11/22/2011	4	584	146	N
PLANNED	11/22/2011	5	440	88	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/22/2011	24	2,328	97	N
PLANNED	11/22/2011	9	2,484	276	N
PLANNED	11/22/2011	4	1,100	275	N
PLANNED	11/22/2011	4	832	208	N
PLANNED	11/22/2011	5	1,220	244	N
PLANNED	11/22/2011	12	768	64	N
PLANNED	11/22/2011	8	1,360	170	N
PLANNED	11/22/2011	7	1,078	154	N
PLANNED	11/22/2011	4	396	99	N
PLANNED	11/22/2011	29	2,378	82	N
PLANNED	11/22/2011	4	876	219	N
PLANNED	11/22/2011	25	5,775	231	N
PLANNED	11/22/2011	27	6,183	229	N
PLANNED	11/22/2011	47	1,175	25	N
PLANNED	11/22/2011	9	351	39	N
PLANNED	11/22/2011	8	184	23	N
PLANNED	11/22/2011	5	890	178	N
PLANNED	11/22/2011	25	1,500	60	N
PLANNED	11/22/2011	7	196	28	N
PLANNED	11/22/2011	4	428	107	N
PLANNED	11/22/2011	6	360	60	N
PLANNED	11/22/2011	6	300	50	N
PLANNED	11/22/2011	3	255	85	N
CUSTOMER REQUEST	11/22/2011	1	42	42	N
PLANNED	11/23/2011	5	985	197	N
PLANNED	11/23/2011	1	196	196	N
PLANNED	11/23/2011	9	882	98	N
PLANNED	11/23/2011	6	606	101	N
CUSTOMER REQUEST	11/23/2011	10	550	55	N
CUSTOMER REQUEST	11/23/2011	25	5,975	239	N
PLANNED	11/23/2011	6	210	35	N
PLANNED	11/23/2011	9	1,134	126	N
PLANNED	11/23/2011	6	492	82	N
PLANNED	11/23/2011	7	1,547	221	N
PLANNED	11/23/2011	2	96	48	N
CUSTOMER REQUEST	11/24/2011	1	153	153	N
CUSTOMER REQUEST	11/25/2011	2	100	50	N
CUSTOMER REQUEST	11/26/2011	8	560	70	N
CUSTOMER REQUEST	11/27/2011	5	95	19	N
PLANNED	11/27/2011	8	320	40	N
CUSTOMER REQUEST	11/27/2011	1	117	117	N
PLANNED	11/28/2011	1	102	102	N
PLANNED	11/28/2011	9	2,097	233	N
PLANNED	11/28/2011	9	180	20	N
CUSTOMER REQUEST	11/28/2011	36	12,636	351	N
PLANNED	11/28/2011	5	10	2	N
PLANNED	11/28/2011	8	872	109	N
CUSTOMER REQUEST	11/28/2011	20	300	15	N
PLANNED	11/28/2011	5	80	16	N
PLANNED	11/28/2011	6	126	21	N
PLANNED	11/28/2011	17	323	19	N
PLANNED	11/28/2011	3	420	140	N
PLANNED	11/28/2011	1	31	31	N
PLANNED	11/28/2011	1	61	61	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/28/2011	9	1,296	144	N
PLANNED	11/28/2011	7	938	134	N
PLANNED	11/28/2011	8	1,136	142	N
PLANNED	11/28/2011	12	420	35	N
PLANNED	11/28/2011	3	48	16	N
PLANNED	11/28/2011	4	188	47	N
CUSTOMER REQUEST	11/28/2011	8	344	43	N
CUSTOMER REQUEST	11/28/2011	1	159	159	N
PLANNED	11/28/2011	6	654	109	N
PLANNED	11/28/2011	18	1,188	66	N
PLANNED	11/28/2011	14	1,008	72	N
PLANNED	11/28/2011	7	357	51	N
CUSTOMER REQUEST	11/29/2011	19	11,742	618	N
PLANNED	11/29/2011	11	2,211	201	N
PLANNED	11/29/2011	12	1,164	97	N
PLANNED	11/29/2011	7	161	23	N
PLANNED	11/29/2011	43	16,469	383	N
PLANNED	11/29/2011	22	1,738	79	N
PLANNED	11/29/2011	2	334	167	N
PLANNED	11/29/2011	1	276	276	N
PLANNED	11/29/2011	5	715	143	N
PLANNED	11/29/2011	5	490	98	N
PLANNED	11/29/2011	9	1,035	115	N
PLANNED	11/29/2011	4	600	150	N
PLANNED	11/29/2011	11	3,168	288	N
CUSTOMER REQUEST	11/29/2011	8	128	16	N
PLANNED	11/29/2011	3	9	3	N
PLANNED	11/29/2011	1	89	89	N
PLANNED	11/29/2011	7	168	24	N
PLANNED	11/29/2011	16	2,032	127	N
CUSTOMER REQUEST	11/29/2011	1	126	126	N
PLANNED	11/29/2011	7	1,225	175	N
PLANNED	11/29/2011	7	462	66	N
PLANNED	11/29/2011	5	610	122	N
PLANNED	11/29/2011	8	264	33	N
PLANNED	11/29/2011	5	105	21	N
PLANNED	11/29/2011	9	99	11	N
PLANNED	11/29/2011	8	840	105	N
PLANNED	11/29/2011	10	2,190	219	N
CUSTOMER REQUEST	11/29/2011	1	94	94	N
PLANNED	11/29/2011	12	2,064	172	N
PLANNED	11/29/2011	7	154	22	N
PLANNED	11/29/2011	6	36	6	N
CUSTOMER REQUEST	11/29/2011	1	53	53	N
CUSTOMER REQUEST	11/29/2011	1	115	115	N
CUSTOMER REQUEST	11/29/2011	1	234	234	N
CUSTOMER REQUEST	11/29/2011	9	216	24	N
CUSTOMER REQUEST	11/29/2011	1	168	168	N
CUSTOMER REQUEST	11/29/2011	1	115	115	N
PLANNED	11/30/2011	8	2,032	254	N
PLANNED	11/30/2011	5	995	199	N
PLANNED	11/30/2011	4	752	188	N
PLANNED	11/30/2011	4	1,600	400	N
PLANNED	11/30/2011	43	1,032	24	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/30/2011	27	513	19	N
PLANNED	11/30/2011	1	246	246	N
PLANNED	11/30/2011	11	1,485	135	N
PLANNED	11/30/2011	10	80	8	N
PLANNED	11/30/2011	6	948	158	N
PLANNED	11/30/2011	15	1,890	126	N
PLANNED	11/30/2011	8	2,184	273	N
PLANNED	11/30/2011	14	2,198	157	N
PLANNED	11/30/2011	5	885	177	N
PLANNED	11/30/2011	2	188	94	N
PLANNED	11/30/2011	7	1,540	220	N
PLANNED	11/30/2011	4	732	183	N
PLANNED	11/30/2011	1	88	88	N
PLANNED	11/30/2011	37	3,256	88	N
PLANNED	11/30/2011	7	952	136	N
PLANNED	11/30/2011	11	660	60	N
PLANNED	11/30/2011	1	52	52	N
PLANNED	11/30/2011	5	480	96	N
PLANNED	11/30/2011	4	1,308	327	N
PLANNED	11/30/2011	12	1,764	147	N
PLANNED	11/30/2011	3	81	27	N
PLANNED	11/30/2011	19	1,748	92	N
PLANNED	11/30/2011	101	8,282	82	N
PLANNED	11/30/2011	4	576	144	N
PLANNED	11/30/2011	7	119	17	N
PLANNED	11/30/2011	15	435	29	N
PLANNED	11/30/2011	7	21	3	N
PLANNED	11/30/2011	6	198	33	N
PLANNED	11/30/2011	15	540	36	N
PLANNED	11/30/2011	11	792	72	N
PLANNED	11/30/2011	8	552	69	N
PLANNED	11/30/2011	66	3,234	49	N
PLANNED	11/30/2011	6	894	149	N
PLANNED	11/30/2011	6	828	138	N
PLANNED	11/30/2011	9	477	53	N
PLANNED	11/30/2011	2	50	25	N
CUSTOMER REQUEST	11/30/2011	1	88	88	N
PLANNED	12/1/2011	9	3,033	337	N
PLANNED	12/1/2011	38	836	22	N
PLANNED	12/1/2011	25	525	21	N
PLANNED	12/1/2011	8	1,416	177	N
PLANNED	12/1/2011	27	2,889	107	N
PLANNED	12/1/2011	53	1,590	30	N
PLANNED	12/1/2011	5	670	134	N
PLANNED	12/1/2011	3	1,512	504	N
PLANNED	12/1/2011	6	588	98	N
PLANNED	12/1/2011	6	1,350	225	N
PLANNED	12/1/2011	3	507	169	N
PLANNED	12/1/2011	48	2,640	55	N
PLANNED	12/1/2011	5	835	167	N
PLANNED	12/1/2011	10	2,050	205	N
PLANNED	12/1/2011	11	1,232	112	N
PLANNED	12/1/2011	2	534	267	N
PLANNED	12/1/2011	30	4,950	165	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/1/2011	11	2,046	186	N
PLANNED	12/1/2011	10	620	62	N
PLANNED	12/1/2011	1	38	38	N
PLANNED	12/1/2011	8	240	30	N
PLANNED	12/1/2011	21	4,158	198	N
PLANNED	12/1/2011	4	660	165	N
PLANNED	12/1/2011	60	4,560	76	N
PLANNED	12/1/2011	7	203	29	N
PLANNED	12/1/2011	2	216	108	N
PLANNED	12/1/2011	13	806	62	N
PLANNED	12/1/2011	29	3,625	125	N
PLANNED	12/1/2011	2	332	166	N
PLANNED	12/1/2011	14	2,128	152	N
PLANNED	12/1/2011	7	903	129	N
PLANNED	12/1/2011	64	8,000	125	N
PLANNED	12/1/2011	8	1,144	143	N
PLANNED	12/1/2011	11	1,485	135	N
PLANNED	12/1/2011	12	1,608	134	N
PLANNED	12/1/2011	5	125	25	N
PLANNED	12/1/2011	5	560	112	N
PLANNED	12/1/2011	19	228	12	N
CUSTOMER REQUEST	12/1/2011	1	1	1	N
PLANNED	12/2/2011	9	1,908	212	N
PLANNED	12/2/2011	8	3,192	399	N
PLANNED	12/2/2011	15	2,355	157	N
PLANNED	12/2/2011	8	856	107	N
PLANNED	12/2/2011	6	294	49	N
PLANNED	12/2/2011	10	290	29	N
PLANNED	12/2/2011	1	77	77	N
PLANNED	12/2/2011	7	63	9	N
PLANNED	12/2/2011	3	21	7	N
PLANNED	12/2/2011	10	140	14	N
PLANNED	12/2/2011	9	1,836	204	N
PLANNED	12/2/2011	6	900	150	N
PLANNED	12/2/2011	3	108	36	N
PLANNED	12/2/2011	4	976	244	N
CUSTOMER REQUEST	12/3/2011	1	35	35	N
CUSTOMER REQUEST	12/3/2011	12	1,848	154	N
PLANNED	12/3/2011	2	616	308	N
CUSTOMER REQUEST	12/3/2011	22	4,796	218	N
PLANNED	12/3/2011	1	190	190	N
PLANNED	12/3/2011	7	1,092	156	N
CUSTOMER REQUEST	12/4/2011	1	239	239	N
CUSTOMER REQUEST	12/5/2011	1	173	173	N
PLANNED	12/5/2011	12	1,704	142	N
PLANNED	12/5/2011	25	4,100	164	N
CUSTOMER REQUEST	12/5/2011	46	2,300	50	N
PLANNED	12/5/2011	11	286	26	N
PLANNED	12/5/2011	12	1,596	133	N
PLANNED	12/5/2011	7	1,071	153	N
PLANNED	12/5/2011	1	78	78	N
PLANNED	12/5/2011	7	1,925	275	N
CUSTOMER REQUEST	12/5/2011	1	364	364	N
PLANNED	12/5/2011	6	486	81	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/5/2011	12	1,752	146	N
PLANNED	12/5/2011	34	5,542	163	N
PLANNED	12/5/2011	6	1,392	232	N
PLANNED	12/5/2011	7	973	139	N
PLANNED	12/5/2011	8	2,184	273	N
CUSTOMER REQUEST	12/5/2011	4	128	32	N
PLANNED	12/5/2011	8	408	51	N
PLANNED	12/5/2011	2	298	149	N
PLANNED	12/5/2011	6	222	37	N
PLANNED	12/5/2011	6	390	65	N
PLANNED	12/5/2011	11	187	17	N
PLANNED	12/5/2011	7	427	61	N
CUSTOMER REQUEST	12/5/2011	1	198	198	N
PLANNED	12/5/2011	8	568	71	N
PLANNED	12/5/2011	11	253	23	N
PLANNED	12/5/2011	5	905	181	N
PLANNED	12/5/2011	4	272	68	N
PLANNED	12/5/2011	17	1,071	63	N
PLANNED	12/5/2011	6	72	12	N
PLANNED	12/6/2011	94	17,108	182	N
PLANNED	12/6/2011	8	1,336	167	N
PLANNED	12/6/2011	8	1,024	128	N
PLANNED	12/6/2011	6	366	61	N
PLANNED	12/6/2011	13	3,146	242	N
PLANNED	12/6/2011	2	132	66	N
PLANNED	12/6/2011	11	440	40	N
PLANNED	12/6/2011	8	24	3	N
PLANNED	12/6/2011	8	3,472	434	N
PLANNED	12/6/2011	39	16,887	433	N
PLANNED	12/6/2011	7	784	112	N
PLANNED	12/6/2011	9	1,323	147	N
PLANNED	12/6/2011	4	544	136	N
PLANNED	12/6/2011	8	896	112	N
PLANNED	12/6/2011	7	196	28	N
PLANNED	12/6/2011	6	1,350	225	N
PLANNED	12/6/2011	4	904	226	N
PLANNED	12/6/2011	12	3,576	298	N
PLANNED	12/6/2011	1	25	25	N
CUSTOMER REQUEST	12/6/2011	7	70	10	N
PLANNED	12/6/2011	6	818	136	N
PLANNED	12/6/2011	13	2,535	195	N
PLANNED	12/6/2011	2	402	201	N
PLANNED	12/6/2011	18	3,690	205	N
PLANNED	12/6/2011	10	2,390	239	N
PLANNED	12/6/2011	6	1,128	188	N
PLANNED	12/6/2011	11	121	11	N
PLANNED	12/6/2011	14	2,030	145	N
PLANNED	12/6/2011	2	146	73	N
PLANNED	12/6/2011	8	384	48	N
PLANNED	12/6/2011	9	306	34	N
CUSTOMER REQUEST	12/6/2011	1	159	159	N
CUSTOMER REQUEST	12/6/2011	1	159	159	N
CUSTOMER REQUEST	12/7/2011	1	123	123	N
PLANNED	12/7/2011	10	990	99	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/7/2011	41	7,093	173	N
PLANNED	12/7/2011	5	375	75	N
PLANNED	12/7/2011	31	10,199	329	N
PLANNED	12/7/2011	20	840	42	N
PLANNED	12/7/2011	11	1,375	125	N
PLANNED	12/7/2011	5	555	111	N
PLANNED	12/7/2011	7	294	42	N
PLANNED	12/7/2011	1	109	109	N
PLANNED	12/7/2011	4	328	212	N
CUSTOMER REQUEST	12/7/2011	79	24,885	315	N
PLANNED	12/7/2011	2	146	73	N
PLANNED	12/7/2011	5	260	52	N
PLANNED	12/7/2011	7	105	15	N
PLANNED	12/7/2011	94	6,298	67	N
PLANNED	12/7/2011	4	660	165	N
PLANNED	12/7/2011	4	536	134	N
PLANNED	12/7/2011	8	2,272	284	N
PLANNED	12/7/2011	9	621	69	N
PLANNED	12/7/2011	3	453	151	N
PLANNED	12/7/2011	9	45	5	N
CUSTOMER REQUEST	12/7/2011	1	9	9	N
PLANNED	12/7/2011	7	112	16	N
PLANNED	12/7/2011	2	272	136	N
PLANNED	12/7/2011	6	618	103	N
PLANNED	12/7/2011	9	522	58	N
PLANNED	12/7/2011	3	282	94	N
PLANNED	12/7/2011	9	747	83	N
PLANNED	12/7/2011	6	480	80	N
PLANNED	12/7/2011	3	276	92	N
PLANNED	12/7/2011	11	1,221	111	N
CUSTOMER REQUEST	12/7/2011	1	13	13	N
PLANNED	12/7/2011	6	312	52	N
PLANNED	12/7/2011	6	312	52	N
CUSTOMER REQUEST	12/7/2011	1	99	99	N
CUSTOMER REQUEST	12/7/2011	1	102	102	N
CUSTOMER REQUEST	12/7/2011	1	27	27	N
PLANNED	12/8/2011	15	240	16	N
PLANNED	12/8/2011	11	3,850	350	N
PLANNED	12/8/2011	4	376	94	N
PLANNED	12/8/2011	9	882	98	N
PLANNED	12/8/2011	7	287	41	N
PLANNED	12/8/2011	9	603	67	N
PLANNED	12/8/2011	11	187	17	N
PLANNED	12/8/2011	10	1,230	123	N
PLANNED	12/8/2011	6	1,200	200	N
CUSTOMER REQUEST	12/8/2011	1	287	287	N
PLANNED	12/8/2011	8	912	114	N
PLANNED	12/8/2011	16	4,688	293	N
PLANNED	12/8/2011	12	624	52	N
PLANNED	12/8/2011	7	434	62	N
PLANNED	12/8/2011	2	354	177	N
PLANNED	12/8/2011	7	1,197	171	N
PLANNED	12/8/2011	32	4,128	129	N
PLANNED	12/8/2011	15	210	14	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/8/2011	3	63	21	N
PLANNED	12/8/2011	7	1,365	195	N
PLANNED	12/8/2011	12	2,256	188	N
PLANNED	12/8/2011	8	1,024	128	N
PLANNED	12/8/2011	6	516	86	N
PLANNED	12/8/2011	7	343	49	N
PLANNED	12/8/2011	6	1,980	330	N
PLANNED	12/8/2011	11	528	48	N
PLANNED	12/8/2011	11	3,597	327	N
PLANNED	12/8/2011	4	216	54	N
PLANNED	12/8/2011	7	728	104	N
PLANNED	12/8/2011	4	236	59	N
PLANNED	12/8/2011	7	518	74	N
PLANNED	12/8/2011	14	2,492	178	N
PLANNED	12/8/2011	3	210	70	N
PLANNED	12/8/2011	14	2,100	150	N
PLANNED	12/8/2011	25	575	23	N
PLANNED	12/8/2011	8	176	22	N
CUSTOMER REQUEST	12/8/2011	66	1,914	29	N
CUSTOMER REQUEST	12/9/2011	1	543	543	N
PLANNED	12/9/2011	1	208	208	N
PLANNED	12/9/2011	7	42	6	N
PLANNED	12/9/2011	3	342	114	N
PLANNED	12/9/2011	3	582	194	N
PLANNED	12/9/2011	1	238	238	N
PLANNED	12/9/2011	2	478	239	N
PLANNED	12/9/2011	8	88	11	N
CUSTOMER REQUEST	12/9/2011	1	42	42	N
PLANNED	12/9/2011	7	1,512	216	N
PLANNED	12/9/2011	11	1,595	145	N
PLANNED	12/9/2011	12	120	10	N
PLANNED	12/9/2011	11	1,100	100	N
PLANNED	12/9/2011	1	98	98	N
PLANNED	12/9/2011	11	132	12	N
PLANNED	12/9/2011	4	48	12	N
PLANNED	12/9/2011	9	135	15	N
PLANNED	12/9/2011	5	290	58	N
CUSTOMER REQUEST	12/9/2011	1	165	165	N
PLANNED	12/9/2011	8	136	17	N
CUSTOMER REQUEST	12/9/2011	1	155	155	N
CUSTOMER REQUEST	12/9/2011	280	3,640	13	N
PLANNED	12/9/2011	6	558	93	N
PLANNED	12/9/2011	3	36	12	N
PLANNED	12/9/2011	5	120	24	N
CUSTOMER REQUEST	12/9/2011	93	21,390	230	N
CUSTOMER REQUEST	12/9/2011	1	61	61	N
PLANNED	12/9/2011	1	151	151	N
CUSTOMER REQUEST	12/9/2011	1	167	167	N
CUSTOMER REQUEST	12/10/2011	6	570	95	N
PLANNED	12/10/2011	2	70	35	N
PLANNED	12/10/2011	4	136	34	N
PLANNED	12/10/2011	112	2,688	24	N
PLANNED	12/10/2011	6	336	56	N
CUSTOMER REQUEST	12/11/2011	1	168	168	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/11/2011	1	171	171	N
CUSTOMER REQUEST	12/11/2011	1	67	67	N
PLANNED	12/12/2011	9	2,214	246	N
PLANNED	12/12/2011	5	515	103	N
PLANNED	12/12/2011	5	1,015	203	N
PLANNED	12/12/2011	8	1,024	128	N
PLANNED	12/12/2011	20	320	16	N
PLANNED	12/12/2011	6	414	69	N
PLANNED	12/12/2011	7	1,281	183	N
CUSTOMER REQUEST	12/12/2011	14	84	6	N
PLANNED	12/12/2011	6	300	50	N
PLANNED	12/12/2011	10	50	5	N
PLANNED	12/12/2011	18	1,044	58	N
PLANNED	12/12/2011	4	1,040	260	N
PLANNED	12/12/2011	126	14,742	117	N
PLANNED	12/12/2011	13	2,717	209	N
PLANNED	12/12/2011	5	960	192	N
CUSTOMER REQUEST	12/12/2011	1	222	222	N
CUSTOMER REQUEST	12/12/2011	1	122	122	N
PLANNED	12/12/2011	5	905	181	N
PLANNED	12/12/2011	10	540	54	N
PLANNED	12/12/2011	3	426	142	N
PLANNED	12/12/2011	4	824	206	N
PLANNED	12/12/2011	12	948	79	N
PLANNED	12/12/2011	7	154	22	N
CUSTOMER REQUEST	12/12/2011	1	79	79	N
PLANNED	12/12/2011	29	1,160	40	N
PLANNED	12/12/2011	10	1,100	110	N
PLANNED	12/12/2011	5	535	107	N
PLANNED	12/12/2011	7	413	59	N
CUSTOMER REQUEST	12/13/2011	14	7,602	543	N
PLANNED	12/13/2011	7	770	110	N
PLANNED	12/13/2011	5	400	80	N
PLANNED	12/13/2011	1	114	114	N
PLANNED	12/13/2011	31	4,557	147	N
PLANNED	12/13/2011	27	3,942	146	N
PLANNED	12/13/2011	5	795	159	N
PLANNED	12/13/2011	34	4,964	146	N
PLANNED	12/13/2011	7	875	125	N
PLANNED	12/13/2011	3	714	238	N
PLANNED	12/13/2011	4	1,020	255	N
PLANNED	12/13/2011	7	1,778	254	N
PLANNED	12/13/2011	4	772	193	N
PLANNED	12/13/2011	56	12,992	232	N
PLANNED	12/13/2011	61	14,335	235	N
PLANNED	12/13/2011	22	6,116	278	N
PLANNED	12/13/2011	6	894	149	N
PLANNED	12/13/2011	4	488	122	N
PLANNED	12/13/2011	11	649	59	N
PLANNED	12/13/2011	4	944	236	N
PLANNED	12/13/2011	6	402	67	N
PLANNED	12/13/2011	4	2,652	663	N
PLANNED	12/13/2011	1	88	88	N
PLANNED	12/13/2011	4	956	239	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/13/2011	6	1,482	247	N
PLANNED	12/13/2011	5	140	28	N
PLANNED	12/13/2011	11	880	80	N
PLANNED	12/13/2011	7	1,225	175	N
PLANNED	12/13/2011	2	400	200	N
PLANNED	12/13/2011	8	784	98	N
PLANNED	12/13/2011	1	108	108	N
PLANNED	12/13/2011	5	860	172	N
PLANNED	12/13/2011	8	920	115	N
PLANNED	12/13/2011	3	372	124	N
PLANNED	12/13/2011	5	235	47	N
PLANNED	12/13/2011	2	410	205	N
PLANNED	12/13/2011	2	332	166	N
PLANNED	12/14/2011	9	1,521	169	N
PLANNED	12/14/2011	10	1,030	103	N
PLANNED	12/14/2011	11	341	31	N
PLANNED	12/14/2011	13	1,820	140	N
PLANNED	12/14/2011	7	917	131	N
PLANNED	12/14/2011	4	840	210	N
PLANNED	12/14/2011	1	63	63	N
PLANNED	12/14/2011	1	58	58	N
PLANNED	12/14/2011	6	246	41	N
PLANNED	12/14/2011	11	1,639	149	N
CUSTOMER REQUEST	12/14/2011	12	600	50	N
PLANNED	12/14/2011	1	73	73	N
PLANNED	12/14/2011	32	12,704	397	N
PLANNED	12/14/2011	27	1,971	73	N
PLANNED	12/14/2011	8	1,672	209	N
PLANNED	12/14/2011	2	226	113	N
PLANNED	12/14/2011	17	3,264	192	N
PLANNED	12/14/2011	19	4,199	221	N
PLANNED	12/14/2011	4	732	183	N
CUSTOMER REQUEST	12/14/2011	12	288	24	N
PLANNED	12/14/2011	17	2,261	133	N
PLANNED	12/14/2011	13	546	42	N
PLANNED	12/14/2011	8	672	84	N
PLANNED	12/14/2011	6	834	139	N
PLANNED	12/14/2011	10	1,490	149	N
PLANNED	12/14/2011	2	352	176	N
PLANNED	12/14/2011	11	1,287	117	N
PLANNED	12/14/2011	8	656	82	N
PLANNED	12/14/2011	2	192	96	N
PLANNED	12/14/2011	4	744	186	N
PLANNED	12/14/2011	11	935	85	N
PLANNED	12/14/2011	8	664	83	N
PLANNED	12/14/2011	13	1,976	152	N
PLANNED	12/14/2011	11	1,188	108	N
PLANNED	12/14/2011	10	770	77	N
CUSTOMER REQUEST	12/14/2011	1	28	28	N
CUSTOMER REQUEST	12/14/2011	2	74	37	N
CUSTOMER REQUEST	12/14/2011	11	605	55	N
CUSTOMER REQUEST	12/15/2011	395	13,035	33	N
PLANNED	12/15/2011	7	735	105	N
PLANNED	12/15/2011	20	9,780	489	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/15/2011	2	190	95	N
PLANNED	12/15/2011	7	392	56	N
PLANNED	12/15/2011	4	512	128	N
PLANNED	12/15/2011	2	384	192	N
PLANNED	12/15/2011	4	388	97	N
PLANNED	12/15/2011	10	1,110	111	N
PLANNED	12/15/2011	26	1,144	44	N
PLANNED	12/15/2011	7	182	26	N
PLANNED	12/15/2011	7	434	62	N
PLANNED	12/15/2011	3	135	45	N
PLANNED	12/15/2011	4	376	94	N
PLANNED	12/15/2011	4	176	44	N
PLANNED	12/15/2011	2	376	188	N
PLANNED	12/15/2011	2	500	250	N
PLANNED	12/15/2011	16	2,224	139	N
PLANNED	12/15/2011	5	1,430	286	N
PLANNED	12/15/2011	7	791	113	N
PLANNED	12/15/2011	3	207	69	N
PLANNED	12/15/2011	8	1,408	176	N
PLANNED	12/15/2011	20	3,540	177	N
PLANNED	12/15/2011	9	1,584	176	N
PLANNED	12/15/2011	5	2,135	427	N
PLANNED	12/15/2011	8	1,088	136	N
PLANNED	12/15/2011	13	3,029	233	N
PLANNED	12/15/2011	8	1,672	209	N
PLANNED	12/15/2011	32	5,440	170	N
PLANNED	12/15/2011	48	9,552	199	N
PLANNED	12/15/2011	1	142	142	N
PLANNED	12/15/2011	7	77	11	N
PLANNED	12/15/2011	10	2,530	253	N
PLANNED	12/15/2011	1	251	251	N
PLANNED	12/15/2011	5	1,245	249	N
PLANNED	12/15/2011	9	981	109	N
PLANNED	12/15/2011	12	768	64	N
PLANNED	12/15/2011	7	371	53	N
CUSTOMER REQUEST	12/15/2011	1	34	34	N
PLANNED	12/15/2011	7	1,022	146	N
PLANNED	12/15/2011	10	800	80	N
PLANNED	12/15/2011	10	590	59	N
PLANNED	12/16/2011	7	1,428	204	N
PLANNED	12/16/2011	29	1,479	51	N
PLANNED	12/16/2011	27	3,240	120	N
PLANNED	12/16/2011	6	1,038	173	N
PLANNED	12/16/2011	6	864	144	N
PLANNED	12/16/2011	7	1,176	168	N
PLANNED	12/16/2011	8	472	59	N
PLANNED	12/16/2011	2	228	114	N
PLANNED	12/16/2011	8	848	106	N
PLANNED	12/16/2011	9	945	105	N
PLANNED	12/16/2011	15	5,160	344	N
PLANNED	12/16/2011	5	940	188	N
PLANNED	12/16/2011	4	932	233	N
PLANNED	12/16/2011	30	8,250	275	N
PLANNED	12/16/2011	12	3,300	275	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/16/2011	3	483	161	N
PLANNED	12/16/2011	62	2,790	45	N
PLANNED	12/16/2011	87	3,915	45	N
PLANNED	12/16/2011	6	1,350	225	N
PLANNED	12/16/2011	6	1,740	290	N
PLANNED	12/16/2011	56	11,984	214	N
PLANNED	12/16/2011	18	540	30	N
PLANNED	12/16/2011	1	87	87	N
PLANNED	12/16/2011	16	704	44	N
CUSTOMER REQUEST	12/16/2011	1	50	50	N
PLANNED	12/16/2011	8	640	80	N
PLANNED	12/16/2011	5	115	23	N
PLANNED	12/16/2011	1	109	109	N
PLANNED	12/16/2011	11	770	70	N
CUSTOMER REQUEST	12/16/2011	1	17	17	N
PLANNED	12/16/2011	7	238	34	N
PLANNED	12/16/2011	10	360	36	N
PLANNED	12/16/2011	6	852	142	N
PLANNED	12/16/2011	7	987	141	N
PLANNED	12/16/2011	7	1,596	228	N
PLANNED	12/16/2011	6	1,500	250	N
PLANNED	12/16/2011	3	267	89	N
PLANNED	12/16/2011	9	1,278	142	N
PLANNED	12/16/2011	2	276	138	N
PLANNED	12/16/2011	10	1,130	113	N
PLANNED	12/16/2011	6	360	60	N
PLANNED	12/16/2011	10	320	32	N
PLANNED	12/16/2011	19	399	21	N
PLANNED	12/16/2011	24	2,136	89	N
PLANNED	12/16/2011	1	200	200	N
PLANNED	12/18/2011	10	380	38	N
PLANNED	12/18/2011	2	392	196	N
PLANNED	12/18/2011	4	560	140	N
PLANNED	12/18/2011	1	310	310	N
PLANNED	12/18/2011	1	223	223	N
PLANNED	12/18/2011	1	146	146	N
PLANNED	12/19/2011	31	2,883	93	N
PLANNED	12/19/2011	4	900	225	N
PLANNED	12/19/2011	12	204	17	N
PLANNED	12/19/2011	12	2,196	183	N
PLANNED	12/19/2011	4	224	56	N
CUSTOMER REQUEST	12/19/2011	1	163	163	N
PLANNED	12/19/2011	7	1,400	200	N
PLANNED	12/19/2011	12	1,620	135	N
PLANNED	12/19/2011	7	378	54	N
PLANNED	12/19/2011	5	790	158	N
PLANNED	12/19/2011	2	264	132	N
CUSTOMER REQUEST	12/19/2011	8	8	1	N
PLANNED	12/19/2011	17	2,040	120	N
PLANNED	12/19/2011	6	672	112	N
PLANNED	12/19/2011	21	1,260	60	N
PLANNED	12/19/2011	8	592	74	N
PLANNED	12/19/2011	1	715	715	N
PLANNED	12/19/2011	37	3,959	107	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/19/2011	9	1,071	119	N
PLANNED	12/19/2011	4	416	104	N
PLANNED	12/19/2011	8	512	64	N
PLANNED	12/19/2011	4	752	188	N
PLANNED	12/19/2011	1	110	110	N
CUSTOMER REQUEST	12/19/2011	1	87	87	N
PLANNED	12/19/2011	6	540	90	N
PLANNED	12/19/2011	4	208	52	N
PLANNED	12/19/2011	11	2,442	222	N
PLANNED	12/19/2011	16	976	61	N
PLANNED	12/19/2011	7	238	34	N
PLANNED	12/19/2011	12	660	55	N
PLANNED	12/19/2011	8	1,216	152	N
PLANNED	12/19/2011	4	492	123	N
PLANNED	12/19/2011	10	800	80	N
PLANNED	12/19/2011	1	157	157	N
PLANNED	12/20/2011	17	1,513	89	N
PLANNED	12/20/2011	9	1,665	185	N
PLANNED	12/20/2011	7	546	78	N
PLANNED	12/20/2011	3	372	124	N
PLANNED	12/20/2011	38	1,520	40	N
PLANNED	12/20/2011	2	246	123	N
PLANNED	12/20/2011	10	3,570	357	N
PLANNED	12/20/2011	1	87	87	N
CUSTOMER REQUEST	12/20/2011	8	616	77	N
PLANNED	12/20/2011	2	168	84	N
PLANNED	12/20/2011	3	618	206	N
PLANNED	12/20/2011	3	657	219	N
PLANNED	12/20/2011	26	5,876	226	N
PLANNED	12/20/2011	15	945	63	N
PLANNED	12/20/2011	4	412	103	N
PLANNED	12/20/2011	13	1,716	132	N
PLANNED	12/20/2011	125	10,000	80	N
PLANNED	12/20/2011	7	938	134	N
CUSTOMER REQUEST	12/20/2011	5	165	33	N
PLANNED	12/20/2011	11	1,837	167	N
PLANNED	12/20/2011	26	6,110	235	N
PLANNED	12/20/2011	44	10,252	233	N
PLANNED	12/20/2011	12	564	47	N
PLANNED	12/20/2011	9	2,079	231	N
CUSTOMER REQUEST	12/20/2011	7	259	37	N
PLANNED	12/20/2011	7	1,603	229	N
PLANNED	12/20/2011	7	1,218	174	N
PLANNED	12/20/2011	6	1,338	223	N
PLANNED	12/20/2011	2	340	170	N
CUSTOMER REQUEST	12/20/2011	8	112	14	N
PLANNED	12/20/2011	6	96	16	N
PLANNED	12/20/2011	4	364	91	N
PLANNED	12/20/2011	3	600	200	N
PLANNED	12/20/2011	3	750	250	N
PLANNED	12/20/2011	4	452	113	N
PLANNED	12/20/2011	11	1,936	176	N
PLANNED	12/20/2011	1	178	178	N
PLANNED	12/20/2011	12	2,124	177	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/20/2011	4	296	74	N
PLANNED	12/20/2011	22	1,210	55	N
PLANNED	12/20/2011	11	1,452	132	N
PLANNED	12/20/2011	8	1,024	128	N
PLANNED	12/20/2011	125	9,125	73	N
PLANNED	12/20/2011	8	136	17	N
PLANNED	12/20/2011	8	848	106	N
PLANNED	12/20/2011	17	1,071	63	N
CUSTOMER REQUEST	12/20/2011	1	72	72	N
PLANNED	12/20/2011	24	7,440	310	N
PLANNED	12/21/2011	49	10,143	207	N
PLANNED	12/21/2011	24	2,064	86	N
PLANNED	12/21/2011	17	2,108	124	N
PLANNED	12/21/2011	4	668	167	N
PLANNED	12/21/2011	5	165	33	N
PLANNED	12/21/2011	3	381	127	N
PLANNED	12/21/2011	8	2,192	274	N
PLANNED	12/21/2011	2	358	179	N
PLANNED	12/21/2011	5	475	95	N
PLANNED	12/21/2011	37	3,293	89	N
PLANNED	12/21/2011	8	1,296	162	N
PLANNED	12/21/2011	10	3,980	398	N
PLANNED	12/21/2011	21	3,486	166	N
PLANNED	12/21/2011	59	7,375	125	N
CUSTOMER REQUEST	12/21/2011	1	254	254	N
PLANNED	12/21/2011	9	675	75	N
PLANNED	12/21/2011	5	1,320	264	N
PLANNED	12/21/2011	53	7,208	136	N
PLANNED	12/21/2011	6	414	69	N
PLANNED	12/21/2011	4	848	212	N
PLANNED	12/21/2011	7	1,470	210	N
CUSTOMER REQUEST	12/21/2011	5	105	21	N
PLANNED	12/21/2011	9	756	84	N
PLANNED	12/21/2011	23	1,403	61	N
PLANNED	12/21/2011	8	2,096	262	N
PLANNED	12/21/2011	139	20,016	144	N
PLANNED	12/21/2011	4	1,356	339	N
PLANNED	12/21/2011	6	1,704	284	N
PLANNED	12/21/2011	14	784	56	N
PLANNED	12/21/2011	8	1,336	167	N
PLANNED	12/21/2011	6	1,380	230	N
PLANNED	12/21/2011	1	166	166	N
PLANNED	12/21/2011	19	627	33	N
PLANNED	12/21/2011	5	715	143	N
PLANNED	12/21/2011	33	5,016	152	N
PLANNED	12/21/2011	60	4,200	70	N
PLANNED	12/21/2011	4	992	248	N
PLANNED	12/22/2011	29	9,657	333	N
PLANNED	12/22/2011	8	2,384	298	
					N
PLANNED	12/22/2011	53	11,024	208	N
PLANNED	12/22/2011	4	424	106	N
PLANNED	12/22/2011	17	4,335	255	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/22/2011	17	4,335	255	N
PLANNED	12/22/2011	29	696	24	N
PLANNED	12/22/2011	10	1,220	122	N
PLANNED	12/22/2011	14	1,428	102	N
PLANNED	12/22/2011	1	363	363	N
PLANNED	12/22/2011	4	1,236	309	N
PLANNED	12/22/2011	11	2,651	241	N
PLANNED	12/22/2011	9	2,079	231	N
PLANNED	12/22/2011	6	450	75	N
PLANNED	12/22/2011	87	6,177	71	N
PLANNED	12/22/2011	2	344	172	N
PLANNED	12/22/2011	105	29,295	279	N
PLANNED	12/22/2011	3	345	115	N
PLANNED	12/22/2011	6	384	64	N
PLANNED	12/22/2011	19	4,332	228	N
PLANNED	12/22/2011	4	308	77	N
PLANNED	12/22/2011	6	1,014	169	N
PLANNED	12/22/2011	4	512	128	N
PLANNED	12/22/2011	12	708	59	N
PLANNED	12/22/2011	10	460	46	N
PLANNED	12/22/2011	6	390	65	N
PLANNED	12/22/2011	5	515	103	N
PLANNED	12/22/2011	12	912	76	N
CUSTOMER REQUEST	12/22/2011	1	116	116	N
PLANNED	12/22/2011	78	5,382	69	N
CUSTOMER REQUEST	12/22/2011	4	20	5	N
CUSTOMER REQUEST	12/22/2011	1	149	149	N
PLANNED	12/22/2011	2	608	304	N
PLANNED	12/23/2011	6	1,416	236	N
CUSTOMER REQUEST	12/23/2011	101	7,798	161	N
CUSTOMER REQUEST	12/24/2011	1	77	77	N
CUSTOMER REQUEST	12/24/2011	1,688	16,880	10	N
CUSTOMER REQUEST	12/24/2011	1	94	94	N
CUSTOMER REQUEST	12/26/2011	18	522	29	N
PLANNED	12/27/2011	38	5,814	153	N
PLANNED	12/27/2011	8	1,968	246	N
PLANNED	12/27/2011	35	6,160	176	N
PLANNED	12/27/2011	3	390	130	N
PLANNED	12/27/2011	3	36	12	N
PLANNED	12/27/2011	13	4,732	364	N
PLANNED	12/27/2011	3	375	125	N
PLANNED	12/27/2011	5	140	28	N
CUSTOMER REQUEST	12/27/2011	2	162	81	N
PLANNED	12/27/2011	2	410	205	N
PLANNED	12/27/2011	4	544	136	N
PLANNED	12/27/2011	6	708	118	N
PLANNED	12/27/2011	6	378	63	N
PLANNED	12/27/2011	8	496	62	N
PLANNED	12/27/2011	2	80	40	N
PLANNED	12/27/2011	7	777	111	N
PLANNED	12/27/2011	2	24	12	N
PLANNED	12/27/2011	18	5,832	324	N
PLANNED	12/27/2011	2	96	48	N
PLANNED	12/27/2011	9	315	35	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/27/2011	4	680	170	N
PLANNED	12/27/2011	40	3,200	80	N
PLANNED	12/28/2011	92	10,672	116	N
PLANNED	12/28/2011	9	774	86	N
PLANNED	12/28/2011	5	1,620	324	N
PLANNED	12/28/2011	8	1,128	141	N
PLANNED	12/28/2011	4	48	12	N
PLANNED	12/28/2011	2	148	74	N
PLANNED	12/28/2011	3	399	133	N
PLANNED	12/28/2011	18	4,788	266	N
PLANNED	12/28/2011	9	783	87	N
PLANNED	12/28/2011	8	752	94	N
CUSTOMER REQUEST	12/28/2011	1	195	195	N
PLANNED	12/28/2011	11	1,023	93	N
PLANNED	12/28/2011	5	345	69	N
PLANNED	12/28/2011	12	2,256	188	N
PLANNED	12/28/2011	1	372	372	N
PLANNED	12/28/2011	13	1,703	131	N
PLANNED	12/28/2011	3	549	183	N
PLANNED	12/28/2011	7	399	57	N
PLANNED	12/28/2011	12	1,716	143	N
PLANNED	12/28/2011	21	5,397	257	N
PLANNED	12/28/2011	8	592	74	N
PLANNED	12/28/2011	10	2,560	256	N
PLANNED	12/28/2011	9	180	20	N
PLANNED	12/28/2011	2	370	185	N
PLANNED	12/28/2011	12	1,164	97	N
PLANNED	12/28/2011	48	3,888	81	N
PLANNED	12/28/2011	5	880	176	N
PLANNED	12/28/2011	13	1,196	92	N
PLANNED	12/28/2011	10	300	30	N
PLANNED	12/28/2011	6	1,446	241	N
PLANNED	12/28/2011	7	497	71	N
PLANNED	12/28/2011	9	2,151	239	N
PLANNED	12/28/2011	8	320	40	N
PLANNED	12/28/2011	8	1,360	170	N
PLANNED	12/28/2011	1	182	182	N
PLANNED	12/28/2011	4	28	7	N
PLANNED	12/28/2011	15	1,620	108	N
PLANNED	12/28/2011	2	104	52	N
PLANNED	12/28/2011	13	325	25	N
PLANNED	12/28/2011	11	638	58	N
PLANNED	12/28/2011	8	936	117	N
PLANNED	12/28/2011	2	234	117	N
PLANNED	12/28/2011	4	468	117	N
CUSTOMER REQUEST	12/28/2011	10	800	80	N
CUSTOMER REQUEST	12/29/2011	1	406	406	N
PLANNED	12/29/2011	1	173	173	N
PLANNED	12/29/2011	1	173	173	N
PLANNED	12/29/2011	27	2,970	110	N
PLANNED	12/29/2011	1	234	234	N
PLANNED	12/29/2011	11	1,419	129	N
PLANNED	12/29/2011	4	1,072	268	N
PLANNED	12/29/2011	13	2,275	175	N

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/29/2011	22	5,082	231	N
PLANNED	12/29/2011	32	4,576	143	N
PLANNED	12/29/2011	2	1,060	530	N
PLANNED	12/29/2011	8	2,400	300	N
PLANNED	12/29/2011	6	1,728	288	N
PLANNED	12/29/2011	3	738	246	N
PLANNED	12/29/2011	1	134	134	N
PLANNED	12/29/2011	15	2,010	134	N
PLANNED	12/29/2011	8	664	83	N
PLANNED	12/29/2011	8	1,120	140	N
PLANNED	12/29/2011	9	315	35	N
PLANNED	12/29/2011	19	418	22	N
PLANNED	12/29/2011	14	2,128	152	N
PLANNED	12/29/2011	2	170	85	N
PLANNED	12/29/2011	5	180	36	N
PLANNED	12/29/2011	5	670	134	N
PLANNED	12/29/2011	5	595	119	N
PLANNED	12/29/2011	7	952	136	N
PLANNED	12/29/2011	5	2,235	447	N
PLANNED	12/29/2011	6	2,604	434	N
PLANNED	12/29/2011	4	1,696	424	N
PLANNED	12/29/2011	4	348	87	N
PLANNED	12/29/2011	6	138	23	N
PLANNED	12/29/2011	6	882	147	N
PLANNED	12/29/2011	4	172	43	N
CUSTOMER REQUEST	12/29/2011	1,320	14,520	11	N
PLANNED	12/30/2011	10	1,870	187	N
PLANNED	12/30/2011	1	297	297	N
PLANNED	12/30/2011	4	652	163	N
PLANNED	12/30/2011	4	264	66	N
PLANNED	12/30/2011	7	126	18	N
CUSTOMER REQUEST	12/30/2011	12	312	26	N
PLANNED	12/30/2011	24	5,088	212	N
PLANNED	12/30/2011	78	6,006	77	N
PLANNED	12/30/2011	2	144	72	N
PLANNED	12/30/2011	11	935	85	N
CUSTOMER REQUEST	12/30/2011	1	76	76	N
PLANNED	12/30/2011	32	1,120	35	N
PLANNED	12/30/2011	1	57	57	N
CUSTOMER REQUEST	12/30/2011	9	297	33	N
PLANNED	12/30/2011	5	410	82	N
PLANNED	12/30/2011	5	275	55	N
PLANNED	12/30/2011	15	1,275	85	N
PLANNED	12/30/2011	10	610	61	N
PLANNED	12/30/2011	4	492	123	N
CUSTOMER REQUEST	12/30/2011	12	852	71	N
PLANNED	12/30/2011	9	126	14	N
CUSTOMER REQUEST	12/30/2011	1	67	67	N
PLANNED	12/31/2011	1	104	104	N
CUSTOMER REQUEST	12/31/2011	1	1	1	N
CUSTOMER REQUEST	12/31/2011	1	1	1	N
CUSTOMER REQUEST	12/31/2011	1	27	27	N

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	1/3/11	1478	5222	1478	n/a	n/a
Transmission / Substation	1/3/11	4358	134517	4358	n/a	n/a
Transmission / Substation	1/6/11	1062	65756	1062	n/a	n/a
Transmission / Substation	1/6/11	551	634	551	n/a	n/a
Transmission / Substation	1/7/11	1289	5349	1289	n/a	n/a
Transmission / Substation	1/11/11	2760	165498	2760	n/a	n/a
Transmission / Substation	1/16/11	3307	6394	3307	n/a	n/a
Transmission / Substation	1/19/11	7204	213272	7204	n/a	n/a
Transmission / Substation	1/19/11	45073	85639	45073	n/a	n/a
Transmission / Substation	1/25/11	793	3648	793	n/a	n/a
Transmission / Substation	1/26/11	1534	47759	1534	n/a	n/a
Transmission / Substation	1/28/11	2855	112011	2855	n/a	n/a
Transmission / Substation	2/1/11	2112	87542	2112	n/a	n/a
Transmission / Substation	2/8/11	16601	19091	16601	n/a	n/a
Transmission / Substation	2/8/11	2845	15648	2845	n/a	n/a
Transmission / Substation	2/15/11	13587	20833	13587	n/a	n/a
Transmission / Substation	2/15/11	3429	5829	3429	n/a	n/a
Transmission / Substation	2/20/11	5163	11703	5163	n/a	n/a
Transmission / Substation	2/21/11	1544	2370	1544	n/a	n/a
Transmission / Substation	2/21/11	515	1622	515	n/a	n/a
Transmission / Substation	3/2/11	6752	213813	6752	n/a	n/a
Transmission / Substation	3/3/11	26119	43967	26119	n/a	n/a
Transmission / Substation	3/7/11	3817	155830	3817	n/a	n/a
Transmission / Substation	3/8/11	1	3	1	n/a	n/a
Transmission / Substation	3/10/11	2	3	2	n/a	n/a
Transmission / Substation	3/10/11	1763	103870	1763	n/a	n/a
Transmission / Substation	3/14/11	742	22613	742	n/a	n/a
Transmission / Substation	3/16/11	1254	1881	1254	n/a	n/a
Transmission / Substation	3/24/11	1294	43608	1294	n/a	n/a
Transmission / Substation	3/27/11	545	20165	545	n/a	n/a
Transmission / Substation	3/28/11	8010	344956	8010	n/a	n/a
Transmission / Substation	3/30/11	2273	3523	2273	n/a	n/a
Transmission / Substation	3/30/11	20019	55397	20019	n/a	n/a
Transmission / Substation	3/31/11	1	3	1	n/a	n/a
Transmission / Substation	4/5/11	1	39	1	n/a	n/a
Transmission / Substation	4/5/11	5162	9636	5162	n/a	n/a
Transmission / Substation	4/5/11	4155	97850	4155	n/a	n/a
Transmission / Substation	4/7/11	13323	23537	13323	n/a	n/a
Transmission / Substation	4/8/11	10700	314209	10700	n/a	n/a
Transmission / Substation	4/9/11	1036	10360	1036	n/a	n/a
Transmission / Substation	4/9/11	516	4128	516	n/a	n/a
Transmission / Substation	4/9/11	1662	13296	1662	n/a	n/a
Transmission / Substation	4/9/11	1836	16524	1836	n/a	n/a
Transmission / Substation	4/10/11	908	2300	908	n/a	n/a
Transmission / Substation	4/11/11	1460	47304	1460	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	4/12/11	2828	125139	2828	n/a	n/a
Transmission / Substation	4/14/11	2174	14747	2174	n/a	n/a
Transmission / Substation	4/15/11	1822	3583	1822	n/a	n/a
Transmission / Substation	4/16/11	17784	122411	17784	n/a	n/a
Transmission / Substation	4/17/11	2027	2399	2027	n/a	n/a
Transmission / Substation	4/19/11	1465	53326	1465	n/a	n/a
Transmission / Substation	4/24/11	9634	495628	9634	n/a	n/a
Transmission / Substation	4/28/11	585	25428	585	n/a	n/a
Transmission / Substation	4/29/11	666	30503	666	n/a	n/a
Transmission / Substation	5/2/11	792	100025	792	n/a	n/a
Transmission / Substation	5/2/11	2035	10707	2035	n/a	n/a
Transmission / Substation	5/2/11	3375	3308	3375	n/a	n/a
Transmission / Substation	5/4/11	2074	105014	2074	n/a	n/a
Transmission / Substation	5/4/11	196	415	196	n/a	n/a
Transmission / Substation	5/6/11	1	110	1	n/a	n/a
Transmission / Substation	5/7/11	1	184	1	n/a	n/a
Transmission / Substation	5/9/11	434	11747	434	n/a	n/a
Transmission / Substation	5/12/11	3307	108525	3307	n/a	n/a
Transmission / Substation	5/14/11	1	1	1	n/a	n/a
Transmission / Substation	5/14/11	3251	8073	3251	n/a	n/a
Transmission / Substation	5/14/11	8773	28366	8773	n/a	n/a
Transmission / Substation	5/14/11	3250	124638	3250	n/a	n/a
Transmission / Substation	5/18/11	2350	3603	2350	n/a	n/a
Transmission / Substation	5/22/11	12	309	12	n/a	n/a
Transmission / Substation	5/25/11	12	303	12	n/a	n/a
Transmission / Substation	5/27/11	1396	2071	1396	n/a	n/a
Transmission / Substation	5/27/11	1899	3070	1899	n/a	n/a
Transmission / Substation	5/29/11	1416	28414	1416	n/a	n/a
Transmission / Substation	6/3/11	1202	26144	1202	n/a	n/a
Transmission / Substation	6/4/11	2342	3357	2342	n/a	n/a
Transmission / Substation	6/4/11	1174	52928	1174	n/a	n/a
Transmission / Substation	6/6/11	47701	97787	47701	n/a	n/a
Transmission / Substation	6/6/11	5163	7831	5163	n/a	n/a
Transmission / Substation	6/8/11	704	1009	704	n/a	n/a
Transmission / Substation	6/10/11	2045	38616	2045	n/a	n/a
Transmission / Substation	6/12/11	61	3278	61	n/a	n/a
Transmission / Substation	6/13/11	11824	549218	11824	n/a	n/a
Transmission / Substation	6/13/11	32014	35215	32014	n/a	n/a
Transmission / Substation	6/13/11	32014	47487	32014	n/a	n/a
Transmission / Substation	6/15/11	751	3467	751	n/a	n/a
Transmission / Substation	6/15/11	4034	878854	4034	n/a	n/a
Transmission / Substation	6/15/11	1210	105005	1210	n/a	n/a
Transmission / Substation	6/17/11	1302	1931	1302	n/a	n/a
Transmission / Substation	6/17/11	1045	2647	1045	n/a	n/a
Transmission / Substation	6/18/11	27112	40216	27112	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	6/19/11	2035	3392	2035	n/a	n/a
Transmission / Substation	6/20/11	18038	838166	18038	n/a	n/a
Transmission / Substation	6/22/11	846	10629	846	n/a	n/a
Transmission / Substation	6/23/11	773	51469	773	n/a	n/a
Transmission / Substation	6/23/11	32283	54881	32283	n/a	n/a
Transmission / Substation	6/24/11	848	2063	848	n/a	n/a
Transmission / Substation	6/26/11	2073	59461	2073	n/a	n/a
Transmission / Substation	6/26/11	8975	15258	8975	n/a	n/a
Transmission / Substation	6/26/11	8975	16527	8975	n/a	n/a
Transmission / Substation	6/26/11	2281	70521	2281	n/a	n/a
Transmission / Substation	6/30/11	1395	6673	1395	n/a	n/a
Transmission / Substation	6/30/11	1327	53434	1327	n/a	n/a
Transmission / Substation	6/30/11	25262	60208	25262	n/a	n/a
Transmission / Substation	6/30/11	206	5301	206	n/a	n/a
Transmission / Substation	6/30/11	1921	15654	1921	n/a	n/a
Transmission / Substation	7/1/11	505	556	505	n/a	n/a
Transmission / Substation	7/1/11	5678	210397	5678	n/a	n/a
Transmission / Substation	7/6/11	1163	51754	1163	n/a	n/a
Transmission / Substation	7/6/11	936	38922	936	n/a	n/a
Transmission / Substation	7/7/11	66488	237730	66488	n/a	n/a
Transmission / Substation	7/8/11	988	23975	988	n/a	n/a
Transmission / Substation	7/8/11	462	23400	462	n/a	n/a
Transmission / Substation	7/8/11	11266	182095	11266	n/a	n/a
Transmission / Substation	7/11/11	1499	3797	1499	n/a	n/a
Transmission / Substation	7/12/11	1406	2953	1406	n/a	n/a
Transmission / Substation	7/13/11	955	10410	955	n/a	n/a
Transmission / Substation	7/18/11	1777	5598	1777	n/a	n/a
Transmission / Substation	7/19/11	1531	5231	1531	n/a	n/a
Transmission / Substation	7/20/11	1067	3622	1067	n/a	n/a
Transmission / Substation	7/20/11	1440	41256	1440	n/a	n/a
Transmission / Substation	7/21/11	1392	1763	1392	n/a	n/a
Transmission / Substation	7/21/11	1246	5606	1246	n/a	n/a
Transmission / Substation	7/21/11	1399	10003	1399	n/a	n/a
Transmission / Substation	7/21/11	1173	23206	1173	n/a	n/a
Transmission / Substation	7/22/11	508	533	508	n/a	n/a
Transmission / Substation	7/22/11	81	88	81	n/a	n/a
Transmission / Substation	7/24/11	2145	30817	2145	n/a	n/a
Transmission / Substation	7/25/11	514	762	514	n/a	n/a
Transmission / Substation	7/26/11	2748	103790	2748	n/a	n/a
Transmission / Substation	7/27/11	1585	3655	1585	n/a	n/a
Transmission / Substation	8/4/11	8372	89531	8372	n/a	n/a
Transmission / Substation	8/4/11	1651	42568	1651	n/a	n/a
Transmission / Substation	8/4/11	165	2401	165	n/a	n/a
Transmission / Substation	8/7/11	775	49264	775	n/a	n/a
Transmission / Substation	8/7/11	1103	4945	1103	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	8/7/11	1461	75461	1461	n/a	n/a
Transmission / Substation	8/7/11	1700	43520	1700	n/a	n/a
Transmission / Substation	8/8/11	654	8993	654	n/a	n/a
Transmission / Substation	8/8/11	791	1107	791	n/a	n/a
Transmission / Substation	8/10/11	2289	4044	2289	n/a	n/a
Transmission / Substation	8/14/11	504	924	504	n/a	n/a
Transmission / Substation	8/17/11	1044	52322	1044	n/a	n/a
Transmission / Substation	8/22/11	5538	196694	5538	n/a	n/a
Transmission / Substation	8/23/11	3	93	3	n/a	n/a
Transmission / Substation	8/23/11	21107	26032	21107	n/a	n/a
Transmission / Substation	8/29/11	1463	71482	1463	n/a	n/a
Transmission / Substation	9/4/11	3318	6747	3318	n/a	n/a
Transmission / Substation	9/7/11	1872	24376	1872	n/a	n/a
Transmission / Substation	9/8/11	1843	4976	1843	n/a	n/a
Transmission / Substation	9/9/11	6161	204237	6161	n/a	n/a
Transmission / Substation	9/9/11	1675	69959	1675	n/a	n/a
Transmission / Substation	9/9/11	499	915	499	n/a	n/a
Transmission / Substation	9/21/11	2069	3621	2069	n/a	n/a
Transmission / Substation	9/22/11	2660	139162	2660	n/a	n/a
Transmission / Substation	9/22/11	5204	29489	5204	n/a	n/a
Transmission / Substation	9/23/11	2022	48865	2022	n/a	n/a
Transmission / Substation	9/23/11	2022	36383	2022	n/a	n/a
Transmission / Substation	9/23/11	1229	72757	1229	n/a	n/a
Transmission / Substation	9/24/11	436	5247	436	n/a	n/a
Transmission / Substation	9/25/11	1669	88131	1669	n/a	n/a
Transmission / Substation	9/30/11	372	1097	372	n/a	n/a
Transmission / Substation	10/1/11	1	86	1	n/a	n/a
Transmission / Substation	10/1/11	2169	2241	2169	n/a	n/a
Transmission / Substation	10/1/11	1	4	1	n/a	n/a
Transmission / Substation	10/3/11	12268	13904	12268	n/a	n/a
Transmission / Substation	10/3/11	2010	26130	2010	n/a	n/a
Transmission / Substation	10/8/11	720	2292	720	n/a	n/a
Transmission / Substation	10/9/11	4056	233964	4056	n/a	n/a
Transmission / Substation	10/9/11	1278	64156	1278	n/a	n/a
Transmission / Substation	10/9/11	15077	40495	15077	n/a	n/a
Transmission / Substation	10/18/11	33765	88329	33765	n/a	n/a
Transmission / Substation	10/20/11	19110	56056	19110	n/a	n/a
Transmission / Substation	10/21/11	933	2130	933	n/a	n/a
Transmission / Substation	10/28/11	2095	39072	2095	n/a	n/a
Transmission / Substation	10/29/11	13511	411423	13511	n/a	n/a
Transmission / Substation	10/29/11	36133	235043	36133	n/a	n/a
Transmission / Substation	10/29/11	15867	700793	15867	n/a	n/a
Transmission / Substation	10/30/11	13710	427245	13710	n/a	n/a
Transmission / Substation	10/30/11	7763	326305	7763	n/a	n/a
Transmission / Substation	10/30/11	885	60891	885	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	10/31/11	31598	156372	31598	n/a	n/a
Transmission / Substation	10/31/11	1453	35066	1453	n/a	n/a
Transmission / Substation	11/3/11	1675	4997	1675	n/a	n/a
Transmission / Substation	11/3/11	1207	104868	1207	n/a	n/a
Transmission / Substation	11/3/11	211	18297	211	n/a	n/a
Transmission / Substation	11/10/11	11347	264196	11347	n/a	n/a
Transmission / Substation	11/15/11	659	6346	659	n/a	n/a
Transmission / Substation	11/16/11	184	21384	184	n/a	n/a
Transmission / Substation	11/16/11	1091	43367	1091	n/a	n/a
Transmission / Substation	11/21/11	24712	40236	24712	n/a	n/a
Transmission / Substation	11/25/11	2357	64292	2357	n/a	n/a
Transmission / Substation	12/1/11	2534	142960	2534	n/a	n/a
Transmission / Substation	12/4/11	1076	1184	1076	n/a	n/a
Transmission / Substation	12/5/11	903	25701	903	n/a	n/a
Transmission / Substation	12/6/11	34436	58541	34436	n/a	n/a
Transmission / Substation	12/10/11	2063	104216	2063	n/a	n/a
Transmission / Substation	12/11/11	492	1173	492	n/a	n/a
Transmission / Substation	12/12/11	13542	17830	13542	n/a	n/a
Transmission / Substation	12/12/11	1112	2595	1112	n/a	n/a
Transmission / Substation	12/14/11	816	15368	816	n/a	n/a
Transmission / Substation	12/14/11	2362	61294	2362	n/a	n/a
Transmission / Substation	12/14/11	6258	9074	6258	n/a	n/a
Transmission / Substation	12/17/11	15856	32242	15856	n/a	n/a
Transmission / Substation	12/18/11	2485	69414	2485	n/a	n/a
Transmission / Substation	12/21/11	1712	2226	1712	n/a	n/a
Transmission / Substation	12/25/11	2505	77822	2505	n/a	n/a
Transmission / Substation	12/27/11	9124	305057	9124	n/a	n/a
Transmission / Substation	12/30/11	6834	380312	6834	n/a	n/a